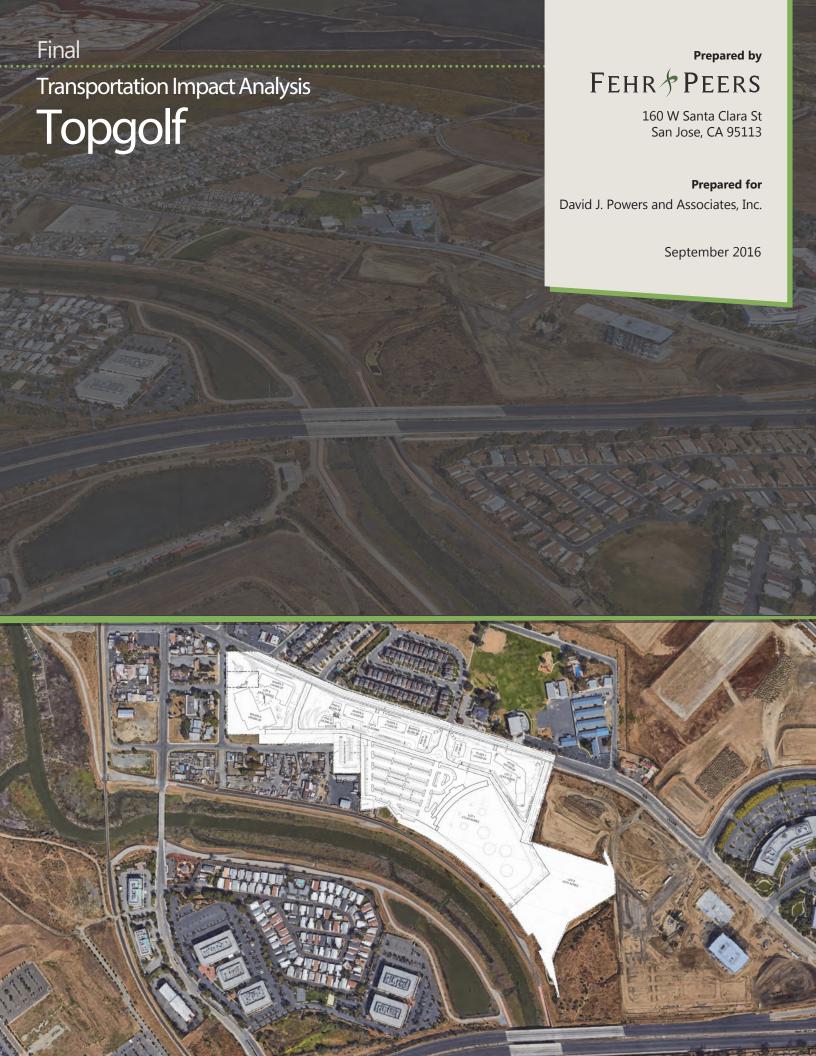
Appendix I: Transportation Impact Analysis



Topgolf

Final Transportation Impact Analysis Report

Prepared for: David J. Powers and Associates, Inc.

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SD15-0189

FEHR PEERS

Table of Contents

1.0	EXEC	CUTIVE SUMMARY	8
	1.1	Project Trip Generation	8
	1.2	Intersection Level of Service Analysis	8
	1.3	Freeway Segment Level of Service Analysis	10
	1.4	Other Transportation Analysis	10
		1.4.1 Unsignalized Intersection Operations	10
		1.4.2 Freeway Ramps	11
		1.4.3 OFF-Site Evaluation	11
		1.4.4 On-Site Vehicular Evaluation	12
		1.4.5 On-Site Parking Assessment	13
		1.4.6 Multi-Modal Assessment	13
2.0	INTR	ODUCTION	18
	2.1	Project Description	18
	2.2	Project Study Area	20
		2.2.1 Study Intersections	20
		2.2.2 Freeway Segments	21
	2.3	Analysis Scenarios	22
	2.4	Analysis Methods	24
		2.4.1 Signalized Intersection Operations	24
		2.4.2 Unsignalized Intersection Operations	26
		2.4.3 Freeway Segments Operations	27
		2.4.4 Freeway Ramp Operations	27
	2.5	CEQA Transportation Related Impact Criteria	28
		2.5.1 Signalized Intersections	28
		2.5.2 Freeway Segments	30
	2.6	Other Transportation Evaluation	30
		2.6.1 Unsignalized Intersections	30
		2.6.2 Bicycle & Pedestrian Facilities	31
		2.6.3 Transit Services	31
		2.6.4 Neighborhood Streets	31

		2.6.5 Emergency Access	32
	2.7	Report Organization	32
3.0	EXIST	TING CONDITIONS	34
	3.1	Existing Transportation Facilities	34
		3.1.1 Existing Street System	34
		3.1.2 Existing Transit Services	36
		3.1.3 Local Transit Network Connectivity	37
		3.1.4 Existing Bicycle Facilities	41
		3.1.5 Existing Pedestrian Facilities	44
	3.2	Existing Intersection Volumes & Lane Configurations	46
	3.3	Existing Intersection Levels of Service	46
	3.4	Field Observations	52
		3.4.1 Intersection 6: North 1st Street & SR 237 Eastbound Ramps	52
		3.4.2 Intersection 18: Great America Parkway & SR 237 Westbound Ramps	53
		3.4.3 Intersection 19: Great America Parkway & SR 237 Eastbound Ramps	53
		3.4.4 Operations Adjacent to Project Site	54
		3.4.5 Operations at George Mayne Elementary School	54
	3.5	Existing Freeway Segment Level of Service	55
4.0	PROJ	ECT TRAFFIC ESTIMATES	57
	4.1	Trip Generation	57
		4.1.1 Data Sources	57
		4.1.2 Trip Reductions	58
		4.1.3 Trip Generation Calculations	59
	4.2	Project Trip Distribution & Assignment	62
		4.2.1 Project Driveway Assumptions	62
	4.3	Project Street System Improvements	62
5.0	EXIST	TING PLUS PROJECT	67
	5.1	Existing plus Project Intersection Levels of Service	67
	5.2	Existing plus Project Intersection Impacts & Mitigation Measures	71
	5.3	Existing plus Project Freeway Segment Level of Service	71
	5.4	Existing plus Project Freeway Impacts & Mitigation Measures	73

6.0	BACK	GROUND CONDITIONS	74
	6.1	Background Traffic Volumes	74
	6.2	Background Baseline Improvements	74
	6.3	Background plus Project Traffic Volumes	75
	6.4	Background Intersection Levels of Service	75
	6.5	Background Intersection Impacts & Mitigation Measures	80
7.0	сим	JLATIVE CONDITIONS	82
	7.1	Cumulative Traffic Volumes	82
	7.2	Cumulative Baseline Improvements	85
	7.3	Cumulative plus Project Traffic Volumes	85
	7.4	Cumulative Intersection Levels of Service	87
	7.5	Cumulative Intersection Impacts & Mitigation Measures	90
8.0	ОТНЕ	R TRANSPORTATION ANALYSIS – UNSIGNALIZED INTERSECTION OPERATIO	NS 93
	8.1	Intersection Levels of Service	93
	8.2	Peak Hour Signal Warrant Analysis	94
	8.3	Adverse Effects & Improvement Options	95
	8.4	Queuing Assesment	97
9.0	ОТНЕ	R TRANSPORTATION ANALYSIS – FREEWAY RAMPS	98
	9.1	Freeway On-Ramp Operations	98
		9.1.1 On-Ramp Analysis Results	99
		9.1.2 Potential Improvements	101
10.0	ОТНЕ	R TRANSPORTATION ANALYSIS – OFF-SITE EVALUATION	102
	10.1	Neighborhood Interface	102
		10.1.1 Residential Street Impacts	102
		10.1.2 Potential Transportation Improvements	103
		10.1.3 Project Effects on the School	104
	10.2	Left-Turn Queueing	107
11.0	ОТНЕ	R TRANSPORTATION ANALYSIS – ON-SITE VEHICULAR EVALUATION	110
	11.1	Vehicle Access & Project Driveway Assessment	110

		11.1.1 Grand Boulevard & North 1" Street	110
		11.1.2 Intersection 3: Trinity Park Drive & North 1st Street	111
		11.1.3 Project Driveway #3 & North 1st Street	111
		11.1.4 Roundabout Assessment	112
	11.2	On-Site Circulation Review	119
	11.3	Access Evaluation for Delivery & Emergency Vehicles	120
12.0	ОТНЕ	R TRANSPORTATION ANALYSIS – ON-SITE PARKING ASSESSMENT	121
	12.1	Vehicle Parking	121
		12.1.1 Project Characteristics Assumed for parking Analysis	121
	12.2	Parking Requirements per City Code	122
	12.3	Topgolf Parking Supply & Demand Analysis	123
		12.3.1 Topgolf Parking Demand	124
		12.3.2 Topgolf Parking Supply	124
	12.4	Shared Parking Demand	124
		12.4.1 Shared Parking Results	125
	12.5	Parking Supply Recommendations	127
	12.6	Bicycle Parking	128
13.0	OTHE	R TRANSPORTATION ANALYSIS – MULTI-MODAL ASSESSMENT	129
	13.1	Pedestrian Network Evaluation	129
	13.2	Bicycle Network Evaluation	130
		13.2.1 Planned Bicycle Improvements	130
	13.3	Transit Network Evaluation	131
		13.3.1 Planned Transit Facilities	131
		13.3.2 Transit Delay	131
		13.3.3 Transit Access	132
14.0	CONC	CLUSION	133
	14.1	Operations Analyses	133
		14.1.1 Intersections	133
		14.1.2 Freeway Segements	133
	14.2	Other Transportation Analyses	134
		14.2.1 Unsignalized Intersection Operations	134

	14.2.2 Freeway Ramps	134
	14.2.3 Off-Site Evaluation	135
	14.2.4 On-Site Vehicular Evaluation	135
	14.2.5 Multi-Modal Assessment	135
14.3	Required Improvements	136

Appendices

Appendix A: Traffic Count Data

Appendix B: LOS Worksheets

Appendix C: Approved, Not Occupied, and Pending Projects

Appendix D: Signal Warrant Worksheets

Appendix E: Freeway LOS Calculation Worksheets

Appendix F: Roundabout LOS Calculation Worksheets

List of Figures

Figure 1: Project Site Plan	19
Figure 2: Study Area & Analyzed Locations	23
Figure 3: Signalized Intersection Level of Service Examples	25
Figure 4: Existing Transit Facilities	40
Figure 5: Existing Bicycle Facilities	43
Figure 6: Peak Hour Traffic Volumes & Lane Configurations – Existing Conditions	48
Figure 7: Project Trip Distribution	64
Figure 8: Total Project Trip Assignment at the Study Intersections	65
Figure 9: Total Project Trip Assignment at the Project Driveways	66
Figure 10: Peak Hour Traffic Volumes & Lane Configurations – Existing plus Project Conditions	68
Figure 11: Peak Hour Traffic Volumes & Lane Configurations – Background Conditions	76
Figure 12: Peak Hour Traffic Volumes & Lane Configurations – Background plus Project Conditions	77
Figure 13: Peak Hour Traffic Volumes & Lane Configurations – Cumulative Conditions	83
Figure 14: Peak Hour Traffic Volumes & Lane Configurations – Cumulative plus Project Conditions	86

Figure 15: School Traffic Trip Assignment – Existing & Project Conditions	106
Figure 16: Peak Hour Traffic Volumes & Lane Configurations at the Project Driveways - Existi Project Conditions	J .
Figure 17: Peak Hour Traffic Volumes & Lane Configurations at the Project Driveways - Backet Project Conditions	
Figure 18: Peak Hour Traffic Volumes & Lane Configurations at the Project Driveways - Cump Project Conditions	•
Figure 19: Peak Month's Weekday Shared Daily Parking Demand (By Hour)	126
List of Tables	
Table ES-1: Signalized Intersection Level of Service Summary	14
Table ES-2: Signalized Intersection Level of Service Impact & Mitigation Summary	17
Table 1: Study Intersections	20
Table 2: Analysis Scenarios	22
Table 3: Signalized Intersection Level of Service Definitions	24
Table 4: Unsignalized Intersection Level of Service Definitions	26
Table 5: Freeway Segment Level of Service Definitions	27
Table 6: Intersection LOS Standards	28
Table 7: Existing Transit Services	38
Table 8: Existing Signalized Intersection Level of Service	49
Table 9: Existing Freeway Segment Levels of Service	56
Table 10: Topgolf Project Trip Generation for Intersection Analysis ¹	60
Table 11: Topgolf Project Trip Generation for Freeway Segment & Ramp Analysis¹	61
Table 12: Existing Signalized Intersection Level of Service & Impact Analysis	69
Table 13: Existing Freeway Segment Levels of Service & Impact Analysis	72
Table 14: Background Signalized Intersection Level of Service & Impact Analysis	78
Table 15: Cumulative Signalized Intersection Level of Service & Impact Analysis	88
Table 16: Data to Determine Cumulative Impact Significance	90
Table 17: Unsignalized Intersection Level of Service & Analysis	96
Table 18: Queue Assessment at Unsignalized Intersections	97
Table 19: On-Ramp Configuration and Metering Information	99
Table 20: Freeway On-Ramp Queuing Evaluation	100
Table 21: Neighborhood Street Impact Analysis	103

Table 22: Left-Turn Queue Analysis	108
Table 23: Operations at the Project Driveways	112
Table 24: Operations at Project Driveways – Roundabout Alternative	113
Table 25: Vehicle Parking Requirements	123
Table 26: Recommended Vehicle Parking Requirements	127
Table 27: Bicycle Parking Requirements	128
Table 28: Additional Transit Vehicle Delay by Corridor	131

1.0 EXECUTIVE SUMMARY

This report presents the results of the transportation impact analysis (TIA) for the proposed Topgolf project on North 1st Street in the Alviso area of San Jose, California. The 36-acre project site is bounded by Moffatt Street and the Guadalupe River Trail to the south, Liberty Street to the west, North 1st Street to the north. As proposed, the project will replace the existing Pin High Golf Center and recreational vehicle storage facility, with 110,000 square feet of retail space, Topgolf entertainment complex with up to 125 hitting bays, and a 200-room hotel. The project will also reserve 5.8 acres of open space. Vehicle access to the project site will be provided by three project driveways on North 1st Street.

1.1 PROJECT TRIP GENERATION

At full buildout the proposed project is estimated to generate 6,691 net new daily trips, 224 net new AM peak hour trips (147 inbound and 77 outbound), and 605 net new PM peak hour trips (296 inbound and 309 outbound). These estimates account for the mixed-use nature of the site and the removal of existing uses. These project trips were distributed and assigned to the transportation network and added to the Existing, Background and Cumulative baseline traffic volumes to determine the "plus Project" conditions.

Note that during the course of preparing this study the project description changed. The original project included 117,000 square feet of retail space. All transportation analyses was completed assuming 117,000 square feet of retail space prior to the change to 110,000 square feet. For efficiency purposes, and to provide a worst-case scenario analysis, all of the intersection analysis presented in this study assumes 117,000 square feet of retail. The only analysis that was updated to assume 110,000 square feet of retail is the freeway analysis. The freeway analysis was updated because with 117,000 square feet of retail, the project would cause a significant impact on one freeway segment. The analysis was updated to determine whether the impact would still be significant at 110,000 square feet. The updated analysis reveals that the updated project description with 110,000 square feet of retail does not cause any significant freeway impacts.

1.2 INTERSECTION LEVEL OF SERVICE ANALYSIS

The impacts of the proposed project to the surrounding transportation system were evaluated following the guidelines established by the City of San Jose, City of Santa Clara, and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County. The traffic operations at 20 key intersections (i.e. 16 signalized and 4 unsignalized intersections) were evaluated during the weekday morning (AM) and afternoon (PM) peak hour under Existing, Background, and Cumulative



Conditions with and without the project. **Table ES-1** provides a summary of the levels of service for all signalized study intersections under all scenarios.

Below is a summary of the project impacts at the signalized study intersections. Mitigation measures for impacted locations are also summarized but are discussed in more detail in the report chapters for each scenario. **Table ES-2** provides a summary of the level of service for all impacted, signalized intersections under all scenarios and resulting level of service with the implementation of mitigation measures.

Existing plus Project Conditions

• The project will not cause a significant traffic impact level of service (LOS) at any of the locations under Existing plus Project Conditions.

Background plus Project Conditions

- <u>Intersection 5: North 1st Street & SR 237 Westbound Ramps</u> (LOS E PM peak hour) Less than significant with mitigation.
 - Mitigation: The NSJADP identifies and illustrates planned improvements at Intersection 6: North 1st Street & SR 237 Eastbound Ramps which would include the widening of the SR 237 overpass. This overpass widening would also include the following configuration changes at this intersection: the addition of a third northbound left-turn lane, the widening of the SR 237 westbound on-ramp, and the accommodation of a southbound right-turn lane. These proposed improvements would mitigate the project impact identified at this intersection to less-than-significant levels. Thus, the proposed project can mitigate by payment of the North San Jose Traffic Impact Fee (TIF).
- <u>Intersection 6: North 1st Street & SR 237 Eastbound Ramps</u> (LOS F AM peak hour) Less than significant with mitigation.
 - Mitigation: This intersection was also impacted in the NSJADP EIR, which proposed the addition of a third northbound through lane as a mitigation measure. Implementation of this improvement would also mitigate this project's impact at this location and the residual impact would be considered **less-than-significant**. Since the improvement is included within the list of NSJDAP improvements that will be funded and in the VTP 2040, the project can mitigate by payment of the TIF.
- <u>Intersection 10: North 1st Street & Tasman Drive</u> (LOS E+ PM peak hour) Less than significant with mitigation.
 - Mitigation: The City of San Jose will allow the project to pay the North San Jose TIF. TIF Payment includes deficiency plan improvements such as multi-modal improvements, transit upgrades, installation of bike lanes and pedestrian improvements. The project can mitigate the impact at this intersection by payment to the TIF.



Cumulative plus Project Conditions

- <u>Intersection 5: North 1st Street & SR 237 Westbound Ramps</u> (LOS F AM peak hour) Less than significant with mitigation.
 - <u>Mitigation:</u> Same mitigation measure used for the impact identified at this location under Background plus Project Conditions. Thus, the proposed project can mitigate by payment to the North San Jose TIF.

1.3 FREEWAY SEGMENT LEVEL OF SERVICE ANALYSIS

In addition to evaluating impacts related to intersection operations, freeway segment impacts were evaluated under the Existing plus Project Conditions at the two State Route (SR) 237 study freeway segments. The proposed project does not result in any significant freeway segment impacts.

1.4 OTHER TRANSPORTATION ANALYSIS

1.4.1 UNSIGNALIZED INTERSECTION OPERATIONS

Intersection operations analysis for unsignalized intersections are not required per the City of San Jose's Council Policy 5-3 requirements. However, per the TIA workscope approved by City staff the study does evaluate the LOS and operations at four existing unsignalized intersections located within the City of San Jose or the City of Santa Clara. Results of the unsignalized intersection LOS analysis showed that under Existing and Baseline Conditions with and without the project, all the unsignalized intersections operate at LOS B or better with the exception of Intersection 16: Lafayette Street & Great America Way. Under Cumulative Conditions and Cumulative plus Project Conditions, Intersection 1: Gold Street & North Taylor Street is projected to operate at LOS F during the PM peak hour. At Intersection 2: Liberty Street & North Taylor Street, intersection LOS degrades from LOS E under Cumulative Conditions to LOS F under Cumulative plus Project Conditions.

Peak hour signal warrant analyses were conducted at deficient unsignalized intersections. The results indicate that the PM traffic volumes at Intersection 16: Lafayette Street & Great America Way meet thresholds that warrant signalization under all the scenarios where it operates at LOS F. The results of the signal warrant analysis at Intersection 1: Gold Street & North Taylor Street and Intersection 2: Liberty Street & North Taylor Street satisfies the peak hour volume signal warrant under Cumulative plus Project Conditions during the PM peak hour. Although Intersection 2: Liberty Street & North 1st Street does not satisfy the peak hour volume signal warrant under



Cumulative plus Project Conditions, this intersection should be monitored for increasing volumes and poor operations, and when it meets the signal warrant a signal should be installed.

1.4.2 FREEWAY RAMPS

A freeway ramp vehicle queuing analysis was conducted for the project to assess increases in peak hour ramp queue lengths with the addition of project traffic and their effects of freeway and local street operations. Specifically, the operations of on-ramps at the SR 237/Great America Parkway interchange and the SR 237/North 1st Street interchange were evaluated for Existing and Existing plus Project Conditions.

The results of the freeway ramp analysis showed that the westbound on-ramps for both interchanges will likely continue to have little to no queuing with the project in place. While the eastbound on-ramp at Great America Parkway experienced a moderate increase in queue length because of the added project volume. The eastbound on-ramp at North 1st Street experienced a substantial increase in queue length; however, the project only adds 49 trips to this on-ramp and conditions are already oversaturated for the PM peak period under Existing Conditions.

The queuing deficiencies described in the above could be improved with physical improvements to the ramps such as lengthening of storage pockets, adding turn lanes, or adding off-ramp auxiliary lanes. Adding lanes to intersections to increase the vehicle carrying capacity, will improve their levels of service and reduce the vehicle delay and queues. However, these improvements could have secondary effects, such as right-of-way acquisition and negative effects on pedestrians and bicyclists as they may increase the distance to cross the intersection and increase their exposure to vehicle traffic.

1.4.3 OFF-SITE EVALUATION

Fehr & Peers evaluated the impact of the project on several local residential streets in the Alviso neighborhoods near the project. The neighborhood intrusion evaluation showed that the project could potentially increase the ADT along Gold Street at the intersection with Moffatt Street and North Taylor Street between Gold Street and Liberty Street by 21% to 28%. With the increase in traffic along these streets in the Alviso neighborhood with the project in place, it is recommended that the implementation of traffic calming measures (i.e. speed feedback signs, roundabouts, raised crosswalks, and median barriers) where appropriate are considered. Additionally, other neighborhood features related to improving the mobility experience for alternative modes traversing along the North Taylor Street/North 1st Street corridor near the project site should also be considered, including installation of RRFBs at Grand Boulevard & North 1st Street and implementation of buffered bicycle lanes on North Taylor Street between Gold Street and Liberty Street.



Future improvements along North 1st Street fronting the school will include a raised median, which prevent vehicles from turning left into the school's inbound driveway and from turning left out of one of the school's outbound driveways. Thus, the school may need to update their on-site circulation once the North 1st Street improvements are in place. The TIA considers re-routed school trips that occur under the "plus Project" conditions; however, the study intersections are not directly affected by re-routing the school traffic.

The addition of project traffic along the roadway network has the potential to add vehicles to left-turn movements such that the left-turn queues would exceed the turn pocket storage lengths. Potentially affected intersections were selected for this evaluation based on where the project would add a minimum of 10 vehicles to a dedicated left-turn movement in at least one of the peak hours. Based on the queue analysis, all the intersections evaluated have sufficient capacity to accommodate the project queues under the "plus Project" scenarios for Existing and Background Conditions, with the exception of the eastbound left-turn at Intersection 13: North 1st Street & Montague Expressway. It should also be noted that the queuing issue at this intersection is attributed primarily to other background projects because the project only adds six (6) trips to the eastbound left-turn movement during the AM peak hour and the queue length already exists under Background Conditions without the project in place.

1.4.4 ON-SITE VEHICULAR EVALUATION

Three two-way driveways on the west side of the North 1st Street will provide access to the project and into a network of interior roadways that provides access to all land uses (although the degree of direct access to different uses vary by driveway). Grand Boulevard & North 1st Street and Project Driveway #3 & North 1st Street are side-stop controlled and are assumed to provide partial access, whereas Trinity Park Drive & North 1st Street is assumed to be signalized and provide full access. Based on the intersection LOS analysis conducted at the project driveways, all project driveways will operate at LOC C or better across all peak periods and analysis scenarios.

Additionally, a roundabout alternative was evaluated at Grand Boulevard & North 1st Street and at Trinity Park Drive & North 1st Street, the LOS results at both locations during the AM and PM peak hours across all the "plus Project" conditions is primarily LOS A under roundabout control. The only exception, is the resulting LOS C during the PM peak hour under Cumulative plus Project Conditions at both locations.

From an operational standpoint, roundabout control would work effectively at these two project driveways; however there are some advantages and disadvantages related to implementation of a roundabout at these locations. Some advantages include enhances safety and has lower on-going maintenance cost compared to traffic signals and provides better crossing environment for pedestrians. Key disadvantages include



queuing issues under the PM peak hour under Cumulative plus Project Conditions at both locations, high construction costs, and potential need for right-of-way acquisition.

1.4.5 ON-SITE PARKING ASSESSMENT

A total of 1,183 parking spaces are proposed to be provided in three below-grade parking garages, as well as surface lots located throughout the site. Based on the parking analysis conducted, which included an evaluation of the number of required off-street vehicle parking requirements per City of San Jose Municipal Code and a preliminary shared parking analysis, it is recommended a minimum of 1,155 spaces is provided on-site. It should be noted that the parking supply/demand analysis has been conducted assuming that all the commercial/retail uses, with the exception of the Topgolf, fall under the Neighborhood Shopping Center category of the parking code. If some of these commercial uses are restaurant uses, the City's restaurant parking ratios should be used; however, the square footage amount of restaurant at the project site is still unknown at this time. We know that some portion of the 110,000 square feet of commercial/retail uses will be restaurants, which would increase the parking demand and the recommended parking supply presented in this TIA.

1.4.6 MULTI-MODAL ASSESSMENT

Sidewalks will be provided on North 1st Street adjacent to the project site, as well as within the project site. Pedestrian connections will be provided between the various uses via sidewalks, pathways, and marked crossings. Similarly, external and internal bicycle amenities, such as short-term and long-term bicycle parking on-site and Class II (bike lanes) facilities on North 1st Street along the project frontage, will encourage biking to the project site. With the exception of the Cumulative conditions, transit vehicles will experience minor additional delay (less than two seconds) along North 1st Street near the project site due to increased traffic. Under Cumulative plus Project Conditions, the increase in transit delay is about 34 seconds along the North 1st Street corridor, but this significant increase is in great part due to volumes added from an adjacent project. No significance threshold for transit delay is identified, therefore no impact has been identified. Overall, the Topgolf project is not expected to substantially increase the walking, biking, or transit demand to a level where it could not be accommodated by existing or planned facilities.



TABLE ES-1: SIGNALIZED INTERSECTION LEVEL OF SERVICE SUMMARY

			EXIST	ING	EXISTING PLUS PROJECT						OUND	D BACKGROUND PLUS PROJECT						ATIVE	CUMULATIVE PLUS PROJECT					
ID	INTERSECTION	PEAK HR	DELAY ¹	LOS ²	DELAY ¹	LOS ²	Δ IN AVG. CRIT. DELAY ³	Δ IN CRIT. V/C ⁴	IMPACT? ⁵	DELAY ¹	LOS ²	DELAY ¹	LOS ²	Δ IN AVG. CRIT. DELAY ³	Δ IN CRIT. V/C ⁴	IMPACT? ⁵	DELAY ¹	LOS ²	DELAY ¹	LOS ²	Δ IN AVG. CRIT. DELAY ³	Δ IN CRIT. V/C ⁴	% of Project Trips ⁶	IMPACT? ⁵
4	North 1st Street &	AM	11.3	B+	11.4	B+	-0.1	0.038	NO	11.7	B+	11.7	B+	-0.1	0.038	NO	11.5	B+	11.6	B+	0	0.038	-	NO
	Nortech Parkway	PM	14.6	В	13.7	В	-1.1	0.08	NO	15	В	14.3	В	-1	0.08	NO	13.4	В	13.1	В	-0.6	0.08	-	NO
5	North 1st Street &	AM	12.4	В	12.8	В	0.7	0.018	NO	31.5	С	36.8	D+	8.7	0.034	NO	42.1	D	48.7	D	11	0.034	-	NO
	SR 237 Westbound Ramps	PM	20	B-	20	В-	0.9	0.075	NO	45.2	D	68.5	E	28.3	0.075	YES	85.7	F	113	F	34.9	0.075	55%	YES
6	North 1st Street &	AM	28.2	С	29.3	С	1.4	0.023	NO	110.5	F	120.5	F	15.1	0.035	YES	44.9	D	49.1	D	4.2	0.017	-	NO
	SR 237 Eastbound Ramps	PM	24.8	С	31.3	С	6.2	0.037	NO	26.6	С	29.4	С	6.6	0.151	NO	29.4	С	34.3	C-	10	0.115	-	NO
7	North 1st Street &	AM	30.7	С	30.7	С	0.1	0.014	NO	30.7	С	30.6	С	0.1	0.014	NO	30.6	С	30.6	С	0.1	0.014	-	NO
	Holger Way	PM	27.2	С	26.4	С	-0.6	0.028	NO	27.1	С	26.2	С	-0.6	0.028	NO	27	С	26.1	С	-0.6	0.028	-	NO
8	North 1st Street &	AM	39.9	D	39.6	D	-0.2	0.015	NO	40.3	D	40.4	D	0.3	0.015	NO	41.4	D	41.6	D	0.4	0.015	-	NO
	Vista Montana	PM	42.2	D	42.7	D	0.6	0.018	NO	44.2	D	45	D	1	0.018	NO	47	D	47.9	D	-1.9	0.025	-	NO
9	North 1st Street &	AM	10.8	B+	11	B+	0.4	0.014	NO	11.2	B+	11.2	B+	0.3	0.014	NO	14	В	14	В	0.3	0.014	-	NO
	Rose Orchard Way	PM	17.3	В	16.6	В	0.2	0.032	NO	17.6	В	17.2	В	0.2	0.032	NO	20.3	C+	19.9	B-	0.1	0.032	-	NO
10	North 1st Street &	AM	34.2	C-	34.4	C-	0.6	0.02	NO	42.1	D	43	D	1.5	0.02	NO	83.2	F	87	F	6	0.02	5%	NO
	Tasman Drive	PM	37.8	D+	38.7	D+	0.6	0.016	NO	55.8	E+	59	E+	4.3	0.016	YES	110.2	F	116.5	F	7.1	0.016	12%	NO
11	North 1st Street &	AM	35.4	D+	35.5	D+	0.4	0.005	NO	37.1	D+	37.3	D+	0.4	0.005	NO	39.1	D	39.4	D	0.6	0.005	-	NO
	Rio Robles Street	PM	41.3	D	41.5	D	0.6	0.014	NO	44.9	D	45.6	D	1.1	0.014	NO	52.6	D-	54.4	D-	2.8	0.014	-	NO
12	North 1st Street &	AM	25.5	С	25.5	С	0.2	0.009	NO	26.1	С	26.2	С	0.3	0.009	NO	28.3	С	28.5	С	0.4	0.009	-	NO
	River Oaks Parkway	PM	22.7	C+	22.5	C+	-0.2	0.014	NO	24	С	24	С	-0.1	0.014	NO	27	С	27.1	С	0.3	0.016	-	NO



TABLE ES-1: SIGNALIZED INTERSECTION LEVEL OF SERVICE SUMMARY

			EXIST	ING	EXISTING PLUS PROJECT						OUND	BACKGROUND PLUS PROJECT					CUMUL	ATIVE	CUMULATIVE PLUS PROJECT					
ID	INTERSECTION	PEAK HR	DELAY ¹	LOS ²	DELAY ¹	LOS ²	Δ IN AVG. CRIT. DELAY ³	Δ IN CRIT. V/C ⁴	IMPACT? ⁵	DELAY ¹	LOS ²	DELAY ¹	LOS ²	Δ IN AVG. CRIT. DELAY ³	Δ IN CRIT. V/C ⁴	IMPACT? ⁵	DELAY ¹	LOS ²	DELAY ¹	LOS ²	Δ IN AVG. CRIT. DELAY ³	Δ IN CRIT. V/C ⁴	% of Project Trips ⁶	IMPACT? ⁵
13	North 1st Street &	AM	61.1	E	61.4	E	0.5	0.005	NO	125.1	F	126	F	1.5	0.005	NO	175.3	F	176.2	F	1.4	0.005	-	NO
	Montague Expressway	PM	59	E+	59.7	E+	0.2	0.009	NO	99.6	F	101.5	F	1.7	0.004	NO	146.7	F	149.4	F	3.2	0.004	-	NO
14	Zanker Drive &	AM	45.6	D	45.5	D	0	0	NO	58.4	E+	58.3	E+	0	0	NO	86.8	F	87.1	F	0	0	-	NO
	Tasman Drive	PM	37.5	D+	37.3	D+	-0.2	0.008	NO	42.2	D	42.4	D	0.3	0.008	NO	58.5	E+	59.7	E+	2	0.009	-	NO
15	Gold Street &	AM	13.8	В	14.3	В	0.7	0.031	NO	15.2	В	15.7	В	0.8	0.031	NO	208.5	F	204.6	F	-1.9	0.006	-	NO
	Gold Street Connector	PM	13.3	В	13.6	В	0.3	0.055	NO	14.1	В	14.6	В	0.4	0.021	NO	42	D	47.3	D	8	0.021	-	NO
16	Lafayette Street &	AM						_	d under Exis	_		_					71	E	71.5	E	0.7	0.002	-	NO
	Great America Way	PM					Ва	ckground,	& Backgrou	ınd plus P	roject C	Condition	S				41.6	D	41.8	D	0.3	0.005	-	NO
17	Great America Parkway &	AM	12.3	В	12	B+	-0.1	0.007	NO	25.7	С	25.9	С	0.6	0.007	NO	39.9	D	40.8	D	1.6	0.007	-	NO
	Gold Street Connector	PM	12.6	В	13	В	0.2	0.031	NO	13.1	В	13.8	В	0.4	0.031	NO	12.6	В	13.2	В	0.4	0.031	-	NO
18	Great America Parkway &	AM	18	В	17.9	В	0	0.001	NO	21.1	C+	21.1	C+	0.1	0.001	NO	114.9	F	115.2	F	0.6	0.001	-	NO
	SR 237 Westbound Ramps	PM	17.4	В	17.4	В	0	0.008	NO	28.3	С	29.3	С	1.3	0.015	NO	>180	F	>180	F	3.6	0.008	-	NO
19	Great America Parkway &	AM	13.1	В	13.4	В	0.2	0.005	NO	15.6	В	15.7	В	0.2	0.006	NO	73.5	E	75	E	2.6	0.006	-	NO
	SR 237 Eastbound Ramps	PM	11.9	B+	12.7	В	1	0.015	NO	15.2	В	15.8	В	0.7	0.015	NO	30.1	С	33.3	C-	5.2	0.015	-	NO
20	Vista Montana &	AM	26.4	С	26.2	С	-0.1	0.002	NO	22.4	C+	22.3	C+	0	0.002	NO	24.1	С	24.1	С	0.1	0.002	-	NO
	Tasman Drive	PM	30.9	С	30.7	С	0	0.007	NO	28.2	С	28.1	С	0	0.007	NO	31.4	С	31.7	С	0.5	0.007	-	NO



Source: Fehr & Peers, July 2016

Notes

- ¹ Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections.
- ² LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software package, which apply the methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County conditions for signalized intersections. **Bold** indicates unacceptable operations by jurisdiction's level of standard.
- ³ Change in critical movement delay between baseline/"No Project" Conditions and "plus Project" Conditions.
- ⁴ Change in critical volume-to-capacity (V/C) ratio between baseline/"No Project" Conditions and "plus Project" Conditions.
- ⁵ Significant impact determined based on jurisdiction's impact criteria. **Bold and highlighted** indicates significant impacts.
- ⁶ In addition to looking at the change in critical movement delay and critical V/C, the City of San Jose's cumulative significant impact criteria also requires looking at the percentage of project trips traversing a deficient intersection. A project's contribution to a cumulative impact is deemed considerable if the proportion of project traffic represents 25% or more of the increase in total intersection volume from Background to Cumulative Conditions. **Bold** indicates project traffic is at least 25% of the of the volume increase.



TABLE ES-2: SIGNALIZED INTERSECTION LEVEL OF SERVICE IMPACT & MITIGATION SUMMARY

ID	INTERSECTION	PEAK HR	BACKGR	OUND	BACKGROPLUS PRO	OJECT	Δ IN AVG. CRIT. DELAY ³	Δ IN CRIT. V/C ⁴	IMPACT ⁵	B + P \\ MITIGA		RESIDUAL IMPACT?	CUMULATIVE		CUMULATIVE		CUMULATIVE				CUMULATIVE				CUMUL PLUS PF (C+	ROJECT	Δ IN AVG. CRIT. DELAY ³	Δ IN CRIT. V/C ⁴	% of Project Trips ⁶	IMPACT?5	C + P W MITIGAT		RESIDUAL IMPACT?
			DELAY ¹	LOS ²	DELAY ¹	LOS ²				DELAY ¹	LOS ²		DELAY ¹	LOS ²	DELAY ¹	LOS ²					DELAY ³	LOS											
5	North 1st Street &	AM	31.5	С	36.8	D+	8.7	0.034	NO	21.1	C+	NO	42.1	D	48.7	D	11	0.034	-	NO	24.7	С	NO										
	SR 237 Westbound Ramps	PM	45.2	D	68.5	E	28.3	0.075	YES	22.9	C+	NO	85.7	F	113	F	34.9	0.075	55%	YES	33.5	С	NO										
6	North 1st Street &	AM	110.5	F	120.5	F	15.1	0.035	YES	39	D	NO	44.9	D	49.1	D	4.2	0.017	-	NO	T	Nat C	:£:t										
	SR 237 Eastbound Ramps	PM	26.6	С	29.4	С	6.6	0.151	NO	26.1	С	NO	29.4	С	34.3	C-	10	0.115	-	NO	•		gnificant. Required										
10	North 1st Street &	AM	42.1	D	43	D	1.5	0.02	NO	Less		NO	83.2	F	87	F	6	0.02	5%	NO	Impact	Not Si	gnificant.										
	Tasman Drive	PM	55.8	E+	59	E+	4.3	0.016	YES	Significa TIF		NO	110.2	F	116.5	F	7.1	0.016	12%	NO	•		Required										

Source: Fehr & Peers, July 2016 Notes



¹ Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections.

² LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software package, which apply the methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County conditions for signalized intersections. **Bold** indicates unacceptable operations by jurisdiction's level of standard.

³ Change in critical movement delay between baseline/"No Project" Conditions and "plus Project" Conditions.

⁴ Change in critical volume-to-capacity (V/C) ratio between baseline/"No Project" Conditions and "plus Project" Conditions.

⁵ Significant impact determined based on jurisdiction's impact criteria. **Bold and highlighted** indicates significant impacts.

⁶ In addition to looking at the change in critical movement delay and critical V/C, the City of San Jose's cumulative significant impact criteria also requires looking at the percentage of project trips traversing a deficient intersection. A project's contribution to a cumulative impact is deemed considerable if the proportion of project traffic represents 25% or more of the increase in total intersection volume from Background to Cumulative Conditions. **Bold** indicates project traffic is at least 25% of the of the volume increase.

⁷ Traffic Impact Fee. City of San Jose has allowed the project to pay into the North San Jose traffic impact fee program as a mitigation.

2.0 INTRODUCTION

This report presents the results of the transportation impact analysis (TIA) conducted by Fehr & Peers for the proposed Topgolf project on North 1st Street in the Alviso area of San Jose, California. The purpose of this TIA is to identify potentially significant adverse impacts of the proposed project on the surrounding transportation system and to recommend mitigation measures, if needed. This TIA was conducted in accordance with the guidelines and standards of the affected government agencies, including the City of San Jose, the City of Santa Clara, as well as the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County. This TIA follows the most recently adopted VTA analysis guidelines (dated October 2014). Based on the location of the project site, the City's *North San Jose Area Development Policy* and *North San Jose Deficiency Plan* were also reviewed.

This chapter provides a detailed project description and describes the study area, analysis methodologies, analysis scenarios, and significance impact criteria.

2.1 PROJECT DESCRIPTION

The 36-acre project site is located on the south side of North 1st Street between Gold Street and State Route 237 (SR 237). The proposed project will replace Pin High Golf Center, an existing driving range and golf facility located on the eastern portion of the site at 4701 North 1st Street, as well as remove a recreational vehicle storage area located on the western portion. The proposed project will consist of the following:

- A 13.45-acre Topgolf entertainment complex in the southwestern portion of site, which will comprise of up to 125 hitting bays (120 are shown on the current plan), an outdoor field enclosed by netting, and a 71,225 square-foot structure with a full-service restaurant, a bar, lounges, corporate/event meeting space, and a family entertainment area. Additionally, these facilities are anticipated to be open as late as 2 AM.
- A 200-room hotel on the southeastern portion of the site.
- A retail component comprised of ten structures totaling 110,000 square feet (SF) will encompass
 the northern and western portions of the site. (Note that the original project description included
 117,000 square feet of retail space)
- A total of 1,183 parking spaces provided in ground-level parking garages and surface lots throughout the site.
- A total of 5.8 acres on the southwestern corner of the site will remain undeveloped (i.e. open space).

The conceptual site plan is shown on **Figure 1.** The project proposes three (3) driveways on North 1st Street and a network of interior roadways providing access to all the uses.





2.2 PROJECT STUDY AREA

The study area is generally bounded by Taylor Street/North 1st Street to the north, Zanker Road to the east, Montague Expressway to the south, and Great America Parkway to the west. Roadway impacts are evaluated for the intersections and freeway segments discussed below and illustrated on **Figure 2**.

2.2.1 STUDY INTERSECTIONS

VTA's TIA guidelines indicate that intersections should be evaluated if the project contributes to ten or more peak hour vehicles per lane to any intersection movement (*VTA's Transportation Impact Analysis Guidelines*, 2014). The study intersections in **Table 1** were selected in consultation with City of San Jose staff and based on VTA's ten project trips per lane guideline.

TABLE 1: STUDY INTERSECTIONS

ID	INTERSECTION	JURISDICTION
1	Gold Street & North Taylor Street*	San Jose
2	Liberty Street & North Taylor Street*	San Jose
3	Trinity Park Drive & North 1st Street *	San Jose
4	North 1st Street & Nortech Parkway	San Jose
5	North 1st Street & SR-237 Westbound Ramps	San Jose (NSJADP & CMP)
6	North 1 st Street & SR-237 Eastbound Ramps	San Jose (NSJADP & CMP)
7	North 1 st Street & Holger Way	San Jose (NSJADP)
8	North 1st Street & Vista Montana	San Jose (NSJADP)
9	North 1 st Street & Rose Orchard Way	San Jose (NSJADP)
10	North 1st Street & Tasman Drive	San Jose (NSJADP)
11	North 1st Street & Rio Robles Street	San Jose (NSJADP)
12	North 1 st Street & River Oaks Parkway	San Jose (NSJADP)



TABLE 1: STUDY INTERSECTIONS

ID	INTERSECTION	JURISDICTION
13	North 1st Street & Montague Expressway	Santa Clara County (CMP)
14	Zanker Drive & Tasman Drive	San Jose (NSJADP)
15	Gold Street & Gold Street Connector	San Jose
16	Lafayette Street & Great America Way*	Santa Clara
17	Great America Parkway & Gold Street Connector	San Jose
18	Great America Parkway & SR 237 Westbound Ramps	San Jose (CMP)
19	Great America Parkway & SR 237 Eastbound Ramps	San Jose (CMP)
20	Vista Montana & Tasman Drive	San Jose (NSJADP)

Source: Fehr & Peers, 2016

Notes

CMP = Congestion Management Program (CMP) indicates the intersection is part of the VTA's CMP monitoring program NSJADP = North San Jose Area Development Policy (NSJADP) indicates the intersection is within the boundaries of the North San Jose Development Area

2.2.2 FREEWAY SEGMENTS

According to VTA's Transportation Impact Analysis Guidelines (VTA, 2014) a freeway segment analysis should be included if a project meets one of the following requirements:

- 1. The proposed development project is expected to add traffic equal to at least one percent (1%) of a freeway segment's capacity.
- 2. The proposed development project is adjacent to one of the freeway segment's access or egress points.
- 3. Based on engineering judgment, Lead Agency staff determines that the freeway segment should be included in the analysis.

The project meets the first two criteria and a freeway segment analysis was conducted for the proposed project.



^{*} Unsignalized Intersection

Freeway segments were selected in consultation with the City of San Jose following VTA guidelines. The following segments were selected for analysis because a) the project site is adjacent to SR 237 and b) project access is provided via the SR 237 interchanges at Great America Parkway, North 1st Street, and Zanker Road:

- 1. SR 237 (Eastbound & Westbound): Great America Parkway to North 1st Street
- 2. SR 237 (Eastbound & Westbound): North 1st Street to Zanker Road

2.3 ANALYSIS SCENARIOS

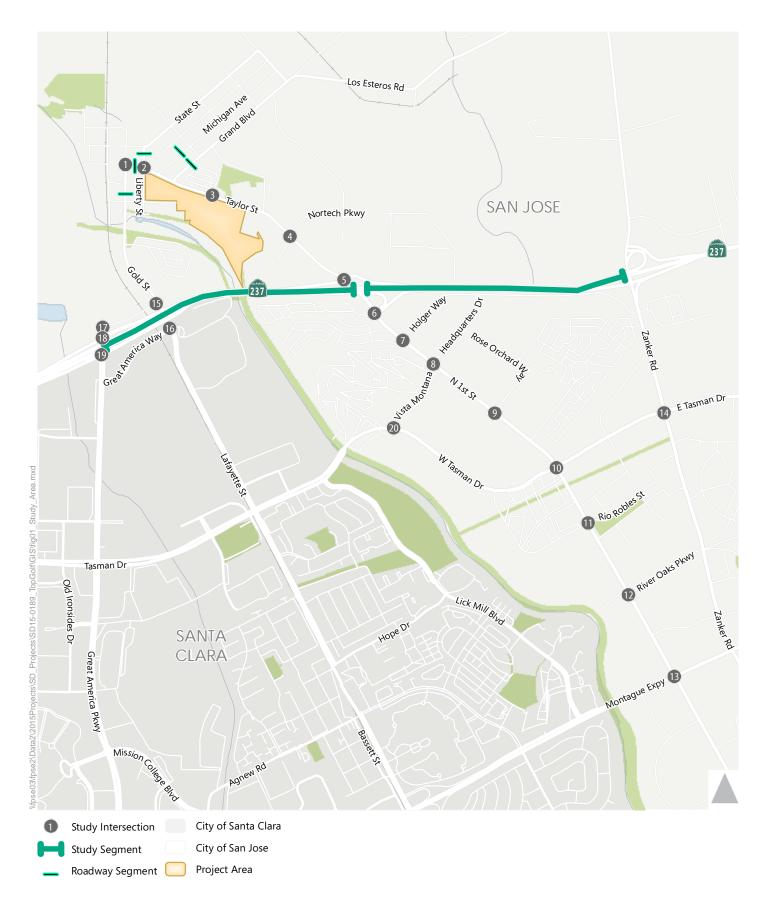
Roadway system operations are evaluated during the weekday morning (AM) and weekday afternoon (PM) peak hours for the following scenarios shown in **Table 2**.

TABLE 2: ANALYSIS SCENARIOS

SCENARIO	DESCRIPTION	
Existing Conditions	The analysis of existing conditions was based on traffic counts obtained from the City of San Jose and supplemented with new manual turning-movement counts collected in 2015. The existing conditions analysis also includes a description of key area roadways and an assessment of bicycle, pedestrian, and transit facilities and services near the site.	
Existing plus Project Conditions	This traffic scenario provides an assessment of operating conditions under Existing Conditions with the addition of project-generated traffic and transportation network infrastructure proposed by the project. The impacts of the proposed project on existing baseline traffic operating conditions were then identified.	
Background Conditions	Future traffic forecasts without the proposed project were developed for the Background Conditions by adding traffic from approved but not yet constructed and occupied developments in the vicinity of the project site to the Existing Conditions traffic counts.	
Background plus Project Conditions	This traffic scenario provides an assessment of operating conditions under Background Conditions with the addition of project-generated traffic and transportation network infrastructure proposed by the project. The impacts of the proposed project under Background Conditions were then identified.	
Cumulative Conditions	Future traffic forecasts without the proposed project were developed for the Cumulative Conditions by adding traffic from pending developments in the area to the Background Conditions traffic volumes.	
Cumulative plus Project Conditions	This traffic scenario provides an assessment of operating conditions under Cumulative Conditions with the addition of project-generated traffic and transportation network infrastructure proposed by the project. The impacts of the proposed project under Cumulative Conditions were then identified.	

Source: Fehr & Peers, 2016







2.4 ANALYSIS METHODS

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

2.4.1 SIGNALIZED INTERSECTION OPERATIONS

The method described in Chapter 16 of the 2000 Highway Capacity Manual (HCM) (Special Report 209, Transportation Research Board) was used to prepare the level of service calculation for the study intersections. This level of service method, which is approved by the City of San Jose and VTA, analyzes a signalized intersection's operation based on average control delay per vehicle. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay is calculated using the TRAFFIX analysis software and is correlated to an LOS designation as shown in **Table 3** and **Figure 3**.

TABLE 3: SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE	DESCRIPTION	AVERAGE DELAY PER VEHICLE (SECONDS)
Α	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B+ B B-	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 12.0 12.1 to 18.0 18.1 to 20.0
C+ C C-	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 23.0 23.1 to 32.0 32.1 to 35.0
D+ D D-	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0 39.1 to 51.0 51.1 to 55.0
E+ E E-	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1 to 60.0 60.1 to 75.0 75.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	> 80.0

Sources: Traffic Level of Service Analysis Guidelines, October 2014, VTA Congestion Management Program, June 2003; and Highway Capacity Manual, Transportation Research Board, 2000.





Intersection Operation: Free Flow

Degree of Delay: Negligible Delays



Intersection Operation: Less Stable Flow

Degree of Delay: Long Delays



Intersection Operation: Stable Flow

Degree of Delay: Minimal Delays



Intersection Operation: Unstable Flow

Degree of Delay: Substantial Delays Can Occur



Intersection Operation: Stable Flow

Degree of Delay: Moderate Delays



Intersection Operation: Unpredictable Flow/Wait Through Multiple Cycles

Degree of Delay: Excessive Delays Can Occur



2.4.2 UNSIGNALIZED INTERSECTION OPERATIONS

The operations of the unsignalized intersections were evaluated using the method contained in Chapter 17 of the 2000 HCM. LOS ratings for stop-sign-controlled intersections are based on the average control delay expressed in seconds per vehicle. At two-way or side-street-controlled intersections, the average control delay is calculated for each stopped movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. **Table 4** summarizes the relationship between delay and LOS for unsignalized intersections.

TABLE 4: UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE	DESCRIPTION	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)
Α	Little or no delay.	≤ 10.0
В	Short traffic delays.	10.1 to 15.0
С	Average traffic delays.	15.1 to 25.0
D	Long traffic delays.	25.1 to 35.0
Е	Very long traffic delays.	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded.	> 50.0

Sources: Traffic Level of Service Analysis Guidelines, October 2014; VTA Congestion Management Program, June 2003; Highway Capacity Manual, Transportation Research Board, 2000.

Additionally, the City of San Jose applies the *California Manual on Uniform Traffic Control Devices* (CA MUTCD) peak-hour volume signal warrant to evaluate operations at unsignalized intersections to verify whether the addition of project-generated traffic will create an operation problem at the intersection.¹

Warrant 3 - Peak hour vehicle volume

This warrant determines if the minor street traffic suffers undue delay when entering or crossing the major street for a minimum of one hour of an average day. This is based on the major street left turn volume, the

¹ Signal warrant analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared to a sub-set of the standard traffic signal warrants recommended in the *California Manual on Uniform Traffic Control Devices* (CA *MUTCD*) guidelines. While satisfying one or more of these warrants could justify the installation of a signal at an intersection, this analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated by an experienced engineer based on field-measured rather than forecast traffic data and a thorough study of traffic and roadway conditions. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals may lead to certain types of collisions. The City of San Jose should undertake regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants to prioritize and program intersections for signalization.



higher-volume minor-street approach volume, and calculated delay for vehicles on the higher-volume minor-street approach.

2.4.3 FREEWAY SEGMENTS OPERATIONS

Freeway segments are analyzed following the VTA guidelines under the Existing and Existing plus Project scenarios. Freeway segments are evaluated using VTA's analysis procedure, which is based on the density of the traffic flow using methods described in the 2000 HCM. Density is expressed in passenger cars per mile per lane. The Congestion Management Program's ranges of densities for each freeway segment level of service are shown in **Table 5.**

TABLE 5: FREEWAY SEGMENT LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE	DENSITY (PASSENGER CAR PER MILE PER LANE)
A	≤ 11
В	11.1 to 18.0
C	18.1 to 26.0
D	26.1 to 46.0
E	46.1 to 58.0
F	> 58.0

Sources: Traffic Level of Service Analysis Guidelines, October 2014; VTA Congestion Management Program, June 2003; Highway Capacity Manual, Transportation Research Board, 2000.

2.4.4 FREEWAY RAMP OPERATIONS

With the additional project traffic, there is the potential for increased ramp queuing during the peak hours. Queuing is not considered an environmental impact per CEQA, but rather an operational consideration. Thus, this analysis summarizes the additional traffic and estimates the change in vehicle queue length compared to the existing available vehicle storage on each study ramp. Current ramp-metering plans provided by Caltrans in March 2016 were used to evaluate existing on-ramp queues and were set to match queues observed during field observations. Off-ramp queues that terminate at an intersection were evaluated using ramp-terminal intersection queue estimates from the intersection LOS calculations (using TRAFFIX 8.0 software package).



2.5 CEQA TRANSPORTATION RELATED IMPACT CRITERIA

The section describes the LOS standards and impact criteria applied to the roadway facility types analyzed for CEQA purposes. Overall, the determination of significance for project impacts is based on applicable guidelines defined by the City of San Jose and the surrounding jurisdictions of City of Santa Clara and Santa Clara County. The detailed standards and impact criteria presented below focuses on elements pertaining to roadway system operations.

2.5.1 SIGNALIZED INTERSECTIONS

Signalized intersection operations and impacts are evaluated based on the appropriate jurisdiction's LOS standards (i.e., minimum threshold for acceptable operations). In the City of San Jose, acceptable LOS for signalized intersections is defined as LOS D or better during the AM/PM peak period, with some exceptions described below. Santa Clara County CMP intersections are considered acceptable at LOS E or better. City of San Jose intersection LOS standards along with those for other jurisdictions analyzed for this report are summarized in **Table 6**.

TABLE 6: INTERSECTION LOS STANDARDS

JURISDICTION	INTERSECTION LOS STANDARDS	CITATION
City of San Jose	LOS D for all City controlled intersections. For the purpose of this study, the study intersections within the boundaries of the North San Jose Development Area uses the Transportation Impact Policy 5-3 LOS D threshold, which includes San Jose intersections that are also designated CMP intersections.	City of San Jose TIA Guidelines, page 5 (2009) North San Jose Area Development Policy, page 16 (2012)
City of Santa Clara	LOS D for all City controlled signalized intersections, except designated CMP and expressway intersections (LOS E threshold).	Santa Clara General Plan, pages 5-6 and Appendix Seven page 8.7-3 (2010)
Santa Clara LOS E for all Santa Clara County intersections.		Santa Clara County General Plan, pages F- 18 and F-19 (1994)
Congestion Management Program (CMP)	LOS E for all CMP intersections, except those controlled by the City of San Jose and located within the North San Jose Development Area boundary.	VTA Congestion Management Program, page 29 (2013)

Sources: San Jose, 2009; San Jose, 2011; Santa Clara, 2010; VTA, 2009; VTA, 2013.



2.5.1.1 City of San Jose & City of Santa Clara Criteria

Significant impacts at signalized City of San Jose and City of Santa Clara study intersections would occur when the addition of project traffic causes one of the following:

- An intersection to deteriorate from an acceptable level of service (LOS D or better) to an unacceptable level (LOS E or F); or,
- An intersection already operating at LOS E or F to:
 - Exacerbates unacceptable operations by increasing the critical delay more than four seconds <u>and</u> increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or
 - An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable operations
 when the change in critical delay is negative (i.e., decreases). This can occur if the critical
 movements change.

The City of San Jose minimum threshold for acceptable signalized intersection operations is LOS D, unless governed by an Area Development Policy, or protected intersection designation. Several of the San Jose intersections are within the boundaries of the North San Jose Development Area. For the purpose of this analysis, LOS D is used as the minimum threshold for signalized study intersections in San Jose, including CMP intersections in the North San Jose Development Area (*City of San Jose TIA Handbook*, 2009).

For cumulative conditions, a project's contribution to a cumulative impact is deemed considerable if a project's proportion of trips traveling through an intersection represents at least 25% of the increase in total volume from Background to Cumulative plus Project Conditions. If a project's impact is less than 25%, no further evaluation is required (*City of San Jose TIA Handbook*, 2011). Overall, a project's significant impact by City of San Jose standards is said to be satisfactorily mitigated when the mitigation measure causes the intersection to operate at the LOS that would occur without the proposed project.

The City of Santa Clara has established a minimum acceptable operation level of LOS D for local streets, and a LOS E standard for CMP designated facilities (*City of Santa Clara General Plan*, 2010).

2.5.1.2 Santa Clara County & Congestion Management Plan Criteria

The LOS standard for Santa Clara County (*VTA Congestion Management Program*, 2013) expressway and CMP intersections is LOS E. Traffic impacts at these intersections would occur when the addition of traffic associated with a project causes:

• Intersection operations to deteriorate from an acceptable level (LOS E or better) to an unacceptable level (LOS F); or



- Exacerbates unacceptable operations by increasing the average critical delay more than four seconds <u>and</u> increasing the critical volume-to-capacity (V/C) ratio by 0.01 or more at an intersection operating at LOS F; or
- The V/C ratio increases by 0.01 or more at an intersection with unacceptable operations (LOS F) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

A project's contribution to a significant impact on signalized intersections is considered mitigated when the mitigation measure causes the intersection to operate at an acceptable level, delays are lower than they would be under no-project conditions, or less than a four second increase occurs at intersections that operate at unacceptable levels.

2.5.2 FREEWAY SEGMENTS

The LOS standard for CMP freeway segments in Santa Clara County is LOS E for both mixed-flow and HOV lanes. Traffic impacts on a CMP freeway segment occurs when the addition of project traffic causes:

- Freeway segment operations to deteriorate from an acceptable level (LOS E or better) under Existing Conditions to an unacceptable level (LOS F), or
- An increase in traffic of more than one percent of the capacity of a segment that operates at LOS F under Existing Conditions.

Significant impacts on freeway segments are considered mitigated when the mitigation measure causes the segment to operate at an acceptable level, the density or V/C ratio is lower than it would be under no project conditions, or less than a 1% increase in freeway segment capacity occurs along segments.

2.6 OTHER TRANSPORTATION EVALUATION

The section describes guidelines used to evaluate other transportation facilities that do not have CEQA related impact criteria established in San Jose. These facilities are evaluated to confirm consistency with the City of San Jose's various multi-modal transportation polices, which seek to provide a safe, efficient transportation system for all users.

2.6.1 UNSIGNALIZED INTERSECTIONS

Intersection operations analysis for unsignalized intersections are not required per the City of San Jose's Council Policy 5-3 requirements. However, per the TIA workscope approved by the City the study does evaluate the LOS at six unsignalized intersections (i.e. 4 existing intersections and 2 future project driveways)



located within the City of San Jose or the City of Santa Clara primarily to assess neighborhood circulation. Neither City has established a level of service policy for unsignalized intersections. Previous studies have identified transportation related improvements when the addition of project traffic causes the average intersection delay for all-way stop-controlled intersections or the worst movement/approach for side-street stop-controlled intersections to degrade to LOS F in combination with satisfying the *California Manual on Uniform Traffic Control Devices* (CA MUTCD) peak-hour volume signal warrant, which determines the need for traffic signals. For the most part, this study identifies whether or not the project traffic adversely affects the operations at unsignalized intersections similar to the other studies.

2.6.2 BICYCLE & PEDESTRIAN FACILITIES

The project would negatively affect pedestrian and bicycle facilities if the proposed project would potentially disrupt existing pedestrian and bicycle facilities, eliminate existing pedestrian and/or bicycle facilities, increase conflicts between drivers, pedestrians, and/or bicyclists, or create inconsistencies or conflicts with adopted pedestrian and bicycle system plans, guidelines, policies, or standards. The project would negatively affect bicycling if the project does not provide secure and safe bicycle parking in adequate proportion to anticipated demand. Additionally, the project would negatively affect the pedestrian environment if the project does not provide accessible pedestrian facilities that meet current ADA best practices.

2.6.3 TRANSIT SERVICES

General Plan Transportation Policy 11 notes that public transportation systems should be accessible and designed to be attractive convenient, dependable, and safe. Thus, the project would negatively affect transit if the proposed project conflicts with existing or planned transit facilities or services, generates potential transit trips in excess of the capacity available or planned, increases transit delay, or does not provide adequate facilities for pedestrians and bicyclists to access transit routes and stops.

2.6.4 NEIGHBORHOOD STREETS

Policies in the *Envision San Jose 2040 General Plan* (2011) discourage increased traffic and unsafe speeds on neighborhood streets. Per the request of City of San Jose staff, the TIA also evaluates the effect of the project on several residential streets and whether or not the project would create an adverse traffic condition within the existing Alviso community (especially relative to the proximity of the George Mayne Elementary School and residential neighborhoods). Neighborhood traffic concerns assessed include increased traffic volumes on neighborhoods streets, excessive cut-through traffic, speeding, parking control and prohibition, and limited site distance.



2.6.5 EMERGENCY ACCESS

Ease of access and travel time are critical for first responders traveling in emergency access vehicles. Obstructions in the roadway, detours, and congestion delay are among the factors that can affect emergency response time. The *Envision San Jose 2040 General Plan* (2011) contains policies regarding maintaining emergency response standards. Using the *General Plan* as a guide, impacts would occur if a project or an element of a project:

- Conflicts with an existing or planned emergency response facility or route; or
- Provides inadequate access to accommodate emergency vehicles

2.7 REPORT ORGANIZATION

The remainder of the report is divided into the following chapters:

Chapter 3: Existing Conditions describes the transportation system near the project site, including the surrounding roadway network, existing bicycle, pedestrian, and transit facilities, and current AM and PM peak hour operating conditions of the key intersections and freeway segments.

Chapter 4: Project Traffic Estimates describes the Project trip generation, distribution and assignment methods used in the traffic impact analysis.

Chapter 5: Existing plus Project presents the transportation operations with the project under Existing Conditions.

Chapter 6: Background Conditions identifies the background projects that are expected to influence the study area and presents the transportation operations with and without the project under Background Conditions.

Chapter 7: Cumulative Conditions identifies the cumulative projects that are expected to influence the study area and presents the transportation operations with and without the project under Cumulative Conditions.

Chapter 8: Other Transportation Analysis – Unsignalized Intersection Operations presents the intersection level of service analysis and other operational evaluation of the unsignalized study intersections under all study scenarios.

Chapter 9: Other Transportation Analysis – Freeway Ramps presents freeway ramp queuing analysis under Existing and Existing plus Project Conditions.



Chapter 10: Other Transportation Analysis – Off-Site Evaluation presents the project effects on the surrounding neighborhood streets, the adjacent elementary school, and intersection queuing at selected study intersections.

Chapter 11: Other Transportation Analysis – On-Site Evaluation presents transportation operations at project entranceways and assesses on-site circulation and access.

Chapter 12: Other Transportation Analysis – Off-Site Parking presents a comparison of on-site parking against City of San Jose requirements, as well as discusses results of the shared parking analysis.

Chapter 13: Multi-Modal Assessment includes an assessment of the potential future effect of the project on transit, bicycle, and pedestrian facilities both on- and off-site.



3.0 EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to identify existing transportation conditions in the vicinity of the proposed project. The assessment of existing conditions relevant to this study includes an inventory of the street system, traffic volumes on these facilities, and operating conditions at key intersections and freeway segments. Existing public transit service and bicycle and pedestrian facilities in the project study area are also described. Additionally, for the purposes of this TIA, Existing Conditions were established at the time the City initiated the traffic analysis for the proposed project (February 2016).

3.1 EXISTING TRANSPORTATION FACILITIES

3.1.1 EXISTING STREET SYSTEM

Direct automobile access to the project site is provided by North 1st Street. Regional access to the site is provided via SR 237 and Montague Expressway, while local access to the site is provided by Gold Street, Great America Parkway, Gold Street Connector, Tasman Drive, and Lafayette Street. These facilities are described below and are illustrated on **Figure 2**.

SR 237 is a six-lane divided freeway that connects the east and west sides of Silicon Valley via Mountain View, Sunnyvale, Santa Clara and north San Jose. It provides access to employers including Cisco, Samsung, Yahoo! And SanDisk and to region-serving retail in Milpitas. Located south of the project site, SR 237 is an east-west facility with two mixed-flow lanes in each direction. Between Zanker Road and US 101 a lane in each direction is designated as a HOV lane and between Zanker Road and I-880 a toll lane is provided in each direction. Express lanes and HOV lanes operate during the same hours:

- Westbound: Monday to Friday at 5:00-9:00 AM and 3:00-7:00 PM
- Eastbound: Monday to Friday at 5:00-9:00 AM and 3:00-7:00 PM

Carpool vehicles (i.e. vehicles with two or more persons) and eligible hybrids can use this express lane without a charge, while single-occupant vehicles can use the express lane during commute hours by paying a toll. Access to the project site is provided via its interchange with Great America Parkway and North 1st Street.

Montague Expressway is an eight-lane divided expressway that begins at I-680 in Milpitas and transitions into San Tomas Expressway south of US 101, at which point the roadway narrows to two lanes in each direction. There is one westbound HOV lane on Montague Expressway beginning at O'Toole Avenue/



McCarthy Boulevard and ending at the US 101 Lafayette Bridge overcrossing. The westbound HOV lane operates on weekday mornings only between 6:00 AM and 9:00 AM. There is one eastbound HOV lane on Montague Expressway beginning at Mission College Boulevard and ending at O'Toole Avenue/McCarthy Boulevard. The eastbound HOV lane operates from 6:00 AM to 9:00 AM and 3:00 PM to 7:00 PM on weekdays only.

Great America Parkway is a six-lane, north-south divided major arterial that extends from SR 237 to US 101, providing access to US 101, Central Expressway and El Camino Real. South of US 101 it continues as Bowers Avenue, narrowing to two lanes in each direction south of Central Expressway.

North 1st **Street** is a north-south four to six-lane divided arterial that provides direct access to the project site. North 1st street extends from downtown San Jose to Alviso. North 1st Street between Tony P. Santos Street and Liberty Street narrows to one lane in each direction with Class II bicycle lanes and parking on the north side of the street. North 1st Street is six lanes between SR 237 and Tasman Drive, and then narrows to four lanes south of Tasman Drive. The Santa Clara County Light Rail (LRT) operates in the median of the roadway between Tasman Drive and downtown San Jose and there are Class II bike lanes along most of its length.

Taylor Street is an east-west two-lane residential street from El Dorado Street/Union Pacific railroad tracks to Liberty Street where it becomes North 1st Street.

Lafayette Street is a four-lane divided north-south arterial that connects to SR 237 and US 101. From the SR 237 interchange to North 1st Street, Lafayette Street becomes a two-lane divided roadway. South of the SR 237 interchange, there are limited sidewalks and pedestrian facilities. Union Pacific railroad tracks with Amtrak and ACE commuter rail passenger service and high-voltage power lines run parallel to the roadway along the west (southbound) side.

Gold Street is a north-south two-lane roadway that is divided from Gold Street Connector to the south to Sunrise Drive to the north. It is an undivided two-lane roadway from Sunrise Drive to Elizabeth Street.

Zanker Road is a four to six-lane arterial that is parallel to and east of North 1st Street in San José. It begins near downtown San Jose at US 101/I-880 interchange and ends north of SR 237 near the San Jose –Santa Clara Regional Wastewater Facility.

Nortech Parkway is an east-west four-lane roadway that terminates just east of Fortran Drive. It serves as an access street to multiple office parks. There are bike lanes on both sides of the roadway.

Holger Way is an east-west two-lane roadway from North 1st Street to Zanker Road. It has Class II bike lanes along its entire length.



Vista Montana is a north-south two-lane roadway that begins at North 1st Street and terminates at Tasman Drive to the south. The VTA Route 831 runs along this roadway and there is on-street parking available on both sides of the street.

Rose Orchard Way is a two-lane loop road that connects to Headquarters Drive to the northwest and North 1st Street to the southwest. It provides access to multiple office parks.

Tasman Drive is a six-lane east-west divided arterial with center-running, at-grade light rail (VTA Light-rail Mountain View-Winchester route), between I-880 in the east to Fair Oaks Avenue in the West. Tasman Drive narrows to two lanes in each direction west of Great America Parkway.

Rio Robles is an east-west roadway that provides access to office parks west of North 1st Street and to residential uses east of North 1st Street.

River Oaks Parkway is a divided roadway from North 1st Street to Montague Expressway and provides access to various multi-family residential complexes. VTA Route 58 and Route 828 runs along this roadway.

Gold Street Connector is a two-lane east-west roadway connecting Great America Parkway and Gold Street/Lafayette Street.

3.1.2 EXISTING TRANSIT SERVICES

This section summarizes local and regional transit connectivity in the study area, including bus, light rail, commuter rail, and public and private shuttles. Transit systems that serve the study area and surrounding areas are introduced below and described in more detail in subsection to follow.

- Santa Clara Valley Transportation Authority (VTA): VTA provides light rail, bus and paratransit service to Santa Clara County, including the City of San Jose. Light rail trains operate at 15, 20, and 60-minute frequencies depending on the time of day. VTA bus routes generally operate between 5:00 AM and 1:00 AM on weekdays and 6:00 AM and 12:30 AM on weekends.
- Altamont Commuter Express (ACE): ACE provides passenger rail service across the Altamont corridor, extending between San Jose and Stockton. ACE trains connect to Caltrain at the Santa Clara and San Jose Diridon Stations. The full ACE line is comprised of 10 stations. The San Joaquin Regional Rail Commission (SJRRC) is the owner and operator of ACE services. ACE's hours of operation for westbound trains are 4:20 AM to 9:17 AM on weekdays. Eastbound trains operate between 3:35 PM and 8:50 PM on weekdays. Trains depart approximately every hour during service hours (Altamont Corridor Express, 2013). The nearest ACE station to the study area is the Santa Clara/Great America Station (5099 Stars and Stripes Drive, Santa Clara). Shuttle service from the



station to employment centers (e.g. the America Center development) are provided via eight ACE shuttles.

• Capital Corridor: The Capitol Corridor is an Amtrak service that provides intercity passenger rail service to Sacramento, Oakland, and San Jose with Amtrak Thruway bus connections to nearby cities. Capitol Corridor trains operate between 4:30 AM and 11:55 PM. Trains depart about every hour to two hours during the weekdays. The Capitol Corridor is managed by the Capitol Corridor Joint Powers Authority (CCJPA), a partnership of six local transit agencies in the eight-county service area. BART provides daily management support to the CCJPA, and trains are operated by Amtrak. The Santa Clara / Great America Station is the nearest Capital Corridor station to the project.

3.1.3 LOCAL TRANSIT NETWORK CONNECTIVITY

Transit services within the project study area and that traverse through study intersections are detailed in **Table 7** and displayed on **Figure 4**. The project site is within walking distance (approximately 300 feet as measured from the center of the project area to the closest stop) to one bus line (Line 58), which has bus stops located on both sides of Taylor Street/North 1st Street. Transit service from Line 58 provides connections to the Alum Rock – Santa Teresa Light Rail Route (Line 901), the Mountain View – Winchester Light Rail Route (Line 902), Westgate Shopping Center, and West Valley Community College. The Tasman LRT Station located on North 1st Street south of Tasman Drive is the closets light rail station to the project site (approximately two miles away). The station serves the Lines 901 and 902, which provide service every 15 minutes during the peak commute hours.



TABLE 7: EXISTING TRANSIT SERVICES

			WEE	KDAYS		WEEKENDS			
ROUTE	FROM	то	OPERATING HOURS ¹	HEADWAY	Y (MINUTES) ²	OPERATING HOURS ¹	HEADWAY		
			OPERATING HOURS	PEAK	MIDDAY	OPERATING HOURS	(MINUTES) ²		
VTA 58	West Valley College	Alviso	6:00 AM to 7:00 PM	30	60	No weekend ser	vice		
VTA 140	Fremont BART	Montague Expressway	7:20 AM to 9:50 AM 4:30 PM to 6:50 PM	50 - 65	No service	No service	N/A		
VTA 200	Tasman & Baypointe	Mountain View	11:10 PM to 12:15 AM	45	No service	11:10 PM to 12:15 AM	45		
VTA 321	Great Mall	Lockheed Martin / Moffett Industrial Park	8:10 AM to 8:45 AM 5:50 PM to 6:30PM	One run per day	No service	No service	N/A		
VTA 330	Almaden Expressway	Tasman Drive	6:45 AM to 9:25 AM 4:20 PM to 7:25 PM	30	No service	No service	N / A		
VTA 901 (LRT)	Santa Teresa	Alum Rock	4:20 AM to 2:10 AM	15	30	5:05 AM to 2:10 AM	30		
VTA 902 (LRT)	Winchester	Mountain View	4:50 AM to 12:40 AM	15	30	6:00 AM to 12:35 AM	30		



TABLE 7: EXISTING TRANSIT SERVICES

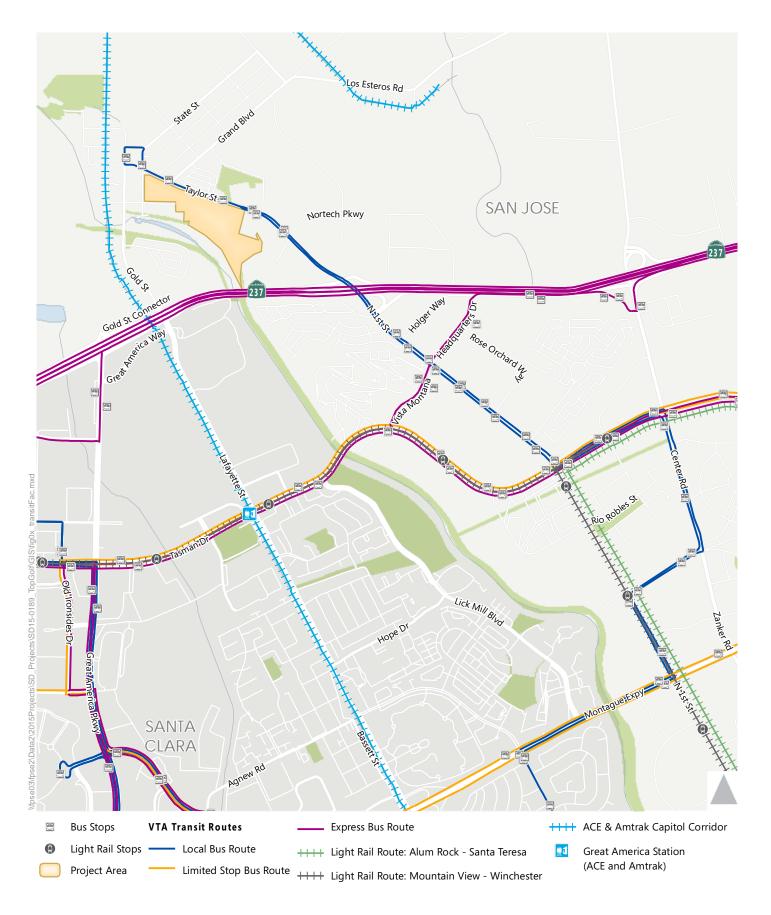
			WEE	KDAYS	WEEKENDS		
ROUTE	FROM	то	ODEDATING HOURS!	HEADWAY (MINUTES) ²		ODERATING HOURS	HEADWAY
			OPERATING HOURS ¹	PEAK	MIDDAY	OPERATING HOURS ¹	(MINUTES) ²
ACE Green (823)	Great America Station	North Santa Clara	6:15 AM to 9:20 AM 3:25 PM to 6:35 PM	40 - 75	N/A	No weekend ser	vice
ACE Purple (825)	Great America Station	West Milpitas	6:15 AM to 9:45 AM 3:15 PM to 6:40 PM	45 - 75	N / A	No weekend ser	vice
ACE Brown (828)	Great America Station	VTA Light Rail (N. First Street)	6:15 AM to 9:35 AM 3:20 PM to 6:40 PM	45 - 75	N/A	No weekend ser	vice
ACE Violet (831)	Great America Station	West Milpitas	6:15 AM to 9:50 AM 3:15 PM to 6:45 PM	45 - 75	N / A	No weekend ser	vice

Sources: VTA, March 2016; ACE, March 2016 Notes:



¹ Operating hours rounded to the nearest five minutes

² Headways are defined as the time between transit vehicles on the same route (e.g., time between two ACE Purple Line shuttles stopping at Great America Station).

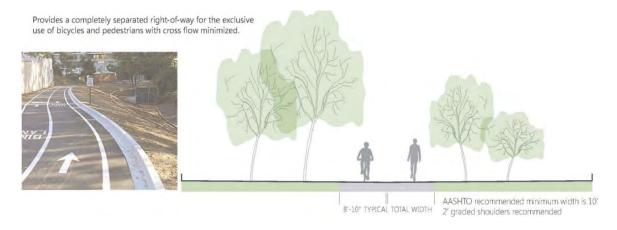




3.1.4 EXISTING BICYCLE FACILITIES

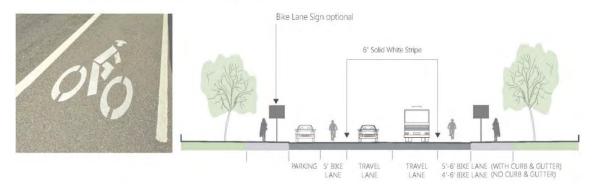
Bikeway planning and design in California typically relies on guidelines and design standards established by Caltrans in the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design and other design documents). Bicycle facilities comprise paths (Class I), lanes (Class II), and routes (Class III) as described below.

<u>Class I Bikeway (Bicycle Path)</u> provides a completely separate right-of-way and is designated for the
exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized. In
general, bike paths serve corridors not served by streets and highways or where sufficient right-ofway exists to allow such facilities to be constructed away from the influence of parallel streets and
vehicle conflicts.



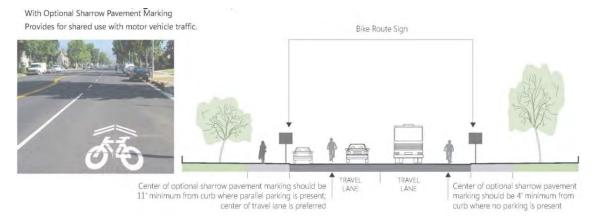
• <u>Class II Bikeway (Bicycle Lane)</u> provides a restricted right-of-way generally adjacent to the outer vehicle travel lane and is designated for the use of bicycles. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are generally four to six feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted.

Provides a striped lane for one-way bike travel on a street or highway.



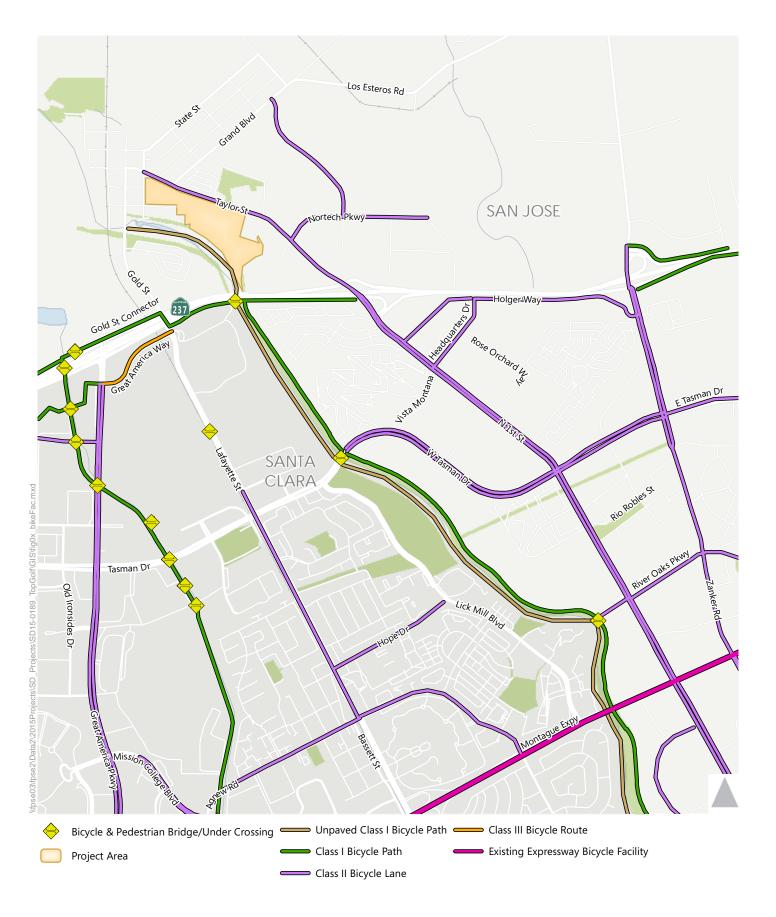


• Class III Bikeway (Bicycle Route) are designated by signs or pavement markings (sharrows) for shared use with pedestrians or motor vehicles but have no separated bike right-of-way or lane striping. Sharrows are a type of pavement marking (bike and arrow stencil) placed to guide bicyclists to the best place to ride on the road, avoid car doors, and remind drivers to share the road with cyclists. Bike routes serve either to: a) provide continuity to other bicycle facilities, or b) designate preferred routes through high demand corridors.



Existing facilities in the study area are displayed on **Figure 5**. Bicycle connectivity to the project site is good, with Class II bike lanes present along the project frontage on both sides of North 1st Street that extend from Liberty Street in the north and East Brokaw Road in the south. However, there are notable missing bicycle connections on Gold Street between the Guadalupe River Trail and North Taylor Street and on North Taylor Street between Gold Street and Liberty Street, Northwest of the project site, bike lanes are provided on Nortech Parkway and Disk Drive. Great America Parkway has on-street bicycle lanes that extend from SR 237 past US 101 until just south of Central Expressway. Off-street trails along SR 237 connect bicyclists to business districts along North 1st Street. There are also off-street bicycle trails along the Guadalupe River and San Tomas Aguino Creek that provide access to central San Jose and Santa Clara.







3.1.5 EXISTING PEDESTRIAN FACILITIES

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. The pedestrian environment was evaluated along the connecting roadways that directly serve the project site and adjacent roadways that connect to transit stations and/or nearby destinations in the greater study area.

Pedestrian connectivity in the vicinity of the project site is provided by a mostly complete network of sidewalks and crosswalks that serve the adjacent Alviso neighborhoods. However, there is currently missing sidewalk along the southern side of North 1st Street between Liberty Street and Tony P. Santos Street, which is the segment that directly fronts the project site. The project will close this sidewalk gap in order to provide a connection from the project's uses to the surrounding pedestrian facilities.

Study intersections with pedestrian facilities are described below:

- Intersection 1: Gold Street & North Taylor Street
 - All-way stop-controlled intersection with marked crosswalks on all legs
- Intersection 2: Liberty Street & North Taylor Street
 - All-way stop-controlled intersection with marked crosswalks on all legs
- Intersection 3: Trinity Park Drive & North 1st Street
 - o Side-street stop-controlled intersection with a marked crosswalk on the north leg
- Intersection 4: North 1st Street & Nortech Parkway
 - o Signalized intersection with marked crosswalks and pedestrian signals on all legs
- Intersection 5: North 1st Street & SR 237 Westbound Ramps
 - Signalized intersection with marked crosswalks and pedestrian signals on north and west legs
- Intersection 6: North 1st Street & SR-237 Eastbound Ramps
 - Signalized intersection with marked crosswalks and pedestrian signals on south and west legs
- Intersection 7: North 1st Street & Holger Way
 - o Signalized intersection with marked crosswalks and pedestrian signals on all legs
- Intersection 8: North 1st Street & Vista Montana
 - Signalized intersection with marked crosswalks and pedestrian signals on all legs
- Intersection 9: North 1st Street & Rose Orchard Way
 - Signalized intersection with marked crosswalks and pedestrian signals on all legs
- Intersection 10: North 1st Street & Tasman Drive
 - o Signalized intersection with marked crosswalks and pedestrian signals on all legs
- <u>Intersection 11: North 1st Street & Rio Robles Street</u>
 - Signalized intersection with marked crosswalks and pedestrian signals on all legs



- <u>Intersection 12: North 1st Street & River Oaks Parkway</u>
 - Signalized intersection with marked crosswalks and pedestrian signals on all legs
 - Midblock pedestrian refuge islands along North 1st Street on the north and south legs as part of the River Oaks LRT station
- Intersection 13: North 1st Street & Montague Expressway
 - Signalized intersection with marked crosswalks and pedestrian signals on all legs
- Intersection 14: Zanker Road & Tasman Drive
 - o Signalized intersection with marked crosswalks and pedestrian signals on all legs
- Intersection 15: Gold Street & Gold Street Connector
 - Signalized intersection with marked crosswalks and pedestrian signals on south and west legs
- Intersection 16: Lafayette Street & Great America Way
 - Side-street stop-controlled intersection with a high visibility crosswalk on north leg and a marked crosswalk on the west leg
- Intersection 17: Great America Way & Gold Connector
 - No pedestrian crossing treatments or pedestrian signals are installed at this signalized intersection
- Intersection 18: Great America Parkway & SR 237 Westbound Ramps
 - Signalized intersection with marked crosswalks and pedestrian signals on north and west legs
- Intersection 19: Great America Parkway & SR 237 Eastbound Ramps
 - Signalized intersection with marked crosswalks and pedestrian signals on south and west legs
- Intersection 20: Vista Montana & Tasman Drive
 - o Signalized intersection with marked crosswalks and pedestrian signals on all legs



3.2 EXISTING INTERSECTION VOLUMES & LANE CONFIGURATIONS

The operations of the study intersections are evaluated for the highest one-hour volume during the weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak period conditions. Existing peak hour intersection counts were primarily provided by City of San Jose (i.e. via the City of San Jose TRAFFIX database and a previous TIA) and Santa Clara County staff. October 2015 or March 2016 peak period intersection turning movement counts were also conducted at the intersections without available counts on clear days with area schools in-session. A summary of count data, including the new intersection turning movement counts conducted, for this study can be found in **Appendix A**.

Existing lane configurations and signal controls were obtained through field observations. **Figure 6** presents the existing AM and PM peak-hour turning movement volumes, corresponding lane configurations, and traffic control devices.

3.3 EXISTING INTERSECTION LEVELS OF SERVICE

Existing intersection lane configurations, signal timings, and peak hour turning movement volumes were used to calculate the levels of service for the study intersections during the AM and PM peak hours for Existing Conditions. The results of the LOS analysis using the TRAFFIX software program for signalized study intersections under Existing Conditions are presented in **Table 8** and the corresponding LOS calculation sheets are included in **Appendix B**.

The results of the LOS calculations indicate that all the signalized study intersections operate at acceptable levels (LOS D or better for City intersections; LOS E or better for regionally significant intersections) under Existing Conditions.

Since the completion of the intersection operations analyses for this TIA, intersection configuration assumptions (i.e. functional right-turn lane assumptions) and signal timings (i.e. cycle lengths) at 14 study locations have been updated by the City of San Jose's Department of Transportation (DOT). Upon review of these changes from DOT, which are also provided in **Appendix B**, the timing changes and configuration updates would effectively increase intersection capacity; therefore, improving intersection delay and level of service conditions. For example, most changes update intersection configurations to include functional right turns and overlap phases, which further increases capacity. Since these recent DOT changes would not result in any new impacts and not change the overall findings of the TIA, the TIA's intersection operations



analyses were not updated to reflect the changes. Since the changes would increase capacity at the intersections, the intersection operations analysis presented in this TIA at the 14 recently updated study intersections is conservative.



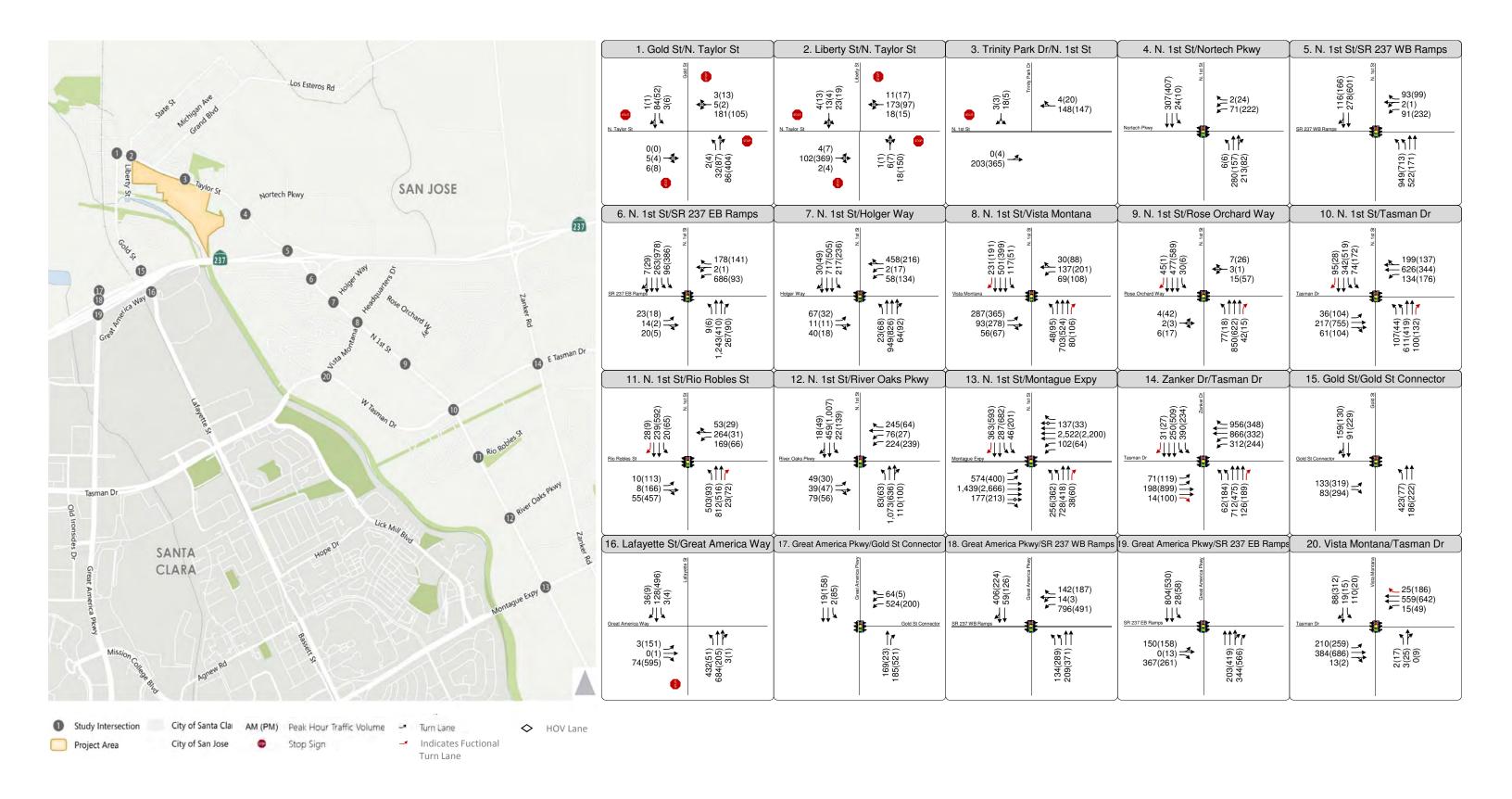




Figure 6

TABLE 8: EXISTING SIGNALIZED INTERSECTION LEVEL OF SERVICE

ID	INTERSECTION	JURSIDICTION ¹	CONTROL ²	LOS THRESHOLD ³	COUNT DATE	PEAK HOUR	EXISTING		
							DELAY ⁴	LOS⁵	
4	North 1st Street &	San Jose	Cianal	D	10/7/15	AM	11.3	B+	
	Nortech Parkway	Sali Jose	Signal	U	10/7/15	PM	14.6	В	
5	North 1st Street &	San Jose	Cianal	D (City of San Jose)	10/7/15	AM	12.4	В	
	SR 237 Westbound Ramps	NSJADP & CMP	Signal	E (CMP)	9/11/14	PM	20.0	B-	
6	North 1st Street &	San Jose	Cianal.	D (City of San Jose)	10/7/15	AM	28.2	С	
	SR 237 Eastbound Ramps	NSJADP & CMP	Signal	E (CMP)	9/11/14	PM	24.8	С	
7	North 1st Street &	San Jose	Cianal	D	10/7/15	AM	30.7	С	
	Holger Way	NSJADP	Signal	U	10/7/15	PM	27.2	С	
8	North 1st Street &	San Jose	Signal	D	10/7/15	AM	39.9	D	
	Vista Montana	NSJADP	Signal	D	10/7/15	PM	42.2	D	
9	North 1st Street &	San Jose	Cianal	D	10/7/15	AM	10.8	B+	
	Rose Orchard Way	NSJADP	Signal	D	10/7/15	PM	17.3	В	
10	North 1st Street &	San Jose	Cianal.	5	11/19/13	AM	34.2	C-	
	Tasman Drive	NSJADP	Signal	D	11/19/13	PM	37.8	D+	
11	North 1st Street &	San Jose	Cianal	D	9/15/15	AM	35.4	D+	
	Rio Robles Street	NSJADP	Signal	D	9/15/15	PM	41.3	D	



TABLE 8: EXISTING SIGNALIZED INTERSECTION LEVEL OF SERVICE

ID	INTERSECTION	ON JURSIDICTION ¹ CONTROL ² LOS THRESHOLD ³		COUNT DATE	PEAK HOUR	EXISTING		
							DELAY ⁴	LOS ⁵
12	North 1st Street &	San Jose	Signal	D	9/15/15	AM	25.5	С
	River Oaks Parkway	NSJADP	Signal	D	9/15/15	PM	22.7	C+
13	North 1st Street &	Santa Clara County	Signal	E	9/17/15	AM	61.1	E
	Montague Expressway	СМР	Signal	L	9/25/14	PM	59.0	E+
14	Zanker Drive &	San Jose	Signal	D	10/7/15	AM	45.6	D
	Tasman Drive	NSJADP	Signal	U	10/7/15	PM	37.5	D+
15	Gold Street &	Com Jose	Ciamal	D	1/28/15	AM	13.8	В
	Gold Street Connector	San Jose	Signal	D	1/28/15	PM	13.3	В
17	Great America Parkway &	Com Jose	Ciamal	5	1/28/15	AM	12.3	В
	Gold Street Connector	San Jose	Signal	D	1/28/15	PM	12.6	В
18	Great America Parkway &	San Jose	C: 1	_	8/21/14	AM	18.0	В
	SR 237 Westbound Ramps	CMP	Signal	E	9/11/14	PM	17.4	В
19	Great America Parkway &	San Jose	Cimeral	F	8/21/14	AM	13.1	В
	SR 237 Eastbound Ramps	СМР	Signal	E	9/11/14	PM	11.9	B+



TABLE 8: EXISTING SIGNALIZED INTERSECTION LEVEL OF SERVICE

ID	INTERSECTION	INTERSECTION JURSIDICTION ¹ CON		LOS THRESHOLD ³	COUNT DATE	PEAK HOUR	EXISTING	
							DELAY ⁴	LOS ⁵
20	Vista Montana &	San Jose	C'a a a l	_	8/21/14	AM	26.4	С
	Tasman Drive	NSJADP	Signal	D	8/21/14	PM	30.9	С

Notes:



¹ Intersection jurisdiction and identification of CMP (Congestion Management Program) and North San Jose Area Development Policy (NSJADP) intersections.

² Signal = Signalized Intersection

³ LOS threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service). **Bold** indicates unacceptable operations by jurisdiction's LOS.

⁴ Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections.

⁵ LOS calculations conducted using the TRAFFIX, which apply the methods described in the 2000 HCM, with adjusted saturation flow rates to reflect Santa Clara County conditions.

3.4 FIELD OBSERVATIONS

Field observations of the study intersections were conducted during the weekday AM and PM peak hours in March 2016 to verify the calculated LOS operations, to verify any existing traffic problems, and to observe overall transportation characteristics at the study facilities. In most cases, the intersections were observed to operate at the calculated levels of service for each peak hour. However, in a few locations, there were differences between the observed and calculated intersection operations. For example, during the PM peak commute periods, operations at the SR 237 eastbound ramps experienced high traffic volumes that resulted in long queues and heavy congestion, which are not reflected in the LOS calculations reported in **Table 8**. Specific descriptions of unique observations are listed below.

3.4.1 INTERSECTION 6: NORTH 1ST STREET & SR 237 EASTBOUND RAMPS

No operational issues, such as queuing, were observed during the AM peak hour at the North 1st Street and SR 237 Eastbound Ramps intersection. The ramp meters were also noticeably off during the morning period.

Under the PM peak hour, ramp metering on the SR 237 eastbound on-ramp causes vehicle queues to extend for the entire length of the ramp and back onto northbound North 1st Street. The worst queue observed was when the channelized northbound right-turn was no longer operating free flow because the spillback had reached the Target driveway about 400 feet south of the intersection.



Up to three southbound left-turn vehicles

were observed to occasionally block the intersection because of the PM peak hour on-ramp congestion. When vehicles blocked the intersection it further prevented vehicles to travel through in the northbound direction. This occurrence did not happen every cycle and the southbound left-turn storage lengths were still able to adequately serve the southbound volumes.

Based on the field observations, the LOS C reported at Intersection 6: North 1st Street & SR 237 Eastbound Ramps is not a true reflection of the existing PM peak hour operations.



3.4.2 INTERSECTION 18: GREAT AMERICA PARKWAY & SR 237 WESTBOUND RAMPS

No queuing issues were observed during the AM peak hour at the North 1st Street and SR 237 Westbound Ramps intersection. In the PM peak hour, no major queues or delays were also observed at this intersection, primarily because of the bottleneck at the Great America Parkway/SR 237 Eastbound ramps intersection.

The majority of vehicles turning westbound left from Intersection 17: Great America Parkway & Gold Street Connector, are trying to access the SR 237 westbound on-ramp. Thus, poor lane utilization occurs because a significant amount of traffic traveling in the inside southbound through lane are trying to change lanes in order to turn right onto the SR 237 westbound on-ramp and only have about 135 feet to do so. Furthermore, existing intersection volumes collected shows that during the AM and PM peak hours, approximately 230 to 410 volumes are turning southbound right in comparison to only 60 to 130 vehicles traveling southbound through.

3.4.3 INTERSECTION 19: GREAT AMERICA PARKWAY & SR 237 EASTBOUND RAMPS

No operational issues, such as queuing, were observed during the AM peak hour at the Great America Parkway and SR 237 Eastbound Ramps intersection. The ramp meters were also noticeably off during the morning period.

Under the PM peak hour, ramp metering on the SR 237 eastbound on-ramp causes vehicle queues to extend for the entire length of the ramp and back onto northbound Great America Parkway. The worst queue observed was when the spillback at the northbound right-turn reached the Great America Parkway/Great America Way intersection. Furthermore, the heavy right-turn traffic and extensive queue frequently prevents vehicles in the northbound through/right lane to travel through and clear during each green phase of the signal cycle.





3.4.4 OPERATIONS ADJACENT TO PROJECT SITE

Based on AM and PM field observations, traffic is negligible along North 1st Street fronting the project site and drivers traveling through this roadway experience free flow operations. No operational issues were observed adjacent to the project site and no vehicles were seen entering and exiting the Pin High driveway.



3.4.5 OPERATIONS AT GEORGE MAYNE ELEMENTARY SCHOOL

George Mayne Elementary School is located across the street from the project site with inbound and outbound driveways located on northwest of the Tony P. Santos Street. Field observations of the existing school drop-off and pick-up operations were conducted to establish a baseline condition before the completion of the project in close proximity. Since school starts at 8:00 AM drop-off observations were conducted from 7:45 AM to 8:15 AM. Pick-up observations were conducted from 2:00 PM to 2:30 PM since school ends at 2:20 PM.

Described below are the existing school operating conditions observed.

- Morning peak activity occurs starting from 7:45 AM until the bell rings at 8:00 AM.
- From 7:45 AM to 7:50 AM drop-off activity increases, but there are no queues onto North 1st Street.
- Some minor queueing (no more than two cars) onto North 1st Street were observed from 7:50 AM to 8:00 AM at the inbound driveway due to the right-in traffic.
- Parents park along the Tony P. Santos Street located west of the school to walk their kids to class morning and/or wait for their kids to get out. The street allows for two-way traffic although it is fairly narrow and there are posted signs that prohibits parking.
- No major school activity was observed at North 1st Street and Trinity Park Drive in both the morning and afternoon.



- Most of the inbound traffic was right-in turning vehicles coming from North 1st Street to the south during both the morning and afternoon observations.
- Very few vehicles were observed turning left into the inbound driveway on North 1st Street during both the morning and afternoon observations.
- Vehicles exiting the outbound driveway were split 50/50 on either turning right onto North 1st Street or turning left onto North 1st Street during both the morning and afternoon observations.
- Major activity on Wilson Way, a roadway located behind the school, was observed in the morning and afternoon because students can access and leave campus through the back. Thus, drop-off and pick-up operations also occur on Wilson Way.
- Afternoon peak activity occurs starting from 2:10 PM until 2:30 PM.
- Between 2:10 PM and 2:20 PM parents start parking around the perimeter of the school along Wilson Way, Tony P. Santos Street, and North 1st Street waiting for their kids to be released.
- Similar to morning observations, some minor queueing (no more than three cars) onto North 1st
 Street were observed.
- Rectangular rapid flash beacons (RRFBs) are in the process of being installed along with a high visibility crosswalk along the west leg of the North 1st Street and Tony P. Santos intersection.





3.5 EXISTING FREEWAY SEGMENT LEVEL OF SERVICE

Table 9 contains the existing freeway segment levels of service for the mixed-flow and HOV lanes based on the segment densities reported in the VTA's 2014 CMP Monitoring and Conformance Report, which is the most recent report available as of March 2016. For mixed-flow lanes, freeway segment capacities are defined as 2,200 vehicles per hour per lane (vphpl) for four-lane freeway segments and 2,300 vphpl for six-lane freeway segments. HOV lane capacities are defined between 1,800 to 1,900 vphpl.



The following freeway segments operate unacceptably (LOS F):

- Eastbound SR 237 between Great America Parkway and North 1st Street during the PM peak hour (mixed only)
- Eastbound SR 237 between North 1st Street and Zanker Road during the PM peak hour (mixed only)

TABLE 9: EXISTING FREEWAY SEGMENT LEVELS OF SERVICE

		PEAK	LANES		DENS	ITY ²	LOS ³	
FREEWAY SEGMENT	DIRECTION	HOUR ¹	MIXED	HOV	MIXED	HOV	MIXED	ноч
	ΓD	AM	2	1	46	14	D	В
1. SR 237, between Great America	EB	PM	2	1	88	55	F	Ε
Parkway and North 1st Street	WB	AM	2	1	48	32	E	D
		PM	2	1	44	14	D	В
	EB	AM	2	1	46	19	D	С
2. SR 237, between North 1st	EB	PM	2	1	76	54	F	Е
Street and Zanker Road	WB	AM	2	1	55	36	Е	D
	VVD	PM	2	1	49	22	E	С

Source: 2014 Monitoring and Conformance Report, VTA

The PM peak hour congestion suggested by the operations analysis on the eastbound study segments were confirmed in the field.



¹ AM = morning peak hour (between 7:00 and 9:00 AM), PM = evening peak hour (between 4:00 and 6:00 PM).

² Measured in passenger cars per mile per lane

³ LOS = Level of Service. **Bold** font indicates unacceptable operations based on VTA's LOS E Standard.

4.0 PROJECT TRAFFIC ESTIMATES

The amount of traffic expected to be generated on the study roadway system by the proposed project is estimated using a three-step process: (1) project trip generation, (2) trip distribution, and (3) trip assignment. The first step estimates the amount of project-generated traffic will be added to the roadway network. The second step estimates the direction of travel to and from the project site. During the third step, the new trips are assigned to specific street segments and intersection turning movements. This process is described in more detail in the following sections.

4.1 TRIP GENERATION

4.1.1 DATA SOURCES

In estimating the number of new trips generated by the proposed project uses, a variety of trip generation data sources, including previously collected local data and national data sources were considered. Each of the data sources are described below.

4.1.1.1 Hotel & Retail Uses

Per the direction of City of San Jose staff, trip generation for the project's retail and hotel components were computed using average trip generation rates provided in the ITE *Trip Generation*, 9th Edition (2012).

4.1.1.2 Topgolf

Since Topgolf is a new and unique type of facility, both ITE and the City of San Jose do not have rates for such a use. In order to determine the traffic for the Topgolf facility, we are using traffic and parking counts that Fehr & Peers collected in August 2014 at an existing Topgolf facility located in Scottsdale, Arizona. The Scottsdale Topgolf site is self-contained, meaning that it is the only use on the site; therefore, the traffic counts can easily be converted to trip generation rates for Topgolf. The proposed Topgolf will provide similar amenities and ancillary uses as the Scottsdale Topgolf; however, the proposed Topgolf will be larger than the Scottsdale facility. Trips were projected for the proposed Topgolf based on trip generation rates using the number of hitting bays at the facility.



4.1.2 TRIP REDUCTIONS

Fehr & Peers also considered whether any trip generation reductions would be applicable. Potential trip reductions include:

- Internalized & non-motorized project trips
- Pass-by trips
- Credit for existing uses on the site that would be demolished with construction of the proposed project

Each of these potential reductions is discussed in detail below.

4.1.2.1 Internalized & Non-Motorized Trips

Since the project is a mixed-use development, reductions related to internal trip capture and non-motorized trips were assumed. For example, there will be instances where someone staying at the hotel walks over to the on-site retail uses. Using the VTA's standard trip reduction strategy for a mixed-use development project with hotel and retail components, a 10% reduction was applied for trips made between retail and the hotel.

Additionally, we used MainStreet, a Fehr & Peers developed web application that captures the traffic benefits of mixed-used development by looking at the interactions of the mixture of uses and patron usage of alternative modes (i.e. transit, bicycling, and/or walking), to confirm or validate the recommended VTA mixed-use reductions. MainStreet was found to estimate higher reductions than the VTA method as it yielded peak hour mixed-use reductions ranging from 10% to 12% of the total gross trip generation estimates.

4.1.2.2 Pass-by Trips

Pass-by trips are made by vehicles already passing by the site on North 1st Street, where vehicles simply turn into and out of the site during a trip that is already being made. For example, someone who commutes from home to work on North 1st Street and stops into the retail on their way home would be considered a pass-by trip. In such a case, these are not new trips generated by the site or new to the roadway network, but they still comprise a portion of site-generated traffic. Twenty-five percent of the daily and PM peak hour trips for the retail uses were assumed as pass-by trips. This assumption is based on a review of ITE's *Trip Generation Handbook*, 3rd Edition (2014) and a review of pass-by reductions for retail uses made in other Santa Clara County TIAs.



4.1.2.3 Existing Use on Site

Providing credit for an existing use on site is a common practice in the traffic engineering field and often applied in traffic studies. A primary reason for including traffic from existing development as a form of reduction credit is because traffic from the existing use is included in the traffic counts and/or future traffic projections.

We performed a trip generation survey at the Pin High Golf Center's driveway on North 1st Street to determine the existing uses' trip generation. Driveway counts were collected during the weekday AM and PM peak periods on October 7th, 2015. Based on the results of the trip generation survey, the Pin High Golf Center generates 7 trips in the AM peak hour and 25 trips in the PM peak hour on weekdays. These trips were applied as a credit in the trip generation calculations.

4.1.3 TRIP GENERATION CALCULATIONS

Vehicle trip rates were then used to estimate the number of trips to and from the proposed project site. The trip generation rates and the estimated new number of trips generated by the proposed project (with 117,000 SF for retail) used for the intersection analysis and other transportation analyses in this study are summarized in **Table 10**. Based on the trip generation estimates, the project will generate an additional 6,915 daily trips, including a total of 231 trips during the AM peak hour (151 inbound/80 outbound) and a total of 624 trips during the PM peak hour (304 inbound/320 outbound).

The trip generation rates and the estimated new number of trips generated by the proposed project (with 110,000 SF for retail), under full build-out and occupancy, used for the freeway segment and ramp analyses in this study are summarized in **Table 11**. Based on the 7,000 SF retail reduction, the project daily trips will decrease to 6,691 daily trips, including a total of 224 trips during the AM peak hour (147 inbound/77 outbound) and a total of 605 trips during the PM peak hour (296 inbound/309 outbound).



TABLE 10: TOPGOLF PROJECT TRIP GENERATION FOR INTERSECTION ANALYSIS¹

SUMMARY OF RATES AND PERCENTAGE DISTRIBUTION SPLITS													
LANDLISE	RATE	DAILY	A	М РЕАК НО	OUR	PM PEAK HOUR							
LAND USE	NATE	RATE	IN %	OUT%	RATE	IN %	OUT%	RATE					
Hotel ^{2,3}	per Room	7.09 ²	59%	41%	0.53	51%	49%	0.60					
Shopping Center ^{2,4}	per KSF	42.7	62%	38%	0.96	48%	52%	3.71					
Top Golf ⁴	per Hitting Bay	18.0	87%	13%	0.31	50%	50%	1.80					

VEHICLE TRIP ESTIMATES

LAND HCF	OLIANITITY	LIMIT	DATIV	A	M PEAK H	OUR		РМ РЕАК Н	OUR
LAND USE	QUANTITY	UNIT	DAILY	IN	OUT	TOTAL	IN	OUT	TOTAL
Hotel	200	Room	1,417	63	43	106	61	59	120
(10% mixed	-use trip reductio	Hotel Internal Trips on for hotel to retail) ⁶	-142	-6	-4	-10	-6	-6	-12
	Net New	External Hotel Trips	1,275	57	39	96	55	53	108
Retail ¹	117.0	KSF	4,996	70	43	113	208	226	434
(10% mixed-	use trip reduction	Retail Internal Trips n for retail to hotel) ⁶	-142	-4	-6	-10	-6	-6	-12
	I	Retail Driveway Trips	4,854	66	37	103	202	220	422
	(-25% Da	Pass-by Reduction ily & PM peak hour) ⁷	-1,214	0	0	0	-51	-55	-106
	Net New	External Retail Trips	3,640	66	37	103	151	165	316
Topgolf ⁵	125	Hitting Bays	2,250	34	5	39	112	113	225
	Existing	Uses to be Removed ⁸	-250	-6	-1	-7	-14	-11	-25
Total Net New Exte	6,915	151	80	231	304	320	624		

Source: Fehr & Peers, March 2016

Notes:

• T = 8.95 * (X) - 373.16, X = Number of Rooms

AM and PM trips were estimated using the following average rates presented in the ITE *Trip Generation* for land use category 310 - Hotel (Adjacent Street Traffic, 7-9 AM, 4-6 PM):

- AM Peak Hour: T = 0.53 * (X), X = Number of Rooms
- PM Peak Hour: T = 0.60 * (X), X = Number of Rooms
- ⁴ AM, PM, and daily trips were estimated using the following average rates presented in the ITE *Trip Generation* for land use category 820 Shopping Center (Adjacent Street Traffic, 7-9 AM, 4-6 PM):
 - Daily: T = 42.70 * (X), X = 1,000 Square Feet Gross Leasable Area
 - AM Peak Hour: 0.96 * (X), X = 1,000 Square Feet Gross Leasable Area
 - PM Peak Hour: 3.71 * (X), X = 1,000 Square Feet Gross Leasable Area



 $^{^{1}}$ Trip Generation used for intersection operations analysis and the majority of the other transportation analyses.

² Source: Daily trip rates, peak hour rates, and in/out percentage splits were obtained from the Institute of Transportation Engineers (ITE) *Trip Generation*, 9th Edition (ITE, 2012).

³ Daily trips were estimated using the following fitted curve equation presented in the ITE *Trip Generation* for land use category 310 - Hotel (Adjacent Street Traffic, 7-9 AM, 4-6 PM):

⁵ Trip generation was estimated using existing Scottsdale Topgolf peak hour counts collected in late August 2014. The Scottsdale Topgolf facility has comparable amenities to the proposed project; however, there is an increase in hitting bays in the proposed Topgolf. Thus, trip generation rates were derived based on the number of hitting bays and using the Scottsdale Topgolf data collected.

⁶ Reductions related to internal trip capture and non-motorized trips are due to the commercial-hotel use interplay. Using the VTA's standard reduction approach, a 10% reduction of daily trips and peak hour trips was applied to the smaller trip generator between the retail and hotel uses (i.e. the hotel) to account for the mixed-use nature of the site, where vehicle trips can be linked and/or replaced with non-motorized trips.

⁷ Pass-by percentages (pass-by traffic represents vehicles that are currently passing the site today i.e., on North 1st Street, and will turn into and out of the site -

i.e., they do not represent new trips to the area):

[•] Retail: 25% reduction for Daily and PM peak hour, which are typical pass-by reductions for retail uses that have applied in other Santa Clara County traffic impact analyses.

⁸ Trips generated by the existing Pin High Golf Center that are to be removed. Source: Peak period driveway counts conducted in October 2015.

TABLE 11: TOPGOLF PROJECT TRIP GENERATION FOR FREEWAY SEGMENT & RAMP ANALYSIS¹

RATE DAILY RATE IN % OUT% RATE IN % OUT% RATE

Hotel^{2,3} 7.09^{2} 59% 41% 0.53 51% 49% 0.60 per Room Shopping Center^{2,4} 42.7 62% 38% 0.96 48% 52% 3.71 per KSF Top Golf⁵ per Hitting Bay 18.0 87% 13% 0.31 50% 50% 1.80

VEHICLE TRIP ESTIMATES

LAND HCF	OHANITITY	112177	DAWY	А	М РЕАК Н	OUR		РМ РЕАК Н	OUR
LAND USE	QUANTITY	UNIT	DAILY	IN	OUT	TOTAL	IN	OUT	TOTAL
Hotel	200	Room	1,417	63	43	106	61	59	120
(10% mixed	-use trip reductio	Hotel Internal Trips on for hotel to retail) ⁶	-142	-6	-4	-10	-6	-6	-12
	Net New	External Hotel Trips	1,275	57	39	96	55	53	108
Retail ¹	110.0	KSF	4,697	66	40	106	196	212	408
(10% mixed-	Retail Internal Trips (10% mixed-use trip reduction for retail to hotel) ⁶		-142	-4	-6	-10	-6	-6	-12
	I	Retail Driveway Trips	4,555	62	34	96	190	206	396
	(-25% Da	Pass-by Reduction ily & PM peak hour) ⁷	-1,139	0	0	0	-47	<i>-52</i>	-99
	Net New	External Retail Trips	3,416	62	34	96	143	154	297
Topgolf ⁵	125	Hitting Bays	2,250	34	5	39	112	113	225
	Existing	Uses to be Removed ⁸	-250	-6	-1	-7	-14	-11	-25
Total Net New Exte	6,691	147	77	224	296	309	605		

Source: Fehr & Peers, May 2016

LAND USE

Notes:

• T = 8.95 * (X) - 373.16, X = Number of Rooms

AM and PM trips were estimated using the following average rates presented in the ITE *Trip Generation* for land use category 310 - Hotel (Adjacent Street Traffic, 7-9 AM, 4-6 PM):

- AM Peak Hour: T = 0.53 * (X), X = Number of Rooms
- PM Peak Hour: T = 0.60 * (X), X = Number of Rooms
- ⁴ AM, PM, and daily trips were estimated using the following average rates presented in the ITE *Trip Generation* for land use category 820 Shopping Center (Adjacent Street Traffic, 7-9 AM, 4-6 PM):
 - Daily: T= 42.70 * (X), X = 1,000 Square Feet Gross Leasable Area
 - AM Peak Hour: 0.96 * (X), X = 1,000 Square Feet Gross Leasable Area
 - PM Peak Hour: 3.71 * (X), X = 1,000 Square Feet Gross Leasable Area



¹ Trip Generation used only for freeway segment and ramp analyses.

² Source: Daily trip rates, peak hour rates, and in/out percentage splits were obtained from the Institute of Transportation Engineers (ITE) *Trip Generation*, 9th Edition (ITE, 2012).

³ Daily trips were estimated using the following fitted curve equation presented in the ITE *Trip Generation* for land use category 310 - Hotel (Adjacent Street Traffic, 7-9 AM, 4-6 PM):

⁵ Trip generation was estimated using existing Scottsdale Topgolf peak hour counts collected in late August 2014. The Scottsdale Topgolf facility has comparable amenities to the proposed project; however, there is an increase in hitting bays in the proposed Topgolf. Thus, trip generation rates were derived based on the number of hitting bays and using the Scottsdale Topgolf data collected.

⁶ Reductions related to internal trip capture and non-motorized trips are due to the commercial-hotel use interplay. Using the VTA's standard reduction approach, a 10% reduction of daily trips and peak hour trips was applied to the smaller trip generator between the retail and hotel uses (i.e. the hotel) to account for the mixed-use nature of the site, where vehicle trips can be linked and/or replaced with non-motorized trips.

⁷ Pass-by percentages (pass-by traffic represents vehicles that are currently passing the site today i.e., on North 1st Street, and will turn into and out of the site - i.e., they do not represent new trips to the area):

[•] Retail: 25% reduction for Daily and PM peak hour, which are typical pass-by reductions for retail uses that have applied in other Santa Clara County traffic impact analyses.

⁸ Trips generated by the existing Pin High Golf Center that are to be removed. Source: Peak period driveway counts conducted in October 2015.

4.2 PROJECT TRIP DISTRIBUTION & ASSIGNMENT

The geographical distribution of trips generated by the project is based on the locations of complementary land uses, the street system serving the project, and existing travel patterns in the area. Input from City of San Jose staff was used to refine the trip distribution patterns. The general directions of approach and departure assumed for the project trips by land use type (i.e. hotel, retail, and Topgolf) are illustrated on **Figure 7**. Using this trip distribution pattern, the traffic generated by the project was assigned to the street network and **Figure 8** shows the project-generated peak hour traffic volumes at the study intersections during the weekday AM and PM peak hours.

4.2.1 PROJECT DRIVEWAY ASSUMPTIONS

The distribution and assignment of project trips by land use at the each of the three (3) project driveways were developed by assessing direct access to/from each of the respective land use types and the concentration of parking illustrated in the latest site plan. **Figure 9** shows the project-generated peak hour traffic volumes at the project driveways along with the pass-by trips.

Additionally, the project will be conditioned to install a traffic signal at Intersection 3: Trinity Park Drive & North 1st Street, which is currently side-street stop-controlled but will become the main project access point once the project is in place. Thus, under "plus Project" conditions the intersection of Trinity Park Drive & North 1st Street will be signal controlled.

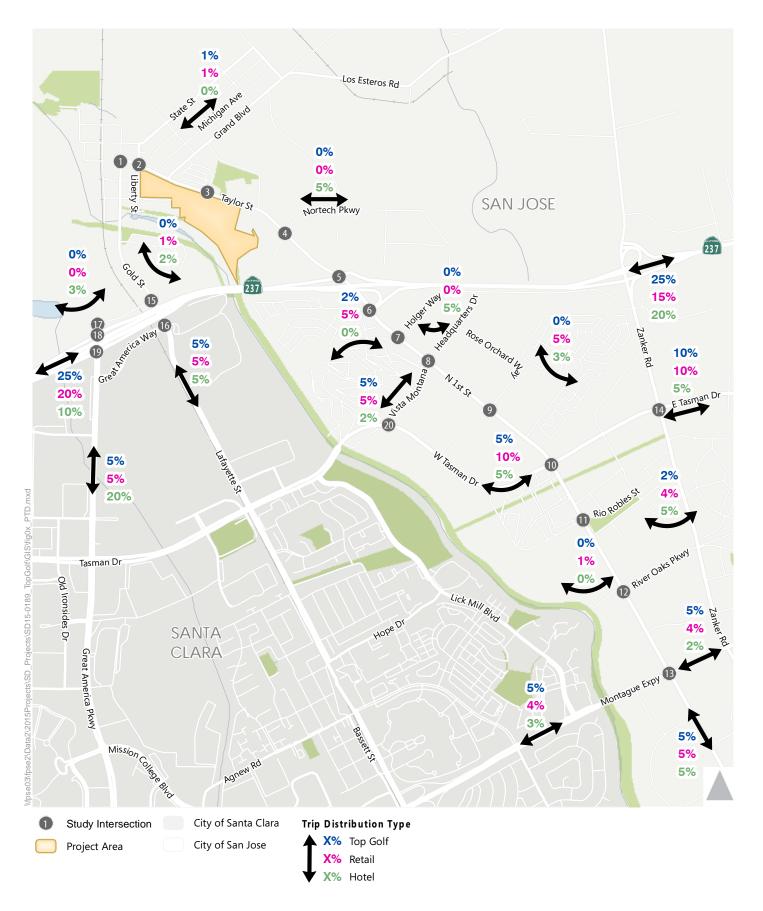
4.3 PROJECT STREET SYSTEM IMPROVEMENTS

North 1st Street fronting the project site will remain a two-lane roadway (one lane in each direction) under "plus Project" conditions. However, as part of the project three raised medians will be constructed and implemented along North 1st Street. The installation of a raised median between Trinity Park Drive and Tony P. Santos Street will affect the drop-off/pick-up circulation at George Mayne Elementary School as vehicles will no longer be able to turn left into the inbound driveway on North 1st Street. The median islands would also prevent left turns out of the first outbound driveway on North 1st Street, however left turns will still be allowed through a median opening at the second outbound driveway located adjacent to the Alviso Youth Center. Details of these vehicles rerouted from the installation of the raised median along North 1st Street at Tony P. Santos Street are presented in *Section 10.1.3 Project Effects on School*. Additionally, the reassignment of school trips are also reflected in the "plus Project" intersection volume turning movement figures and intersection operation analyses of affected study intersections (i.e. Intersection 3: Trinity Place



Drive & North 1st Street and Intersection 22: Project Driveway #3 & North 1st Street) under Existing plus Project, Background plus Project, and Cumulative plus Project conditions.







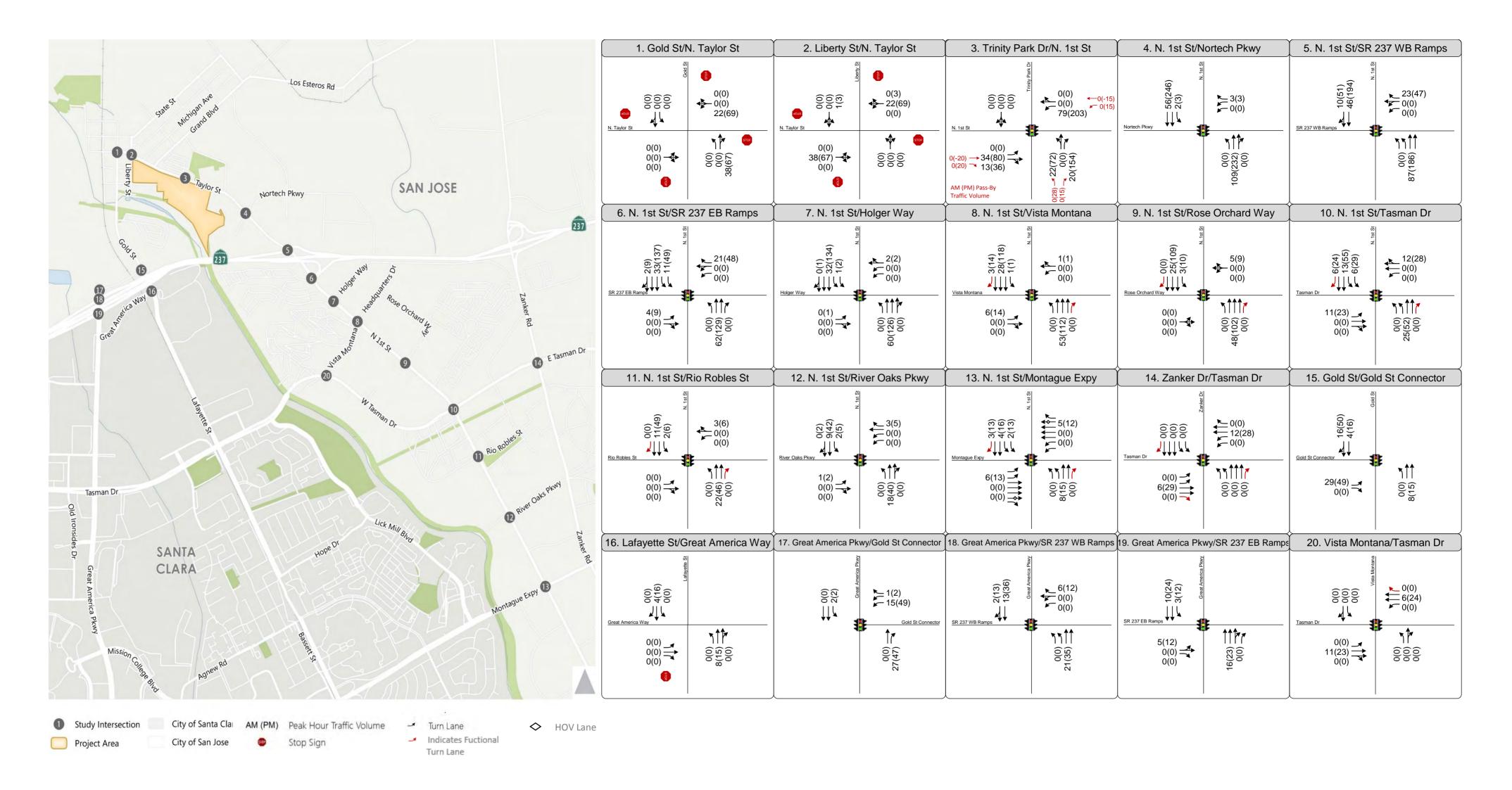
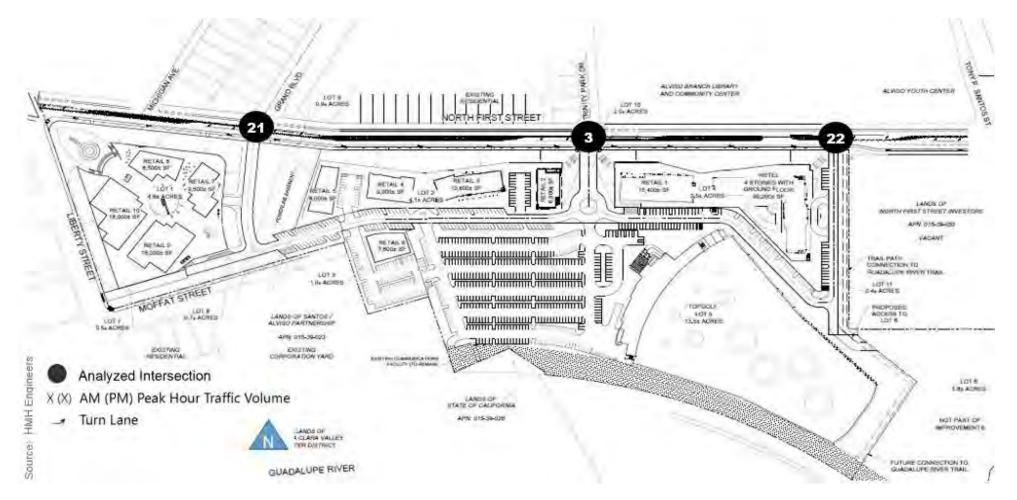




Figure 8
Total Project Trip Assignment at the Study Intersections



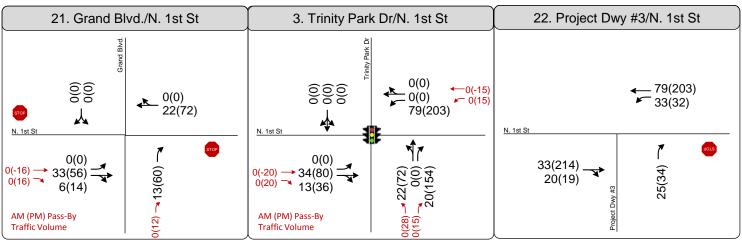




Figure 9
Total Project Trip Assignment at the Project Driveways

5.0 EXISTING PLUS PROJECT

This chapter presents the results of the operations analysis under the Existing plus Project Condition. Under Existing plus Project Conditions, project traffic estimated and assigned to the study intersections and roadway segments were added to existing traffic volumes. This hypothetical scenario isolates the potential impacts of the project by eliminating the impacts from other proposed projects.

5.1 EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE

Intersection LOS was calculated with the new traffic added by the proposed project to evaluate the operating conditions of the intersections and identify potential impacts to the roadway system. Turning movement traffic volume and intersection lane configuration for the Existing plus Project Conditions are illustrated on **Figure 10**.

Table 12 provides the results of the intersection LOS calculations for Existing plus Project Conditions, while **Appendix B** contains the corresponding calculation sheets. The results for Existing Conditions are included for comparison purposes, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. Critical delay represents the delay associated with the critical movements of the intersection, or the movements that require the most "green time" and have the greatest effect on overall intersection operations. The changes in critical delay and critical V/C ratio between Existing and Existing plus Project Conditions are used to identify significant impacts.

Some of the study intersections, such as Intersection 4: North 1st Street and Nortech Parkway, show a reduction in average critical day with the addition of project traffic, which is counterintuitive. The average delay in **Table 12** are weighted averages. Weighted average delays will be reduced when traffic is added to a movement with a low delay, such as the major through movements, as opposed to the side-street approach. Conversely, relatively small volume increase to movements with high delays can substantially increase the weighted average delay.

The results of the LOS calculations indicate that all signalized study intersections operate at acceptable service levels during the AM and PM peak hours.



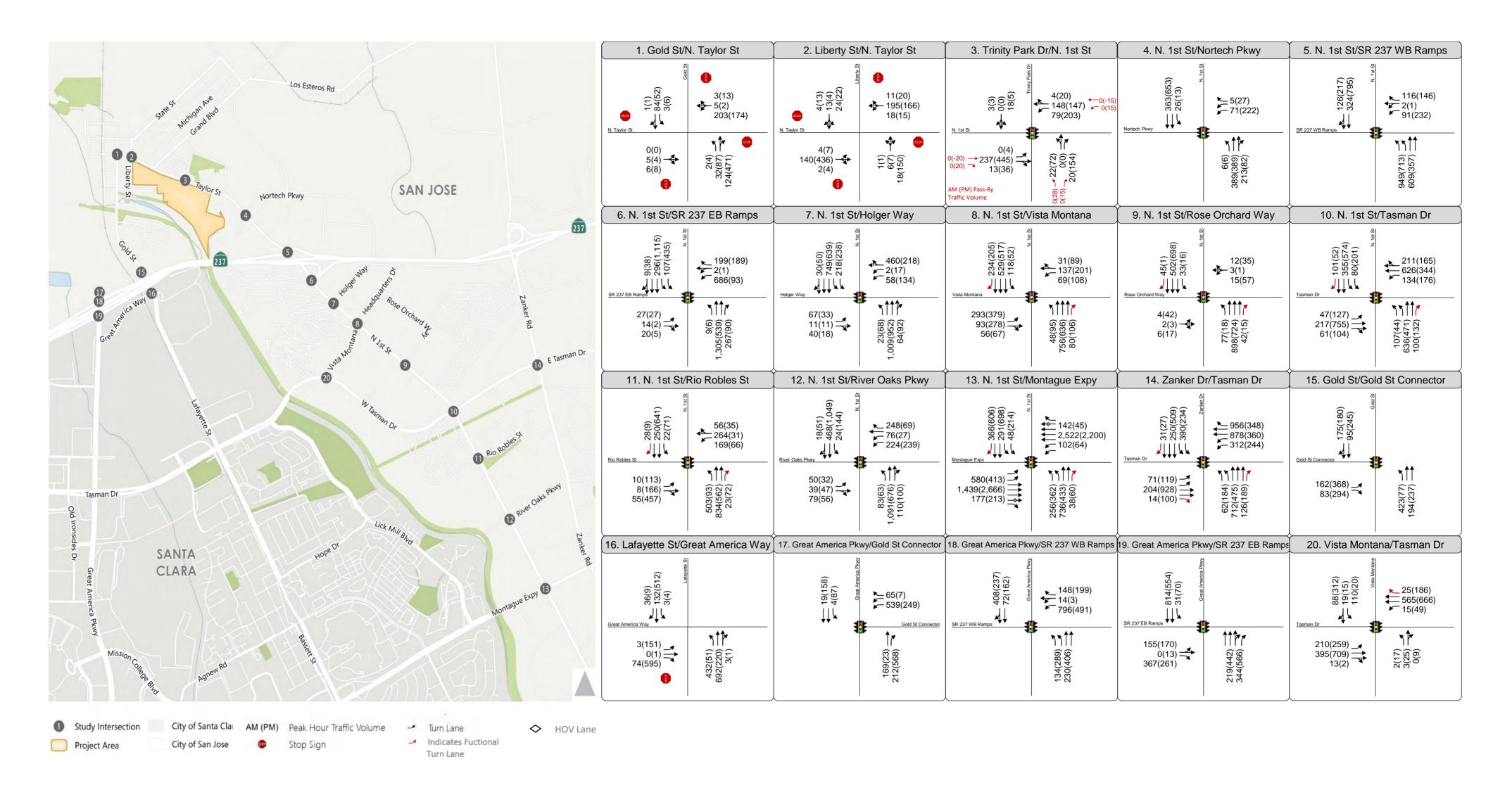




Figure 10 ur Traffic Volumes & Lane Configurations -

TABLE 12: EXISTING SIGNALIZED INTERSECTION LEVEL OF SERVICE & IMPACT ANALYSIS

ID	INTERSECTION	CONTROL ¹	LOS THRESHOLD ²	PEAK HOUR	EXIST	ΓING		NG PLUS ECT (E+P)	Δ IN AVERAGE CRITICAL	Δ IN CRITICAL	SIGNIFICANT IMPACT? ⁷	E + P WIT		Δ DELAY ⁸	RESIDUAL IMPACT?
				HOOK	DELAY ³	LOS ⁴	DELAY ³	LOS ⁴	DELAY ⁵	V/C ⁶	Mil Act:	DELAY	LOS		IVII ACT:
4	North 1st Street &	Signal	D (City of San Jose)	AM	11.3	B+	11.4	B+	-0.1	0.038	NO	Impact not si	anificant	t No Mitigatio	on Poquirod
	Nortech Parkway	Signal	D (City of Sair Jose)	PM	14.6	В	13.7	В	-1.1	0.08	NO	impact not si	grifficarii	i. No miligati	on Required.
5	North 1st Street &	Signal	D (City of San Jose)	AM	12.4	В	12.8	В	0.7	0.018	NO	Impact not si	anificant	t No Mitigatio	on Poquirod
	SR 237 Westbound Ramps	Signal	E (CMP)	PM	20.0	В-	20.0	B-	0.9	0.075	NO	impact not si	grinicari	i. No ivilligatio	on Required.
6	North 1st Street &	Signal	D (City of San Jose)	AM	28.2	С	29.3	С	1.4	0.023	NO	Impact not si	anificant	t No Mitigatio	on Required
	SR 237 Eastbound Ramps	Signal	E (CMP)	PM	24.8	С	31.3	С	6.2	0.037	NO	impact not si	grifficarii	nificant. No Mitigation Required.	
7	North 1st Street &	Signal	D (City of San Jose)	AM	30.7	С	30.7	С	0.1	0.014	NO	Impact not signific		t No Mitigatio	on Poquirod
	Holger Way	Signal	D (City of Sair Jose)	PM	27.2	С	26.4	С	-0.6	0.028	NO			ant. No willigation required.	
8	North 1st Street &	Signal	D (City of San Jose)	AM	39.9	D	39.6	D	-0.2	0.015	NO	Impact not signific		cant. No Mitigation Required	
	Vista Montana	Signal	D (City of Sair Jose)	PM	42.2	D	42.7	D	0.6	0.018	NO	impact not si	grifficarii	i. No miligati	on Required.
9	North 1st Street &	Signal	D (City of San Jose)	AM	10.8	B+	11.0	B+	0.4	0.014	NO	Impact not si	anificant	t No Mitigatio	on Poquirod
	Rose Orchard Way	Signal	D (City of Sair Jose)	PM	17.3	В	16.6	В	0.2	0.032	NO	impact not si	grifficarii	i. No Miligati	on Required.
10	North 1st Street &	Signal	D (City of San Jose)	AM	34.2	C-	34.4	C-	0.6	0.02	NO	Impact not si	anificant	t No Mitigatio	on Poquirod
	Tasman Drive	Signal	D (City of Sail Jose)	PM	37.8	D+	38.7	D+	0.6	0.016	NO	impact not si	grinicari	i. No ivilligatio	on Required.
11	North 1st Street &	Signal	D (City of San Jose)	AM	35.4	D+	35.5	D+	0.4	0.005	NO	Impact not si	anificant	t No Mitigatio	on Poquirod
	Rio Robles Street	Signal	D (City of Sair Jose)	PM	41.3	D	41.5	D	0.6	0.014	NO	impact not si	grifficarii	i. No Miligati	on Required.
12	North 1st Street &	Signal	D (City of San Jose)	AM	25.5	С	25.5	С	0.2	0.009	NO	Impact not si	anificant	t No Mitigatio	on Poquirod
	River Oaks Parkway	Signal	D (City of Sail Jose)	PM	22.7	C+	22.5	C+	-0.2	0.014	NO	impact not si	grinicari	i. No ivilligatio	on Required.
13	North 1st Street &	Signal	E (CMP)	AM	61.1	E	61.4	E	0.5	0.005	NO	Impact not si	anificant	t No Mitigatio	on Required
	Montague Expressway	Signal	E (CIVIP)	PM	59.0	E+	59.7	E+	0.2	0.009	NO	Impact not signif		icant. No Mitigation Required.	
14	Zanker Drive &	Signal	D (City of San Jose)	AM	45.6	D	45.5	D	0	0	NO	Impact not si	anificant	t No Mitigatio	on Poquirod
	Tasman Drive	Signal	D (City of San Jose)	PM	37.5	D+	37.3	D+	-0.2	0.008	NO	Impact not si	giiiican	i. NO WILIGATIO	on Required.



TABLE 12: EXISTING SIGNALIZED INTERSECTION LEVEL OF SERVICE & IMPACT ANALYSIS

ID	INTERSECTION	CONTROL ¹	LOS THRESHOLD ²	PEAK HOUR	EXIST	ING		NG PLUS CT (E+P)	Δ IN AVERAGE CRITICAL	Δ IN CRITICAL	SIGNIFICANT IMPACT? ⁷	E + P WIT MITIGATIO		Δ DELAY ⁸	RESIDUAL IMPACT?
				HOUK	DELAY ³	LOS ⁴	DELAY ³	LOS ⁴	DELAY ⁵	V/C ⁶	IIVIPACI :	DELAY	LOS		INPACT?
15	Gold Street &	C:I	D (City of Complete)	AM	13.8	В	14.3	В	0.7	0.031	NO	Town and made also	: c:	- NI- NA:L:L:	a a Danisa d
	Gold Street Connector	Signal	D (City of San Jose)	PM	13.3	В	13.6	В	0.3	0.055	NO	Impact not sig	gnifican	No Mitigati	on Kequirea.
17	Great America Parkway &	Ci ava al	D (City of Con Jose)	AM	12.3	В	12.0	B+	-0.1	0.007	NO	Impact not sign	:£:	. N.a. N.4:t:t:	an Danwingd
	Gold Street Connector	Signal	D (City of San Jose)	PM	12.6	В	13.0	В	0.2	0.031	NO	impact not sig	gnifican	. No Mitigati	on Requirea.
18	Great America Parkway &	Cianal	F (CMP)	AM	18.0	В	17.9	В	0	0.001	NO	Impact not sig	anifican	- No Mitigati	an Dagwirad
	SR 237 Westbound Ramps	Signal	E (CMP)	PM	17.4	В	17.4	В	0	0.008	NO	Impact not sig	gnincan	NO MILIGALI	on Required.
19	Great America Parkway &	Ci ava al	F (CMP)	AM	13.1	В	13.4	В	0.2	0.005	NO	Tues and the state of	:£:	. N.a. N.4:t:t:	an Danwingd
	SR 237 Eastbound Ramps	Signal	E (CMP)	PM	11.9	B+	12.7	В	1	0.015	NO	Impact not sig	gnifican	No Mitigati	on Requirea.
20	Vista Montana &	Ciamal	D (City of Con In an)	AM	26.4	С	26.2	С	-0.1	0.002	NO	Too word wat all	:£:	. Na Mitigati	an Danwingd
	Tasman Drive	Signal	D (City of San Jose)	PM	30.9	С	30.7	С	0	0.007	NO	Impact not sig	gnitican [.]	No Mitigati	on kequirea.

Source: Fehr & Peers, March 2016 Notes:



¹ Signal = Signalized Intersection

² LOS threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service). **Bold** indicates unacceptable operations by jurisdiction's level of standard.

³ Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections.

⁴ LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software package, which apply the methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County conditions for signalized intersections. Bold indicates unacceptable operations by jurisdiction's level of standard.

⁵ Change in critical movement delay between Existing and Existing plus Project Conditions.

⁶ Change in critical volume-to-capacity (V/C) ratio between Existing and Existing plus Project Conditions.

⁷ Significant impact determined based on jurisdiction's impact criteria. **Bold and highlighted** indicates significant impacts.

⁸ Change in intersection weighted average control delay between Existing Conditions and Existing plus Project with Mitigation Conditions.

5.2 EXISTING PLUS PROJECT INTERSECTION IMPACTS & MITIGATION MEASURES

This section of the report evaluates the intersection LOS results presented in **Table 12** against the City of San Jose, City of Santa Clara, and VTA's criteria for significant intersection impacts and presents mitigation measures for identified impacts.

The results of the LOS calculations indicate that all signalized study intersections operate at acceptable LOS during the AM and PM peak hours under Existing plus Project conditions. Given that the LOS calculations indicate that all study intersection operate at acceptable service levels based on their respective jurisdiction criteria, the project has a **less-than-significant impact at all study intersections under the Existing plus Project Conditions** and no mitigation measures are identified.

5.3 EXISTING PLUS PROJECT FREEWAY SEGMENT LEVEL OF SERVICE

Freeway segments of the SR 237 between Great America Parkway and Zanker Road were analyzed during the AM and PM peak hours by calculating the amount of project traffic projected to be added to these freeway segments. Project trips were assigned to HOV lanes assuming a factor of 25%.

Table 13 presents the estimated number of trips added to the freeway segments under Existing plus Project Conditions and the estimated densities and service levels.



TABLE 13: EXISTING FREEWAY SEGMENT LEVELS OF SERVICE & IMPACT ANALYSIS

FREEWAY	DIR ¹	PEAK	CAPA (VP	_	EXIS	TING CONE	OITIONS				EXISTING	PLUS PR	OJECT		
SEGMENT	DIK	HOUR ¹	MIXED	HOV	MIXED DENSITY ³	HOV DENSITY ³	MIXED LOS ⁴	HOV	TRIPS ⁵	MIXED DENSITY ³	HOV DENSITY ³	MIXED LOS ⁴	HOV	MIXED IMPACT ⁶	HOV IMPACT ⁶
1. SR 237, between Great America	EB	AM PM	4,600	1,650	46 88	14 55	D F	B E	23 59	46 89	14 55	D F	B E	0.41% 0.96%	0.24% 0.91%
Great America Parkway and North 1st Street	WB	AM PM	4,600	1,650	48 44	32 14	E D	D B	15 61	48 45	32 14	E D	D B	0.24% 1.09%	0.24% 0.67%
2. SR 237, between	ЕВ	AM PM	4,600	1,650	46 76	19 54	D F	C E	14 59	46 77	19 54	D F	C E	0.24% 0.96%	0.18% 0.91%
North 1st Street and Zanker Road	WB	AM PM	4,600	1,650	55 49	36 22	E E	D C	28 57	55 50	36 22	E E	D C	0.46% 0.93%	0.42% 0.85%

Source: 2014 Monitoring and Conformance Report, VTA, February 2015; Fehr & Peers, May 2016

Notes:



¹ Dir = direction, AM = morning peak hour, PM = afternoon peak hour

² Vph = vehicles per hour per lane

³ Measured in passenger cars per mile per lane

⁴ LOS = Level of Service. **Bold** font indicates unacceptable operations based on VTA's LOS E Standard.

⁵ Project trips added to individual freeway segments

⁶ Percent impact on mixed flow lanes determined by dividing the number of project trips by the freeway segment's capacity.

5.4 EXISTING PLUS PROJECT FREEWAY IMPACTS & MITIGATION MEASURES

As shown in **Table 13**, the proposed project would not add trips greater than one percent of the freeway segment capacity to the freeway study segments operating at LOS F during the AM and PM peak hours. Therefore based on VTA's impact criteria, the project would have a **less-than-significant freeway impacts at the identified freeway study segments under Existing plus Project conditions** and no mitigation measures are proposed.



6.0 BACKGROUND CONDITIONS

The Background Condition represents conditions prior to the completion of the project. To evaluate the potential impact of traffic generated by the proposed project on the surrounding street system, it was necessary to first develop estimates of the Background traffic condition in the area without the project. Traffic conditions without the project under this future scenario reflects traffic increases due to nearby development and any roadway network changes and street improvements. These conditions are referred to as the baseline condition (i.e., "no project" conditions). The forecasted background baseline traffic volumes were then used to identify impacts on the roadway system. This chapter presents the results of the level of service calculations under Background Conditions with and without the Project. Additionally, for the purposes of this TIA, background conditions were established at the time the City initiated the traffic analysis for the proposed project (February 2016).

6.1 BACKGROUND TRAFFIC VOLUMES

Traffic volumes for Background Conditions comprise of existing volumes plus traffic generated by "approved but not yet built" and "not occupied" development in the area to account for local growth in the study area. Staff from the City of San Jose and City of Santa Clara provided information regarding these background development projects in their respective cities. In particular, the "approved but not yet built" and "not occupied" developments that will add traffic to the study intersections in the City San Jose were obtained from the City's Approved Trips Inventory (ATI) database. While traffic generated by approved projects within the City of Santa Clara were obtained from their respective traffic reports or estimated based on trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation*, 9th Edition (2012). The trips for the Santa Clara background projects were then distributed and assigned to the roadway network based on demographic data, existing and estimated future travel patterns, and recent TIAs completed in the area. The trips for each of the background projects were further added to the Existing volumes (Figure 6) at each study intersection to represent Background Conditions, as shown on Figure 11.

Appendix C contains a full list of approved projects from each city, as well as the assumed trip generation estimates for the major developments that have been included in the projection of background volumes.

6.2 BACKGROUND BASELINE IMPROVEMENTS

No new roadway improvements were identified for the Background Condition; therefore, the existing roadway network was assumed for the background analysis.



6.3 BACKGROUND PLUS PROJECT TRAFFIC VOLUMES

Trips generated from the proposed project (**Figure 8**) were added to the Background traffic projections (**Figure 11**) to develop traffic volumes for Background plus Project Conditions. The resulting volumes at the study intersections are shown on **Figure 12**.

6.4 BACKGROUND INTERSECTION LEVELS OF SERVICE

Table 14 presents the delay and LOS calculation results for the signalized study intersections under Background Conditions and Background plus Project Conditions. **Appendix B** contains the corresponding calculation sheets.

Some of the study intersections, such as Intersection 4: North 1st Street and Nortech Parkway, show a reduction in average critical day with the addition of project traffic, which is counterintuitive. The average delay in **Table 14** are weighted averages. Weighted average delays will be reduced when traffic is added to a movement with a low delay, such as the major through movements, as opposed to the side-street approach. Conversely, relatively small volume increase to movements with high delays can substantially increase the weighted average delay.

The results of the Background Condition (no project) intersection operations analysis for signalized locations show that 13 study intersections out of the 16 signalized study intersections are projected to operate at an acceptable service level during all analyzed peak hours, using the HCM methodology and their respective jurisdiction's LOS threshold. The remaining four (4) signalized study intersections are projected to operate at a deficient LOS (LOS E/F for City intersections and LOS F for regionally significant intersections) during at least one of the analyzed peak hours:

- Intersection 6: North 1st Street & SR 237 Eastbound Ramps (LOS F AM peak hour)
- <u>Intersection 10: North 1st Street & Tasman Drive</u> (LOS E+ PM peak hour)
- Intersection 13: North 1st Street & Montague Expressway (LOS F AM and PM peak hour)
- <u>Intersection 14: Zanker Drive & Tasman Drive</u> (LOS E+ AM peak hour)

Under Background plus Project Conditions, all of the above intersections will continue to operate poorly. In addition to these four (4) locations, Intersection 5: North 1st Street & SR 237 Westbound Ramps will also operate at a deficient LOS with the inclusion of project traffic in the PM peak hour.



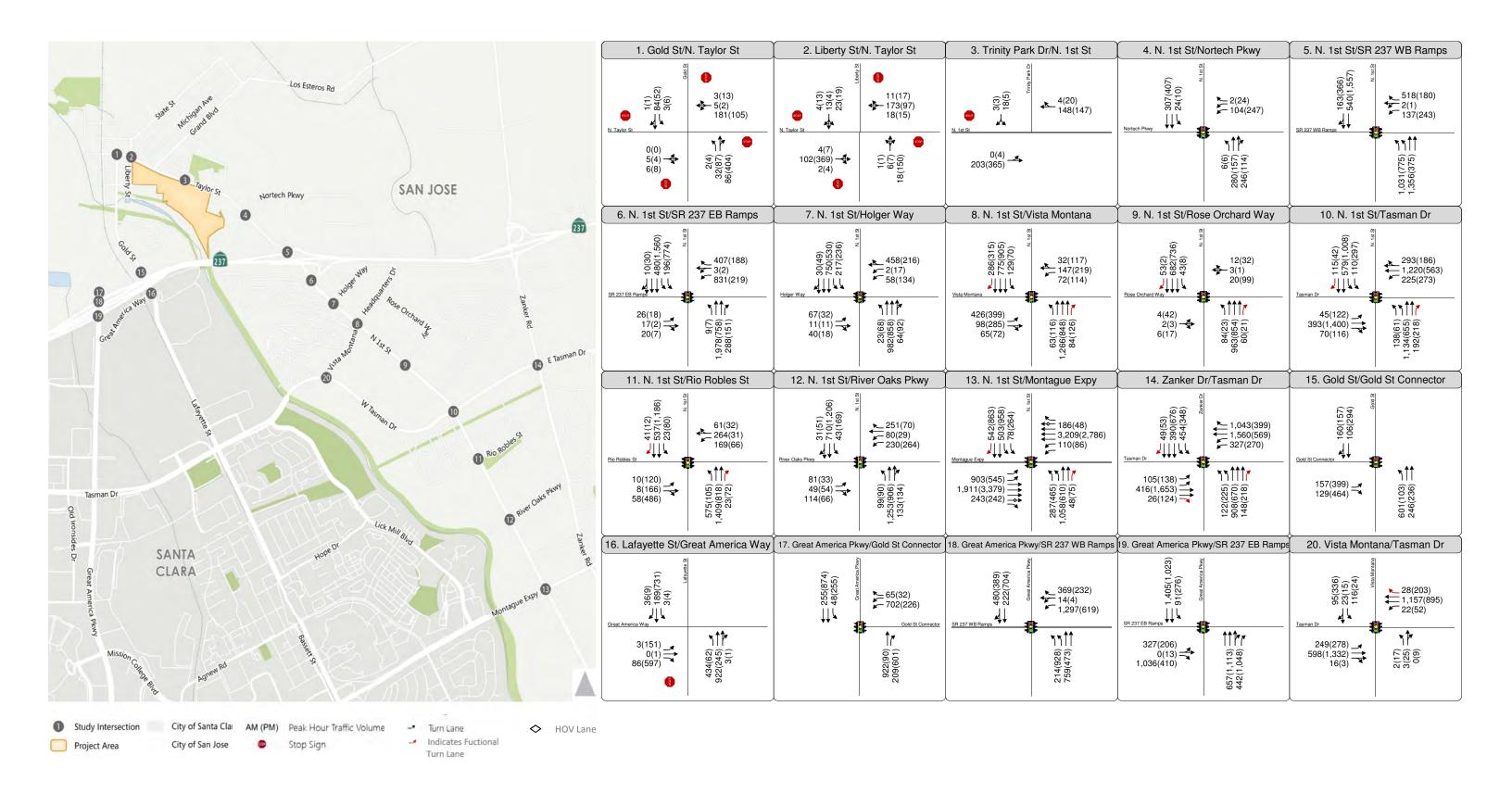




Figure 11
Peak Hour Traffic Volumes & Lane Configurations Background Conditions

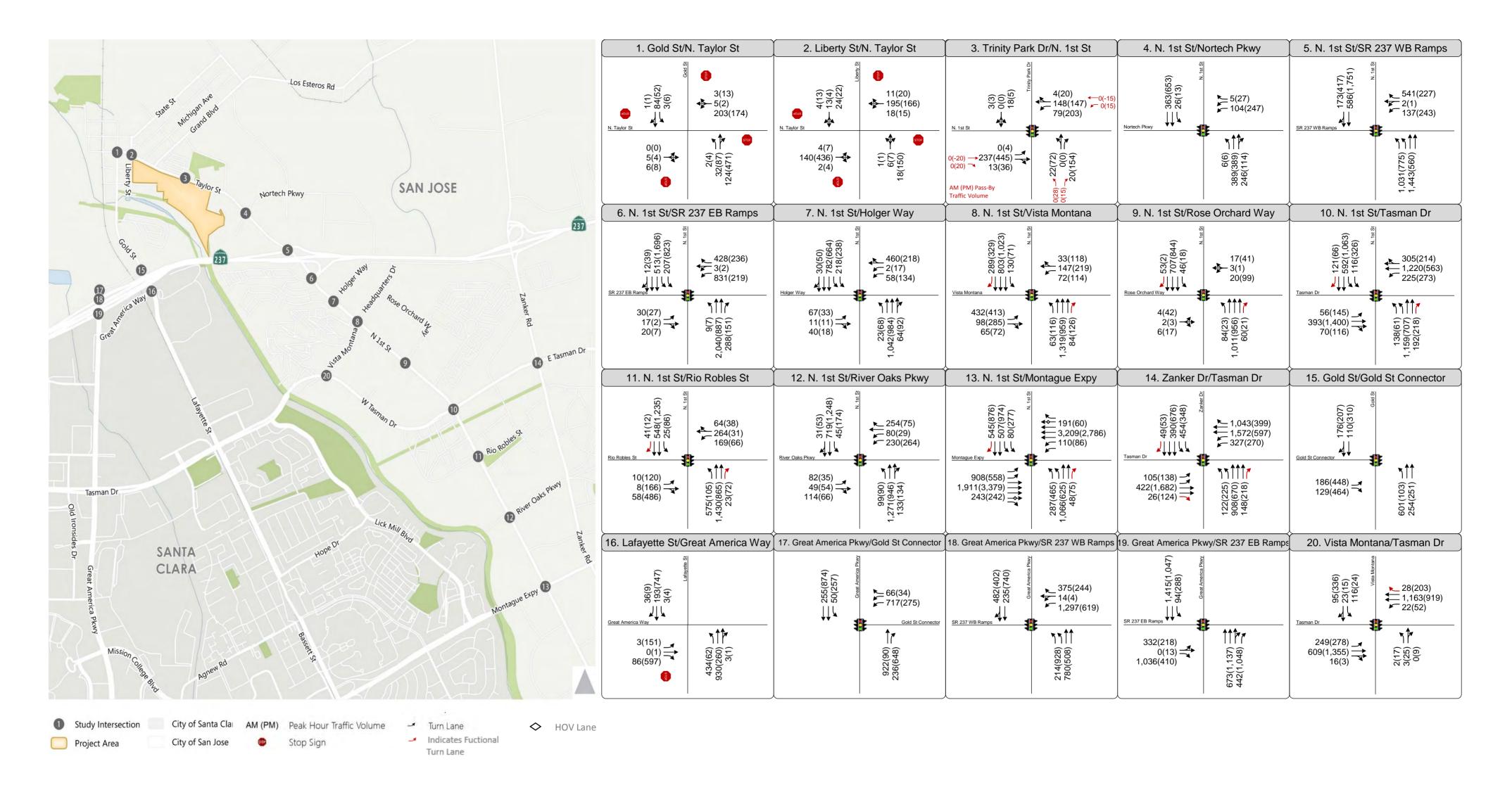




Figure 12

Peak Hour Traffic Volumes & Lane Configurations - Background Plus Project Conditions

TABLE 14: BACKGROUND SIGNALIZED INTERSECTION LEVEL OF SERVICE & IMPACT ANALYSIS

ID	INTERSECTION	CONTROL ¹	LOS THRESHOLD ²	PEAK HOUR	BACKGF	ROUND		OUND PLUS CT (B+P)	Δ IN AVERAGE CRITICAL	Δ IN CRITICAL	SIGNIFICANT IMPACT? ⁷	B + P V MITIGA		Δ DELAY ⁸	RESIDUAL IMPACT?
				HOUK	DELAY ³	LOS ⁴	DELAY ³	LOS⁴	DELAY ⁵	V/C ⁶	INIPACT	DELAY ³	LOS		IWPACT
4	North 1st Street &	Cianal	D (City of San Jaco)	AM	11.7	B+	11.7	B+	-0.1	0.038	NO	Impact not	, cianificant	No Mitigatio	on Deguired
	Nortech Parkway	Signal	D (City of San Jose)	PM	15.0	В	14.3	В	-1	0.08	NO	Impact not	. Significant	. No Mitigation	on Required.
5	North 1st Street &	Signal	D (City of San Jose)	AM	31.5	С	36.8	D+	8.7	0.034	NO	21.1	C+	-10.4	NO
	SR 237 Westbound Ramps	Signal	E (CMP)	PM	45.2	D	68.5	E	28.3	0.075	YES	22.9	C+	-22.3	NO
6	North 1st Street &	Signal	D (City of San Jose)	AM	110.5	F	120.5	F	15.1	0.035	YES	39.0	D	-71.5	NO
	SR 237 Eastbound Ramps	Signal	E (CMP)	PM	26.6	С	29.4	С	6.6	0.151	NO	26.1	С	-0.5	NO
7	North 1st Street &	Signal	D (City of San Jose)	AM	30.7	С	30.6	С	0.1	0.014	NO	Impact not	cianificant	No Mitigatio	on Poquirod
	Holger Way	Signal	D (City of Sali Jose)	PM	27.1	С	26.2	С	-0.6	0.028	NO	Impact not sign	. Significant	. No Miligali	on Required.
8	North 1st Street &	Signal	D (City of San Jose)	AM	40.3	D	40.4	D	0.3	0.015	NO	Impact not	cianificant	No Mitigatio	on Doguirod
	Vista Montana	Signal	D (City of San Jose)	PM	44.2	D	45.0	D	1	0.018	NO	Impact not	. Signincani	. No Mitigatio	on Required.
9	North 1st Street &	Signal	D (City of San Jose)	AM	11.2	B+	11.2	B+	0.3	0.014	NO	Impact not	cianificant	. No Mitigatio	on Doguirod
	Rose Orchard Way	Signal	D (City of Sali Jose)	PM	17.6	В	17.2	В	0.2	0.032	NO	Impact not	. Significant	. No Miligali	on Required.
10	North 1st Street &	Signal	D (City of San Jose)	AM	42.1	D	43.0	D	1.5	0.02	NO	Loss than	Cianifican	t with TIE9	NO
	Tasman Drive	Signal	D (City of San Jose)	PM	55.8	E+	59.0	E+	4.3	0.016	YES	Less-trial	-Significan	t with HE.	NO
11	North 1st Street &	Signal	D (City of San Jose)	AM	37.1	D+	37.3	D+	0.4	0.005	NO	Impact not	cianificant	No Mitigatio	on Doguirod
	Rio Robles Street	Signal	D (City of San Jose)	PM	44.9	D	45.6	D	1.1	0.014	NO	Impact not	. Significant	. No Mitigatio	on Required.
12	North 1st Street &	Cianal	D (City of San Jaco)	AM	26.1	С	26.2	С	0.3	0.009	NO	Impact not	. cianificant	No Mitigatio	on Dogwined
	River Oaks Parkway	Signal	D (City of San Jose)	PM	24.0	С	24.0	С	-0.1	0.014	NO	Impact not	. signilicant	. No Mitigatio	on Required.
13	North 1st Street &	Signal	E (CMP)	AM	125.1	F	126.0	F	1.5	0.005	NO	Impact not signific	cianificant	No Mitigatio	on Poquired
	Montague Expressway	Signal	E (CIVIP)	PM	99.6	F	101.5	F	1.7	0.004	NO		. signilicant	. No mingatio	on Required.
14	Zanker Drive &	Signal	D (City of San Jaco)	AM	58.4	E+	58.3	E+	0	0	NO	Impost set	cianifica	No Mitiasti	on Doguirod
	Tasman Drive	Signal	D (City of San Jose)	PM	42.2	D	42.4	D	0.3	0.008	NO	Impact not	. signilicant	. No Mitigatio	on Required.



TABLE 14: BACKGROUND SIGNALIZED INTERSECTION LEVEL OF SERVICE & IMPACT ANALYSIS

ID	INTERSECTION	CONTROL ¹	LOS THRESHOLD ²	PEAK HOUR	BACKGR	OUND		OUND PLUS CT (B+P)	Δ IN AVERAGE CRITICAL	Δ IN CRITICAL	SIGNIFICANT IMPACT? ⁷	B + P W MITIGA		Δ DELAY ⁸	RESIDUAL IMPACT?
				HOUK	DELAY ³	LOS⁴	DELAY ³	LOS⁴	DELAY ⁵	V/C ⁶	IMPACT?	DELAY ³	LOS		IMPACT?
15	Gold Street &	C:	D (City of San Jaco)	AM	15.2	В	15.7	В	0.8	0.031	NO	T	-: :£:	. NI. NA'	Danisa d
	Gold Street Connector	Signal	D (City of San Jose)	PM	14.1	В	14.6	В	0.4	0.021	NO	Impact not sig	significan	t. No Mitigati	on Requirea.
17	Great America Parkway &	Signal	D (City of San Jose)	AM	25.7	С	25.9	С	0.6	0.007	NO	Impact not	cianifican	t No Mitigati	on Dogwirod
	Gold Street Connector	Signal	D (City of San Jose)	PM	13.1	В	13.8	В	0.4	0.031	NO	impact not	signilican	t. No Mitigati	on Required.
18	Great America Parkway &	Signal	E (CMP)	AM	21.1	C+	21.1	C+	0.1	0.001	NO	Impact not	cianifican	t No Mitigati	on Dogwirod
	SR 237 Westbound Ramps	Signal	E (CMP)	PM	28.3	С	29.3	С	1.3	0.015	NO	impact not	signilican	t. No Mitigati	on Required.
19	Great America Parkway &	Cianal	F (CMP)	AM	15.6	В	15.7	В	0.2	0.006	NO	Impact not	cianifican	t No Mitigati	on Dogwinad
	SR 237 Eastbound Ramps	Signal	E (CMP)	PM	15.2	В	15.8	В	0.7	0.015	NO	impact not	signilican	t. No Mitigati	on Required.
20	Vista Montana &	Cianal	D (City of San Jose)	AM	22.4	C+	22.3	C+	0	0.002	NO	Impost not	significan	t No Mitigati	an Dagwirad
	Tasman Drive	Signal	D (City of San Jose)	PM	28.2	С	28.1	С	0	0.007	NO	impact not	significan	t. No Mitigati	on kequired

Source: Fehr & Peers, March 2016 Notes:



¹ Signal = Signalized Intersection

² LOS threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service). **Bold** indicates unacceptable operations by jurisdiction's level of standard.

³ Whole intersection weighted average control delay expressed in seconds per vehicle for signalized.

⁴ LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software package, which apply the methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County conditions for signalized intersections. Bold indicates unacceptable operations by jurisdiction's level of standard.

⁵ Change in critical movement delay between Background and Background plus Project Conditions.

⁶ Change in critical volume-to-capacity (V/C) ratio between Background and Background plus Project Conditions.

⁷ Significant impact determined based on jurisdiction's impact criteria. **Bold and highlighted** indicates significant impacts.

⁸ Change in intersection weighted average control delay between Background Conditions and Background plus Project with Mitigation Conditions.

⁹ Traffic Impact Fee. City of San Jose has allowed the project to pay into the North San Jose traffic impact fee program as a mitigation.

6.5 BACKGROUND INTERSECTION IMPACTS & MITIGATION MEASURES

Using the respective traffic impact significance criteria that governs each study intersection, the increase in critical delay and/or change in V/C constitute a significant impact at three (3) of the 16 signalized study intersections during at least one of the analyzed peak hours:

- Intersection 5: North 1st Street & SR 237 Westbound Ramps (LOS E PM peak hour)
- Intersection 6: North 1st Street & SR 237 Eastbound Ramps (LOS F AM peak hour)
- <u>Intersection 10: North 1st Street & Tasman Drive</u> (LOS E+ PM peak hour)

This section of the report also presents the mitigation measures for identified impacts under Background plus Project conditions. Full mitigation would be achieved if the mitigation measure improves operations to acceptable levels or levels better than prior to the addition of project traffic. Peak hour LOS calculation worksheets including the recommended mitigation measure(s) are provided in **Appendix B**. The resulting mitigated LOS is also shown in **Table 14**.

<u>Intersection 5: North 1st Street & SR 237 Westbound Ramps</u> (LOS E – PM peak hour)

The addition of project traffic degrades operations to an unacceptable level of service during the PM peak hour based on City of San Jose and NSJADP criteria. However, this CMP designated intersection operates within the lowest acceptable LOS (LOS E) under the CMP standard. The NSJADP EIR identifies and illustrates planned improvements at Intersection 6: North 1st Street & SR 237 Eastbound Ramps which would include the widening of the SR 237 overpass. This overpass widening would also include the following configuration changes at this intersection: the addition of a third northbound left-turn lane, the widening of the SR 237 westbound on-ramp, and the accommodation of a southbound right-turn lane. These proposed improvements would mitigate the project impact identified at this intersection to **less-than-significant** levels. Thus, the proposed project can mitigate by payment of the North San Jose Traffic Impact Fee (TIF). It should also be noted that just the implementation of a portion of the SR 237 widening improvements, specifically, the reconfiguration of the southbound approach from one through lane and one shared through/right lane to two through lanes and an exclusive right-turn lane is enough to mitigate the project impact. For consistency purposes with the NSJADP improvements proposed for the North 1st Street overpass, the full mitigation identified in the NSJADP EIR was assumed in this mitigation analysis.



<u>Intersection 6: North 1st Street & SR 237 Eastbound Ramps</u> (LOS F – AM peak hour)

The addition of project traffic exacerbates unacceptable intersection operations during the PM peak hour, causing the CMP designated intersection to fail in meeting City of San Jose, NSJADP, and CMP LOS standards. This intersection was also impacted in the NSJADP EIR, which proposed the addition of a third northbound through lane as a mitigation measure. Implementation of this improvement would also mitigate this project's impact at this location and the residual impact would be considered **less-than-significant**. Since the improvement is included within the list of NSJDAP improvements that will be funded and in the *VTP 2040*, the project can mitigate by payment of the TIF.

<u>Intersection 10: North 1st Street & Tasman Drive</u> (LOS E+ – PM peak hour)

The addition of project traffic exacerbates unacceptable intersection operations during the PM peak hour; however, the City will allow the project to pay the North San Jose TIF. TIF Payment includes deficiency plan improvements such as multi-modal improvements, transit upgrades, installation of bike lanes and pedestrian improvements. The project can mitigate this impact at this intersection by payment to the TIF.



7.0 CUMULATIVE CONDITIONS

To evaluate the potential impact of traffic generated by the proposed project on the surrounding street system in the future, it was necessary to first develop estimates of the Cumulative traffic condition in the area without the project. Traffic conditions without the project under this scenario reflects traffic increases due to nearby development and any roadway network changes and street improvements. These conditions are referred to as the baseline condition (i.e., "no project" conditions). The forecasted cumulative baseline traffic volumes were then used to identify impacts on the roadway system. This chapter presents the results of the level of service calculations under Cumulative Conditions with and without the project. Additionally, for the purposes of this TIA, Cumulative Conditions were established at the time the City initiated the traffic analysis for the proposed project (February 2016).

7.1 CUMULATIVE TRAFFIC VOLUMES

In addition to the vehicle trips from "approved but not yet built" and "not occupied" development projects discussed in the previous section, vehicle trips from pending development projects in the study area were projected. Similar to the approved developments, trip generation estimates from the pending development projects that will add traffic to the study intersections were obtained from the ATI, their respective traffic reports, or estimated based on trip generation rates published in the ITE *Trip Generation*, 9th Edition (2012) or the City of San Jose's *Traffic Impact Analysis Handbook* (City of San Jose, 2009). The trips for each of the cumulative projects where trip generation was estimated were then assigned to the roadway network based on population and employment data, existing and estimated future travel patterns, and recent TIAs completed in the area. The trips for each of the pending projects were added to the Background volumes (Figure 11) at each study intersection to represent Cumulative Conditions, as shown on Figure 13.

Appendix C contains a full list of pending projects from the City of San Jose and the City of Santa Clara, as well as the assumed trip generation estimates for the major developments that have been included in the projection of cumulative volumes.



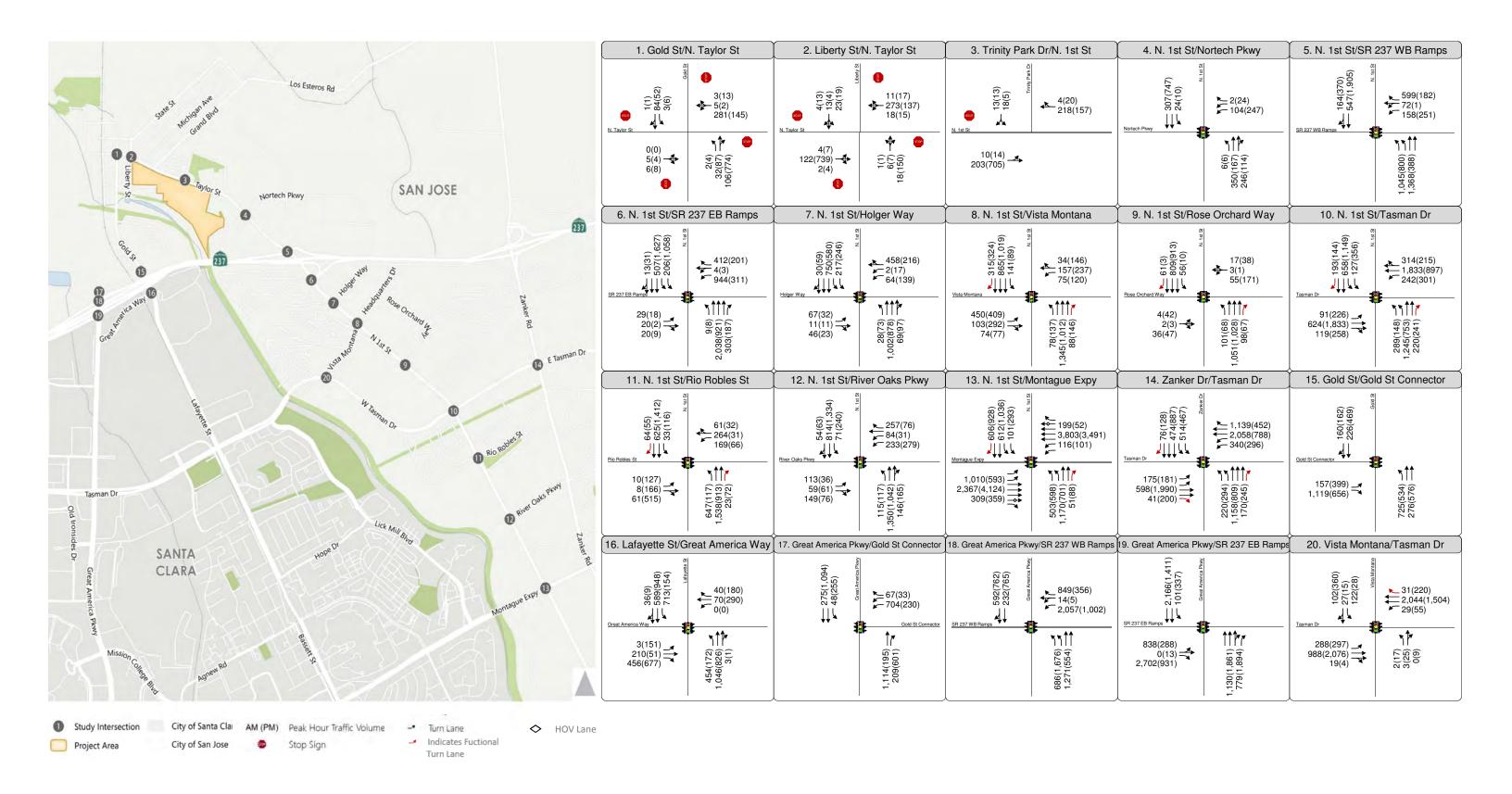




Figure 13
Peak Hour Traffic Volumes & Lane Configurations -

Cumulative Conditions

7.1.1.1 Water Pollution Control Plant Master Plan

The City of San Jose has developed a Master Plan for the San Jose/Santa Clara Water Pollution Control Plant (Plant) for the future to serve public health, the environment, and the community's quality of life, while maintaining the ability to grow sustainably. The Plant is located on a 2,684-acre site at the southern end of the San Francisco Bay just north of the Zanker Road/SR 237 interchange. The site is generally bounded by the bay to the north, I-880 to the east, SR 237 to the south and the community of Alviso to the west.

A TIA was prepared in conjunction with the Plant Master Plant to identify potential transportation impacts of the proposed Plant Master Plan on the surrounding transportation system. Based on the results reported in the *San Jose/Santa Clara Water Pollution Control Plant Transportation Impact Analysis* (Fehr & Peers, 2012), the near-term plant improvements are anticipated to add 17 new vehicle trips during the AM peak period and 21 new vehicle trips during the PM peak period to the nearby roadways. In general, most of these project trips are assumed to access the site via SR 237 interchange at Zanker Road and only 5% of the trips are assumed to access the site via Zanker Road south of SR 237. All study intersections were reported to operate at acceptable service levels under Existing, Existing plus Near-Term Plant Improvements, Background, and Background plus Near-Term Plant Improvements Conditions.

Construction of the near-term plant improvements is expected to add more trips than operation of the plant improvements. Construction related trip estimates were prepared by reviewing the construction schedule of Water Pollution Control Plant (WPCP) near-term improvements and aggregating the gross number of personal vehicle and truck trips for each construction activity. Near-term plant improvements construction is anticipated to add 102 truck trips and 58 other vehicle trips during the AM peak period only. The same trip distribution developed for the plant improvements with the majority of traffic using the freeway were applied to the construction traffic. All study intersections operate at acceptable service levels under Background and Near-Term Construction Conditions.

Overall, traffic related to both the construction and completion of near-term improvements for the Plant will have negligible effects to the Topgolf project, located two miles away. Based on a review of the Plant's trip distribution, Intersection 14: Zanker Road & Tasman Drive is the only Topgolf study intersection that would potentially have trips from the Plant traveling through at only 5% of the total projected Plant trips. Thus, for the purpose of this TIA, quantitative inclusion of the Plant's traffic data in the cumulative analysis was deemed unnecessary.



7.2 CUMULATIVE BASELINE IMPROVEMENTS

Details of key transportation system assumptions made for the study's Cumulative Conditions are described below. These improvements, whether the result of local capital improvement programs or in connection with planned or approved projects, would result in improved traffic operations and/or capacity changes at study locations when compared to existing and background baseline conditions.

- <u>Intersection 6: North 1st Street & SR 237 Eastbound Ramps</u> As part of the SR 237/North 1st Street Interchange Improvements (*VTP 2040 Project H34*), North 1st Street will be widened to three lanes in the northbound direction at this location. In order to accommodate the additional through lane, this improvement will also include the widening of the existing 237 overpass.
- Intersection 16: Lafayette Street & Great America Way The proposed City Place development will add a considerable amount of traffic to this location. Thus, signal implementation and reconfiguration of the intersection geometry, where the northbound and southbound approaches will include one left-turn lane, one through lane, and one through/right-turn lane and the eastbound and westbound approaches will include one left-turn lane, one through lane, and one right-turn lane, are assumed as part of the full buildout of City Place. Although these improvements are considered City Place project improvements, they were assumed to be in place in this study's Cumulative Condition because the projected cumulative baseline volumes (which includes City Place) will contribute to oversaturated conditions at this location if it were to remain unsignalized. Thus, with the assumed signalization of this intersection under Cumulative Conditions, the results of the LOS analysis for this intersection was included in this chapter.

7.3 CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES

Trips generated from the proposed project (**Figure 7**) were added to the Cumulative traffic projections (**Figure 13**) to develop traffic volumes for Cumulative plus Project Conditions. The resulting volumes are shown on **Figure 14**.



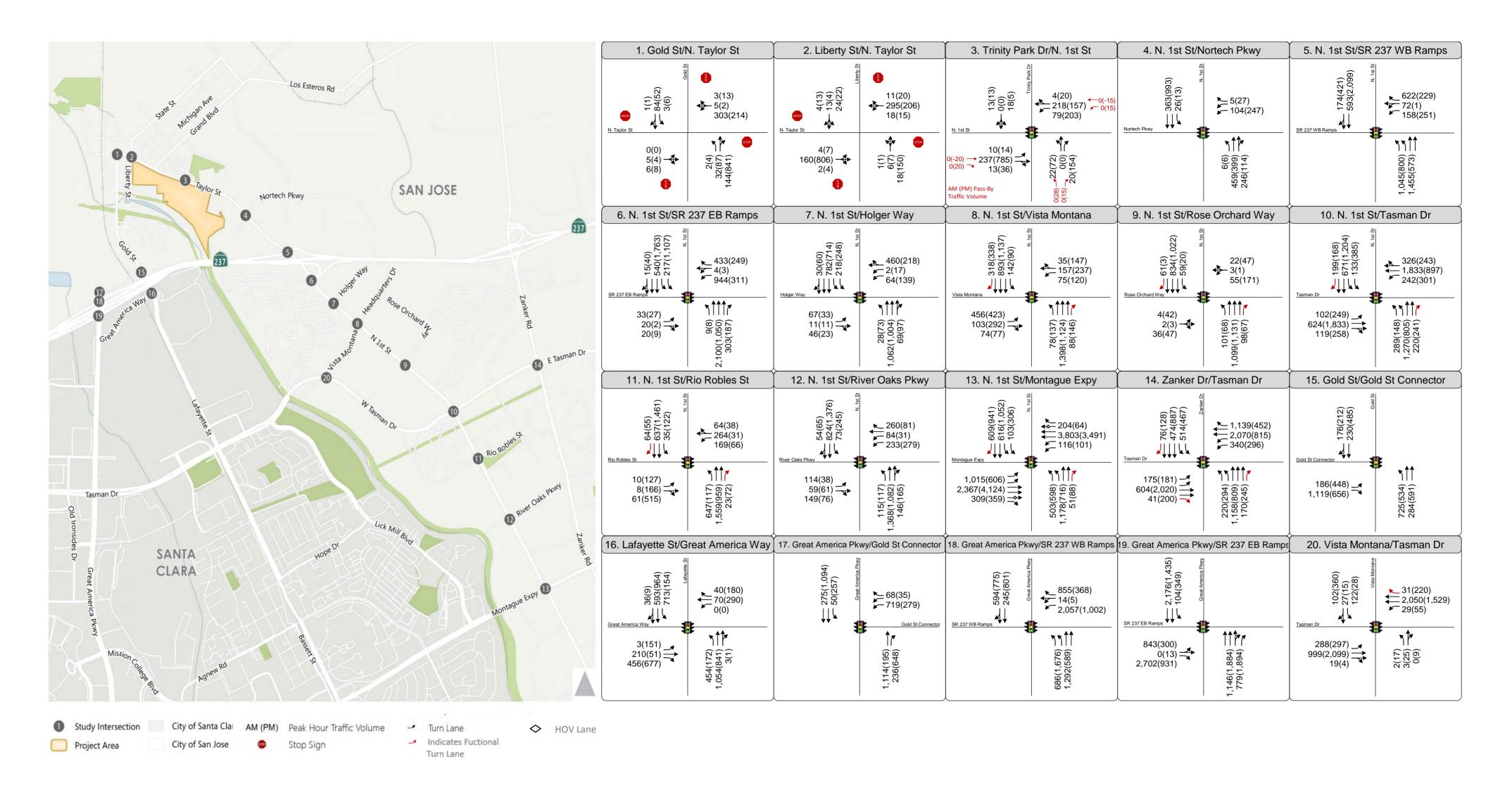




Figure 14

7.4 CUMULATIVE INTERSECTION LEVELS OF SERVICE

Table 15 presents the delay and LOS calculation results for the signalized study intersections under Cumulative Conditions and Cumulative plus Project Conditions. **Appendix B** contains the corresponding calculation sheets.

Some of the study intersections show a reduction in average critical delay with the addition of project traffic, which is counterintuitive. The average delay values in **Table 15** are weighted averages. Weighted average delays will be reduced when traffic is added to a movement with a low delay, such as the major through movements, as opposed to a side street approach. Conversely, relatively small volume increase to movements with high delays can substantially increase the weighted average delay.

The results of the Cumulative Condition intersection operations analysis show that 10 of the 17 signalized study intersection are projected to operate at an acceptable service level during all analyzed peak hours, using the HCM methodology and their respective jurisdiction's LOS threshold. The remaining eight (8) study intersections are projected to operate at a deficient LOS (LOS E/F for City intersections and LOS F for regionally significant intersections) during at least one of the analyzed peak hours:

- <u>Intersection 5: North 1st Street & SR 237 Westbound Ramps</u> (LOS F AM peak hour)
- Intersection 10: North 1st Street & Tasman Drive (LOS F AM and PM peak hour)
- Intersection 13: North 1st Street & Montague Expressway (LOS F AM and PM peak hour)
- Intersection 14: Zanker Drive & Tasman Drive (LOS F AM peak hour; LOS E+ PM peak hour)
- <u>Intersection 15: Gold Street & Gold Street Connector</u> (LOS F AM peak hour)
- Intersection 16: Lafayette Street & Great America Way (LOS E AM peak hour)
- Intersection 18: Great America Parkway & SR 237 Westbound Ramps (LOS F AM and PM peak hour)
- <u>Intersection 19: Great America Parkway & SR 237 Eastbound Ramps</u> (LOS F AM and PM peak hour)

Under Cumulative plus Project Conditions, all of the above intersections will continue to operate poorly.



TABLE 15: CUMULATIVE SIGNALIZED INTERSECTION LEVEL OF SERVICE & IMPACT ANALYSIS

ID	INTERSECTION	CONTROL ¹	LOS THRESHOLD ²	PEAK HOUR	CUMULA	TIVE	CUMULATIV PROJECT (Δ IN AVERAGE CRITICAL	Δ IN CRITICAL	% of Project	SIGNIFICANT IMPACT? ⁸	C + P WIT MITIGATIO		Δ DELAY ⁹	RESIDUAL IMPACT?
			TIRESTICES	HOOK	DELAY ³	LOS ⁴	DELAY ³	LOS ⁴	DELAY⁵	V/C ⁶	Trips ⁷	IMPACT:	DELAY ³	LOS		INFACT:
4	North 1st Street &	Ciamal.	D (City of San	AM	11.5	B+	11.6	B+	0	0.038	-	NO	Tours at most air	:£:	Nio Mitigation	Danningd
	Nortech Parkway	Signal	Jose)	PM	13.4	В	13.1	В	-0.6	0.08	-	NO	Impact not sig	jnincant.	NO MITTIGATION	i Kequirea.
5	North 1st Street &		D (City of San	AM	42.1	D	48.7	D	11	0.034	-	NO	24.7	С	-24.0	NO
	SR 237 Westbound Ramps	Signal	Jose) E (CMP)	PM	85.7	F	113.0	F	34.9	0.075	55%	YES	33.5	С	-79.5	NO
6	North 1st Street &		D (City of San	AM	44.9	D	49.1	D	4.2	0.017	-	NO				
	SR 237 Eastbound Ramps	Signal	Jose) E (CMP)	PM	29.4	С	34.3	C-	10	0.115	-	NO	Impact not sig	gnificant.	No Mitigation	Required.
7	North 1st Street &	c . 1	D (City of San	AM	30.6	С	30.6	С	0.1	0.014	-	NO	Impact not sign	٠	NI NATE OF	ъ
	Holger Way	Signal	Jose)	PM	27.0	С	26.1	С	-0.6	0.028	-	NO		jnificant.	No Mitigation	n Required.
8	North 1st Street &	Cianal	D (City of San	AM	41.4	D	41.6	D	0.4	0.015	-	NO		unificant	No Mitigation	. Dogwinad
	Vista Montana	Signal	Jose)	PM	47.0	D	47.9	D	-1.9	0.025	-	NO	impact not sig	jnincant.	NO MITTIGATION	i Kequirea.
9	North 1st Street &	Signal	D (City of San	AM	14.0	В	14.0	В	0.3	0.014	-	NO	Impact not sig	nificant	No Mitigation	. Poquirod
	Rose Orchard Way	Signal	Jose)	PM	20.3	C+	19.9	B-	0.1	0.032	-	NO	Impact not sig	Jillicarit.	No Milligation	i Kequirea.
10	North 1st Street &	c : 1	D (City of San	AM	83.2	F	87.0	F	6	0.02	5%	NO	,		NI NATE OF	ъ
	Tasman Drive	Signal	Jose)	PM	110.2	F	116.5	F	7.1	0.016	12%	NO	Impact not sig	gnificant.	No Mitigation	n Required.
11	North 1st Street &	Cimmal	D (City of San	AM	39.1	D	39.4	D	0.6	0.005	-	NO	Turn or at more all	:£:±	NI- Mitimation	Demined
	Rio Robles Street	Signal	Jose)	PM	52.6	D-	54.4	D-	2.8	0.014	-	NO	Impact not sig	gnificant.	No Mitigation	i Kequirea.
12	North 1st Street &	Cianal	D (City of San	AM	28.3	С	28.5	С	0.4	0.009	-	NO	Import not six	unificant	No Mitigation	Dogwinad
	River Oaks Parkway	Signal	Jose)	PM	27.0	С	27.1	С	0.3	0.016	-	NO	Impact not sig	Jillicant.	NO MILIGALIOI	i Required.
13	North 1st Street &	Signal	E (CMD)	AM	175.3	F	176.2	F	1.4	0.005	-	NO	Impact not sig	nificant	No Mitigation	Poquired
	Montague Expressway	Signal	E (CMP)	PM	146.7	F	149.4	F	3.2	0.004	-	NO	Impact not significa	jillicant.	NO WILLIGATION	i kequired.
14	Zanker Drive &	Signal	D (City of San	AM	86.8	F	87.1	F	0	0	-	NO	Impact not sig	nificant	No Mitigation	Required
	Tasman Drive	Signal	Jose)	PM	58.5	E+	59.7	E+	2	0.009	-	NO	Impact flot Sig	jiiiileant.	140 Milligation	r Nequired.



TABLE 15: CUMULATIVE SIGNALIZED INTERSECTION LEVEL OF SERVICE & IMPACT ANALYSIS

ID	INTERSECTION	CONTROL ¹	LOS	PEAK	CUMULA	TIVE	CUMULATIV PROJECT (Δ IN AVERAGE CRITICAL	Δ IN CRITICAL	% of Project	SIGNIFICANT IMPACT? ⁸	C + P WITI MITIGATIO		Δ DELAY ⁹	RESIDUAL
			THRESHOLD ²	HOUR	DELAY ³	LOS ⁴	DELAY ³	LOS ⁴	DELAY ⁵	V/C ⁶	Trips ⁷	IMPACT?	DELAY ³	LOS		IMPACT?
15	Gold Street &	Cimmal	D (City of San	AM	208.5	F	204.6	F	-1.9	0.006	-	NO	Turn and made also	:£:		- Danwing d
	Gold Street Connector	Signal	Jose)	PM	42.0	D	47.3	D	8.0	0.021	-	NO	Impact not sig	nificant.	NO MILLIGATION	n Kequirea.
16	Lafayette Street &	c: .	D (City of	AM	71.0	E	71.5	E	0.7	0.002	-	NO	Impact not sign	· c·		5
	Great America Way	Signal	Santa Clara)	PM	41.6	D	41.8	D	0.3	0.005	-	NO	Impact not sig	nificant.	No Mitigation	n Required.
17	Great America Parkway &	Cimmal	D (City of San	AM	39.9	D	40.8	D	1.6	0.007	-	NO	Turn and made also	:£:		a Daguiya d
	Gold Street Connector	Signal	Jose)	PM	12.6	В	13.2	В	0.4	0.031	-	NO	Impact not sig	nificant.	NO MILLIGATION	n Kequirea.
18	Great America Parkway &	Cianal	C (CMD)	AM	114.9	F	115.2	F	0.6	0.001	-	NO	Impact not sig	nificant	No Mitigation	a Daguirad
	SR 237 Westbound Ramps	Signal	E (CMP)	PM	>180	F	>180	F	3.6	0.008	-	NO	Impact not sig	mincant.	NO MILIGATION	n Required.
19	Great America Parkway &	Signal	E (CMD)	AM	73.5	E	75.0	E	2.6	0.006	-	NO	Impact not sig	nificant	No Mitigation	a Daguirad
	SR 237 Eastbound Ramps	Signal	E (CMP)	PM	30.1	С	33.3	C-	5.2	0.015	-	NO	Impact not sig	mincant.	NO MILIGATION	n Required.
20	Vista Montana &	Signal	D (City of San	AM	24.1	С	24.1	С	0.1	0.002	-	NO	Impact not six	nificant	No Mitigation	a Daguirad
	Tasman Drive	Signal	Jose)	PM	31.4	С	31.7	С	0.5	0.007	-	NO	Impact not sig	nincant.	NO MILLIGATION	i kequirea.

Source: Fehr & Peers, July 2016 Notes:



¹ Signal = Signalized Intersection

² LOS threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service). **Bold** indicates unacceptable operations by jurisdiction's level of standard.

³ Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections.

⁴ LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software package, which apply the methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County conditions for signalized intersections. Bold indicates unacceptable operations by jurisdiction's level of standard.

⁵ Change in critical movement delay between Cumulative Conditions and Cumulative plus Project Conditions.

⁶ Change in critical volume-to-capacity (V/C) ratio between Cumulative Conditions and Cumulative plus Project Conditions.

⁷ In addition to looking at the change in critical movement delay and critical V/C, the City of San Jose's cumulative significant impact criteria also requires looking at the percentage of project trips traversing a deficient intersection. A project's contribution to a cumulative impact is deemed considerable if the proportion of project traffic represents 25% or more of the increase in total intersection volume from Background to Cumulative Conditions. **Bold** indicates project traffic is at least 25% of the of the volume increase.

⁸ Significant impact determined based on jurisdiction's impact criteria. **Bold and highlighted** indicates significant impacts.

⁹ Change in intersection weighted average control delay between Cumulative Conditions and Cumulative plus Project with Mitigation Conditions.

7.5 CUMULATIVE INTERSECTION IMPACTS & MITIGATION MEASURES

Using the respective traffic impact significance criteria that governs each study intersection, the increase in critical delay and/or change in V/C constitute to contributing cumulative impacts at two (2) of the 17 signalized study intersections during at least one of the analyzed peak hours:

- Intersection 5: North 1st Street & SR 237 Westbound Ramps (LOS F AM peak hour)
- Intersection 10: North 1st Street & Tasman Drive (LOS F AM and PM peak hour)

Since these above study intersections are located in the City of San Jose, another criteria has to be met in order to determine whether or not a project's contribution to a cumulative impact is deemed considerable or significant. Per the City's *Cumulative Traffic Impact Guidelines*, a project's contribution to a cumulative impact is considerable if the proportion of project traffic represents 25% or more of the increase in total volume from Background to Cumulative plus Project Conditions (*City of San Jose TIA Handbook*, 2009). **Table 16** provides a summary of the data used to determine cumulative impact significance. Thus, a considerable or significant cumulative impact is identified only at Intersection 5: North 1st Street & SR 237 Westbound Ramps. This location is projected to operate at LOS F in the PM peak hour and the proportion of project traffic represents 55% of the increase in total volume from Background to Cumulative Conditions.

TABLE 16: DATA TO DETERMINE CUMULATIVE IMPACT SIGNIFICANCE

MEASURE	BACKGROUND	CUMULATIVE PLUS PROJECT	CHANGE	THRESHOLD	THRESHOLD EXCEEDED
Intersection	#5: North 1st Str	eet & SR 237 W	estbound R	amps (PM Peak H	lour)
Overall LOS	D	F	N/A	N/A	N/A
Average Critical Delay (sec)	50.6	132.4	81.8	Change of 4 seconds	Yes
Critical V/C Ratio	0.948	1.143	0.195	Change of 0.01	Yes
Total Intersection Volume	3497	4374	877	N/A	N/A
Draiget Contribution			478	25%	Yes
Project Contribution			55%	23%	res



TABLE 16: DATA TO DETERMINE CUMULATIVE IMPACT SIGNIFICANCE

MEASURE	BACKGROUND	CUMULATIVE PLUS PROJECT	CHANGE	THRESHOLD	THRESHOLD EXCEEDED
Interse	ection #10: North	1st Street & Tas	sman Drive	(AM Peak Hour)	
Overall LOS	D	F	N/A	N/A	N/A
Average Critical Delay (sec)	43.4	113.5	70.1	Change of 4 seconds	Yes
Critical V/C Ratio	0.848	1.124	0.276	Change of 0.01	Yes
Total Intersection Volume	4514	6028	1514	N/A	N/A
Project Contribution			73	25%	No
Troject Contribution			5%	2370	NO
Interse	ection #10: North	1st Street & Ta	sman Drive	(PM Peak Hour)	
Overall Level of Service	E+	F	N/A	N/A	N/A
Average Critical Delay (sec)	63.6	153.8	90.2	Change of 4 seconds	Yes
Critical V/C Ratio	0.938	1.215	0.277	Change of 0.01	Yes
Total Intersection Volume	4941	6732	1791	N/A	N/A
Project Contribution			211	25%	No
Project Contribution			12%	2370	INU

Source: Fehr & Peers, July 2016

This section of the report also presents mitigation measures for the identified impact under Cumulative plus Project conditions. Full mitigation would be achieved if the mitigation measure improves operations to acceptable levels or levels better than prior to the addition of project traffic. Peak hour LOS calculation worksheets including the recommended mitigation measure are provided in **Appendix B**. The resulting mitigated LOS is shown in **Table 15**.



<u>Intersection 5: North 1st Street & SR 237 Westbound Ramps</u> (LOS F – PM peak hour)

The addition of project traffic exacerbates unacceptable intersection operations during the PM peak hour, causing the CMP designated intersection to fail in meeting City of San Jose, NSJADP, and CMP LOS standards. The NSJADP EIR identifies and illustrates planned improvements at Intersection 6: North 1st Street & SR 237 Eastbound Ramps which would include the widening of the SR 237 overpass. This overpass widening would also include the following configuration changes at this intersection: the addition of a third northbound left-turn lane, the widening of the SR 237 westbound on-ramp, and the accommodation of a southbound right-turn lane. These proposed improvements would mitigate the project impact identified at this intersection to **less-than-significant** levels. Thus, the proposed project can mitigate by payment of the North San Jose Traffic Impact Fee (TIF). It should also be noted that just the implementation of a portion of the SR 237 widening improvements, specifically, the reconfiguration of the southbound approach from one through lane and one shared through/right lane to two through lanes and an exclusive right-turn lane is enough to mitigate the project impact. For consistency purposes with the NSJADP improvements proposed for the North 1st Street overpass, the full mitigation identified in the NSJADP EIR was assumed in this mitigation analysis.

<u>Intersection 10: North 1st Street & Tasman Drive</u> (LOS F – AM and PM peak hour)

Using the respective traffic impact significance criteria that governs this intersection, the increase in critical delay and/or change in V/C constitute a significant impact; however, after further vetting shown in **Table 10**, the project traffic only represents less than 25% of the increase in total volume from Background Conditions to Cumulative Conditions. Since this project is not determined to be considerable, no further evaluation is required and the cumulative impact at this location is considered **not significant**.



8.0 OTHER TRANSPORTATION ANALYSIS – UNSIGNALIZED INTERSECTION OPERATIONS

Intersection operations analysis for unsignalized intersections are not required per the City of San Jose's Council Policy 5-3 requirements. However, per the TIA workscope approved by City staff the study does evaluate the LOS and operations at the following six (6) unsignalized intersections (i.e. 4 existing intersections and 2 future project driveways) located within the City of San Jose or the City of Santa Clara:

- Intersection 1: Gold Street & North Taylor Street
 - Existing all-way stop control (AWSC) intersection in the City of San Jose
- Intersection 2: Liberty Street & North Taylor Street
 - Existing AWSC intersection in the City of San Jose
- Intersection 3: Trinity Park Drive & North 1st Street
 - o Existing side-street stop-controlled (SSSC) intersection in the City of San Jose
 - Future signalized primary project driveway
- Intersection 16: Lafayette Street & Great America Way
 - Existing SSSC intersection in the City of Santa Clara
- Intersection 21: Project Driveway #1 & North 1st Street
 - Future SSSC project driveway
- Intersection 23: Project Driveway #3 & North 1st Street
 - Future SSSC project driveway

This particular chapter primarily focuses on the unsignalized intersection operations for the four (4) existing study intersections, while the two (2) project driveways will be discussed in more detail in *Section 10.1 Vehicle Access & Project Driveway Assessment*.

8.1 INTERSECTION LEVELS OF SERVICE

Table 17 provides the unsignalized intersection LOS at each of the four existing study intersections under Existing, Baseline, and Cumulative Conditions with and without the project. Below is a summary of the of the unsignalized intersection LOS results.

- Under Existing and Background Conditions with and without the project, all the unsignalized intersections operate at LOS B or better with the exception of Intersection 16: Lafayette Street & Great America Way.
- At Intersection 16: Lafayette Street & Great America Way, the eastbound right-turn is this sidestreet stop-controlled intersection's worst movement and causes the eastbound approach to



operate at LOS F under the PM peak hour under Existing and Background Conditions. Poor operating conditions for this movement is caused by a combination of heavy right-turn volumes (e.g. approximately 600 vehicles under Existing Conditions) and the limited opportunities for these vehicles at the stop-controlled Great America Way (approach to Lafayette Street) to make a right-turn and proceed southbound onto Lafayette Street.

- Under Cumulative Conditions and Cumulative plus Project Conditions, Intersection 1: Gold Street
 North Taylor Street is projected to operate at LOS F during the PM peak hour.
- At Intersection 2: Liberty Street & North Taylor Street, intersection LOS degrades from LOS E under Cumulative Conditions to LOS F under Cumulative plus Project Conditions.
- The implementation of signal control is assumed at Intersection 3: Trinity Park & North 1st Street under "plus Project" Conditions and Intersection 16: Lafayette Street & Great America Way under Cumulative Conditions and Cumulative plus Project Conditions.

8.2 PEAK HOUR SIGNAL WARRANT ANALYSIS

As mentioned in the previous section, Intersection 16: Lafayette Street & Great America Way will operate at LOS F in the PM peak hour under Existing Conditions, Existing plus Project Conditions, Background Conditions, and Background plus Project Conditions. Thus, the peak hour traffic signal warrant was evaluated for this intersection to identify adverse project impacts based on the guidelines discussed in Section 2.6.1.

The results indicate that the PM traffic volumes meet thresholds that warrant signalization under all the scenarios where it operates at LOS F. Despite the deficient operations at Intersection 16: Lafayette Street & Great America Way, the project's adverse impact to the poorly operating intersection is negligible for the following reasons:

- LOS F operations were already being reported under Existing Conditions.
- Peak-hour traffic signal warrants are already met during the PM peak hour under the Existing Condition. **Appendix D** provides the signal warrant worksheets.
- Signalization is primarily due to the heavy eastbound right-turn volume and the proposed project will not add trips to this movement.
- Only 31 PM peak hour project trips are projected to traverse the intersection.
- The City of Santa Clara does not have an established significance criteria for unsignalized intersections.

Additionally, since Intersection 1: Gold Street & North Taylor Street and Intersection 2: Liberty Street & North Taylor Street are projected to operate at LOS F in at least one of the peak hours under Cumulative



and/or Cumulative plus Project Conditions, peak hour traffic signal warrants were also evaluated for these intersections to identify adverse project impacts. The results indicate that only Intersection 1: Gold Street & North Taylor Street satisfies the peak hour volume signal warrant under Cumulative plus Project Conditions during the PM peak hour. Although Intersection 2: Liberty Street & North 1st Street does not satisfy the peak hour volume signal warrant under Cumulative plus Project Conditions, this intersection should be monitored for increasing volumes and poor operations, and when it meets the signal warrant a signal should be installed.² **Appendix D** contains the peak hour signal warrants.

8.3 ADVERSE EFFECTS & IMPROVEMENT OPTIONS

As mentioned in Section 2.6.1, this TIA evaluates improvement options when the addition of project traffic causes the average intersection delay for all-way stop-controlled intersections or the worst movement/approach for side-street stop-controlled intersections to degrade to LOS F in combination with satisfying the *California Manual on Uniform Traffic Control Devices* (CA MUTCD) peak-hour volume signal warrant, which determines the need for traffic signals. It should also be noted that there are some notable exceptions, such as Intersection 16: Lafayette Street & Great America Way described in the previous section, where additional evaluation is not conducted due to the items described in the previous section.

Based on the unsignalized intersection LOS results and the signal warrant analysis conducted, Intersection 1: Gold Street & North Taylor Street is the only unsignalized study location that will be adversely affected by the project's traffic under Cumulative plus Project Conditions. The intersection could be monitored for increasing volumes and when it meets the signal warrant a signal could be installed. It should also be noted that the installment of a signal may require reconfiguration or restriping of the intersection's geometry (i.e. implementation of separate turn pockets).

² Signal warrant analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared to a sub-set of the standard traffic signal warrants recommended in the *California Manual on Uniform Traffic Control Devices* (CA *MUTCD*) guidelines. While satisfying one or more of these warrants could justify the installation of a signal at an intersection, this analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated by an experienced engineer based on field-measured rather than forecast traffic data and a thorough study of traffic and roadway conditions. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals may lead to certain types of collisions. The City of San Jose should undertake regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants to prioritize and program intersections for signalization.



TABLE 17: UNSIGNALIZED INTERSECTION LEVEL OF SERVICE & ANALYSIS

ID	INTERSECTION	CONTROL ¹	LOS THRESHOLD ²	PEAK HOUR	EXIST	ING	EXISTING PROJE		BACKGR	OUND	BACKGRO PLUS PRO		CUMULA	ATIVE	CUMULA PLUS PRO		ADVERSE EFFECT? ^{2,5}	CUMULATIV PROJECT V SIGNALIZA	WITH
					DELAY ³	LOS ⁴	DELAY ³	LOS ⁴	DELAY ³	LOS ⁴	DELAY ³	LOS ⁴	DELAY ³	LOS ⁴	DELAY ³	LOS ⁴		DELAY ³	LOS ⁴
1	Gold Street &	AWSC	F & Satisfies Peak	AM	8.6	А	8.9	А	8.6	А	8.9	Α	9.6	Α	10.0	Α	NO	14.7	В
	North Taylor Street	AWSC	Hour Signal Warrant	PM	11.9	В	14.9	В	11.9	В	14.9	В	57.8	F	95.1	F	YES ⁵	13.1	В
2	Liberty Street &	ANNOG	F & Satisfies Peak	AM	8.1	Α	8.4	Α	8.1	Α	8.4	Α	8.9	Α	9.2	Α	NO	No adverse	impact
	North Taylor Street	AWSC	Hour Signal Warrant	PM	10.2	В	11.7	В	10.2	В	11.7	В	35.1	E	56.1	F	NO	No adverse	impact
3	Trinity Park Drive &	SSSC; Signal under	F & Satisfies Peak	AM	10.5	В	13.4	В	10.5	В	13.4	В	10.8	В	16.7	В	NO	No adverse	impact
	North 1st Street	"plus Project" Conditions	F & Satisfies Peak Hour Signal Warrant	PM	11.0	В	22.9	С	11.0	В	22.9	C+	11.4	В	24.2	С	NO	No adverse	impact
16	Lafayette Street &	SSSC; Signal under	F & Satisfies Peak	AM	10.2	В	10.2	В	10.8	В	10.8	В	71.0	E	71.5	F	NO	No adverse	impact
	Great America Way	Cumulative Conditions	Hour Signal Warrant	PM	61.5	F	67.1	F	183.6	F	194.6	F	41.6	D	41.8	D	NO	No adverse	impact

Source: Fehr & Peers, July 2016

Notes:



¹SSSC = Side-Street Stop Controlled Intersection; AWSC = All-Way Stop Controlled Intersection

² LOS threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service). Both the City of Santa Clara do not have a LOS threshold and official adopted significance criteria for the unsignalized intersections. Consistent with previous studies, this TIA identifies that if the addition of project traffic results in LOS F at the intersection and it also satisfies the CA MUTCD peak hour signal warrant then the project has an adverse impact to intersection operations.

³ Whole intersection weighted average control delay expressed in seconds per vehicle for all-way stop-controlled intersections. Total control delay for the worst approach is presented for side-street stop-controlled intersections.

⁴ Bold indicates deficient LOS F operations.

⁵ An adverse impact was only identified at Intersection 1: Gold Street & North Taylor Street under Cumulative plus Project Conditions only since the addition of project traffic resulted in continued LOS F operations and peak hour signal warrants to be met.

8.4 QUEUING ASSESMENT

Under conditions where an unsignalized study intersection is reported to operate at LOS F, the 95th percentile queues from the TRAFFIX LOS analysis were reviewed and compared to the existing storage capacity for the failing movement. The results of the queue analysis for deficiently operating unsignalized intersections are presented in **Table 18**.

TABLE 18: QUEUE ASSESSMENT AT UNSIGNALIZED INTERSECTIONS

				# OF	AVAILABLE		ED QUEUE H (FEET) ¹
ID	INTERSECTION	PEAK HOUR	LOS F MOVEMENT	PROJECT TRIPS ADDED ²	STORAGE LENGTH (FEET)	SCENARIO	SCENARIO BASELINE (PLUS PROJECT)
1	Gold Street & North Taylor Street	PM	NB TR ³	67	300 ⁴	Cumulative	350 (625)
2	Liberty Street & North Taylor Street	PM	EB LTR ³	67	300	Cumulative	200 (375)
16	Lafayette Street & Great America	PM	EBR ³	0	. 1 000	Existing	400 (425)
10	Way	PIVI	EDK	U	>1,000	Background	725 (750)

Source: Fehr & Peers, July 2016.

Bold indicated locations where queue length exceed the available storage length.

The queueing analysis indicates that the project traffic would cause vehicles queued to surpass the available storage length at Intersection 1: Gold Street & North Taylor Street and Intersection 2: Gold Street & North Taylor Street. Although the eastbound shared left/through/right vehicle queue at Intersection 2: Gold Street & North Taylor Street only occurs under Cumulative plus Project Conditions in the PM peak hour. It should be noted that the lengthy queues at Intersection 16: Lafayette Street & Great America Way are not caused by the project traffic.



¹ Each vehicle in queue is assumed to occupy 25 feet.

² Number of project trips added to the movement operating deficiently at LOS F.

³ NB TR = northbound shared through/right; EB LTR = Eastbound shared left/through/right; EBR = eastbound right

⁴ Storage length segment is from North Taylor Street to Hoppe Street. The storage length could be shorter if there are vehicles parked on-street.

⁵ Since the outside through lane transitions into a dedicated EBR at Intersection 16, the storage length runs for the entire length of Great America Way segment between Great America Parkway and Lafayette Street. It should be noted that the storage length can be shorter (i.e. 195 feet) if a train is traversing the at-grade crossing.

9.0 OTHER TRANSPORTATION ANALYSIS – FREEWAY RAMPS

This chapter presents the results of the freeway ramp vehicle queuing analysis conducted for the project. The analysis was conducted to assess increases in peak hour ramp queue lengths with the addition of project traffic and their effects of freeway and local street operations.

The operations of on-ramps at two interchanges along the SR 237 near the project site were evaluated for Existing and Existing plus Project Conditions. The off-ramps were not analyzed because they were part of the intersection operations analysis. In other words, vehicular flow on the off-ramps are controlled by the upstream signals which were already included as study intersections. Freeway ramps that were analyzed during the weekday morning and afternoon peak hours include:

- 1. SR 237 and Great America Parkway Eastbound On-Ramp
- 2. SR 237 and Great America Parkway Westbound On-Ramp
- 3. SR 237 and North 1st Street Eastbound On-Ramp
- 4. SR 237 and North 1st Street Westbound On-Ramp

The changes in the estimated vehicle queue lengths under Existing plus Project conditions are compared to Existing Conditions and available vehicle storage on each study ramp. Background and Cumulative (2035) conditions are not evaluated since Caltrans typically determines the ramp metering plans based on existing volumes and does not evaluate future conditions as part of the metering plan development.

9.1 FREEWAY ON-RAMP OPERATIONS

This analysis summarizes the additional traffic and estimates the change in vehicle queue length compared to the existing available vehicle storage on each study ramp. Current ramp-metering plans provided by Caltrans in March 2016 were used to evaluate existing on-ramp queues and were set to match queues observed during field observations.

Within the study area, freeway on-ramps are equipped with ramp meters. Ramp metering rates are generally set between 240 vehicles per hour per lane (vphpl) and 900 vphpl for one-vehicle-per-green metering plans and between 600 vphpl and 1,050 vphpl for two-vehicles-per-green metering plans. Currently, all metered on-ramps within the study are metered at one vehicle per green. Per Caltrans analysis methods, queue lengths were calculated using a vehicle length of 30 feet per vehicle.



Table 19 summarizes the on-ramp configuration (loop or diagonal), storage capacity, whether it has an HOV bypass lane, the percent of vehicles using that lane, and metering rates for the on-ramps evaluated as part of this study.

TABLE 19: ON-RAMP CONFIGURATION AND METERING INFORMATION

DAMA	TOTAL	NUMB			BYPASS	VELUCI EC (N	/IETERIN	IG RATI	4
RAMP TYPE	STORAGE CAPACITY	LAN	IES ²	PEK	CENT ³	VEHICLES/ GREEN	AM	PEAK	PM I	PEAK
	(FEET) ¹	sov	HOV	AM PEAK	PM PEAK		MIN.	MAX.	MIN.	MAX
		WAY								
Eastbound Diagonal	2,140	1	1	0%	13%	1	Not Metere		440	900
Westbound Diagonal	1,400	1	0	N/A	N/A	1	720	900	600	900
			9	SR 237/NOR	TH 1 ST STREET					
Eastbound Diagonal	925	1	1	0%	27%	1	Not M	1etered	300	900
Westbound Diagonal	1,350	2	0	N/A	N/A	1	510	900	510	900

Source: Caltrans, March 2016 and Fehr & Peers, March 2016.

9.1.1 ON-RAMP ANALYSIS RESULTS

The on-ramp queuing results for the AM and PM peak hours are presented in **Table 20** and the calculation sheets are provided in **Appendix E**. The results under the heading "Existing" represents the observed on-ramp queues with the counted volumes. On-ramp queues at the SR 237 interchanges at Great America Parkway and North 1st Street are currently contained within the available storage areas for the westbound ramps for both the AM and PM peak hour and the eastbound ramps for the PM peak hour. During the PM peak period, the eastbound ramps at both interchanges had observed queues that exceeded the storage length. Specifically, northbound right-turn vehicles and southbound left-turn vehicles were observed to occasionally queue and spill back several hundred feet onto Great America Parkway and North 1st Street before entering the eastbound on-ramps.



¹ Total storage capacity is defined as the length of mixed-flow lanes available for vehicle queuing.

² SOV= Single-occupant vehicle, HOV = High-occupancy vehicle (carpools and buses)

³ Percent of demand assumed in HOV lane (N/A = not applicable – no HOV bypass lane).

⁴ Metering rates presented in vehicle per hour per lane (vphpl).

On-ramp queues were also evaluated for the additional trips that will be generated by the project. These results are under the heading "Existing plus Project." These project trips were added to the existing volume and assumed the ramp meter rates will remain unchanged. As expected, the westbound on-ramps for both interchanges will likely continue to have little to no queuing because of the relatively small amount of project trips added (the largest increase is 51 added trips during the PM peak hour for the SR 237/North 1st Street interchange). The eastbound on-ramp at Great America Parkway experienced a moderate increase in queue length because of the added project volume. While the eastbound on-ramp at North 1st Street experienced a substantial increase in queue length; however, the project only adds 49 trips to this on-ramp and conditions are already oversaturated for the PM peak period.

TABLE 20: FREEWAY ON-RAMP QUEUING EVALUATION

	TOTAL STORAGE	PEAK	EXIST	ING	EXISTING PLU	JS PROJECT
ON-RAMP	CAPACITY (FEET)	PERIOD¹	RAMP VOLUME	QUEUE (FEET) ²	RAMP VOLUME	QUEUE (FEET) ²
		SR 237– Gre	at America Park	way		
Eastbound	2140	AM	N/A	N/A	N/A	N/A
Diagonal	2,140	PM	637	2,220	649	2,970
Westbound	1 400	AM	554	0	556	0
Diagonal	1,400	PM	516	0	528	0
		SR 237-	North 1st Street	ŧ		
Eastbound	925	AM	N/A	N/A	N/A	N/A
Diagonal	925	PM	ķ	Substantially e	xceeds storage ⁴	
Westbound	1350	AM	1067	0	1076	0
Diagonal	1330	PM	880	0	929	0

Source: Fehr & Peers, March 2016.

Notes:

Bold text indicates conditions where the queue exceeds the available storage capacity.



¹ AM peak period – 6:00AM to 9:00AM. PM peak period – 3:00PM to 7:00PM.

² Estimated queue by applying metering rates that yielded the approximate queue observed in the field, as well as within the range of the rates reported by Caltrans. The minimum queue is one vehicle, which is equal to 30 feet.

³ N/A = not applicable, ramp is not metered during that time period.

⁴ The queue length is significantly longer than the total storage capacity.

9.1.2 POTENTIAL IMPROVEMENTS

The queuing deficiencies described in the previous section could be improved with physical improvements to the ramps such as lengthening of storage pockets, adding turn lanes, or adding off-ramp auxiliary lanes. Adding lanes to intersections to increase the vehicle carrying capacity, will improve their levels of service and reduce the vehicle delay and queues. However, these improvements could have secondary effects, such as right-of-way acquisition and negative effects on pedestrians and bicyclists as they may increase the distance to cross the intersection and increase their exposure to vehicle traffic. The decision to widen intersections would be done on a case-by-case basis by the appropriate agency with jurisdiction that would weigh the effects on all travel modes that use the intersection to mitigate these secondary impacts. Additionally, the Eastbound mixed-flow lanes on SR 237 experience stop-and-go conditions during the PM peak hours; therefore, increasing the metering flow rates and/or providing more lanes onto the freeway will not result in major improvement to traffic flow.



10.0 OTHER TRANSPORTATION ANALYSIS – OFF-SITE EVALUATION

Policies in the *Envision San Jose 2040 General Plan* (2011) discourage increased traffic and unsafe speeds on neighborhood streets. Per the request of City of San Jose staff, the TIA also evaluates the impact of the project on several residential streets and whether or not the project will create an adverse traffic condition within the existing Alviso community (especially relative to the proximity of the George Mayne Elementary School and residential neighborhoods).

10.1 NEIGHBORHOOD INTERFACE

10.1.1 RESIDENTIAL STREET IMPACTS

Fehr & Peers evaluated the impact of the project on several local residential streets in the Alviso neighborhoods near the project. The purpose of this analysis was to verify the potential increase in project-related trips in comparison to the existing roadway volumes at five residential street segments that were selected by City staff and located to the north and west of the project site.

In March 2016, 24-hour counts were collected at the following five analyzed street segments listed below and illustrated on **Figure 2**:

- 1. Michigan Avenue north of North Taylor Street
- 2. Grand Boulevard north of North 1st Street
- 3. Liberty Street, between Catherine Street and North Taylor Street
- 4. Gold Street, at its intersection with Moffatt Street
- 5. North Taylor Street, between Gold Street and Liberty Street

The net new project trips were assigned to the street network based on the project trip distribution pattern presented in **Chapter 4** and were added to the existing traffic to evaluate the percentage the project increases Average Daily Traffic (ADT). As shown in **Table 21**, the existing ADT at Michigan Avenue, Grand Boulevard, and Liberty Street are very low with less than 2,000 ADT traversing each segment on weekdays. It is assumed that the project will add negligible amounts of traffic to these particular neighborhood streets, especially since residents residing along these roadways are less than a quarter mile from the project site and will likely opt to use non-motorized modes of transportation (i.e. walk or bike) to visit uses on the site.



TABLE 21: NEIGHBORHOOD STREET IMPACT ANALYSIS

Street Segment	Weekday Two-Way Daily Volume (ADT)	Existing plus Project		
		Project Only ADT ¹	E+P ADT	Project %
1. Michigan Avenue north of 1st Street	1109	0	1109	0%
2. Grand Boulevard north of North 1st Street	1577	0	1577	0%
3. Liberty Street, between Catherine Street and North Taylor	1335	55	1390	4%
4. Gold Street, at its intersection with Moffatt Street	5654	1507	7161	21%
5. North Taylor Street, between Gold Street and Liberty Street	3934	1507	5441	28%

Source: Fehr & Peers, March 2016

Notes:

It is projected that approximately 1,500 daily project trips will traverse through North Taylor Street between Gold Street and Liberty Street and through Gold Street at its intersection with Moffatt Street. The existing ADT at these segments are also higher compared to the other neighborhood segments assessed, ranging from 3,900 ADT to 5,700 ADT. As shown in **Table 21**, the project could potentially increase the ADT along these roadways by 21% to 28%. It should also be noted that since the existing total daily traffic along these segments are relatively low, the project traffic makes up a greater percentage of total traffic under Existing plus Project Conditions. The project trips traversing these roadways are primarily accessing the SR 237 at Great America Parkway, as well as destinations along Great America Parkway and Lafayette Street towards the City of Santa Clara. The ADT count worksheets are provided in **Appendix A**.

10.1.2 POTENTIAL TRANSPORTATION IMPROVEMENTS

With the increase in traffic along these more major streets (i.e. Gold Street and North Taylor Street) in the Alviso neighborhood with the project in place, it is recommended that the implementation of traffic calming measures where appropriate are considered. Below are some applicable traffic calming options that could help slow down motorists and/or keep unwanted through traffic out of the area:



¹ The project only ADT were estimated by applying the same proportionality or ratio between the PM peak hour project trip generation and the daily project trips to the project's PM peak hour roadway segment volumes.

- Installation of bulb-outs at Intersection 5: North Taylor & North 1st Street and Liberty Street to address the neighborhood intrusion and serve as traffic calming measures.
- Speed feedback signs could be installed at Gold Street and North Taylor Street to minimize speeding and make motorists more aware that they are entering residential surroundings.
- The project could also explore the installation of roundabouts at one or two of the project driveways, which would help calm traffic through North 1st Street corridor along the project frontage, as well as improve the crossing environment for pedestrians. Section 11.1.4 provides more details of a roundabout assessment at the project driveways.
- Extend the raised median along North 1st Street beyond the Liberty Street to Tony P. Santos segment.
- Implementation of raised crosswalks at one or more legs of the proposed driveways, especially those crossing North 1st Street.
- Implementation of a median barrier and/or island to block particular movements (i.e. left-turns or through movements) from the project driveways. Section 11.1.1 provides a more detailed discussion.

In addition to exploring traffic calming features for the study area, other neighborhood features related to improving the mobility experience for alternative modes traversing along the North Taylor Street/North 1st Street corridor near the project site should also be considered and are described below:

- Installation of enhanced cross-walks which would include Rectangular Rapid Flashing Beacons (RRFBs) at Grand Boulevard and North 1st Street would enhance the pedestrian crossing and make pedestrians more visible to motorists.
- Implementation of buffered bicycle lanes on North Taylor Street between Gold Street and Liberty Street would provide a more comfortable riding environment for cyclists and would connect to the existing bicycle lanes on North 1st Street south of Liberty Street. The existing curb to curb width along this section is about 58 feet. Assuming 7' parking is allowed on both sides, two 10' travel lanes, 5' bicycle lanes on each side of the street, and 3' foot buffers, would total to a 50' cross-section which is well within the 58' existing curb to curb width along this segment.

10.1.3 PROJECT EFFECTS ON THE SCHOOL

Future improvements along North 1st Street fronting the school will include a raised median, which prevent vehicles from turning left into the school's inbound driveway and from turning left out of the school's primary outbound driveway. There will be a break in the proposed raised median that will still allow outbound left turns at the school's northernmost outbound driveway, which is shared with the Alviso Youth Center. Once the median is installed, vehicle circulation within the school's parking lot area will naturally shift to reflect the change in access to the driveways. For example, vehicles that currently turn left out of the primary outbound driveway onto North 1st Street will shift to the northern driveway.



To have a better sense of the magnitude of school trips that would be affected by the installation of a median fronting the George Mayne Elementary School during key weekday peaks (i.e. AM and PM peak commute period and PM school peak), re-routed school trips due to the median were estimated. As an initial step in quantifying the number of vehicles to be re-routed, the trip generation for the school was estimated based on the current number of students (531) using ITE rates and existing trip distribution assumptions were made based on field observations. Once the existing trip assignment of the school trips was conducted, routes that would be affected with the implementation of the median were re-assigned among the adjacent intersections. This resulted in additional vehicles at the following intersection movements:

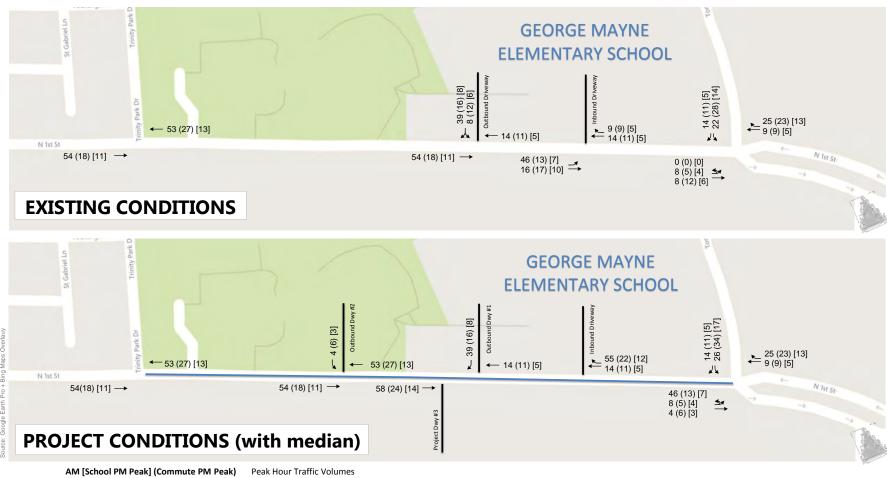
- Additional left turns at the second outbound driveway closer to Trinity Park Drive leaving the school and headed southward.
- Additional U-turns at Tony P. Santos/North 1st Street from vehicles coming from the north trying to access the school.
- Additional left-turns from Tony P. Santos at North 1st Street from vehicles leaving the Tony P. Santos
 exit driveway and heading south.

Figure 15 illustrates the re-assignment of the existing school trips with the implementation of the proposed raised median under "plus Project" Conditions. These adjusted vehicles would not affect operations at any of the study intersections since the shift in traffic occurs south of Intersection 3: Trinity Park Drive & North 1st Street. The primary changes to circulation would occur within the school's parking lot and at Tony P. Santos Street.

Peak hour signal warrants were also conducted at the Tony P. Santos Street and North 1st Street intersection using vehicular volumes collected during George Mayne Elementary School's peak traffic operations (i.e. during the school drop-off period in the morning and pick-up period in the afternoon) in order to evaluate its operations with and without the proposed project in place, including the North 1st Street raised median. The results of the intersection's peak hour signal warrant analysis (provided in **Appendix D**) show that the volumes traversing Tony P. Santos Street and North 1st Street under Existing, Background, and Cumulative Conditions with and without the project will not warrant the need for a signal.

The roadway changes along North 1st Street would also affect access to the Alviso Branch Library. The library driveway will be limited to right-in, right-out access due to the left-turn pocket, median, and signal being installed at Intersection 3: Trinity Park Drive & North 1st Street. A potential option to provide additional access is for the Library to consider adding a driveway on Trinity Park Drive.





Median under Project Conditions School Driveway



10.2 LEFT-TURN QUEUEING

The addition of project traffic along the roadway network has the potential to add vehicles to left-turn movements such that the left-turn queues would exceed the turn pocket storage lengths. Queues that exceed the turn pocket storage length can impede through traffic movement along an approach. Potentially affected intersections were selected for this evaluation based on where the project would add a minimum of 10 vehicles to a dedicated left-turn movement in at least one of the peak hours, which includes the following signalized intersections:

- Intersection 6: North 1st Street & SR 237 Eastbound Ramps (Southbound left-turn pocket)
- Intersection 8: North 1st Street & Vista Montana (Eastbound left-turn pocket)
- <u>Intersection 10: North 1st Street & Tasman Drive</u> (Southbound and Eastbound left-turn pockets)
- <u>Intersection 13: North 1st Street & Montague Expressway</u> (Southbound and Eastbound left-turn pockets)
- Intersection 15: Gold Street & Gold Street Connector (Eastbound left-turn pocket)
- Intersection 17: Great America Parkway & Gold Street Connector (Westbound left-turn pocket)
- Intersection 19: Great America Parkway & SR 237 Eastbound Ramps (Southbound left-turn pocket)

The 95th percentile queues from the TRAFFIX LOS analysis for the "plus Project" scenarios were used to evaluate the projected queues at the identified left-turn movements for the Existing and Background Conditions. The results of the left-turn queue analysis are presented in **Table 22**.

Based on the queue analysis presented in **Table 22**, all the intersections evaluated have sufficient capacity to accommodate the project queues under the "plus Project" scenarios for Existing and Background Conditions, with the exception of Intersection 13: North 1st Street & Montague Expressway. The analysis indicates that eastbound left-turn vehicle queues will exceed available storage at this location in the AM peak hour under Background and Background plus Project Conditions. The existing storage length at this location is about 870 feet, which is longer than typical storage lengths. No physical improvements are recommended to mitigate the eastbound left-turn queueing issues because it will require significant right-of-way and a left-turn pocket length (i.e. 1,400 feet) that is not recommended from an engineering standpoint. It should also be noted that the queuing issue at the North 1st Street and Montague Expressway intersection is attributed primarily to other background projects because the project only adds six (6) trips to the eastbound left-turn movement during the AM peak hour and the queue length already exists under Background Conditions without the project in place.



TABLE 22: LEFT-TURN QUEUE ANALYSIS

				# OF	AVAILABLE	PROJECTED QUEU	E LENGTH (FEET) ¹
ID	INTERSECTION	POCKET	PEAK HOUR	PROJECT TRIPS ADDED	POCKET LENGTH (FEET)	EXISTING (EXISTING PLUS PROJECT)	BACKGROUND (BACKGOUND PLUS PROJECT)
6	North 1st Street & SR 237 Eastbound	SBL	AM	11	275	25 (25)	75 (75)
O	Ramps	SDL	PM	49	2/3	125 (150)	225 (250)
8	North 1st Street &	EBL	AM	6	400	225 (250)	400 (400)
0	Vista Montana	EDL	PM	14	400	300 (325)	375 (400)
		SBL	AM	6	270	50 (50)	75 (75)
10	North 1st Street &	SDL	PM	29	270	100 (125)	175 (200)
10	Tasman Drive	EBL	AM	11	415	25 (50)	50 (50)
		EBL	PM	23	415	100 (100)	125 (125)
		EBL	AM	6	870	575 (575)	1,325 (1,325)
12	North 1st Street &	EDL	PM	13	870	400 (425)	700 (725)
13	Montague Expressway	SBL	AM	2	330	25 (50)	75 (75)
		SDL	PM	13	330	150 (175)	200 (225)
15	Gold Street &	EDI	AM	29	125	50 (75)	75 (75)
15	Gold Street Connector	EBL	PM	49	125	100 (125)	125 (150)
	Great America		AM	15		125 (125)	300 (325)
17	Parkway & Gold Street Connector	WBL	PM	49	375	75 (75)	75 (100)
	Great America		AM	3		25 (25)	50 (50)
19	Parkway & SR 237 Eastbound Ramps	SBL	PM	12	210	25 (50)	150 (150)

Bold indicated locations where queue length exceed the available storage length.



Source: Fehr & Peers, March 2016. ¹ Each vehicle in queue is assumed to occupy 25 feet.

In addition to looking at study intersections within the vicinity of the project site, the main project driveway at Intersection 3: Trinity Park Drive & North 1st Street was also evaluated for queuing issues under the "plus Project" conditions when it becomes signalized. The estimated queue length during the AM peak hour under Existing plus Project, Background plus Project, and Cumulative plus Project conditions is about 50 feet, which can be accommodated within the intersection's anticipated 140-foot storage length for the northbound left-turn pocket at North 1st Street. The project is estimated to add 188 trips in the PM peak hour to the unsignalized intersection's northbound left-turn movement (North 1st Street turning into project driveway) which results in longer queues in the AM than the PM peak hour. During the PM peak hour the estimated queue length ranges between 150 to 175 feet in length under "plus Project" Conditions which could result in a one to two car spillback from the left-turn pocket into the through lane along North 1st Street. The PM peak hour queuing issue is fairly minor, and if desired, can be easily remedied by extending the storage length and removing a portion of the raised median to accommodate the PM peak hour queues (i.e. storage length of 180 feet).



11.0 OTHER TRANSPORTATION ANALYSIS – ON-SITE VEHICULAR EVALUATION

This chapter analyzes site access and internal circulation for vehicles based on the site plan presented on **Figure 1**. The site access and on-site circulation is considered adequate with several recommended changes described below. These recommendations address on-site vehicle circulation issues to reduce driver confusion with the proposed project.

11.1 VEHICLE ACCESS & PROJECT DRIVEWAY ASSESSMENT

Under future conditions, it is assumed that North 1st Street fronting the project site will be divided with the implementation of medians. Three two-way driveways on the west side of the North 1st Street will provide access to the project and into a network of interior roadways that provides access to all land uses (although the degree of direct access to different uses vary by driveway). Current plans illustrate that two of the project driveways will align with existing roadways at Grand Boulevard and Trinity Park Drive. The spacing between the project driveways at Grand Boulevard and at Trinity Park Drive is about 850 feet, while the spacing between the project driveways at Trinity Park Drive and at the new project roadway is about 650 feet, thus there are adequate spacing between the intersections. Operations at the driveways were evaluated using TRAFFIX 8.0 software to evaluate delay and LOS. Calculation sheets are provided in **Appendix B**. A summary of the project site intersection operations are shown in **Table 23** along with their control type, delay and LOS results, while **Figures 16 through 18** illustrate the proposed intersection lane configurations and peak hour turning movement volumes with full buildout of the project across each of the scenarios. Details related to vehicle access, operations, and other driveway assumptions are described in the subsections below.

11.1.1 GRAND BOULEVARD & NORTH 1ST STREET

It is projected that a significant percentage of patrons traveling inbound to the project site will be arriving northbound along North 1st Street. Grand Boulevard & North 1st Street is planned to align with the northernmost project driveway; however, the City of San Jose does not support full access of this project driveway with the existing roadway due to potential traffic cut-through into the Alviso neighborhood. An option recommended by the City to prevent project traffic intrusion into the residential areas is to add a concrete median that allows for only channelized left-turns onto Grand Boulevard and restrict left-turns into and out of the project driveway, making the project driveway right-in and right-out only while still aligning with Grand Boulevard. With the inclusion of a median barrier under this option, the project driveway



would also restrict through movements for vehicles leaving Grand Boulevard (i.e. vehicles will not be able to travel from Grand Boulevard straight into the project site). As shown in **Table 23**, the driveway is assumed to operate acceptably with a side-street stop-control for all "plus Project" conditions.

11.1.2 INTERSECTION 3: TRINITY PARK DRIVE & NORTH 1ST STREET

The full-access project driveway at Trinity Park Drive is centrally located and provides the most direct access to a majority of the uses, especially the Topgolf entertainment complex. Thus, it is assumed that the majority of project-generated traffic will access the site using this driveway.

A dedicated left-turn pocket turning into the project driveway will be provided at Intersection 3: Trinity Park Drive & North 1st Street, but there would not be sufficient cross sectional width to allow for U-turn movements. It is recommended that "No U-turn" signs are appropriately installed to alert drivers that this movement is prohibited at this intersection.

The intersection analysis assumes that with the project in place this driveway/intersection would be upgraded from a side-street stop-control to a signal control. This project assumptions aligns with the results of the signal warrant analysis conducted at this location, which show that a signal is warranted in the PM peak hour across all the "plus Project" conditions. As shown in **Table 23**, the signalized project driveway will operate acceptable at LOS C or better during the weekday peak hours. There are also other benefits of signalizing the intersection, such as providing a controlled crossing for patrons trying to access the future park trail connection, for elementary school students, and for other pedestrians from the neighborhood.

Additionally, the queuing analysis conducted in **Chapter 10** concluded that the estimated maximum northbound left-turn vehicle queue length into the project driveway (i.e. 175 feet) would exceed the proposed 140-foot storage length and would occur during the PM peak hour. This estimated spillback to the through lane would equate to about 2 vehicles which is fairly minor. Based on the queuing assessment, it is recommended that the developer consider removing a portion of the future landscaped median fronting North 1st Street in order to extend the northbound left-turn storage length to at least 180 feet at this location and to accommodate future volumes. The lengthening of the storage length is not expected to cause right-of-way issues or operational issues at the school.

11.1.3 PROJECT DRIVEWAY #3 & NORTH 1ST STREET

This driveway is at the Project's southern property line and will primarily serve hotel patrons as it provides direct access to the hotel's porte cochere and registration services. It is recommended that proper signage indicating primary hotel access be installed in the vicinity of this driveway. The driveway will provide leftin, right-in, and right-out access from North 1st Street. No U-turns would be allowed at Driveway #3 as



there is not enough cross sectional width to allow for the U-turn movement. As shown in **Table 23**, the driveway is assumed to operate acceptably with a side-street stop-control for all "plus Project" conditions.

TABLE 23: OPERATIONS AT THE PROJECT DRIVEWAYS1

PROJECT DRIVEWAY	CONTROL ²	PEAK HOUR ²	EXISTI PLUS PR		BACKGROPLUS PRO		CUMULA PLUS PRO DELAY ³	
Trinity Park Drive &	Signal	AM	13.4	В	13.4	В	16.7	В
North 1 st Street	J	PM	22.9	C+	22.9	C+	24.2	С
Grand Boulevard &	SSSC	AM	9.5	Α	9.5	Α	9.6	Α
North 1 st Street	3330	PM	11.4	В	11.4	В	15.9	С
Project Driveway #3 &	SSSC	AM	9.9	Α	9.9	Α	9.9	Α
North 1 st Street	3330	PM	12.8	В	12.8	В	17.7	С

Source: Fehr & Peers, July 2016.

At all project driveways, it is also recommended that adequate sight distance be provided at the project driveway and that any future signage and/or landscaping should not obstruct a driver's view of on-coming traffic on North 1st Street.

11.1.4 ROUNDABOUT ASSESSMENT

A roundabout alternative was also evaluated at Project Driveway #1 & North 1st Street and at Trinity Park Drive & North 1st Street. The SIDRA software was used to analyze capacity of a single-lane roundabout



¹ Through the planning process the site plan has been refined resulting in adjustments to the lane configurations and volumes at the project driveways. These changes are not reflected in the intersection operations analysis conducted above, but are illustrated in the project assignment and intersection turning movement volumes figures. The current proposed driveway configuration will not change the conclusions of the intersection operations analysis at the project driveways, and the driveways will continue to operate acceptably across all scenarios.

² SSSC = side-street stop-controlled intersections; Signal = signalized; AM = morning peak hour; PM = afternoon peak hour

³ Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections and all-way stop-controlled intersections. Total control delay the worst approach is presented for side-street stop-controlled intersections.

⁴ LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software package, which apply the methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County conditions for signalized intersections. **Bold** indicates unacceptable operations by jurisdiction's level of standard.

intersection control option at each location using both the HCM 2010 methodology and the SIDRA Standard method. The SIDRA Standard method includes more detail regarding the geometric design of the roundabout including parameters such as entry angle and lane width in the analysis. Accordingly, the operational analysis results using both methodologies are presented in **Table 24. Appendix F** contains the corresponding calculation sheets.

TABLE 24: OPERATIONS AT PROJECT DRIVEWAYS – ROUNDABOUT ALTERNATIVE

			STING PLU PROJECT	JS		ROUND F	PLUS	CUMULATIVE PLUS PROJECT				
PROJECT DRIVEWAY	PEAK HOUR ¹	HCM 2010	SIDRA	LOS ³	HCM 2010	SIDRA	1.0.03	HCM 2010	SIDRA	LOS ³		
		DE	LAY ²		DELA	AY ²	LOS ³	DEL	AY ²			
Trinity Park	AM	5.7	5.0	Α	5.7	5.0	А	6.2	5.0	Α		
Drive & North 1st Street	PM	9.5	5.8	Α	9.5	5.8	А	23.5	9.4	С		
Grand	AM	5.1	4.5	Α	5.1	4.5	А	5.7	4.6	Α		
Boulevard& North 1 st Street ⁴	PM	8.6	5.2	А	8.6	5.2	А	24.8	9.6	С		

Source Fehr & Peers, July 2016

As shown in **Table 24**, the LOS results at both locations during the AM and PM peak hours across all the "plus Project" conditions is primarily LOS A under roundabout control. The only exception, is the resulting LOS C during the PM peak hour under Cumulative plus Project Conditions at both locations. For the most part the queues are no more than four cars on southbound movement along North First Street (i.e. worst movement); however, during the Cumulative plus Project Conditions in the PM peak hour substantial queuing are reported at both locations of about 15 and 19 vehicles at Trinity Park Drive/North 1st Street and at Project Driveway #1/Grand Boulevard & North 1st Street, respectively. Although this 95th percentile queue length is long at Trinity Park Drive/North 1st Street, it would not spillback into the preceding intersection (i.e. Grand Boulevard & North 1st Street). The 95th percentile queue length under Cumulative



¹ AM = morning peak hour; PM = afternoon peak hour

² For roundabouts, the intersection LOS was reported based on average delay for all lanes.

³ LOS = Level of Service. LOS calculations conducted using the SIDRA analysis software package. Roundabout LOS has the same delay thresholds as unsignalized intersections. **Bold** indicates unacceptable operations by jurisdiction's level of standard.

⁴ Assuming that with the roundabout option, Project Driveway #1 will be aligned with Grand Boulevard for a four-legged, single lane roundabout.

plus Project Conditions in the PM peak hour is 19 vehicles long at Project Driveway #1/Grand Boulevard & North 1st Street, which would spillback into the Michigan Avenue/North 1st Street intersection and could prevent neighborhood vehicles from making a left-turn out from Michigan Avenue during this time period.

With the exception of the PM peak hour under Cumulative plus Project Conditions, the roundabout control at Trinity Park Drive & North 1st Street and Project Driveway #1 & North 1st Street yield better delay and LOS results compared to the respective delay and LOS results under signal control or side-street stop-control at these locations (i.e. as shown in **Table 23**).

From an isolated intersection operational standpoint, roundabout control would work effectively at these two project driveways; however there are some advantages and disadvantages related to implementation of a roundabout at these locations which are outlined below.

Roundabout Advantages

- Generally aesthetically pleasing, if well landscaped, and would be a great gateway feature if implemented at the primary project driveway at Trinity Park Drive & North 1st Street.
- Enhanced safety compared to traffic signals.
- Lower on-going maintenance costs for infrastructure (not including landscaping).
- Able to handle a high proportion of U-turns, which would be beneficial in the case of Trinity Park
 Drive & North 1st Street since there are increased levels of U-turns related to accessing the project's
 hotel driveway and school patrons leaving George Mayne Elementary School headed southward on
 North 1st Street.
- During both the peak hours and outside peak hours, vehicles would travel freely and less delay.
- Pedestrians would not be delayed at crossings because vehicles must yield.
- Pedestrians would not have to cross a single lane at a time with staged crossings.
- Bicyclists would not conflict with right-turning movements.

Roundabout Disadvantages

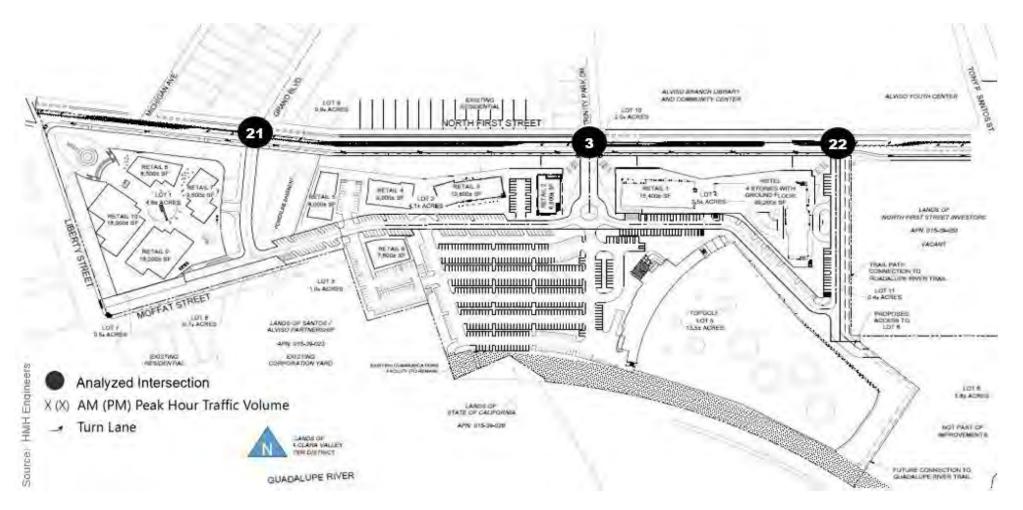
- Difficult for large vehicles (such as fire trucks) to circumnavigate
- Queuing issues (15 to 19 vehicles in length) are projected at both locations for vehicles traveling southbound during the PM peak hour under Cumulative plus Project Conditions. Only the roundabout at Project Driveway #1 & North 1st Street would potentially spillback into the preceding intersection (i.e. Michigan Avenue/North 1st Street).

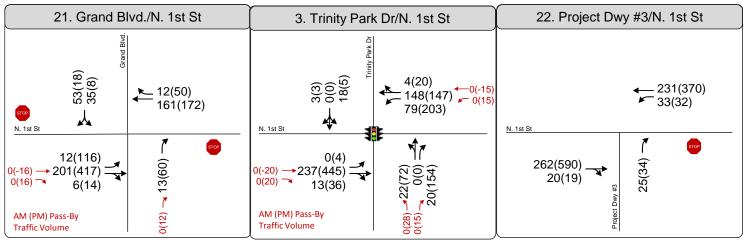


- A roundabout at Trinity Park Drive & North 1st Street is in close proximity to the internal roundabout. This is not a concern for this planning level assessment since the operational analysis results show LOS C or better at the project driveway, but this item should be further evaluated for queuing issues if a roundabout option is pursued at this location.
- Pedestrians are not given a dedicated phase. Pedestrians with disabilities may not know when it is safe to cross.
- Bicyclists are forced to "take the lane" with vehicle traffic, which would make less experienced cyclists potentially less comfortable (an option is to provide ramps onto the sidewalk to avoid the circulating roadway by using the sidewalk and crosswalks).
- Costs associated with construction would be substantially higher than for a signal.
- Landscaping must be maintained either by residents or by the municipality.
- Additional right-of-way (ROW) would be needed. May require the elimination of some on-street
 parking. Also typical single-lane roundabout diameters are about 100-120 feet. If this is the case,
 the roundabout would require ROW acquisition from private properties. Thus, a thorough
 roundabout design evaluation and ROW evaluation should be conducted.

In consideration of roundabout control at one or more of the project driveways, it should be noted that the roundabout intersection operations analysis was conducted for planning purposes only. Therefore, if the roundabout ultimately becomes a preferred project design option other engineering studies and design evaluation would have to be conducted.



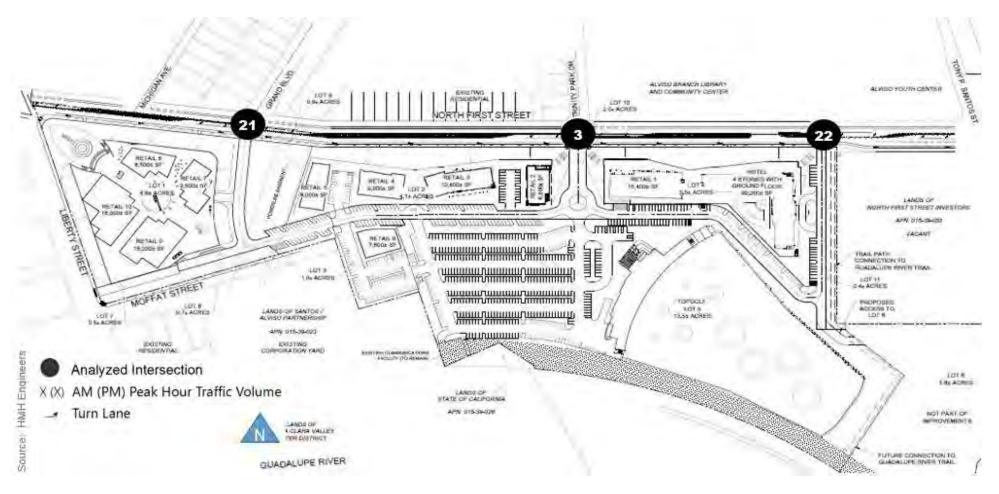


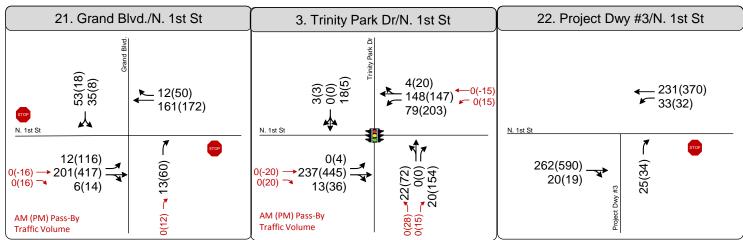






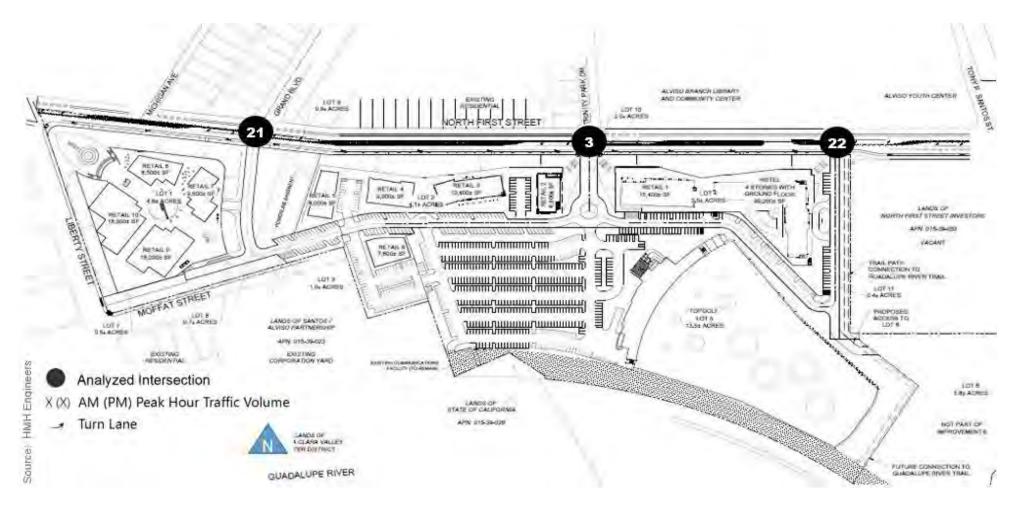


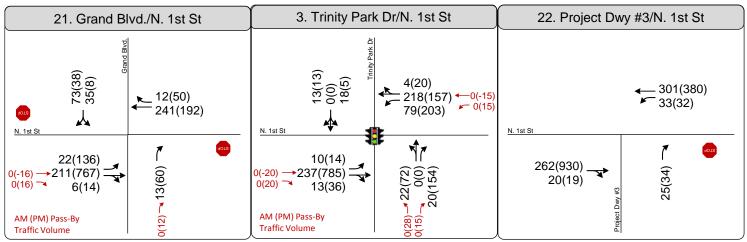


















11.2 ON-SITE CIRCULATION REVIEW

The on-site circulation was reviewed in accordance with generally accepted traffic engineering standards. The network of interior roadways provide access to the project's various clusters of buildings and parking areas. One of the key internal circulation features is the roundabout located directly west of Intersection 3: Trinity Park Drive & North 1st Street. The implementation of the roundabout feature allows for the large concentration of project traffic accessing to/from the main driveway to travel more free flow compared to an all-way stop control at this location. The roundabout also provides quality access to various areas of the site.

Bisecting the roundabout is the primary north-south roadway that runs end to end of the project site. Also interior roadway aisles accommodate for two-way traffic and provide 60-degree and 90-degree parking spaces. The design of these aisles within the various on-site parking areas adhere to City of San Jose design guidelines. For example, a standard 26-foot aisle width is required where 90-degree parking is provided. The site layout also provides continuous circulation through all the parking areas with no dead-end aisles. Overall, the on-site circulation is generally considered to be acceptable; however, below are some recommendations to enhance the proposed circulation:

• The parking layout should avoid and modify perpendicular parking spaces at the end of the aisles (as illustrated below) so that drivers can back in and out of the space easily and to reduce vehicle-to-vehicle conflict.

Perpendicular Parking Layout to Avoid

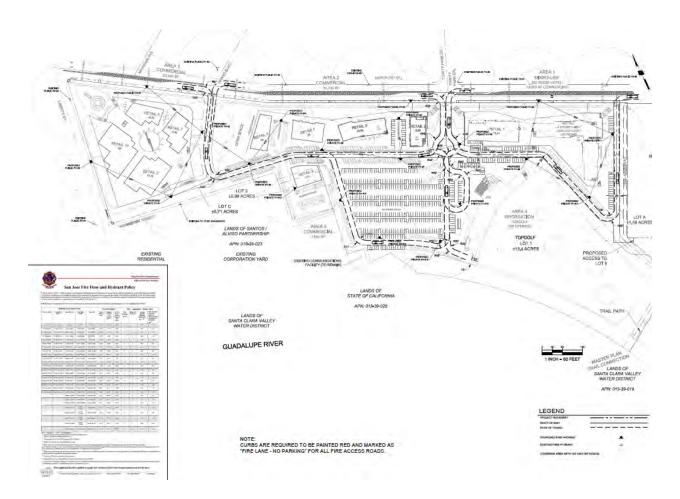
- Add a sign at the top of the garage ramps entrance to say, "Pedestrians Prohibited" to discourage pedestrians from using the ramp to access parked vehicles.
- Install stop sign, legend, and bar at all parking facility entrances and internal intersections.
- Stripe garage ramps and project driveways with double yellow centerline to delineate the separation of entering and exiting traffic.
- Clear pedestrian crossings should be provided along the primary north-south roadway to directly
 connect patrons between the surface parking with the commercial uses located in the northern
 portion of the site.



11.3 ACCESS EVALUATION FOR DELIVERY & EMERGENCY VEHICLES

As shown in one of the project plans below, corner radii and aisle widths allow for the circulation of fire trucks and larger vehicles (i.e. delivery trucks) through the site's internal roadways, including the roundabout. Additionally, emergency vehicle access is provided at a separate driveway east of the intersection of Liberty Street and Moffat Street.

Also there are two designated loading areas marked on the site plan. One loading area location is northeast of the intersection of Grand Boulevard and the primary north-south roadway. The second loading area is located on southeast quadrant of the internal roundabout adjacent to retail 1 building and the 90 degree parking. Thus, it is recommended that loading areas are incorporated near each cluster of buildings.



Source: HMH Engineers, June 2016.



12.0 OTHER TRANSPORTATION ANALYSIS – ON-SITE PARKING ASSESSMENT

This intent of the parking assessment is to determine the appropriate supply for the project site. This chapter evaluates the number of required off-street vehicle and bicycle parking requirements identified in the City of San Jose Municipal Code versus the number of parking spaces proposed by the project. As part of the parking assessment, a preliminary shared parking analysis was also conducted for the project due to its mixed-use nature and parking layout.

12.1 VEHICLE PARKING

Parking facilities for the project are provided entirely within the site. A total of 1,183 parking spaces are proposed to be provided in three below-grade parking garages, as well as surface lots located throughout the site.

12.1.1 PROJECT CHARACTERISTICS ASSUMED FOR PARKING ANALYSIS

The 36-acre project site located in the Alviso area is bounded by Moffatt Street and the Guadalupe River Trail to the south, Liberty Street to the north, North 1st Street to the west, and Tony P. Santos Street to the south. Based on the site's location and surrounding transportation system it is assumed that the majority of patrons will likely drive to the site for the following key reasons:

- Pedestrian activity or patrons walking to the site will be generated primarily by residents living in neighborhoods located north of the project site.
- There is limited transit options serving the site. Although the project site is within walking distance
 to the closest bus stop (i.e. approximately 300 feet as measured from the center of the project area
 to the closest stop). There is only one bus line (Line 58) that traverses and provides service on the
 project frontage.
- Although there are Class II bike lanes present along the project frontage on both sides of North 1st
 Street, bicyclists coming from the south would have to traverse through areas that would not be attractive nor comfortable (e.g. SR-237 interchange) for leisure or inexperience riders.
- The Topgolf entertainment complex would draw patrons from other parts of the City of San Jose.
- Hotel guests would more than likely rent a car or drive their private vehicle.



Overall, since the primary mode for traveling to/from the project will be private automobile, we did not take a parking reduction for walking, bicycling, or transit trips.

Note that during the course of preparing this study the project description changed. For the purposes of this parking assessment the latest project description was assumed, where the proposed Topgolf Project includes 110,000 square feet (SF) of retail space, a Topgolf entertainment complex with 120 hitting bays, and a 200-room hotel.

12.2 PARKING REQUIREMENTS PER CITY CODE

The City of San Jose's parking standards and requirements are provided in the City of San Jose Municipal Code Chapter 20.90.060. Given that the proposed commercial/retail uses have not yet been further defined (i.e. retail, restaurant, etc.) and the close vicinity of these buildings, we used the Neighborhood Shopping Center (minimum 100 KSF) requirements presented in Table 20-190: Parking Spaces Required by Land Use in the parking code. Additionally, as a first review, we included the Topgolf use in with the other commercial uses. Therefore, excluding the hotel the project would be required to provide parking at 1 per 225 net square feet to satisfy City requirements.

The City of San Jose parking requirements for land uses on this project site are broken down in **Table 25**. Based on the City's requirements the project is required to provide a minimum of 911 spaces. We understand that the City of San Jose has indicated to the project applicant that the maximum on-site parking supply for the project will be capped at 1,000 spaces based on staff's similar evaluation of the number of required parking spaces per the City's Zoning Ordinance. However, the latest project description/site plan requests 1,183 on-site spaces.

One of the reasons using the City's parking vehicle requirements results in less parking spaces than the applicant feels is necessary is that the bulk of the site was considered as one category: neighborhood commercial. This approach does not separately evaluate and determine whether or not specific commercial uses, such as restaurants, or unique uses, such as Topgolf, have parking needs that would be different from the general neighborhood commercial category. Therefore, to help recommend an appropriate parking supply we also considered parking needs for Topgolf and other types of uses that may be constructed on the site.



TABLE 25: VEHICLE PARKING REQUIREMENTS

LAND USE	QUANTITY	FLOOR & DINING AREA (85% OF GROSS SF)	CITY OF SAN JOSE CODE REQUIREMENT	VEHICLE PARKING (# OF SPACES)
Commercial/Retail	110,000 SF of Gross Floor Area	93,500	1 per 225 SF of floor area	416
Topgolf Facility ¹	71,456 SF of Gross Floor Area	60,738	1 per 225 SF of floor area	270
Hotel	200 Rooms	N/A	1 per guest room <u>and</u> 1 per	200
Hotel – Staff	25 Employees	N/A	employee	25
			TOTAL	911

Source: City of San Jose Municipal Code (Accessed March 2016); Project description and parking details provided by HMH Engineers (June 2016).

12.3 TOPGOLF PARKING SUPPLY & DEMAND ANALYSIS

A 13.45-acre Topgolf entertainment complex will be located on the southwestern portion of site. The proposed Topgolf will comprise of 120 hitting bays, an outdoor field enclosed by netting, and a 71,456 square-foot structure with a full-service restaurant, a bar, lounges, corporate/event meeting space, and a family entertainment area. Additionally, these facilities are anticipated to be open as late as 2 AM.

Since Topgolf is a new and unique type of facility, the City of San Jose, Institute of Transportation Engineers (ITE), and the Urban Land Institute (ULI) do not have parking supply or demand rates to appropriately reflect such a use. In order to determine the parking demand for the Topgolf facility, we are using parking occupancy surveys that Fehr & Peers collected in August 2014 at an existing Topgolf facility located in Scottsdale, Arizona. The Scottsdale Topgolf site is self-contained, meaning that it is the only use on the site; therefore, the counts can easily be converted to parking generation rates for Topgolf. The proposed Topgolf will provide similar amenities and ancillary uses as the Scottsdale Topgolf; however, the proposed Topgolf will be larger than the Scottsdale facility. For consistency with the project's trip generation approach, parking demand for the proposed Topgolf are based on the number of hitting bays at the facility.



¹ The Topgolf entertainment complex is comprised of a driving range, dining, banquet facilities, and gaming area. Based on a review of Table 20-190: Parking Spaces Required by Land Use in the City of San Jose Municipal Code, the neighborhood shopping center parking rate was determined to be the most applicable for the unique Topgolf facility.

12.3.1 TOPGOLF PARKING DEMAND

The resulting parking rate of 3.89 spaces per hitting bay was derived from the parking occupancy data for the Topgolf in Scottsdale (see **Appendix A** for parking occupancy survey data). For conservative purposes, this parking demand rate reflects peak conditions because it reflects the maximum parking occupancy at the existing site that occurred at 7 PM on a Saturday. Using the Topgolf-specific parking demand rate, the Topgolf facility that will be part of the proposed project is estimated to have a peak parking demand of 467 spaces.

12.3.2 TOPGOLF PARKING SUPPLY

In addition to deriving a parking demand rate for the Topgolf, a parking supply rate was also developed by increasing the Topgolf parking demand rate by 10%. Application of this factor would yield an effective supply or "cushion" of extra spaces that a parking system should have to account for operating fluctuations, vehicle maneuvering, minimizing driver frustration, and maintaining adequate traffic circulation. It is unrealistic to expect an arriving driver to find the last available parking space in a system without significant frustration and the resulting perception that parking is inadequate. Because "perception is reality", parking "demand" should include this effective supply cushion (*Parking Structure – Planning, Design, Construction and Repair,* 3rd edition (Anthony P Chrest... et al., 2001). For the purpose of this parking analysis, a parking facility is considered to have reached its effective supply or practical parking capacity if 90% of the spaces are utilized. A 10% cushion is widely accepted in the parking industry as adequate cushion for parking.

The resulting recommended parking supply for the Topgolf facility is 514 spaces in order to accommodate peak parking demand, circulation and operating fluctuations, and vehicle maneuvering as drivers search for available spaces. Therefore, use of the City of San Jose's parking code for this facility underestimates the parking need for the Topgolf. Specifically, the minimum City requirement of 270 spaces is about 47% less than the actual parking need for this unique use based on empirical data.

12.4 SHARED PARKING DEMAND

Shared parking recognizes that parking spaces can be used to serve two or more individual land uses without conflict or encroachment. This phenomenon has long been observed in central business districts, suburban commercial districts, and other areas where land uses are combined. Shared parking is essentially the result of two conditions:

1. Variation in the peak accumulation of parked vehicles occurs because of time differences in the activity patterns of adjacent and nearby land uses—by hour, by day, and by season.



2. Relationships among land use activities in a mixed-use development result in people being attracted to two or more land uses on a single automobile trip.

Since the parking facilities are shared between the multiple uses on the project site, a shared parking demand analysis was also conducted to estimate peak parking of the proposed project. The analysis accounted for the difference in the peak times of parking demand for the proposed commercial/retail, Topgolf, and hotel uses. It is expected that the combined land uses will result in less parking demand than what would be generated if the land uses were considered on separate sites. The ULI *Shared Parking* (2nd Edition) method and shared parking model was used to estimate the parking reductions based on the time of day activity for the land uses, ULI parking rates, City of San Jose parking rates, and the Topgolf rates.

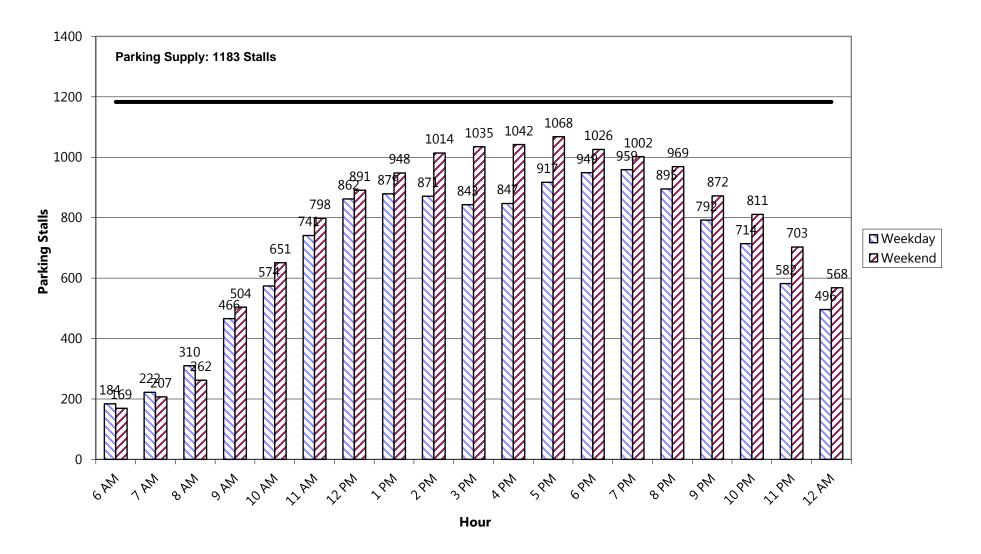
12.4.1 SHARED PARKING RESULTS

Figure 19 illustrates the peak month's parking demand temporal distribution over the course of a typical weekday and weekend against the proposed parking supply of 1,183 spaces. The figure shows that the parking supply will be able to accommodate the weekday and weekend shared parking demand at any given time. The shared parking analysis results in a maximum parking demand of approximately 959 spaces on weekdays and 1,068 spaces on weekends.

Although the shared parking demand does not reflect the need for a parking supply of 1,183 spaces, it does show that from 2 PM to 7 PM on a weekend under peak month conditions the site's shared parking demand is more than the City's parking maximum of 1,000 spaces for the project.



Figure 19: Peak Month's Weekday Shared Daily Parking Demand (By Hour)





12.5 PARKING SUPPLY RECOMMENDATIONS

Table 26 shows the parking supply recommendations based on all the findings of this parking analysis discussed in the previous sections. As shown in the table, we recommend a minimum of 1,155 spaces, which is 28 spaces less the project applicant's request to provide 1,183 spaces.

TABLE 26: RECOMMENDED VEHICLE PARKING REQUIREMENTS

LAND USE	QUANTITY	FLOOR & DINING AREA (85% OF GROSS SF)	PARKING SUPPLY RATIOS	VEHICLE PARKING (# OF SPACES)
Commercial/Retail ¹	110,000 SF of Gross Floor Area	93,500	1 per 225 SF of floor area ¹	416
Topgolf Facility ¹	120 Hitting Bays	N/A	4.28 per hitting bay ²	514
Hotel ¹	200 Rooms	N/A	1 per guest room <u>and</u> 1 per	200
Hotel – Staff ¹	25 Employees	N/A	employee ¹	25
			TOTAL	1,155

¹ Parking rates based on City of San Jose Municipal Code minimum parking requirements.

Source: Fehr & Peers, July 2016.

Additionally, the parking supply/demand analysis has been conducted assuming that all the commercial/retail uses, with the exception of the Topgolf, fall under the Neighborhood Shopping Center category of the parking code. If some of these commercial uses are restaurant uses, the City's restaurant parking ratios should be used; however, the square footage amount of restaurant at the project site is still unknown at this time. We know that some portion of the 110,000 square feet of commercial/retail uses will be restaurants, which would increase the parking demand and the recommended parking supply presented in this TIA.



² Parking supply rate derived using parking occupancy data collected in August 2014 at the Topgolf in Scottsdale, Arizona. (This rate includes the 10% circulation factor.)

12.6 BICYCLE PARKING

The City of San Jose's parking standards and requirements for bicycles are also provided in the City of San Jose Municipal Code Chapter 20.90.060.

The City of San Jose bicycle parking requirements for land uses on this project site are broken down in **Table 27**. Based on the City's requirements the project is required to provide a minimum of 96 spaces. The parking supply analysis results show that the proposed on-site bicycle parking of 125 spaces (60 outdoor/short-term spaces and 65 covered/long-term spaces) will meet the City's standard of parking requirements. Overall, the City of San Jose will ultimately determine the adequacy of the proposed bicycle parking.

TABLE 27: BICYCLE PARKING REQUIREMENTS

LAND USE	QUANTITY	FLOOR & DINING AREA (85% OF GROSS SF)	CITY OF SAN JOSE CODE REQUIREMENT	BICYCLE PARKING (# OF SPACES)
Commercial/Retail	110,000 SF of Gross Floor Area	93,500	1 per 3000 SF of floor area	31
Topgolf Facility ¹	71,456 SF of Gross Floor Area	60,738	1 per 3000 SF of floor area	20
Hotel	200 Rooms	N/A	1 10	20
Hotel – Staff	25 Employees	N/A	1 per 10 guest rooms	25
			TOTAL	96

Source: City of San Jose Municipal Code (Accessed March 2016); Project description and parking details provided by HMH Engineers (June 2016).



¹ The Topgolf entertainment complex is comprised of a driving range, dining, banquet facilities, and gaming area. Based on a review of Table 20-190: Parking Spaces Required by Land Use in the City of San Jose Municipal Code, the neighborhood shopping center bicycle parking rate was determined to be the most applicable for the unique Topgolf facility.

13.0 OTHER TRANSPORTATION ANALYSIS – MULTI-MODAL ASSESSMENT

This chapter addresses any potential project impacts on all non-automobile modes of transportation, including existing and planned pedestrian, bicycle, and transit facilities on- and off-site. Based on the review of the site plan illustrated on **Figure 1** and the project description, the project will not adversely affect the overall existing and planned external multi-modal transportation system of the Alviso neighborhood. It is recommended that as the site plan is further refined, the Developer should consult with the City of San Jose to design the internal roadway networks, cross sections, and access driveways in a manner that embraces the principles of complete streets and provides adequate access to all users.

13.1 PEDESTRIAN NETWORK EVALUATION

Currently, there are sidewalk gaps along North 1st Street adjacent to the project site. One of the major project features that will improve the walkability and connectivity between the pedestrian networks of the project site and Alviso neighborhood is the installation of sidewalks along the project's frontage. The proposed project site plan illustrates a network of sidewalks along both sides of the internal roadways, as well as internal landscaped walking paths, which provide pedestrian connections between parking areas and various project uses. Additionally, the southern end of the project site near the Topgolf facility and the hotel will provide trail path connections to the Guadalupe River Trail.

Listed below are recommendations that will enhance the proposed pedestrian network.

- Install marked crosswalks or additional internal crossing points along the main north-south roadway running through the site.
- Provide appropriate, high visibility crossing treatments and traffic calming measures where
 pedestrians will cross two-way driveways, which includes the three project driveways and driveways
 at the site's parking facilities.
- Install a crosswalk on the south leg of Intersection 22: Grand Boulevard & North 1st Street to allow for safe connections between the neighborhoods to east of the project site.
- If a traffic signal is installed at Intersection 3: Trinity Park Drive & North 1st Street, crosswalks should also be striped on all four of its legs.
- All pedestrian amenities should meet ADA requirements (e.g. ADA ramps at all curbs).
- Provide adequate sight distance for pedestrians and cyclists supports safer intersections by allowing them to accurately judge gaps in traffic and how much time they have to cross.



13.2 BICYCLE NETWORK EVALUATION

Even with the proposed North 1st Street enhancements (i.e. installation of a raised median), the dedicated bike lanes along both sides of the roadway will still remain, which provide direct cyclist access to and from the site. It is recommended that the project close the existing bicycle facility gaps on Gold Street between Guadalupe River Trail and North 1st Street, and on North Taylor Street between Gold Street and Liberty Street, to enhance bicycle accessibility from areas north and west of the project site. Within the site, there are two trail path connections to the Guadalupe River Trail at the southern perimeter of the project site near the Topgolf facility and the hotel. Overall, the project encourages biking with its inclusion of on-site bike parking, on-site connections to existing trails, and maintenance of the Class II facilities on North 1st Street.

13.2.1 PLANNED BICYCLE IMPROVEMENTS

The City of San Jose, City of Santa Clara, and Santa Clara County have identified several future bicycle infrastructure improvements near the project site and in the greater study area, which are listed below.

- San Jose Bike Plan 2020 (2009)
 - o Los Esteros (Class I) Disk Drive to Zanker Road
 - Zanker Road (Class II) Los Esteros to Holger Way
 - o River Oaks Place (Class II) Guadalupe River Trail to N First Street
 - Trails (Class I) and a planned trail access northwest of the SR 237 and Great America Parkway interchange
- City of Santa Clara Bicycle Plan (2008)
 - o Tasman Drive (Class II) Lawrence Expressway to Lick Mill Boulevard
 - o Lick Mill Boulevard (Class II/III) Tasman Drive to Montague Expressway
 - Lafayette Street north of Tasman Drive (Class II) Great America Way (Yerba Buena Way) to Calle del Sol
- Santa Clara Countywide Bicycle Plan (2010)
 - Great America/Bowers/Kiely/Saratoga Corridor Great America Parkway, Bowers Avenue, Kiely Boulevard
 - Tasman/Alum Rock Light Rail Corridor Ellis Street, Moffett Park Drive, Elko Drive, Tasman
 Drive, Great Mall Parkway, Capitol Avenue
 - Calabazas Creek/Winchester Corridor Calabazas Creek, Mission College Boulevard, Montague Expressway, Scott Boulevard, Monroe Street, Winchester Boulevard



13.3 TRANSIT NETWORK EVALUATION

The project site is directly served by one bus route (Route 58), which provides connections to other services, including the major LRT stations. This section discusses transit vehicle delay and transit access within the study area, as well as provides a discussion of transit facilities in the future.

13.3.1 PLANNED TRANSIT FACILITIES

The VTA has no specific plans to increase bus and light rail service in the study area during commute hours, but does have a standard policy of improving frequency and extending operating hours when operating funds become available in the future. Both Capitol Corridor and ACE have service improvements planned that will increase train frequency, while ACE is currently studying a proposal to increase service by up to six or ten round trips per day. Capitol Corridor plans to double existing service to fifteen round trips per day by 2020.

13.3.2 TRANSIT DELAY

Transit vehicles operating in the project vicinity could incur delay due to increased auto congestion. The primary corridor around the project site is North Taylor Street/First Street. The through movements delays along the eastbound and westbound directions of the corridor were used to determine the potential added transit vehicle delay to VTA bus route 58. The difference between the "No Project" and "plus Project" values is the added transit vehicle delay. The results are shown in **Table 28**.

TABLE 28: ADDITIONAL TRANSIT VEHICLE DELAY BY CORRIDOR

				PROJECTE	D ADDITIO	NAL DELAY	(SECOND	S)
CORRIDOR	AFFECTED VTA BUS ROUTE	PEAK HOUR		IG PLUS JECT		ROUND ROJECT		ATIVE PLUS OJECT
			EB/NB ²	WB/SB ²	EB/NB ²	WB/SB ²	EB/NB ²	WB/SB ²
North Taylor/1 st Street ¹	58	AM PM	10.6 17.0	3.1 16.9	10.6 17.0	3.1 16.7	10.6 47.9	14.4 16.7

Source: Fehr & Peers, March 2016

Notes:



¹ North Taylor/First Street corridor is defined as between Gold Street and Nortech Parkway.

² Due to curve of North Taylor/First Street corridor as it traverses to the east, directionality of through movements shift.

With the exception of the PM peak hour under Cumulative plus Project Conditions, transit vehicles are primarily projected to incur no more than 17 seconds of additional delay along the one mile study corridor. For the most part this delay increase is due to the signalization of North 1st Street at Trinity Park Drive, which is currently side-stop controlled with free flow through this section of North 1st Street. The installation of signal control at this location would contribute between 2 to 17 seconds of additional delay along the North Taylor/North 1st Street corridor during the weekday AM and PM peak hour conditions. Under PM peak hour Cumulative plus Project Conditions, the 47.9 second delay increase is in great part due to the 67 project trips traversing through the critical eastbound through movement along North 1st Street at Liberty Street, which is already operating at LOS E during Cumulative Conditions without the project and has a significant amount of eastbound traffic (over 350 trips) from an adjacent cumulative project.

No significance thresholds for an increase in transit delay are identified in the latest VTA TIA guidelines (dated October 2014).

13.3.3 TRANSIT ACCESS

Transit impacts are considered substantial if the proposed project:

- Conflicts with existing or planned transit facilities
- Generates potential transit trips in excess of available capacity
- Does not provide adequate facilities for pedestrians and bicyclists to access transit routes and stops

The front of the project site is directly adjacent from the North 1st Street and Alviso Park stop, North 1st Street and Tony P. Santos stop, and North 1st Street and Grand stop. As part of the project, sidewalks will be provided all along the project frontage, which allow for better pedestrian access to the transit stops. Overall, the project will not have a negative effect on transit service and the project will not need to contribute to transit improvements based on an evaluation of the criteria listed above.



14.0 CONCLUSION

This study was undertaken to analyze the potential transportation impacts of the proposed Topgolf project in the Alviso neighborhood of San Jose, California. These impacts were evaluated in accordance with the LOS standards and impact criteria set forth by the City of San Jose and the surrounding jurisdictions of City of Santa Clara and Santa Clara County. The study included the evaluation of traffic operations at 20 key intersections (i.e. 16 signalized and 4 unsignalized intersections) during the weekday morning (AM) and afternoon (PM) peak hour under Existing, Background, and Cumulative Conditions with and without the project. Additionally, project impacts on other transportation facilities, such as bicycle and pedestrian facilities and transit service, were also determined. Key findings of the TIA are summarized below.

14.1 OPERATIONS ANALYSES

14.1.1 INTERSECTIONS

The results of the intersection operations analysis shows that the project would not cause a significant traffic impact level of service at any of the study locations under Existing plus Project Conditions. Under Background plus Project Conditions, impacts were identified at the following three (3) locations in at least one of the peak hours: Intersection 5: North 1st Street & SR 237 Westbound Ramps, Intersection 6: North 1st Street & SR 237 Eastbound Ramps, and Intersection 10: North 1st Street & Tasman Drive. Under Cumulative plus Project Conditions, a considerable significant impact was only identified at Intersection 5: North 1st Street & SR 237 Westbound Ramps. The proposed project can mitigate all the identified impacts through payment to the North San Jose Traffic Impact Fee.

14.1.2 FREEWAY SEGEMENTS

In addition to evaluating impacts related to intersection operations, freeway segment impacts were evaluated under the Existing plus Project Conditions at the two State Route (SR) 237 study freeway segments. The proposed project does not result in any significant freeway segment impacts.



14.2 OTHER TRANSPORTATION ANALYSES

14.2.1 UNSIGNALIZED INTERSECTION OPERATIONS

Results of the unsignalized intersection LOS analysis showed that under Existing and Baseline Conditions with and without the project, all the unsignalized intersections operate at LOS B or better with the exception of Intersection 16: Lafayette Street & Great America Way. Under Cumulative Conditions and Cumulative plus Project Conditions, Intersection 1: Gold Street & North Taylor Street is projected to operate at LOS F during the PM peak hour. At Intersection 2: Liberty Street & North Taylor Street, intersection LOS degrades from LOS E under Cumulative Conditions to LOS F under Cumulative plus Project Conditions.

Peak hour signal warrant analyses were conducted at deficient unsignalized intersections. The results indicate that the PM traffic volumes at Intersection 16: Lafayette Street & Great America Way meet thresholds that warrant signalization under all the scenarios where it operates at LOS F. The results of the signal warrant analysis at Intersection 1: Gold Street & North Taylor Street and Intersection 2: Liberty Street & North Taylor Street show that only Intersection 1: Gold Street & North Taylor Street satisfies the peak hour volume signal warrant under Cumulative plus Project Conditions during the PM peak hour. The intersection could be monitored for increasing volumes and when it meets the signal warrant a signal could be installed.

14.2.2 FREEWAY RAMPS

The operations of on-ramps at the SR 237/Great America Parkway interchange and the SR 237/North 1st Street interchange were evaluated for queuing issues under Existing and Existing plus Project Conditions. The results of the freeway ramp analysis showed that the westbound on-ramps for both interchanges will likely continue to have little to no queuing with the project in place. While the eastbound on-ramp at Great America Parkway experienced a moderate increase in queue length because of the added project volume. The eastbound on-ramp at North 1st Street experienced a substantial increase in queue length; however, the project only adds 49 trips to this on-ramp and conditions are already oversaturated for the PM peak period under Existing Conditions.

Overall, mitigating queuing deficiencies would require physical improvements (i.e. adding auxiliary lanes, lengthening turn pockets, etc.) that have secondary effects, such as right-of-way acquisition and negative effects on other transportation users.



14.2.3 OFF-SITE EVALUATION

Fehr & Peers evaluated the impact of the project on several local residential streets in the Alviso neighborhoods near the project. The neighborhood intrusion evaluation showed that the project could potentially increase the ADT along Gold Street at the intersection with Moffatt Street and North Taylor Street between Gold Street and Liberty Street by 21% to 28%. With the increase in traffic along these streets in the Alviso neighborhood with the project in place, it is recommended that the implementation of traffic calming measures (i.e. curb-extensions, speed feedback signs, raised crosswalks, and median barriers) are considered where appropriate.

14.2.4 ON-SITE VEHICULAR EVALUATION

Three two-way driveways on the west side of the North 1st Street will provide access to the project and into a network of interior roadways that provides access to all land uses (although the degree of direct access to different uses vary by driveway). Grand Boulevard & North 1st Street and Project Driveway #3 & North 1st Street are side-stop controlled and are assumed to provide partial access, whereas Trinity Park Drive & North 1st Street is assumed to be signalized and assumed to provide full access. Based on the intersection LOS analysis conducted at the project driveways, all project driveways will operate at LOC C or better across all peak periods and "Plus Project" analysis scenarios.

14.2.5 MULTI-MODAL ASSESSMENT

Sidewalks will be provided on North 1st Street adjacent to the project site, as well as within the project site. Pedestrian connections will be provided between the various uses via sidewalks, pathways, and marked crossings. Similarly, external and internal bicycle amenities, such as short-term and long-term bicycle parking on-site and Class II (bike lanes) facilities on North 1st Street along the project frontage, will encourage biking to the project site. With the exception of the Cumulative conditions, transit vehicles will experience minor additional delay (less than two seconds) along North 1st Street near the project site due to increased traffic. Under Cumulative plus Project Conditions, the increase in transit delay is about 34 seconds along the North 1st Street corridor, but this significant increase is in great part due to volumes added from an adjacent project. No significance threshold for transit delay is identified, therefore no impact has been identified. Overall, the Topgolf project is not expected to substantially increase the walking, biking, or transit demand to a level where it could not be accommodated by existing or planned facilities.

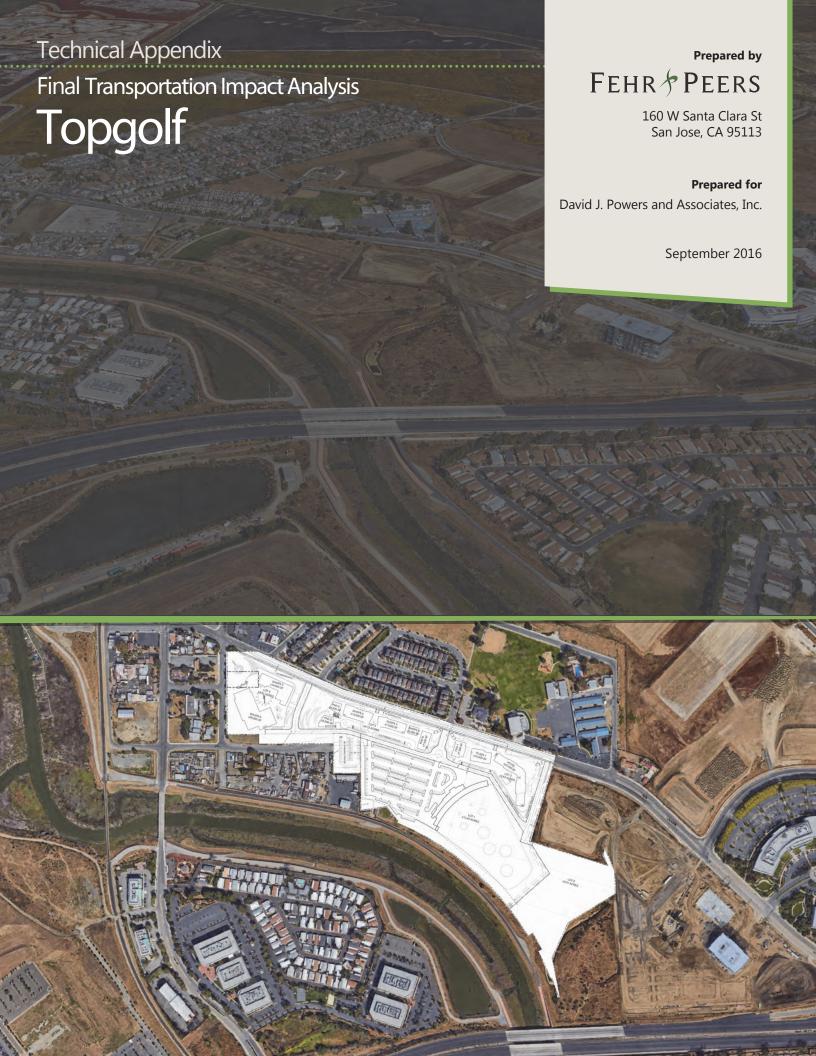


14.3 REQUIRED IMPROVEMENTS

Through this TIA process and in consultation with City staff below is a consolidated list of required improvements that will be built by the Developer.

- Traffic signal at Intersection 3: Trinity Par Drive & North 1st Street.
- Improvements to North 1st Street including the installation of curb, gutter, sidewalk and median islands per the plan line provided by the City's Department of Transportation.
- Installing a channelized left-turn pocket that will prevent cut-through traffic onto Grand Boulevard from the project site. This installation would also include the installation of enhanced crosswalks which would include, among other potential improvements, Rectangular Rapid Flashing Beacons (RRFBs) at Grand Boulevard and North 1st Street to make pedestrians more visible to motorists.
- Construction of bulb-outs at Intersection 2: Liberty Street & North Taylor Street at all four corners for neighborhood intrusion and traffic calming measures.
- Implementation of buffered bicycle lanes on North Taylor Street between Gold Street and Liberty Street would provide a more comfortable riding environment for cyclists and would connect to the existing bicycle lanes on North 1st Street south of Liberty Street.
- Payment of the North San Jose Area Development Policy (NSJADP) TIF for the mitigation of impacted intersections that were identified in the NSJADP.





APPENDIX A: TRAFFIC COUNT DATA



Traffic Data Service

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

File Name : 1AM FINAL

Site Code : 00000001 Start Date : 10/7/2015

Page No : 1

Groups Printed- Vehicles

	GOLD ST N TAYLOR ST GOLD ST N TAYLOR ST																				
		G	OLD	ST			ΝT	AYLO	R ST			G	OLD	ST			N T	AYLO	R ST		
		Sc	uthbo	und			W	estbo	und			No	orthbo	und			E	<u>astbou</u>	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	22	0	0	22	0	0	13	0	13	10	13	0	0	23	0	0	0	0	0	58
07:15 AM	0	30	0	0	30	0	0	13	3	16	16	10	0	0	26	0	2	0	0	2	74
07:30 AM	0	23	1	0	24	2	0	40	4	46	20	9	0	0	29	1	1	0	0	2	101
07:45 AM	0	24	1	0	25	0	1	51	0	52	24	7	1	0	32	0	0	0	0	0	109
Total	0	99	2	0	101	2	1	117	7	127	70	39	1	0	110	1	3	0	0	4	342
08:00 AM	0	22	0	0	22	1	2	47	0	50	30	8	1	0	39	1	4	0	0	5	116
08:15 AM	0	16	1	1	18	0	2	37	1	40	14	9	0	0	23	3	1	0	2	6	87
08:30 AM	1	22	1	0	24	2	0	46	0	48	18	8	0	0	26	2	0	0	0	2	100
_08:45 AM	0	17	1	0	18	1	1	41	0	43	23	5	2	0	30	1	1	0	0	2	93
Total	1	77	3	1	82	4	5	171	1	181	85	30	3	0	118	7	6	0	2	15	396
Grand Total	1	176	5	1	183	6	6	288	8	308	155	69	4	0	228	8	9	0	2	19	738
Apprch %	0.5	96.2	2.7	0.5		1.9	1.9	93.5	2.6		68	30.3	1.8	0		42.1	47.4	0	10.5		
Total %	0.1	23.8	0.7	0.1	24.8	0.8	8.0	39	1.1	41.7	21	9.3	0.5	0	30.9	1.1	1.2	0	0.3	2.6	

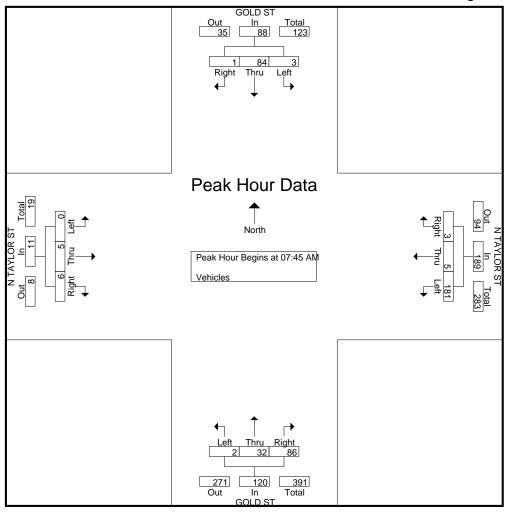
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		South	bound			West	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
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Peak Hour for E	Entire In	tersection	on Begi	ns at 07:4	15 AM												
07:45 AM	0	24	1	25	0	1	51	52	24	7	1	32	0	0	0	0	109
08:00 AM	0	22	0	22	1	2	47	50	30	8	1	39	1	4	0	5	116
08:15 AM	0	16	1	17	0	2	37	39	14	9	0	23	3	1	0	4	83
08:30 AM	1	22	1	24	2	0	46	48	18	8	0	26	2	0	0	2	100
Total Volume	1	84	3	88	3	5	181	189	86	32	2	120	6	5	0	11	408
% App. Total	1.1	95.5	3.4		1.6	2.6	95.8		71.7	26.7	1.7		54.5	45.5	0		
PHF	.250	.875	.750	.880	.375	.625	.887	.909	.717	.889	.500	.769	.500	.313	.000	.550	.879

Traffic Data Service

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

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Page No : 2



Traffic Data Service

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Page No : 1

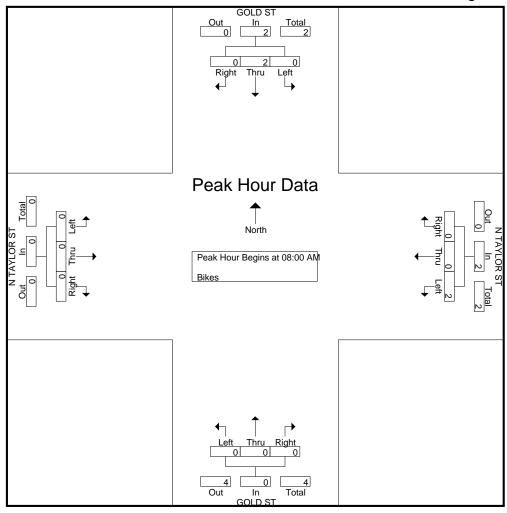
Groups Printed- Bikes

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Apprch %	0	100	0	0		0	0	100	0		100	0	0	0		0	0	0	0		
Total %	0	28.6	0	0	28.6	0	0	57.1	0	57.1	14.3	0	0	0	14.3	0	0	0	0	0	
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Peak Hour for E	intire Int	ersection	n Begi	ns at 08:0	00 AM												
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	1_	1	0	0	0	0	0	0	0	0	2
Total Volume	0	2	0	2	0	0	2	2	0	0	0	0	0	0	0	0	4
% App. Total	0	100	0		0	0	100		0	0	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

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Site Code : 00000001 Start Date : 10/7/2015

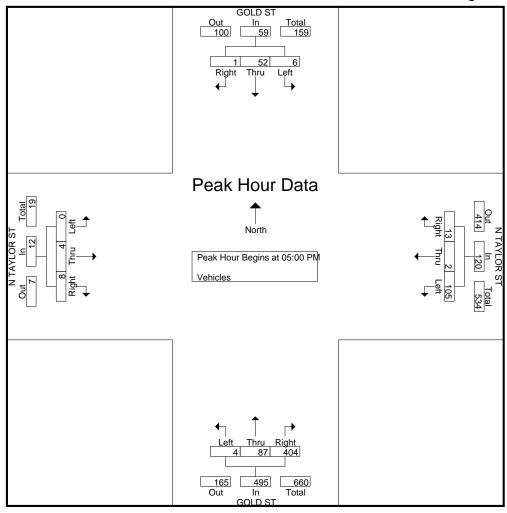
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Apprch %	1.6	87.8	10.6	0		9.9	5	84.2	0.9		78.2	19.8	2	0		59.1	36.4	0	4.5		
Total %	0.2	9.2	1.1	0	10.4	1.9	0.9	15.9	0.2	18.8	53.9	13.7	1.4	0	68.9	1.1	0.7	0	0.1	1.9	

		GOL	D ST			N TAY	LOR ST	Γ		GOL	D ST			N TAY	LOR ST	Γ	
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Peak Hour for E	Entire In	tersection	on Begi	ns at 05:0	00 PM												
05:00 PM	1	14	0	15	4	0	26	30	77	12	2	91	0	0	0	0	136
05:15 PM	0	15	2	17	6	1	29	36	97	21	1	119	5	1	0	6	178
05:30 PM	0	8	1	9	2	0	29	31	114	28	0	142	1	3	0	4	186
05:45 PM	0	15	3	18	1	1	21	23	116	26	1	143	2	0	0	2	186
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PHF	.250	.867	.500	.819	.542	.500	.905	.833	.871	.777	.500	.865	.400	.333	.000	.500	.922

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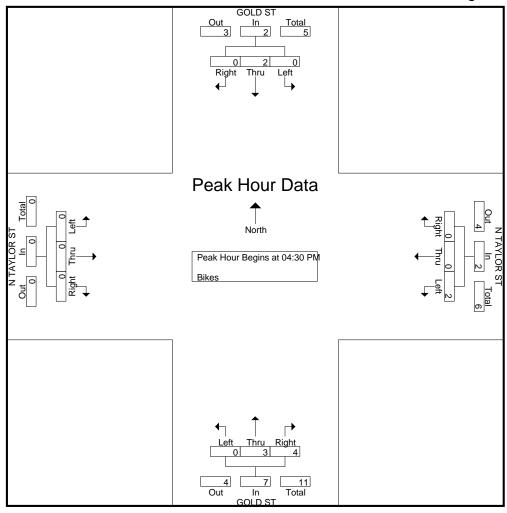
Page No : 1

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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Total	0	2	0	0	2	0	0	1	0	1	2	1	0	0	3	0	1	0	0	1	7
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05:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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Total	0	0	0	0	0	0	0	1	0	1	3	4	0	0	7	0	0	0	0	0	8
Grand Total	0	2	0	0	2	0	0	2	0	2	5	5	0	0	10	0	1	0	0	1	15
Apprch %	0	100	0	0		0	0	100	0		50	50	0	0		0	100	0	0		
Total %	0	13.3	0	0	13.3	0	0	13.3	0	13.3	33.3	33.3	0	0	66.7	0	6.7	0	0	6.7	
Apprch %	0		0			0 0 0	0 0 0		-		50	50	0	_		_		0	0 0 0	6. ⁻	1

		GOL	D ST			N TAY	LOR ST	Γ		GOL	D ST			N TAY	LOR S	Γ	
		South	bound			West	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 04:00	0 PM to	05:45 P	M - Peal	k 1 of 1			_				_				
Peak Hour for E	Entire In	tersection	on Begi	ins at 04:3	30 PM												
04:30 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
04:45 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	1	1	1	3	0	4	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
Total Volume	0	2	0	2	0	0	2	2	4	3	0	7	0	0	0	0	11
% App. Total	0	100	0		0	0	100		57.1	42.9	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.500	.500	.500	.250	.000	.438	.000	.000	.000	.000	.550

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

File Name : 1PM FINAL Site Code : 00000001 Start Date : 10/7/2015



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

File Name: 1AM FINAL

Site Code : 00000001 Start Date : 2/25/2016

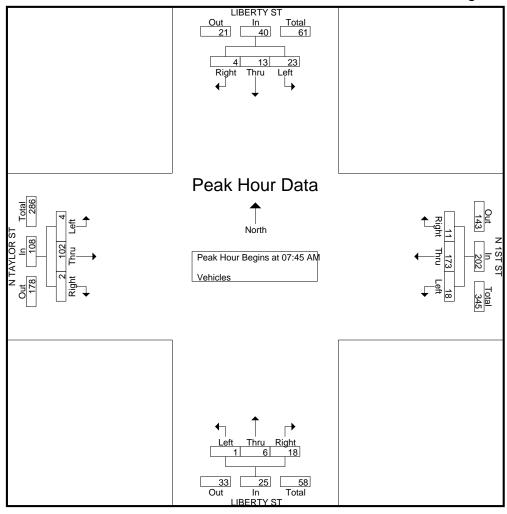
Page No : 1

									Jioups	s Printe	u- ver	licies									,
		LIB	BERTY	′ ST			N	1ST S	ST			LIE	BERT)	/ ST			N T	AYLO	R ST		
		So	uthbo	und			W	estbou	und			No	orthbo	und			E	astbou	und		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	1	5	1	8	6	17	1	0	24	3	2	0	0	5	0	16	0	0	16	53
07:15 AM	3	3	4	3	13	8	30	7	0	45	4	1	0	0	5	2	13	1	1	17	80
07:30 AM	3	6	5	0	14	4	45	6	0	55	4	0	0	0	4	0	24	1	1	26	99
_07:45 AM	1	5	7	2	15	2	45	7	0	54	7	3	0	0	10	1	38	0	2	41	120
Total	8	15	21	6	50	20	137	21	0	178	18	6	0	0	24	3	91	2	4	100	352
08:00 AM	1	2	3	2	8	1	42	2	3	48	5	1	1	0	7	1	20	2	0	23	86
08:15 AM	0	1	8	2	11	2	35	2	0	39	3	0	0	0	3	0	27	1	1	29	82
08:30 AM	2	5	5	2	14	6	51	7	0	64	3	2	0	0	5	0	17	1	0	18	101
08:45 AM	2	2	3	3	10	3	38	4	1	46	2	0	1	1	4	1	14	2	2	19	79
Total	5	10	19	9	43	12	166	15	4	197	13	3	2	1	19	2	78	6	3	89	348
Grand Total	13	25	40	15	93	32	303	36	4	375	31	9	2	1	43	5	169	8	7	189	700
Apprch %	14	26.9	43	16.1		8.5	80.8	9.6	1.1		72.1	20.9	4.7	2.3		2.6	89.4	4.2	3.7		
Total %	1.9	3.6	5.7	2.1	13.3	4.6	43.3	5.1	0.6	53.6	4.4	1.3	0.3	0.1	6.1	0.7	24.1	1.1	1	27	

		LIBER	TY ST			N 15	T ST			LIBER	TY ST			N TAY	LOR S	Γ	
		South	bound			West	bound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 07:0	0 AM to	08:45 Al	M - Peal	k 1 of 1			-				_				
Peak Hour for E	Entire In	tersection	on Begi	ns at 07:4	15 AM												
07:45 AM	1	5	7	13	2	45	7	54	7	3	0	10	1	38	0	39	116
08:00 AM	1	2	3	6	1	42	2	45	5	1	1	7	1	20	2	23	81
08:15 AM	0	1	8	9	2	35	2	39	3	0	0	3	0	27	1	28	79
08:30 AM	2	5	5	12	6	51	7	64	3	2	0	5	0	17	1	18	99
Total Volume	4	13	23	40	11	173	18	202	18	6	1	25	2	102	4	108	375
% App. Total	10	32.5	57.5		5.4	85.6	8.9		72	24	4		1.9	94.4	3.7		
PHF	.500	.650	.719	.769	.458	.848	.643	.789	.643	.500	.250	.625	.500	.671	.500	.692	.808

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

File Name : 1AM FINAL Site Code : 00000001 Start Date : 2/25/2016



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

File Name: 1AM FINAL

Site Code : 00000001 Start Date : 2/25/2016

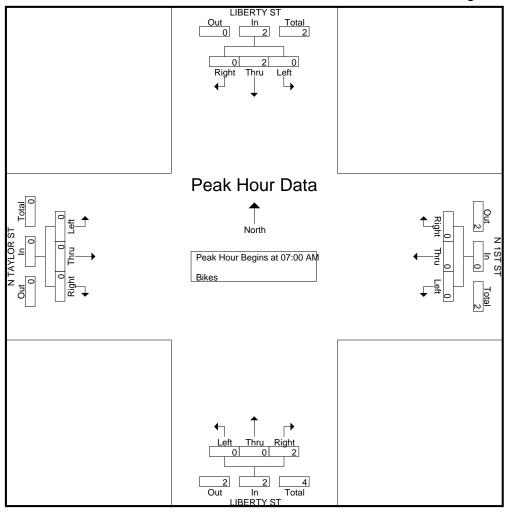
Page No : 1

									Grou	os Prini	ea- Bi	<u>kes</u>									
		LIB	ERTY	′ ST			N	1ST S	ST			LIE	ERT	/ ST			N T	AYLO	R ST		
		So	uthbo	und			W	estbou	und			No	rthbo	und			Ea	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0_
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	0	2	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	5
Apprch %	0	100	0	0		0	100	0	0		100	0	0	0		0	0	0	0		
Total %	0	40	0	0	40	0	20	0	0	20	40	0	0	0	40	0	0	0	0	0	
	0		0		40	0		0	0	20		-	-	0	40	0	0	0	0	0	

		LIBER	TY ST			N 18	TST			LIBER	TY ST			N TAY	LOR ST	Γ	
		South	bound			West	oound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	m 07:00	O AM to	08:45 Al	M - Peal	k 1 of 1			-				-				
Peak Hour for E	Entire Int	tersection	n Begi	ns at 07:0	00 AM												
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total Volume	0	2	0	2	0	0	0	0	2	0	0	2	0	0	0	0	4
% App. Total	0	100	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.500

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

File Name : 1AM FINAL Site Code : 00000001 Start Date : 2/25/2016



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

File Name : 1PM FINAL

Site Code : 00000001 Start Date : 2/25/2016

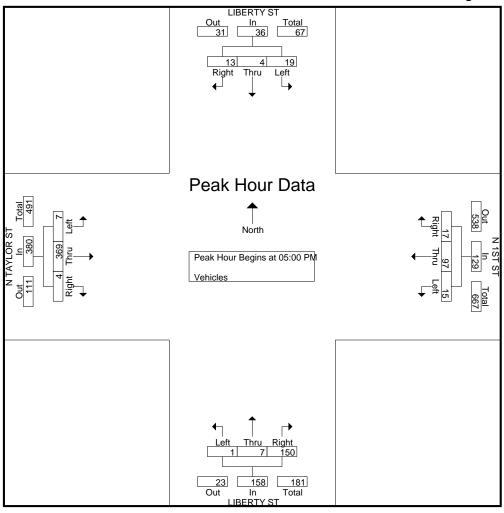
Page No : 1

										Printe	a- ver	iicies									
		LIE	BERTY	′ ST			N	1ST	ST			LIE	BERTY	/ ST			N T	AYLO	R ST		
		Sc	uthbo	und			W	estbou	und			No	orthbo	und			E	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	2	13	1	17	5	28	3	0	36	13	3	0	0	16	1	52	5	0	58	127
04:15 PM	1	3	12	0	16	7	24	3	0	34	17	3	1	0	21	0	59	7	1	67	138
04:30 PM	0	3	7	2	12	7	25	5	0	37	21	1	0	0	22	0	63	2	0	65	136
04:45 PM	1	1	6	0	8	2	20	4	1	27	19	6	0	0	25	1	62	2	0	65	125
Total	3	9	38	3	53	21	97	15	1	134	70	13	1	0	84	2	236	16	1	255	526
05:00 PM	4	0	5	1	10	5	21	4	6	36	32	3	0	0	35	2	72	1	0	75	156
05:15 PM	2	2	3	0	7	3	16	7	0	26	47	2	0	0	49	1	113	3	0	117	199
05:30 PM	5	1	5	0	11	6	34	2	0	42	34	2	1	0	37	1	93	2	2	98	188
05:45 PM	2	1	6	4	13	3	26	2	0	31	37	0	0	0	37	0	91	1	0	92	173
Total	13	4	19	5	41	17	97	15	6	135	150	7	1	0	158	4	369	7	2	382	716
Grand Total	16	13	57	8	94	38	194	30	7	269	220	20	2	0	242	6	605	23	3	637	1242
Apprch %	17	13.8	60.6	8.5		14.1	72.1	11.2	2.6		90.9	8.3	0.8	0		0.9	95	3.6	0.5		
Total %	1.3	1	4.6	0.6	7.6	3.1	15.6	2.4	0.6	21.7	17.7	1.6	0.2	0	19.5	0.5	48.7	1.9	0.2	51.3	

		LIBER	TY ST			N 15	ST ST			LIBER	TY ST			N TAY	LOR S	Γ	
		South	bound			West	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 04:0	0 PM to	05:45 P	M - Peal	k 1 of 1			-				-				
Peak Hour for E	Entire In	tersection	on Begi	ins at 05:0	00 PM												
05:00 PM	4	0	5	9	5	21	4	30	32	3	0	35	2	72	1	75	149
05:15 PM	2	2	3	7	3	16	7	26	47	2	0	49	1	113	3	117	199
05:30 PM	5	1	5	11	6	34	2	42	34	2	1	37	1	93	2	96	186
05:45 PM	2	1	6	9	3	26	2	31	37	0	0	37	0	91	1	92	169
Total Volume	13	4	19	36	17	97	15	129	150	7	1	158	4	369	7	380	703
% App. Total	36.1	11.1	52.8		13.2	75.2	11.6		94.9	4.4	0.6		1.1	97.1	1.8		
PHF	.650	.500	.792	.818	.708	.713	.536	.768	.798	.583	.250	.806	.500	.816	.583	.812	.883

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

File Name: 1PM FINAL Site Code: 00000001 Start Date: 2/25/2016



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

File Name : 1PM FINAL

Site Code : 00000001 Start Date : 2/25/2016

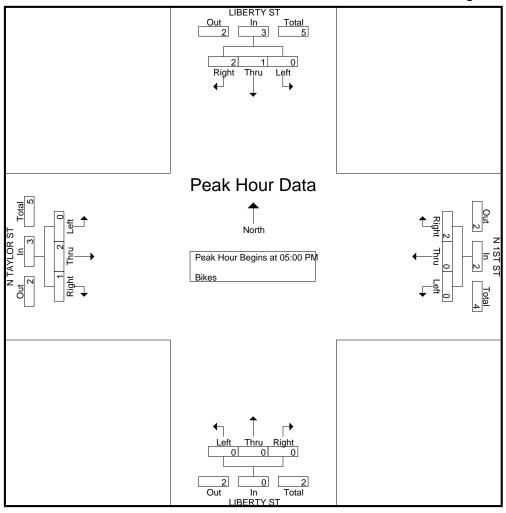
Page No : 1

										ps Prini	eu- bi										
		LIB	ERTY	′ ST			N	1ST S	ST			LIE	3ERT)	/ ST			N T	AYLO	R ST		
		So	uthbo	und			W	estbou	und			No	orthbo	und			Ea	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	5
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
05:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
Total	2	1	0	0	3	2	0	0	0	2	0	0	0	0	0	1	2	0	0	3	8
Grand Total	3	1	0	0	4	2	2	0	0	4	0	0	0	0	0	2	3	0	0	5	13
Apprch %	75	25	0	0		50	50	0	0		0	0	0	0		40	60	0	0		
Total %	23.1	7.7	0	0	30.8	15.4	15.4	0	0	30.8	0	0	0	0	0	15.4	23.1	0	0	38.5	

		LIBER	TY ST			N 18	ST ST			LIBER	TY ST			N TAY	LOR S	Γ	
		South	bound			West	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 04:0	0 PM to	05:45 Pl	M - Peal	k 1 of 1			_				_				
Peak Hour for E	Entire In	tersection	n Begi	ns at 05:0	00 PM												
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
05:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
Total Volume	2	1	0	3	2	0	0	2	0	0	0	0	1	2	0	3	8
% App. Total	66.7	33.3	0		100	0	0		0	0	0		33.3	66.7	0		
PHF	.250	.250	.000	.375	.500	.000	.000	.500	.000	.000	.000	.000	.250	.250	.000	.375	.667

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

File Name : 1PM FINAL Site Code : 00000001 Start Date : 2/25/2016



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

File Name : 2AM FINAL

Site Code : 00000002 Start Date : 2/25/2016

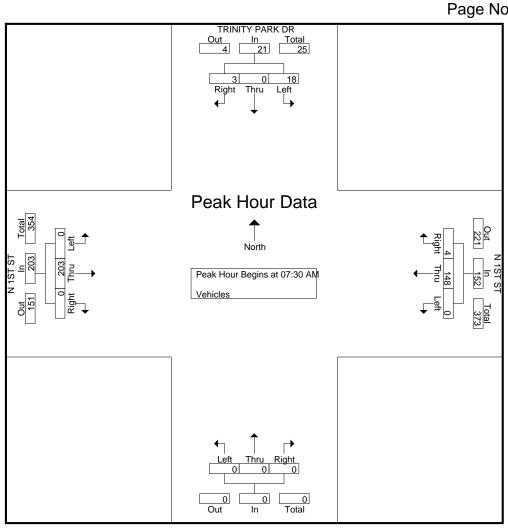
Page No : 1

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		TRINI	TY PA	ARK DE	₹		N	1ST S	ST								N	I 1ST	ST		l
		Sc	outhbo	und			W	estbou	und			No	orthbo	und			E	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	3	2	5	0	18	0	0	18	0	0	0	0	0	0	32	0	0	32	55
07:15 AM	1	0	4	1	6	1	19	0	0	20	0	0	0	0	0	0	31	1	0	32	58
07:30 AM	1	0	8	4	13	0	34	0	0	34	0	0	0	0	0	0	52	0	0	52	99
07:45 AM	2	0	5	1	8	1	41	0	0	42	0	0	0	0	0	0	60	0	0	60	110
Total	4	0	20	8	32	2	112	0	0	114	0	0	0	0	0	0	175	1	0	176	322
08:00 AM	0	0	1	3	4	0	39	0	0	39	0	0	0	0	0	0	39	0	0	39	82
08:15 AM	0	0	4	0	4	3	34	0	0	37	0	0	0	0	0	0	52	0	0	52	93
08:30 AM	0	0	2	2	4	6	59	0	0	65	0	0	0	0	0	0	28	0	0	28	97
08:45 AM	0	0	1	2	3	1	29	0	0	30	0	0	0	0	0	0	31	0	0	31	64
Total	0	0	8	7	15	10	161	0	0	171	0	0	0	0	0	0	150	0	0	150	336
Grand Total	4	0	28	15	47	12	273	0	0	285	0	0	0	0	0	0	325	1	0	326	658
Apprch %	8.5	0	59.6	31.9		4.2	95.8	0	0		0	0	0	0		0	99.7	0.3	0		l
Total %	0.6	0	4.3	2.3	7.1	1.8	41.5	0	0	43.3	0	0	0	0	0	0	49.4	0.2	0	49.5	l

	TI	RINITY	PARK I	DR		N 18	TST							N 1S	ST ST		
		South	bound			West	oound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	m 07:0	0 AM to	08:45 AI	M - Peal	< 1 of 1			-				-				
Peak Hour for E	Entire In	tersection	n Begi	ns at 07:3	30 AM												
07:30 AM	1	0	8	9	0	34	0	34	0	0	0	0	0	52	0	52	95
07:45 AM	2	0	5	7	1	41	0	42	0	0	0	0	0	60	0	60	109
08:00 AM	0	0	1	1	0	39	0	39	0	0	0	0	0	39	0	39	79
08:15 AM	0	0	4	4	3	34	0	37	0	0	0	0	0	52	0	52	93
Total Volume	3	0	18	21	4	148	0	152	0	0	0	0	0	203	0	203	376
% App. Total	14.3	0	85.7		2.6	97.4	0		0	0	0		0	100	0		
PHF	.375	.000	.563	.583	.333	.902	.000	.905	.000	.000	.000	.000	.000	.846	.000	.846	.862

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

> File Name: 2AM FINAL Site Code : 00000002 Start Date : 2/25/2016



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

File Name : 2AM FINAL

Site Code : 00000002 Start Date : 2/25/2016

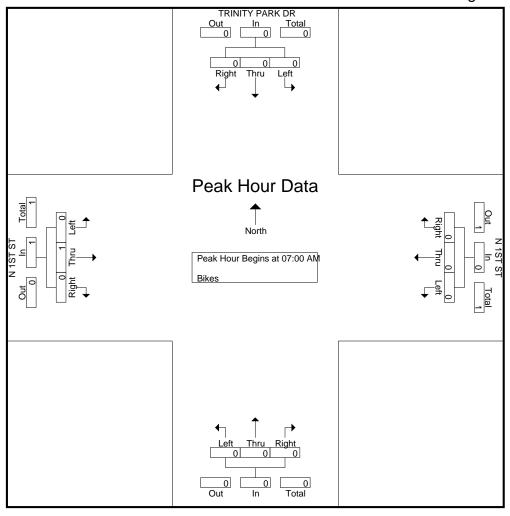
Page No : 1

										ps Piini	eu- Di	VG2									
		TRINI	TY PA	RK DF	₹		N	1ST	ST								N	1ST	ST		
		So	uthbo	und			W	estbou	und			No	orthbo	und			Ea	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0_
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

	TI	RINITY	PARK I	DR		N 1S	TST							N 18	T ST		
		South	bound			Westl	oound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	m 07:00	O AM to	08:45 AI	M - Peak	(1 of 1			-				-				
Peak Hour for E	Entire Int	tersection	n Begi	ns at 07:0	00 AM												
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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

File Name : 2AM FINAL Site Code : 00000002 Start Date : 2/25/2016



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

File Name : 2PM FINAL Site Code : 00000002

Start Date : 2/25/2016

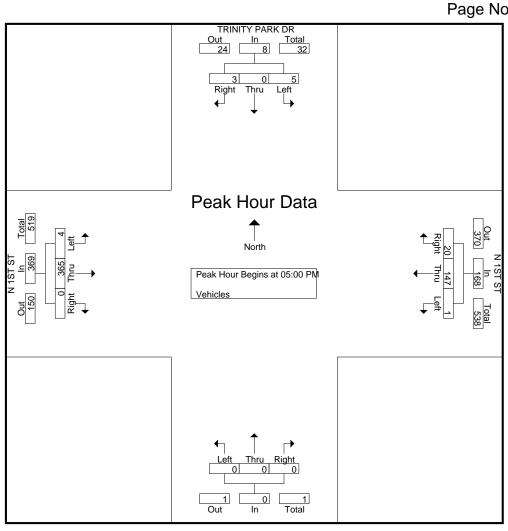
Page No : 1

									Groups	s Printe	d- Ver	nicles									
		TRINI	TY PA	ARK DE	₹		N	1ST	ST								Ν	I 1ST	ST		
		Sc	outhbo	und			W	estbo	und			No	orthbo	und			Е	astbou	und		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
01:30 PM	0	0	0	0	0	1	34	0	0	35	0	0	0	0	0	0	50	2	0	52	87
01:45 PM	2	0	1	0	3	1	28	0	0	29	0	0	0	0	0	0	39	1	0	40	72
Total	2	0	1	0	3	2	62	0	0	64	0	0	0	0	0	0	89	3	0	92	159
02:00 PM	0	0	3	0	3	6	36	0	0	42	0	0	0	0	0	0	55	1	0	56	101
02:15 PM	1	0	2	2	5	3	55	0	0	58	0	0	0	0	0	0	41	0	0	41	104
02:30 PM	0	0	3	10	13	1	34	0	0	35	0	0	0	0	0	0	46	1	0	47	95
02:45 PM	1	0	1	4	6	4	36	1	0	41	0	0	0	0	0	0	39	2	0	41	88
Total	2	0	9	16	27	14	161	1	0	176	0	0	0	0	0	0	181	4	0	185	388
03:00 PM	0	0	1	0	1	1	29	0	0	30	0	0	0	0	0	0	31	2	0	33	64
03:15 PM	1	0	2	0	3	2	47	0	0	49	0	0	0	0	0	0	42	2	0	44	96
03:30 PM	1	0	0	4	5	5	25	0	0	30	0	0	0	0	0	0	38	0	0	38	73
03:45 PM	1	0	1	0	2	3	39	0	0	42	0	0	0	0	0	0	44	0	0	44	88
Total	3	0	4	4	11	11	140	0	0	151	0	0	0	0	0	0	155	4	0	159	321
04:00 PM	4	0	0	^	4	ا ء	20	0	^	24		0	0	0	0	۱ ۵	EE	2	0	50	00
04:00 PM	0	0	0 6	0	I 0	3 4	28 35	0	0	31 39	0	0	0	0	0	0	55 63	3	0	58 68	90 115
04:15 PM 04:30 PM	2	-	3	2 2	8 7	3	38	0	-	39 41	0	0	-		-	-	67	5	-	67	_
04:30 PM 04:45 PM	2	0	_	0	•	3	36 24	0	0		0	0	0	0	0	0	71	0	0	71	115
Total	4	0	3 12	<u>0</u>	4 20	11	125	0	<u>0</u> 0	25 136	0	<u>0</u> 0	0 0	<u>0</u>	0	0	256	<u>0</u> 8	0	264	100 420
Total	4	U	12	4	20	11	125	U	U	130	0	U	U	U	U	0	256	0	U	204	420
05:00 PM	1	0	2	7	10	7	33	1	0	41	0	0	0	0	0	0	78	0	0	78	129
05:15 PM	2	0	1	3	6	4	29	0	0	33	0	0	0	0	0	0	110	1	0	111	150
05:30 PM	0	0	2	1	3	5	40	0	0	45	0	0	0	0	0	0	82	3	0	85	133
05:45 PM	0	0	0	3	3	4	45	0	0	49	0	0	0	0	0	0	95	0	0	95	147
Total	3	0	5	14	22	20	147	1	0	168	0	0	0	0	0	0	365	4	0	369	559
Grand Total	14	0	31	38	83	58	635	2	0	695	0	0	0	0	0	0	1046	23	0	1069	1847
Apprch %	16.9	0	37.3	45.8		8.3	91.4	0.3	0		0	0	0	0		0	97.8	2.2	0		
Total %	0.8	0	1.7	2.1	4.5	3.1	34.4	0.1	0	37.6	0	0	0	0	0	0	56.6	1.2	0	57.9	

	TI	RINITY	PARK I	DR		N 1S	T ST							N 1S	T ST		
		South	bound			Westl	oound			North	bound			Easth	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	m 01:3	O PM to	05:45 PI	M - Peal	< 1 of 1			-				-				
Peak Hour for E	Entire Int	tersection	n Begi	ns at 05:0	00 PM												
05:00 PM	1	0	2	3	7	33	1	41	0	0	0	0	0	78	0	78	122
05:15 PM	2	0	1	3	4	29	0	33	0	0	0	0	0	110	1	111	147
05:30 PM	0	0	2	2	5	40	0	45	0	0	0	0	0	82	3	85	132
05:45 PM	0	0	0	0	4	45	0	49	0	0	0	0	0	95	0	95	144
Total Volume	3	0	5	8	20	147	1	168	0	0	0	0	0	365	4	369	545
% App. Total	37.5	0	62.5		11.9	87.5	0.6		0	0	0		0	98.9	1.1		
PHF	.375	.000	.625	.667	.714	.817	.250	.857	.000	.000	.000	.000	.000	.830	.333	.831	.927

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

File Name: 2PM FINAL Site Code : 00000002 Start Date : 2/25/2016



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

File Name: 2PM FINAL Site Code: 00000002

Start Date : 2/25/2016

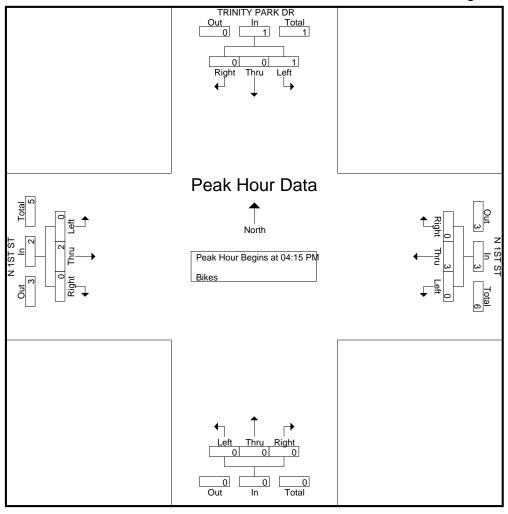
Page No : 1

		TDIVII-	TV D 4	DI/ DE				40T		os Prini	ea- Bi	kes						40T			
				RK DF	(1ST	_									1ST			
			uthbo					estbo					rthbo					<u>astbou</u>			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0_
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
		-	-	-	-	•	-	-	-	· ·		-	_	-		_	-	-	-	- 1	•
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	ő	Õ	Õ	Ö	0	Ô	1	0	Ö	1	ő	Õ	Ö	Ö	Ö	Ö	0	Õ	Õ	Õ	1
04:30 PM	0	0	Ô	0	0	Ô	0	0	0	0	Ö	Ô	0	0	0	0	1	0	Ô	1	1
04:45 PM	ő	0	1	Ö	1	0	1	0	0	1	Ö	0	0	0	0	0	1	0	0	1	3
Total	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
Total	, 0	Ü	•	O		O	_	O	O	_		Ü	U	Ū	0		_	Ū	Ū	- 1	O
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	Ó	0	0	Ó	0	0	0	0	0	0	0	0	0	0	Ó
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ó	Ó
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
TOtal	0	U	U	U	U	U	1	U	U	I	0	U	U	U	U	U	1	U	U	1	2
Grand Total	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	4	0	0	4	10
	_	-				-	4			5					U	_	-			4	10
Apprch %	0	0	100	0	10	20	80 40	0	0	EC	0	0	0	0	0	0	100	0	0	40	
Total %	0	0	10	U	10	10	40	U	0	50	l U	U	U	U	0	0	40	U	U	40	

	TI	RINITY	PARK I	DR		N 15	ST ST							N 15	ST ST		
		South	bound			West	bound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 01:30	OPM to	05:45 PI	M - Peal	k 1 of 1			-				-				
Peak Hour for E	Entire In	tersection	n Begi	ns at 04:1	I5 PM												
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	3	0	3	0	0	0	0	0	2	0	2	6
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.500

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

File Name : 2PM FINAL Site Code : 00000002 Start Date : 2/25/2016



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

File Name : 2AM FINAL

Site Code : 00000002 Start Date : 10/7/2015

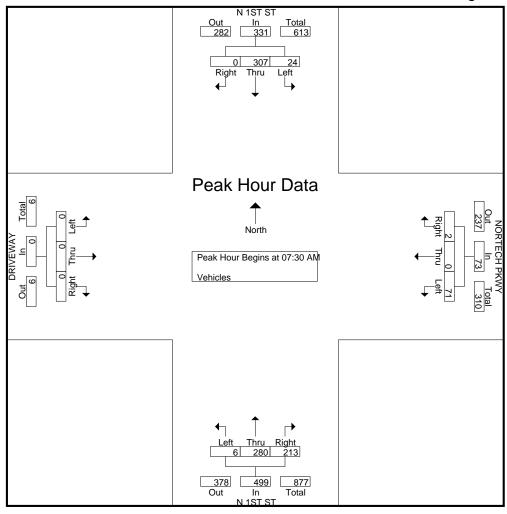
Page No : 1

								1	Groups	Printe	a- ver	licies									
		N	1ST	ST			NOR1	ГЕСН	PKWY	•		N	I 1ST	ST			DF	RIVEV	٧AY		
		So	uthbo	und			W	estbo	und			No	orthbo	und			E	astbou	und		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	30	2	0	33	0	0	17	0	17	32	15	0	0	47	0	1	0	0	1	98
07:15 AM	1	42	2	0	45	0	0	11	0	11	42	30	6	0	78	2	0	0	1	3	137
07:30 AM	0	52	3	0	55	0	0	17	2	19	45	71	2	0	118	0	0	0	1	1	193
07:45 AM	0	93	6	0	99	0	0	20	1	21	64	149	2	0	215	0	0	0	0	0	335
Total	2	217	13	0	232	0	0	65	3	68	183	265	10	0	458	2	1	0	2	5	763
08:00 AM	0	125	8	0	133	2	0	25	0	27	50	29	1	0	80	0	0	0	0	0	240
08:15 AM	0	37	7	0	44	0	0	9	0	9	54	31	1	0	86	0	0	0	0	0	139
08:30 AM	0	39	4	0	43	0	0	15	3	18	68	39	1	0	108	0	0	0	0	0	169
08:45 AM	0	40	8	0	48	2	1	11	4	18	52	42	0	0	94	1	0	0	0	1	161
Total	0	241	27	0	268	4	1	60	7	72	224	141	3	0	368	1	0	0	0	1	709
Grand Total	2	458	40	0	500	4	1	125	10	140	407	406	13	0	826	3	1	0	2	6	1472
Apprch %	0.4	91.6	8	0		2.9	0.7	89.3	7.1		49.3	49.2	1.6	0		50	16.7	0	33.3		
Total %	0.1	31.1	2.7	0	34	0.3	0.1	8.5	0.7	9.5	27.6	27.6	0.9	0	56.1	0.2	0.1	0	0.1	0.4	

		N 18	T ST		N	ORTEC	CH PKV	۷Y		N 18	T ST			DRIV	EWAY		
		South	bound			West	bound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 07:0	0 AM to	08:45 AI	M - Peak	(1 of 1			-				-				
Peak Hour for E	Entire In	tersection	on Begi	ns at 07:3	30 AM												
07:30 AM	0	52	3	55	0	0	17	17	45	71	2	118	0	0	0	0	190
07:45 AM	0	93	6	99	0	0	20	20	64	149	2	215	0	0	0	0	334
08:00 AM	0	125	8	133	2	0	25	27	50	29	1	80	0	0	0	0	240
08:15 AM	0	37	7	44	0	0	9	9	54	31	1	86	0	0	0	0	139
Total Volume	0	307	24	331	2	0	71	73	213	280	6	499	0	0	0	0	903
% App. Total	0	92.7	7.3		2.7	0	97.3		42.7	56.1	1.2		0	0	0		
PHF	.000	.614	.750	.622	.250	.000	.710	.676	.832	.470	.750	.580	.000	.000	.000	.000	.676

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

File Name : 2AM FINAL Site Code : 00000002 Start Date : 10/7/2015



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

File Name : 2AM FINAL

Site Code : 00000002 Start Date : 10/7/2015

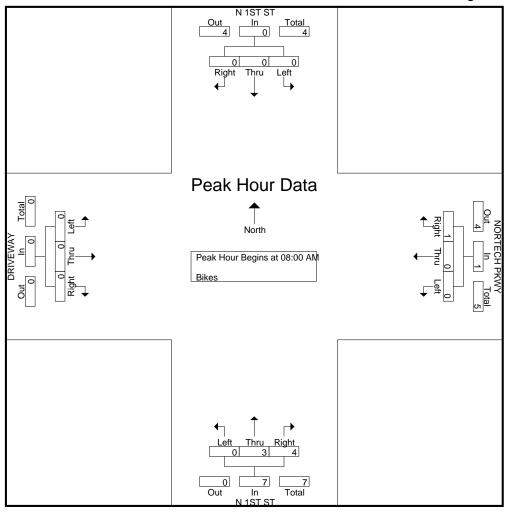
Page No : 1

										os Prini	ea- Bi										
		N	1ST	ST			NORT	ECH	PKWY	,		N	I 1ST	ST			DF	RIVEW	/AY		
		So	uthbo	und			We	estbou	und			No	orthbo	und			Ea	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	1	0	0	0	1	2	2	0	0	4	0	0	0	0	0	5
Total	0	0	0	0	0	1	0	0	0	1	4	3	0	0	7	0	0	0	0	0	8
Grand Total	0	0	0	0	0	1	0	0	0	1	6	4	0	0	10	0	0	0	0	0	11
Apprch %	0	0	0	0		100	0	0	0		60	40	0	0		0	0	0	0		
Total %	0	0	0	0	0	9.1	0	0	0	9.1	54.5	36.4	0	0	90.9	0	0	0	0	0	

		N 1S	T ST		N	IORTEC	H PKW	VΥ		N 18	T ST			DRIV	EWAY		
		South	bound			West	oound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	m 07:00	O AM to	08:45 Al	M - Peal	k 1 of 1			-				-				
Peak Hour for E	Entire In	tersection	n Begi	ns at 08:0	00 AM												
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	1	0	0	1	2	2	0	4	0	0	0	0	5_
Total Volume	0	0	0	0	1	0	0	1	4	3	0	7	0	0	0	0	8
% App. Total	0	0	0		100	0	0		57.1	42.9	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.500	.375	.000	.438	.000	.000	.000	.000	.400

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

File Name : 2AM FINAL Site Code : 00000002 Start Date : 10/7/2015



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

File Name : 2PM FINAL

Site Code : 00000002 Start Date : 10/7/2015

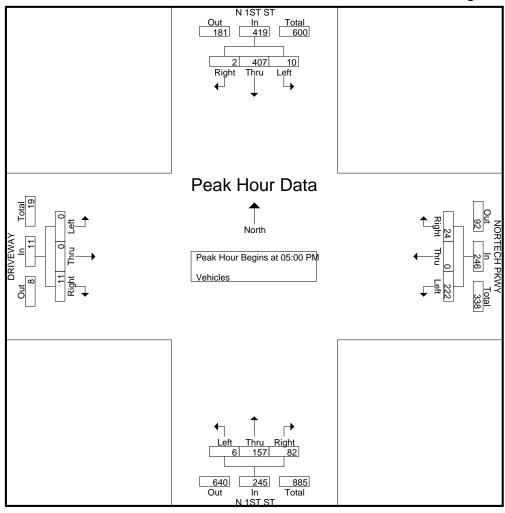
Page No : 1

								(roups-	<u>Printe</u>	<u>a-ver</u>	<u>iicies</u>									
		N	1ST	ST			NORT	ECH	PKWY	•		N	I 1ST	ST			DR	RIVEW	/AY		
		So	uthbo	und			W	estbou	und			No	orthbo	und			Ea	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	50	2	1	53	6	0	46	2	54	9	32	2	1	44	1	0	0	0	1	152
04:15 PM	0	70	4	0	74	7	0	35	6	48	15	33	0	0	48	1	0	0	0	1	171
04:30 PM	0	69	3	0	72	12	0	58	3	73	15	40	0	0	55	2	0	0	0	2	202
04:45 PM	0	54	7	0	61	4	0	44	1	49	19	31	0	0	50	0	0	0	0	0	160
Total	0	243	16	1	260	29	0	183	12	224	58	136	2	1	197	4	0	0	0	4	685
05:00 PM	0	80	1	0	81	7	0	61	0	68	17	45	0	0	62	1	0	0	0	1	212
05:15 PM	0	105	4	0	109	9	0	46	0	55	14	40	4	0	58	1	0	0	5	6	228
05:30 PM	1	127	2	0	130	5	0	69	4	78	25	31	2	2	60	9	0	0	5	14	282
05:45 PM	1	95	3	0	99	3	0	46	0	49	26	41	0	0	67	0	0	0	0	0	215
Total	2	407	10	0	419	24	0	222	4	250	82	157	6	2	247	11	0	0	10	21	937
Grand Total	2	650	26	1	679	53	0	405	16	474	140	293	8	3	444	15	0	0	10	25	1622
Apprch %	0.3	95.7	3.8	0.1		11.2	0	85.4	3.4		31.5	66	1.8	0.7		60	0	0	40		
Total %	0.1	40.1	1.6	0.1	41.9	3.3	0	25	1	29.2	8.6	18.1	0.5	0.2	27.4	0.9	0	0	0.6	1.5	

		N 1S	T ST		N	IORTEC	CH PKV	۷Y		N 18	T ST			DRIV	EWAY		
		South	bound			West	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 04:00	OPM to	05:45 Pl	M - Peal	< 1 of 1			-				_				
Peak Hour for E	Entire In	tersection	n Begi	ns at 05:0	00 PM												
05:00 PM	0	80	1	81	7	0	61	68	17	45	0	62	1	0	0	1	212
05:15 PM	0	105	4	109	9	0	46	55	14	40	4	58	1	0	0	1	223
05:30 PM	1	127	2	130	5	0	69	74	25	31	2	58	9	0	0	9	271
05:45 PM	1	95	3	99	3	0	46	49	26	41	0	67	0	0	0	0	215
Total Volume	2	407	10	419	24	0	222	246	82	157	6	245	11	0	0	11	921
% App. Total	0.5	97.1	2.4		9.8	0	90.2		33.5	64.1	2.4		100	0	0		
PHF	.500	.801	.625	.806	.667	.000	.804	.831	.788	.872	.375	.914	.306	.000	.000	.306	.850

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

File Name : 2PM FINAL Site Code : 00000002 Start Date : 10/7/2015



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

File Name: 2PM FINAL

Site Code : 00000002 Start Date : 10/7/2015

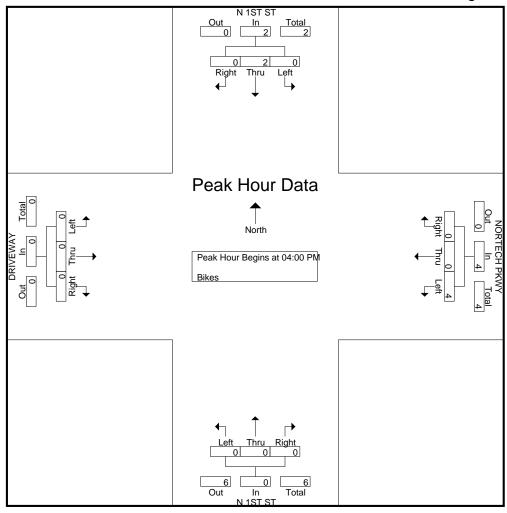
Page No : 1

										ps Pilili	eu- bi	VES									
		N	1ST :	ST			NOR1	ΓECH	PKWY	,		N	1ST	ST			DF	RIVEW	/AY		
		So	uthbo	und			W	estbou	und			No	orthbo	und			Ea	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	0	2	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	7
Apprch %	0	100	0	0		0	0	100	0		0	0	0	0		0	0	0	0		
Total %	0	28.6	0	0	28.6	0	0	71.4	0	71.4	0	0	0	0	0	0	0	0	0	0	

		N 1S	T ST		N	IORTEC	H PKV	۷Y		N 15	ST ST			DRIV	EWAY		
		South	bound			West	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 04:0	0 PM to	05:45 Pl	M - Peal	k 1 of 1			-				_				
Peak Hour for E	Entire In	tersection	n Begi	ns at 04:0	00 PM												
04:00 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	4	4	0	0	0	0	0	0	0	0	6
% App. Total	0	100	0		0	0	100		0	0	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.333	.333	.000	.000	.000	.000	.000	.000	.000	.000	.500

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

File Name : 2PM FINAL Site Code : 00000002 Start Date : 10/7/2015



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

File Name : 3AM FINAL

Site Code : 00000003 Start Date : 10/7/2015

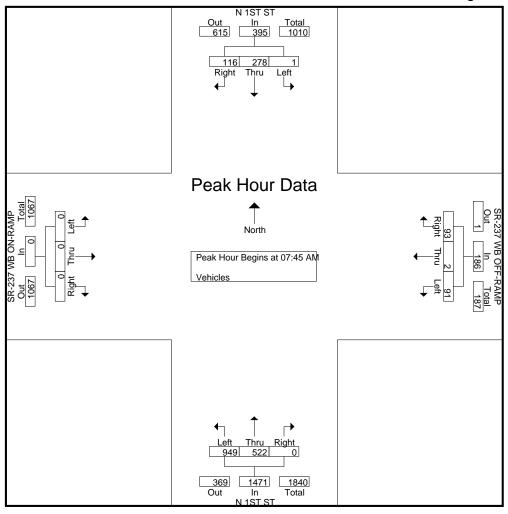
Page No : 1

				_		_				Printe	u- vei			_							
		N	1ST S	ST		SR	R-237 \	WB O	FF-RA	MP		N	I 1ST	ST		SI	R-237	WB O	N-RAI	MP	
		So	uthbo	und			W	estbou	und			No	orthbo	und			E	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	17	30	0	0	47	17	0	20	0	37	0	40	89	0	129	0	0	0	0	0	213
07:15 AM	9	42	0	1	52	26	0	17	0	43	0	61	142	0	203	0	0	0	2	2	300
07:30 AM	21	54	0	2	77	16	0	18	0	34	0	145	158	0	303	0	0	0	2	2	416
07:45 AM	39	84	0	1	124	30	0	27	0	57	0	200	198	0	398	0	0	0	1	1	580
Total	86	210	0	4	300	89	0	82	0	171	0	446	587	0	1033	0	0	0	5	5	1509
08:00 AM	39	122	1	0	162	17	0	19	0	36	0	101	252	0	353	0	0	0	0	0	551
08:15 AM	16	34	0	1	51	25	1	20	0	46	0	110	250	0	360	0	0	0	0	0	457
08:30 AM	22	38	0	0	60	21	1	25	0	47	0	111	249	0	360	0	0	0	0	0	467
08:45 AM	20	35	0	1	56	23	0	27	0	50	0	112	210	0	322	0	0	0	0	0	428
Total	97	229	1	2	329	86	2	91	0	179	0	434	961	0	1395	0	0	0	0	0	1903
Grand Total	183	439	1	6	629	175	2	173	0	350	0	880	1548	0	2428	0	0	0	5	5	3412
Apprch %	29.1	69.8	0.2	1		50	0.6	49.4	0		0	36.2	63.8	0		0	0	0	100		
Total %	5.4	12.9	0	0.2	18.4	5.1	0.1	5.1	0	10.3	0	25.8	45.4	0	71.2	0	0	0	0.1	0.1	

		N 1S	T ST		SR-	237 WB	OFF-R	RAMP		N 15	ST ST		SR-	-237 WE	3 ON-R	AMP	
		South	bound			West	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 07:0	O AM to	08:45 Al	M - Peal	< 1 of 1			_				-				
Peak Hour for E	Entire In	tersection	n Begi	ns at 07:4	15 AM												
07:45 AM	39	84	0	123	30	0	27	57	0	200	198	398	0	0	0	0	578
08:00 AM	39	122	1	162	17	0	19	36	0	101	252	353	0	0	0	0	551
08:15 AM	16	34	0	50	25	1	20	46	0	110	250	360	0	0	0	0	456
08:30 AM	22	38	0	60	21	1	25	47	0	111	249	360	0	0	0	0	467
Total Volume	116	278	1	395	93	2	91	186	0	522	949	1471	0	0	0	0	2052
% App. Total	29.4	70.4	0.3		50	1.1	48.9		0	35.5	64.5		0	0	0		
PHF	.744	.570	.250	.610	.775	.500	.843	.816	.000	.653	.941	.924	.000	.000	.000	.000	.888

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

File Name : 3AM FINAL Site Code : 00000003 Start Date : 10/7/2015



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

File Name : 3AM FINAL

Site Code : 00000003 Start Date : 10/7/2015

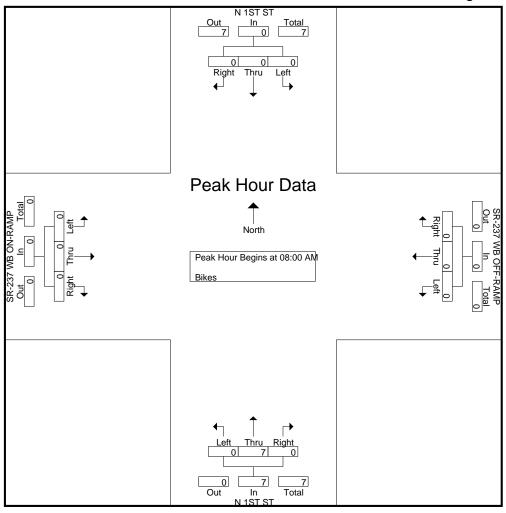
Page No : 1

		Ν	I 1ST	ST		SF	R-237	WB O	FF-RA	MP			1ST	ST		S	R-237	WB C	N-RAI	MP	
		Sc	outhbo	und			W	estbo	und			No	rthbo	und			E	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
Grand Total	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	11
Apprch %	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	

		N 1S	T ST		SR-2	237 WB	OFF-R	AMP		N 15	ST ST		SR-	-237 WE	3 ON-R	AMP	
		South	bound			Westl	bound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	m 07:00	O AM to	08:45 AI	M - Peak	(1 of 1			-				-				
Peak Hour for E	Entire In	tersection	n Begi	ns at 08:0	00 AM												
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
Total Volume	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	7
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.438	.000	.438	.000	.000	.000	.000	.438

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

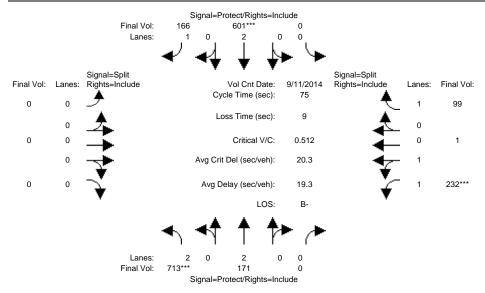
File Name : 3AM FINAL Site Code : 00000003 Start Date : 10/7/2015



City of San Jose Citywide Traffix Database (updated July 2, 2014)

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

Intersection #3026: 237/FIRST (N)



Movement:	L	- T ·	- R	L -	- T	ound - R	L ·	- T	- R	L -	- Т	- R
							•					
		10	0		10			0		10		10
Y+R:		4.0	4.0		4.0	4.0		4.0		4.0		4.0
	Į.			I			1					
Volume Module Base Vol:	713	171	Date.			166	30-631 0	JPM 0	0	232	1	99
	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:			0	0.10	601	166	0.1	0	0	232	1.00	99
Added Vol:	713	0	0	0	0	0	0	0	0	232	0	0
ATI:	0		0	0	0	0	0	0	0	0	0	0
Initial Fut:			0	0	601	166	0	0	0	232	1	99
User Adj:		1.00	1.00	-	1.00	1.00	•	1.00	1.00	1.00	_	1.00
PHF Adj:			1.00	1.00		1.00		1.00	1.00	1.00		1.00
_	713	171	0	0	601	166	0	0	0	232	1.00	99
	713		0	0	0	0	0	0	0	0	0	0
Reduced Vol:			0	0	601	166	0	0	0	232	1	99
PCE Adj:			1.00	1.00		1.00		1.00	1.00	1.00		1.00
MLF Adj:			1.00	1.00		1.00		1.00	1.00	1.00		1.00
FinalVolume:			0		601	166	0	0	0	232	1	99
Saturation Fl	low M	odule:	1	1		1	1		'	1		'
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:			0	0	3800	1750	0	0	0	3535	15	1750
Capacity Anal	lysis	Module	e:	•		·				•		·
Vol/Sat:	0.23	0.05	0.00	0.00	0.16	0.09	0.00	0.00	0.00	0.07	0.07	0.06
Crit Moves:	****				****					****		
Green Time:	33.0	56.0	0.0	0.0	23.0	23.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.51	0.06	0.00	0.00	0.51	0.31	0.00	0.00	0.00	0.49	0.49	0.42
Delay/Veh:	15.6	2.5	0.0	0.0	21.8	20.2	0.0	0.0	0.0	31.0	31.0	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.6	2.5	0.0	0.0	21.8	20.2	0.0	0.0	0.0	31.0	31.0	31.1
LOS by Move:	В	A	A	A	C+	C+	A	A	A	С	С	C
HCM2kAvgQ:	8	1	0	0	6	3	0	0	0	3	3	3
Note: Queue 1	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

File Name: 4AM FINAL

Site Code : 00000004 Start Date : 10/7/2015

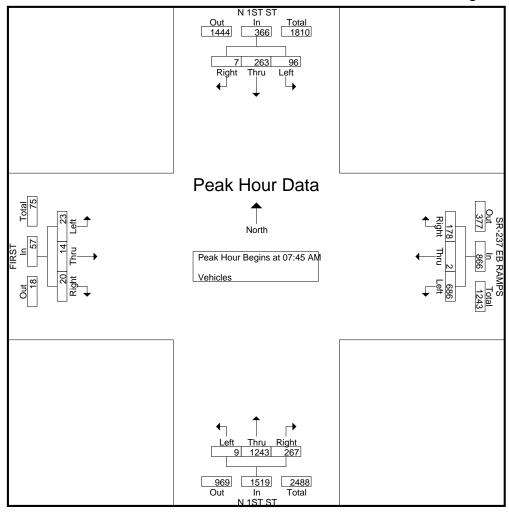
Page No : 1

				_			_			s Plinte	u- vei			_							
		N	I 1ST	ST		-	SR-23	7 EB	RAMP:	S		N	I 1ST	ST				FIRS	Γ		
		Sc	outhbo	und			W	estbo	und			No	orthbo	und			E	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	33	15	0	48	9	0	87	0	96	61	114	1	0	176	2	4	6	1	13	333
07:15 AM	0	42	19	0	61	30	0	119	0	149	81	175	0	0	256	2	1	1	2	6	472
07:30 AM	1	45	23	0	69	48	0	110	0	158	84	249	1	0	334	5	4	2	0	11	572
07:45 AM	3	72	29	0	104	70	0	157	0	227	73	319	2	0	394	8	3	11	1	23	748
Total	4	192	86	0	282	157	0	473	0	630	299	857	4	0	1160	17	12	20	4	53	2125
08:00 AM	2	107	36	0	145	36	0	143	0	179	49	312	1	2	364	2	3	0	2	7	695
08:15 AM	1	39	12	0	52	35	1	178	0	214	64	320	3	0	387	7	5	7	2	21	674
08:30 AM	1	45	19	0	65	37	1	208	0	246	81	292	3	0	376	3	3	5	0	11	698
08:45 AM	1	39	18	0	58	34	0	201	0	235	66	267	1	0	334	2	4	5	1	12	639
Total	5	230	85	0	320	142	2	730	0	874	260	1191	8	2	1461	14	15	17	5	51	2706
Grand Total	9	422	171	0	602	299	2	1203	0	1504	559	2048	12	2	2621	31	27	37	9	104	4831
Apprch %	1.5	70.1	28.4	0		19.9	0.1	80	0		21.3	78.1	0.5	0.1		29.8	26	35.6	8.7		
Total %	0.2	8.7	3.5	0	12.5	6.2	0	24.9	0	31.1	11.6	42.4	0.2	0	54.3	0.6	0.6	8.0	0.2	2.2	

		N 18	T ST		SF	R-237 E	B RAM	PS		N 15	T ST			FIF	RST		
		South	bound			Westl	oound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 07:0	0 AM to	08:45 AI	M - Peak	1 of 1			_				_				
Peak Hour for E	Entire In	tersection	on Begi	ns at 07:4	15 AM												
07:45 AM	3	72	29	104	70	0	157	227	73	319	2	394	8	3	11	22	747
08:00 AM	2	107	36	145	36	0	143	179	49	312	1	362	2	3	0	5	691
08:15 AM	1	39	12	52	35	1	178	214	64	320	3	387	7	5	7	19	672
08:30 AM	1	45	19	65	37	1	208	246	81	292	3	376	3	3	5	11	698
Total Volume	7	263	96	366	178	2	686	866	267	1243	9	1519	20	14	23	57	2808
% App. Total	1.9	71.9	26.2		20.6	0.2	79.2		17.6	81.8	0.6		35.1	24.6	40.4		
PHF	.583	.614	.667	.631	.636	.500	.825	.880	.824	.971	.750	.964	.625	.700	.523	.648	.940

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

File Name: 4AM FINAL Site Code: 00000004 Start Date: 10/7/2015



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

File Name: 4AM FINAL

Site Code : 00000004 Start Date : 10/7/2015

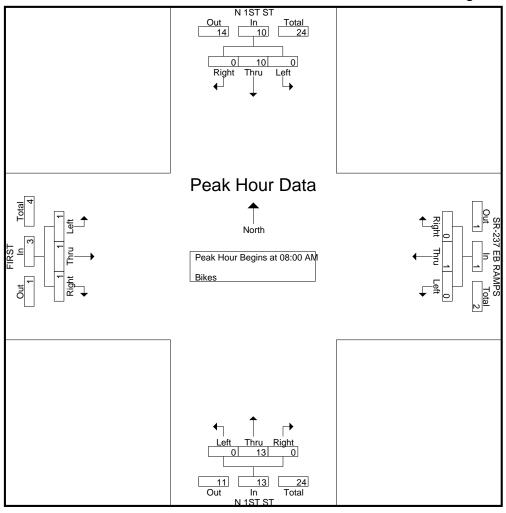
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		N	1ST S	ST		;	SR-23	7 EB I	RAMP	S		N	I 1ST	ST				FIRS	Γ		
		So	uthbo	und			W	<u>estbo</u> ı	und			N	orthbo	und			E	<u>astbou</u>	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	5
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	6
Total	0	4	0	0	4	0	0	0	0	0	0	2	8	0	10	0	0	0	0	0	14
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	5
08:30 AM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
08:45 AM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	14
Total	0	10	0	0	10	0	1	0	0	1	0	13	0	0	13	1	1	1	0	3	27
Grand Total	0	14	0	0	14	0	1	0	0	1	0	15	8	0	23	1	1	1	0	3	41
Apprch %	0	100	0	0		0	100	0	0		0	65.2	34.8	0		33.3	33.3	33.3	0		
Total %	0	34.1	0	0	34.1	0	2.4	0	0	2.4	0	36.6	19.5	0	56.1	2.4	2.4	2.4	0	7.3	

		N 1S	T ST		SI	R-237 E	B RAM	PS		N 15	ST ST			FIF	RST		
		South	bound			West	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 07:0	0 AM to	08:45 Al	M - Peal	k 1 of 1			_				-				
Peak Hour for E	Entire In	tersection	on Begi	ins at 08:0	00 AM												
08:00 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	1	1	2	5
08:30 AM	0	3	0	3	0	1	0	1	0	0	0	0	0	0	0	0	4
08:45 AM	0	6	0	6	0	0	0	0	0	7	0	7	1	0	0	1	14
Total Volume	0	10	0	10	0	1	0	1	0	13	0	13	1	1	1	3	27
% App. Total	0	100	0		0	100	0		0	100	0		33.3	33.3	33.3		
PHF	.000	.417	.000	.417	.000	.250	.000	.250	.000	.464	.000	.464	.250	.250	.250	.375	.482

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

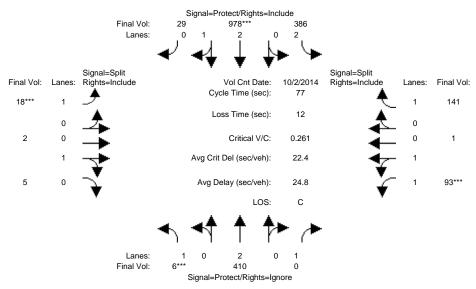
File Name: 4AM FINAL Site Code: 00000004 Start Date: 10/7/2015



City of San Jose Citywide Traffix Database (updated July 2, 2014)

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

Intersection #3027: 237/FIRST (S)



Approach:	No	rth Bo	und	Sou	ath Bo	und	Ea	ast Bo	und	We	est Bo	und
Movement:		- T			- T			- T		L -		- R
Min. Green:	7		10		10	10	10		10	10		10
Y+R:		4.0	4.0		4.0	4.0		4.0		4.0		4.0
				1			1					
Volume Module						<< 5:			_			
Base Vol:	6	410	90	386	978	29	18	2	5	93	1	141
Growth Adj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:		410	90	386	978	29	18	2	5	93	1	141
Added Vol:	0		0	0	0	0	0	0	0	0	0	0
ATI:	0	-	0	0	0	0	0	0	0	0	0	0
Initial Fut:			90	386		29	18	2	5	93	1	141
User Adj:		1.00	0.00	1.00		1.00		1.00	1.00		1.00	1.00
PHF Adj:		1.00	0.00	1.00		1.00		1.00	1.00	1.00		1.00
PHF Volume:	6		0	386	978	29	18	2	5	93	1	141
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:			0	386	978	29	18	2	5	93	1	141
PCE Adj:			0.00	1.00		1.00			1.00		1.00	1.00
MLF Adj:			0.00	1.00		1.00		1.00	1.00	1.00		1.00
FinalVolume:		410		386		29	18	2	5	93	1	141
	1											
Saturation F												
Sat/Lane:		1900	1900		1900	1900		1900	1900	1900		1900
Adjustment:			0.92		0.98	0.95		0.95	0.95		0.95	0.92
Lanes:	1.00		1.00		2.91	0.09		0.29	0.71	1.98		1.00
Final Sat.:			1750		5439	161	1750		1286	3512	38	1750
	1		I									
Capacity Ana												
Vol/Sat:		0.11	0.00	0.12	0.18	0.18		0.00	0.00		0.03	0.08
Crit Moves:	****				****		****			****		
	7.0		0.0		24.2	24.2		10.0	10.0		23.8	23.8
Volume/Cap:			0.00		0.57	0.57		0.03	0.03		0.09	0.26
Delay/Veh:			0.0	30.3		22.5		29.3	29.3		18.9	20.2
User DelAdj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			0.0	30.3		22.5		29.3	29.3	18.9		20.2
LOS by Move:			A	С	_	C+	С		С	B-	B-	C+
HCM2kAvgQ:	0		0	6	7	7	0	-	0	1	1	3
Note: Queue :	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

File Name: 5AM FINAL

Site Code : 00000005 Start Date : 10/7/2015

Page No : 1

Groups Printed- Vehicles

| | | | | | | | | <u>sroups</u>

 | <u>s Printe</u> | a- ver | licies |

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 | | |
| Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds

 | App. Total | Right | Thru | Left

 | Peds | App. Total | Right | Thru | Left | Peds
 | App. Total | Int. Total |
| 4 | 85 | 16 | 0 | 105 | 23 | 0 | 2 | 0

 | 25 | 4 | 137 | 1

 | 0 | 142 | 8 | 0 | 14 | 0
 | 22 | 294 |
| 3 | 129 | 47 | 1 | 180 | 23 | 3 | 6 | 0

 | 32 | 9 | 199 | 4

 | 1 | 213 | 8 | 2 | 25 | 4
 | 39 | 464 |
| 7 | 110 | 43 | 0 | 160 | 55 | 0 | 8 | 2

 | 65 | 8 | 245 | 5

 | 1 | 259 | 11 | 1 | 28 | 0
 | 40 | 524 |
| 6 | 177 | 41 | 0 | 224 | 117 | 1 | 13 | 0

 | 131 | 19 | 269 | 7

 | 4 | 299 | 21 | 5 | 35 | 0
 | 61 | 715 |
| 20 | 501 | 147 | 1 | 669 | 218 | 4 | 29 | 2

 | 253 | 40 | 850 | 17

 | 6 | 913 | 48 | 8 | 102 | 4
 | 162 | 1997 |
| | | | | | | | |

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 | | | | | |
 | | |
| 18 | 190 | 50 | 2 | 260 | 103 | 0 | 18 | 1

 | 122 | 11 | 216 | 4

 | 3 | 234 | 6 | 3 | 13 | 0
 | 22 | 638 |
| 3 | 162 | 56 | 0 | 221 | 123 | 0 | 11 | 0

 | 134 | 21 | 232 | 9

 | 4 | 266 | 4 | 0 | 9 | 4
 | 17 | 638 |
| 3 | 188 | 70 | 0 | 261 | 115 | 1 | 16 | 1

 | 133 | 13 | 232 | 3

 | 1 | 249 | 9 | 3 | 10 | 2
 | 24 | 667 |
| 2 | 174 | 61 | 0 | 237 | 110 | 4 | 15 | 0

 | 129 | 11 | 199 | 5

 | 3 | 218 | 11 | 1 | 14 | 2
 | 28 | 612 |
| 26 | 714 | 237 | 2 | 979 | 451 | 5 | 60 | 2

 | 518 | 56 | 879 | 21

 | 11 | 967 | 30 | 7 | 46 | 8
 | 91 | 2555 |
| | | | | | | | |

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 | | | | | |
 | | |
| 46 | 1215 | 384 | 3 | 1648 | 669 | 9 | 89 | 4

 | 771 | 96 | 1729 | 38

 | 17 | 1880 | 78 | 15 | 148 | 12
 | 253 | 4552 |
| 2.8 | 73.7 | 23.3 | 0.2 | | 86.8 | 1.2 | 11.5 | 0.5

 | | 5.1 | 92 | 2

 | 0.9 | | 30.8 | 5.9 | 58.5 | 4.7
 | | |
| 1 | 26.7 | 8.4 | 0.1 | 36.2 | 14.7 | 0.2 | 2 | 0.1

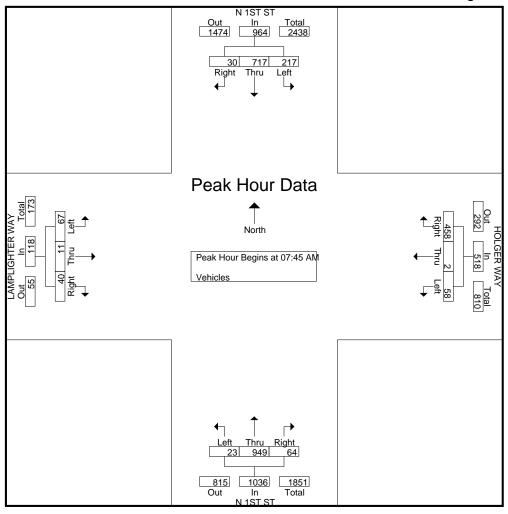
 | 16.9 | 2.1 | 38 | 8.0

 | 0.4 | 41.3 | 1.7 | 0.3 | 3.3 | 0.3
 | 5.6 | |
| | 4
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26 | Right Thru 4 85 3 129 7 110 6 177 20 501 18 190 3 162 3 188 2 174 26 714 46 1215 2.8 73.7 | Southboom Right Thru Left 4 85 16 3 129 47 7 110 43 6 177 41 20 501 147 18 190 50 3 162 56 3 188 70 2 174 61 26 714 237 46 1215 384 2.8 73.7 23.3 | 4 85 16 0
3 129 47 1
7 110 43 0
6 177 41 0
20 501 147 1
18 190 50 2
3 162 56 0
3 188 70 0
2 174 61 0
26 714 237 2
46 1215 384 3
2.8 73.7 23.3 0.2 | Southbound Right Thru Left Peds App. Total | Southbound Right Thru Left Peds App. Total Right | Southbound W Right Thru Left Peds App. Total Right Thru 4 85 16 0 105 23 0 3 129 47 1 180 23 3 3 7 110 43 0 160 55 0 6 177 41 0 224 117 1 20 501 147 1 669 218 4 4 4 4 4 4 5 6 0 221 123 0 3 162 56 0 221 123 0 3 188 70 0 261 115 1 2 174 61 0 237 110 4 26 714 237 2 979 451 5 4 4 4 4 4 4 5 5 4 4 | N 1ST ST Southbound HOLGER Westbound Right Thru Left Peds App. Total Right Thru Left Peds App. Total Right Thru Left Peds App. Total Right Thru Left Left Peds App. Total App. Total <t< td=""><td>N 1ST ST Southbound HOLGER WAY Westbound Right Thru Left Peds App. Total Right Thru Left Peds 4 85 16 0 105 23 0 2 0 3 129 47 1 180 23 3 6 0 7 110 43 0 160 55 0 8 2 6 177 41 0 224 117 1 13 0 20 501 147 1 669 218 4 29 2 18 190 50 2 260 103 0 18 1 3 162 56 0 221 123 0 11 0 3 188 70 0 261 115 1 16 1 2 174 61 0 237 <td< td=""><td>N 1ST ST Southbound HOLGER WAY Westbound Right Thru Left Peds App. Total Right Thru Left Peds App. Total 4 85 16 0 105 23 0 2 0 25 3 129 47 1 180 23 3 6 0 32 7 110 43 0 160 55 0 8 2 65 6 177 41 0 224 117 1 13 0 131 20 501 147 1 669 218 4 29 2 253 18 190 50 2 260 103 0 18 1 122 3 162 56 0 221 123 0 11 0 134 3 188 70 0 261 115 1</td></td<></td></t<> <td>N 1ST ST Southbound HOLGER WAY Southbound Westbound Right Thru Left Peds App. Total Right Thru Left Peds App. Total Right 4 85 16 0 105 23 0 2 0 25 4 3 129 47 1 180 23 3 6 0 32 9 7 110 43 0 160 55 0 8 2 65 8 6 177 41 0 224 117 1 13 0 131 19 20 501 147 1 669 218 4 29 2 253 40 18 190 50 2 260 103 0 18 1 122 11 3 162 56 0 221 123</td> <td>Southbound Westbound No Right Thru Left Peds App. Total Right Thru 3 129 47 1 180 23 3 6 0 32 9 199 7 110 43 0 160 55 0 8 2 65 8 245 6 177 41 0 224 117 1 13 0 131 19 269 20 501 147 1 669 218 4 29 2 253 40 850 <!--</td--><td> N 1ST ST Westbound N 1ST Northbook Right Thru Left Peds App.Total Right Rig</td><td> N 1ST ST Southbound N 1ST ST Westbound N 1ST ST Northbound N 1ST ST N 1ST ST Northbound N 1ST ST N 1ST ST</td><td> N 1ST ST Southbound N 1ST ST Westbound N 1ST ST Northbound N 1ST ST N 1 1ST N 1 1ST</td><td> N 1ST ST Southbound N 1ST ST Westbound N 1ST ST Northbound N 1ST ST Southbound N 1ST ST Westbound N 1ST ST Northbound N 1ST ST Northbound N 1ST ST N 1ST S</td><td> N 1ST ST Southbound Westbound Southbound Westbound Westbound Northbound E </td><td> N 1ST ST Southbound Southbound </td><td> N 1ST ST Southbound Sout</td><td> N 1ST ST Southbound Northbound Northbound </td></td> | N 1ST ST Southbound HOLGER WAY Westbound Right Thru Left Peds App. Total Right Thru Left Peds 4 85 16 0 105 23 0 2 0 3 129 47 1 180 23 3 6 0 7 110 43 0 160 55 0 8 2 6 177 41 0 224 117 1 13 0 20 501 147 1 669 218 4 29 2 18 190 50 2 260 103 0 18 1 3 162 56 0 221 123 0 11 0 3 188 70 0 261 115 1 16 1 2 174 61 0 237 <td< td=""><td>N 1ST ST Southbound HOLGER WAY Westbound Right Thru Left Peds App. Total Right Thru Left Peds App. Total 4 85 16 0 105 23 0 2 0 25 3 129 47 1 180 23 3 6 0 32 7 110 43 0 160 55 0 8 2 65 6 177 41 0 224 117 1 13 0 131 20 501 147 1 669 218 4 29 2 253 18 190 50 2 260 103 0 18 1 122 3 162 56 0 221 123 0 11 0 134 3 188 70 0 261 115 1</td></td<> | N 1ST ST Southbound HOLGER WAY Westbound Right Thru Left Peds App. Total Right Thru Left Peds App. Total 4 85 16 0 105 23 0 2 0 25 3 129 47 1 180 23 3 6 0 32 7 110 43 0 160 55 0 8 2 65 6 177 41 0 224 117 1 13 0 131 20 501 147 1 669 218 4 29 2 253 18 190 50 2 260 103 0 18 1 122 3 162 56 0 221 123 0 11 0 134 3 188 70 0 261 115 1 | N 1ST ST Southbound HOLGER WAY Southbound Westbound Right Thru Left Peds App. Total Right Thru Left Peds App. Total Right 4 85 16 0 105 23 0 2 0 25 4 3 129 47 1 180 23 3 6 0 32 9 7 110 43 0 160 55 0 8 2 65 8 6 177 41 0 224 117 1 13 0 131 19 20 501 147 1 669 218 4 29 2 253 40 18 190 50 2 260 103 0 18 1 122 11 3 162 56 0 221 123 | Southbound Westbound No Right Thru Left Peds App. Total Right Thru 3 129 47 1 180 23 3 6 0 32 9 199 7 110 43 0 160 55 0 8 2 65 8 245 6 177 41 0 224 117 1 13 0 131 19 269 20 501 147 1 669 218 4 29 2 253 40 850 </td <td> N 1ST ST Westbound N 1ST Northbook Right Thru Left Peds App.Total Right Rig</td> <td> N 1ST ST Southbound N 1ST ST Westbound N 1ST ST Northbound N 1ST ST N 1ST ST Northbound N 1ST ST N 1ST ST</td> <td> N 1ST ST Southbound N 1ST ST Westbound N 1ST ST Northbound N 1ST ST N 1 1ST N 1 1ST</td> <td> N 1ST ST Southbound N 1ST ST Westbound N 1ST ST Northbound N 1ST ST Southbound N 1ST ST Westbound N 1ST ST Northbound N 1ST ST Northbound N 1ST ST N 1ST S</td> <td> N 1ST ST Southbound Westbound Southbound Westbound Westbound Northbound E </td> <td> N 1ST ST Southbound Southbound </td> <td> N 1ST ST Southbound Sout</td> <td> N 1ST ST Southbound Northbound Northbound </td> | N 1ST ST Westbound N 1ST Northbook Right Thru Left Peds App.Total Right Rig | N 1ST ST Southbound N 1ST ST Westbound N 1ST ST Northbound N 1ST ST N 1ST ST Northbound N 1ST ST N 1ST ST | N 1ST ST Southbound N 1ST ST Westbound N 1ST ST Northbound N 1ST ST N 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		N 15	ST ST			HOLGE	R WAY	1		N 18	T ST		LA	MPLIGH	HTER V	VAY	
		South	bound			Westl	oound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 07:0	0 AM to	08:45 Al	M - Peal	< 1 of 1			-				_				
Peak Hour for E	Entire In	tersection	on Begi	ns at 07:4	15 AM												
07:45 AM	6	177	41	224	117	1	13	131	19	269	7	295	21	5	35	61	711
08:00 AM	18	190	50	258	103	0	18	121	11	216	4	231	6	3	13	22	632
08:15 AM	3	162	56	221	123	0	11	134	21	232	9	262	4	0	9	13	630
08:30 AM	3	188	70	261	115	1	16	132	13	232	3	248	9	3	10	22	663
Total Volume	30	717	217	964	458	2	58	518	64	949	23	1036	40	11	67	118	2636
% App. Total	3.1	74.4	22.5		88.4	0.4	11.2		6.2	91.6	2.2		33.9	9.3	56.8		
PHF	.417	.943	.775	.923	.931	.500	.806	.966	.762	.882	.639	.878	.476	.550	.479	.484	.927

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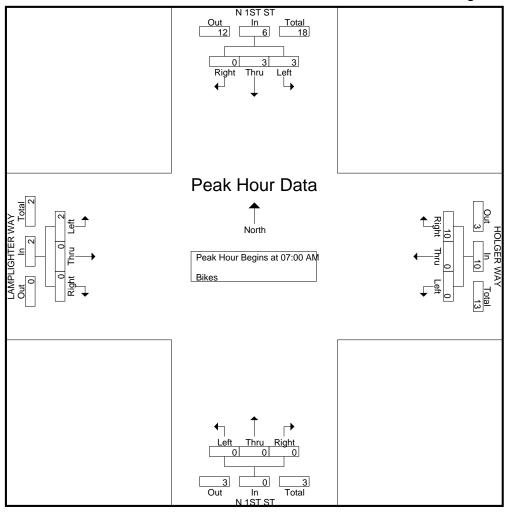
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		N	I 1ST	ST			HOL	.GER	WAY			N	1ST	ST		L	AMPL	IGHTI	ER WA	١Y	
		Sc	outhbo	und			We	estbou	und			No	rthbo	und			E	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	2	0	0	2	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
07:45 AM	0	1	1	0	2	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	8_
Total	0	3	3	0	6	10	0	0	0	10	0	0	0	0	0	0	0	2	0	2	18
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3_
Total	0	3	1	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
Grand Total	0	6	4	0	10	11	0	0	0	11	0	0	0	0	0	0	0	2	0	2	23
Apprch %	0	60	40	0		100	0	0	0		0	0	0	0		0	0	100	0		
Total %	0	26.1	17.4	0	43.5	47.8	0	0	0	47.8	0	0	0	0	0	0	0	8.7	0	8.7	

		N 1S	T ST			HOLGE	R WAY	1		N 18	T ST		LA	MPLIGI	HTER V	VAY	
		South	bound			Westl	oound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 07:0	0 AM to	08:45 Al	M - Peal	k 1 of 1			-				-				
Peak Hour for E	Entire In	tersection	n Begi	ns at 07:0	00 AM												
07:00 AM	0	0	2	2	1	0	0	1	0	0	0	0	0	0	2	2	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	2	0	2	3	0	0	3	0	0	0	0	0	0	0	0	5
07:45 AM	0	1	1	2	6	0	0	6	0	0	0	0	0	0	0	0	8_
Total Volume	0	3	3	6	10	0	0	10	0	0	0	0	0	0	2	2	18
% App. Total	0	50	50		100	0	0		0	0	0		0	0	100		
PHF	.000	.375	.375	.750	.417	.000	.000	.417	.000	.000	.000	.000	.000	.000	.250	.250	.563

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

File Name: 5AM FINAL Site Code: 00000005 Start Date: 10/7/2015



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

File Name: 5PM FINAL

Site Code : 00000005 Start Date : 10/7/2015

Page No : 1

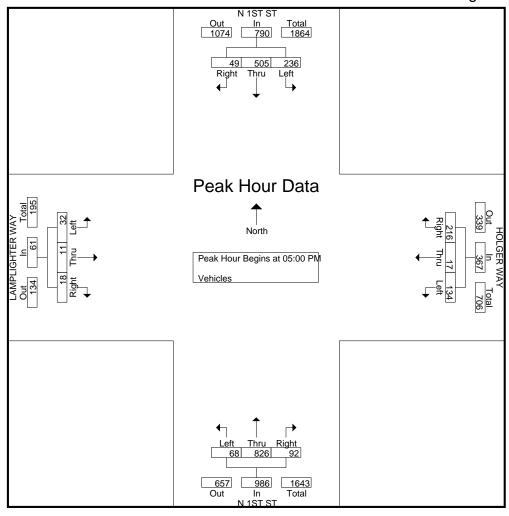
Groups Printed- Vehicles

									Groups	<u> Printe</u>	<u>d- Vel</u>	nicles									
		N	I 1ST	ST			HOL	_GER	WAY			N	I 1ST	ST		L	AMPL	IGHTI	ER WA	ΥY	
		Sc	outhbo	und			W	estbo	und			No	orthbo	und			E	astbou	und		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	14	99	47	2	162	28	2	24	0	54	17	143	12	2	174	6	2	5	1	14	404
04:15 PM	8	100	49	1	158	49	4	14	3	70	24	169	11	2	206	4	3	6	2	15	449
04:30 PM	7	109	49	0	165	41	3	24	0	68	16	168	12	6	202	9	1	11	0	21	456
04:45 PM	14	122	56	3	195	44	3	23	2	72	22	181	17	1_	221	7	7	8	0	22	510
Total	43	430	201	6	680	162	12	85	5	264	79	661	52	11	803	26	13	30	3	72	1819
05:00 PM	10	111	48	3	172	62	6	36	0	104	16	236	16	3	271	7	3	12	4	26	573
05:15 PM	14	125	48	0	187	51	5	30	1	87	26	195	26	1	248	5	5	9	1	20	542
05:30 PM	11	118	65	7	201	51	1	34	0	86	22	207	9	9	247	2	2	8	5	17	551
05:45 PM	14	151	75	4	244	52	5	34	0	91	28	188	17	7	240	4	1	3	1_	9	584
Total	49	505	236	14	804	216	17	134	1	368	92	826	68	20	1006	18	11	32	11	72	2250
Grand Total	92	935	437	20	1484	378	29	219	6	632	171	1487	120	31	1809	44	24	62	14	144	4069
Apprch %	6.2	63	29.4	1.3		59.8	4.6	34.7	0.9		9.5	82.2	6.6	1.7		30.6	16.7	43.1	9.7		
Total %	2.3	23	10.7	0.5	36.5	9.3	0.7	5.4	0.1	15.5	4.2	36.5	2.9	8.0	44.5	1.1	0.6	1.5	0.3	3.5	

		N 18	T ST			HOLGE	R WAY	1		N 18	T ST		LA	MPLIGH	HTER V	VAY	
		South	bound			Westl	oound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 04:0	0 PM to	05:45 PI	M - Peal	< 1 of 1			-				_				
Peak Hour for E	Entire In	tersection	on Begi	ns at 05:0	00 PM												
05:00 PM	10	111	48	169	62	6	36	104	16	236	16	268	7	3	12	22	563
05:15 PM	14	125	48	187	51	5	30	86	26	195	26	247	5	5	9	19	539
05:30 PM	11	118	65	194	51	1	34	86	22	207	9	238	2	2	8	12	530
05:45 PM	14	151	75	240	52	5	34	91	28	188	17	233	4	1	3	8	572
Total Volume	49	505	236	790	216	17	134	367	92	826	68	986	18	11	32	61	2204
% App. Total	6.2	63.9	29.9		58.9	4.6	36.5		9.3	83.8	6.9		29.5	18	52.5		
PHF	.875	.836	.787	.823	.871	.708	.931	.882	.821	.875	.654	.920	.643	.550	.667	.693	.963

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

File Name: 5PM FINAL Site Code: 00000005 Start Date: 10/7/2015



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Site Code : 00000005 Start Date : 10/7/2015

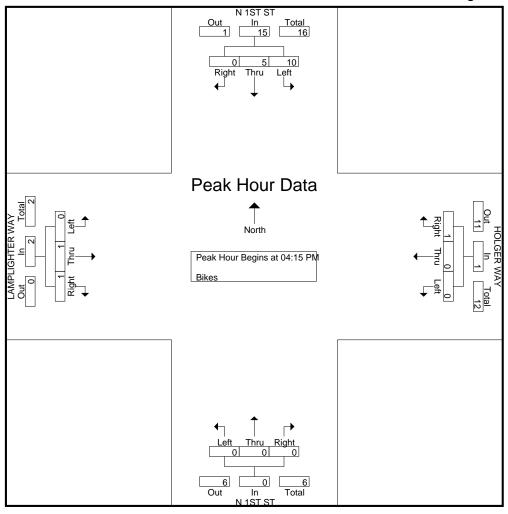
Page No : 1

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		N	I 1ST	ST			HOL	.GER	WAY			N	I 1ST	ST		L	.AMPL	IGHTI	ER WA	۱Y	
		Sc	uthbo	und			W	<u>estbo</u> ı	und			No	orthbo	und			E	<u>astbou</u>	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
04:15 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	4	1	0	5	1	0	0	0	1	0	0	0	0	0	1	1	0	0	2	8
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1_
Total	0	6	6	0	12	1	0	0	0	1	0	0	0	0	0	1	2	0	0	3	16
05:00 PM	0	1	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	6
05:45 PM	0	2	2	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
Total	0	9	6	0	15	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	18
Grand Total	0	15	12	0	27	1	1	2	0	4	0	0	0	0	0	1	2	0	0	3	34
Apprch %	0	55.6	44.4	0		25	25	50	0		0	0	0	0		33.3	66.7	0	0		
Total %	0	44.1	35.3	0	79.4	2.9	2.9	5.9	0	11.8	0	0	0	0	0	2.9	5.9	0	0	8.8	

		N 18	T ST			HOLGE	R WAY	1		N 15	ST ST		LA	MPLIGH	HTER V	VAY	
		South	bound			Westl	oound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 04:0	0 PM to	05:45 Pl	M - Peak	< 1 of 1			-				-				
Peak Hour for E	Entire In	tersection	on Begi	ns at 04:	15 PM												
04:15 PM	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	4	1	5	1	0	0	1	0	0	0	0	1	1	0	2	8
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Total Volume	0	5	10	15	1	0	0	1	0	0	0	0	1	1	0	2	18
% App. Total	0	33.3	66.7		100	0	0		0	0	0		50	50	0		
PHF	.000	.313	.625	.750	.250	.000	.000	.250	.000	.000	.000	.000	.250	.250	.000	.250	.563

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

File Name: 5PM FINAL Site Code: 00000005 Start Date: 10/7/2015



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Page No : 1

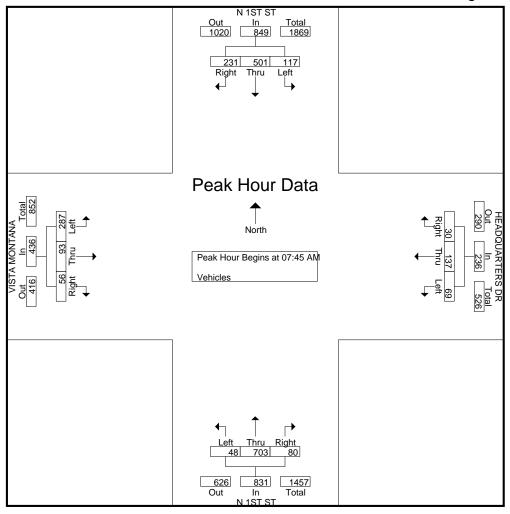
Groups Printed- Vehicles

										u- ver	licies									
	N	I 1ST	ST		Н	EADQ	UART	ERS [DR .		N	I 1ST	ST			VIST	10M A	NTANA	١	
	Sc	uthbo	und			W	estbo	und			No	orthbo	und			E	astbou	und		
Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
29	56	12	0	97	2	14	10	1	27	20	103	8	0	131	2	9	43	0	54	309
45	95	13	0	153	6	18	10	2	36	18	122	12	0	152	4	12	71	1	88	429
38	81	22	2	143	3	32	20	0	55	20	157	12	3	192	10	11	74	0	95	485
62	128	17	3	210	5	22	11	0	38	24	198	13	0	235	14	20	90	1	125	608
174	360	64	5	603	16	86	51	3	156	82	580	45	3	710	30	52	278	2	362	1831
62	125	29	0	216	9	35	20	1	65	21	172	11	1	205	18	21	54	0	93	579
49	128	28	1	206	11	32	16	5	64	18	182	13	1	214	16	22	65	1	104	588
58	120	43	0	221	5	48	22	3	78	17	151	11	1	180	8	30	78	0	116	595
68	121	31	0	220	9	37	14	3	63	16	155	15	1	187	15	30	58	1	104	574
237	494	131	1	863	34	152	72	12	270	72	660	50	4	786	57	103	255	2	417	2336
411	854	195	6	1466	50	238	123	15	426	154	1240	95	7	1496	87	155	533	4	779	4167
28	58.3	13.3	0.4		11.7	55.9	28.9	3.5		10.3	82.9	6.4	0.5		11.2	19.9	68.4	0.5		
9.9	20.5	4.7	0.1	35.2	1.2	5.7	3	0.4	10.2	3.7	29.8	2.3	0.2	35.9	2.1	3.7	12.8	0.1	18.7	
	29 45 38 62 174 62 49 58 68 237 411 28	Right Thru 29 56 45 95 38 81 62 128 174 360 62 125 49 128 58 120 68 121 237 494 411 854 28 58.3	Southbook Right Thru Left 29 56 12 45 95 13 38 81 22 62 128 17 174 360 64 62 125 29 49 128 28 58 120 43 68 121 31 237 494 131 411 854 195 28 58.3 13.3	29 56 12 0 45 95 13 0 38 81 22 2 62 128 17 3 174 360 64 5 62 125 29 0 49 128 28 1 58 120 43 0 68 121 31 0 237 494 131 1 411 854 195 6 28 58.3 13.3 0.4	Solution Solution	Suthbound Right Thru Left Peds App. Total Right	Southbound W Right Thru Left Peds App. Total Right Thru 29 56 12 0 97 2 14 45 95 13 0 153 6 18 38 81 22 2 143 3 32 62 128 17 3 210 5 22 174 360 64 5 603 16 86 62 125 29 0 216 9 35 49 128 28 1 206 11 32 58 120 43 0 221 5 48 68 121 31 0 220 9 37 237 494 131 1 863 34 152 411 854 195 6 1466 50 238 28 <td>N 1ST ST Southbound HEADQUART Westbot Westbot</td> <td>N 1ST ST Southbound HEADQUARTERS I Westbound Right Thru Left Peds App. Total Right Thru Left Peds 29 56 12 0 97 2 14 10 1 45 95 13 0 153 6 18 10 2 38 81 22 2 143 3 32 20 0 62 128 17 3 210 5 22 11 0 174 360 64 5 603 16 86 51 3 62 125 29 0 216 9 35 20 1 49 128 28 1 206 11 32 16 5 58 120 43 0 221 5 48 22 3 68 121 31 0 220</td> <td> N ST ST Southbound Westbound Westbound Westbound Westbound N ST ST Southbound Westbound Westbound Westbound Westbound ST ST ST ST ST ST ST S</td> <td>N 1ST ST Southbound HEADQUARTERS DR Westbound Right Thru Left Peds App. Total Right Thru Left Peds App. Total Right 29 56 12 0 97 2 14 10 1 27 20 45 95 13 0 153 6 18 10 2 36 18 38 81 22 2 143 3 32 20 0 55 20 62 128 17 3 210 5 22 11 0 38 24 174 360 64 5 603 16 86 51 3 156 82 62 125 29 0 216 9 35 20 1 65 21 49 128 28 1 206 11 32 16 5 64 18</td> <td> Substitute</td> <td> N 1ST ST Southbound HEADQUARTERS DR Westbound Northbook </td> <td> N 1ST ST Southbound N 1ST ST Westbound N 1ST ST Northbound Northbound</td> <td> N 1ST ST Southbound N 1ST ST Westbound N 1ST ST Northbound N 1ST ST Southbound N 1ST ST Westbound N 1ST ST Northbound N 1ST ST Nort</td> <td> N 1ST ST Southbound N 1ST ST ST N 1ST ST N 1ST ST N 1ST ST N 1ST ST ST N 1ST ST N 1ST ST N 1ST ST ST ST ST ST ST S</td> <td> N 1ST ST Southbound State State </td> <td> N 1ST ST Southbound Northbound Northbound </td> <td> N 1ST ST Southbound N ST ST Southbound N ST ST Southbound N ST ST St St St St St St</td> <td> N 1ST ST Southbound Northbound Northbound </td>	N 1ST ST Southbound HEADQUART Westbot	N 1ST ST Southbound HEADQUARTERS I Westbound Right Thru Left Peds App. Total Right Thru Left Peds 29 56 12 0 97 2 14 10 1 45 95 13 0 153 6 18 10 2 38 81 22 2 143 3 32 20 0 62 128 17 3 210 5 22 11 0 174 360 64 5 603 16 86 51 3 62 125 29 0 216 9 35 20 1 49 128 28 1 206 11 32 16 5 58 120 43 0 221 5 48 22 3 68 121 31 0 220	N ST ST Southbound Westbound Westbound Westbound Westbound N ST ST Southbound Westbound Westbound Westbound Westbound ST ST ST ST ST ST ST S	N 1ST ST Southbound HEADQUARTERS DR Westbound Right Thru Left Peds App. Total Right Thru Left Peds App. Total Right 29 56 12 0 97 2 14 10 1 27 20 45 95 13 0 153 6 18 10 2 36 18 38 81 22 2 143 3 32 20 0 55 20 62 128 17 3 210 5 22 11 0 38 24 174 360 64 5 603 16 86 51 3 156 82 62 125 29 0 216 9 35 20 1 65 21 49 128 28 1 206 11 32 16 5 64 18	Substitute	N 1ST ST Southbound HEADQUARTERS DR Westbound Northbook	N 1ST ST Southbound N 1ST ST Westbound N 1ST ST Northbound Northbound	N 1ST ST Southbound N 1ST ST Westbound N 1ST ST Northbound N 1ST ST Southbound N 1ST ST Westbound N 1ST ST Northbound N 1ST ST Nort	N 1ST ST Southbound N 1ST ST ST N 1ST ST N 1ST ST N 1ST ST N 1ST ST ST N 1ST ST N 1ST ST N 1ST ST ST ST ST ST ST S	N 1ST ST Southbound State State	N 1ST ST Southbound Northbound Northbound	N 1ST ST Southbound N ST ST Southbound N ST ST Southbound N ST ST St St St St St St	N 1ST ST Southbound Northbound Northbound

		N 1S	T ST		HE	ADQUA	RTERS	S DR		N 18	T ST		V	ISTA M	ONTAI	NA	
		South	bound			West	bound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 07:0	0 AM to	08:45 Al	M - Peal	< 1 of 1			-				_				
Peak Hour for E	Entire In	tersection	on Begi	ns at 07:4	15 AM												
07:45 AM	62	128	17	207	5	22	11	38	24	198	13	235	14	20	90	124	604
08:00 AM	62	125	29	216	9	35	20	64	21	172	11	204	18	21	54	93	577
08:15 AM	49	128	28	205	11	32	16	59	18	182	13	213	16	22	65	103	580
08:30 AM	58	120	43	221	5	48	22	75	17	151	11	179	8	30	78	116	591
Total Volume	231	501	117	849	30	137	69	236	80	703	48	831	56	93	287	436	2352
% App. Total	27.2	59	13.8		12.7	58.1	29.2		9.6	84.6	5.8		12.8	21.3	65.8		
PHF	.931	.979	.680	.960	.682	.714	.784	.787	.833	.888	.923	.884	.778	.775	.797	.879	.974

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

File Name: 6AM FINAL Site Code: 00000006 Start Date: 10/7/2015



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

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Site Code : 00000006 Start Date : 10/7/2015

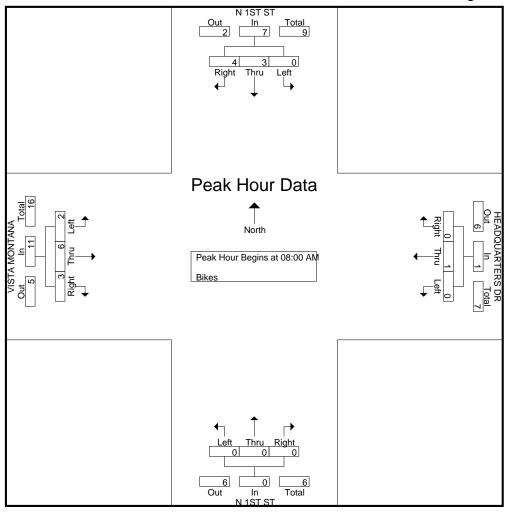
Page No : 1

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		N	I 1ST	ST		Н	EADQ	UAR	TERS I	DR		N	I 1ST	ST			VIST	10M A	NTANA	١	
		Sc	uthbo	und			W	estbo	und			No	orthbo	und			E	astbou	und		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:30 AM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:45 AM	0	1_	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1_
Total	2	3	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
08:15 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	5
08:30 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	3	2	0	6	8
08:45 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4_
Total	4	3	0	0	7	0	1	0	0	1	0	0	0	0	0	3	6	2	0	11	19
Grand Total	6	6	0	0	12	0	1	0	0	1	0	3	0	0	3	3	6	2	0	11	27
Apprch %	50	50	0	0		0	100	0	0		0	100	0	0		27.3	54.5	18.2	0		
Total %	22.2	22.2	0	0	44.4	0	3.7	0	0	3.7	0	11.1	0	0	11.1	11.1	22.2	7.4	0	40.7	

		N 18	T ST		HE	ADQUA	RTERS	S DR		N 15	T ST		V	ISTA M	IATIO	NA	
		South	bound			Westl	oound			North	bound			Easth	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 07:0	0 AM to	08:45 Al	M - Peal	k 1 of 1			-				_				
Peak Hour for E	Entire In	tersection	on Begi	ns at 08:0	00 AM												
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
08:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	1	2	0	3	5
08:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	1	3	2	6	8
08:45 AM	1	2	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
Total Volume	4	3	0	7	0	1	0	1	0	0	0	0	3	6	2	11	19
% App. Total	57.1	42.9	0		0	100	0		0	0	0		27.3	54.5	18.2		
PHF	1.00	.375	.000	.583	.000	.250	.000	.250	.000	.000	.000	.000	.750	.500	.250	.458	.594

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

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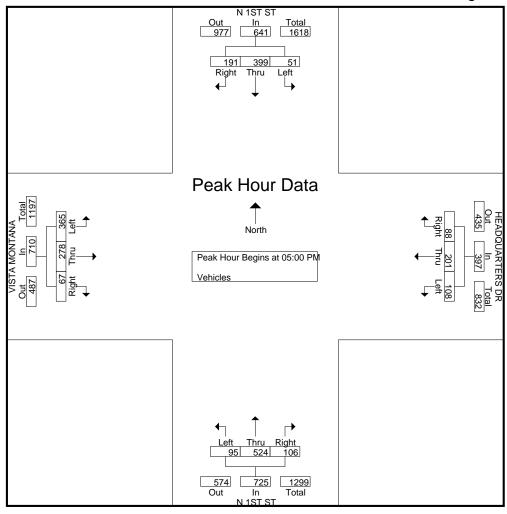
Groups Printed- Vehicles

			LACT	CT.						S FIIIILE	u- vei		LACT	CT.			VICT	^ N4ON	IT A NI A		
			I 1ST	-		Н			TERS I	DR			I 1ST	-					NTANA	١	
		Sc	<u>uthbo</u>	und			W	<u>estbo</u>	<u>und</u>			N	<u>orthbo</u>	<u>und</u>			E	<u>astbοι</u>	<u>ınd</u>		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	23	96	7	0	126	12	35	26	1	74	27	121	13	0	161	14	36	62	5	117	478
04:15 PM	31	60	7	11	109	13	17	25	3	58	15	85	12	1	113	20	42	85	5	152	432
04:30 PM	42	86	9	7	144	21	34	22	1	78	26	93	14	1	134	13	55	88	4	160	516
04:45 PM	42	98	8	5	153	18	53	36	1	108	14	113	9	1	137	22	65	94	1	182	580
Total	138	340	31	23	532	64	139	109	6	318	82	412	48	3	545	69	198	329	15	611	2006
05:00 PM	40	104	8	7	159	32	55	25	3	115	25	135	17	2	179	18	71	98	2	189	642
05:15 PM	45	104	19	7	175	17	53	26	4	100	33	135	21	1	190	15	79	88	1	183	648
05:30 PM	55	85	10	10	160	21	45	26	4	96	27	140	31	1	199	16	57	78	8	159	614
05:45 PM	51	106	14	9	180	18	48	31	4	101	21	114	26	1	162	18	71	101	0	190	633
Total	191	399	51	33	674	88	201	108	15	412	106	524	95	5	730	67	278	365	11	721	2537
Grand Total	329	739	82	56	1206	152	340	217	21	730	188	936	143	8	1275	136	476	694	26	1332	4543
Apprch %	27.3	61.3	6.8	4.6		20.8	46.6	29.7	2.9		14.7	73.4	11.2	0.6		10.2	35.7	52.1	2		
Total %	7.2	16.3	1.8	1.2	26.5	3.3	7.5	4.8	0.5	16.1	4.1	20.6	3.1	0.2	28.1	3	10.5	15.3	0.6	29.3	

		N 1S	T ST		HE	ADQUA	RTERS	S DR		N 15	ST ST		V	ISTA M	IATNO	NA	
		South	bound			West	bound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 04:0	0 PM to	05:45 Pl	M - Peal	< 1 of 1			-				-				
Peak Hour for E	Entire In	tersection	n Begi	ns at 05:0	00 PM												
05:00 PM	40	104	8	152	32	55	25	112	25	135	17	177	18	71	98	187	628
05:15 PM	45	104	19	168	17	53	26	96	33	135	21	189	15	79	88	182	635
05:30 PM	55	85	10	150	21	45	26	92	27	140	31	198	16	57	78	151	591
05:45 PM	51	106	14	171	18	48	31	97	21	114	26	161	18	71	101	190	619
Total Volume	191	399	51	641	88	201	108	397	106	524	95	725	67	278	365	710	2473
% App. Total	29.8	62.2	8		22.2	50.6	27.2		14.6	72.3	13.1		9.4	39.2	51.4		
PHF	.868	.941	.671	.937	.688	.914	.871	.886	.803	.936	.766	.915	.931	.880	.903	.934	.974

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

File Name: 6PM FINAL Site Code: 00000006 Start Date: 10/7/2015



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

File Name: 6PM FINAL

Site Code : 00000006 Start Date : 10/7/2015

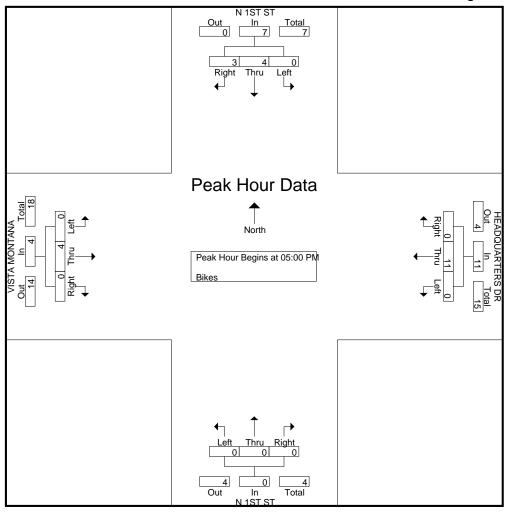
Page No : 1

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		N	1ST	ST		Н	EADQ	UART	ERS [DR		N	1ST	ST			VISTA	1OM A	NTANA	١ .	
		So	uthbo	und			W	estbou	und			No	orthbo	und			E	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1_
Total	2	1	1	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	6
05:30 PM	1	2	0	0	3	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	8
05:45 PM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	7_
Total	3	4	0	0	7	0	11	0	0	11	0	0	0	0	0	0	4	0	0	4	22
Grand Total	5	5	1	0	11	0	13	0	0	13	0	0	0	0	0	0	4	0	0	4	28
Apprch %	45.5	45.5	9.1	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	17.9	17.9	3.6	0	39.3	0	46.4	0	0	46.4	0	0	0	0	0	0	14.3	0	0	14.3	

		N 1S	T ST		HE	ADQUA	RTERS	S DR		N 18	T ST		V	ISTA M	IATION	NA	
		South	bound			West	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 04:0	0 PM to	05:45 PI	M - Peal	k 1 of 1			-				_				
Peak Hour for E	Entire In	tersection	on Begi	ns at 05:0	00 PM												
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	1	2	0	3	0	1	0	1	0	0	0	0	0	2	0	2	6
05:30 PM	1	2	0	3	0	4	0	4	0	0	0	0	0	1	0	1	8
05:45 PM	1	0	0	1	0	5	0	5	0	0	0	0	0	1	0	1	7_
Total Volume	3	4	0	7	0	11	0	11	0	0	0	0	0	4	0	4	22
% App. Total	42.9	57.1	0		0	100	0		0	0	0		0	100	0		
PHF	.750	.500	.000	.583	.000	.550	.000	.550	.000	.000	.000	.000	.000	.500	.000	.500	.688

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

File Name: 6PM FINAL Site Code: 00000006 Start Date: 10/7/2015



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

File Name: 7AM FINAL

Site Code : 00000007 Start Date : 10/7/2015

Page No : 1

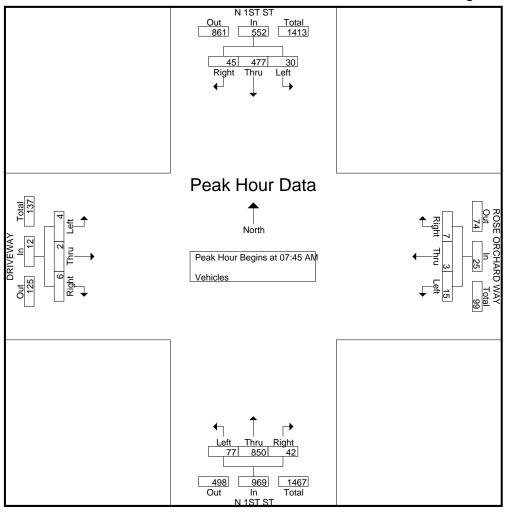
Groups Printed- Vehicles

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		N	1ST S	ST		RC	OSE O	RCH/	ARD W	/AY		N	I 1ST	ST			DF	RIVEV	/AY		
		So	uthbo	und			W	estbo	und			No	orthbo	und			E	astbou	und		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	60	2	0	65	0	0	2	0	2	10	129	9	0	148	0	0	0	0	0	215
07:15 AM	7	88	4	0	99	0	1	2	4	7	10	162	18	1	191	0	0	2	0	2	299
07:30 AM	5	86	8	1	100	0	1	0	2	3	9	199	13	0	221	0	0	0	0	0	324
07:45 AM	11	118	5	0	134	2	0	4	3	9	11	251	18	0	280	1	0	0	0	1	424
Total	26	352	19	1	398	2	2	8	9	21	40	741	58	1	840	1	0	2	0	3	1262
08:00 AM	13	119	8	0	140	1	0	3	13	17	11	197	23	0	231	2	0	1	2	5	393
08:15 AM	10	116	8	0	134	2	1	3	5	11	8	206	17	0	231	2	2	2	1	7	383
08:30 AM	11	124	9	0	144	2	2	5	5	14	12	196	19	0	227	1	0	1	0	2	387
08:45 AM	10	115	12	1	138	2	0	1	1	4	11	191	17	0	219	0	0	1	1	2	363
Total	44	474	37	1	556	7	3	12	24	46	42	790	76	0	908	5	2	5	4	16	1526
Grand Total	70	826	56	2	954	9	5	20	33	67	82	1531	134	1	1748	6	2	7	4	19	2788
Apprch %	7.3	86.6	5.9	0.2		13.4	7.5	29.9	49.3		4.7	87.6	7.7	0.1		31.6	10.5	36.8	21.1		
Total %	2.5	29.6	2	0.1	34.2	0.3	0.2	0.7	1.2	2.4	2.9	54.9	4.8	0	62.7	0.2	0.1	0.3	0.1	0.7	

		N 18	T ST		ROS	SE ORC	HARD	WAY		N 15	ST ST			DRIV	EWAY		
		South	bound			Westl	oound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 07:0	0 AM to	08:45 AI	M - Peak	(1 of 1			-				-				
Peak Hour for E	Entire In	tersection	on Begi	ns at 07:4	15 AM												
07:45 AM	11	118	5	134	2	0	4	6	11	251	18	280	1	0	0	1	421
08:00 AM	13	119	8	140	1	0	3	4	11	197	23	231	2	0	1	3	378
08:15 AM	10	116	8	134	2	1	3	6	8	206	17	231	2	2	2	6	377
08:30 AM	11	124	9	144	2	2	5	9	12	196	19	227	1	0	1	2	382
Total Volume	45	477	30	552	7	3	15	25	42	850	77	969	6	2	4	12	1558
% App. Total	8.2	86.4	5.4		28	12	60		4.3	87.7	7.9		50	16.7	33.3		
PHF	.865	.962	.833	.958	.875	.375	.750	.694	.875	.847	.837	.865	.750	.250	.500	.500	.925

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

File Name: 7AM FINAL Site Code: 00000007 Start Date: 10/7/2015



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

File Name: 7AM FINAL

Site Code : 00000007 Start Date : 10/7/2015

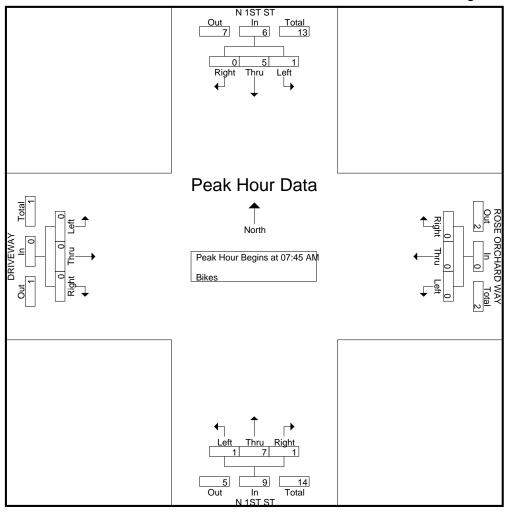
Page No : 1

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		N	I 1ST	ST		RC	OSE O	RCHA	ARD W	/AY		N	I 1ST	ST			DF	RIVEW	/AY		
		Sc	outhbo	und			W	estbou	und			No	orthbo	und			Ea	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
08:15 AM	0	0	1	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
08:30 AM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
Total	0	4	1	0	5	0	0	0	0	0	1	7	1	0	9	0	1	0	0	1	15
Grand Total	0	7	1	0	8	0	0	0	0	0	1	12	1	0	14	0	1	0	0	1	23
Apprch %	0	87.5	12.5	0		0	0	0	0		7.1	85.7	7.1	0		0	100	0	0		
Total %	0	30.4	4.3	0	34.8	0	0	0	0	0	4.3	52.2	4.3	0	60.9	0	4.3	0	0	4.3	

		N 18	T ST		ROS	SE ORC	HARD	WAY		N 15	ST ST			DRIV	EWAY		
		South	bound			West	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 07:0	0 AM to	08:45 A	M - Peal	< 1 of 1			_				_				
Peak Hour for E	Entire In	tersection	on Begi	ins at 07:4	15 AM												
07:45 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:15 AM	0	0	1	1	0	0	0	0	0	2	1	3	0	0	0	0	4
08:30 AM	0	1	0	1	0	0	0	0	1	2	0	3	0	0	0	0	4_
Total Volume	0	5	1	6	0	0	0	0	1	7	1	9	0	0	0	0	15
% App. Total	0	83.3	16.7		0	0	0		11.1	77.8	11.1		0	0	0		
PHF	.000	.417	.250	.500	.000	.000	.000	.000	.250	.875	.250	.750	.000	.000	.000	.000	.938

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

File Name: 7AM FINAL Site Code: 00000007 Start Date: 10/7/2015



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

File Name: 7PM FINAL

Site Code : 00000007 Start Date : 10/7/2015

Page No : 1

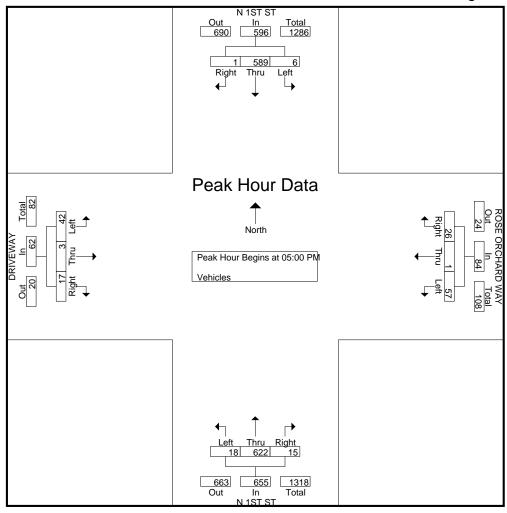
Groups Printed- Vehicles

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		N	1ST S	ST		RC	OSE O	RCH/	ARD W	'AY		N	I 1ST :	ST			DF	RIVEW	/AY		
		So	uthbo	und			W	estbo	und			No	orthbo	und			Ea	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	140	3	0	146	1	0	17	6	24	1	126	2	0	129	3	4	8	3	18	317
04:15 PM	0	113	1	0	114	3	0	11	3	17	3	101	1	0	105	1	2	3	5	11	247
04:30 PM	1	130	0	0	131	4	1	11	3	19	0	125	3	0	128	1	2	2	1	6	284
04:45 PM	0	160	3	0	163	6	0	20	5	31	4	115	2	0	121	3	2	12	3	20	335
Total	4	543	7	0	554	14	1	59	17	91	8	467	8	0	483	8	10	25	12	55	1183
05:00 PM	0	158	3	0	161	8	0	21	1	30	1	136	2	0	139	3	0	11	2	16	346
05:15 PM	0	154	2	0	156	6	0	12	6	24	0	158	8	0	166	10	1	11	0	22	368
05:30 PM	0	119	0	1	120	7	1	10	4	22	7	159	2	0	168	3	1	12	5	21	331
05:45 PM	1	158	1	0	160	5	0	14	5	24	7	169	6	0	182	1	1	8	0	10	376
Total	1	589	6	1	597	26	1	57	16	100	15	622	18	0	655	17	3	42	7	69	1421
Grand Total	5	1132	13	1	1151	40	2	116	33	191	23	1089	26	0	1138	25	13	67	19	124	2604
Apprch %	0.4	98.3	1.1	0.1		20.9	1	60.7	17.3		2	95.7	2.3	0		20.2	10.5	54	15.3		
Total %	0.2	43.5	0.5	0	44.2	1.5	0.1	4.5	1.3	7.3	0.9	41.8	1	0	43.7	1	0.5	2.6	0.7	4.8	

		N 1S	T ST		ROS	SE ORC	HARD	WAY		N 15	ST ST			DRIV	EWAY		
		South	bound			West	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 04:0	0 PM to	05:45 Pl	M - Peal	< 1 of 1			-				_				
Peak Hour for E	Entire In	tersection	on Begi	ns at 05:0	00 PM												
05:00 PM	0	158	3	161	8	0	21	29	1	136	2	139	3	0	11	14	343
05:15 PM	0	154	2	156	6	0	12	18	0	158	8	166	10	1	11	22	362
05:30 PM	0	119	0	119	7	1	10	18	7	159	2	168	3	1	12	16	321
05:45 PM	1	158	1	160	5	0	14	19	7	169	6	182	1	1	8	10	371
Total Volume	1	589	6	596	26	1	57	84	15	622	18	655	17	3	42	62	1397
% App. Total	0.2	98.8	1		31	1.2	67.9		2.3	95	2.7		27.4	4.8	67.7		
PHF	.250	.932	.500	.925	.813	.250	.679	.724	.536	.920	.563	.900	.425	.750	.875	.705	.941

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

File Name: 7PM FINAL Site Code: 00000007 Start Date: 10/7/2015



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Site Code : 00000007 Start Date : 10/7/2015

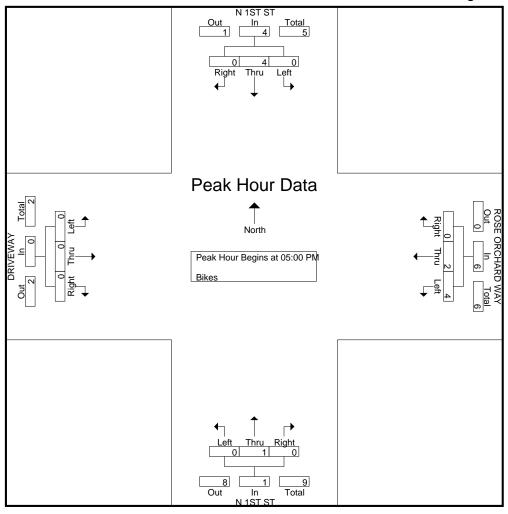
Page No : 1

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	N	1ST S	ST		RC	OSE O	RCHA	RD W	'AY		N	1ST	ST			DF	RIVEW	/AY		
	So	uthbo	und			W	estbou	und			No	orthbo	und			Ea	astbou	ınd		
Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1_
0	4	0	0	4	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	6
0	0	0	0	0	0	1	0	0	1	0	1	0	1	2	0	0	0	0	0	3
0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0	1	0	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4
0	4	0	0	4	0	2	4	0	6	0	1	0	1	2	0	0	0	0	0	12
0	8	0	0	8	0	2	5	0	7	0	2	0	1	3	0	0	0	0	0	18
0	100	0	0		0	28.6	71.4	0		0	66.7	0	33.3		0	0	0	0		
0	44.4	0	0	44.4	0	11.1	27.8	0	38.9	0	11.1	0	5.6	16.7	0	0	0	0	0	
	0 0 0 0 0 0 0 0 0	So Right Thru	Southbook Right Thru Left	0 0 0 0 0 0 0 0 0 0 2 0 0 0 0 0 0 0 0 0	Southbound Right Thru Left Peds App. Total	Southbound Right Thru Left Peds App. Total Right	Southbound Wight Thru Left Peds App. Total Right Thru	Southbound Westbook Right Thru Left Peds App. Total Right Thru Left Peds App. Total Right Thru Left D	N 1ST ST Southbound ROSE ORCHARD Westbound Right Thru Left Peds App. Total Right Thru Left Peds 0 0 0 0 0 0 0 0 0 0 2 0 0 2 0 <td> N 1ST ST SOuthbound Right Thru Left Peds App. Total Right Thru Right Ri</td> <td>N 1ST ST Southbound ROSE ORCHARD WAY Westbound Right Thru Left Peds App. Total Right Thru Left Peds App. Total Right 0</td> <td> Southbound Westbound No Right Thru Left Peds App. Total Right Thru Thru Left Peds App. Total Right Thru Thru</td> <td> N 1ST ST Southbound N 1ST Westbound Westbound N 1ST Northbound N 1ST Northb</td> <td> N 1ST ST Southbound N 1ST ST Westbound N 1ST ST Northbound N 1ST ST N 1ST ST ST N 1ST ST ST ST N 1ST ST S</td> <td> N 1ST ST Southbound N 1ST ST Westbound N 1ST ST Northbound Northbound N 1ST ST Northbound Northbound N 1ST ST Northbound Northbound Northbound N 1ST ST Northbound Northbound Northbound N 1ST ST Northbound Northbound N 1ST ST Northbound Northbound N 1ST ST N 1ST ST ST N 1ST ST ST</td> <td> N 1ST ST</td> <td> N 1ST ST Southbound S</td> <td> N 1ST ST SOUthbound SOUTH SOUTH </td> <td> N 1ST ST</td> <td> N 1ST ST Southbound Sout</td>	N 1ST ST SOuthbound Right Thru Left Peds App. Total Right Thru Right Ri	N 1ST ST Southbound ROSE ORCHARD WAY Westbound Right Thru Left Peds App. Total Right Thru Left Peds App. Total Right 0	Southbound Westbound No Right Thru Left Peds App. Total Right Thru Thru Left Peds App. Total Right Thru Thru	N 1ST ST Southbound N 1ST Westbound Westbound N 1ST Northbound N 1ST Northb	N 1ST ST Southbound N 1ST ST Westbound N 1ST ST Northbound N 1ST ST N 1ST ST ST N 1ST ST ST ST N 1ST ST S	N 1ST ST Southbound N 1ST ST Westbound N 1ST ST Northbound Northbound N 1ST ST Northbound Northbound N 1ST ST Northbound Northbound Northbound N 1ST ST Northbound Northbound Northbound N 1ST ST Northbound Northbound N 1ST ST Northbound Northbound N 1ST ST N 1ST ST ST N 1ST ST ST	N 1ST ST	N 1ST ST Southbound S	N 1ST ST SOUthbound SOUTH SOUTH	N 1ST ST	N 1ST ST Southbound Sout

		N 1S	T ST		ROS	SE ORC	HARD	WAY		N 15	T ST			DRIV	EWAY		
		South	bound			West	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 04:0	0 PM to	05:45 P	M - Peal	k 1 of 1			_				_				
Peak Hour for E	Entire In	tersection	on Begi	ins at 05:0	00 PM												
05:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
05:15 PM	0	2	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
05:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	3	3	0	0	0	0	0	0	0	0	4_
Total Volume	0	4	0	4	0	2	4	6	0	1	0	1	0	0	0	0	11
% App. Total	0	100	0		0	33.3	66.7		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.500	.333	.500	.000	.250	.000	.250	.000	.000	.000	.000	.688

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

File Name: 7PM FINAL Site Code: 00000007 Start Date: 10/7/2015



2187 Kingsbury Cir Santa Clara, CA, 95054 www.Alltrafficdata.net

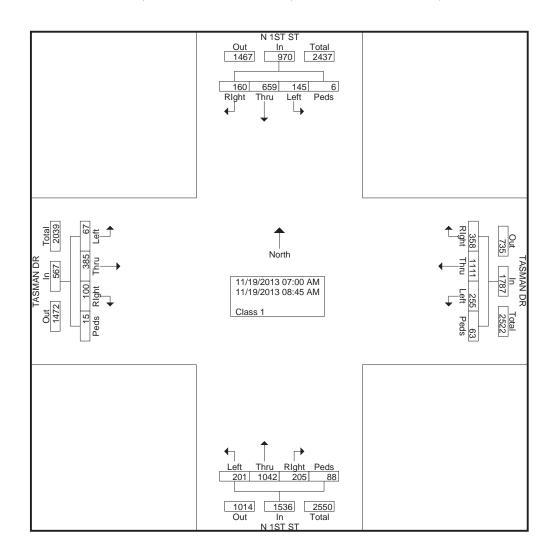
File Name: #2 N1ST&TASMANAM

Site Code : 00000000 Start Date : 11/19/2013

Page No : 1

Groups Printed- Class 1

							o. o., p.	,	u 0.u0								ii
		N 1S	T ST			TASMA	N DR			N 1S	T ST			TASMA	AN DR		
		South	oound			Westb	ound			Northb	ound			Eastb	ound		
Start Time	Rlght	Thru	Left	Peds	Rlght	Thru	Left	Peds	Rlght	Thru	Left	Peds	Rlght	Thru	Left	Peds	Int. Total
07:00 AM	16	63	8	1	36	85	27	4	13	99	13	4	8	29	4	0	410
07:15 AM	16	79	19	0	37	130	30	9	22	96	26	4	11	41	8	0	528
07:30 AM	10	96	19	0	34	127	30	9	35	102	20	13	10	42	6	2	555
07:45 AM	23	79	25	0	52	143	34	11	35	134	35	16	10	56	13	6	672
Total	65	317	71	1	159	485	121	33	105	431	94	37	39	168	31	8	2165
08:00 AM	23	88	21	0	46	129	28	8	23	169	32	10	13	41	7	1	639
08:15 AM	28	74	18	2	48	157	40	4	30	142	18	11	14	57	16	1	660
08:30 AM	16	89	16	1	53	173	25	12	21	161	31	14	13	62	6	2	695
08:45 AM	28	91	19	2	52	167	41	6	26	139	26	16	21	57	7	3	701
Total	95	342	74	5	199	626	134	30	100	611	107	51	61	217	36	7	2695
Grand Total	160	659	145	6	358	1111	255	63	205	1042	201	88	100	385	67	15	4860
Apprch %	16.5	67.9	14.9	0.6	20	62.2	14.3	3.5	13.3	67.8	13.1	5.7	17.6	67.9	11.8	2.6	
Total %	3.3	13.6	3	0.1	7.4	22.9	5.2	1.3	4.2	21.4	4.1	1.8	2.1	7.9	1.4	0.3	

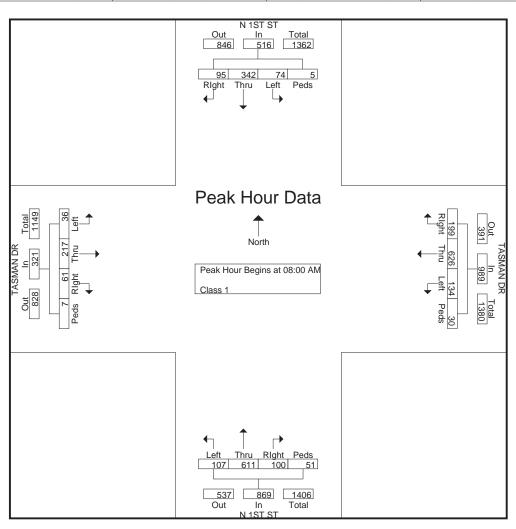


2187 Kingsbury Cir Santa Clara, CA, 95054 www.Alltrafficdata.net

File Name: #2 N1ST&TASMANAM

Site Code : 00000000 Start Date : 11/19/2013

		N	I 1ST	ST			TA	SMAN	N DR			N	I 1ST	ST			TA	SMAN	N DR		
		So	uthbo	und			W	estbo	und			No	rthbo	und			Ea	astbo	und		
Start Time	Rlght	Thru	Left	Peds	App. Total	Rlght	Thru	Left	Peds	App. Total	Rlght	Thru	Left	Peds	App. Total	Rlght	Thru	Left	Peds	App. Total	Int. Total
Peak Hour A	nalysi	s Fron	n 07:00	O AM to	08:45	AM - F	Peak 1	of 1													
Peak Hour fo	or Enti	re Inte	rsectio	n Beg	ins at 0	8:00 A	M														
08:00 AM	23	88	21	0	132	46	129	28	8	211	23	169	32	10	234	13	41	7	1	62	639
08:15 AM	28	74	18	2	122	48	157	40	4	249	30	142	18	11	201	14	57	16	1	88	660
08:30 AM	16	89	16	1	122	53	173	25	12	263	21	161	31	14	227	13	62	6	2	83	695
08:45 AM	28	91	19	2	140	52	167	41	6	266	26	139	26	16	207	21	57	7	3	88	701
Total Volume	95	342	74	5	516	199	626	134	30	989	100	611	107	51	869	61	217	36	7	321	2695
% App. Total	18.4	66.3	14.3	1		20.1	63.3	13.5	3		11.5	70.3	12.3	5.9		19	67.6	11.2	2.2		
PHF	.848	.940	.881	.625	.921	.939	.905	.817	.625	.930	.833	.904	.836	.797	.928	.726	.875	.563	.583	.912	.961



2187 Kingsbury Cir Santa Clara, CA, 95054 www.Alltrafficdata.net

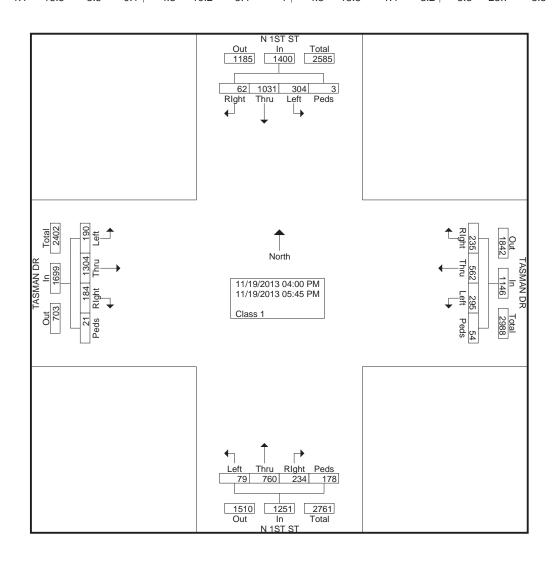
File Name: #2 N1ST&TASMANPM

Site Code : 00000000 Start Date : 11/19/2013

Page No : 1

Groups Printed- Class 1

						'	Groups	Fillite	u- Clas	3 I							_
		N 1S	ГЅТ			TASMA	AN DR			N 1S1	ST			TASMA	AN DR		
		South	ound			Westb	ound			Northb	ound			Eastb	ound		
Start Time	Rlght	Thru	Left	Peds	Rlght	Thru	Left	Peds	Rlght	Thru	Left	Peds	Rlght	Thru	Left	Peds	Int. Total
04:00 PM	10	136	42	0	12	43	22	2	27	59	8	12	25	121	20	3	542
04:15 PM	5	105	33	1	30	53	24	15	25	95	6	10	19	124	27	1	573
04:30 PM	10	130	35	0	21	41	20	10	23	94	13	20	15	129	21	3	585
04:45 PM	9	141	22	0	35	81	53	7	27	93	8	25	21	175	18	1	716
Total	34	512	132	1	98	218	119	34	102	341	35	67	80	549	86	8	2416
									ı								
05:00 PM	5	142	42	0	27	75	44	4	27	103	9	35	30	183	19	3	748
05:15 PM	6	144	40	2	49	95	36	3	31	115	8	21	29	208	23	8	818
05:30 PM	12	119	52	0	32	86	51	10	34	103	15	35	26	180	30	2	787
05:45 PM	5	114	38	0	29	88	45	3	40	98	12	20	19	184	32	0	727
Total	28	519	172	2	137	344	176	20	132	419	44	111	104	755	104	13	3080
									1								1
Grand Total	62	1031	304	3	235	562	295	54	234	760	79	178	184	1304	190	21	5496
Apprch %	4.4	73.6	21.7	0.2	20.5	49	25.7	4.7	18.7	60.8	6.3	14.2	10.8	76.8	11.2	1.2	
Total %	1.1	18.8	5.5	0.1	4.3	10.2	5.4	1	4.3	13.8	1.4	3.2	3.3	23.7	3.5	0.4	

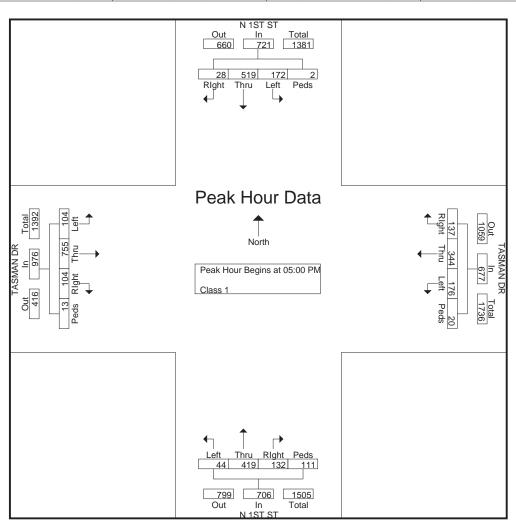


2187 Kingsbury Cir Santa Clara, CA, 95054 www.Alltrafficdata.net

File Name: #2 N1ST&TASMANPM

Site Code : 00000000 Start Date : 11/19/2013

		N	I 1ST	ST			TA	SMAN	I DR			N	I 1ST	ST			TA	SMAN	N DR		
		So	uthbo	und			W	estbo	und			No	rthbo	und			Ea	astbo	und		
Start Time	Rlght	Thru	Left	Peds	App. Total	Rlght	Thru	Left	Peds	App. Total	Rlght	Thru	Left	Peds	App. Total	Rlght	Thru	Left	Peds	App. Total	Int. Total
Peak Hour A	nalysi	s Fron	n 04:00	PM to	05:45	PM - F	Peak 1	of 1													
Peak Hour fo	or Enti	re Inte	rsectio	n Beg	ins at 0	5:00 P	M														
05:00 PM	5	142	42	0	189	27	75	44	4	150	27	103	9	35	174	30	183	19	3	235	748
05:15 PM	6	144	40	2	192	49	95	36	3	183	31	115	8	21	175	29	208	23	8	268	818
05:30 PM	12	119	52	0	183	32	86	51	10	179	34	103	15	35	187	26	180	30	2	238	787
05:45 PM	5	114	38	0	157	29	88	45	3	165	40	98	12	20	170	19	184	32	0	235	727
Total Volume	28	519	172	2	721	137	344	176	20	677	132	419	44	111	706	104	755	104	13	976	3080
% App. Total	3.9	72	23.9	0.3		20.2	50.8	26	3		18.7	59.3	6.2	15.7		10.7	77.4	10.7	1.3		
PHF	.583	.901	.827	.250	.939	.699	.905	.863	.500	.925	.825	.911	.733	.793	.944	.867	.907	.813	.406	.910	.941



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

File Name : 21AM FINAL Site Code : 00000021 Start Date : 9/15/2015

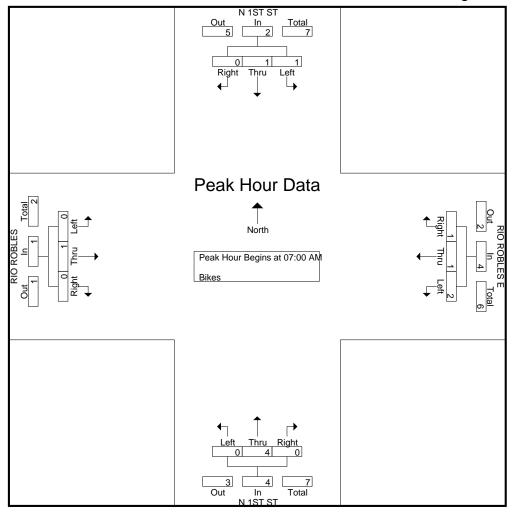
Page No : 1

										(roup:	os Prin	<u>itea- i</u>	<u> Bikes</u>											
			N 15	ST ST	•			RI	O RC	BLE	SE				N 15	ST ST				F	RIO R	OBLE	S		
			South	nboun	ıd				West	bound	d				North	boun	d				East	ooun	t		
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Tum	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	2
07:15 AM	0	0	1	0	0	1	0	0	2	0	0	2	0	1	0	0	0	1	0	1	0	0	0	1	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1_	0	0	0	1	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	4
Total	0	1	1	0	0	2	1	1	2	0	0	4	0	4	0	0	0	4	0	1	0	0	0	1	11
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	1_	0	0	0	1	0	0	0	0	0	0	3
Total	0	2	0	0	0	2	0	2	1	0	0	3	1	2	0	0	0	3	0	0	0	0	0	0	8
Grand Total	0	3	1	0	0	4	1	3	3	0	0	7	1	6	0	0	0	7	0	1	0	0	0	1	19
Apprch %	0	75	25	0	0		14.3	42.9	42.9	0	0		14.3	85.7	0	0	0		0	100	0	0	0		
Total %	0	15.8	5.3	0	0	21.1	5.3	15.8	15.8	0	0	36.8	5.3	31.6	0	0	0	36.8	0	5.3	0	0	0	5.3	

		N 1S	T ST			RIO RO	BLES I	E		N 18	T ST			RIO R	OBLES		
		South	bound			Westl	oound			North	bound			Easth	ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	m 07:0	O AM to	08:45 Al	M - Peal	< 1 of 1			-				_				
Peak Hour for E	Entire Int	tersection	n Begi	ns at 07:0	00 AM												
07:00 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
07:15 AM	0	0	1	1	0	0	2	2	0	1	0	1	0	1	0	1	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	1	0	1	0	2	0	2	0	0	0	0	4
Total Volume	0	1	1	2	1	1	2	4	0	4	0	4	0	1	0	1	11
% App. Total	0	50	50		25	25	50		0	100	0		0	100	0		
PHF	.000	.250	.250	.500	.250	.250	.250	.500	.000	.500	.000	.500	.000	.250	.000	.250	.550

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

File Name : 21AM FINAL Site Code : 00000021 Start Date : 9/15/2015



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

File Name : 21AM FINAL Site Code : 00000021 Start Date : 9/15/2015

Page No : 1

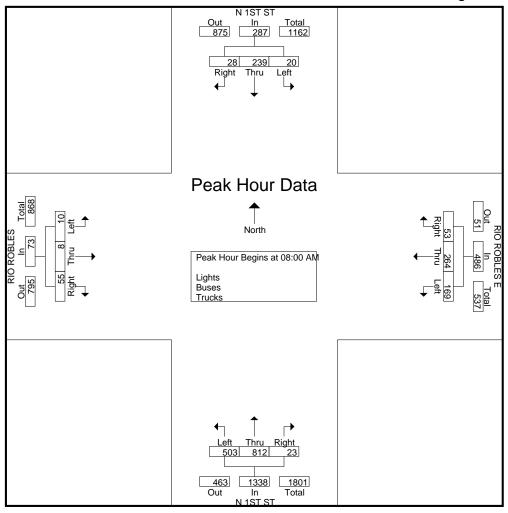
Groups Printed- Lights - Buses - Trucks

			N 15	ST ST	-			RI		ups P DBLE		a- Ligr	11S - E	uses		ST ST	-			F	RIO R	OBL F	S		
			South	-						bound						nboun				-	East				
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Tum	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
07:00 AM	4	59	5	3	0	71	21	14	24	0	3	62	11	95	47	28	4	185	5	2	0	0	0	7	325
07:15 AM	3	73	5	0	1	82	8	16	25	0	3	52	7	139	61	25	4	236	8	0	0	0	0	8	378
07:30 AM	4	62	3	6	1	76	13	32	44	0	12	101	13	150	81	8	1	253	14	0	0	0	0	14	444
07:45 AM	15	89	3	4	0_	111	20	40	37	0	5	102	7	201	105	11_	4	328	20	2	0	0	2	24	565
Total	26	283	16	13	2	340	62	102	130	0	23	317	38	585	294	72	13	1002	47	4	0	0	2	53	1712
							ı												ı						
08:00 AM	5	64	4	6	2	81	13	59	32	0	1	105	6	208	114	9	2	339	13	2	2	0	2	19	544
08:15 AM	5	73	6	5	1	90	12	54	36	0	2	104	3	169	119	7	1	299	9	3	4	0	0	16	509
08:30 AM	11	44	4	7	2	68	14	56	46	0	3	119	7	236	132	10	1	386	19	2	1	0	0	22	595
_08:45 AM	7	_58	6	10	10_	91	14	95	55	0_	1_	165	7	199	138	10	5_	359	14	1_	3_	0	2_	20	635
Total	28	239	20	28	15	330	53	264	169	0	7	493	23	812	503	36	9	1383	55	8	10	0	4	77	2283
							ı												ı						
Grand Total	54	522	36	41	17	670	115	366	299	0	30	810	61	1397	797	108	22	2385	102	12	10	0	6	130	3995
Apprch %	8.1	77.9	5.4	6.1	2.5		14.2	45.2	36.9	0	3.7		2.6	58.6	33.4	4.5	0.9		78.5	9.2	7.7	0	4.6		
Total %	1.4	13.1	0.9	1	0.4	16.8	2.9	9.2	7.5	0	8.0	20.3	1.5	35	19.9	2.7	0.6	59.7	2.6	0.3	0.3	0	0.2	3.3	
Lights	50	478	35	40	17	620	115	363	297	0	30	805	61	1353	785	100	22	2321	91	11	10	0	6	118	3864
% Lights	92.6	91.6	97.2	97.6	100	92.5	100	99.2	99.3	0_	100	99.4	100	96.9	98.5	92.6	100	97.3	89.2	91.7	100	0	100	90.8	96.7
Buses	0	23	0	1	0	24	0	3	1	0	0	4	0	22	2	0	0	24	0	0	0	0	0	0	52
% Buses	0	4.4	0	2.4	0	3.6	0	0.8	0.3	0	0	0.5	0	1.6	0.3	0	0	1_	0	0	0	0	0	0	1.3
Trucks	_ 4	21	1	0	0	26	0	0	1	0	0	_ 1	0	22	10	_ 8	0	40	11	1	0	0	0	12	79
% Trucks	7.4	4	2.8	0	0	3.9	0	0	0.3	0	0	0.1	0	1.6	1.3	7.4	0	1.7	10.8	8.3	0	0	0	9.2	2

		N 1S	T ST			RIO RC	BLES	E		N 15	ST ST			RIO R	OBLES		
		South	bound			West	bound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	m 07:00	O AM to	08:45 AI	M - Peak	< 1 of 1			_				_				
Peak Hour for E	Entire In	tersection	n Begi	ns at 08:0	00 AM												
08:00 AM	5	64	4	73	13	59	32	104	6	208	114	328	13	2	2	17	522
08:15 AM	5	73	6	84	12	54	36	102	3	169	119	291	9	3	4	16	493
08:30 AM	11	44	4	59	14	56	46	116	7	236	132	375	19	2	1	22	572
08:45 AM	7	58	6	71	14	95	55	164	7	199	138	344	14	1	3	18	597
Total Volume	28	239	20	287	53	264	169	486	23	812	503	1338	55	8	10	73	2184
% App. Total	9.8	83.3	7		10.9	54.3	34.8		1.7	60.7	37.6		75.3	11	13.7		
PHF	.636	.818	.833	.854	.946	.695	.768	.741	.821	.860	.911	.892	.724	.667	.625	.830	.915

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

File Name : 21AM FINAL Site Code : 00000021 Start Date : 9/15/2015



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

File Name : 21PM FINAL Site Code : 00000021 Start Date : 9/15/2015

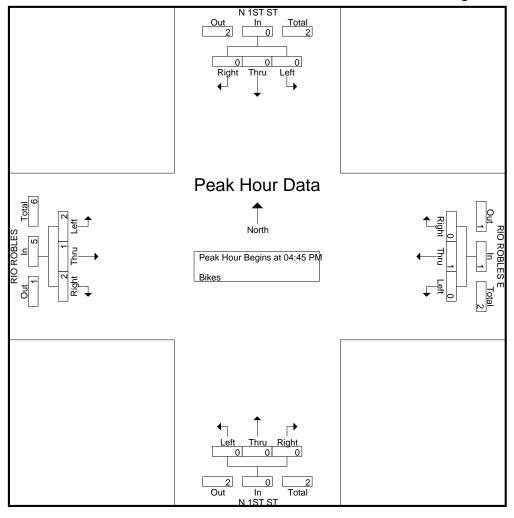
Page No : 1

										(Group	<u>os Prin</u>	ted- I	<u> Bikes</u>											
			N 15	ST ST	•			RI	O RC	BLE	SE				N 15	ST ST	•			F	RIO R	OBLE	S		
			South	boun	ıd				West	boun	d				North	boun	d				East	oound	b		
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Tum	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	3_
Total	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	3	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1_
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	1	0	1	0	0	2	4
Grand Total	0	1	0	0	0	1	1	1	0	0	0	2	0	1	0	0	0	1	2	1	2	0	0	5	9
Apprch %	0	100	0	0	0		50	50	0	0	0		0	100	0	0	0		40	20	40	0	0		
Total %	0	11.1	0	0	0	11.1	11.1	11.1	0	0	0	22.2	0	11.1	0	0	0	11.1	22.2	11.1	22.2	0	0	55.6	

	N 1ST ST				RIO ROBLES E				N 1ST ST				RIO ROBLES				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	2	1	2	5	6
% App. Total	0	0	0		0	100	0		0	0	0		40	20	40		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500	.250	.500	.417	.500

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Page No : 1

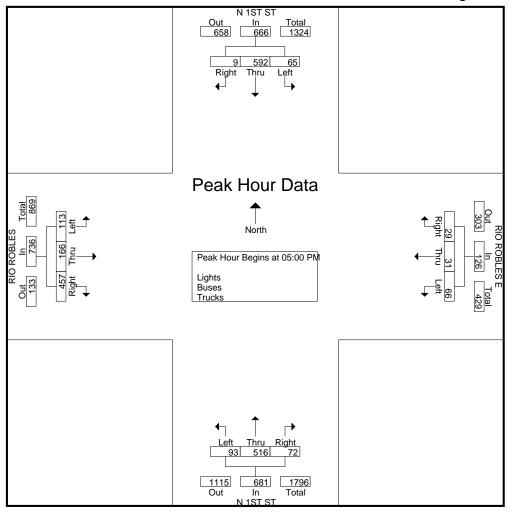
Groups Printed- Lights - Buses - Trucks

N 1ST Southbound Start Time Right Thru Left U-Tum Peds App. Total Right
Start Time Right Thru Left U-Tum Peds App. Total II 04:00 PM 5 140 10 9 0 164 8 4 20 0 1 33 13 106 18 6 3 146 103 7 13 0 0 123 04:15 PM 2 122 12 4 2 142 3 3 24 0 1 31 7 113 19 3 4 146 77 14 11 0 3 105 04:30 PM 4 119 9 10 10 152 9 3 18 0 0 30 12 104 14 3 1 <t< td=""></t<>
04:00 PM 5 140 10 9 0 164 8 4 20 0 1 33 13 106 18 6 3 146 103 7 13 0 0 123 04:15 PM 2 122 12 4 2 142 3 3 24 0 1 31 7 113 19 3 4 146 77 14 11 0 3 105 04:30 PM 4 119 9 10 10 152 9 3 18 0 0 30 12 104 14 3 1 134 123 23 18 0 1 165 04:45 PM 1 157 12 6 6 182 5 2 21 0 1 29 11 83 20 4 6 124 127 24 15 0 0 166 Total 12 538 43 29 18 640 25
04:15 PM 2 122 12 4 2 142 3 3 24 0 1 31 7 113 19 3 4 146 77 14 11 0 3 105 04:30 PM 4 119 9 10 10 152 9 3 18 0 0 30 12 104 14 3 1 134 123 23 18 0 1 165 04:45 PM 1 157 12 6 6 182 5 2 21 0 1 29 11 83 20 4 6 124 127 24 15 0 0 166 Total 12 538 43 29 18 640 25 12 83 0 3 123 43 406 71 16 14 550 430 68 57 0 4 559 1
04:30 PM 4 119 9 10 10 152 9 3 18 0 0 30 12 104 14 3 1 134 123 23 18 0 1 165 04:45 PM 1 157 12 6 6 182 5 2 21 0 1 29 11 83 20 4 6 124 127 24 15 0 0 166 Total 12 538 43 29 18 640 25 12 83 0 3 123 43 406 71 16 14 550 430 68 57 0 4 559 1
04:45 PM
Total 12 538 43 29 18 640 25 12 83 0 3 123 43 406 71 16 14 550 430 68 57 0 4 559 1
05:00 PM 1 168 13 5 1 188 7 8 23 0 0 38 16 136 32 3 6 193 144 27 24 0 0 195
05:15 PM 4 156 17 13 0 190 7 12 11 0 2 32 18 130 20 5 5 178 102 49 25 0 1 177
05:30 PM 1 136 9 9 3 158 8 5 18 0 3 34 18 124 21 2 6 171 114 44 38 0 0 196
05:45 PM 3 132 26 6 2 169 7 6 14 0 7 34 20 126 20 8 9 183 97 46 26 0 0 169
Total 9 592 65 33 6 705 29 31 66 0 12 138 72 516 93 18 26 725 457 166 113 0 1 737 2
Grand Total 21 1130 108 62 24 1345 54 43 149 0 15 261 115 922 164 34 40 1275 887 234 170 0 5 1296 4
Apprch % 1.6 84 8 4.6 1.8 20.7 16.5 57.1 0 5.7 9 72.3 12.9 2.7 3.1 68.4 18.1 13.1 0 0.4
Total % 0.5 27.1 2.6 1.5 0.6 32.2 1.3 1 3.6 0 0.4 6.2 2.8 22.1 3.9 0.8 1 30.5 21.2 5.6 4.1 0 0.1 31
Lights 20 1091 108 62 24 1305 51 43 148 0 15 257 114 887 160 34 40 1235 879 233 169 0 5 1286 4
% Lights 95.2 96.5 100 100 100 97 94.4 100 99.3 0 100 98.5 99.1 96.2 97.6 100 100 96.9 99.1 99.6 99.4 0 100 99.2 99.1 99.6 99.4 0 100 99.2 99.1 99.6 99.1 99.1 99.6 99.1 99.6 99.1 99.6 99.1 99.6 99.1 99.6 99.1 99.6 99.1 99.6 99.1 99.6 99.1 99.6 99.1 99.6 99.1 99.6 99.1 99.6 99.1 99.6 99.1 99.6 99.1 99.6 99.1 99.6 99.1 99.6 99.1 99.6 99.1 99.6 99.1
Buses 0 25 0 0 0 25 0 0 1 0 0 1 1 1 19 2 0 0 22 4 0 0 0 0 4
% Buses 0 2.2 0 0 0 1.9 0 0 0.7 0 0 0.4 0.9 2.1 1.2 0 0 1.7 0.5 0 0 0 0 0.3
Trucks 1 14 0 0 0 15 3 0 0 0 0 3 0 16 2 0 0 18 4 1 1 0 0 6
% Trucks 4.8 1.2 0 0 0 1.1 5.6 0 0 0 0 1.1 0 1.7 1.2 0 0 1.4 0.5 0.4 0.6 0 0 0.5

		N 1S	T ST			RIO RC	BLES I	E		N 15	ST ST			RIO R	OBLES		
		South	bound			West	oound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	m 04:00	PM to	05:45 PI	M - Peal	< 1 of 1			_				-				
Peak Hour for E	intire In	tersection	n Begi	ns at 05:0	00 PM												
05:00 PM	1	168	13	182	7	8	23	38	16	136	32	184	144	27	24	195	599
05:15 PM	4	156	17	177	7	12	11	30	18	130	20	168	102	49	25	176	551
05:30 PM	1	136	9	146	8	5	18	31	18	124	21	163	114	44	38	196	536
05:45 PM	3	132	26	161	7	6	14	27	20	126	20	166	97	46	26	169	523
Total Volume	9	592	65	666	29	31	66	126	72	516	93	681	457	166	113	736	2209
% App. Total	1.4	88.9	9.8		23	24.6	52.4		10.6	75.8	13.7		62.1	22.6	15.4		
PHF	.563	.881	.625	.915	.906	.646	.717	.829	.900	.949	.727	.925	.793	.847	.743	.939	.922

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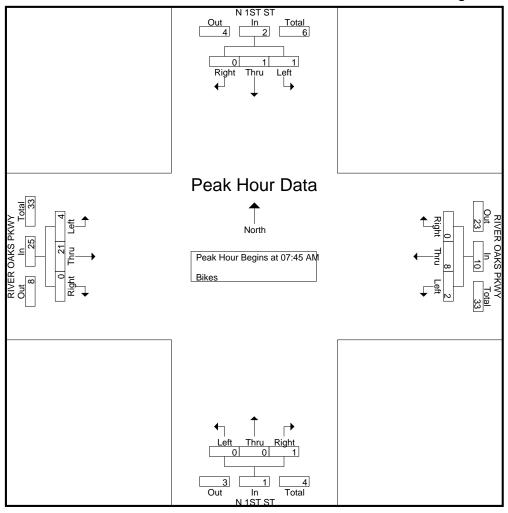
Page No : 1

										JIOUL	<u> </u>	ieu- i	<u>sikes</u>											
		N 18	ST ST	•			RIVE	R O	NKS F	KW	/			N 15	ST ST				RIVE	ER O/	KS F	YKWY	′	
		South	boun	d				West	bound	<u></u>				North	boun	d				East	ooung	<u>t</u>		
Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Tum	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
0	0	0	0	0	0	0	2	0	0	0	2	0	1	1	0	0	2	0	1	0	0	0	1	5
0	0	1	0	0	1	0	1	1_	0	0	2	0	0	0	0	0	0	0	4	1	0	0	5	8
2	0	1	0	0	3	0	3	1	0	0	4	0	1	1	0	0	2	0	7	1	0	0	8	17
0	1	0	0	0	1	0	4	0	0	0	4	0	0	0	0	0	0	0	4	1	0	0	5	10
0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	0	1	0	10	1	0	0	11	14
0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	3	1	0	0	4	6
1	0	0	0	0	1	0	3	0	0	0	3	0	0	1	0	0	1	0	3	0	0	0	3	8
1	1	0	0	0	2	0	10	1	0	0	11	1	0	1	0	0	2	0	20	3	0	0	23	38
3	1	1	0	0	5	0	13	2	0	0	15	1	1	2	0	0	4	0	27	4	0	0	31	55
60	20	20	0	0		0	86.7	13.3	0	0		25	25	50	0	0		0	87.1	12.9	0	0		
5.5	1.8	1.8	0	0	9.1	0	23.6	3.6	0	0	27.3	1.8	1.8	3.6	0	0	7.3	0	49.1	7.3	0	0	56.4	
	0 2 0 0 2 0 0 0 1 1 1 3 60	Right Thru 0 0 0 2 0 0 0 0 0 2 0 0 0 0 2 0 1 0 1 0 1 0 1 1 3 1 60 20	Right Thru Left	South S	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right Thru Left U-Turn Peds App. Total	Right Thru Left U-Turn Peds App. Total Right	Right Thru Left U-Turn Peds App. Total Right Thru	Southbound	N ST ST Southbound N Southbo	N 1ST ST Southbound Southbound Southbound Southbound Southbound N 1ST ST N 1ST ST N 1ST ST ST SOUTHBOUND N 1ST ST S	N ST S Southbound N Southbou	N 1 ST ST Southbound N 1 ST ST N 1 ST ST N 1 ST ST SOUTH N 1 ST ST SOUTH N 1 ST ST SOUTH N 1 ST ST ST SOUTH N 1 ST ST ST SOUTH N 1 ST	Southbound Westbound Right Thru Left U-Tum Peds App. Total Right Thru Left U-Tum Peds App. Total Right Thru Left U-Tum Peds App. Total Right Thru Thru Left U-Tum Peds App. Total Right Thru Thru Left U-Tum Peds App. Total Right Thru Thru	N 1ST ST Southbound N 1ST ST Southbound N 1ST ST Southbound N 1ST ST N 1ST SOUTHBOUND N 1ST SOUTHBOUND	N 1ST ST Southbound N 1ST ST Southbound N 1ST ST Southbound N 1ST ST Northbound N 1ST ST N 1ST ST ST N 1ST ST	N 1ST ST Southbound Westbound Westbound Right Thru Left U-Tum Peds App. Total Right Right Thru Left U-Tum Peds Right Right Right Right Thru Left U-Tum Peds Right Ri	N 1ST ST Southbound N 1ST ST Southbound Southbound Southbound N 1ST ST Southbound N 1ST ST Southbound N 1ST ST Northbound N 1ST ST N N 1ST S	N ST Southbound N ST ST ST Southbound N ST ST ST Southbound N ST ST ST ST ST ST ST	N ST S Southbound N ST S Southbound N ST Southbound N ST S Southbound ST S Southbound ST S S S S S S S S	N ST S Southbound N ST S Southbound N ST Southbound N ST Southbound N ST ST N ST Southbound N ST ST N ST ST Southbound ST ST Southbound ST ST ST ST ST ST ST S	N ST ST Southbound So	N 1ST ST Southbound Northbound Southbound Northbound Northbound Northbound Northbound Eastbound Eastbound Northbound Eastbound Eastbound Northbound Eastbound Northbound Eastbound Eastbound Northbound Eastbound Eastbound Northbound Northbound Eastbound Northbound Northbound Northbound Northbound Eastbound Northbound Northboun	N 1ST ST South-bound S

		N 1S	T ST		RI\	/ER OA	KS PK	WY		N 18	ST ST		RI'	VER OA	KS PK	WY	
		South	bound			Westl	oound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	m 07:00	O AM to	08:45 AI	M - Peak	(1 of 1			-				_				
Peak Hour for E	Entire Int	tersection	n Begi	ns at 07:4	15 AM												
07:45 AM	0	0	1	1	0	1	1	2	0	0	0	0	0	4	1	5	8
08:00 AM	0	1	0	1	0	4	0	4	0	0	0	0	0	4	1	5	10
08:15 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	10	1	11	14
08:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	3	1	4	6_
Total Volume	0	1	1	2	0	8	2	10	1	0	0	1	0	21	4	25	38
% App. Total	0	50	50		0	80	20		100	0	0		0	84	16		
PHF	.000	.250	.250	.500	.000	.500	.500	.625	.250	.000	.000	.250	.000	.525	1.00	.568	.679

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

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Page No : 1

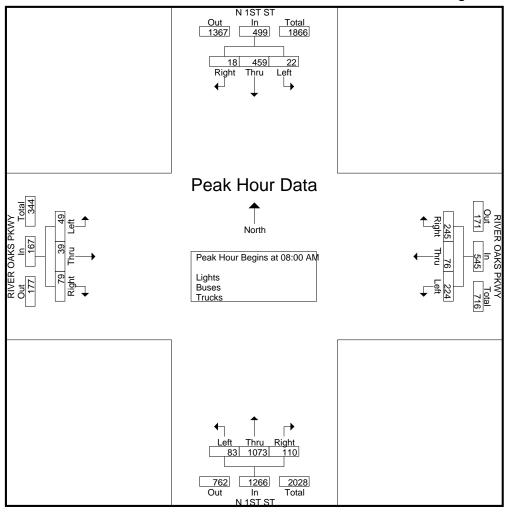
Groups Printed- Lights - Buses - Trucks

			N 15	ST ST	-			RIVE		AKS F		u- <u>Ligi</u> /		<i>,</i> 4000		ST ST	-			RIVE	R OA	KS F	PKW	/	
			South	nbour	nd					boun					North	boun	d				East	oound	d		
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Tum	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
07:00 AM	9	82	0	3	7	101	5	5	11	0	0	21	11	157	13	8	1	190	12	2	8	0	6	28	340
07:15 AM	7	97	4	4	6	118	21	6	14	0	3	44	9	176	16	8	7	216	20	3	7	0	3	33	411
07:30 AM	9	104	4	2	8	127	25	8	24	0	1	58	10	198	19	10	3	240	19	6	6	0	2	33	458
07:45 AM	4	131	12	0	_13_	160	24	13	45	0	4	86	18	251	26	16	10	321	19	4	11	0	4	38	605
Total	29	414	20	9	34	506	75	32	94	0	8	209	48	782	74	42	21	967	70	15	32	0	15	132	1814
08:00 AM	8	110	6	0	10	134	51	21	37	0	5	114	23	257	27	11	14	332	16	4	9	0	4	33	613
08:15 AM	5	127	0	2	10	144	46	14	48	0	6	114	44	261	20	10	6	341	16	6	13	0	2	37	636
08:30 AM	3	106	9	0	8	126	70	21	72	0	6	169	22	293	15	11	9	350	20	17	15	0	3	55	700
08:45 AM	2	116	7	2	_14_	141	78	20	67	0	7	172	21	262	21	9	10	323	27	_12	_12_	0	5_	56	692
Total	18	459	22	4	42	545	245	76	224	0	24	569	110	1073	83	41	39	1346	79	39	49	0	14	181	2641
Grand Total	47	873	42	13	76	1051	320	108	318	0	32	778	158	1855	157	83	60	2313	149	54	81	0	29	313	4455
Apprch %	4.5	83.1	4	1.2	7.2		41.1	13.9	40.9	0	4.1		6.8	80.2	6.8	3.6	2.6		47.6	17.3	25.9	0	9.3		
Total %	1.1	19.6	0.9	0.3	1.7	23.6	7.2	2.4	7.1	0	0.7	17.5	3.5	41.6	3.5	1.9	1.3	51.9	3.3	1.2	1.8	0	0.7	7	
Lights	45	823	37	10	76	991	313	106	314	0	32	765	154	1809	155	83	60	2261	148	53	78	0	29	308	4325
% Lights	95.7	94.3	88.1	76.9	100	94.3	97.8	98.1	98.7	0	100	98.3	97.5	97.5	98.7	100	100	97.8	99.3	98.1	96.3	0	100	98.4	97.1
Buses	0	21	2	0	0	23	2	1	4	0	0	7	4	24	0	0	0	28	1	1	0	0	0	2	60
% Buses	0	2.4	4.8	0	0	2.2	0.6	0.9	1.3	0	0	0.9	2.5	1.3	0	0	0	1.2	0.7	1.9	0	0	0	0.6	1.3
Trucks	2	29	3	3	0	37	5	1	0	0	0	6	0	22	2	0	0	24	0	0	3	0	0	3	70
% Trucks	4.3	3.3	7.1	23.1	0	3.5	1.6	0.9	0	0	0	0.8	0	1.2	1.3	0	0	1	0	0	3.7	0	0	1	1.6

		N 1S	T ST		RI	VER OA	KS PK	WY		N 18	ST ST		RI	VER OA	KS PK	WY	
		South	bound			West	bound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	m 07:0	0 AM to	08:45 AI	M - Peal	k 1 of 1			-				-				
Peak Hour for E	Entire Int	tersection	n Begi	ns at 08:0	00 AM												
08:00 AM	8	110	6	124	51	21	37	109	23	257	27	307	16	4	9	29	569
08:15 AM	5	127	0	132	46	14	48	108	44	261	20	325	16	6	13	35	600
08:30 AM	3	106	9	118	70	21	72	163	22	293	15	330	20	17	15	52	663
08:45 AM	2	116	7	125	78	20	67	165	21	262	21	304	27	12	12	51	645
Total Volume	18	459	22	499	245	76	224	545	110	1073	83	1266	79	39	49	167	2477
% App. Total	3.6	92	4.4		45	13.9	41.1		8.7	84.8	6.6		47.3	23.4	29.3		
PHF	.563	.904	.611	.945	.785	.905	.778	.826	.625	.916	.769	.959	.731	.574	.817	.803	.934

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File Name : 20AM FINAL Site Code : 00000020 Start Date : 9/15/2015



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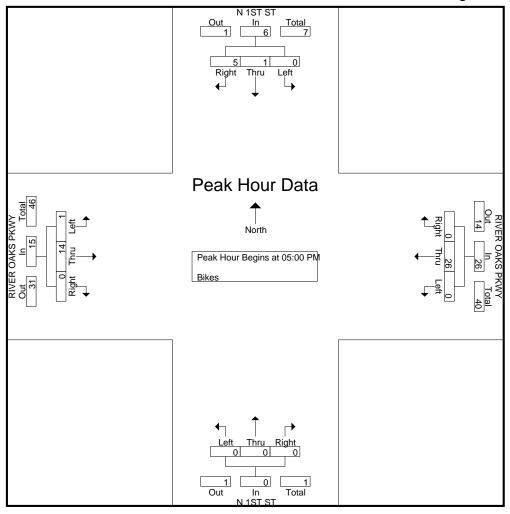
Page No : 1

												os Prin	tea- E	<u>sikes</u>											
			N 15	ST ST	•			RIVE	R OA	KS F	'KW	1			N 18	ST ST				RIVE	ER OA	NKS F	PKW	1	
			South	boun	ıd				West	bound	t				North	boun	d				East	ooun	b		
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Tum	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	4
04:30 PM	0	1	0	0	0	1	0	3	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	3	7
04:45 PM	0	0	0	0	0	0	2	4	0	0	0	6	0	0	0	0	0	0	0	3	0	0	0	3	9
Total	0	1	0	0	0	1	3	10	0	0	0	13	0	0	1	0	0	1	0	6	0	0	0	6	21
05:00 PM	2	0	0	0	0	2	0	7	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0	1	10
05:15 PM	1	1	0	0	0	2	0	6	0	0	0	6	0	0	0	0	0	0	0	2	1	0	0	3	11
05:30 PM	2	0	0	0	0	2	0	4	0	0	0	4	0	0	0	0	0	0	0	6	0	0	0	6	12
05:45 PM	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	5	0	0	0	5	14
Total	5	1	0	0	0	6	0	26	0	0	0	26	0	0	0	0	0	0	0	14	1	0	0	15	47
Grand Total	5	2	0	0	0	7	3	36	0	0	0	39	0	0	1	0	0	1	0	20	1	0	0	21	68
Apprch %	71.4	28.6	0	0	0		7.7	92.3	0	0	0		0	0	100	0	0		0	95.2	4.8	0	0		
Total %	7.4	2.9	0	0	0	10.3	4.4	52.9	0	0	0	57.4	0	0	1.5	0	0	1.5	0	29.4	1.5	0	0	30.9	

		N 1S	T ST		RI	VER OA	KS PK	WY		N 15	ST ST		RI	VER O	KS PK	WY	
		South	bound			West	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 04:0	0 PM to	05:45 Pl	M - Peal	< 1 of 1			-				_				
Peak Hour for E	Entire In	tersection	n Begi	ns at 05:0	00 PM												
05:00 PM	2	0	0	2	0	7	0	7	0	0	0	0	0	1	0	1	10
05:15 PM	1	1	0	2	0	6	0	6	0	0	0	0	0	2	1	3	11
05:30 PM	2	0	0	2	0	4	0	4	0	0	0	0	0	6	0	6	12
05:45 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	5	0	5	14
Total Volume	5	1	0	6	0	26	0	26	0	0	0	0	0	14	1	15	47
% App. Total	83.3	16.7	0		0	100	0		0	0	0		0	93.3	6.7		
PHF	.625	.250	.000	.750	.000	.722	.000	.722	.000	.000	.000	.000	.000	.583	.250	.625	.839

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

File Name : 20PM FINAL Site Code : 00000020 Start Date : 9/15/2015



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

File Name : 20PM FINAL Site Code : 00000020

Start Date : 9/15/2015

Page No : 1

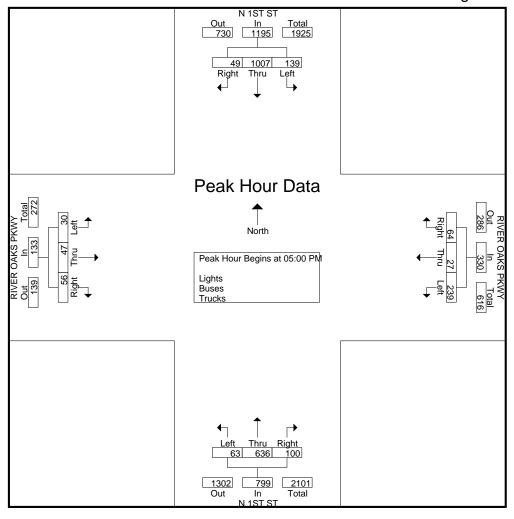
Groups Printed- Lights - Buses - Trucks

			N 15	ST ST	-			RI\/F		ups F AKS F		a- Lign /	its - B	uses		ST ST	-			RIVE	R O	AKS F	PK\/\	/	
			South	_						boun						nboun				1111		bound		•	
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Tum	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
04:00 PM	5	283	26	1	6	321	5	3	22	1	5	36	13	144	14	6	9	186	20	17	4	0	1	42	585
04:15 PM	3	229	24	3	4	263	8	2	33	0	4	47	19	142	9	5	11	186	8	4	4	0	1	17	513
04:30 PM	6	261	11	6	10	294	6	6	33	0	3	48	15	111	11	6	11	154	19	14	6	0	4	43	539
04:45 PM	8	264	_18	5	_15_	310	13	7	43	0	3	66	19	116	9	16	15	175	12	9_	7	0	1_	29	580
Total	22	1037	79	15	35	1188	32	18	131	1	15	197	66	513	43	33	46	701	59	44	21	0	7	131	2217
05:00 PM	9	276	28	5	11	329	26	6	87	0	5	124	20	155	19	23	8	225	17	16	7	0	0	40	718
05:15 PM	12	229	41	3	22	307	9	8	82	0	9	108	28	141	15	14	16	214	15	11	13	0	0	39	668
05:30 PM	15	276	32	0	9	332	18	6	51	1	3	79	21	185	13	13	6	238	18	10	5	0	0	33	682
05:45 PM	13	226	_38	3	10_	290	11	7	19	0_	5	42	31	155	_16	11_	12	225	6	_10_	5	0	4	25	582
Total	49	1007	139	11	52	1258	64	27	239	1	22	353	100	636	63	61	42	902	56	47	30	0	4	137	2650
Grand Total	71	2044	218	26	87	2446	96	45	370	2	37	550	166	1149	106	94	88	1603	115	91	51	0	11	268	4867
Apprch %	2.9	83.6	8.9	1.1	3.6		17.5	8.2	67.3	0.4	6.7		10.4	71.7	6.6	5.9	5.5		42.9	34	19	0	4.1		
Total %	1.5	42	4.5	0.5	1.8	50.3	2	0.9	7.6	0	0.8	11.3	3.4	23.6	2.2	1.9	1.8	32.9	2.4	1.9	1_	0	0.2	5.5	
Lights	71	1992	214	24	87	2388	96	45	363	2	37	543	161	1116	105	93	88	1563	115	90	50	0	11	266	4760
% Lights	100	97.5	98.2	92.3	100	97.6	100	100	98.1	100	100	98.7	97	97.1	99.1	98.9	100	97.5	100	98.9	98	0	100	99.3	97.8
Buses	0	26	3	0	0	29	0	0	4	0	0	4	4	20	0	0	0	24	0	0	0	0	0	0	57
% Buses	0	1.3	1.4	0	0	1.2	0	0	1.1	0	0	0.7	2.4	1.7	0	0	0	1.5	0	0	0	0	0	0	1.2
Trucks	0	26	1	2	0	29	0	0	3	0	0	3	1	13	1	1	0	16	0	1	1	0	0	2	50
% Trucks	0	1.3	0.5	7.7	0	1.2	0	0	8.0	0	0	0.5	0.6	1.1	0.9	1.1	0	1	0	1.1	2	0	0	0.7	1

		N 1S	T ST		RI\	/ER OA	KS PK	WY		N 15	ST ST		RI	VER OA	KS PK	WY	
		South	bound			Westl	oound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 04:00	O PM to	05:45 PI	M - Peak	1 of 1			_				-				
Peak Hour for E	Entire In	tersection	n Begi	ns at 05:0	00 PM												
05:00 PM	9	276	28	313	26	6	87	119	20	155	19	194	17	16	7	40	666
05:15 PM	12	229	41	282	9	8	82	99	28	141	15	184	15	11	13	39	604
05:30 PM	15	276	32	323	18	6	51	75	21	185	13	219	18	10	5	33	650
05:45 PM	13	226	38	277	11	7	19	37	31	155	16	202	6	10	5	21	537
Total Volume	49	1007	139	1195	64	27	239	330	100	636	63	799	56	47	30	133	2457
% App. Total	4.1	84.3	11.6		19.4	8.2	72.4		12.5	79.6	7.9		42.1	35.3	22.6		
PHF	.817	.912	.848	.925	.615	.844	.687	.693	.806	.859	.829	.912	.778	.734	.577	.831	.922

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

File Name : 20PM FINAL Site Code : 00000020 Start Date : 9/15/2015



MITIG8 - Existing (PM) Thu Dec 10, 2015 13:06:00 Page 1-1 ______

Level Of Service Computation Report

*****									ernativ			
Intersection	#580	7 MONT	AGUE E	XPWY/I	FIRST	STREET	Γ					

Cycle (sec):		18	6			Critic	cal Vo.	I./Ca	p.(X):		0.6	
Cycle (sec): Loss Time (sec) Optimal Cycle	ec):	1	2			Averag	ge Dela	ay (s	ec/veh)	:	76	
												E-

Approach:												
Movement:												- R
Control: Rights:	P:	rotect	ed	Pi	rotect	ted	P:	rotec	ted	Pi	roteci	ted
Min. Green:				32					92			
Y+R:		4.0					4.0					4.0
Lanes:			0 1						0 1			
Volume Module												
Base Vol:			60				400				2200	
Growth Adj:						1.00		1.00			1.00	
Initial Bse:				201		593		2666		64		
User Adj:			1.00		1.00		1.00			1.00		
PHF Adj:			1.00		1.00	1.00		1.00			1.00	
PHF Volume:			60	201		593		2319			1870	33
Reduct Vol:	0	0	0		0				0	0 64	0	0
Reduced Vol:	362	418	60	201			400					
PCE Adj:	1.00	1.00	1.00		1.00	1.00			1.00		1.00	
MLF Adj:			1.00		1.00	1.00		1.00			1.00	
FinalVolume:			60						213			
Saturation Fl												
Sat/Lane:									1900		1900	
Adjustment:						0.92		1.00			1.00	
Lanes:			1.00		2.00	1.00		3.00			3.00	
Final Sat.:			1750						1750		5700	
Capacity Ana	-											
Vol/Sat:									0.12	0.02	0.33	
Crit Moves:							****				****	
Green Time:						75.2			111.8			104.3
Volume/Cap:				0.39		0.84			0.20		0.82	
Uniform Del:					65.6	53.2			17.9		53.2	
IncremntDel:			0.1	0.5		8.8		3.6			2.5	
InitQueuDel:			0.0	0.0	0.0	0.0					0.0	0.0
Delay Adj:		1.00	1.00		1.00		1.11		2.00		1.44	1.85
Delay/Veh:		65.1	48.5		67.6		113.3				79.3	
User DelAdj:			1.00		1.00		1.00				1.00	
AdjDel/Veh:		65.1	48.5		67.6		113.3		36.1		79.3	36.1
LOS by Move:	F	Е	D	E	Ε	Е	F	E-	D+	F	E-	D+
HCM2kAvgQ:	14	10	3	6	18	36	15	45	11	2	37	2
*****									******	****	****	*****
Note: Queue	_					_			******	*****	****	*****

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

File Name : 18AM FINAL Site Code : 00000018

Start Date : 9/17/2015

Page No : 1

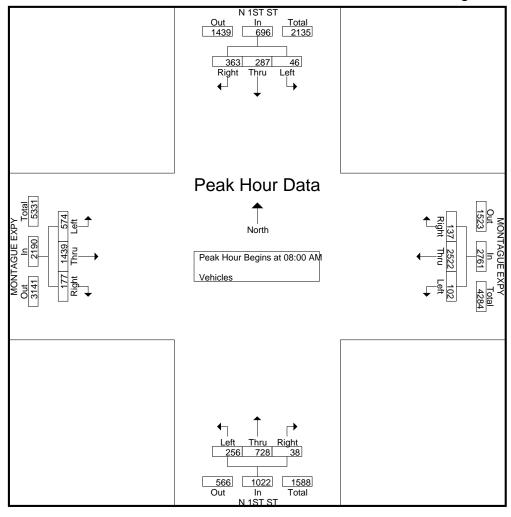
Groups Printed- Vehicles

				_						5 FIIIILE	u- vei			_							
		N	I 1ST	ST			MONT	TAGUI	E EXP	Y		N	I 1ST	ST			MONT	TAGUI	E EXP	Y	
		Sc	uthbo	und			W	estbo	<u>und</u>			No	<u>orthbo</u>	und			E	<u>astbοι</u>	<u>ind</u>		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	57	40	5	0	102	50	700	14	0	764	0	106	32	0	138	17	158	41	0	216	1220
07:15 AM	44	49	9	1	103	48	609	17	0	674	4	122	47	0	173	15	221	76	0	312	1262
07:30 AM	60	75	12	1	148	35	633	14	0	682	10	155	59	0	224	42	258	78	0	378	1432
07:45 AM	76	69	13	0	158	48	662	20	1	731	7	158	47	0	212	25	310	130	0	465	1566
Total	237	233	39	2	511	181	2604	65	1	2851	21	541	185	0	747	99	947	325	0	1371	5480
08:00 AM	88	73	18	0	179	37	653	27	2	719	9	155	77	0	241	46	331	146	0	523	1662
08:15 AM	82	69	15	0	166	27	596	24	1	648	7	203	53	0	263	44	350	151	0	545	1622
08:30 AM	89	70	4	0	163	39	635	21	2	697	14	197	67	0	278	41	305	117	3	466	1604
08:45 AM	104	75	9	0	188	34	638	30	0	702	8	173	59	0	240	46	453	160	2	661	1791_
Total	363	287	46	0	696	137	2522	102	5	2766	38	728	256	0	1022	177	1439	574	5	2195	6679
Grand Total	600	520	85	2	1207	318	5126	167	6	5617	59	1269	441	0	1769	276	2386	899	5	3566	12159
Apprch %	49.7	43.1	7	0.2		5.7	91.3	3	0.1		3.3	71.7	24.9	0		7.7	66.9	25.2	0.1		
Total %	4.9	4.3	0.7	0	9.9	2.6	42.2	1.4	0	46.2	0.5	10.4	3.6	0	14.5	2.3	19.6	7.4	0	29.3	

		N 1S	T ST		M	ONTAG	SUE EX	PY		N 15	ST ST		M	ONTAG	SUE EX	PY	
		South	bound			West	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 07:0	0 AM to	08:45 Al	M - Pea	k 1 of 1			-				-				
Peak Hour for E	Entire In	tersection	n Begi	ns at 08:0	00 AM												
08:00 AM	88	73	18	179	37	653	27	717	9	155	77	241	46	331	146	523	1660
08:15 AM	82	69	15	166	27	596	24	647	7	203	53	263	44	350	151	545	1621
08:30 AM	89	70	4	163	39	635	21	695	14	197	67	278	41	305	117	463	1599
08:45 AM	104	75	9	188	34	638	30	702	8	173	59	240	46	453	160	659	1789
Total Volume	363	287	46	696	137	2522	102	2761	38	728	256	1022	177	1439	574	2190	6669
% App. Total	52.2	41.2	6.6		5	91.3	3.7		3.7	71.2	25		8.1	65.7	26.2		
PHF	.873	.957	.639	.926	.878	.966	.850	.963	.679	.897	.831	.919	.962	.794	.897	.831	.932

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

File Name : 18AM FINAL Site Code : 00000018 Start Date : 9/17/2015



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

File Name: 18AM FINAL

Site Code : 00000018 Start Date : 9/17/2015

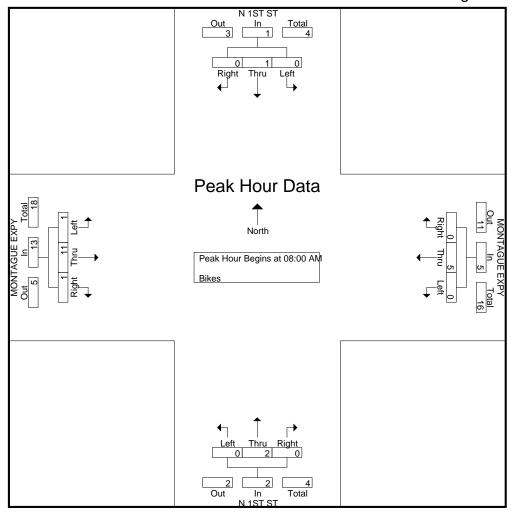
Page No : 1

									Group	os Prini	<u>ea- Bi</u>	<u>kes</u>									
		N	1ST	ST			MONT	AGUE	EXP)	′		N	I1ST	ST			MONT	AGUE	EXP,	Y	
		So	uthbo	und			W	estbou	und			No	orthbo	und			E	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	4
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1_
Total	0	0	1	0	1	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	6
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	5	1	0	6	9
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	4	0	0	5	8
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total	0	1	0	0	1	0	5	0	0	5	0	2	0	0	2	1	11	1	0	13	21
Grand Total	0	1	1	0	2	0	7	0	0	7	0	4	0	0	4	1	12	1	0	14	27
Apprch %	0	50	50	0		0	100	0	0		0	100	0	0		7.1	85.7	7.1	0		
Total %	0	3.7	3.7	0	7.4	0	25.9	0	0	25.9	0	14.8	0	0	14.8	3.7	44.4	3.7	0	51.9	

		N 1S	T ST		М	ONTAG	UE EX	PY		N 15	ST ST		М	ONTAG	SUE EX	PY	
		South	bound			West	oound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 07:0	0 AM to	08:45 Al	M - Peal	< 1 of 1			-				_				
Peak Hour for E	Entire Int	tersection	n Begi	ns at 08:0	00 AM												
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	2	0	2	0	1	0	1	0	5	1	6	9
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	4	0	5	8
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Total Volume	0	1	0	1	0	5	0	5	0	2	0	2	1	11	1	13	21
% App. Total	0	100	0		0	100	0		0	100	0		7.7	84.6	7.7		
PHF	.000	.250	.000	.250	.000	.417	.000	.417	.000	.500	.000	.500	.250	.550	.250	.542	.583

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

File Name : 18AM FINAL Site Code : 00000018 Start Date : 9/17/2015



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

File Name: 12AM FINAL Site Code: 00000012

Start Date : 10/7/2015

Page No : 1

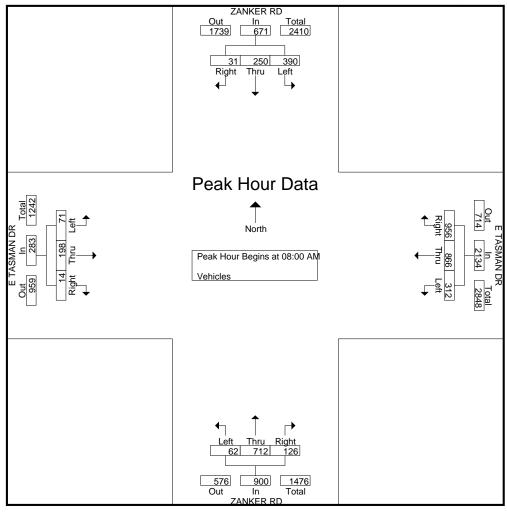
Groups Printed- Vehicles

		ZA	NKER	RD			E T	ASMA		3 1 111110	<u> </u>		NKER	RD			E T/	ASMA	N DR		
		Sc	outhbo	und			W	estbo	und			No	orthbo	und			E	<u>astbou</u>	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	27	33	0	66	151	169	22	0	342	8	84	9	2	103	4	26	11	0	41	552
07:15 AM	8	44	52	2	106	168	175	37	0	380	15	103	13	1	132	14	37	13	2	66	684
07:30 AM	5	43	50	1	99	216	182	36	0	434	20	142	13	1	176	6	53	10	3	72	781
07:45 AM	8	55	66	4	133	278	248	48	1_	575	30	147	21	0	198	7	38	7	1_	53	959
Total	27	169	201	7	404	813	774	143	1	1731	73	476	56	4	609	31	154	41	6	232	2976
08:00 AM	10	56	75	4	145	233	223	63	0	519	25	164	19	0	208	4	40	15	2	61	933
08:15 AM	8	57	86	0	151	252	202	75	0	529	30	174	12	0	216	3	44	18	4	69	965
08:30 AM	10	66	113	1	190	264	249	79	0	592	33	153	15	3	204	3	62	18	0	83	1069
08:45 AM	3	71	116	0	190	207	192	95	2	496	38	221	16	2	277	4	52	20	5	81	1044
Total	31	250	390	5	676	956	866	312	2	2136	126	712	62	5	905	14	198	71	11	294	4011
																					1
Grand Total	58	419	591	12	1080	1769	1640	455	3	3867	199	1188	118	9	1514	45	352	112	17	526	6987
Apprch %	5.4	38.8	54.7	1.1		45.7	42.4	11.8	0.1		13.1	78.5	7.8	0.6		8.6	66.9	21.3	3.2		
Total %	0.8	6	8.5	0.2	15.5	25.3	23.5	6.5	0	55.3	2.8	17	1.7	0.1	21.7	0.6	5	1.6	0.2	7.5	

		ZANK	ER RD			E TASN	/AN DF	3		ZANK	ER RD			E TASI	MAN DI	₹	
		South	bound			West	oound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 07:0	0 AM to	08:45 Al	M - Peal	k 1 of 1			-				_				
Peak Hour for E	Entire In	tersection	on Begi	ns at 08:0	00 AM												
08:00 AM	10	56	75	141	233	223	63	519	25	164	19	208	4	40	15	59	927
08:15 AM	8	57	86	151	252	202	75	529	30	174	12	216	3	44	18	65	961
08:30 AM	10	66	113	189	264	249	79	592	33	153	15	201	3	62	18	83	1065
08:45 AM	3	71	116	190	207	192	95	494	38	221	16	275	4	52	20	76	1035
Total Volume	31	250	390	671	956	866	312	2134	126	712	62	900	14	198	71	283	3988
% App. Total	4.6	37.3	58.1		44.8	40.6	14.6		14	79.1	6.9		4.9	70	25.1		
PHF	.775	.880	.841	.883	.905	.869	.821	.901	.829	.805	.816	.818	.875	.798	.888	.852	.936

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

File Name : 12AM FINAL Site Code : 00000012 Start Date : 10/7/2015



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

File Name: 12AM FINAL

Site Code : 00000012 Start Date : 10/7/2015

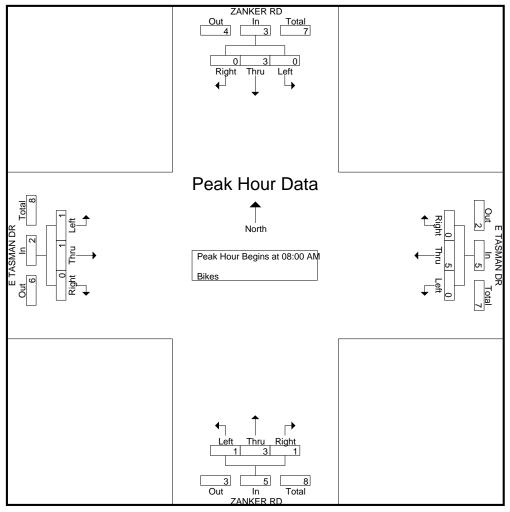
Page No : 1

									Grou	os Prin	ea- Bi	kes									
		ZAI	NKER	RD			E TA	ASMA	N DR			ZA	NKER	RD			E TA	ASMA	N DR		
		So	uthbo	und			W	estbou	und			No	orthbo	und			E	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
08:30 AM	0	1	0	0	1	0	3	0	0	3	1	1	0	0	2	0	0	1	0	1	7
08:45 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
Total	0	3	0	0	3	0	5	0	0	5	1	3	1	0	5	0	1	1	0	2	15
Grand Total	0	3	0	0	3	0	5	0	0	5	1	3	1	0	5	0	1	1	0	2	15
Apprch %	0	100	0	0		0	100	0	0		20	60	20	0		0	50	50	0		
Total %	0	20	0	0	20	0	33.3	0	0	33.3	6.7	20	6.7	0	33.3	0	6.7	6.7	0	13.3	
						'														,	

		ZANK	ER RD			E TASI	/AN DF	3		ZANK	ER RD			E TASI	MAN DI	₹	
		South	bound			West	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	m 07:0	O AM to	08:45 Al	M - Peal	k 1 of 1			-				_				
Peak Hour for E	Entire In	tersection	n Begi	ns at 08:0	00 AM												
08:00 AM	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	1	0	1	0	3	0	3	1	1	0	2	0	0	1	1	7
08:45 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
Total Volume	0	3	0	3	0	5	0	5	1	3	1	5	0	1	1	2	15
% App. Total	0	100	0		0	100	0		20	60	20		0	50	50		
PHF	.000	.750	.000	.750	.000	.417	.000	.417	.250	.750	.250	.625	.000	.250	.250	.500	.536

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

File Name : 12AM FINAL Site Code : 00000012 Start Date : 10/7/2015



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

File Name : 12PM FINAL Site Code : 00000012

Start Date : 10/7/2015

Page No : 1

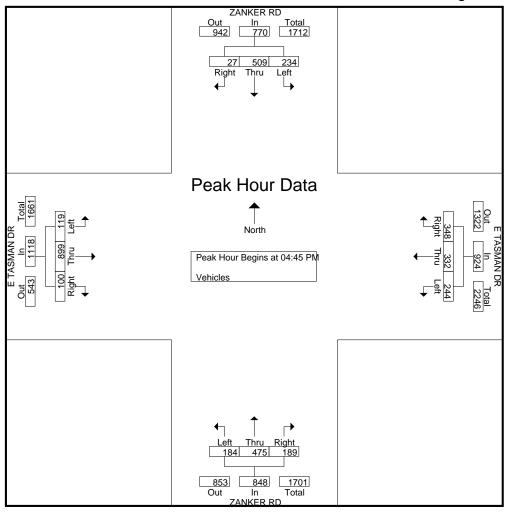
Groups Printed- Vehicles

		ZA	NKER	RD			E T	ASMA		3 1 111110	<u>u 10.</u>		NKER	RD			E T/	ASMA	N DR		
		Sc	outhbo	und			W	estbo	und			No	orthbo	und			E	<u>astbou</u>	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	9	79	42	1	131	42	66	38	2	148	25	113	26	2	166	26	122	24	3	175	620
04:15 PM	5	74	24	0	103	69	80	41	0	190	23	88	37	1	149	20	200	28	1	249	691
04:30 PM	7	106	39	0	152	59	61	41	1	162	25	102	47	4	178	14	115	23	1	153	645
04:45 PM	5	138	47	0	190	71	77	56	0	204	41	122	53	6	222	16	242	28	1_	287	903
Total	26	397	152	1	576	241	284	176	3	704	114	425	163	13	715	76	679	103	6	864	2859
05:00 PM	5	128	47	4	184	107	98	63	3	271	41	120	46	9	216	29	220	39	2	290	961
05:15 PM	8	121	68	0	197	81	89	59	2	231	52	125	48	0	225	27	212	24	4	267	920
05:30 PM	9	122	72	2	205	89	68	66	5	228	55	108	37	5	205	28	225	28	3	284	922
05:45 PM	10	125	76	6	217	73	85	57	3_	218	45	118	32	6	201	23	223	28	9	283	919
Total	32	496	263	12	803	350	340	245	13	948	193	471	163	20	847	107	880	119	18	1124	3722
																					1
Grand Total	58	893	415	13	1379	591	624	421	16	1652	307	896	326	33	1562	183	1559	222	24	1988	6581
Apprch %	4.2	64.8	30.1	0.9		35.8	37.8	25.5	1		19.7	57.4	20.9	2.1		9.2	78.4	11.2	1.2		
Total %	0.9	13.6	6.3	0.2	21	9	9.5	6.4	0.2	25.1	4.7	13.6	5	0.5	23.7	2.8	23.7	3.4	0.4	30.2	

		ZANK	ER RD			E TASI	MAN DF	3		ZANK	ER RD			E TASI	MAN DI	₹	
		South	bound			West	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 04:0	0 PM to	05:45 Pl	M - Peal	< 1 of 1			-				-				
Peak Hour for E	Entire In	tersection	on Begi	ns at 04:4	15 PM												
04:45 PM	5	138	47	190	71	77	56	204	41	122	53	216	16	242	28	286	896
05:00 PM	5	128	47	180	107	98	63	268	41	120	46	207	29	220	39	288	943
05:15 PM	8	121	68	197	81	89	59	229	52	125	48	225	27	212	24	263	914
05:30 PM	9	122	72	203	89	68	66	223	55	108	37	200	28	225	28	281	907
Total Volume	27	509	234	770	348	332	244	924	189	475	184	848	100	899	119	1118	3660
% App. Total	3.5	66.1	30.4		37.7	35.9	26.4		22.3	56	21.7		8.9	80.4	10.6		
PHF	.750	.922	.813	.948	.813	.847	.924	.862	.859	.950	.868	.942	.862	.929	.763	.970	.970

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

File Name : 12PM FINAL Site Code : 00000012 Start Date : 10/7/2015



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

File Name: 12PM FINAL

Site Code : 00000012 Start Date : 10/7/2015

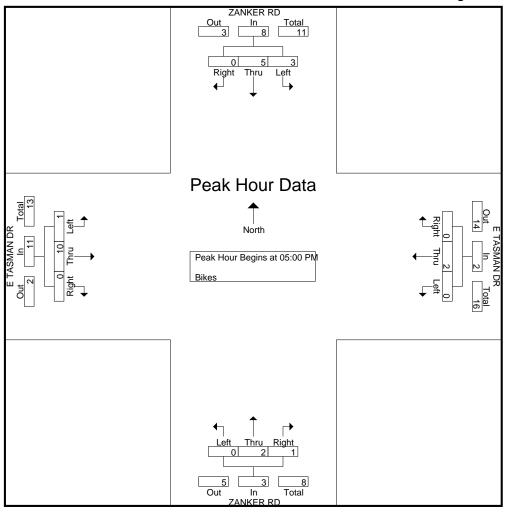
Page No : 1

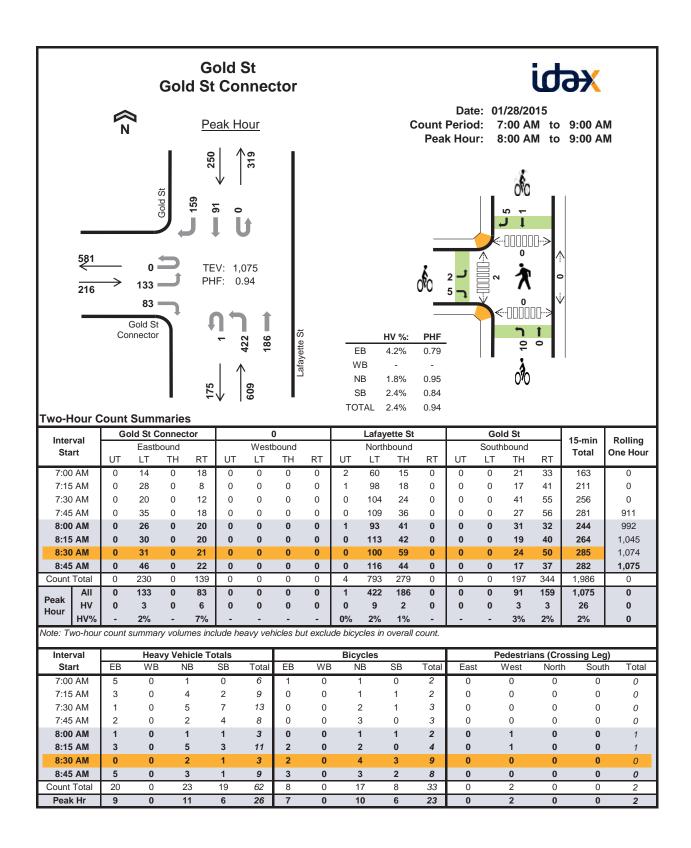
										ps Prin	<u>iea- bi</u>										
		ZA	NKER	RD			ETA	ASMA	N DR			ZA	NKER	RD			E TA	ASMA	N DR		
		Sc	outhbo	und			W	estbou	und			No	orthbo	und			E	astbou	und		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	1	0	0	1	4
05:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
05:15 PM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	8
05:30 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
05:45 PM	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	0	6	0	0	6	9
Total	0	5	3	0	8	0	2	0	0	2	1	2	0	0	3	0	10	1	0	11	24
Grand Total	0	5	3	0	8	0	2	0	0	2	3	3	0	0	6	0	11	1	0	12	28
Apprch %	0	62.5	37.5	0		0	100	0	0		50	50	0	0		0	91.7	8.3	0		
Total %	0	17.9	10.7	0	28.6	0	7.1	0	0	7.1	10.7	10.7	0	0	21.4	0	39.3	3.6	0	42.9	
																				- 1	

		ZANK	ER RD			E TASN	/AN DF	3		ZANK	ER RD			E TASI	MAN DI	₹	
		South	bound			West	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 04:0	0 PM to	05:45 Pl	M - Peal	k 1 of 1			_				_				_
Peak Hour for E	Entire In	tersection	on Begi	ns at 05:0	00 PM												
05:00 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	1	1	3
05:15 PM	0	2	1	3	0	0	0	0	0	1	0	1	0	4	0	4	8
05:30 PM	0	2	0	2	0	1	0	1	0	1	0	1	0	0	0	0	4
05:45 PM	0	0	1	1	0	1	0	1	1	0	0	1	0	6	0	6	9_
Total Volume	0	5	3	8	0	2	0	2	1	2	0	3	0	10	1	11	24
% App. Total	0	62.5	37.5		0	100	0		33.3	66.7	0		0	90.9	9.1		
PHF	.000	.625	.750	.667	.000	.500	.000	.500	.250	.500	.000	.750	.000	.417	.250	.458	.667

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

File Name : 12PM FINAL Site Code : 00000012 Start Date : 10/7/2015

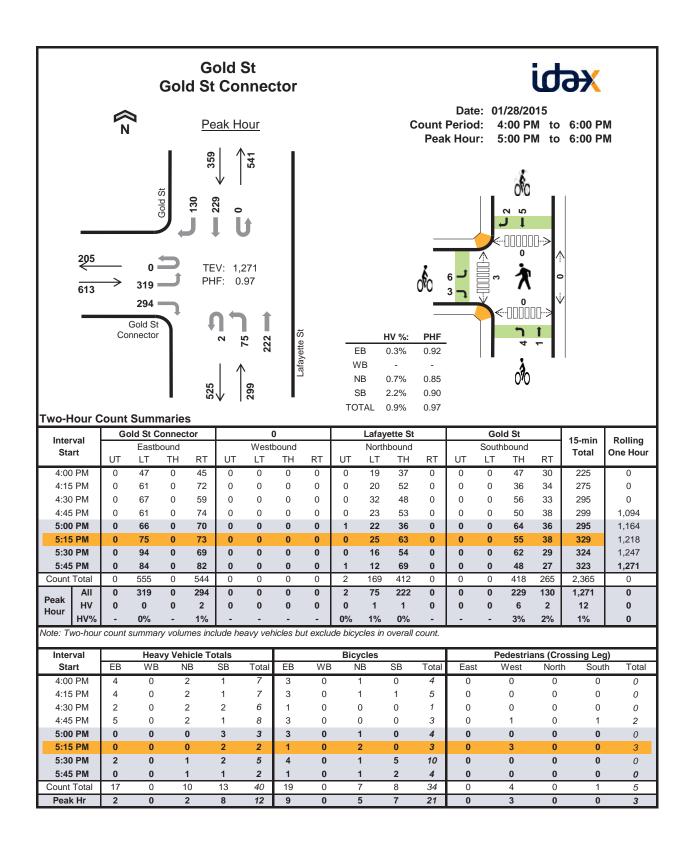




Interval	Go	old St C	Connec	tor		(0			Lafay	ette St			Gol	d St		15-min	Rolling
Start		Easth	bound			West	bound			North	bound			South	bound		Total	One Ho
Start	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	One no
7:00 AM	0	2	0	3	0	0	0	0	0	0	1	0	0	0	0	0	6	0
7:15 AM	0	3	0	0	0	0	0	0	1	3	0	0	0	0	0	2	9	0
7:30 AM	0	0	0	1	0	0	0	0	0	4	1	0	0	0	3	4	13	0
7:45 AM	0	0	0	2	0	0	0	0	0	1	1	0	0	0	1	3	8	36
8:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3	33
8:15 AM	0	1	0	2	0	0	0	0	0	5	0	0	0	0	1	2	11	35
8:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	3	25
8:45 AM	0	1	0	4	0	0	0	0	0	2	1	0	0	0	1	0	9	26
ount Total	0	8	0	12	0	0	0	0	1	17	5	0	0	0	7	12	62	0
eak Hour	0	3	0	6	0	0	0	0	0	9	2	0	0	0	3	3	26	0

Interval	Gold	St Conn	ector		0		L	afayette	St		Gold St		15-min	Rolling
Start	E	Eastboun	d	٧	Vestboun	d	N	lorthbour	nd	S	outhbour	nd	Total	One Hour
Otart	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Total	One rioui
7:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	2	0
7:30 AM	0	0	0	0	0	0	2	0	0	0	0	1	3	0
7:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	3	10
8:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	2	10
8:15 AM	0	0	2	0	0	0	2	0	0	0	0	0	4	12
8:30 AM	0	0	2	0	0	0	4	0	0	0	0	3	9	18
8:45 AM	2	0	1	0	0	0	3	0	0	0	0	2	8	23
Count Total	3	0	5	0	0	0	17	0	0	0	1	7	33	0
Peak Hour	2	0	5	0	0	0	10	0	0	0	1	5	23	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Interval	Go	old St C	Connec	tor		(0			Lafay	ette St			Gol	d St		15-min	Rolling
Start		Eastl	oound			West	bound			North	bound			South	bound		Total	One Ho
Otart	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	10.01	One ne
4:00 PM	0	2	0	2	0	0	0	0	0	1	1	0	0	0	0	1	7	0
4:15 PM	0	1	0	3	0	0	0	0	0	0	2	0	0	0	0	1	7	0
4:30 PM	0	1	0	1	0	0	0	0	0	0	2	0	0	0	0	2	6	0
4:45 PM	0	2	0	3	0	0	0	0	0	1	1	0	0	0	0	1	8	28
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	24
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	19
5:30 PM	0	0	0	2	0	0	0	0	0	0	1	0	0	0	1	1	5	18
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	12
ount Total	0	6	0	11	0	0	0	0	0	3	7	0	0	0	6	7	40	0
eak Hour	0	0	0	2	0	0	0	0	0	1	1	0	0	0	6	2	12	0
eak Hour	0	0	0	2	0	0	0	0	0	1	1	0	0	0	6	2	12	0

Interval	Gold	St Conn	ector		0		L	afayette	St		Gold St		15-min	Rolling
Start	Е	Eastboun	d	٧	Vestboun	d	١	Northbour	nd	S	outhbour	nd	Total	One Hour
Otart	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Total	One riou
4:00 PM	1	0	2	0	0	0	1	0	0	0	0	0	4	0
4:15 PM	0	0	3	0	0	0	1	0	0	0	1	0	5	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	3	0	0	0	0	0	0	0	0	0	0	0	3	13
5:00 PM	3	0	0	0	0	0	1	0	0	0	0	0	4	13
5:15 PM	0	0	1	0	0	0	1	1	0	0	0	0	3	11
5:30 PM	2	0	2	0	0	0	1	0	0	0	3	2	10	20
5:45 PM	1	0	0	0	0	0	1	0	0	0	2	0	4	21
Count Total	10	0	9	0	0	0	6	1	0	0	6	2	34	0
Peak Hour	6	0	3	0	0	0	4	1	0	0	5	2	21	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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

File Name : 14AM FINAL Site Code : 00000014

Start Date : 10/7/2015

Page No : 1

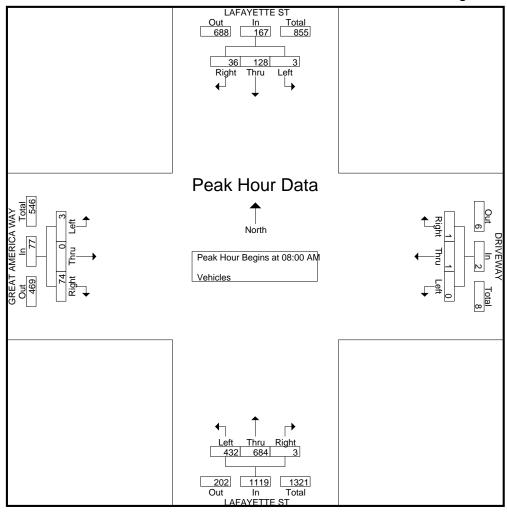
Groups Printed- Vehicles

		LAF	AYET	TE ST			DF	RIVEV		<u> </u>	<u>u 10.</u>	LAF	AYET	TE ST		GF	REAT	AMER	ICA W	/AY	
		Sc	uthbo	und			W	estbo	und			N	orthbo	und			E	<u>astbou</u>	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	22	0	1	27	1	1	1	0	3	0	91	31	0	122	6	1	0	0	7	159
07:15 AM	5	32	1	0	38	8	1	0	0	9	1	104	60	0	165	9	0	0	0	9	221
07:30 AM	2	44	0	1	47	1	1	1	1	4	1	127	80	0	208	10	0	0	2	12	271
07:45 AM	8	47	0	1_	56	1	0	0	0	1	0	123	89	0	212	15	0	1	1_	17	286
Total	19	145	1	3	168	11	3	2	1	17	2	445	260	0	707	40	1	1	3	45	937
08:00 AM	9	38	0	0	47	0	0	0	0	0	1	174	109	0	284	18	0	0	0	18	349
08:15 AM	10	25	1	0	36	0	1	0	0	1	2	168	114	0	284	18	0	2	0	20	341
08:30 AM	6	41	1	0	48	0	0	0	0	0	0	181	116	0	297	18	0	1	0	19	364
08:45 AM	11	24	1	0	36	1	0	0	0	1	0	161	93	0	254	20	0	0	1	21	312
Total	36	128	3	0	167	1	1	0	0	2	3	684	432	0	1119	74	0	3	1	78	1366
Grand Total	55	273	4	3	335	12	4	2	1	19	5	1129	692	0	1826	114	1	4	4	123	2303
Apprch %	16.4	81.5	1.2	0.9		63.2	21.1	10.5	5.3		0.3	61.8	37.9	0		92.7	8.0	3.3	3.3		
Total %	2.4	11.9	0.2	0.1	14.5	0.5	0.2	0.1	0	0.8	0.2	49	30	0	79.3	5	0	0.2	0.2	5.3	

		LAFAYE	TTE S	Т		DRIV	EWAY			LAFAYI	ETTE S	T	GRE	AT AM	ERICA	WAY	
		South	bound			West	bound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 07:0	0 AM to	08:45 Al	M - Peal	k 1 of 1			-				_				
Peak Hour for E	Entire In	tersection	on Begi	ns at 08:0	00 AM												
08:00 AM	9	38	0	47	0	0	0	0	1	174	109	284	18	0	0	18	349
08:15 AM	10	25	1	36	0	1	0	1	2	168	114	284	18	0	2	20	341
08:30 AM	6	41	1	48	0	0	0	0	0	181	116	297	18	0	1	19	364
08:45 AM	11	24	1	36	1	0	0	1	0	161	93	254	20	0	0	20	311
Total Volume	36	128	3	167	1	1	0	2	3	684	432	1119	74	0	3	77	1365
% App. Total	21.6	76.6	1.8		50	50	0		0.3	61.1	38.6		96.1	0	3.9		
PHF	.818	.780	.750	.870	.250	.250	.000	.500	.375	.945	.931	.942	.925	.000	.375	.963	.938

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

File Name : 14AM FINAL Site Code : 00000014 Start Date : 10/7/2015



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

File Name : 14AM FINAL Site Code : 00000014

Start Date : 10/7/2015

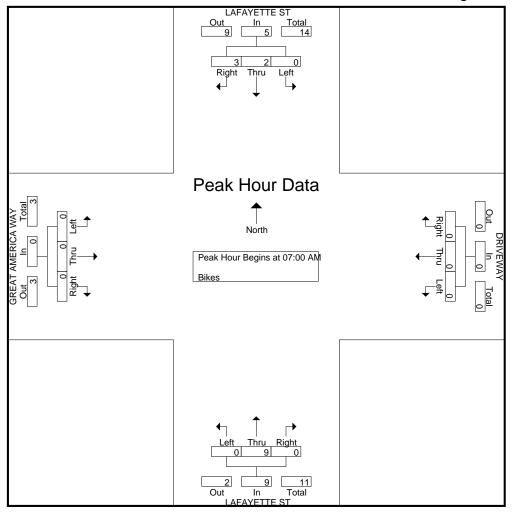
Page No : 1

									Grou	ps Prin	iea- Bi	kes									
		LAF/	YET	TE ST			DR	RIVEW	/AY			LAF	AYET	TE ST		GF	REAT	AMER	ICA W	/AY	i
		So	uthbo	und			We	estbou	und			No	orthbo	und			Ea	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	1	0	1	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
07:15 AM	0	0	0	2	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
07:45 AM	1	1	0	2	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total	3	2	0	5	10	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	19
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	. 1
08:15 AM	0	0	0	3	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
08:30 AM	0	1	0	2	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	6
08:45 AM	0	0	0	4	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7_
Total	0	1	0	10	11	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	18
Grand Total	3	3	0	15	21	0	0	0	0	0	0	15	0	0	15	1	0	0	0	1	37
Apprch %	14.3	14.3	0	71.4		0	0	0	0		0	100	0	0		100	0	0	0		i
Total %	8.1	8.1	0	40.5	56.8	0	0	0	0	0	0	40.5	0	0	40.5	2.7	0	0	0	2.7	ì

		LAFAYE	TTE S	Т		DRIV	EWAY			LAFAYE	ETTE S	T	GRE	EAT AM	ERICA	WAY	
		South	bound			West	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 07:0	0 AM to	08:45 Al	M - Peal	k 1 of 1			_				-				
Peak Hour for E	Entire In	tersection	n Begi	ns at 07:0	00 AM												
07:00 AM	2	1	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
07:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
07:45 AM	1	1	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total Volume	3	2	0	5	0	0	0	0	0	9	0	9	0	0	0	0	14
% App. Total	60	40	0		0	0	0		0	100	0		0	0	0		
PHF	.375	.500	.000	.417	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.875

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

File Name : 14AM FINAL Site Code : 00000014 Start Date : 10/7/2015



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

File Name: 14PM FINAL Site Code: 00000014

Start Date : 10/7/2015

Page No : 1

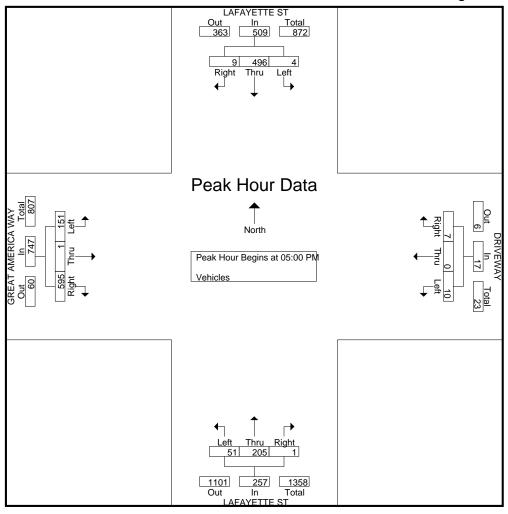
Groups Printed- Vehicles

									Oloup	S FIIIILE	u- vei	IICICS									
		LAF	AYET	TE ST			DF	RIVEV	VAY			LAF	AYET	TE ST		GF	REAT	AMER	RICA W	/AY	
		Sc	uthbo	und			W	estbo	und			N	orthbo	und			E	<u>astbou</u>	und		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	4	96	0	0	100	0	0	0	0	0	0	25	11	0	36	87	0	7	2	96	232
04:15 PM	3	104	1	1	109	0	0	0	1	1	0	39	17	0	56	93	0	19	1	113	279
04:30 PM	3	114	0	0	117	0	0	0	0	0	0	50	8	0	58	94	0	18	0	112	287
04:45 PM	1	114	0	0	115	0	1	0	0	1	0	46	22	0	68	103	0	15	0	118	302
Total	11	428	1	1	441	0	1	0	1	2	0	160	58	0	218	377	0	59	3	439	1100
05:00 PM	4	127	0	0	131	0	0	2	0	2	1	47	14	0	62	160	1	37	2	200	395
05:15 PM	2	138	1	1	142	1	0	1	1	3	0	37	14	0	51	137	0	31	1	169	365
05:30 PM	2	117	3	0	122	6	0	6	0	12	0	61	17	0	78	164	0	31	0	195	407
_05:45 PM	1	114	0	0	115	0	0	1	2	3	0	60	6	0	66	134	0	52	0	186	370
Total	9	496	4	1	510	7	0	10	3	20	1	205	51	0	257	595	1	151	3	750	1537
Grand Total	20	924	5	2	951	7	1	10	4	22	1	365	109	0	475	972	1	210	6	1189	2637
Apprch %	2.1	97.2	0.5	0.2		31.8	4.5	45.5	18.2		0.2	76.8	22.9	0		81.7	0.1	17.7	0.5		
Total %	0.8	35	0.2	0.1	36.1	0.3	0	0.4	0.2	0.8	0	13.8	4.1	0	18	36.9	0	8	0.2	45.1	

		LAFAYE	TTE S	Т		DRIV	EWAY			LAFAYI	ETTE S	T	GRI	AT AM	ERICA	WAY	
		South	bound			West	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 04:0	0 PM to	05:45 Pl	M - Peal	< 1 of 1			-				_				
Peak Hour for E	Entire In	tersection	on Begi	ns at 05:0	00 PM												
05:00 PM	4	127	0	131	0	0	2	2	1	47	14	62	160	1	37	198	393
05:15 PM	2	138	1	141	1	0	1	2	0	37	14	51	137	0	31	168	362
05:30 PM	2	117	3	122	6	0	6	12	0	61	17	78	164	0	31	195	407
05:45 PM	1	114	0	115	0	0	1	1	0	60	6	66	134	0	52	186	368
Total Volume	9	496	4	509	7	0	10	17	1	205	51	257	595	1	151	747	1530
% App. Total	1.8	97.4	0.8		41.2	0	58.8		0.4	79.8	19.8		79.7	0.1	20.2		
PHF	.563	.899	.333	.902	.292	.000	.417	.354	.250	.840	.750	.824	.907	.250	.726	.943	.940

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

File Name : 14PM FINAL Site Code : 00000014 Start Date : 10/7/2015



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

File Name : 14PM FINAL Site Code : 00000014

Start Date : 10/7/2015

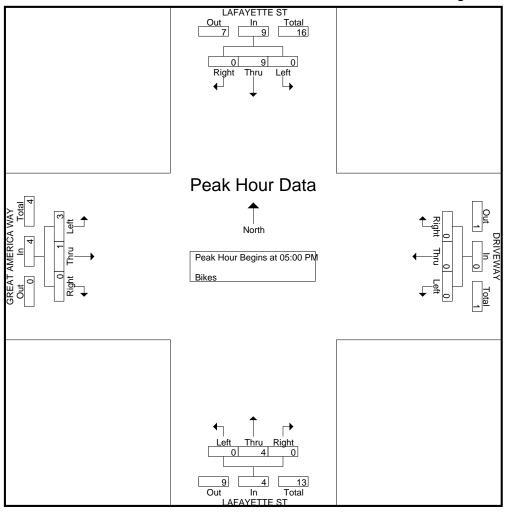
Page No : 1

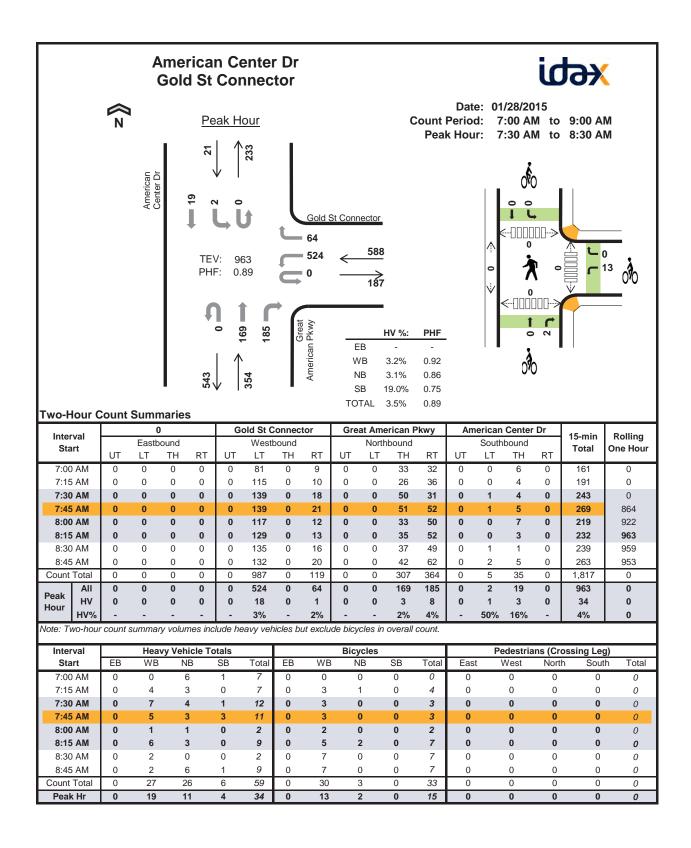
										ps Filli	eu- Di										
		LAF	AYET	TE ST			DF	RIVEV	√AY			LAF	AYET	TE ST		GF	REAT	AMER	RICA W	/AY	
		Sc	outhbo	und			W	estbo	und			No	orthbo	und			E	astbou	und		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
04:30 PM	0	1	0	4	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
04:45 PM	0	1	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
Total	0	3	0	13	16	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	19
05:00 PM	0	2	0	1	3	0	0	0	0	0	0	1	0	0	1	0	1	2	0	3	7
05:15 PM	0	1	0	3	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
05:30 PM	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	4	0	9	13	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	16
Total	0	9	0	14	23	0	0	0	0	0	0	4	0	0	4	0	1	3	0	4	31
Grand Total	0	12	0	27	39	0	0	0	0	0	0	5	0	0	5	0	1	5	0	6	50
Apprch %	0	30.8	0	69.2		0	0	0	0		0	100	0	0		0	16.7	83.3	0		
Total %	0	24	0	54	78	0	0	0	0	0	0	10	0	0	10	0	2	10	0	12	

	l	AFAYE	TTE S	Т		DRIVI	EWAY			LAFAYE	ETTE S	T	GRE	AT AM	ERICA	WAY	
		South	bound			West	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	m 04:00	OPM to	05:45 PI	M - Peal	< 1 of 1			-				-				
Peak Hour for E	ntire Int	ersection	n Begi	ns at 05:0	00 PM												
05:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	1	2	3	6
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	1	1	7_
Total Volume	0	9	0	9	0	0	0	0	0	4	0	4	0	1	3	4	17
% App. Total	0	100	0		0	0	0		0	100	0		0	25	75		
PHF	.000	.563	.000	.563	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.375	.333	.607

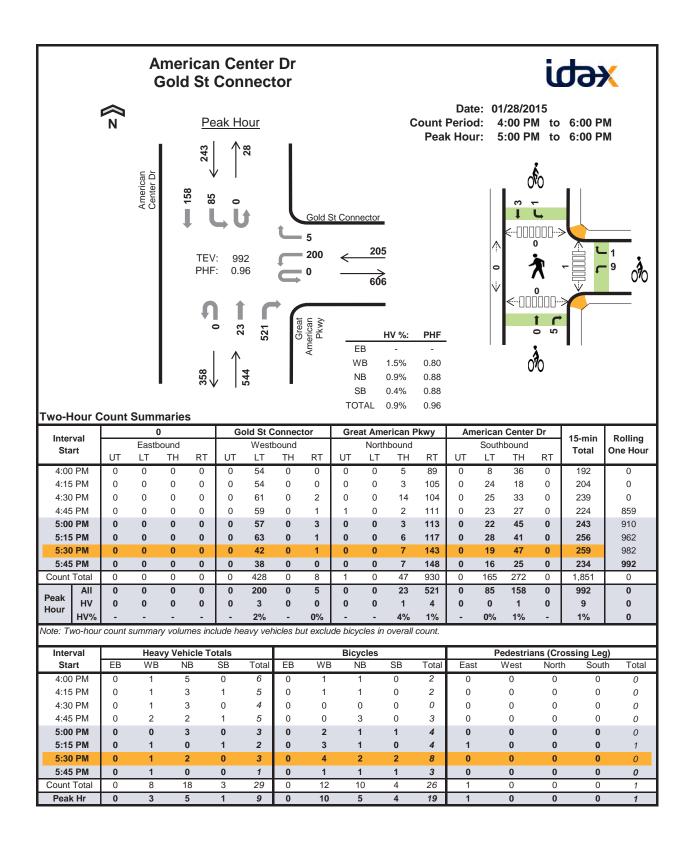
Campbell, CA (408) 377-2988 tdsbay@cs.com

File Name : 14PM FINAL Site Code : 00000014 Start Date : 10/7/2015





Interval		()		Go	ld St C	onnec	ctor	Grea	at Ame	rican F	kwy	Am	erican	Cente	r Dr	15-min	Rolling
Start		Eastb	ound			Westl	oound			North	bound			South	bound		Total	One Hou
Start	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	One not
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	5	0	0	1	0	7	0
7:15 AM	0	0	0	0	0	4	0	0	0	0	1	2	0	0	0	0	7	0
7:30 AM	0	0	0	0	0	6	0	1	0	0	1	3	0	0	1	0	12	0
7:45 AM	0	0	0	0	0	5	0	0	0	0	2	1	0	1	2	0	11	37
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	32
8:15 AM	0	0	0	0	0	6	0	0	0	0	0	3	0	0	0	0	9	34
8:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	24
8:45 AM	0	0	0	0	0	2	0	0	0	0	2	4	0	1	0	0	9	22
Count Total	0	0	0	0	0	26	0	1	0	0	7	19	0	2	4	0	59	0
CCAIR TOTAL	U	0	0	U	U	20	U	- 1	U			10	U		-	•	00	U
Peak Hour	0	0	0	0	0	18	0	1	0	0	3	8	0	1	3	0	34	0
Peak Hour wo-Hour C	0	0	0 narie:	0	0 (es		0	1	0	0		8	0	1		0	34	0
Peak Hour wo-Hour C	0	0 Sumr	0 marie:	0	0 (es	18	0 Connec	1	0	0 at Ame	3	8	0	1 erican	3	0	34 15-min	Rolling
Peak Hour wo-Hour C	0	0 Sumr	o maries	0	0 (es	18 old St C	0 Connection	1	0	0 at Ame	3 rican F	8	0	1 erican	3 Cente	0	34	0
Peak Hour wo-Hour C	Ount	0 Sumr (Eastb	naries	0 s - Bik	0 (es	18 old St C	0 Connection	1 ctor	0 Grea	0 at Ame North	3 rican F	8 Pkwy	0 Am	1 erican South	3 Cente	0 r Dr	34 15-min	0 Rolling
Peak Hour Control of the Peak Hour Control of	0 Count	0 Sumr (Eastb	naries	o s - Bik	0 (es Go	18 old St C Westt	0 Connection	1 ctor	Grea	0 at Ame North	3 rican F bound	8 Pkwy RT	O Am	1 erican South	3 Cente	0 r Dr	34 15-min Total	Rolling One Ho
Peak Hour Wo-Hour C Interval Start 7:00 AM	0 Count	Sumr C Eastb	naries	o s - Bik	O GC LT 0	18 Did St C Westl	0 Connection	1 Ctor	Grea LT	o at Ame North	3 rican F bound 'H	8 Pkwy RT 0	O Am	1 erican South	Cente bound H	0 r Dr RT 0	15-min Total	Rolling One Ho
Peak Hour Wo-Hour C Interval Start 7:00 AM 7:15 AM	Count LT 0	Sumr C Eastb	maries poound H	0 s - Bik	GC LT 0 3	18 Did St C Westt	connection of the connection o	1 Ector RT 0 0	Grea LT 0	o at Ame North	rican F bound H	8 Pkwy RT 0 1	0 Am	1 Derican South	Cente bound TH 0	0 r Dr RT 0 0	15-min Total	Rolling One Ho
Peak Hour Wo-Hour C Interval Start 7:00 AM 7:15 AM 7:30 AM	Count LT 0 0	Sumr C Eastb	naries	0 s - Bik RT 0 0	0 (es LT 0 3	18 Did St C Westlt T	Connection of the connection o	1	0 Great	o at Ame North	3 rican F bound H 0 0	8 RT 0 1 0	0 Am LT 0 0	1 South	Cente abound TH 0 0	0 r Dr RT 0 0	34 15-min Total 0 4 3	Rolling One Ho
Peak Hour Wo-Hour C Interval Start 7:00 AM 7:15 AM 7:30 AM 7:45 AM	LT 0 0 0	Sumr C Eastb	maries	8 - Bik	0 Kes Go LT 0 3 3	18 Did St C Westlt T	connection of the connection o	1	0 Great	O North	3 Prican F bound TH 0 0 0	8 Pkwy RT 0 1 0	0 Am LT 0 0	1 South	Cente	0 r Dr RT 0 0 0	34 15-min Total 0 4 3	Rolling One Ho
Peak Hour Wo-Hour C Interval Start 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM	Count	Sumr C Eastb	maries boound H boound O cound	0 s - Bikk	0 (es LT 0 3 3 3	18 Did St C Westt T () () () () () () () () () () () () ()	connection of the connection o	1	0 Great	o north	rican F bound TH 0 0 0	8 Pkwy RT 0 1 0 0 0	0 Am LT 0 0 0 0 0	1 South	3 Cente bound H 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 r Dr RT 0 0 0 0 0 0 0	34 15-min Total 0 4 3 3	0 Rolling One Ho 0 0 0 10
Peak Hour Wo-Hour C Interval Start 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM	LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Sumr C Eastb	omaries oound H o o o o o o o o o o o o	0 s - Bikk	0 (es Go LT 0 3 3 3 2 5	18 Did St C Westt T (((((((((((((((((Connection of the connection o	1	0 Great LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O North	3 rican F bound H 0 0 0 0 0	8 Pkwy RT 0 1 0 0 2	0 Am	1 South	3 Cente abound TH 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 r Dr RT 0 0 0 0 0 0 0	34 15-min Total 0 4 3 3 2 7	0 Rolling One Ho 0 0 10 12 15
Peak Hour Wo-Hour C Interval Start 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM	LT	Sumr C Eastb	omaries boound H boound O bo	0 s - Bikk RT 0 0 0 0 0 0	0 Ces Gc LT 0 3 3 3 2 5 6	18 Did St C Westt T (((((((((((((((((Connectorum H	1 1 0 0 0 0 0 0 1	0 Great	O at Ame	3 rican F bound H 0 0 0 0 0 0 0 0	8 RT 0 1 0 0 0 2 0	0 LTT 0 0 0 0 0	1 South	3 Cente abound TH 0 0 0 0 0 0 0 0	0 r Dr RT 0 0 0 0 0 0 0 0	34 15-min Total 0 4 3 2 7	Rolling One Ho 0 0 10 12 15



Interval			0		Go	old St C	Connec	tor	Gre	at Ame	rican P	kwy	An	nerican	Center	Dr	45	Dallina
Interval Start		Eastl	oound			West	bound			North	bound	•		South	bound		15-min Total	Rolling One Ho
Start	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	Olic 110
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	6	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	3	0	0	1	0	5	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	4	0
4:45 PM	0	0	0	0	0	1	0	1	0	0	0	2	0	1	0	0	5	20
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	17
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	14
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3	13
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	9
Count Total	0	0	0	0	0	7	0	1	0	0	2	16	0	1	2	0	29	0
Peak Hour	0	0	0	0	0	3	0	0	0	0	1	4	0	0	1	0	9	0

Interval		0		Gold	St Conn	ector	Great	America	n Pkwy	Amer	ican Cen	ter Dr	15-min	Rolling
Start	E	Eastboun	d	٧	Vestboun	nd	1	Northbour	nd	S	outhbour	nd	Total	One Hour
Otart	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Total	One rioui
4:00 PM	0	0	0	1	0	0	0	0	1	0	0	0	2	0
4:15 PM	0	0	0	1	0	0	0	0	1	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	3	0	0	0	3	7
5:00 PM	0	0	0	2	0	0	0	0	1	0	1	0	4	9
5:15 PM	0	0	0	3	0	0	0	0	1	0	0	0	4	11
5:30 PM	0	0	0	3	0	1	0	0	2	1	1	0	8	19
5:45 PM	0	0	0	1	0	0	0	0	1	0	1	0	3	19
Count Total	0	0	0	11	0	1	0	0	10	1	3	0	26	0
Peak Hour	0	0	0	9	0	1	0	0	5	1	3	0	19	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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

File Name : 33AM FINAL Site Code : 00000033

Start Date : 8/21/2014

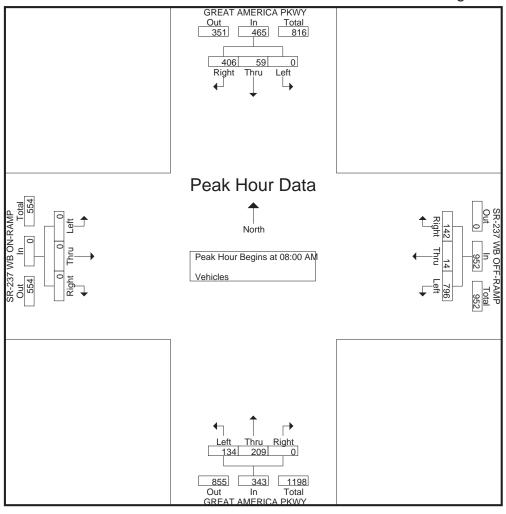
Page No : 1

									Group	s Plinte	u- ver	licies									
	GR	REAT A	MER	ICA PK	(WY	SF	R-237	WB O	FF-RA	MP	GR	EAT A	MER	ICA Pk	(WY	S	R-237	WB C	N-RAI	MP	
		Sc	uthbo	und			W	estbo	und			No	orthbo	und			E	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	82	13	0	0	95	24	1	141	0	166	0	36	19	0	55	0	0	0	0	0	316
07:15 AM	92	11	0	1	104	18	0	153	0	171	0	32	25	0	57	0	0	0	0	0	332
07:30 AM	112	18	0	0	130	29	0	160	0	189	0	38	34	0	72	0	0	0	0	0	391
07:45 AM	96	24	0	0	120	33	0	182	0	215	0	52	33	0	85	0	0	0	0	0	420
Total	382	66	0	1	449	104	1	636	0	741	0	158	111	0	269	0	0	0	0	0	1459
08:00 AM	91	11	0	2	104	32	2	197	0	231	0	48	27	0	75	0	0	0	0	0	410
08:15 AM	111	11	0	0	122	33	3	197	0	233	0	56	27	0	83	0	0	0	0	0	438
08:30 AM	115	20	0	1	136	47	2	190	0	239	0	53	41	0	94	0	0	0	0	0	469
08:45 AM	89	17	0	11	117	30	7	212	0	249	0	52	39	0	91	0	0	0	1	1	458
Total	406	59	0	14	479	142	14	796	0	952	0	209	134	0	343	0	0	0	1	1	1775
Grand Total	788	125	0	15	928	246	15	1432	0	1693	0	367	245	0	612	0	0	0	1	1	3234
Apprch %	84.9	13.5	0	1.6		14.5	0.9	84.6	0		0	60	40	0		0	0	0	100		
Total %	24.4	3.9	0	0.5	28.7	7.6	0.5	44.3	0	52.4	0	11.3	7.6	0	18.9	0	0	0	0	0	
Grand Total Apprch %	788 84.9	125 13.5	0	15 1.6	928	246 14.5	15 0.9	1432 84.6	0	1693	0 0	367 60	245 40	0	612	0 0 0	0	0	1 100 0	1 0	

	GRE	AT AME	RICA	PKWY	SR-	237 WB	OFF-F	RAMP	GRE	AT AMI	ERICA	PKWY	SR-	237 WE	3 ON-R	AMP	
		South	bound			West	bound			North	bound			Eastl	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 07:00	O AM to	08:45 AI	M - Peal	< 1 of 1			_								
Peak Hour for E	- Entire Int	tersection	n Begi	ns at 08:0	00 AM												
08:00 AM	91	11	Õ	102	32	2	197	231	0	48	27	75	0	0	0	0	408
08:15 AM	111	11	0	122	33	3	197	233	0	56	27	83	0	0	0	0	438
08:30 AM	115	20	0	135	47	2	190	239	0	53	41	94	0	0	0	0	468
08:45 AM	89	17	0	106	30	7	212	249	0	52	39	91	0	0	0	0	446
Total Volume	406	59	0	465	142	14	796	952	0	209	134	343	0	0	0	0	1760
% App. Total	87.3	12.7	0		14.9	1.5	83.6		0	60.9	39.1		0	0	0		
PHF	.883	.738	.000	.861	.755	.500	.939	.956	.000	.933	.817	.912	.000	.000	.000	.000	.940

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

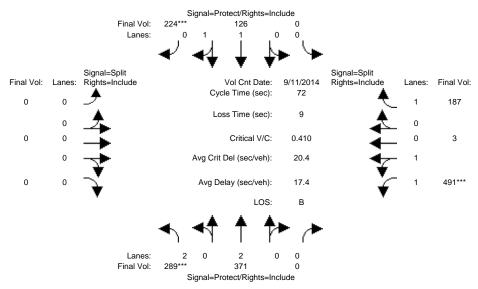
File Name : 33AM FINAL Site Code : 00000033 Start Date : 8/21/2014



City of San Jose Citywide Traffix Database (updated July 2, 2014)

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

Intersection #3028: 237/GREAT AMERICA (N)



Approach:	No	rth Bo	und	Sou	ıth Bo	und	Ea	ast Bo	und	We	est Bo	und
Movement:		- T ·				- R		- T		L -	- T	- R
Min. Green:	7		0		10	10	0		0	10	10	10
Y+R:	4.0		4.0		4.0	4.0		4.0	4.0	4.0		4.0
	1			1								
Volume Module						4 << 5	:30-6	:30PM				
Base Vol:	289	371	0	0	126	224	0	0	0	491	3	187
	1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00
Initial Bse:		371	0	0	126	224	0	0	0	491	3	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0		0	0	0	0	0	0	0	0	0	0
Initial Fut:	289	371	0	0	126	224	0	0	0	491	3	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	289	371	0	0	126	224	0	0	0	491	3	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	371	0	0	126	224	0	0	0	491	3	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	289	371	0	0	126	224	0	0	0	491	3	187
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3528	22	1750
	1		I									
Capacity Anal	lysis	Module	e:									
Vol/Sat:	0.09	0.10	0.00	0.00	0.07	0.13	0.00	0.00	0.00	0.14	0.14	0.11
Crit Moves:	****					****				****		
Green Time:	16.1	38.6	0.0	0.0	22.5	22.5	0.0	0.0	0.0	24.4	24.4	24.4
Volume/Cap:	0.41	0.18	0.00	0.00	0.21	0.41	0.00	0.00	0.00	0.41	0.41	0.31
Delay/Veh:	24.3	8.6	0.0	0.0	18.3	19.9	0.0	0.0	0.0	18.5	18.5	17.9
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:	24.3	8.6	0.0	0.0	18.3	19.9	0.0	0.0	0.0	18.5	18.5	17.9
LOS by Move:	С	A	A	A	B-	B-	A	A	A	B-	B-	В
HCM2kAvgQ:	4	2	0	0	2	5	0	0	0	5	5	3
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane					

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

File Name : 34AM FINAL Site Code : 00000034

Start Date : 8/21/2014

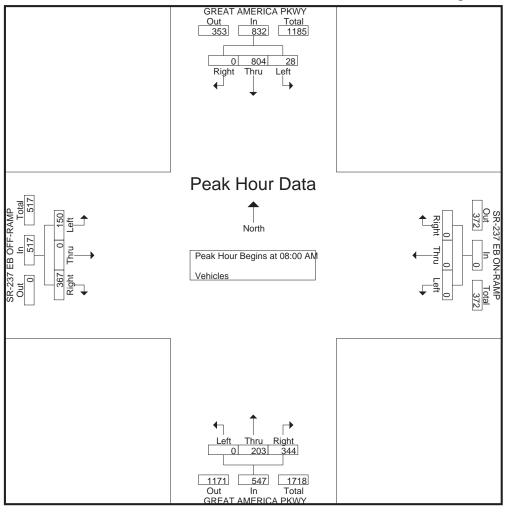
Page No : 1

								(roupsح	<u> Printe</u>	<u>a-ver</u>	ncies									
	GR	EAT A	MERI	ICA PK	WY	S	R-237	EB O	N-RAN	/IP	GR	EAT A	MERI	CA Pk	(WY	SI	R-237	EB OF	F-RA	MP	
		So	uthbo	und			We	estbou	ınd			No	orthbo	und			E	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	147	8	0	155	0	0	0	0	0	63	29	0	0	92	41	0	25	1	67	314
07:15 AM	0	151	9	0	160	0	0	0	0	0	77	37	0	0	114	67	0	20	0	87	361
07:30 AM	0	170	7	0	177	0	0	0	0	0	89	51	0	0	140	55	3	25	0	83	400
07:45 AM	0	205	8	0	213	0	0	0	0	0	77	46	0	0	123	78	1	36	0	115	451
Total	0	673	32	0	705	0	0	0	0	0	306	163	0	0	469	241	4	106	1	352	1526
08:00 AM	0	192	9	0	201	0	0	0	0	0	69	41	0	0	110	78	0	34	0	112	423
08:15 AM	0	201	7	0	208	0	0	0	0	0	81	44	0	0	125	96	0	37	0	133	466
08:30 AM	0	204	5	0	209	0	0	0	0	0	93	56	0	0	149	87	0	41	0	128	486
08:45 AM	0	207	7	0	214	0	0	0	0	0	101	62	0	0	163	106	0	38	0	144	521
Total	0	804	28	0	832	0	0	0	0	0	344	203	0	0	547	367	0	150	0	517	1896
Grand Total	0	1477	60	0	1537	0	0	0	0	0	650	366	0	0	1016	608	4	256	1	869	3422
Apprch %	0	96.1	3.9	0		0	0	0	0		64	36	0	0		70	0.5	29.5	0.1		
Total %	0	43.2	1.8	0	44.9	0	0	0	0	0	19	10.7	0	0	29.7	17.8	0.1	7.5	0	25.4	

	GRE	AT AME	RICA F	PKWY	SR-	-237 EB	ON-R	AMP	GRE	AT AME	RICA I	PKWY	SR-	237 EB	OFF-R	AMP	
		South	bound			Westl	oound			North	bound			Easth	oound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	m 07:0	0 AM to	08:45 AI	M - Peal	(1 of 1											
Peak Hour for E	Entire In	tersection	on Begi	ns at 08:0	00 AM												
08:00 AM	0	192	9	201	0	0	0	0	69	41	0	110	78	0	34	112	423
08:15 AM	0	201	7	208	0	0	0	0	81	44	0	125	96	0	37	133	466
08:30 AM	0	204	5	209	0	0	0	0	93	56	0	149	87	0	41	128	486
08:45 AM	0	207	7	214	0	0	0	0	101	62	0	163	106	0	38	144	521
Total Volume	0	804	28	832	0	0	0	0	344	203	0	547	367	0	150	517	1896
% App. Total	0	96.6	3.4		0	0	0		62.9	37.1	0		71	0	29		
PHF	.000	.971	.778	.972	.000	.000	.000	.000	.851	.819	.000	.839	.866	.000	.915	.898	.910

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

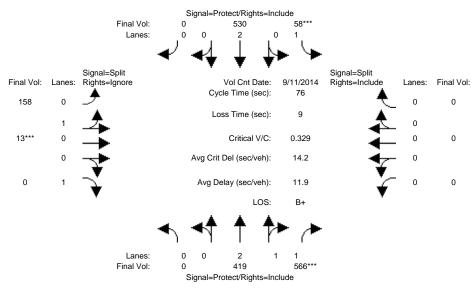
File Name : 34AM FINAL Site Code : 00000034 Start Date : 8/21/2014



City of San Jose Citywide Traffix Database (updated July 2, 2014)

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

Intersection #3029: 237/GREAT AMERICA (S)



Approach:	No	rth Boi	und	Sou	ıth Bo	und	Ea	ast Bo	und	We	est Bo	und
Movement:		- T ·				- R		- T			- T	- R
Min. Green:	0	10	10		10	0	10	10	10	0	0	0
Y+R:		4.0	4.0		4.0			4.0	4.0			4.0
Volume Module	≘: >>				_	4 << 5	00-600	MqC				
Base Vol:	0	419	566	58	530	0	158	13	261	0	0	0
Growth Adj:		1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	0	419	566	58	530	0	158	13	261	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0		0	0	0	0	0	0	0	0	0	0
Initial Fut:			566	58	530	0	158	13	261	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	419	566	58	530	0	158	13	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	419	566	58	530	0	158	13	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	419	566	58	530	0	158	13	0	0	0	0
Saturation Fl	Low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.92	0.08	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1663	137	1750	0	0	0
			I									
Capacity Anal	lysis	Module	≘:									
Vol/Sat:	0.00	0.11	0.16	0.03	0.14	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	37.4	37.4	7.7	45.0	0.0	22.0	22.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.22	0.33	0.33	0.24	0.00	0.33	0.33	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	11.1	11.8	32.9	7.4	0.0	21.6	21.6	0.0	0.0	0.0	0.0
User DelAdj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			11.8	32.9	7.4	0.0	21.6	21.6	0.0	0.0	0.0	0.0
LOS by Move:			B+	C-	A	A	C+	C+	A	A	A	A
HCM2kAvgQ:	0	3	4	2	3	0	3	3	0	0	0	0
Note: Queue 1	report	ted is	the n	umber	of ca	rs per	lane	•				

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

File Name : 36AM FINAL Site Code : 00000036

Start Date : 8/21/2014

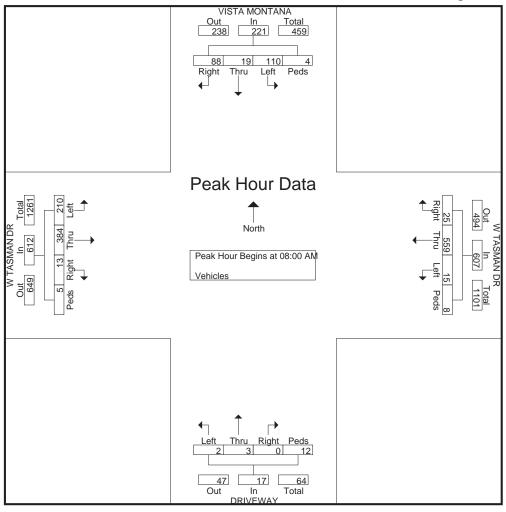
Page No : 1

								G	roups	Printe	a- ver	nicies									
		VISTA	10M	ANATI			W TA	SMA	N DR			DR	IVEW	/AY			W T	ASMA	N DR		
		So	uthbo	und			We	stbo	und			No	rthbo	und			Ea	astbo	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	20	2	12	2	36	5	101	2	0	108	0	0	0	2	2	0	49	31	0	80	226
07:15 AM	33	1	15	1	50	1	127	0	0	128	0	0	0	2	2	0	49	17	0	66	246
07:30 AM	28	0	13	2	43	7	134	4	6	151	0	0	0	9	9	0	63	32	1	96	299
07:45 AM	52	1	29	0	82	3	118	7	0	128	0	1	0	1	2	2	81	65	1	149	361
Total	133	4	69	5	211	16	480	13	6	515	0	1	0	14	15	2	242	145	2	391	1132
08:00 AM	22	4	21	2	49	5	144	3	0	152	0	0	0	5	5	3	71	40	0	114	320
08:15 AM	20	4	30	0	54	5	147	3	0	155	0	1	0	0	1	6	109	57	1	173	383
08:30 AM	28	1	31	1	61	8	123	4	1	136	0	0	0	3	3	1	108	56	3	168	368
08:45 AM	18	10	28	1	57	7	145	5	7	164	0	2	2	4	8	3	96	57	1	157	386
Total	88	19	110	4	221	25	559	15	8	607	0	3	2	12	17	13	384	210	5	612	1457
Grand Total	221	23	179	9	432	41	1039	28	14	1122	0	4	2	26	32	15	626	355	7	1003	2589
Apprch %	51.2	5.3	41.4	2.1		3.7	92.6	2.5	1.2		0	12.5	6.2	81.2		1.5	62.4	35.4	0.7		
Total %	8.5	0.9	6.9	0.3	16.7	1.6	40.1	1.1	0.5	43.3	0	0.2	0.1	1	1.2	0.6	24.2	13.7	0.3	38.7	

		VIST	10M A	NTANA	Α		W T	ASMA	N DR			DI	RIVEV	/AY			WT	ASMA	N DR		
		So	uthbo	und			W	estbo	und			No	rthbo	und			Ea	astbo	und		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ana	lysis Fro	m 07:00	O AM to	08:45 A	M - Peak	1 of 1															
Peak Hour f	or Enti	ire Inte	ersecti	on Beg	gins at (00:80	AM														
08:00 AM	22	4	21	2	49	5	144	3	0	152	0	0	0	5	5	3	71	40	0	114	320
08:15 AM	20	4	30	0	54	5	147	3	0	155	0	1	0	0	1	6	109	57	1	173	383
08:30 AM	28	1	31	1	61	8	123	4	1	136	0	0	0	3	3	1	108	56	3	168	368
08:45 AM	18	10	28	1	57	7	145	5	7	164	0	2	2	4	8	3	96	57	1	157	386
Total Volume	88	19	110	4	221	25	559	15	8	607	0	3	2	12	17	13	384	210	5	612	1457
% App. Total	39.8	8.6	49.8	1.8		4.1	92.1	2.5	1.3		0	17.6	11.8	70.6		2.1	62.7	34.3	0.8		
PHF	.786	.475	.887	.500	.906	.781	.951	.750	.286	.925	.000	.375	.250	.600	.531	.542	.881	.921	.417	.884	.944

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

File Name : 36AM FINAL Site Code : 00000036 Start Date : 8/21/2014



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

File Name : 36PM FINAL Site Code : 00000036

Start Date : 8/21/2014

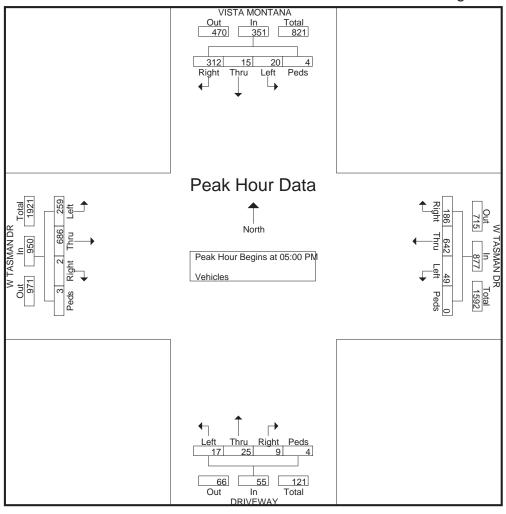
Page No : 1

								<u> </u>	rroups	Printe	a- ver	licies									
		VISTA	MON A	NANA	A		W T	ASMA	N DR			DR	RIVEW	/AY			W T	ASMA	N DR		
		Soi	uthbo	und			We	stbo	und			No	rthbo	und			Ea	astbou	und		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	50	3	5	0	58	19	87	8	0	114	5	5	0	3	13	2	76	39	1	118	303
04:15 PM	44	4	7	8	63	19	62	8	1	90	1	2	0	3	6	0	145	47	0	192	351
04:30 PM	43	0	8	0	51	26	103	11	2	142	1	3	1	5	10	0	137	40	3	180	383
04:45 PM	57	3	3	2	65	22	108	8	2	140	3	8	3	2	16	2	155	68	1	226	447
Total	194	10	23	10	237	86	360	35	5	486	10	18	4	13	45	4	513	194	5	716	1484
05:00 PM	67	10	4	0	81	33	159	18	0	210	2	5	3	2	12	2	185	71	3	261	564
05:15 PM	87	1	8	0	96	55	155	7	0	217	2	10	6	1	19	0	162	65	0	227	559
05:30 PM	77	0	3	2	82	51	186	16	0	253	2	7	7	0	16	0	162	51	0	213	564
05:45 PM	81	4	5	2	92	47	142	8	0	197	3	3	1	1	8	0	177	72	0	249	546
Total	312	15	20	4	351	186	642	49	0	877	9	25	17	4	55	2	686	259	3	950	2233
Grand Total	506	25	43	14	588	272	1002	84	5	1363	19	43	21	17	100	6	1199	453	8	1666	3717
Apprch %	86.1	4.3	7.3	2.4		20	73.5	6.2	0.4		19	43	21	17		0.4	72	27.2	0.5		
Total %	13.6	0.7	1.2	0.4	15.8	7.3	27	2.3	0.1	36.7	0.5	1.2	0.6	0.5	2.7	0.2	32.3	12.2	0.2	44.8	

		VISTA	1OM A	NTANA	A		W T	ASMA	N DR			DI	RIVEV	VAY			W T	ASMA	N DR		
		So	uthbo	und			W	estbo	und			No	rthbo	und			Ea	astbo	und		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ana	lysis Fro	m 04:00	PM to	05:45 P	M - Peak	1 of 1															
Peak Hour f	or Enti	re Inte	ersecti	on Beg	gins at (05:00 I	PM														
05:00 PM	67	10	4	0	81	33	159	18	0	210	2	5	3	2	12	2	185	71	3	261	564
05:15 PM	87	1	8	0	96	55	155	7	0	217	2	10	6	1	19	0	162	65	0	227	559
05:30 PM	77	0	3	2	82	51	186	16	0	253	2	7	7	0	16	0	162	51	0	213	564
05:45 PM	81	4	5	2	92	47	142	8	0	197	3	3	1	1	8	0	177	72	0	249	546
Total Volume	312	15	20	4	351	186	642	49	0	877	9	25	17	4	55	2	686	259	3	950	2233
% App. Total	88.9	4.3	5.7	1.1		21.2	73.2	5.6	0		16.4	45.5	30.9	7.3		0.2	72.2	27.3	0.3		
PHF	.897	.375	.625	.500	.914	.845	.863	.681	.000	.867	.750	.625	.607	.500	.724	.250	.927	.899	.250	.910	.990

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

File Name : 36PM FINAL Site Code : 00000036 Start Date : 8/21/2014



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

File Name: 3AM FINAL

Site Code : 00000003 Start Date : 2/25/2016

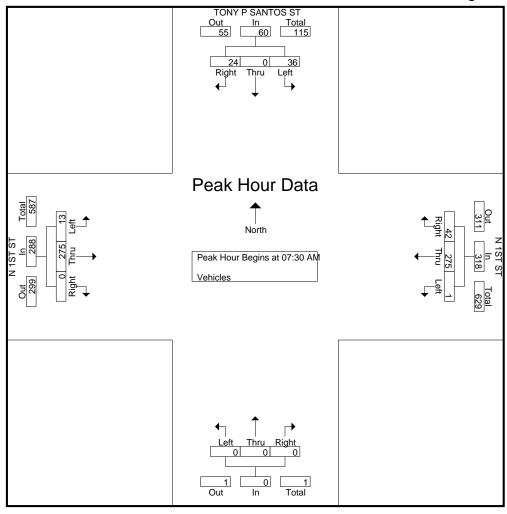
Page No : 1

		0.1 11			-					Printe	u- vei	licies							~=		
	I	ONY	P SAN	ITOS S	SI .		N	1ST	SI								N	I 1ST	SI		
		Sc	outhbo	und			W	<u>estbo</u> u	und			No	rthbo	und			E	<u>astboι</u>	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	1	1	2	3	20	0	0	23	0	0	0	0	0	0	33	1	0	34	59
07:15 AM	2	0	1	1	4	8	25	0	0	33	0	0	0	0	0	0	33	2	0	35	72
07:30 AM	8	0	8	3	19	9	50	0	0	59	0	0	0	0	0	0	62	4	0	66	144
07:45 AM	10	0	11_	1_	22	14	99	0	0	113	0	0	0	0	0	0	89	3	0	92	227
Total	20	0	21	6	47	34	194	0	0	228	0	0	0	0	0	0	217	10	0	227	502
08:00 AM	2	0	11	3	16	7	54	1	0	62	0	0	0	0	0	0	67	1	0	68	146
08:15 AM	4	0	6	1	11	12	72	0	0	84	0	0	0	0	0	0	57	5	0	62	157
08:30 AM	10	0	20	5	35	3	35	0	0	38	0	0	0	0	0	0	64	1	0	65	138
08:45 AM	2	0	5	1_	8	3	30	0	0	33	0	0	0	0	0	0	35	0	0	35	76
Total	18	0	42	10	70	25	191	1	0	217	0	0	0	0	0	0	223	7	0	230	517
Grand Total	38	0	63	16	117	59	385	1	0	445	0	0	0	0	0	0	440	17	0	457	1019
Apprch %	32.5	0	53.8	13.7		13.3	86.5	0.2	0		0	0	0	0		0	96.3	3.7	0		
Total %	3.7	0	6.2	1.6	11.5	5.8	37.8	0.1	0	43.7	0	0	0	0	0	0	43.2	1.7	0	44.8	

	ТО	NY P S	ANTOS	ST		N 15	ST ST							N 15	ST ST		
		South	bound			West	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	m 07:00	O AM to	08:45 Al	M - Peal	k 1 of 1			-				-				
Peak Hour for E	Entire In	tersection	n Begi	ns at 07:3	30 AM												
07:30 AM	8	0	8	16	9	50	0	59	0	0	0	0	0	62	4	66	141
07:45 AM	10	0	11	21	14	99	0	113	0	0	0	0	0	89	3	92	226
08:00 AM	2	0	11	13	7	54	1	62	0	0	0	0	0	67	1	68	143
08:15 AM	4	0	6	10	12	72	0	84	0	0	0	0	0	57	5	62	156
Total Volume	24	0	36	60	42	275	1	318	0	0	0	0	0	275	13	288	666
% App. Total	40	0	60		13.2	86.5	0.3		0	0	0		0	95.5	4.5		
PHF	.600	.000	.818	.714	.750	.694	.250	.704	.000	.000	.000	.000	.000	.772	.650	.783	.737

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

File Name : 3AM FINAL Site Code : 00000003 Start Date : 2/25/2016



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

File Name: 3AM FINAL

Site Code : 00000003 Start Date : 2/25/2016

Page No : 1

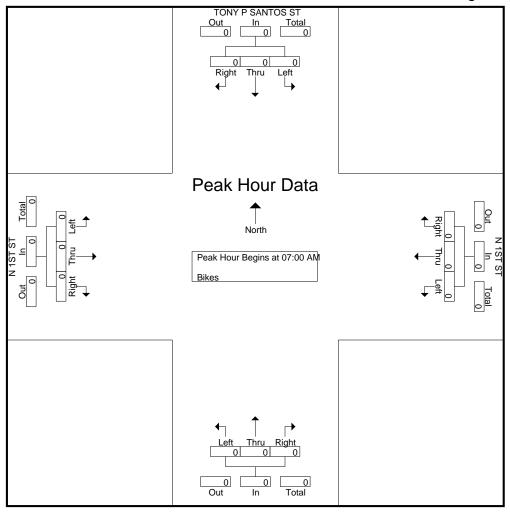
Groups Printed-Bikes

									ps Prini	ea- Bi	<u>kes</u>									
Т	ONY F	SAN	ITOS S	T		N	1ST	ST								N	1ST	ST		
	So	uthbo	und			W	estbou	und			No	orthbo	und			Ea	astbou	ınd		
Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0_
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	So Right Thru	Right Thru Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Suthbound Right Thru Left Peds	Right Thru Left Peds App. Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound Right Thru Left Peds App. Total Right	Suthbound Wilson Suthbound Supplementary Supplementa	Name	TONY P SANTOS ST Southbound N 1ST ST Westbound Right Thru Left Peds App. Total Right Thru Left Peds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TONY P SANTOS ST	TONY P SANTOS ST	Suthburs Suthburs	TONY P SANTOS ST N 1 ST ST Westbound Northbook Right Thru Left Peds App. Total Right Right Thru Left Peds App. Total Right Right Thru Left Peds App. Total Right Right Right Thru Left Peds App. Total Right Rig	TONY P SANTOS ST	TONY P SANTOS ST N 1 ST ST Westbound Northbound Northbound	TONY P SANTOS ST N 1 ST ST Westbound Northbound Northbound	TONY P SANTOS ST			

	TO	NY P S	ANTOS	ST		N 18	T ST							N 15	ST ST		
		South	bound			West	bound			North	bound			Eastl	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	m 07:00	0 AM to	08:45 AI	M - Peal	< 1 of 1			-				-				
Peak Hour for E	Entire Int	tersection	n Begi	ns at 07:0	00 AM												
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

File Name : 3AM FINAL Site Code : 00000003 Start Date : 2/25/2016



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

File Name: 3PM FINAL

Site Code : 00000003 Start Date : 2/25/2016

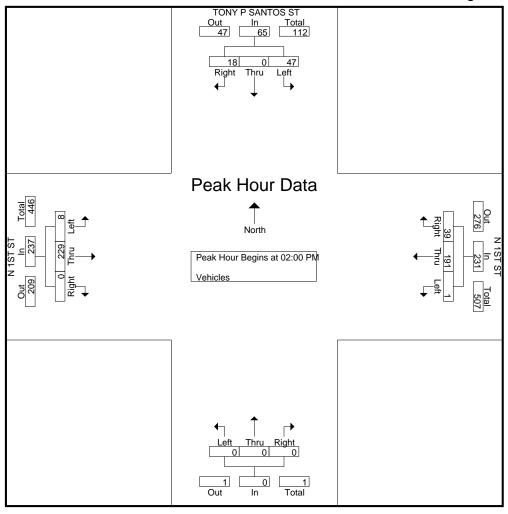
Page No : 1

	Т	ONY	P SAN	ITOS S	ST		N	1ST		Printe	<u>u 10.</u>						N	I 1ST	ST		
	-		outhbo					estbo	-			No	orthbo	und				astbou	-		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
01:30 PM	2	0	1	0	3	3	37	0	0	40	0	0	0	0	0	0	52	0	0	52	95
01:45 PM	0	0	0	1	1	5	37	0	0	42	0	0	0	0	0	0	38	3	0	41	84
Total	2	0	1	1	4	8	74	0	0	82	0	0	0	0	0	0	90	3	0	93	179
02:00 PM	4	0	5	2	11	23	67	1	0	91	0	0	0	0	0	0	50	4	0	54	156
02:15 PM	11	0	34	1	46	13	59	0	0	72	0	0	0	0	0	0	78	2	0	80	198
02:30 PM	2	0	5	0	7	2	23	0	0	25	0	0	0	0	0	0	60	2	0	62	94
02:45 PM	1	0	3	0	4	1	42	0	0	43	0	0	0	0	0	0	41	0	0	41	88
Total	18	0	47	3	68	39	191	1	0	231	0	0	0	0	0	0	229	8	0	237	536
03:00 PM	2	0	5	1	8	3	30	1	0	34	0	0	0	0	0	0	39	0	0	39	81
03:15 PM	3	0	7	0	10	6	49	0	0	55	0	0	0	0	0	0	42	2	0	44	109
Grand Total	25	0	60	5	90	56	344	2	0	402	0	0	0	0	0	0	400	13	0	413	905
Apprch %	27.8	0	66.7	5.6		13.9	85.6	0.5	0		0	0	0	0		0	96.9	3.1	0		
Total %	2.8	0	6.6	0.6	9.9	6.2	38	0.2	0	44.4	0	0	0	0	0	0	44.2	1.4	0	45.6	

	ТО	NY P S	ANTOS	ST		N 15	ST ST							N 15	ST ST		
		South	bound			West	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 01:3	0 PM to	03:15 P	M - Peal	k 1 of 1			-				-				_
Peak Hour for E	Entire In	tersection	on Begi	ns at 02:0	00 PM												
02:00 PM	4	0	5	9	23	67	1	91	0	0	0	0	0	50	4	54	154
02:15 PM	11	0	34	45	13	59	0	72	0	0	0	0	0	78	2	80	197
02:30 PM	2	0	5	7	2	23	0	25	0	0	0	0	0	60	2	62	94
02:45 PM	1	0	3	4	1	42	0	43	0	0	0	0	0	41	0	41	88
Total Volume	18	0	47	65	39	191	1	231	0	0	0	0	0	229	8	237	533
% App. Total	27.7	0	72.3		16.9	82.7	0.4		0	0	0		0	96.6	3.4		
PHF	.409	.000	.346	.361	.424	.713	.250	.635	.000	.000	.000	.000	.000	.734	.500	.741	.676

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

File Name : 3PM FINAL Site Code : 00000003 Start Date : 2/25/2016



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

File Name: 3PM FINAL

Site Code : 00000003 Start Date : 2/25/2016

Page No : 1

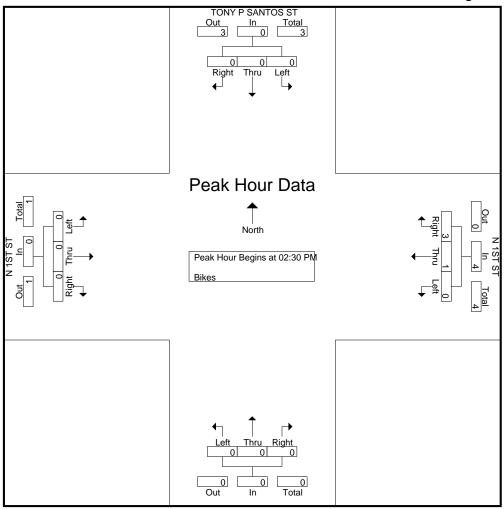
Groups Printed- Bikes

										ps Prini	ea- Bi	kes									
	T	ONY F	SAN	itos s	ST		N	1ST	ST								N	1ST	ST		
		So	uthbo	und			W	estbo	und			No	orthbo	und			Ea	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
03:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	1	0	0	1	5
Apprch %	0	0	0	0		75	25	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	60	20	0	0	80	0	0	0	0	0	0	20	0	0	20	
Total %	0	0	0	0	0	60	20	0	0	80	0	0	0	0	0	0	20	0	0	20	

	TO	NY P S	ANTOS	ST		N 18	T ST							N 15	ST ST		
		South	bound			West	bound			North	bound			Eastl	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	m 01:30	PM to	03:15 PI	M - Peal	< 1 of 1			-				-				
Peak Hour for E	Entire Int	tersection	n Begi	ns at 02:3	30 PM												
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	4
% App. Total	0	0	0		75	25	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.375	.250	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

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

File Name : 3PM FINAL Site Code : 00000003 Start Date : 2/25/2016



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

File Name: 18AM FINAL

Site Code : 00000018 Start Date : 10/7/2015

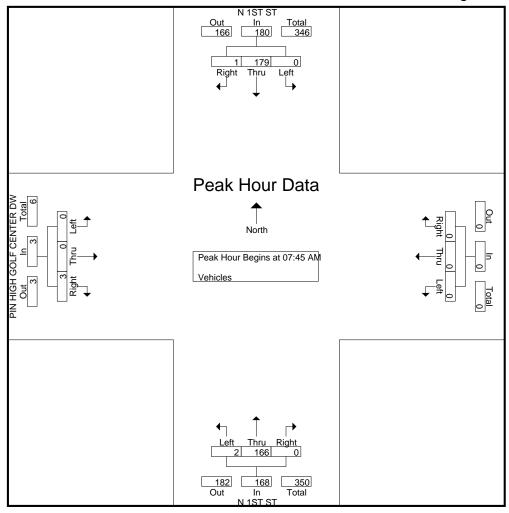
Page No : 1

									Group	s Fillite	u- vei	licies									
		N	I 1ST	ST								N	I 1ST	ST		PIN	HIGH		F CEN	TER	
			uthbo				١٨/	estbo	שמו				orthbo					DW			
			utribo	una			٧٧	estbo	una			INC	סמוזונ	una			E	astbou	und		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	31	0	0	31	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	38
07:15 AM	0	37	0	0	37	0	0	0	0	0	0	10	2	0	12	0	0	0	0	0	49
07:30 AM	0	48	0	0	48	0	0	0	0	0	0	21	3	0	24	0	0	0	0	0	72
07:45 AM	0	58	0	0	58	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	99
Total	0	174	0	0	174	0	0	0	0	0	0	79	5	0	84	0	0	0	0	0	258
08:00 AM	1	51	0	0	52	0	0	0	0	0	0	55	0	0	55	1	0	0	0	1	108
08:15 AM	0	29	0	0	29	0	0	0	0	0	0	32	1	0	33	1	0	0	0	1	63
08:30 AM	0	41	0	0	41	0	0	0	0	0	0	38	1	0	39	1	0	0	0	1	81
08:45 AM	0	30	0	0	30	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	67
Total	1	151	0	0	152	0	0	0	0	0	0	162	2	0	164	3	0	0	0	3	319
Grand Total	1	325	0	0	326	0	0	0	0	0	0	241	7	0	248	3	0	0	0	3	577
Apprch %	0.3	99.7	0	0		0	0	0	0		0	97.2	2.8	0		100	0	0	0		
Total %	0.2	56.3	0	0	56.5	0	0	0	0	0	0	41.8	1.2	0	43	0.5	0	0	0	0.5	

		N 1S South	T ST bound			West	oound				ST ST bound		PIN F	_	OLF CE W bound	NTER	
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	llysis Fro	om 07:0	0 AM to	08:45 A	M - Peal	<pre>< 1 of 1</pre>											
Peak Hour for I	Entire In	tersection	on Begi	ns at 07:4	15 AM												
07:45 AM	0	58	0	58	0	0	0	0	0	41	0	41	0	0	0	0	99
08:00 AM	1	51	0	52	0	0	0	0	0	55	0	55	1	0	0	1	108
08:15 AM	0	29	0	29	0	0	0	0	0	32	1	33	1	0	0	1	63
08:30 AM	0	41	0	41	0	0	0	0	0	38	1_	39	1	0	0	1	81
Total Volume	1	179	0	180	0	0	0	0	0	166	2	168	3	0	0	3	351
% App. Total	0.6	99.4	0		0	0	0		0	98.8	1.2		100	0	0		
PHF	.250	.772	.000	.776	.000	.000	.000	.000	.000	.755	.500	.764	.750	.000	.000	.750	.813

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

File Name : 18AM FINAL Site Code : 00000018 Start Date : 10/7/2015



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

File Name : 18AM FINAL

Site Code : 00000018 Start Date : 10/7/2015

Page No : 1

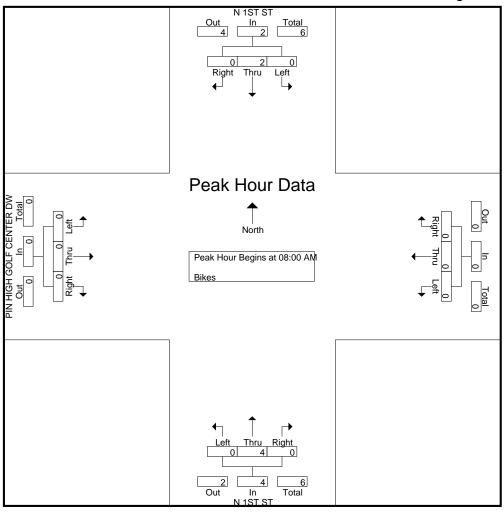
Groups Printed- Bikes

									Giou	92 FIIII	eu- Di	ves									
		N	1ST	ST								Ν	1ST	ST		PIN	HIGH		F CEN	TER	
		Sc	uthbo	und			۱۸/	estbo	und			Nz	orthbo	und				DW			
				unu			VV					INC		unu			E	<u>astboı</u>	und		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0_
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:45 AM	0	1_	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Grand Total	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
Apprch % Total %	0	100 25	0	0	25	0	0	0	0	0	0	100 75	0	0	75	0	0	0	0	0	
rotai %	1 0	25	U	U	25	1 0	U	U	U	0	0	75	0	U	75	U	U	U	U	0	

		N 1S South	T ST bound			West	oound				ST ST bound		PIN H	_	OLF CE W bound	NTER	
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	llysis Fro	om 07:0	O AM to	08:45 Al	M - Peal	<pre>< 1 of 1</pre>											
Peak Hour for I	Entire In	tersection	n Begi	ns at 08:0	00 AM												
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:45 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total Volume	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.375

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

File Name : 18AM FINAL Site Code : 00000018 Start Date : 10/7/2015



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

File Name: 18PM FINAL

Site Code : 00000018 Start Date : 10/7/2015

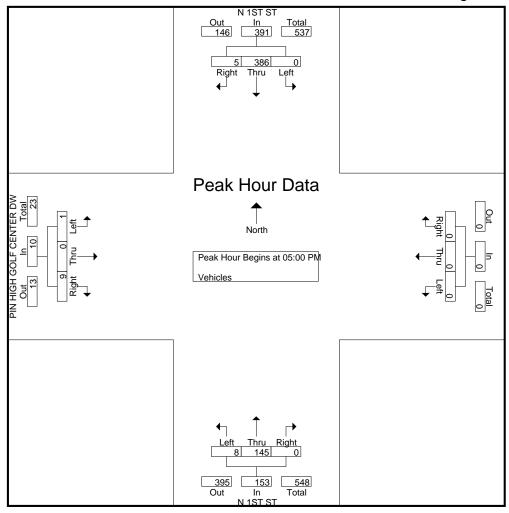
Page No : 1

									Groups	s Printe	u- ver	licies									
		N	1ST	ST					•			N	I 1ST	ST		PIN	HIGH		F CEN	TER	
			_	_			14/	41					_	_				DW			
		50	uthbo	una			VV	estbo	una			INC	orthbo	una			E	astbou	und		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	50	0	0	52	0	0	0	0	0	0	30	3	0	33	0	0	1	0	1	86
04:15 PM	2	67	0	0	69	0	0	0	0	0	0	41	2	0	43	1	0	0	0	1	113
04:30 PM	0	67	0	0	67	0	0	0	0	0	0	36	2	0	38	2	0	0	0	2	107
04:45 PM	3	57	0	0	60	0	0	0	0	0	0	31	2	0	33	3	0	0	0	3	96
Total	7	241	0	0	248	0	0	0	0	0	0	138	9	0	147	6	0	1	0	7	402
05:00 PM	0	79	0	0	79	0	0	0	0	0	0	37	4	0	41	0	0	0	0	0	120
05:15 PM	0	105	0	0	105	0	0	0	0	0	0	46	2	0	48	4	0	0	0	4	157
05:30 PM	2	104	0	0	106	0	0	0	0	0	0	28	1	0	29	4	0	0	0	4	139
05:45 PM	3	98	0	0	101	0	0	0	0	0	0	34	1	0	35	1	0	1	0	2	138
Total	5	386	0	0	391	0	0	0	0	0	0	145	8	0	153	9	0	1	0	10	554
Grand Total	12	627	0	0	639	0	0	0	0	0	0	283	17	0	300	15	0	2	0	17	956
Apprch %	1.9	98.1	0	0		0	0	0	0		0	94.3	5.7	0		88.2	0	11.8	0		
Total %	1.3	65.6	0	0	66.8	0	0	0	0	0	0	29.6	1.8	0	31.4	1.6	0	0.2	0	1.8	

		N 1S South	T ST bound			West	oound				ST ST bound		PIN F	_	OLF CE W bound	NTER	
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	m 04:0	0 PM to	05:45 Pl	M - Peal	<pre>< 1 of 1</pre>											
Peak Hour for I	Entire Int	tersection	on Begi	ns at 05:0	00 PM												
05:00 PM	0	79	0	79	0	0	0	0	0	37	4	41	0	0	0	0	120
05:15 PM	0	105	0	105	0	0	0	0	0	46	2	48	4	0	0	4	157
05:30 PM	2	104	0	106	0	0	0	0	0	28	1	29	4	0	0	4	139
05:45 PM	3	98	0	101	0	0	0	0	0	34	1	35	1	0	1	2	138
Total Volume	5	386	0	391	0	0	0	0	0	145	8	153	9	0	1	10	554
% App. Total	1.3	98.7	0		0	0	0		0	94.8	5.2		90	0	10		
PHF	.417	.919	.000	.922	.000	.000	.000	.000	.000	.788	.500	.797	.563	.000	.250	.625	.882

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

File Name : 18PM FINAL Site Code : 00000018 Start Date : 10/7/2015



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

File Name : 18PM FINAL Site Code : 00000018

Start Date : 10/7/2015

Page No : 1

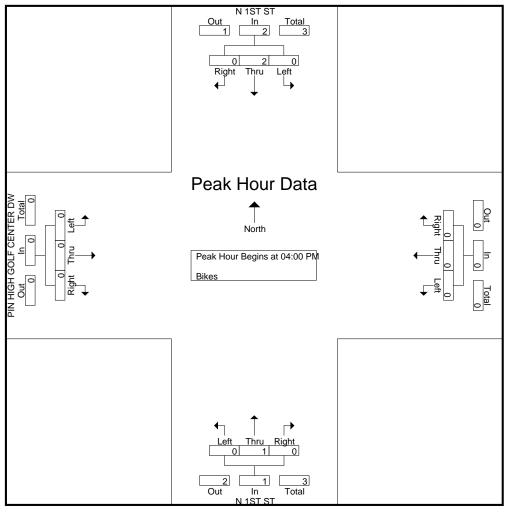
Groups Printed- Bikes

									Giou	<u> 100 FIIIII</u>	eu- Di	VES									
		N	1ST	ST								Ν	1ST	ST		PIN	HIGH		F CEN	TER	
			uthbo				۱۸/	estbo	ınd				orthbo					DW			
			ullibo	unu			V V	esibo	unu			INC	טטווווע	unu			E	astbo	und		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
	ı										ı					ı					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Grand Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	33.3	0	0	33.3	0	0	0	0	0	0	66.7	0	0	66.7	0	0	0	0	0	

		N 1S South				West	bound				ST ST bound		PIN F	_	OLF CE W bound	NTER	
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	m 04:00	PM to	05:45 Pl	M - Peal	(1 of 1											
Peak Hour for I	Entire Int	ersection	n Begii	ns at 04:0	00 PM												
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.750

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

File Name : 18PM FINAL Site Code : 00000018 Start Date : 10/7/2015



VehicleCount-10065 -- English (ENU)

Datasets:

Site: [4] GOLD ST N OF MOFFATT ST

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 100 mph.
Direction: North (bound)
Name: Default Profile

Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Thursday, February 25, 2016 - Total=3255, 15 minute drops

C	000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
	23	6	13	5	4	30	81	134	127	119	140	202	171	129	182	238	339	482	405	188	76	80	51	30	
	3	2	5	2	1	3	11	30	33	28	34	46	46	39	42	48	71	105	114	76	24	20	15	8	2
	8	1	4	1	1	6	27	30	34	37	31	54	52	29	44	58	85	144	99	52	17	20	12	8	5
	7	1	2	2	1	9	23	29	30	29	38	46	32	34	28	63	92	116	104	31	22	15	15	11	4
	5	2	2	0	1	12	20	45	30	25	37	56	41	27	68	69	91	117	88	29	13	25	9	3	3

AM Peak 1100 - 1200 (202), AM PHF=0.90 PM Peak 1715 - 1815 (491), PM PHF=0.85

VehicleCount-10067 -- English (ENU)

Datasets:

Site: [4] GOLD ST N OF MOFFATT ST

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 100 mph.
Direction: South (bound)
Name: Default Profile

Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Thursday, February 25, 2016 - Total=2399, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	8	6	4	15	51	126	244	240	158	127	121	177	166	158	143	162	141	127	83	48	54	21	12	
2	2	2	1	1	7	22	42	57	44	38	24	35	42	39	25	43	34	29	22	12	9	5	6	1
1	3	1	0	2	16	29	53	52	38	30	28	45	49	48	34	33	20	32	19	10	16	2	1	3
2	2	1	1	3	14	45	73	72	41	28	28	41	32	41	41	44	51	27	23	14	18	12	5	1
2	1	2	2	9	14	30	76	59	35	31	41	56	43	30	43	42	36	39	19	12	11	2	0	2

AM Peak 0715 - 0815 (259), AM PHF=0.85 PM Peak 1230 - 1330 (188), PM PHF=0.84

VehicleCount-10059 -- English (ENU)

Datasets:

Site: [2] GRAND BLVD N OF N TAYLOR ST
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 100 mph.
Direction: North (bound)
Name: Default Profile

Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Thursday, February 25, 2016 - Total=858, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	1	4	0	1	5	10	25	32	31	18	34	31	26	52	72	96	166	106	51	29	22	24	13	
0	0	2	0	0	1	0	7	11	6	4	5	19	8	9	16	25	32	28	19	4	4	3	2	0
3	0	0	0	0	0	3	6	6	11	2	9	6	4	14	17	18	47	30	8	9	8	7	5	2
2	0	1	0	1	4	4	3	12	9	5	6	2	9	14	16	28	43	23	14	10	3	8	2	3
4	1	1	0	0	0	3	9	3	5	7	14	4	5	15	23	25	44	25	10	6	7	6	4	0

AM Peak 1115 - 1215 (48), AM PHF=0.63 PM Peak 1700 - 1800 (166), PM PHF=0.88

VehicleCount-10061 -- English (ENU)

Datasets:

Site: [2] GRAND BLVD N OF N TAYLOR ST
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 100 mph.
Direction: South (bound)
Name: Default Profile

Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Thursday, February 25, 2016 - Total=719, 15 minute drops

000	0 0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
	2 :	L 2	1	9	20	34	85	73	46	37	37	36	34	59	38	41	26	36	33	24	18	18	9	
	1 :	L 0	0	1	4	7	13	19	14	14	12	13	2	13	5	7	5	8	12	6	6	5	1	1
	1 (0 (0	2	6	7	19	16	8	10	5	7	12	19	13	11	9	10	9	6	4	7	1	1
	0 () 1	1	1	7	6	31	16	16	5	11	6	10	18	13	11	7	7	4	2	5	3	6	0
	0 () 1	0	5	3	14	22	22	8	8	9	10	10	9	7	12	5	11	8	10	3	3	1	4

AM Peak 0715 - 0815 (91), AM PHF=0.73 PM Peak 1345 - 1445 (60), PM PHF=0.79

VehicleCount-10062 -- English (ENU)

Datasets:

Site: [3] LIBERTY ST BETWEEN CATHERINE ST AND N TAYLOR ST

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range:0 - 100 mph.Direction:North (bound)Name:Default Profile

Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Thursday, February 25, 2016 - Total=705, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	4	7	1	11	17	33	29	24	18	32	48	51	53	48	67	61	36	47	31	30	19	14	13	
2	2	2	1	0	2	6	8	7	4	7	13	20	19	10	15	20	11	14	10	7	5	4	6	0
3	1	1	0	3	5	9	10	2	8	6	4	9	15	11	22	16	10	16	7	10	5	4	3	1
1	0	1	0	4	5	7	8	10	3	4	21	12	8	9	16	11	10	7	7	5	4	2	4	2
5	1	3	0	4	5	11	3	5	3	15	10	10	11	18	14	14	5	10	7	8	5	4	0	0

AM Peak 1130 - 1230 (60), AM PHF=0.71 PM Peak 1515 - 1615 (72), PM PHF=0.82

VehicleCount-10064 -- English (ENU)

Datasets:

Site: [3] LIBERTY ST BETWEEN CATHERINE ST AND N TAYLOR ST

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 100 mph.
Direction: South (bound)
Name: Default Profile

Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Thursday, February 25, 2016 - Total=630, 15 minute drops

	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
	6	1	5	4	5	12	27	44	36	39	34	47	56	41	34	45	55	36	38	15	11	23	9	7	
_	1	0	1	2	1	1	3	7	9	7	9	9	16	16	8	12	16	10	10	5	3	5	5	4	1
	2	1	0	0	0	3	8	8	8	11	9	5	16	11	9	11	15	6	9	5	4	6	2	0	1
	0	0	0	0	2	4	7	18	11	7	7	14	14	5	5	10	16	12	9	1	1	4	0	1	2
	3	0	4	2	2	4	9	11	8	14	9	19	10	9	12	12	8	8	10	4	3	8	2	2	1

AM Peak 1130 - 1230 (65), AM PHF=0.86 PM Peak 1545 - 1645 (59), PM PHF=0.92

VehicleCount-10056 -- English (ENU)

Datasets:

Site: [1] MICHIGAN AVE N OF N TAYLOR ST
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 100 mph.
Direction: North (bound)
Name: Default Profile

Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Thursday, February 25, 2016 - Total=557, 15 minute drops

C	000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
	4	1	3	2	2	2	6	13	19	13	14	26	26	25	38	43	57	54	56	51	39	41	13	9	
	1	0	1	1	1	0	0	2	3	6	5	6	8	4	6	11	14	5	17	15	9	15	6	2	2
	0	0	1	1	0	0	1	2	4	2	2	5	6	6	15	12	17	19	15	16	17	11	1	2	0
	2	1	1	0	0	2	5	3	10	5	2	9	7	6	6	10	13	17	15	12	9	8	3	4	1
	1	0	0	0	1	0	0	6	2	0	5	6	5	9	11	10	13	13	9	8	4	7	3	1	1

AM Peak 1130 - 1230 (29), AM PHF=0.81 PM Peak 1715 - 1815 (66), PM PHF=0.87

VehicleCount-10058 -- English (ENU)

Datasets:

Site: [1] MICHIGAN AVE N OF N TAYLOR ST
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 100 mph. **Direction:** South (bound) **Name:** Default Profile

Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Thursday, February 25, 2016 - Total=552, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	4	1	1	6	13	44	68	43	34	27	28	29	31	45	22	24	25	22	30	16	25	8	4	
0	1	0	0	2	2	8	8	12	8	9	5	3	7	8	5	10	6	4	10	2	7	2	0	0
0	0	1	1	1	4	11	25	13	5	3	9	7	5	9	7	7	5	7	5	1	7	1	1	0
2	3	0	0	1	5	14	16	10	7	7	4	10	9	19	6	3	7	5	4	5	6	4	0	0
0	0	0	0	2	2	11	19	8	14	8	10	9	10	9	4	4	7	6	11	8	5	1	3	1

AM Peak 0715 - 0815 (72), AM PHF=0.72 PM Peak 1345 - 1445 (46), PM PHF=0.61

VehicleCount-10075 -- English (ENU)

Datasets:

Site: [5] N TAYLOR ST BETWEEN GOLD ST AND LIBERTY ST

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range:0 - 100 mph.Direction:East (bound)Name:Default Profile

Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Wednesday, February 24, 2016 - Total=1465 (Incomplete), 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	134	236	411	341	181	63	60	25	14	
-	_	-	-	-	-	-	-	-	-	-	-	-	-	_	26	44	101	96	49	24	24	10	7	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	52	97	96	56	14	13	4	3	4
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	67	108	82	44	9	13	10	0	8
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	73	105	67	32	16	10	1	4	1

* Thursday, February 25, 2016 - Total=2302, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	3	11	2	4	14	32	97	89	84	81	119	146	125	134	47	262	383	325	166	59	54	30	19	
3	1	4	0	1	0	5	16	23	20	22	25	35	47	34	22	60	75	90	68	20	15	8	4	2
4	0	3	1	2	4	12	16	29	29	20	28	38	27	29	0	68	119	82	40	17	15	7	5	1
8	1	1	1	1	6	11	25	18	17	19	26	38	27	33	0	67	93	83	29	14	9	6	7	2
1	1	3	0	0	4	4	40	19	18	20	40	35	24	38	25	67	96	70	29	8	15	9	3	3

AM Peak 1145 - 1245 (151), AM PHF=0.94 PM Peak 1715 - 1815 (398), PM PHF=0.84

VehicleCount-10073 -- English (ENU)

Datasets:

Site: [5] N TAYLOR ST BETWEEN GOLD ST AND LIBERTY ST

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 100 mph.

Direction: West (bound)

Name: Default Profile

Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Wednesday, February 24, 2016 - Total=573 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87	103	112	95	66	39	36	25	10	
-	-	-	-	_	-	_	-	-	_	-	_	_	-	_	20	27	21	36	23	16	8	9	6	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	24	32	26	17	11	9	7	3	2
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	24	30	20	12	8	8	5	1	1
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	20	28	29	13	14	4	11	4	0	2

* Thursday, February 25, 2016 - Total=1632, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	5 5	6	1	7	26	58	146	174	113	88	130	146	107	124	30	104	115	97	51	33	35	23	7	
1	. 1	2	0	1	4	10	19	43	31	28	24	33	26	28	10	32	25	29	17	9	10	5	1	3
2	2 2	1	0	1	4	8	31	34	30	20	33	31	27	44	0	24	20	21	14	8	9	5	2	2
1	. 0	1	1	1	11	19	48	51	25	18	40	39	25	29	0	26	40	19	13	7	10	10	4	1
2	2 2	2	0	4	7	21	48	46	27	22	33	43	29	23	20	22	30	28	7	9	6	3	0	2

AM Peak 0745 - 0845 (176), AM PHF=0.86 PM Peak 1200 - 1300 (146), PM PHF=0.85

Topgolf Scottsdale Parking Lot Counts

Area	Frida	ıy PM		Saturday	/ Evening		Si	unday Mornir	ng
	5:00 PM	6:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	10:00 AM	11:00 AM	12:00 AM
Lot 1	125	131	136	140	142	148	75	99	109
Lot 2	126	145	168	178	174	177	68	99	112
Lot 3	11	12	14	45	55	72	11	12	13
Total	262	288	318	363	371	397	154	210	234

Topgolf - Scottsdale Parking Study

Date: Friday 8/	22/14	_	NAME:		
LO	OT #1				
TIME					
17:00	125				
18:00	131				
	OT #2				
TIME		_	T	Г	
17:00	126				
18:00	145				
Overflow B	arking - All s	notion 2			
TIME	arking - All Si	ection 3			
17:00	11				
17.00	<u>''</u>				
10.00	4.0				
18:00	12				
DP14.5.45					
REMARKS:					
Overflow Par	king includes ro	oadway from Topg	olf to Hampton I	nn	
O VOITION I AI	King moludes it	aaway noni ropy	ιο παπρισπ π	****	

Topgolf - Scottsdale Parking Study

Date:	Saturday 8/23/14	NAME:

1.0	OT #1			
TIME	/ 1 # 1			
16:00	136			
10.00	100			
17:00	140			
17.00	140			
18:00	142			
10.00	172			
19:00	148			
13.00	170			
LC	OT #2			
TIME			 	
16:00	168			
17:00	178			
18:00	174			
19:00	177			
Overflow Pa	arking - All se	ction 3		
TIME	<u></u> 7 (iii 00			
16:00	14			
17:00	45			
11.00				
18:00	55			
10.00	33			
40.00	70			
19:00	72			

Overflow Parking includes roadway from Topgolf to Hampton Inn.

REMARKS:

	То	pgolf - Scottsd	ale Parking St	udy	
Date: Sunday	8/24/14	_	NAME:		
		-			
L(OT #1				
TIME					
10:00	75				
11:00	99	<u> </u>	<u> </u>		
	<u> </u>	<u> </u>	<u> </u>		
	122				
12:00	109				
	 	 			
	<u></u>				
	OT #2				
TIME					
10:00	68				
	<u> </u>				
			<u> </u>		
11:00	99	 			
	<u> </u>				
12.00	140		<u> </u>	<u> </u>	
12:00	112	 	<u> </u>		
<u> </u>	 	 			
	<u></u>				
Overflow P	arking - All se	ection 3			
TIME	T 44		Т	T	
10:00	11	 			
<u> </u>	+	+	<u> </u>	<u> </u>	
11:00	12	+	<u> </u>		
11.00	 '-	+			
12:00	13	+			
	+	+	 	 	

REMARKS:

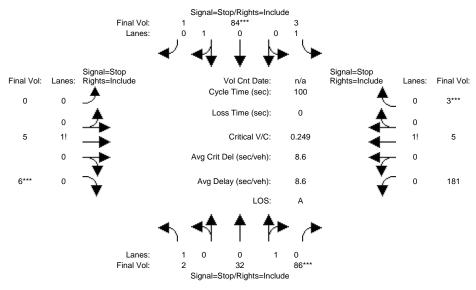
Overflow Parking includes roadway from Topgolf to Hampton Inn.





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

Intersection #1: Gold Street / North Taylor Street



Street Name:			Gold S		,	_	Nort	h Tayl	or Sti		,	
			ound_			ound_					est Bo	
Movement:	ь	– T.	- R	, ь -	- T.	- R	, ь.	- T	- R	, ь.	- T	
Min. Green:		10		7	10	10	7	10	10		10	10
Madul												
Volume Modul		2.0	0.0	2	0.4	1	^	_	_	101	_	2
Base Vol:	1 00		86	1 00	84	1	1 00	5	6	181	5	3
Growth Adj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:			86	3	84	1	0	5	6	181	5	3
Added Vol:	0	-	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0		0	0	0	0	0	0	0	0	0	0
Initial Fut:			86	3	84	1	0	5	6	181	5	3
User Adj:		1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	32	86	3	84	1	0	5	6	181	5	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	32	86	3	84	1	0	5	6	181	5	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	32	86	3	84	1	0	5	6	181	5	3
Saturation F				'					'			'
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.27	0.73	1.00	0.99	0.01	0.00	0.45	0.55	0.96	0.03	0.01
Final Sat.:	629	207	557	625	678	8	0	361	433	727	20	12
Capacity Ana	1			ı		'	1			ı		ı
Vol/Sat:	-		0.15	0.00	0.12	0.12	xxxx	0.01	0.01	0.25	0.25	0.25
Crit Moves:			****		***				****			****
Delay/Veh:	8.3	8.0	8.0	8.3	8.4	8.4	0.0	7.3	7.3	9.0	9.0	9.0
Delay Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh:			8.0	8.3		8.4	0.0	7.3	7.3	9.0	9.0	9.0
LOS by Move:			A	А		A	*		A		A	A
ApproachDel:		8.0			8.4			7.3			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.0			8.4			7.3			9.0	
LOS by Appr:		0.0 A			0.4 A			7.3 A			Э. О А	
AllWayAvqQ:		0.2	0.2	0.0		0.1	0.0		0.0	0.3		0.3
Note: Queue									0.0	0.3	0.3	0.3
More. Queue						urs per Warran			rhan 1			
******										****	*****	*****

Intersection #1 Gold Street / North Taylor Street

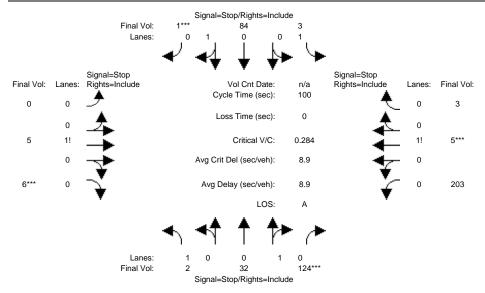
SIGNAL WARRANT DISCLAIMER

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

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

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

Intersection #1: Gold Street / North Taylor Street



Street Name: Approach:	North	Gold S		ut.h Bo	ound	E		h Tayl		reet est Bo	und
Movement:	L - 7	Г – R	L ·	- T	- R	L ·	- T	- R	L -	- T	- R
Min. Green:	7 1	10	7	10	10	7	10	10	7	10	10
Volume Module						1			1		
Base Vol:		32 86	3	84	1	0	5	6	181	5	3
Growth Adj:				1.00	1.00		1.00	1.00	1.00	1.00	1.00
Initial Bse:		32 86	3	84	1	0	5	6	181	5	3
Added Vol:	0	0 38	0	0	0	0	0	0	22	0	0
PasserByVol:		0 0	0	0	0	0	0	0	0	0	0
Initial Fut:		32 124	3	84	1	0	5	6	203	5	3
User Adj:				1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:				1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:		32 124	3	84	1	0	5	6	203	5	3
Reduct Vol:		0 0	0	0	0	0	0	0	0	0	0
Reduced Vol:		32 124	3		1	0		6	203	5	3
PCE Adj:				1.00	1.00		1.00			1.00	1.00
MLF Adj:				1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:		32 124	3		1	0	5	6	203	5	3
Saturation F	l .										
Adjustment:			1.00	1 00	1.00	1 00	1 00	1.00	1 00	1.00	1.00
-	1.00 1.0						0.45			0.02	0.01
Final Sat.:			612		0.01				714		11
Final Sat											
Capacity Anal					I	1					
Vol/Sat:	-		0.00	0.13	0.13	xxxx	0.01	0.01	0.28	0.28	0.28
Crit Moves:		****			****			****		****	
Delay/Veh:	8.3 8.	4 8.4	8.4	8.6	8.6	0.0	7.5	7.5	9.4	9.4	9.4
Delay Adj:	1.00 1.0	00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3 8.	.4 8.4	8.4	8.6	8.6	0.0	7.5	7.5	9.4	9.4	9.4
LOS by Move:	A	A A	A	A	A	*	A	A	А	A	A
ApproachDel:	8.	. 4		8.6			7.5			9.4	
Delay Adj:	1.0	0 0		1.00			1.00			1.00	
ApprAdjDel:	8.	. 4		8.6			7.5			9.4	
LOS by Appr:		A		A			A			A	
AllWayAvgQ:	0.0 0.	2 0.2	0.0	0.1	0.1	0.0	0.0	0.0	0.4	0.4	0.4
Note: Queue	reported	is the r	number	of ca	ars per	lane					
		Hour Vol									
******	*****	*****	****	*****	*****	****	*****	*****	****	*****	*****
Intersection	**			-			*****	*****	****	*****	*****

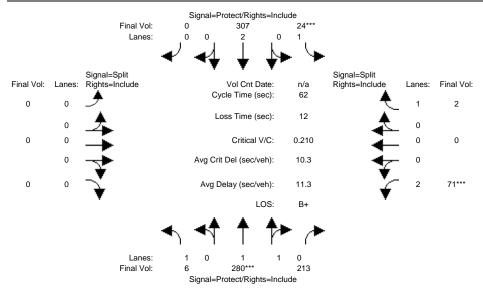
SIGNAL WARRANT DISCLAIMER

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

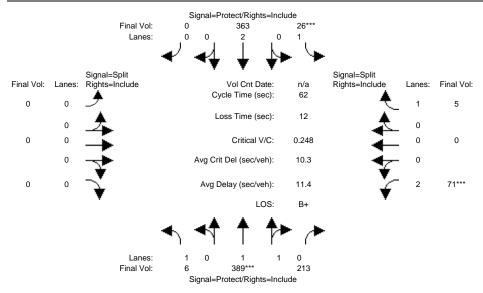
Intersection #2: North 1st Street / Nortech Parkway



Street Name: Approach:			rth 1s und	t Stre	eet uth Bo	und	Ea	No ast Bo	rtech und	Parkwa We	y st Bo	und
Movement:		- T				- R			- R		Т	- R
Min. Green:		10			10	0		0		10		10
Y+R: 	4.0		4.0			4.0		4.0	4.0		4.0	4.0
Volume Modul			I	I		1	I		ı	1		I
Base Vol:	6	280	213	24	307	0	0	0	0	71	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	280	213	24	307	0	0	0	0	71	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	280	213	24	307	0	0	0	0	71	0	2
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	280	213	24	307	0	0	0	0	71	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	280	213	24	307	0	0	0	0	71	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	280	213	24	307	0	0	0	0	71	0	2
Saturation F	low M	odule:	•			·	•					•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.11	0.89	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2100	1598	1750	3800	0	0	0	0	3150	0	1750
Capacity Ana	İysis	Modul	e:			·	•					•
Vol/Sat:	0.00	0.13	0.13	0.01	0.08	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****		****						***		
Green Time:	16.5	33.0	33.0	7.0	23.5	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.25	0.25	0.12	0.21	0.00	0.00	0.00	0.00	0.14	0.00	0.01
Delay/Veh:	16.8	7.9	7.9	25.0	13.1	0.0	0.0	0.0	0.0	22.4	0.0	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			7.9	25.0	13.1	0.0	0.0	0.0	0.0	22.4	0.0	21.8
LOS by Move:			A	С	В	A	A	A	А	C+	А	C+
HCM2kAvgQ:	0	3	3	1	2	0	0	0	0	1	0	0
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

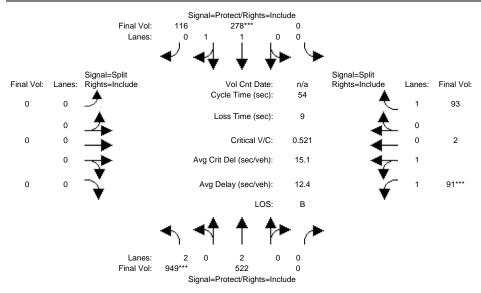
Intersection #2: North 1st Street / Nortech Parkway



Street Name: Approach:			rth 1s und	t Stre	eet uth Bo	und	Ea	No ast Bo	rtech und		st Bo	
Movement:		- T				- R			- R		T	- R
Min. Green:		10			10	0		0		10		10
Y+R:	4.0		4.0			4.0		4.0	4.0	4.0		4.0
Volume Modul				1						1		
Base Vol:	6	280	213	24	307	0	0	0	0	71	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	280	213	24	307	0	0	0	0	71	0	2
Added Vol:	0	109	0	2	56	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	389	213	26	363	0	0	0	0	71	0	5
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	389	213	26	363	0	0	0	0	71	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	389	213	26	363	0	0	0	0	71	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	389	213		363	0	0	0	0	71	0	5
Saturation F	low M	odule:				·			•	•		•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.27	0.73	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2390	1309	1750	3800	0	0	0	0	3150	0	1750
Capacity Ana	İysis	Modul	e :	•		•			•	•		•
Vol/Sat:	0.00	0.16	0.16	0.01	0.10	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****		****						***		
Green Time:	16.5	33.0	33.0	7.0	23.5	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.31	0.31	0.13	0.25	0.00	0.00	0.00	0.00	0.14	0.00	0.02
Delay/Veh:	16.8	8.2	8.2	25.1	13.3	0.0	0.0	0.0	0.0	22.4	0.0	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			8.2	25.1	13.3	0.0	0.0	0.0	0.0	22.4	0.0	21.9
LOS by Move:	В	A	А	С	В	A	А	А	A	C+	А	C+
HCM2kAvgQ:	0		3	1	2	0	0	0	0	1	0	0
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

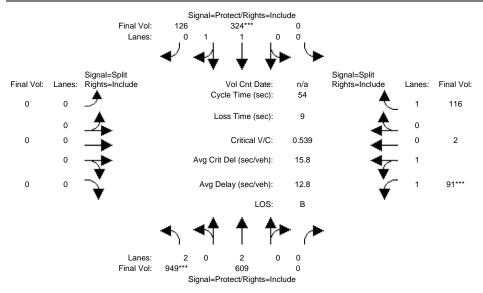
Intersection #3: North 1st Street / SR 237 Westbound Ramps [CMP]



Street Name: Approach:			rth 1s und	t Stre	eet uth Bo	und	Ea	SR 23 ast Bo	7 West und	bound R Wes	_	und
Movement:		- T				- R			- R	L -		
Min. Green:	7	10	0	. 0	10	10	. 0	0	0	10	10	10
Y+R: 		4.0			4.0			4.0		4.0		4.0
Volume Modul			ı	I		1	I		I	I		I
Base Vol:	949	522	0	0	278	116	0	0	0	91	2	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
Initial Bse:	949	522	0	0	278	116	0	0	0	91	2	93
Added Vol:	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	278	116	0	0	0	91	2	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
PHF Volume:	949	522	0	0	278	116	0	0	0	91	2	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	949	522	0	0	278	116	0	0	0	91	2	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
FinalVolume:	949	522	0	0	278	116	0	0	0	91	2	93
Saturation F	low M	odule:	•			·			•			•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1	900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93 0	.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.39	0.61	0.00	0.00	0.00	1.96 0	.04	1.00
Final Sat.:	3150	3800	0	0	2610	1089	0	0	0	3474	76	1750
Capacity Ana	İysis	Modul	e:			·			•			•
Vol/Sat:	0.30	0.14	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.03 0	.03	0.05
Crit Moves:	****				****					****		
Green Time:	25.0	35.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	10.0 1	0.0	10.0
Volume/Cap:	0.65	0.21	0.00	0.00	0.58	0.58	0.00	0.00	0.00	0.14 0	.14	0.29
Delay/Veh:	12.2	3.9	0.0	0.0	21.3	21.3	0.0	0.0	0.0	18.5 1	8.5	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
AdjDel/Veh:	12.2	3.9	0.0	0.0	21.3	21.3	0.0	0.0	0.0	18.5 1	8.5	19.4
LOS by Move:	В	A	A	A	C+	C+	A	A	A	B-	B-	B-
HCM2kAvgQ:		2	0	0	3	3	0	0	0	1	1	2
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

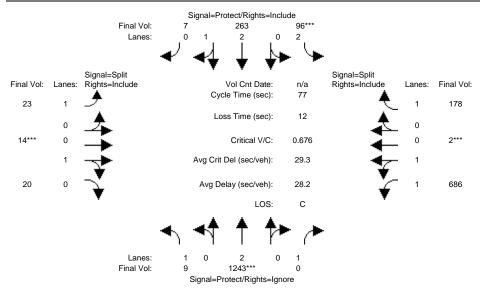
Intersection #3: North 1st Street / SR 237 Westbound Ramps [CMP]



Street Name: Approach:			rth 1s und	t Stre	eet uth Bo	und	Ea	SR 23 ast Bo	7 West und	bound Ra West	_	und
Movement:		- T				- R			- R	L -		
Min. Green:		10			10			0		10		10
Y+R:		4.0	4.0	4.0	4.0	4.0		4.0		4.0		4.0
Volume Modul												
Base Vol:	949	522	0	0	278	116	0	0	0	91	2	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
Initial Bse:	949	522	0	0	278	116	0	0	0	91	2	93
	0		0	0	46	10	0	0	0	0	0	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:			0	0	324	126	0	0	0	91	2	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
PHF Volume:	949	609	0	0	324	126	0	0	0	91	2	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	949	609	0	0	324	126	0	0	0	91	2	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
FinalVolume:	949	609	0	0	324	126	0	0	0	91	2	116
Saturation F	low M	odule:	•			·			•			•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 19	900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93 0	.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.42	0.58	0.00	0.00	0.00	1.96 0	.04	1.00
Final Sat.:	3150	3800	0	0	2663	1036	0	0	0	3474	76	1750
Capacity Ana	İysis	Modul	e:			·			•			•
Vol/Sat:	0.30	0.16	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.03 0	.03	0.07
Crit Moves:	****				****					****		
Green Time:	24.9	35.0	0.0	0.0	10.1	10.1	0.0	0.0	0.0	10.0 10	0.0	10.0
Volume/Cap:	0.65	0.25	0.00	0.00	0.65	0.65	0.00	0.00	0.00	0.14 0	.14	0.36
Delay/Veh:	12.3	4.0	0.0	0.0	22.6	22.6	0.0	0.0	0.0	18.5 18	3.5	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
AdjDel/Veh:	12.3	4.0	0.0	0.0	22.6	22.6	0.0	0.0	0.0	18.5 18	3.5	19.9
LOS by Move:	В	A	A	A	C+	C+	A	A	A	B-	B-	B-
	7		0	0	4	4	0	0	0	1	1	2
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

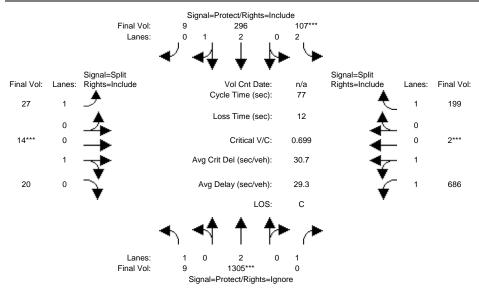
Intersection #4: North 1st Street / SR 237 Eastbound Ramps [CMP]



Street Name: Approach: Movement:	No		und	So	uth Bo	und – R	Εċ	ast Bo	7 East und - R	We	Ramps st Bo	und
movement.												
Min. Green:		10			10			10		10		10
Y+R:		4.0			4.0			4.0			4.0	4.0
Volume Module	e:		•			·	•		•			•
Base Vol:	9	1243	267	96	263	7	23	14	20	686	2	178
Growth Adj:	1.00	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	1243	267	96	263	7	23	14	20	686	2	178
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
Initial Fut:	9	1243	267	96	263	7	23	14	20	686	2	178
User Adj:		1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	1243	0	96	263	7	23	14	20	686	2	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1243	0	96	263	7	23	14	20	686	2	178
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:		1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			0	96	263	7	23	14	20	686	2	178
Saturation F	iow M	odule:					•					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.92	0.08	1.00	0.41	0.59	1.99	0.01	1.00
Final Sat.:		3800	1750	3150	5455	145	1750	741	1059	3540	10	1750
Capacity Ana	lysis	Modul	e:			·	•		•			•
Vol/Sat:	0.01	0.33	0.00	0.03	0.05	0.05	0.01	0.02	0.02	0.19	0.19	0.10
Crit Moves:		****		****				***			***	
Green Time:	15.3	30.1	0.0	7.0	21.8	21.8	10.0	10.0	10.0	17.9	17.9	17.9
Volume/Cap:	0.03	0.84	0.00	0.34	0.17	0.17	0.10	0.15	0.15	0.84	0.84	0.44
Delay/Veh:	24.9	25.5	0.0	33.5	20.8	20.8	29.7	30.0	30.0	35.6	35.6	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	25.5	0.0	33.5	20.8	20.8	29.7	30.0	30.0	35.6	35.6	26.0
LOS by Move:	С	С	A	C-	C+	C+	С	С	С	D+	D+	С
		14	0	1	2	2	1	1	1	11	11	4
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

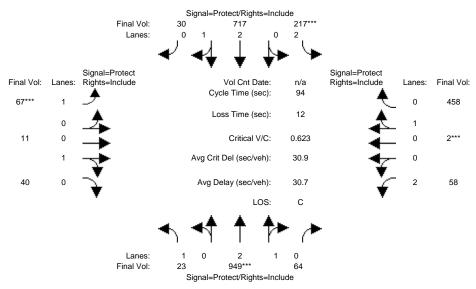
Intersection #4: North 1st Street / SR 237 Eastbound Ramps [CMP]



Street Name: Approach:				Stree	et 1+h Bo	ound		SR 23	7 East		Ramps est Bo	
Movement:		- Т				- R					- T	
movement:												
Min. Green:		10						10		10		10
Y+R:		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Volume Module	e:											
Base Vol:	9	1243	267	96	263	7	23	14	20	686	2	178
Growth Adj:	1.00	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	1243	267	96	263	7	23	14	20	686	2	178
Added Vol:	0	62	0	11	33	2	4	0	0	0	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1305	267	107	296	9	27	14	20	686	2	199
User Adj:		1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	1305	0	107	296	9	27	14	20	686	2	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1305	0	107	296	9	27	14	20	686	2	199
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	1305	0	107	296	9	27	14	20	686	2	199
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.91	0.09	1.00	0.41	0.59	1.99	0.01	1.00
Final Sat.:	1750	3800	1750	3150	5435	165	1750	741	1059	3540	10	1750
Capacity Ana	İysis	Modul	e:						·			·
Vol/Sat:	0.01	0.34	0.00	0.03	0.05	0.05	0.02	0.02	0.02	0.19	0.19	0.11
Crit Moves:		****		****				****			****	
Green Time:	15.5	30.7	0.0	7.0	22.2	22.2	10.0	10.0	10.0	17.3	17.3	17.3
Volume/Cap:	0.03	0.86	0.00	0.37	0.19	0.19	0.12	0.15	0.15	0.86	0.86	0.51
Delay/Veh:	24.7	26.5	0.0	33.8	20.7	20.7	29.8	30.0	30.0	38.2	38.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	26.5	0.0	33.8	20.7	20.7	29.8	30.0	30.0	38.2	38.2	27.2
LOS by Move:	С	С	A	C-	C+	C+	С	С	С	D+	D+	С
		15	0	1	2	2	1	1	1	12	12	5
Note: Queue	repor		the n	umber	of ca	rs per	lane					

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

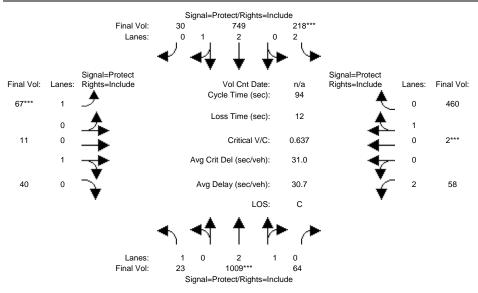
Intersection #5: North 1st Street / Holger Way



Street Name:	37	No	rth 1s	st Stre	eet	ound		D-	Holge	r Way	t - D -	
		rth Bo		SOI	itn Bo	ouna - R	_ E:	ast Bo	una_	_ W 6		
Movement:		- T									- T	
Min. Green:		10		7				10			10	10
Y+R:		4.0			4.0	4.0		4.0		4.0		4.0
Volume Modul	1											
Base Vol:	23	949	64	217	717	30	67	11	40	58	2	458
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	949	64	217	717	30	67	11	40	58	2	458
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:	23	949	64	217	717	30	67	11	40	58	2	458
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	949	64	217	717	30	67	11	40	58	2	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	949	64	217	717	30	67	11	40	58	2	458
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	949	64	217	717	30	67	11	40	58	2	458
Saturation F				•					'			'
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.80	0.20	2.00	2.88	0.12	1.00	0.22	0.78	2.00	0.01	0.99
Final Sat.:	1750	5246	354	3150	5375	225	1750	388	1412	3150	8	1792
Capacity Ana	İysis	Modul	e:	•			•					
Vol/Sat:	0.01	0.18	0.18	0.07	0.13	0.13	0.04	0.03	0.03	0.02	0.26	0.26
Crit Moves:		****		****			****				***	
Green Time:	13.3	26.8	26.8	10.2	23.8	23.8	7.0	26.4	26.4	18.5	37.9	37.9
Volume/Cap:	0.09	0.63	0.63	0.63	0.53	0.53	0.51	0.10	0.10	0.09	0.63	0.63
Delay/Veh:	35.3	30.1	30.1	43.9	30.6	30.6	45.4	25.1	25.1	31.0	24.3	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			30.1	43.9	30.6	30.6	45.4	25.1	25.1	31.0	24.3	24.3
LOS by Move:	D+	C	С	D	С	C	D	С	С	С	С	С
HCM2kAvgQ:	1	9	9	4	6	6	3	1	1	1	12	12
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

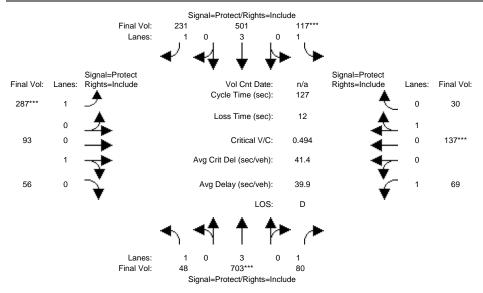
Intersection #5: North 1st Street / Holger Way



Street Name: Approach:		No: rth Bo:	rth 1s und	t Stre	eet uth Bo	und	Eá	ast Bo	Holge und	r Way We	est Bo	und
Movement:		- T -	- R	L -	- T	- R	L -	- T	- R	L -	- T	
Min. Green: Y+R:	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10
Volume Module		0.40	64	017	717	2.0	67	11	4.0	Γ0	2	450
Base Vol: Growth Adj:	23	949	1.00	217 1.00	717	30 1.00	67	11	40 1.00	58	1.00	458 1.00
Initial Bse:		949	64	217	717	30	67	11	40	58	2	458
Added Vol:	23 0	60	0	1	32	0	0	0	0	0	0	456
PasserByVol:		0	0	0	3 Z	0	0	0	0	0	0	0
Initial Fut:	2.2				749	30	67	11	40	58	2	-
User Adj:		1009	64	218	1.00	1.00		1.00			_	460 1.00
PHF Adj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
		1009	64	218	749	30	67	11	40	58	2	460
PHF Volume:	∠3 ∩	0	0	210	749	0	0	0	0	0	0	460
Reduct Vol: Reduced Vol: PCE Adj:	2.2	1009	64	218	749	30	67	11	40	58	2	460
Reduced VOI:	1 00	1 00	1.00	1.00		1.00		1.00			1.00	
PCE Adj: MLF Adj:				1.00		1.00	1.00		1.00		1.00	1.00
_			1.00 64	218		30	67	1.00	40	58	2	1.00 460
FinalVolume:	∠3 I	1009									_	460
Saturation Fl												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:			0.19		2.88	0.12	1.00	0.22	0.78	2.00	0.01	0.99
Final Sat.:	1750	5266	334	3150	5384	216	1750	388	1412	3150	8	1792
Capacity Anal				1			'		'	'		'
Vol/Sat:	0.01	0.19	0.19	0.07	0.14	0.14	0.04	0.03	0.03	0.02	0.26	0.26
Crit Moves:		****		****			****				***	
Green Time:	13.2	27.8	27.8	10.0	24.6	24.6	7.0	26.0	26.0	18.2	37.2	37.2
Volume/Cap:	0.09	0.65	0.65	0.65	0.53	0.53	0.51	0.10	0.10	0.10	0.65	0.65
Delay/Veh:	35.4	29.8	29.8	44.7	30.1	30.1	45.4	25.4	25.4	31.2	25.2	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh:	35.4	29.8	29.8	44.7	30.1	30.1	45.4	25.4	25.4	31.2	25.2	25.2
LOS by Move:			С	D	С	С	D	С	С	С	С	С
HCM2kAvgQ:			9	4	6	6	3	1	1	1	12	12
Note: Queue			the n	umber	of ca	rs per	lane					

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

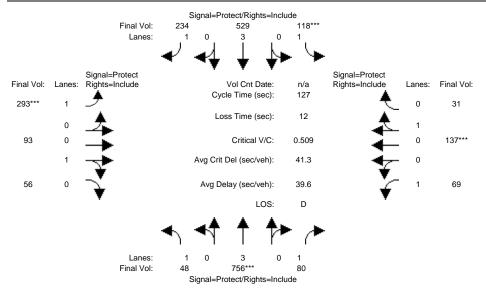
Intersection #6: North 1st Street / Vista Montana



Street Name: Approach:		No:	rth 1s	t Stre	eet ith Bo	und	E:	V agt Bo	ista M		a est Bo	und
Movement:	L	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	- R
Min Grand												
Min. Green: Y+R:		10 4.0			10 4.0		4 0	10 4.0	4.0	7	4.0	10 4.0
1+K•												
Volume Modul			ı	ı		ı	I		ı	1		I
Base Vol:	48	703	80	117	501	231	287	93	56	69	137	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	703	80	117	501	231	287	93	56	69	137	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	703	80	117	501	231	287	93	56	69	137	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	703	80	117	501	231	287	93	56	69	137	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	703	80	117	501	231	287	93	56	69	137	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	703	80	117	501	231	287	93	56	69	137	30
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.62	0.38	1.00	0.82	0.18
Final Sat.:					5700	1750		1123	677	1750	1477	323
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.03	0.12	0.05	0.07	0.09	0.13	0.16	0.08	0.08	0.04	0.09	0.09
Crit Moves:		****		****			****				***	
Green Time:	14.4	31.7	31.7	17.2	34.5	34.5	42.2	39.7	39.7	26.4	23.9	23.9
Volume/Cap:	0.24	0.49	0.18	0.49	0.32	0.49	0.49	0.27	0.27	0.19	0.49	0.49
Delay/Veh:	51.9	41.0	37.6	52.5	37.0	39.6	34.5	33.0	33.0	41.7	47.3	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	41.0	37.6	52.5	37.0	39.6	34.5	33.0	33.0	41.7	47.3	47.3
LOS by Move:	D-	D	D+	D-	D+	D	C-	C-	C-	D	D	D
HCM2kAvgQ:	2	8	3	4	5	8	9	4	4	2	7	7
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

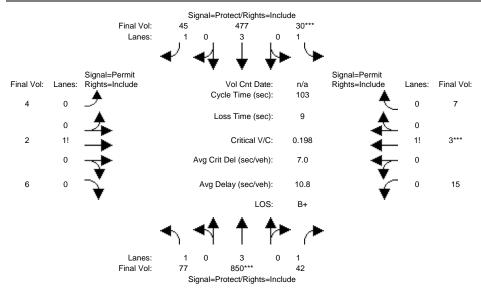
Intersection #6: North 1st Street / Vista Montana



Street Name: Approach:		No:	rth 1s	t Stre	eet	und	F:	V agt Bo	ista M		a est Bo	und
Movement:		- T		L .	- Т	- R	L ·	дъс во - Т	- R			
Min. Green:		10			10		7	10	10	7		10
Y+R: 		4.0			4.0				4.0		4.0	4.0
Volume Modul												
Base Vol:	48	703	80	117	501	231	287	93	56	69	137	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	703	80	117	501	231	287	93	56	69	137	30
Added Vol:		53	0	1	28	3	6	0	0	0	0	1
PasserByVol:	0		0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	756	80	118	529	234	293	93	56	69	137	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	756	80	118	529	234	293	93	56	69	137	31
Reduct Vol: Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	756	80	118	529	234	293	93	56	69	137	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	756	80	118	529	234	293	93	56	69	137	31
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.62	0.38	1.00	0.82	0.18
Final Sat.:					5700	1750		1123	677	1750	1468	332
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.03	0.13	0.05	0.07	0.09	0.13	0.17	0.08	0.08	0.04	0.09	0.09
Crit Moves:		****		****			****				****	
Green Time:	14.6	33.1	33.1	16.8	35.4	35.4	41.8	39.1	39.1	26.0	23.3	23.3
Volume/Cap:	0.24	0.51	0.18	0.51	0.33	0.48	0.51	0.27	0.27	0.19	0.51	0.51
Delay/Veh:	51.8	40.3	36.6	53.1	36.6	38.9	35.1	33.5	33.5	42.1	48.0	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	40.3	36.6	53.1	36.6	38.9	35.1	33.5	33.5	42.1	48.0	48.0
LOS by Move:	D-	D	D+	D-	D+	D+	D+	-	-	D	D	D
HCM2kAvgQ:	2	8	2	5	5	8	10	4	4	2	7	7
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

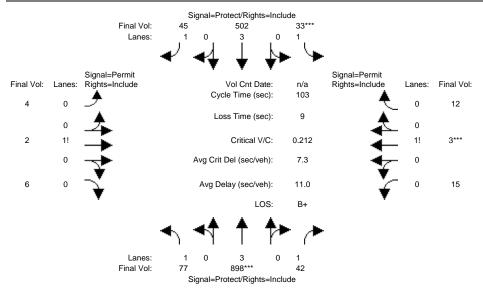
Intersection #7: North 1st Street / Rose Orchard Way



Street Name: Approach:		No rth Bo	rth 1s und	t Stre	eet uth Bo	und	Ea	Ro ast Bo	se Orc und	hard W	lay est Bo	und
Movement:	L	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	· T	- R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:		4.0			4.0				4.0		4.0	4.0
Volume Module			1	1		1	ı		ı	1		ļ
Base Vol:	77	850	42	30	477	45	4	2	6	15	3	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	850	42	30	477	45	4	2	6	15	3	7
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
Initial Fut:	77	850	42	30	477	45	4	2	6	15	3	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	850	42	30	477	45	4	2	6	15	3	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	850	42	30	477	45	4	2	6	15	3	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	850	42		477	45	4	_	6	15	3	7
Saturation F	low M	odule:	•			·	•		•	•		•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.33	0.17	0.50	0.60	0.12	0.28
Final Sat.:		5700	1750	1750	5700	1750	583	292	875	1050	210	490
Capacity Ana	İysis	Modul	e:			·	•		•	•		•
Vol/Sat:	0.04	0.15	0.02	0.02	0.08	0.03	0.01	0.01	0.01	0.01	0.01	0.01
Crit Moves:		***		****							****	
Green Time:	34.6	75.3	75.3	8.7	49.4	49.4	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.13	0.20	0.03	0.20	0.17	0.05	0.07	0.07	0.07	0.15	0.15	0.15
Delay/Veh:	24.2	4.5	3.9	47.1	15.4	14.4	43.1	43.1	43.1	44.4	44.4	44.4
User DelAdj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	4.5	3.9	47.1	15.4	14.4	43.1	43.1	43.1	44.4	44.4	44.4
LOS by Move:	С	A	A	D	В	В	D	D	D	D	D	D
	2		0	1	3	1	0	0	0	1	1	1
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

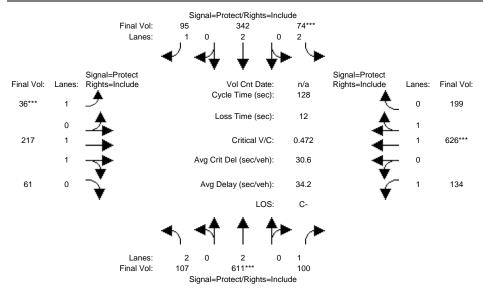
Intersection #7: North 1st Street / Rose Orchard Way



Street Name: Approach:	No	No rth Bo	rth 1s	t Stre	eet ith Bo	und	E.	Ro ast Bo	se Orc	hard W	Jay est Bo	und
Movement:	\mathbf{L}	- T	- R	Γ .	- T	- R	L ·	- T	- R	L -	- T	- R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R: 		4.0			4.0				4.0		4.0	4.0
Volume Module			ı	1		ı	ļ		ı	1		I
Base Vol:	77	850	42	30	477	45	4	2	6	15	3	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	850	42	30	477	45	4	2	6	15	3	7
Added Vol:	0	48	0	3	25	0	0	0	0	0	0	5
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	898	42	33	502	45	4	2	6	15	3	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	898	42	33	502	45	4	2	6	15	3	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	898	42	33	502	45	4	2	6	15	3	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			42		502	45	4	_	6	15	3	12
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.33	0.17	0.50	0.50	0.10	0.40
Final Sat.:					5700	1750		292	875		175	700
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.04	0.16	0.02	0.02	0.09	0.03	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:		****		****							****	
Green Time:	34.6	75.0	75.0	9.0	49.4	49.4	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.13	0.22	0.03	0.22	0.18	0.05	0.07	0.07	0.07	0.18	0.18	0.18
Delay/Veh:	24.2	4.6	3.9	47.0	15.4	14.4	43.1	43.1	43.1	45.0	45.0	45.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	4.6	3.9	47.0	15.4	14.4	43.1	43.1	43.1	45.0	45.0	45.0
LOS by Move:			A	D	В	В	D	D	D	D	D	D
	2		0	1	3	1	0	-	0	1	1	1
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

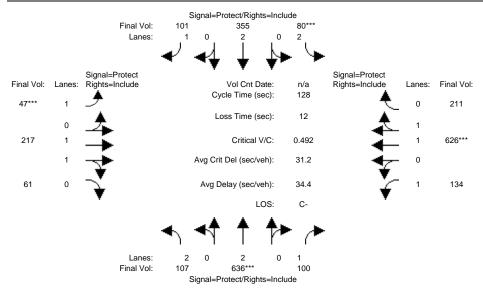
Intersection #8: North 1st Street / Tasman Drive



Street Name: Approach:	No	No:	rth 1s	t Stre	eet	und	σ.	at Po	Tasman		e est Bo	und
Movement:	TNO.	- Т	una	500	TCII DC	- R	- Ec	ast bu	uiia		- T	
movement:												
Min. Green:	7	10	10	. 7	10	10	7	10	10	7	10	10
Y+R:		4.0			4.0			4.0			4.0	4.0
Volume Modul												
Base Vol:		611	100	74	342	95	36	217	61	134	626	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	611	100	74	342	95	36	217	61	134	626	199
Added Vol:			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:			100	74	342	95	36	217	61	134	626	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	611	100	74	342	95	36	217	61	134	626	199
Reduct Vol:			0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	611	100	74	342	95	36	217	61	134	626	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
FinalVolume:		611	100	74	342	95	36	217	61	134	626	199
Saturation F	low M	odule:		'					'			'
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:			0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.55	0.45		1.50	0.50
Final Sat.:			1750	3150	3800	1750	1750	2888	812	1750	2807	892
Capacity Ana	İysis	Modul	e: ˈ									
Vol/Sat:	0.03	0.16	0.06	0.02	0.09	0.05	0.02	0.08	0.08	0.08	0.22	0.22
Crit Moves:		****		****			****				****	
Green Time:	18.8	42.7	42.7	7.0	30.9	30.9	7.0	33.5	33.5	32.8	59.3	59.3
Volume/Cap:	0.23	0.48	0.17	0.43	0.37	0.22	0.38	0.29	0.29	0.30	0.48	0.48
Delay/Veh:	48.5	34.1	30.3	60.3	40.7	39.2	60.9	37.9	37.9	38.7	24.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	34.1	30.3	60.3	40.7	39.2	60.9	37.9	37.9	38.7	24.0	24.0
LOS by Move:	D	C-	С	E	D	D	E	D+	D+	D+	С	С
		9	3	2	5	3	1	4	4	4	11	11
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

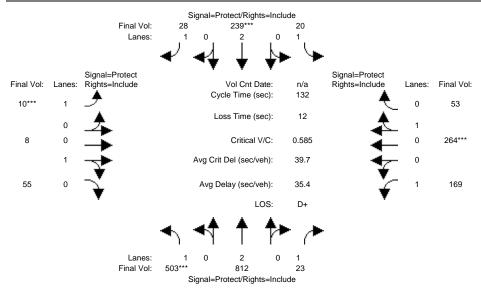
Intersection #8: North 1st Street / Tasman Drive



Street Name: Approach:			rth 1s	t Stre	eet	und	σ.	agt Po	Tasman	Drive	e est Bo	und
Movement:				J	лсіі во - Т	- R	Т	авс во - Т	- P	T		
Min. Green:		10			10						10	
Y+R:		4.0		4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Volume Modul	e:					·			•			•
Base Vol:	107	611	100	74	342	95	36	217	61	134	626	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	611	100	74	342	95	36	217	61	134	626	199
Added Vol:	0	25	0	6	13	6	11	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	636	100	80	355	101	47	217	61	134	626	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	636	100	80	355	101	47	217	61	134	626	211
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	636	100	80	355	101	47	217	61	134	626	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			100		355		47		61	134	626	211
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.55	0.45	1.00	1.48	0.52
Final Sat.:					3800	1750		2888	812		2767	933
Capacity Ana	lysis	Module	e:									
Vol/Sat:	0.03	0.17	0.06	0.03	0.09	0.06	0.03	0.08	0.08	0.08	0.23	0.23
Crit Moves:		****		****			****				***	
Green Time:	18.6	43.4	43.4	7.0	31.8	31.8	7.0	33.1	33.1	32.5	58.6	58.6
Volume/Cap:	0.23	0.49	0.17	0.46	0.38	0.23	0.49	0.29	0.29	0.30	0.49	0.49
Delay/Veh:	48.7	33.9	29.8	60.7	40.2	38.7	62.7	38.2	38.2	39.0	24.5	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	33.9	29.8	60.7	40.2	38.7	62.7	38.2	38.2	39.0	24.5	24.5
LOS by Move:	D	C-	C	E	D	D+	E	D+	D+	D+	С	C
HCM2kAvgQ:	2	10	3	2	6	3	2	4	4	4	11	11
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane	•				

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

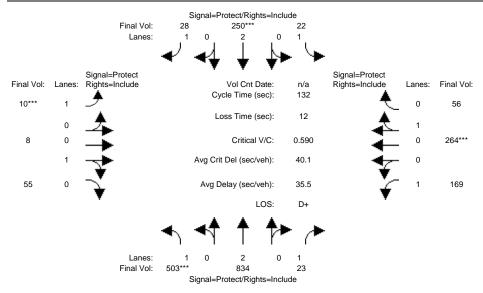
Intersection #9: North 1st Street / Rio Robles Street



Street Name: Approach:		No: rth Bo		st Stre	eet	und		Rio	Roble		eet est Bo	und
Movement:		- Т				- R					- T	
movement:												
Min. Green:		10		7						7		10
Y+R:		4.0	4.0		4.0	4.0		4.0			4.0	4.0
Volume Module			ı	ı		ı	1		ı	ı		ı
Base Vol:	503	812	23	20	239	28	10	8	55	169	264	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	503	812	23	20	239	28	10	8	55	169	264	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:			23	20	239	28	10	8	55	169	264	53
User Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:			23	20	239	28	10	8	55	169	264	53
Reduct Vol:	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:			23	20	239	28	10	8	55	169	264	53
PCE Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
FinalVolume:			23	20		28	10	8	55	169	264	53
Saturation F			ı	I		1	1		ı	1		ı
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.13	0.87		0.83	0.17
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	229	1571	1750	1499	301
Capacity Ana	İysis	Modul	e: ˈ									'
Vol/Sat:	0.29	0.21	0.01	0.01	0.06	0.02	0.01	0.04	0.04	0.10	0.18	0.18
Crit Moves:	****				****		****				****	
Green Time:	61.7	60.2	60.2	15.0	13.5	13.5	7.0	19.7	19.7	25.1	37.8	37.8
Volume/Cap:	0.61	0.47	0.03	0.10	0.61	0.16	0.11	0.23	0.23	0.51	0.61	0.61
Delay/Veh:	27.7	25.0	19.8	52.7	59.7	54.5	60.0	50.0	50.0	49.2	43.0	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	25.0	19.8	52.7	59.7	54.5	60.0	50.0	50.0	49.2	43.0	43.0
LOS by Move:	С	С	B-	D-	E+	D-	E	D	D	D	D	D
HCM2kAvgQ:	16		1	1	5	1	0	2	2	7	12	12
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

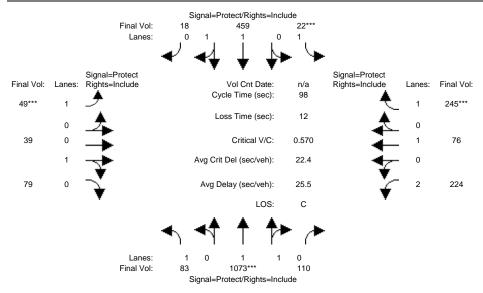
Intersection #9: North 1st Street / Rio Robles Street



Street Name: Approach:		No: rth Bo		t Str	eet	ound		Rio	Roble		eet est Bo	und
Movement:		- Т				- R					- T	
movement:												
Min. Green:		10		7						7		10
Y+R:		4.0	4.0		4.0		4.0	4.0	4.0	4.0	4.0	4.0
Volume Module	e :								·			
Base Vol:	503	812	23	20	239	28	10	8	55	169	264	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	503	812	23	20	239	28	10	8	55	169	264	53
Added Vol:	0	22	0	2	11	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	503	834	23	22	250	28	10	8	55	169	264	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	503	834	23	22	250	28	10	8	55	169	264	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	834	23	22	250	28	10	8	55	169	264	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	503	834	23	22	250	28	10	8	55	169	264	56
Saturation F	iow M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.13	0.87	1.00	0.83	0.17
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	229	1571	1750	1485	315
Capacity Ana	lysis	Modul	e:	•		•						
Vol/Sat:	0.29	0.22	0.01	0.01	0.07	0.02	0.01	0.04	0.04	0.10	0.18	0.18
Crit Moves:	****				***		****				****	
Green Time:	61.2	60.5	60.5	14.6	14.0	14.0	7.0	19.7	19.7	25.1	37.8	37.8
Volume/Cap:	0.62	0.48	0.03	0.11	0.62	0.15	0.11	0.23	0.23	0.51	0.62	0.62
Delay/Veh:	28.2	25.0	19.6	53.1	59.4	54.0	60.0	49.9	49.9	49.2	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	25.0	19.6	53.1	59.4	54.0	60.0	49.9	49.9	49.2	43.2	43.2
LOS by Move:	С	С	B-	D-	E+	D-	E	D	D	D	D	D
HCM2kAvgQ:	16		1	1	5	1	0	2	2	7	12	12
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

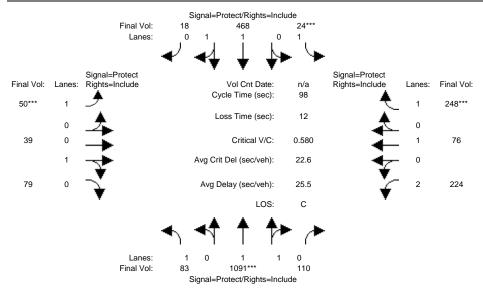
Intersection #10: North 1st Street / River Oaks Parkway



Street Name: Approach: Movement:	No	Noi rth Boi - T -		t Stre	eet uth Bo	und – R	Ea	Riv ast Bo	er Oak und	s Parl We	cway est Bo - T	
Min. Green:		10			10			10		7		10
Y+R:		4.0			4.0			4.0	4.0		4.0	4.0
Volume Module	: :			•								
Base Vol:	83	1073	110	22	459	18	49	39	79	224	76	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1073	110	22	459	18	49	39	79	224	76	245
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:		1073	110	22	459	18	49	39	79	224	76	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1073	110	22	459	18	49	39	79	224	76	245
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1073	110	22	459	18	49	39	79	224	76	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1073	110	22	459	18	49	39	79	224	76	245
Saturation F	low Mo	odule:		•					•	•		·
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	1.81	0.19	1.00	1.92	0.08	1.00	0.33	0.67	2.00	1.00	1.00
Final Sat.:	1750	3356	344	1750	3560	140	1750	595	1205	3150	1900	1750
Capacity Anal	lysis	Module	e :	•					•	•		·
Vol/Sat:	0.05	0.32	0.32	0.01	0.13	0.13	0.03	0.07	0.07	0.07	0.04	0.14
Crit Moves:		****		****			****					****
Green Time:	20.3	50.1	50.1	7.0	36.7	36.7	7.0	17.0	17.0	11.9	21.9	21.9
Volume/Cap:	0.23	0.63	0.63	0.18	0.34	0.34	0.39	0.38	0.38	0.59	0.18	0.63
Delay/Veh:	32.6	17.9	17.9	43.5	22.1	22.1	45.5	36.6	36.6	43.0	31.0	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	17.9	17.9	43.5	22.1	22.1	45.5	36.6	36.6	43.0	31.0	37.5
LOS by Move:	C-	В	В	D	C+	C+	D	D+	D+	D	С	D+
HCM2kAvgQ:	2	12	12	1	5	5	2	4	4	5	2	8
Note: Queue			the n	umber	of ca	rs per	lane	•				

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

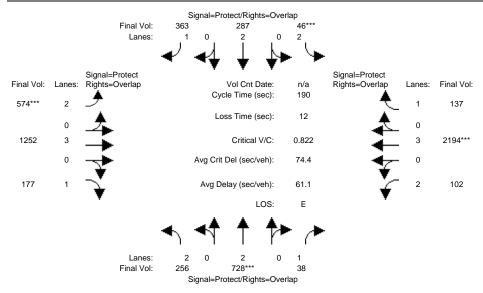
Intersection #10: North 1st Street / River Oaks Parkway



Street Name: Approach: Movement:	No	Noi rth Boi - T -		t Stre	eet uth Bo	und – R	Еа т	Riv ast Bo	er Oak und - R	s Parl We	cway est Bo - T	
Min. Green:		10			10			10		['] 7		10
Y+R:		4.0			4.0			4.0	4.0	4.0	4.0	4.0
Volume Module	e:											
Base Vol:	83	1073	110	22	459	18	49	39	79	224	76	245
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:		1073	110	22	459	18	49	39	79	224	76	245
Added Vol:	0		0	2	9	0	1	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1091	110	24	468	18	50	39	79	224	76	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1091	110	24	468	18	50	39	79	224	76	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1091	110	24	468	18	50	39	79	224	76	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1091	110	24	468	18	50	39	79	224	76	248
Saturation F				•		'			'			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	1.81	0.19	1.00	1.92	0.08	1.00	0.33	0.67		1.00	1.00
Final Sat.:	1750	3361	339	1750	3563	137	1750	595	1205	3150	1900	1750
Capacity Anal						'	'		ı	'		'
Vol/Sat:	0.05	0.32	0.32	0.01	0.13	0.13	0.03	0.07	0.07	0.07	0.04	0.14
Crit Moves:		****		****			***					****
Green Time:	20.1	50.1	50.1	7.0	37.0	37.0	7.0	17.0	17.0	11.9	21.9	21.9
Volume/Cap:			0.63	0.19		0.35		0.38	0.38		0.18	0.63
Delay/Veh:			18.0		22.0	22.0		36.6	36.6		31.0	37.9
User DelAdj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
AdiDel/Veh:			18.0	43.6		22.0		36.6	36.6		31.0	37.9
LOS by Move:			B-	D	C+	C+	D		D+	D		D+
HCM2kAvgQ:			13	1		5	_	4	4	5	_	8
Note: Queue									-	3	_	J
			2220 11		- Ju			-				

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

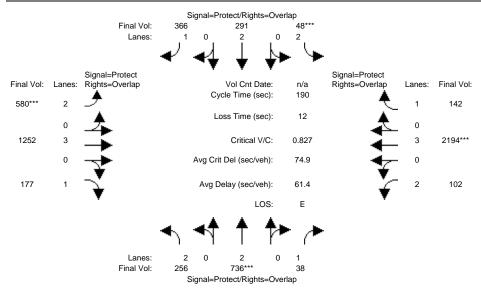
Intersection #11: North 1st Street / Montague Expressway [CMP]



Street Name: Approach:		No:	rth 1s	t Stre	eet ith Bo	und	E:	Mon	tague E ound	xpres:	sway	und
Movement:	L	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	- R
Min. Green:		48			 45				 106			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Modul												
Base Vol:		728	38	46	287	363	574	1439	177	102	2522	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:		728	38	46	287	363	574	1439	177	102	2522	137
Added Vol:	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:			38	46	287	363	574	1439		102	2522	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	728	38	46	287	363	574	1252	177	102	2194	137
	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	728	38	46	287	363	574	1252	177	102	2194	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	256	728	38	46	287	363	574	1252	177	102	2194	137
Saturation F	low M	odule:		'					'			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:			1750	3150	3800	1750	3150	5700		3150	5700	1750
Capacity Ana	İysis	Modul	e: ˈ							•		
Vol/Sat:	0.08	0.19	0.02	0.01	0.08	0.21	0.18	0.22	0.10	0.03	0.38	0.08
Crit Moves:		****		***			****				****	
Green Time:	22.1	44.9	59.2	18.7	41.5	78.9	37.4	101	123.0	14.3	77.7	96.4
Volume/Cap:	0.70	0.81	0.07	0.15	0.35	0.50		0.41		0.43	0.94	0.15
Delay/Veh:	92.0	78.8	49.2	83.9	67.3	44.3	99.8	28.7	14.1	91.0	66.2	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.0	78.8	49.2	83.9	67.3	44.3	99.8	28.7	14.1	91.0	66.2	26.8
LOS by Move:	F	E-	D	F	E	D	F	С	В	F	E	С
HCM2kAvgQ:	10		2	1	7	17	23	15	4	4	47	5
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

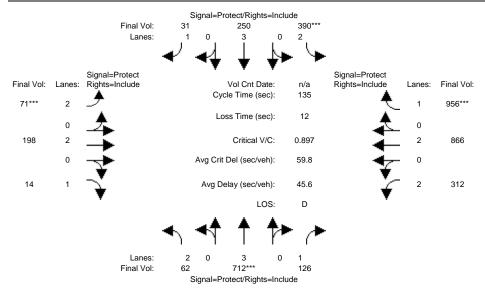
Intersection #11: North 1st Street / Montague Expressway [CMP]



Street Name: Approach:	No	No:	rth 1s	t Stre	eet	und	E:	Mont	tague E	xpres:	sway	und
Movement:	L	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	- R
Min. Green:									106			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Modul												
Base Vol:			38	46	287	363		1439	177		2522	137
Growth Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	256	728	38	46	287	363		1439	177		2522	137
Added Vol:	0		0	2	4	3	6	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	736	38	48	291	366	580	1439	177	102	2522	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	736	38	48	291	366	580	1252	177	102	2194	142
	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:			38	48	291	366	580	1252	177	102	2194	142
PCE Adj:	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:			1.00		1.00	1.00		1.00			1.00	1.00
FinalVolume:			38		291	366		1252	177		2194	142
Saturation F			ı	I		ı	1		ı	1		I
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:			1750	3150	3800	1750	3150	5700		3150	5700	1750
Capacity Ana				'		'	'		1	'		'
Vol/Sat:	0.08	0.19	0.02	0.02	0.08	0.21	0.18	0.22	0.10	0.03	0.38	0.08
Crit Moves:		****		****			****				***	
Green Time:	22.1	44.9	59.2	18.7	41.5	78.9	37.4	101	123.0	14.3	77.7	96.4
Volume/Cap:			0.07		0.35	0.50		0.41		0.43	0.94	0.16
Delay/Veh:			49.2		67.4		101.6				66.2	26.9
User DelAdj:			1.00		1.00	1.00	1.00				1.00	1.00
AdjDel/Veh:						44.4			14.1		66.2	26.9
LOS by Move:					О7. Т	D	F				00.2 E	20.5 C
HCM2kAvgQ:			2	2			23	_		4		5
Note: Queue :									-	-	1 /	J
Note: Queue	rebor	ccu is	CIIC II	unibel	or ca	ra her	Tane	•				

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

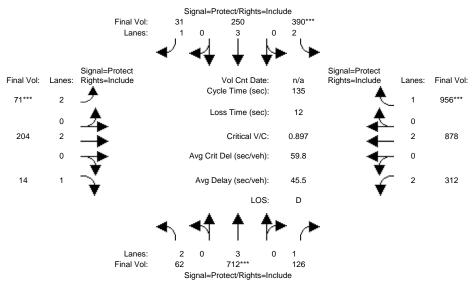
Intersection #12: Zanker Drive / Tasman Drive



Street Name: Approach:	No	rth Bo	Zanker und	Drive Sou	e uth Bo	und	Eá	ast Bo	Tasman und	We	est Bo	
Movement:											- T	
Min. Green: Y+R:	7 4.0	10 4.0	10	7 4.0	10 4.0	10	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10
Volume Module												
Base Vol:		712	126	390	250	31	71	198	14	312	866	956
Growth Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	62	712	126	390	250	31	71	198	14	312	866	956
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:	62	712	126	390	250	31	71	198	14	312	866	956
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	712	126	390	250	31	71	198	14	312	866	956
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	712	126	390	250	31	71	198	14	312	866	956
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			126	390		31	71		14	312		956
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900		1900	1900		1900	1900
Adjustment:			0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:			1.00	2.00	3.00	1.00	2.00	2.00	1.00		2.00	1.00
Final Sat.:			1750		5700	1750		3800	1750		3800	1750
Capacity Anal	lysis	Module	e:									
,	0.02		0.07		0.04	0.02		0.05	0.01	0.10	0.23	0.55
CIIC HOVED		****		****			****					***
	14.9		18.2		21.3		7.0		37.1		79.7	79.7
Volume/Cap:			0.53		0.28	0.11		0.19	0.03		0.39	0.93
Delay/Veh:	54.7	74.7	56.8	84.0	50.2	48.9	63.9	37.5	35.8	30.1	14.8	38.5
User DelAdj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			56.8	84.0	50.2	48.9	63.9	37.5	35.8		14.8	38.5
LOS by Move:				F	D	D	E	D+	D+	C		D+
HCM2kAvgQ:			6	13	3	1		3	0	5	9	42
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane	•				

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

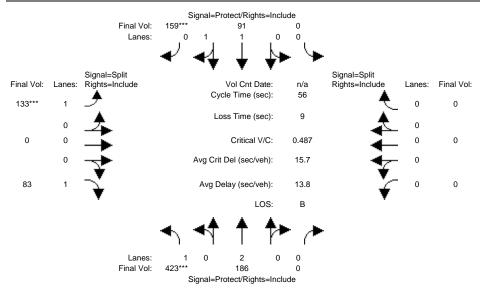
Intersection #12: Zanker Drive / Tasman Drive



Street Name:	Zanker Driv			Tasman Di	rive	
Approach: North Bo	und So	uth Pound	East Bo	iasilali Di	West Bo	und
Movement: L - T		_ T _ D	L - T		L - T	
Min. Green: 7 10		10 10	7 10		7 10	
		4.0 4.0				
Y+R: 4.0 4.0					4.0 4.0	
Volume Module:						
Base Vol: 62 712	126 390	250 31	71 198	14	312 866	956
Growth Adj: 1.00 1.00		1.00 1.00	1.00 1.00		.00 1.00	1.00
Initial Bse: 62 712	126 390		71 198		312 866	956
Added Vol: 0 0	0 0		0 6		0 12	0
PasserByVol: 0 0	0 0		0 0		0 0	0
Initial Fut: 62 712	126 390				312 878	956
User Adj: 1.00 1.00		1.00 1.00			.00 1.00	1.00
PHF Adj: 1.00 1.00		1.00 1.00			.00 1.00	1.00
PHF Volume: 62 712	126 390		71 204		312 878	956
Reduct Vol: 0 0	0 0		0 0		0 0	0
Reduced Vol: 62 712	126 390				312 878	956
PCE Adj: 1.00 1.00		1.00 1.00			.00 1.00	1.00
_		1.00 1.00			.00 1.00	1.00
FinalVolume: 62 712		250 31			312 878	956
Saturation Flow Module:			1 1	1 1		1
Sat/Lane: 1900 1900		1900 1900	1900 1900	1900 19	900 1900	1900
		1.00 0.92			.83 1.00	0.92
3		3.00 1.00			.00 2.00	
Final Sat.: 3150 5700			3150 3800		150 3800	1750
Capacity Analysis Modul			1 1	1 1		1
Vol/Sat: 0.02 0.12		0.04 0.02	0.02 0.05	0.01 0	.10 0.23	0.55
Crit Moves: ****	****		****	0.01	.10 0.23	****
	18.2 18.1	21.3 21.3	7.0 37.1	37.1 49	9.6 79.7	79.7
Volume/Cap: 0.18 0.93		0.28 0.11			.27 0.39	0.93
Delay/Veh: 54.7 74.7		50.2 48.9			0.1 14.8	38.5
User DelAdj: 1.00 1.00		1.00 1.00			.00 1.00	1.00
AdjDel/Veh: 54.7 74.7		50.2 48.9			0.1 14.8	38.5
LOS by Move: D- E	E+ F				C B	D+
HCM2kAvqO: 1 13	6 13			0	5 9	42
Note: Queue reported is				-		

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

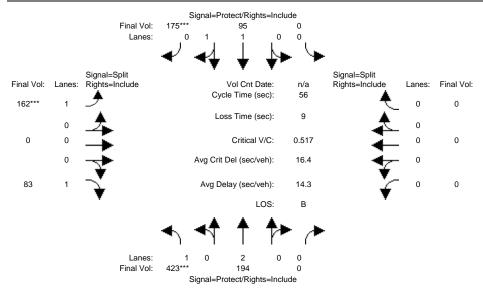
Intersection #13: Gold Street / Gold Street Connector



Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T -	R
MOVEMENT. L - 1 - K L - 1 - K L - 1 - K L - 1 - C	
Min. Green: 7 10 0 0 10 10 0 10 0 0	0
	1.0
Volume Module:	ı
Base Vol: 423 186 0 0 91 159 133 0 83 0 0	0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	.00
Initial Bse: 423 186 0 0 91 159 133 0 83 0 0	0
Added Vol: 0 0 0 0 0 0 0 0 0 0	0
PasserByVol: 0 0 0 0 0 0 0 0 0	0
Initial Fut: 423 186	0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	.00
PHF Volume: 423 186 0 0 91 159 133 0 83 0 0	0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0	0
Reduced Vol: 423 186 0 0 91 159 133 0 83 0 0	0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	.00
	.00
FinalVolume: 423 186 0 0 91 159 133 0 83 0 0	0
Saturation Flow Module:	'
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190	900
Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.	.92
Lanes: 1.00 2.00 0.00 0.00 1.00 1.00 0.00 1.00 0.00 0.00 0.	.00
Final Sat.: 1750 3800	0
Capacity Analysis Module:	
Vol/Sat: 0.24 0.05 0.00 0.00 0.05 0.09 0.08 0.00 0.05 0.00 0.00 0.	.00
Crit Moves: **** ****	
Green Time: 26.9 37.0 0.0 0.0 10.1 10.1 10.0 0.0 10.0 0.0 0	0.0
Volume/Cap: 0.50 0.07 0.00 0.00 0.27 0.50 0.43 0.00 0.27 0.00 0.00 0.	.00
Delay/Veh: 10.5 3.4 0.0 0.0 19.9 21.5 21.4 0.0 20.3 0.0 0.0 0	0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	.00
	0.0
	A
HCM2kAvgQ: 5 1 0 0 2 3 2 0 1 0 0	0
Note: Queue reported is the number of cars per lane.	

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

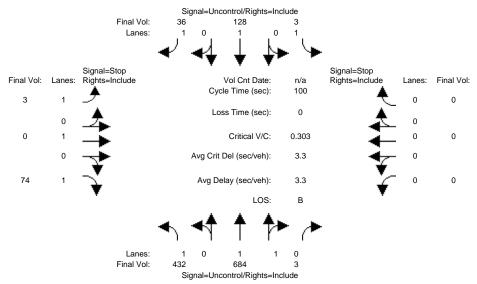
Intersection #13: Gold Street / Gold Street Connector



Street Name: Approach:	No.		Gold S und		ıth Bo	ound	r:	Gold	Street		ector est Bo	und
Movement:			– R			- R					- БС - Т	
Min. Green:		10					10			0		0 '
Y+R:		4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0
Volume Module	1											
Base Vol:	423	186	0	0	91	159	133	0	83	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:		186	0	0	91	159	133	0	83	0	0	0
Added Vol:	0	8	0	0	4	16	29	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	423	194	0	0	95	175	162	0	83	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	423	194	0	0	95	175	162	0	83	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	423	194	0	0	95	175	162	0	83	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	423	194	0	0	95	175	162	0	83	0	0	0
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Ana	lysis	Modul	e:						·	•		·
Vol/Sat:	0.24	0.05	0.00	0.00	0.05	0.10	0.09	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****					****	***					
Green Time:	26.2	37.0	0.0	0.0	10.8	10.8	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.52	0.08	0.00	0.00	0.26	0.52	0.52	0.00	0.27	0.00	0.00	0.00
Delay/Veh:	11.1	3.4	0.0	0.0	19.3	21.2	22.3	0.0	20.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	3.4	0.0	0.0	19.3	21.2	22.3	0.0	20.3	0.0	0.0	0.0
LOS by Move:	B+	А	A	A	B-	C+	C+	А	C+	А	А	А
-	6		0	0	2	4	3	0	1	0	0	0
Note: Queue	repor	ted is	the n	umber	of ca	ırs per	lane	•				

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

Intersection #14: Lafayette Street / Great America Way



Street Name:		Tiá	afayett	e Stre	et.			Gre	eat Ame	erica D	Wav	
	No		ound			ound	Ea				est Bo	nund
Movement:	L ·	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	- R
Volume Module Base Vol:		C 0 4	2	2	100	2.0	2	0	74	0	0	0
Growth Adj:	432		1.00	1 00	128	36 1.00	1 00	1.00	1.00	-	1.00	1.00
_			3	3				1.00	74			
Initial Bse:		684		-	128	36	3	-		0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:			3	3	128	36	3	0	74	0	0	0
User Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
-		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	432	684	3	3	128	36	3	0	74	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	432		3	3		36	3	0	74	0	0	0
Critical Gap												
Critical Gp:												
FollowUpTim:						xxxxx		4.0		xxxxx		
Capacity Modu												
Cnflict Vol:						XXXXX					XXXX	XXXXX
Potent Cap.:	1427	XXXX	XXXXX	916	XXXX	XXXXX	170	95		XXXX	XXXX	XXXXX
Move Cap.:						XXXXX		66			XXXX	XXXXX
Volume/Cap:						XXXX		0.00				XXXX
Level Of Serv												
2Way95thQ:						XXXXX		XXXX		XXXX		
Control Del:			XXXXX	8.9		xxxxx		xxxx		XXXXX		
LOS by Move:	A	*	*	A	*	*	D	*	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:x	XXXX	XXXX	xxxxx	xxxxx	xxxx	xxxxx	XXXXX	xxxx	XXXXX	XXXXX	xxxx	XXXXX
Shrd ConDel:x	XXXX	XXXX	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	XXXXX	XXXXX	xxxx	XXXXX
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	X	xxxxx		X	xxxxx			10.2		X	xxxxx	
ApproachLOS:		*			*			В			*	
Note: Queue r	report	ted is	s the r	number	of ca	ars per	r lane					
		Pe	eak Hou	ır Dela	ay Sig	gnal Wa	arrant	Repo				
******	****	****	*****	*****	****	*****	*****	****	*****	*****	****	*****
Intersection									*****	* * * * * *	****	*****
Future Volume												
1 acare voranie		C_ 114 C.	_,		···			_				

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

with less than four approaches.

SUCCEED - Total volume greater than or equal to 650 for intersection

SIGNAL WARRANT DISCLAIMER

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

Signal Warrant Rule #3: [approach count=3][total volume=1363]

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

Peak Hour Volume Signal Warrant Report [Urban]

Future Volume Alternative: Peak Hour Warrant NOT Met

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

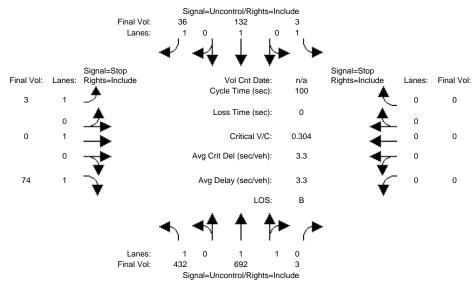
Major Street Volume: 1286
Minor Approach Volume: 77
Minor Approach Volume Threshold: 266

SIGNAL WARRANT DISCLAIMER

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

Level Of Service Computation Report 2000 HCM Unsignalized (Future Volume Alternative) Existing PP AM

Intersection #14: Lafayette Street / Great America Way



Street Name: Lafayette Street Great America Way Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R
Movement: L - T - R L - T - R L - T - R L - T - R - T - R
Base Vol: 432 684 3 3 128 36 3 0 74 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Initial Bse: 432 684 3 3 128 36 3 0 74 0 0 0
Added Vol: 0 8 0 0 4 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 432 692 3 3 132 36 3 0 74 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
PHF Volume: 432 692 3 3 132 36 3 0 74 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 432 692 3 3 132 36 3 0 74 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx 4.1 xxxx xxxxx 6.4 6.5 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxxx xxxxx
Capacity Module:
Cnflict Vol: 168 xxxx xxxxx 695 xxxx xxxxx 1348 1697 132 xxxx xxxxx xxxxx
Potent Cap.: 1422 xxxx xxxxx 910 xxxx xxxxx 168 93 923 xxxx xxxx xxxxx
Move Cap.: 1422 xxxx xxxxx 910 xxxx xxxxx 128 65 923 xxxx xxxx xxxxx
Volume/Cap: 0.30 xxxx xxxx 0.00 xxxx xxxx 0.02 0.00 0.08 xxxx xxxx xxxx
Level Of Service Module:
2Way95thQ: 1.3 xxxx xxxxx 0.0 xxxx xxxxx 0.1 xxxx 0.3 xxxx xxxx xxxxx
Control Del: 8.6 xxxx xxxxx 9.0 xxxx xxxxx 33.8 xxxx 9.2 xxxxx xxxx xxxxx
LOS by Move: A * * A * * D * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS:
ApproachDel: xxxxxx xxxxxx 10.2 xxxxxx
ApproachLOS: * * B *
Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

Intersection #14 Lafayette Street / Great America Way
Future Volume Alternative: Peak Hour Warrant NOT Met

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

Signal Warrant Rule #2: [approach volume=77]
FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1375]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Future Volume Alternative: Peak Hour Warrant NOT Met

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

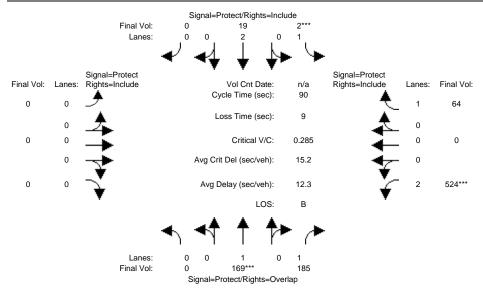
Major Street Volume: 1298
Minor Approach Volume: 77
Minor Approach Volume Threshold: 262

SIGNAL WARRANT DISCLAIMER

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

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

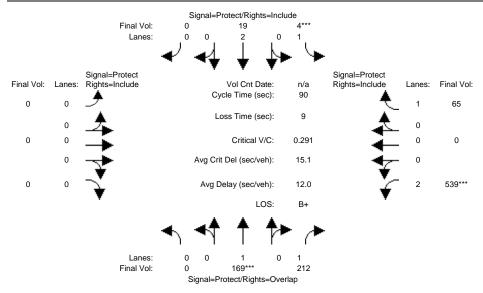
Intersection #15: Great America Parkway / Gold Street Connector



Street Name: Approach: Movement:	No		und	South Bound L - T - R			Εa	ast Bo	Street und - R	Connector West Bound L - T - R		
Min. Green:	0	10	10	7	10	0	0	0	0 '	10	0	10
Y+R: 		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
Volume Module				1								
		169	185	2	19	0	0	0	0	524	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	169	185	2	19	0	0	0	0	524	0	64
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
Initial Fut:	0	169	185	2	19	0	0	0	0	524	0	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	169	185	2	19	0	0	0	0	524	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	169	185	2	19	0	0	0	0	524	0	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:		1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
FinalVolume:			185	2		0	0	0	0	524	0	64
Saturation F												
Sat/Lane:			1900		1900	1900		1900	1900		1900	1900
Adjustment:			0.92		1.00	0.92		1.00	0.92	0.83	1.00	0.92
Lanes:		1.00	1.00		2.00	0.00		0.00	0.00		0.00	1.00
Final Sat.:			1750			0	. 0	-	0	3150	0	1750
	1											
Capacity Ana	-											
Vol/Sat:		0.09	0.11		0.01	0.00	0.00	0.00	0.00		0.00	0.04
CIIC HOVED		****		****						****		
	0.0		74.0	7.0		0.0	0.0	0.0	0.0	48.2	0.0	48.2
Volume/Cap:			0.13		0.01	0.00		0.00	0.00		0.00	0.07
Delay/Veh:			1.6		18.3	0.0	0.0	0.0	0.0	11.7	0.0	10.1
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			1.6		18.3	0.0	0.0	0.0	0.0	11.7		10.1
LOS by Move:			A	D+	В-	A	A		A	B+	A	B+
HCM2kAvgQ:	0		1	0	0	0	0	-	0	5	0	1
Note: Queue	repor	ted is	the n	umber	oi ca	rs per	lane	•				

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

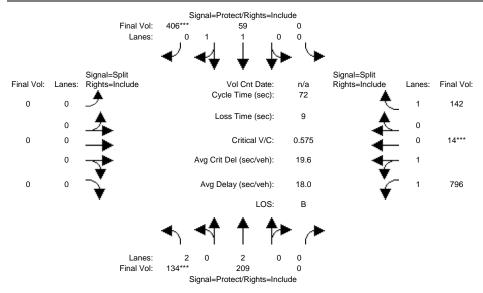
Intersection #15: Great America Parkway / Gold Street Connector



Street Name: Approach: Movement:	No:	rth Bo	und – R	South Bound L - T - R			Ea L	ast Bo - T	und – R	Connector West Bound L - T - R		
Min. Green: Y+R:	0 4.0	10 4.0	10 4.0	7 4.0	10 4.0	0 4.0	0 4.0	0 4.0		10 4.0	0 4.0	 10 4.0
Volume Module												
		169	185	2	19	0	0	0	0	524	0	64
Growth Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:		169	185	2	19	0	0	0	0	524	0	64
Added Vol:	0	0	27	2	0	0	0	0	0	15	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	169	212	4	19	0	0	0	0	539	0	65
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	169	212	4	19	0	0	0	0	539	0	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	169	212	4	19	0	0	0	0	539	0	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	169	212	4	19	0	0	0	0	539	0	65
Saturation F	low M	odule:							•			•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750			0	0	0	0	3150	0	1750
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.00	0.09	0.12	0.00	0.01	0.00	0.00	0.00	0.00	0.17	0.00	0.04
Crit Moves:		****		****						***		
Green Time:	0.0	25.3	74.0	7.0	32.3	0.0	0.0	0.0	0.0	48.7	0.0	48.7
Volume/Cap:	0.00	0.32	0.15	0.03	0.01	0.00	0.00	0.00	0.00	0.32	0.00	0.07
Delay/Veh:	0.0	25.9	1.7	38.4	18.6	0.0	0.0	0.0	0.0	11.5	0.0	9.9
User DelAdj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			1.7	38.4	18.6	0.0	0.0	0.0	0.0	11.5	0.0	9.9
LOS by Move:	A		A	D+	B-	A	A	A	A	B+	A	A
HCM2kAvgQ:	0		1	0	0	0	0	-	0	5	0	1
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

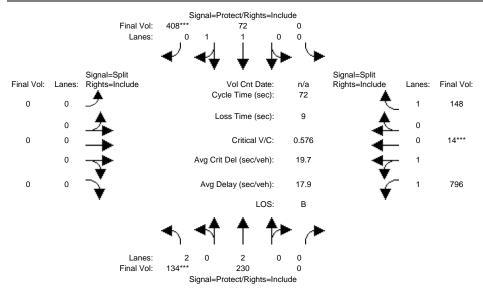
Intersection #16: Great America Parkway / SR 237 Westbound Ramps [CMP]



Street Name: Approach:	No:	Great	Ameri	ica Parkway South Bound			⊏:	SR 23	7 West	bound Ramps West Bound		
Movement:		- T				- R			- R		- T	
Min. Green:		10			10	10		0			10	10
Y+R: 		4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0
Volume Module				1			1			1		1
Base Vol:	134	209	0	0	59	406	0	0	0	796	14	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	209	0	0	59	406	0	0	0	796	14	142
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:	134	209	0	0	59	406	0	0	0	796	14	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	209	0	0	59	406	0	0	0	796	14	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	209	0	0	59	406	0	0	0	796	14	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	209	0	0	59	406	0	0	0	796	14	142
Saturation F	low M	odule:		•			•		·			·
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3489	61	1750
Capacity Anal	lysis	Modul	e:	•			•		•			·
Vol/Sat:	0.04	0.06	0.00	0.00	0.03	0.23	0.00	0.00	0.00	0.23	0.23	0.08
Crit Moves:	****					***					***	
Green Time:	7.0	35.2	0.0	0.0	28.2	28.2	0.0	0.0	0.0	27.8	27.8	27.8
Volume/Cap:	0.44	0.11	0.00	0.00	0.08	0.59	0.00	0.00	0.00	0.59	0.59	0.21
Delay/Veh:	31.6	10.0	0.0	0.0	13.7	18.5	0.0	0.0	0.0	18.3	18.3	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	10.0	0.0	0.0	13.7	18.5	0.0	0.0	0.0	18.3	18.3	14.9
LOS by Move:	С	A	A	A	В	B-	A	A	A	B-	B-	В
HCM2kAvgQ:	2	1	0	0	1	8	0	0	0	8	8	2
Note: Queue	repor	ted is	the n	umber	of ca	ırs per	lane					

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

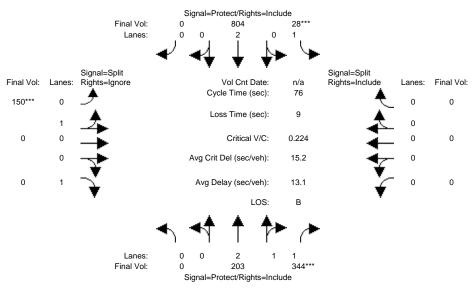
Intersection #16: Great America Parkway / SR 237 Westbound Ramps [CMP]



Street Name: Approach: Movement:	No		und	So	ca Parkway South Bound L - T - R						West Bound L - T - R		
Min. Green:		10			10			0		10		10	
Y+R:		4.0			4.0			4.0			4.0	4.0	
Volume Modul	1		'	'		'	'		'	'		'	
Base Vol:	134	209	0	0	59	406	0	0	0	796	14	142	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	134	209	0	0	59	406	0	0	0	796	14	142	
Added Vol:	0	21	0	0	13	2	0	0	0	0	0	6	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:		230	0	0	72	408	0	0	0	796	14	148	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	134	230	0	0	72	408	0	0	0	796	14	148	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	134	230	0	0	72	408	0	0	0	796	14	148	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	134	230	0	0	72	408	0	0	0	796	14	148	
Saturation F	low M	odule:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.97	0.03	1.00	
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3489	61	1750	
Capacity Ana	İysis	Modul	e:						•	•		•	
Vol/Sat:	0.04	0.06	0.00	0.00	0.04	0.23	0.00	0.00	0.00	0.23	0.23	0.08	
Crit Moves:	***					****					***		
Green Time:	7.0	35.3	0.0	0.0	28.3	28.3	0.0	0.0	0.0	27.7	27.7	27.7	
Volume/Cap:	0.44	0.12	0.00	0.00	0.10	0.59	0.00	0.00	0.00	0.59	0.59	0.22	
Delay/Veh:	31.6	10.0	0.0	0.0	13.8	18.5	0.0	0.0	0.0	18.4	18.4	15.1	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	31.6	10.0	0.0	0.0	13.8	18.5	0.0	0.0	0.0	18.4	18.4	15.1	
LOS by Move:	С	A	A	A	В	B-	A	A	A	B-	B-	В	
HCM2kAvgQ:		1	0	0	1	8	0	0	0	8	8	2	
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•					

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

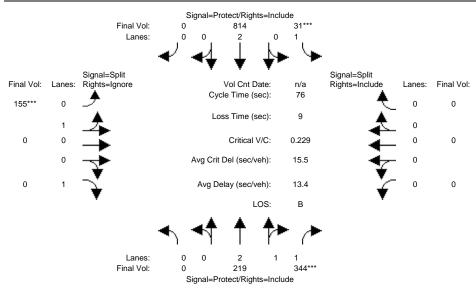
Intersection #17: Great America Parkway / SR 237 Eastbound Ramps [CMP]



Street Name: Approach:	No	Great	Ameri	ca Pai	rkway	und	₽.	SR 23	7 East	bound Ramps West Bound		
Movement:			– R	L .	лсп во - Т	- R	L ·	авс во - Т			- T	
Min. Green:	0	10			10	0		10		0	0	0
Y+R:	4.0		4.0		4.0	4.0		4.0	4.0		4.0	4.0
Volume Module												
Base Vol:	0	203	344	28	804	0	150	0	367	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	203	344	28	804	0	150	0	367	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	203	344	28	804	0	150	0	367	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	203	344	28	804	0	150	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	203	344	28	804	0	150	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:			344		804	0	150	0	0	0	0	0
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:		3800	3500		3800	0	1800	0	1750	0	0	0
	1											
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.00	0.05	0.10		0.21	0.00		0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
	0.0		32.5	7.0	39.5	0.0	27.5	0.0	0.0	0.0	0.0	0.0
Volume/Cap:		0.13	0.23		0.41	0.00		0.00	0.00	0.00	0.00	0.00
Delay/Veh:			13.9	32.3	11.3	0.0	17.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:			1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.2	13.9	32.3	11.3	0.0	17.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A		В	C-	B+	A	В	A	A	A	А	A
HCM2kAvgQ:	0		3	1	6	0	3	-	0	0	0	0
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

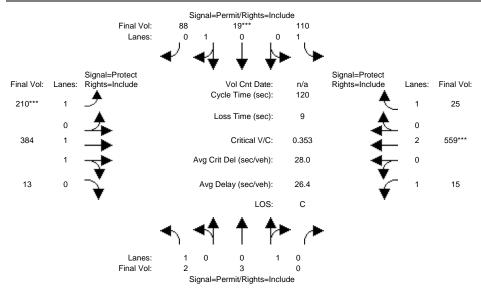
Intersection #17: Great America Parkway / SR 237 Eastbound Ramps [CMP]



Approach: Movement:	No:	rth Boi	und - R				L - T - R			We L -	ound - R	
Min. Green: Y+R:	0 4.0	10 4.0	10	7 4.0	10 4.0	0 4.0	10 4.0	10 4.0		0 4.0	0 4.0	0 4.0
Volume Module			ı	I		I	I		I	I		I
	0	203	344	28	804	0	150	0	367	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	203	344	28	804	0	150	0	367	0	0	0
Added Vol:	0	16	0	3	10	0	5	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	219	344	31	814	0	155	0	367	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	219	344	31	814	0	155	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	219	344	31	814	0	155	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:			1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:			344		814	0	155	0	0	0	0	0
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:			2.00	1.00		0.00		0.00	1.00	0.00	0.00	0.00
Final Sat.:			3500			0	1800	0	1750	0	0	0
Capacity Ana	_		e:									
Vol/Sat:	0.00	0.06	0.10		0.21	0.00		0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
	0.0		32.0	7.0	39.0	0.0	28.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:			0.23		0.42	0.00	0.23	0.00	0.00	0.00	0.00	0.00
Delay/Veh:			14.2	32.5		0.0	16.8	0.0	0.0	0.0	0.0	0.0
User DelAdj:			1.00	1.00		1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:			14.2	32.5		0.0	16.8	0.0	0.0	0.0	0.0	0.0
LOS by Move:			В	C-	B+	A	В	A	A	A	A	A
HCM2kAvgQ:			3	1	6	0	3	0	0	0	0	0
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane	•				

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

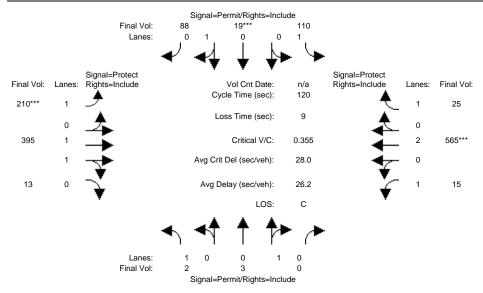
Intersection #18: Vista Montana / Tasman Drive



Street Name: Approach:	No	V rth Bo	ista M	Iontana	a ı+h Bo	und	σ.	at Po	Tasman		e est Bo	und
Movement:		- T				- R						
movement.												
Min. Green:		10		10						7		10
Y+R:		4.0			4.0			4.0			4.0	4.0
Volume Module			ı	ı		1	1		ı	ı		I
Base Vol:	2	3	0	110	19	88	210	384	13	15	559	25
Growth Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	3	0	110	19	88	210	384	13	15	559	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2		0	110	19	88	210	384	13	15	559	25
User Adj:		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:			0	110	19	88	210	384	13	15	559	25
Reduct Vol:		0	0	0		0	0	0	0	0	0	0
Reduced Vol:			0	110	19	88	210	384	13	15	559	25
PCE Adj:				1.00		1.00		1.00	1.00	1.00		1.00
MLF Adj:		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00
FinalVolume:			0	110	19	88	210		13	15		25
Saturation F				ı		ı	1		ı	1		I
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	1.00	0.18	0.82	1.00	1.93	0.07	1.00		1.00
Final Sat.:		1800	0	1750	320	1480	1750	3579	121	1750	3800	1750
Capacity Ana	lysis	Modul	e:	'		'	'		'	'		'
Vol/Sat:				0.06	0.06	0.06	0.12	0.11	0.11	0.01	0.15	0.01
Crit Moves:					****		****				***	
Green Time:	20.2	20.2	0.0	20.2	20.2	20.2	40.8	58.8	58.8	32.0	50.0	50.0
Volume/Cap:	0.01	0.01	0.00	0.37	0.35	0.35	0.35	0.22	0.22	0.03	0.35	0.03
Delay/Veh:			0.0		44.8	44.8		17.5	17.5	32.6		20.7
User DelAdi:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
AdiDel/Veh:				45.1		44.8		17.5	17.5	32.6		20.7
LOS by Move:			A	D		D	C		В	C-		C+
		0	0	4		4	_		4	0		1
Note: Queue :	•								-	J	•	_
	-11-					- 1-31		-				

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

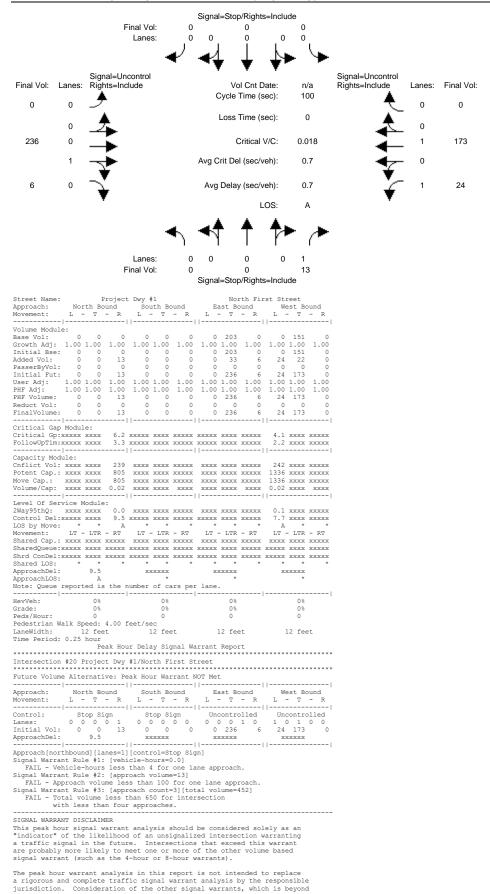
Intersection #18: Vista Montana / Tasman Drive



Street Name: Approach:	No	V rth Bo	ista M	iontan	1+h Bo	und	F:	agt Bo	Tasman			
Movement:	L	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	- R
Min. Green: Y+R:		10 4.0			10 4.0		1 0	10	10 4.0	7	10 4.0	10 4.0
1+K•												
Volume Modul			1	I		1	I		I	I		I
Base Vol:	2	3	0	110	19	88	210	384	13	15	559	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	3	0	110	19	88	210	384	13	15	559	25
Added Vol:	0	0	0	0	0	0	0		0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2		0	110	19	88	210	395	13	15	565	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
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	3	0	110	19	88	210	395	13	15	565	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	0	110	19	88	210	395	13	15	565	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			0	110	19	88	210		13	15	565	25
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	1.00	0.18	0.82	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:			0		320	1480		3582	118		3800	1750
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.06		0.11	0.11	0.01	0.15	0.01
Crit Moves:					****		****				***	
Green Time:	20.1	20.1	0.0	20.1	20.1	20.1	40.6	59.4	59.4	31.4	50.3	50.3
Volume/Cap:	0.01	0.01	0.00	0.38	0.35	0.35	0.35	0.22	0.22	0.03	0.35	0.03
Delay/Veh:	41.6	41.7	0.0	45.2	44.9	44.9	30.2	17.2	17.2	33.0	23.9	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:	41.6	41.7	0.0	45.2	44.9	44.9	30.2	17.2	17.2		23.9	20.6
LOS by Move:	D	D	A	D	D	D	С	В		C-		C+
HCM2kAvgQ:	0	0	0	4	4	4	6	4	4	0	7	1
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

Level Of Service Computation Report 2000 HCM Unsignalized (Future Volume Alternative) Existing PP AM

Intersection #20: Project Dwy #1/North First Street [Project Dwy]



The scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

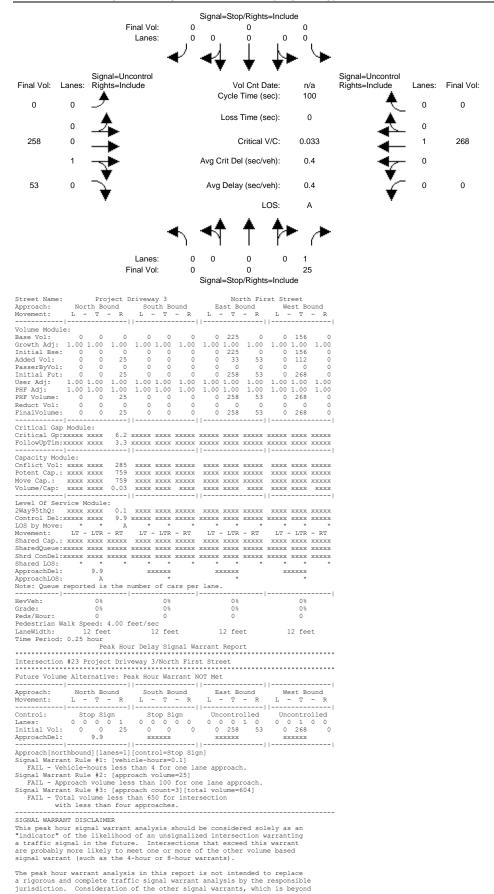
Intersection \$20 Project Dwy \$1/North First Street

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Level Of Service Computation Report 2000 HCM Unsignalized (Future Volume Alternative) Existing PP AM

Intersection #23: Project Driveway 3/North First Street [Project Dwy]



The scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

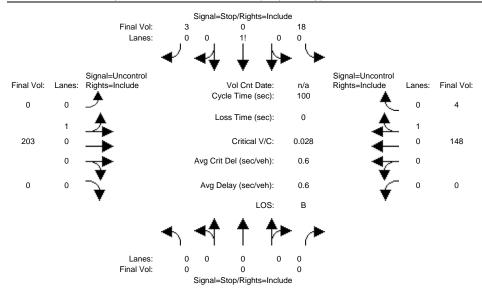
Intersection #23 Project Driveway 3/North First Street

Future Volume Alternative: Peak Hour Warrant NOT Met

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

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

Intersection #22: Trinity Park Drive/North First Street [Project Dwy]



Street Name: Trinity Park Drive North First Street	
Approach: North Bound South Bound East Bound West Bound	
Movement: L - T - R L - T - R L - T - R	
	-
Base Vol: 0 0 0 18 0 3 0 203 0 0 148	4
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	0
Initial Bse: 0 0 0 18 0 3 0 203 0 0 148	4
Added Vol: 0 0 0 0 0 0 0 0 0 0	0
PasserByVol: 0 0 0 0 0 0 0 0 0 0	0
Initial Fut: 0 0 0 18 0 3 0 203 0 0 148	4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	0
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	0
PHF Volume: 0 0 0 18 0 3 0 203 0 0 148	4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0	0
FinalVolume: 0 0 0 18 0 3 0 203 0 0 148	4
	-
Critical Gap Module:	
Critical Gp:xxxxx xxxxx xxxxx 6.4 6.5 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxx	X
FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx xxxx xxxx xxxx x	
	-
Capacity Module:	
Cnflict Vol: xxxx xxxx xxxxx 353 353 150 xxxx xxxx xxxxx xxxx xxxx xxxx xxxx	X
Potent Cap.: xxxx xxxxx xxxxx 649 575 902 xxxx xxxx xxxxx xxxx xxxx xxxx	X
Move Cap.: xxxx xxxxx xxxxx 649 575 902 xxxx xxxx xxxxx xxxx xxxx xxxx	X
Volume/Cap: xxxx xxxx xxxx 0.03 0.00 0.00 xxxx xxxx	x
	-
Level Of Service Module:	
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx	
Control Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx	
LOS DY PIOVE.	*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT	
Shared Cap.: xxxx xxxx xxxx xxxx 676 xxxxx xxxx xxx	
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxx xx	
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 10.5 xxxxx xxxxx xxxxx xxxx xxxxx xxxx xx	X
Shared LOS: * * * * B * * * * * *	*
ApproachDel: xxxxxx 10.5 xxxxxx xxxxxx	
ApproachLOS: * B * *	
Note: Queue reported is the number of cars per lane.	
Peak Hour Delay Signal Warrant Report	
*********************	* *
Intersection #22 Trinity Park Drive/North First Street **********************************	**
Future Volume Alternative: Peak Hour Warrant NOT Met	

-----|----|-----|------| North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: Movement: -----||-----||-----|
 Control:
 Stop Sign
 Stop Sign
 Uncontrolled
 Uncontrolled

 Lanes:
 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 0 1 0
 0 0 0 1 0 0 0 1 0
 Approach[southbound][lanes=1][control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=0.1] FAIL - Vehicle-hours less than 4 for one lane approach. Signal Warrant Rule #2: [approach volume=21] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=3][total volume=376] FAIL - Total volume less than 650 for intersection with less than four approaches.

GEORGE VIDENTE DEGGENTURE

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Future Volume Alternative: Peak Hour Warrant NOT Met

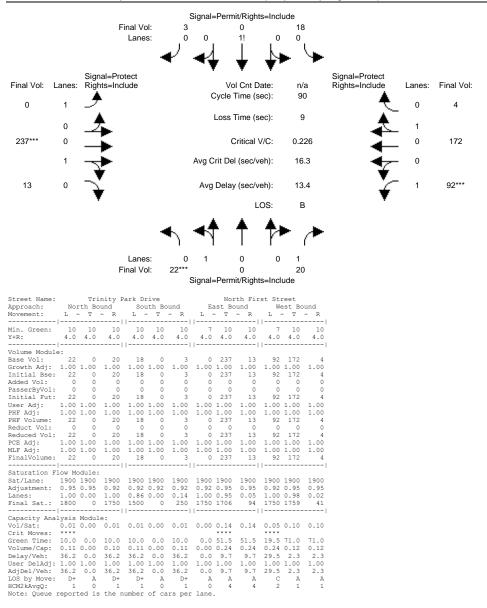
Major Street Volume: 355
Minor Approach Volume: 21
Minor Approach Volume Threshold: 496

SIGNAL WARRANT DISCLAIMER

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

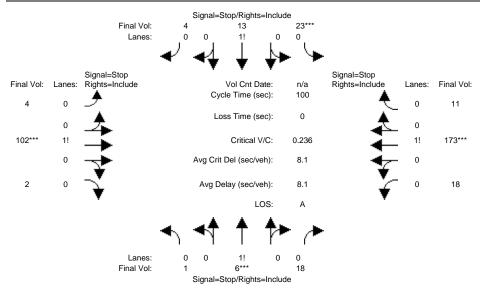
Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Existing PP AM

Intersection #122: Trinity Park Drive/North First Street [Project Dwy Signalized]



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

Intersection #55: Liberty Street/North Taylor Street



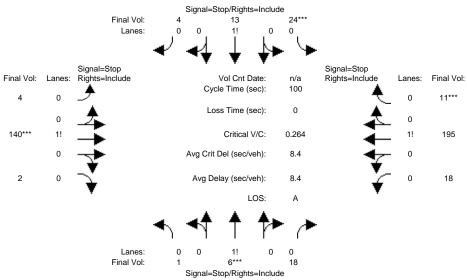
	I North Bo				und	Ea		h Tayl		reet est Bo	und
Movement: L	- T	- R	L -	Т	- R	L -	- T	- R	L -	- T	- R
 Min. Green: 	7 10	10	7	10	10	7	10	10	7	10	10
Volume Module:											
Base Vol:	1 6	18	23	13	4	4	102	2	18	173	11
Growth Adj: 1.	00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1 6	18	23	13	4	4	102	2	18	173	11
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 6	18	23	13	4	4	102	2	18	173	11
-	00 1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00
-	00 1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00
PHF Volume:		18	23	13	4	4	102	2	18	173	11
Reduct Vol:		0	0	0	0	0	0	0	0	0	0
Reduced Vol:			23	13	4	4	102	2	18	173	11
PCE Adj: 1.		1.00	1.00		1.00		1.00	1.00	1.00		1.00
3	00 1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00
FinalVolume:		18	23	13	4	4		2	18	173	11
 Saturation Flow											
Adjustment: 1.			1.00	1 00	1.00	1 00	1 00	1.00	1 00	1.00	1.00
-	04 0.24	0.72	0.57		0.10		0.94				0.05
Final Sat.:			422		73		787			734	47
Capacity Analys			I		ı	1		ı	I		ı
Vol/Sat: 0.		0.03	0.05	0.05	0.05	0.13	0.13	0.13	0.24	0.24	0.24
Crit Moves:	****		***				***			****	
Delay/Veh: 7	.3 7.3	7.3	7.9	7.9	7.9	7.8	7.8	7.8	8.4	8.4	8.4
Delay Adj: 1.	00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh: 7	.3 7.3	7.3	7.9	7.9	7.9	7.8	7.8	7.8	8.4	8.4	8.4
LOS by Move:	A A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.3			7.9			7.8			8.4	
Delay Adj:	1.00			1.00			1.00			1.00	
ApprAdjDel:	7.3			7.9			7.8			8.4	
LOS by Appr:	A			A			A			A	
AllWayAvgQ: 0	.0 0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.3
Note: Queue rep	orted is	the n	umber	of ca	rs per	lane.	•				
	Peak Ho										
******	******	****	*****	****	*****	*****	*****	*****	*****	*****	*****
Intersection #5							*****	*****	****	*****	*****

SIGNAL WARRANT DISCLAIMER

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

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

Intersection #55: Liberty Street/North Taylor Street



			Olgital	-otop/rtigin	io-inolade							
Street Name:		I	iberty	Stree	et			Nort	h Tayl	or St	reet	
Approach:	No	rth Bo	und	Soi	ıth Bo	und	Εa	ast Bo	und	We	est Bo	und
Movement:			- R			- R			- R		- T	
Min. Green:		10		7				10	10	7	10	10
Volume Module	e:											
Base Vol:	1	6	18	23	13	4	4	102	2	18	173	11
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	6	18	23	13	4	4	102	2	18	173	11
Added Vol:	0	0	0	1	0	0	0	38	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	6	18	24	13	4	4	140	2	18	195	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	6	18	24	13	4	4	140	2	18	195	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	6	18	24	13	4	4	140	2	18	195	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			18	24	13	4	4		2	18	195	11
Saturation F	low M	odule:										
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.24	0.72	0.58	0.32	0.10	0.03	0.96	0.01	0.08	0.87	0.05
Final Sat.:		186	558		224	69	23		11	68		42
Capacity Anal	lysis	Modul	e:									
Vol/Sat:	0.03	0.03	0.03		0.06	0.06	0.18	0.18	0.18	0.26	0.26	0.26
Crit Moves:		****		****				****				****
Delay/Veh:	7.4	7.4	7.4	8.0	8.0	8.0	8.2	8.2	8.2	8.6	8.6	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	7.4	7.4	8.0	8.0	8.0	8.2	8.2	8.2	8.6	8.6	8.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.4			8.0			8.2			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.4			8.0			8.2			8.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.3	0.3	0.3
Note: Queue												
						Warran						
*****								*****	*****	****	*****	****
Intersection	#55	Libert	y Stre	et/Noi	rth Ta	ylor S	treet					

SIGNAL WARRANT DISCLAIMER

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

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

SIGNAL WARRANT DISCLAIMER

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with less than four approaches.

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

Peak Hour Volume Signal Warrant Report [Urban]

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 0 0 1! 0 0 1 0 2 0 0 1 0 1 0 1
Initial Vol: 0 0 0 36 0 24 13 333 0 1 387 42

-----|
Major Street Volume: 776
Minor Approach Volume: 60

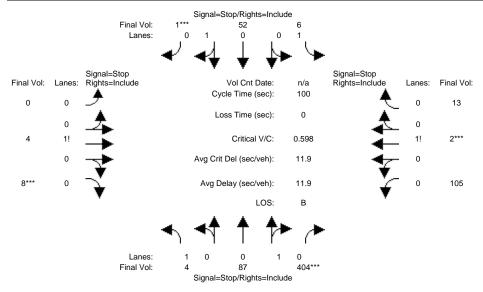
Minor Approach Volume Threshold: 372

SIGNAL WARRANT DISCLAIMER

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

Intersection #1: Gold Street / North Taylor Street



Street Name:	North Taylor Street und East Bound West Bound											
			und_								_	
Movement:						- R						
 Min. Green:			10	7	10	10	7				10	10
Volume Module	e:											
Base Vol:	4	87	404	6	52	1	0	4	8	105	2	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00	1.00
Initial Bse:	4	87	404	6	52	1	0	4	8	105	2	13
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	87	404	6	52	1	0	4	8	105	2	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00	1.00
PHF Volume:	4	87	404	6	52	1	0	4	8	105	2	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	87	404	6	52	1	0	4	8	105	2	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00	1.00
FinalVolume:	4	87	404	6	52	1	0	4	8	105	2	13
Saturation F												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00	1.00
Lanes:	1.00	0.18	0.82	1.00	0.98	0.02	0.00	0.33	0.67	0.87 0.	02	0.11
Final Sat.:	658	146	676	610	657	13	0	219	437	554	11	69
Capacity Ana	lysis	Modul	e:			·	·		•			•
Vol/Sat:	0.01	0.60	0.60	0.01	0.08	0.08	xxxx	0.02	0.02	0.19 0.	19	0.19
Crit Moves:			****			****			****	* *	* *	
Delay/Veh:	8.1	13.1	13.1	8.5	8.3	8.3	0.0	8.0	8.0	9.4 9	. 4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00	1.00
AdjDel/Veh:	8.1	13.1	13.1	8.5	8.3	8.3	0.0	8.0	8.0	9.4 9	. 4	9.4
LOS by Move:	A	В	В	A	A	A	*	A	A	A	Α	A
ApproachDel:		13.0			8.3			8.0		9	. 4	
Delay Adj:		1.00			1.00			1.00		1.	00	
ApprAdjDel:		13.0			8.3			8.0		9	. 4	
LOS by Appr:		В			A			A			Α	
AllWayAvgQ:		1.4	1.4	0.0	0.1	0.1	0.0	0.0	0.0	0.2 0	. 2	0.2
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane					
						Warran						
*****	****	*****	*****	****	*****	*****	****	*****	*****	*****	* * *	*****

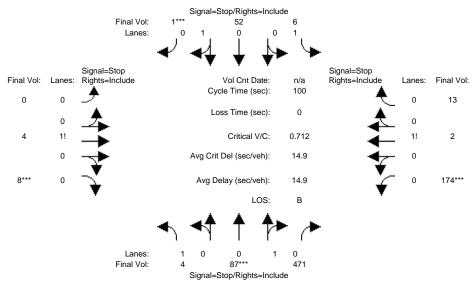
Intersection #1 Gold Street / North Taylor Street

SIGNAL WARRANT DISCLAIMER

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

Intersection #1: Gold Street / North Taylor Street



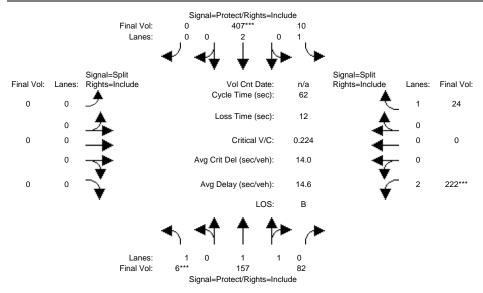
G			~ 11 ~									
Street Name:	Ma		Gold S		.+b Da		П.		h Tayl			
			und		ıtn Bo	ound - R	- E3	ast BC	una	- W	est Bo	
Movement:	. با	– T	- R								- T	
												10
Min. Green:	,	10	10	,	10	10	,	10	10	7		
Volume Module												
Base Vol:	4	87	404	6	52	1	0	4	8	105	2	13
		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	4		404	6	52	1.00	0.00	4	8	105	2	13
Added Vol:	0		67	0	0	0	0	0	0	69	0	0
PasserByVol:	0		0	0	0	0	0	0	0	0	0	0
Initial Fut:			471	6	52	1	0	4	8	174	2	13
User Adj:		1.00	1.00		1.00	1.00	-	1.00	1.00		1.00	1.00
		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	4		471	1.00	52	1.00	0.00	4	8	174	2	1.00
Reduct Vol:	0		4/1	0	0	0	0	0	0	1/4	0	0
Reduct Vol:			471	6	52	1	0	4	8	174	2	13
		1.00	1.00	-	1.00	1.00	-	1.00	1.00		1.00	1.00
		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
FinalVolume:			471	1.00	52	1.00	1.00	4	1.00	174	2	1.00
				-			-	_			_	
Saturation Fl												
Adjustment:		1.00	1.00	1 00	1.00	1.00	1 00	1.00	1.00	1 00	1.00	1.00
Lanes:		0.16	0.84		0.98	0.02		0.33	0.67		0.01	0.07
Final Sat.:		122	662		609	12	0.00		404	561	6	42
											-	
Capacity Anal				I		I	ı		1	1		ı
	-	0.71	0.71	0.01	0.09	0.09	xxxx	0.02	0.02	0.31	0.31	0.31
Crit Moves:	0.01	****	0.71	0.01	0.05	****		0.02	****	****	0.01	0.51
	8.4	17.2	17.2	8.8	8.7	8.7	0.0	8.3	8.3	10.7	10.7	10.7
- ·		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			17.2	8.8	8.7	8.7	0.0	8.3	8.3		10.7	10.7
LOS by Move:			C	A.		A	*	A	A	В		В
ApproachDel:		17.1			8.7			8.3			10.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.1			8.7			8.3			10.7	
LOS by Appr:		C			А			A			В	
AllWayAvgQ:		2.2	2.2	0.0	0.1	0.1	0.0	0.0	0.0	0.4	0.4	0.4
Note: Queue r												
~						Warran			rban l			
******										****	*****	****
Intersection	#1 G	old St	reet /	North	n Tayl	or Str	eet					

SIGNAL WARRANT DISCLAIMER

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

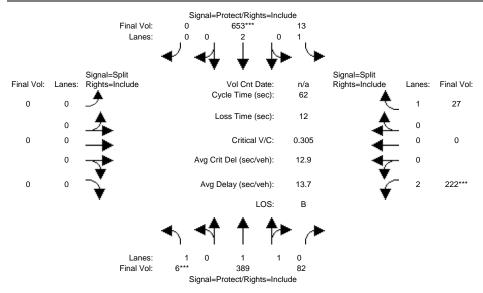
Intersection #2: North 1st Street / Nortech Parkway



Street Name: Approach:	No			t Stre	Street South Bound			No ast Bo	rtech und				
Movement:	L ·	- T ·	- R	L -	- T	- R	L -	- T	- R	L -	Т		
 Min. Green:		10	10	. 7	10	0	0	0	0	10	0	10	
Y+R: 	4.0		4.0			4.0		4.0	4.0		4.0	4.0	
Volume Module			ı	I		ı	ı		ı	1		I	
Base Vol:	6	157	82	10	407	0	0	0	0	222	0	24	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	6	157	82	10	407	0	0	0	0	222	0	24	
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:	6	157	82	10	407	0	0	0	0	222	0	24	
		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	6	157	82	10	407	0	0	0	0	222	0	24	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	6	157	82	10	407	0	0	0	0	222	0	24	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	6	157	82	10	407	0	0	0	0	222	0	24	
Saturation Fl	ow Mo	odule:							•			•	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	
Lanes:	1.00	1.30	0.70	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00	
Final Sat.:	1750	2430	1269	1750	3800	0	0	0	0	3150	0	1750	
Capacity Anal	ysis	Module	e:						•			•	
Vol/Sat:	0.00	0.06	0.06	0.01	0.11	0.00	0.00	0.00	0.00	0.07	0.00	0.01	
Crit Moves:	****				****					***			
Green Time:	7.0	19.4	19.4	13.6	25.9	0.0	0.0	0.0	0.0	17.1	0.0	17.1	
Volume/Cap:	0.03	0.21	0.21	0.03	0.26	0.00	0.00	0.00	0.00	0.26	0.00	0.05	
Delay/Veh:	24.5	15.8	15.8	19.1	11.8	0.0	0.0	0.0	0.0	17.7	0.0	16.6	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	24.5	15.8	15.8	19.1	11.8	0.0	0.0	0.0	0.0	17.7	0.0	16.6	
LOS by Move:	С	В	В	B-	B+	A	А	A	A	В	А	В	
HCM2kAvgQ:	0		2	0	3	0	0	0	0	2	0	0	
Note: Queue r	epor	ted is	the n	umber	of ca	rs per	lane						

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

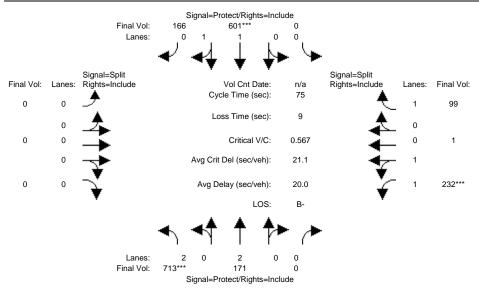
Intersection #2: North 1st Street / Nortech Parkway



Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R Min. Green: 7 10 10 7 10 0 0 0 0 0 10 0 10 10 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Min. Green: 7 10 10 7 10 0 0 0 0 10 0 10 0 10 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Volume Module: Base Vol: 6 157 82 10 407 0 0 0 0 222 0 24 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Volume Module: Base Vol: 6 157 82 10 407 0 0 0 0 0 222 0 24 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Initial Bse: 6 157 82 10 407 0 0 0 0 222 0 24 Added Vol: 0 232 0 3 246 0 0 0 0 0 0 0 0 0 0 3 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 1
Added Vol: 0 232 0 3 246 0 0 0 0 0 0 0 0 0 0 0 3 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 222 0 27 User Adj: 1.00 1.00
Initial Fut: 6 389 82 13 653 0 0 0 0 222 0 27 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
PHF Volume: 6 389 82 13 653 0 0 0 0 222 0 27 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 6 389 82 13 653 0 0 0 0 222 0 27
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 6 389 82 13 653 0 0 0 222 0 27
PCE Adi: 1 00 1 00 1 00 1 00 1 00 1 00 1 00 1
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
FinalVolume: 6 389 82 13 653 0 0 0 0 222 0 27
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190
Adjustment: 0.92 0.98 0.95 0.92 1.00 0.92 0.92 1.00 0.92 0.83 1.00 0.92
Lanes: 1.00 1.64 0.36 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 1.00
Final Sat.: 1750 3055 644 1750 3800 0 0 0 3150 0 1750
Capacity Analysis Module:
Vol/Sat: 0.00 0.13 0.13 0.01 0.17 0.00 0.00 0.00 0.00 0.07 0.00 0.02
Crit Moves: **** ****
Green Time: 7.0 22.1 22.1 15.4 30.5 0.0 0.0 0.0 0.0 12.5 0.0 12.5
Volume/Cap: 0.03 0.36 0.36 0.03 0.35 0.00 0.00 0.00 0.00 0.35 0.00 0.08
Delay/Veh: 24.5 14.9 14.9 17.6 9.8 0.0 0.0 0.0 0.0 21.6 0.0 20.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
AdjDel/Veh: 24.5 14.9 14.9 17.6 9.8 0.0 0.0 0.0 0.0 21.6 0.0 20.2
LOS by Move: C B B B A A A A C+ A C+
HCM2kAvgQ: 0 3 3 0 4 0 0 0 3 0 0
Note: Queue reported is the number of cars per lane.

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

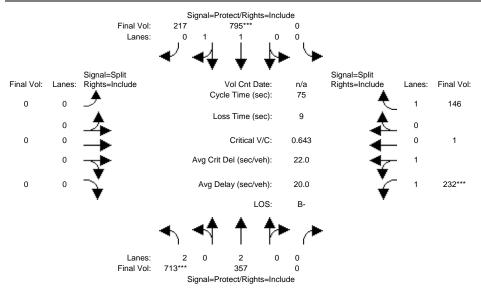
Intersection #3: North 1st Street / SR 237 Westbound Ramps [CMP]



Street Name: Approach:	No	No rth Bo	rth 1s	t Stre	eet	und	SR 237 Westbound Ramps nd East Bound West Bound					
Movement:		- T				- R			- R		· T	
Min. Green:	7	10		0	10	10	0	0	0	10	10	10
Y+R:	4.0		4.0		4.0	4.0	4.0		4.0	4.0		4.0
Volume Module	1											
Base Vol:	713	171	0	0	601	166	0	0	0	232	1	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	713	171	0	0	601	166	0	0	0	232	1	99
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:	713	171	0	0	601	166	0	0	0	232	1	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	713	171	0	0	601	166	0	0	0	232	1	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	713	171	0	0	601	166	0	0	0	232	1	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	713	171	0	0		166	0	0	0	232	1	99
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.56	0.44	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0			801	0	0	0	3535	15	1750
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.23	0.05	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.07	0.07	0.06
Crit Moves:	****				****					****		
Green Time:	29.2	56.0	0.0	0.0	26.8	26.8	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.58	0.06	0.00	0.00	0.58	0.58	0.00	0.00	0.00	0.49	0.49	0.42
Delay/Veh:	18.8	2.5	0.0	0.0	20.2	20.2	0.0	0.0	0.0	31.0	31.0	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.8	2.5	0.0	0.0	20.2	20.2	0.0	0.0	0.0	31.0	31.0	31.1
LOS by Move:	B-	A	A	A	C+	C+	A	A	A	C	С	С
HCM2kAvgQ:	8	1	0	0	7	7	0	0	0	3	3	3
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

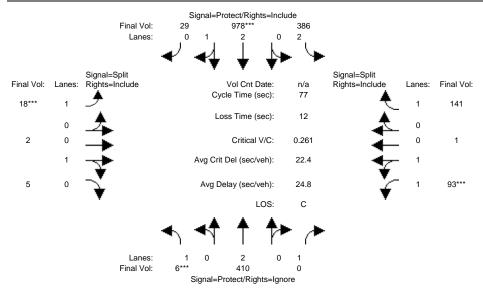
Intersection #3: North 1st Street / SR 237 Westbound Ramps [CMP]



Street Name: Approach: Movement:	No		und	So	Street South Bound L - T - R			ast Bo	7 West und - R	We	und – R	
movement.												
Min. Green:		10			10			0		10		10
Y+R:	4.0		4.0		4.0			4.0	4.0		4.0	4.0
Volume Module				•					'			'
Base Vol:	713	171	0	0	601	166	0	0	0	232	1	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	713	171	0	0	601	166	0	0	0	232	1	99
Added Vol:	0	186	0	0	194	51	0	0	0	0	0	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	713	357	0	0	795	217	0	0	0	232	1	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	713	357	0	0	795	217	0	0	0	232	1	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	713	357	0	0	795	217	0	0	0	232	1	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	713	357	0	0		217	0	0	0	232	1	146
Saturation F	low M	odule:	•			·			•	•		•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.56	0.44	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0			793	0	0	0	3535	15	1750
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.23	0.09	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.07	0.07	0.08
Crit Moves:	***				****					****		
Green Time:	25.4	56.0	0.0	0.0	30.6	30.6	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.67	0.13	0.00	0.00	0.67	0.67	0.00	0.00	0.00	0.49	0.49	0.63
Delay/Veh:	22.9	2.7	0.0	0.0	19.2	19.2	0.0	0.0	0.0	31.0	31.0	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.9	2.7	0.0	0.0	19.2	19.2	0.0	0.0	0.0	31.0	31.0	36.0
LOS by Move:	C+	A	A	A	B-	B-	A	A	A	С	С	D+
	8		0	0	10	10	0	0	0	3	3	5
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

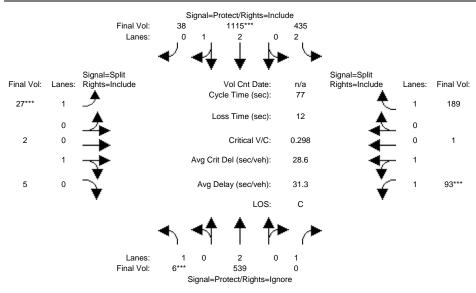
Intersection #4: North 1st Street / SR 237 Eastbound Ramps [CMP]



Street Name: Approach:	No	rth Bo	und	So				ast Bo	und			
Movement:		- T							- R			
Min. Green: Y+R:	7	10 4.0	10	7	10 4.0	10	10	10 4.0	10	10 4.0	10	10
Volume Module			'	'		'	'		'	'		'
Base Vol:	6	410	90	386	978	29	18	2	5	93	1	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	1.00	1.00
Initial Bse:	6	410	90	386	978	29	18	2	5	93	1	141
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:	6	410	90	386	978	29	18	2	5	93	1	141
User Adj:		1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	1.00	1.00
	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	1.00	1.00
PHF Volume:	6	410	0	386	978	29	18	2	5	93	1	141
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	410	0	386	978	29	18	2	5	93	1	141
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	1.00	1.00
FinalVolume:	6	410	0		978	29	18	2	5	93	1	141
Saturation F	low M	odule:	•			·			•			•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.95	0.95	0.93 (0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.91	0.09	1.00	0.29	0.71	1.98 (0.02	1.00
Final Sat.:	1750	3800	1750	3150	5439	161	1750	514	1286	3512	38	1750
Capacity Ana	İysis	Modul	e:			·			•			•
Vol/Sat:	0.00	0.11	0.00	0.12	0.18	0.18	0.01	0.00	0.00	0.03 (0.03	0.08
Crit Moves:	****				***		****			****		
Green Time:	7.0	16.1	0.0	15.1	24.2	24.2	10.0	10.0	10.0	23.8 2	23.8	23.8
Volume/Cap:	0.04	0.52	0.00	0.62	0.57	0.57	0.08	0.03	0.03	0.09 (0.09	0.26
Delay/Veh:	32.0	27.6	0.0	30.3	22.5	22.5	29.6	29.3	29.3	18.9 1	18.9	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	1.00	1.00
AdjDel/Veh:	32.0	27.6	0.0	30.3	22.5	22.5	29.6	29.3	29.3	18.9 1	18.9	20.2
LOS by Move:			A	С	C+	C+	С	C	C	B-	B-	C+
_	0		0	5	7	7	0	0	0	1	1	3
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

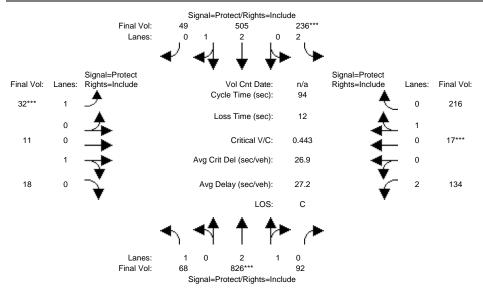
Intersection #4: North 1st Street / SR 237 Eastbound Ramps [CMP]



Street Name: Approach: Movement:	L ·	- T -	- R	L -	- T	- R	L -	- T	- R	L -	- T	- R
Min. Green: Y+R:	7 4.0	10 4.0	10	7 4.0	10 4.0	10 4.0	10 4.0	10 4.0	10 4.0	10 4.0	10 4.0	10
Volume Module			1	1								
	6	410	90	386	978	29	18	2	5	93	1	141
Growth Adj:			1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	410	90	386	978	29	18	2	5	93	1	141
Added Vol:	0	129	0	49	137	9	9	0	0	0	0	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	539	90	435	1115	38	27	2	5	93	1	189
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	539	0	435	1115	38	27	2	5	93	1	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	539	0	435	1115	38	27	2	5	93	1	189
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			0		1115	38	27	2	5	93	1	189
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.90	0.10	1.00	0.29	0.71	1.98	0.02	1.00
Final Sat.:			1750			185		514	1286	3512		1750
Capacity Anal	lysis	Module	∋:									
Vol/Sat:		0.14	0.00	0.14	0.21	0.21		0.00	0.00		0.03	0.11
Crit Moves:	****				***		****			****		
Green Time:	7.0	13.7	0.0	13.3	20.1	20.1	10.0	10.0	10.0	27.9	27.9	27.9
Volume/Cap:	0.04	0.80	0.00	0.80	0.79	0.79	0.12	0.03	0.03	0.07	0.07	0.30
Delay/Veh:	32.0	36.9	0.0	38.5	29.5	29.5	29.8	29.3	29.3	16.1	16.1	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			0.0	38.5		29.5		29.3	29.3		16.1	17.8
LOS by Move:			Α	D+	_	С	С	_	C	В		В
HCM2kAvgQ:				6	9	-	1		0	1	1	4
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane					

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

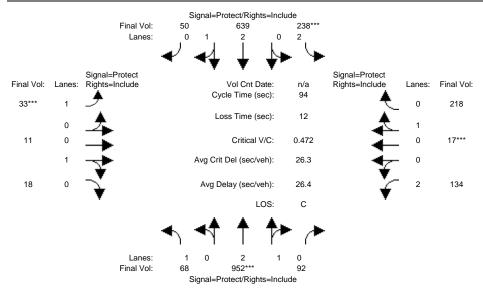
Intersection #5: North 1st Street / Holger Way



Street Name: Approach:			rth 1s	t Stre	Street South Bound			agt Bo	Holge	r Way West Bound		
Movement:		- T		L ·	- T	- R	L	две во - Т	- R	L ·	- Т	
Min. Green:		10			10		7	10	10	7		10
Y+R: 		4.0			4.0			4.0			4.0	4.0
Volume Modul												
Base Vol:	68	826	92	236	505	49	32	11	18	134	17	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	826	92	236	505	49	32	11	18	134	17	216
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
Initial Fut:	68	826	92	236	505	49	32	11	18	134	17	216
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	826	92	236	505	49	32	11	18	134	17	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	826	92	236	505	49	32	11	18	134	17	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:		826	92	236	505	49	32	11	18	134	17	216
Saturation F	low M	odule:		'								'
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.69	0.31	2.00	2.72	0.28	1.00	0.38	0.62	2.00	0.07	0.93
Final Sat.:		5038	561	3150	5104	495	1750	683	1117	3150	131	1669
Capacity Ana	İysis	Modul	e:			·	•		·			•
Vol/Sat:	0.04	0.16	0.16	0.07	0.10	0.10	0.02	0.02	0.02	0.04	0.13	0.13
Crit Moves:		****		****			****				****	
Green Time:	20.0	33.4	33.4	15.3	28.6	28.6	7.0	19.6	19.6	13.7	26.4	26.4
Volume/Cap:	0.18	0.46	0.46	0.46	0.33	0.33	0.25	0.08	0.08	0.29	0.46	0.46
Delay/Veh:	30.5	23.5	23.5	36.3	25.4	25.4	42.0	30.0	30.0	36.1	28.6	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	30.5	23.5	23.5	36.3	25.4	25.4	42.0	30.0	30.0	36.1	28.6	28.6
LOS by Move:	С	С	С	D+	С	С	D	C	С	D+	С	С
		7	7	4	4	4	1	1	1	2	6	6
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

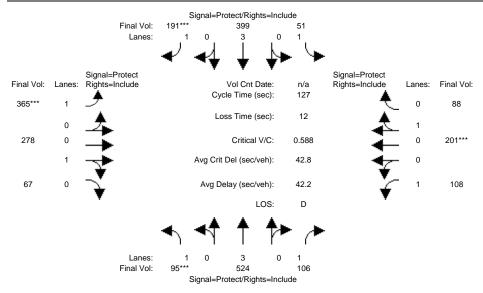
Intersection #5: North 1st Street / Holger Way



Street Name: Approach:			rth 1s und	t Stre	Street South Bound L - T - R		Holge East Bound			r Way We	est Bo	und
Movement:		- T -	- R	L -	- T	- R	L -	- T	- R	L -	- T	
Min. Green: Y+R:	7	10 4.0		7	10 4.0	10	7	10 4.0			10	
Volume Module												
Base Vol:		826	92	236	505	49	32	11	18	134	17	216
Growth Adj:			1.00	1.00		1.00		1.00	1.00	1.00		1.00
Initial Bse:		826	92	236	505	49	32	11	18	134	17	216
Added Vol:	0	126	0	2	134	1	1	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:			92	238	639	50	33	11	18	134	17	218
User Adj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
PHF Adj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
PHF Volume:	68	952	92	238	639	50	33	11	18	134	17	218
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:			92	238	639	50	33	11	18	134	17	218
PCE Adj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
MLF Adj:			1.00	1.00		1.00		1.00	1.00	1.00	1.00	1.00
FinalVolume:			92		639	50	33	11	18	134	17	218
Saturation F												
Sat/Lane:				1900		1900		1900	1900		1900	1900
Adjustment:			0.95	0.83		0.95		0.95	0.95		0.95	0.95
Lanes:			0.27		2.77	0.23		0.38	0.62		0.07	0.93
Final Sat.:			493			406		683	1117	3150		1670
Capacity Anal	-											
,	0.04		0.19		0.12	0.12		0.02	0.02	0.04	0.13	0.13
CIIC HOVED		****		****			****				****	
	18.9		35.6	14.4			7.0		18.8		24.9	24.9
Volume/Cap:			0.49	0.49		0.37		0.08	0.08		0.49	0.49
Delay/Veh:			22.5	37.2		24.1		30.7	30.7		30.0	30.0
User DelAdj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			22.5	37.2		24.1	42.1		30.7		30.0	30.0
LOS by Move:			C+	D+		С	D	С	С	D+	_	С
HCM2kAvgQ:				4	5	5	1		1	2	6	6
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane	•				

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

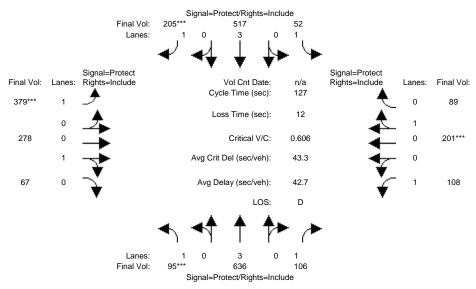
Intersection #6: North 1st Street / Vista Montana



Movement: L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R R R R R R R R R R	Street Name:			rth 1s					Vista Montana East Bound West Bound				
Min. Green: 7 10 10 10 10 10 10 10 10 10 10 10 10 10					501	ılı BC	ouna_	_ E &	ast BC	ouna_			
Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10 7 10 10 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0													
Volume Module: Base Vol: 95 524 106 51 399 191 365 278 67 108 201 88 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Volume Module: Base Vol: 95 524 106 51 399 191 365 278 67 108 201 88 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Base Vol: 95 524 106 51 399 191 365 278 67 108 201 88 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Name			524	106	51	399	191	365	278	67	108	201	88
Initial Bse: 95 524 106 51 399 191 365 278 67 108 201 88 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Initial Bse:	95	524	106	51	399	191			67	108	201	88
Initial Fut: 95 524 106 51 399 191 365 278 67 108 201 88 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Initial Fut:	95	524	106	51	399	191	365	278	67	108	201	88
PHF Volume: 95 524 106 51 399 191 365 278 67 108 201 88 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PHF Volume:	95	524	106	51	399	191	365	278	67	108	201	88
Reduced Vol: 95 524 106 51 399 191 365 278 67 108 201 88 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0		0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Reduced Vol:	95	524	106	51	399	191	365	278	67	108	201	88
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume: 95 524 106 51 399 191 365 278 67 108 201 88			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190			524	106	51	399	191			67	108	201	88
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190													
Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 0.95 0.95 0.95 0.95 0.95 Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00 1				'	'		'	'		'	'		'
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 1.00 0.81 0.19 1.00 0.70 0.30 Final Sat.: 1750 5700 1750 1750 5700 1750 1750 1450 350 1750 1252 548	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 1.00 0.81 0.19 1.00 0.70 0.30 Final Sat.: 1750 5700 1750 1750 5700 1750 1750 1450 350 1750 1252 548	Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Final Sat:: 1750 5700 1750 1750 5700 1750 1750 1450 350 1750 1252 548	Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.81	0.19			0.30
Capacity Analysis Module: Vol/Sat: 0.05 0.09 0.06 0.03 0.07 0.11 0.21 0.19 0.19 0.06 0.16 0.16 Crit Moves: **** Green Time: 11.7 22.1 22.1 13.2 23.6 23.6 45.0 60.3 60.3 19.4 34.7 34.7 Volume/Cap: 0.59 0.53 0.35 0.28 0.38 0.59 0.59 0.40 0.40 0.40 0.59 0.59 Delay/Veh: 60.9 48.3 46.8 53.3 45.5 50.1 34.9 22.0 22.0 49.6 41.9 41.9 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0			5700	1750	1750	5700	1750	1750	1450	350	1750	1252	548
Capacity Analysis Module: Vol/Sat: 0.05 0.09 0.06 0.03 0.07 0.11 0.21 0.19 0.19 0.06 0.16 0.16 Crit Moves: **** Green Time: 11.7 22.1 22.1 13.2 23.6 23.6 45.0 60.3 60.3 19.4 34.7 34.7 Volume/Cap: 0.59 0.53 0.35 0.28 0.38 0.59 0.59 0.40 0.40 0.40 0.59 0.59 Delay/Veh: 60.9 48.3 46.8 53.3 45.5 50.1 34.9 22.0 22.0 49.6 41.9 41.9 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Crit Moves: **** **** **** **** Green Time: 11.7 22.1 22.1 13.2 23.6 23.6 45.0 60.3 60.3 19.4 34.7 34.7 Volume/Cap: 0.59 0.59 0.53 0.35 0.28 0.38 0.59 0.59 0.40 0.40 0.40 0.40 0.59 0.59 0.59 Delay/Veh: 60.9 48.3 46.8 53.3 45.5 50.1 34.9 22.0 22.0 49.6 41.9 41.9 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Capacity Ana	İysis	Modul	e: ˈ	'					'			'
Green Time: 11.7 22.1 22.1 13.2 23.6 23.6 45.0 60.3 60.3 19.4 34.7 34.7 Volume/Cap: 0.59 0.53 0.35 0.28 0.38 0.59 0.59 0.40 0.40 0.40 0.59 0.59 Delay/Veh: 60.9 48.3 46.8 53.3 45.5 50.1 34.9 22.0 22.0 49.6 41.9 41.9 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Vol/Sat:	0.05	0.09	0.06	0.03	0.07	0.11	0.21	0.19	0.19	0.06	0.16	0.16
Volume/Cap: 0.59 0.53 0.35 0.28 0.38 0.59 0.59 0.40 0.40 0.40 0.59 0.59 Delay/Veh: 60.9 48.3 46.8 53.3 45.5 50.1 34.9 22.0 22.0 49.6 41.9 41.9 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Crit Moves:	***					****	****				****	
Delay/Veh: 60.9 48.3 46.8 53.3 45.5 50.1 34.9 22.0 22.0 49.6 41.9 41.9 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Green Time:	11.7	22.1	22.1	13.2	23.6	23.6	45.0	60.3	60.3	19.4	34.7	34.7
Delay/Veh: 60.9 48.3 46.8 53.3 45.5 50.1 34.9 22.0 22.0 49.6 41.9 41.9 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Volume/Cap:	0.59	0.53	0.35	0.28	0.38	0.59	0.59	0.40	0.40	0.40	0.59	0.59
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	_		48.3		53.3	45.5	50.1	34.9	22.0	22.0	49.6	41.9	41.9
	-				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh: 60.9 48.3 46.8 53.3 45.5 50.1 34.9 22.0 22.0 49.6 41.9 41.9	_			46.8	53.3	45.5	50.1	34.9	22.0	22.0	49.6	41.9	41.9
LOS by Move: E D D D- D C- C+ C+ D D	-				D-	D		C-	C+	C+	D	D	D
HCM2kAvqQ: 4 6 4 2 4 7 12 9 9 4 11 11	-			4	2	4	7	12	9	9	4	11	
Note: Queue reported is the number of cars per lane.		repor	ted is	the n	number	of ca	rs per	lane					

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

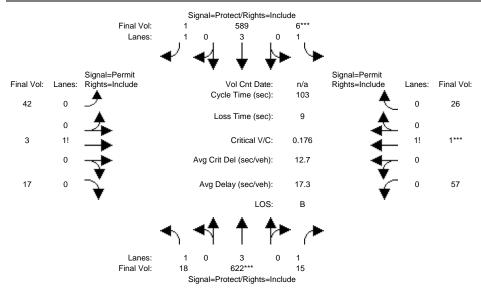
Intersection #6: North 1st Street / Vista Montana



Street Name:	37	No	rth 1s	st Stre	4	Vista Montana East Bound West Bound				3		
		rth Bo			ith Bo	una	Еć	ast Bo	una	We		
Movement:		- T				- R					- T	
Min. Green:		10		7				10			10	10
Y+R:		4.0			4.0			4.0		4.0		4.0
Volume Modul												
Base Vol:	95	524	106	51	399	191	365	278	67	108	201	88
Growth Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:		524	106	51	399	191	365	278	67	108	201	88
Added Vol:	0		0	1	118	14	14	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:			106	52	517	205	379	278	67	108	201	89
User Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
PHF Volume:			106	52	517	205	379	278	67	108	201	89
Reduct Vol:	0		0	0	0	0	0		0	0	0	0
Reduced Vol:	95	636	106	52	517	205	379	278	67	108	201	89
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			106	52	517	205	379	278	67	108	201	89
Saturation F			ļ	1		'	1		1	1		ı
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.81	0.19	1.00	0.69	0.31
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1450	350	1750	1248	552
Capacity Ana	İysis	Modul	e: ˈ									
Vol/Sat:	0.05	0.11	0.06	0.03	0.09	0.12	0.22	0.19	0.19	0.06	0.16	0.16
Crit Moves:	****					****	***				****	
Green Time:	11.4	24.0	24.0	11.9	24.5	24.5	45.4	59.8	59.8	19.3	33.7	33.7
Volume/Cap:	0.61	0.59	0.32	0.32	0.47	0.61	0.61	0.41	0.41	0.41	0.61	0.61
Delay/Veh:	62.3	47.9	45.0	54.9	45.8	50.0	35.2	22.3	22.3	49.7	43.1	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			45.0	54.9	45.8	50.0	35.2	22.3	22.3		43.1	43.1
LOS by Move:			D	D-	D	D	D+	C+	C+	D	D	D
HCM2kAvgQ:	4	7	4	2	6	8	13	9	9	4	11	11
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					
	_					_						

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

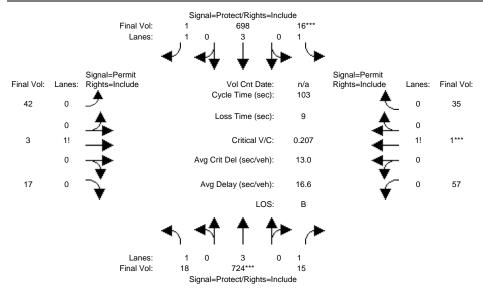
Intersection #7: North 1st Street / Rose Orchard Way



Street Name: Approach:				t Stre			Rose Ord East Bound			hard W	Nay est Bo	und
Movement:	L	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	- R
Min. Green:	. 7	10	10	7	10	10	10	10	10	10	10	10
Y+R: 		4.0			4.0			4.0	4.0		4.0	4.0
Volume Modul			ı	ı		1	1		ı	1		ı
Base Vol:	18	622	15	6	589	1	42	3	17	57	1	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	622	15	6	589	1	42	3	17	57	1	26
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
Initial Fut:	18	622	15	6	589	1	42	3	17	57	1	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	622	15	6	589	1	42	3	17	57	1	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	622	15	6	589	1	42	3	17	57	1	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	622	15		589	1	42	3	17	57	1	26
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.68	0.05	0.27	0.68	0.01	0.31
Final Sat.:	1750	5700	1750	1750	5700	1750	1185	85	480	1188	21	542
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.01	0.11	0.01	0.00	0.10	0.00	0.04	0.04	0.04	0.05	0.05	0.05
Crit Moves:		****		****							***	
Green Time:	26.7	60.4	60.4	7.0	40.7	40.7	26.6	26.6	26.6	26.6	26.6	26.6
Volume/Cap:	0.04	0.19	0.01	0.05	0.26	0.00	0.14	0.14	0.14	0.19	0.19	0.19
Delay/Veh:	28.7	10.0	8.9	45.7	21.3	18.9	30.0	30.0	30.0	30.7	30.7	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	10.0	8.9	45.7	21.3	18.9	30.0	30.0	30.0	30.7	30.7	30.7
LOS by Move:	С	B+	A	D	C+	B-	С	C	C	С	С	C
HCM2kAvgQ:	0	3	0	0	4	0	2	2	2	2	2	2
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

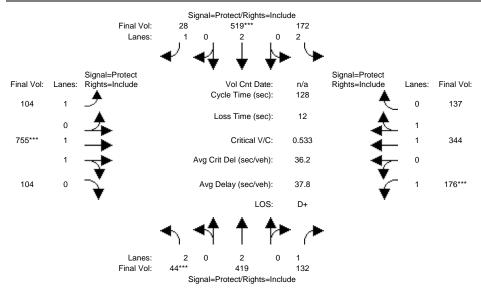
Intersection #7: North 1st Street / Rose Orchard Way



Street Name: Approach:			rth 1s und	st Street South Bound					hard W	Nay est Bo	und	
Movement:	L	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	- R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R: 		4.0			4.0			4.0			4.0	4.0
Volume Modul			1	1		1	1		ı	1		ı
Base Vol:	18	622	15	6	589	1	42	3	17	57	1	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	622	15	6	589	1	42	3	17	57	1	26
Added Vol:	0	102	0	10	109	0	0	0	0	0	0	9
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	724	15	16	698	1	42	3	17	57	1	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	724	15	16	698	1	42	3	17	57	1	35
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	724	15	16	698	1	42	3	17	57	1	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	724	15		698	1	42	3	17	57	1	35
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.68	0.05	0.27	0.61	0.01	0.38
Final Sat.:					5700	1750	1185	85	480	1073	19	659
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.01	0.13	0.01	0.01	0.12	0.00	0.04	0.04	0.04	0.05	0.05	0.05
Crit Moves:		****		****							****	
Green Time:	24.4	61.3	61.3	7.0	43.9	43.9	25.7	25.7	25.7	25.7	25.7	25.7
Volume/Cap:	0.04	0.21	0.01	0.13	0.29	0.00	0.14	0.14	0.14	0.21	0.21	0.21
Delay/Veh:	30.5	9.8	8.5	47.5	19.6	16.9	30.8	30.8	30.8	31.8	31.8	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	9.8	8.5	47.5	19.6	16.9	30.8	30.8	30.8	31.8	31.8	31.8
LOS by Move:	С	A	A	D	B-	В	С	С	С	С	С	C
HCM2kAvgQ:	0	3	0	1	5	0	2	2	2	3	3	3
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

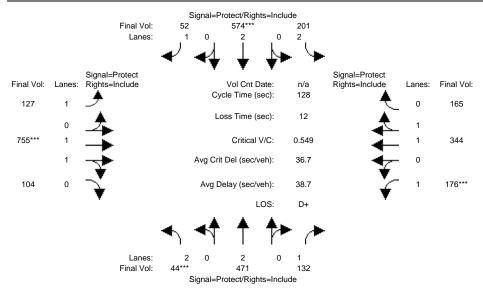
Intersection #8: North 1st Street / Tasman Drive



Street Name: Approach: Movement:	Noi	No: rth Bo	rth 1s			L - T - R		Tasman und	Drive We	est Bo		
Movement:												
Min. Green: Y+R:	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0
Volume Module												
Base Vol:			132	172	519	28	104	755	104	176	344	137
Growth Adj:			1.00	1.00		1.00		1.00	1.00	1.00		1.00
Initial Bse:			132	172	519	28	104	755	104	176	344	137
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
Initial Fut:			132	172	519	28	104		104	176		137
User Adj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
PHF Adj:			1.00	1.00		1.00		1.00	1.00	1.00		1.00
PHF Volume:	44		132	172	519	28	104	755	104	176	344	137
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	419	132	172	519	28	104	755	104	176	344	137
PCE Adj:			1.00	1.00		1.00		1.00	1.00	1.00		1.00
MLF Adj:			1.00	1.00		1.00		1.00	1.00	1.00		1.00
FinalVolume:			132		519	28	104		104	176	344	137
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:			0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.75	0.25	1.00	1.41	0.59
Final Sat.:			1750			1750		3252	448		2645	1054
Capacity Ana	lysis	Module	e:									
Vol/Sat:	0.01	0.11	0.08	0.05	0.14	0.02	0.06	0.23	0.23	0.10	0.13	0.13
Crit Moves:	****				***			****		****		
Green Time:	7.0	25.9	25.9	12.8	31.7	31.7	24.2	53.9	53.9	23.4	53.0	53.0
Volume/Cap:	0.26	0.55	0.37	0.54	0.55	0.06	0.31	0.55	0.55	0.55	0.31	0.31
Delay/Veh:	58.8	46.6	44.7	56.8	42.6	36.9	45.3	28.3	28.3	49.6	25.3	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.8	46.6	44.7	56.8	42.6	36.9	45.3	28.3	28.3	49.6	25.3	25.3
LOS by Move:	E+	D	D	E+	D	D+	D	С	С	D	С	С
HCM2kAvgQ:			5	4	9	1	4	13	13	7	6	6
Note: Queue			the n	umber	of ca	rs per	lane					

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

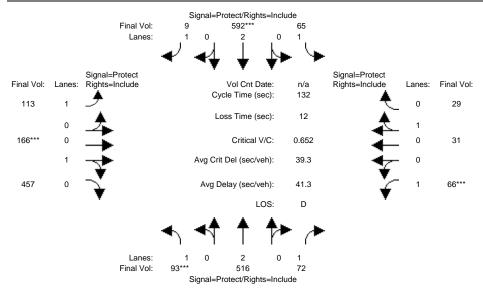
Intersection #8: North 1st Street / Tasman Drive



Street Name: Approach: Movement:	No	No: rth Bo	rth 1s und	L - T - R		East Bound L - T - R		Tasman und	Drive We	est Bo		
Movement:												
Min. Green: Y+R:	7 4.0	10 4.0	10	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0
Volume Module		410	120	1.00	F10	0.0	104	855	104	100	244	120
Base Vol:			132	172	519	28	104	755	104	176	344	137
Growth Adj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:			132	172	519	28	104	755	104	176	344	137
Added Vol:	0	52	0	29	55	24	23	0	0	0	0	28
PasserByVol:	0	0	0	0	0	0	0		0	0	0	0
Initial Fut:			132	201	574	52	127		104	176		165
User Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
PHF Volume:	44		132	201	574	52	127	755	104	176	344	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:			132	201	574	52	127	755	104	176	344	165
PCE Adj:			1.00			1.00		1.00	1.00		1.00	1.00
MLF Adj:			1.00	1.00		1.00		1.00	1.00	1.00	1.00	1.00
FinalVolume:			132		574	52	127		104	176		165
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:			0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.75	0.25	1.00	1.33	0.67
Final Sat.:			1750			1750		3252	448		2500	1199
Capacity Ana	lysis	Module	e:									
Vol/Sat:	0.01	0.12	0.08	0.06	0.15	0.03	0.07	0.23	0.23	0.10	0.14	0.14
Crit Moves:	****				****			****		****		
Green Time:	7.0	27.1	27.1	13.9	34.0	34.0	25.9	52.3	52.3	22.7	49.1	49.1
Volume/Cap:	0.26	0.59	0.36	0.59	0.57	0.11	0.36	0.57	0.57	0.57	0.36	0.36
Delay/Veh:	58.8	46.5	43.6	56.9	41.4	35.7	44.5	29.7	29.7	50.7	28.4	28.4
User DelAdj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.8	46.5	43.6	56.9	41.4	35.7	44.5	29.7	29.7	50.7	28.4	28.4
LOS by Move:				E+	D	D+	D	С	С	D	С	С
HCM2kAvgQ:			5	5	10	2	4			7	7	7
Note: Queue			the n	umber	of ca	rs per	lane	•				

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

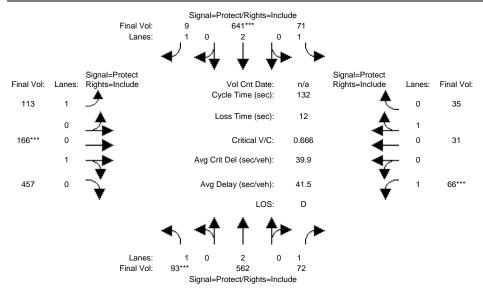
Intersection #9: North 1st Street / Rio Robles Street



Street Name: Approach:		No: rth Bo		lst Street South Bound				Rio	Roble		eet est Bo	und
Movement:		- Т				- R					- T	
movement:												
Min. Green:		10		7						7		10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module	e:											
Base Vol:	93	516	72	65	592	9	113	166	457	66	31	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	516	72	65	592	9	113	166	457	66	31	29
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:	93	516	72	65	592	9	113	166	457	66	31	29
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93		72	65	592	9	113	166	457	66	31	29
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	516	72	65	592	9	113	166	457	66	31	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	516	72	65	592	9	113	166	457	66	31	29
Saturation F				ı			1		1	1		ı
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:		2.00	1.00	1.00	2.00	1.00	1.00	0.27	0.73	1.00	0.52	0.48
Final Sat.:			1750		3800	1750	1750	480	1320	1750	930	870
Capacity Ana	İysis	Modul	e: ˈ	'		'	'		'	'		ı
Vol/Sat:	0.05	0.14	0.04	0.04	0.16	0.01	0.06	0.35	0.35	0.04	0.03	0.03
Crit Moves:	****				****			***		***		
Green Time:	10.8	30.4	30.4	11.9	31.5	31.5	35.8	70.1	70.1	7.6	41.9	41.9
Volume/Cap:		0.59	0.18	0.41	0.65	0.02	0.24	0.65	0.65	0.65		0.10
Delay/Veh:			41.0		47.0	38.4		23.8	23.8		31.9	31.9
User DelAdj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
AdiDel/Veh:			41.0	58.5		38.4		23.8	23.8	75.0		31.9
LOS by Move:			D	E+		D+	D+	23.0 C	23.0 C		C	C
HCM2kAvqQ:		9	2	3		0	4		19	4		2
Note: Queue :										-	_	_
	-11-					. 1. 3.1		-				

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

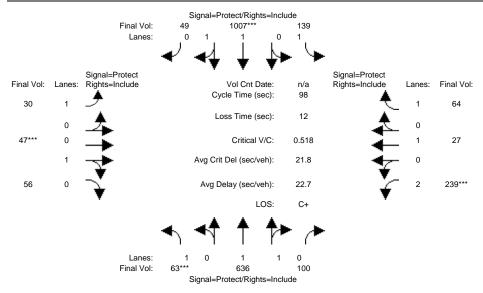
Intersection #9: North 1st Street / Rio Robles Street



Street Name: Approach:			rth 1s	st Stre	Street South Bound			Rio Robl East Bound				und
						- R					est Bo - T	
Movement:		- T										
Min. Green:		10		7				10		7		10
Y+R:		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Volume Module	e:											
Base Vol:	93	516	72	65	592	9	113	166	457	66	31	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	516	72	65	592	9	113	166	457	66	31	29
Added Vol:	0		0	6	49	0	0	0	0	0	0	6
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	562	72	71	641	9	113	166	457	66	31	35
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	562	72	71	641	9	113	166	457	66	31	35
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	562	72	71	641	9	113	166	457	66	31	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			72		641	9	113	166	457	66	31	35
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.27	0.73	1.00	0.47	0.53
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	480	1320	1750	845	955
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.05	0.15	0.04	0.04	0.17	0.01	0.06	0.35	0.35	0.04	0.04	0.04
Crit Moves:	****				****			****		****		
Green Time:	10.5	32.4	32.4	11.6	33.4	33.4	35.0	68.6	68.6	7.5	41.1	41.1
Volume/Cap:	0.67	0.60	0.17	0.46	0.67	0.02	0.24	0.67	0.67	0.67	0.12	0.12
Delay/Veh:	70.6	45.3	39.4	59.4	46.1	37.0	38.4	25.1	25.1	77.0	32.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.6	45.3	39.4	59.4	46.1	37.0	38.4	25.1	25.1	77.0	32.6	32.6
LOS by Move:	E	D	D	E+	D	D+	D+	С	С	E-	C-	C-
HCM2kAvgQ:	4	10	2	3	11	0	4	20	20	4	2	2
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

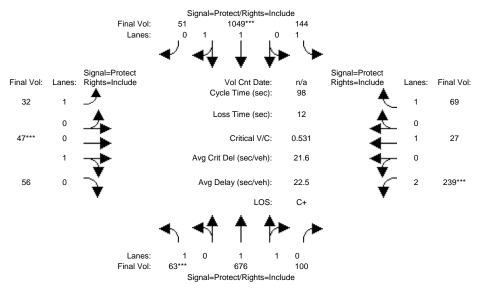
Intersection #10: North 1st Street / River Oaks Parkway



$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10 7 10 10 7 10 10 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Y+R: 4.0 1.00
Volume Module: Base Vol: 63 636 100 139 1007 49 30 47 56 239 27 64 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Initial Bse: 63 636 100 139 1007 49 30 47 56 239 27 64 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 1.00
Initial Fut: 63 636 100 139 1007 49 30 47 56 239 27 64 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
PHF Volume: 63 636 100 139 1007 49 30 47 56 239 27 64 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 63 636 100 139 1007 49 30 47 56 239 27 64 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
FinalVolume: 63 636 100 139 1007 49 30 47 56 239 27 64
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190
Adjustment: 0.92 0.98 0.95 0.92 0.97 0.95 0.92 0.95 0.95 0.83 1.00 0.92
Lanes: 1.00 1.72 0.28 1.00 1.90 0.10 1.00 0.46 0.54 2.00 1.00 1.00
Final Sat.: 1750 3197 503 1750 3528 172 1750 821 979 3150 1900 1750
Capacity Analysis Module:
Vol/Sat: 0.04 0.20 0.20 0.08 0.29 0.29 0.02 0.06 0.06 0.08 0.01 0.04
Crit Moves: ****
Green Time: 7.0 43.5 43.5 17.4 53.9 53.9 10.3 10.8 10.8 14.3 14.8 14.8
Volume/Cap: 0.50 0.45 0.45 0.45 0.52 0.52 0.16 0.52 0.52 0.52 0.09 0.24
Delay/Veh: 47.1 19.1 19.1 37.1 14.1 14.1 40.3 43.6 43.6 39.7 36.0 37.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
AdjDel/Veh: 47.1 19.1 19.1 37.1 14.1 14.1 40.3 43.6 43.6 39.7 36.0 37.2
LOS by Move: D B- B- D+ B B D D D D+ D+
HCM2kAvgQ: 2 8 8 4 10 10 1 4 4 5 1 2
Note: Queue reported is the number of cars per lane.

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

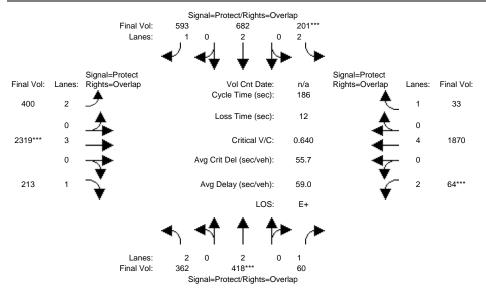
Intersection #10: North 1st Street / River Oaks Parkway



Street Name:	No	No	rth 1s	st Street South Bound		₽.	Riv	er Oak	s Parl	way est Bo	und	
Movement:			- R	L -	лен во - Т	- R	L ·	авс во - Т	- R		:st во - Т	
												•
Min. Green: Y+R:		10 4.0			10 4.0			10 4.0		7	10 4.0	10 4.0
1+K•												4.0
Volume Module			ı	I		1	I		I	I		I
Base Vol:	63	636	100	139	1007	49	30	47	56	239	27	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	636	100	139	1007	49	30	47	56	239	27	64
Added Vol:	0	40	0	5	42	2	2	0	0	0	0	5
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	676	100	144	1049	51	32	47	56	239	27	69
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	676	100	144	1049	51	32	47	56	239	27	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	676	100	144	1049	51	32	47	56	239	27	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			100		1049	51	32	47	56	239	27	69
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:			0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	1.74	0.26	1.00	1.90	0.10	1.00	0.46	0.54	2.00	1.00	1.00
Final Sat.:			477			172		821	979		1900	1750
	1											
Capacity Ana	-											
Vol/Sat:		0.21	0.21	0.08	0.30	0.30	0.02	0.06	0.06		0.01	0.04
Crit Moves:	****				****			****		****		
			44.2		54.6	54.6		10.5	10.5		14.4	14.4
Volume/Cap:		0.46	0.46		0.53	0.53		0.53	0.53		0.10	0.27
Delay/Veh:			18.9		14.0	14.0		44.3	44.3		36.4	37.7
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			18.9	37.3	14.0	14.0	40.7	44.3	44.3	40.3	36.4	37.7
LOS by Move:			B-	D+	В	В	D		D	D	D+	D+
HCM2kAvgQ:	2		8	4	10	10	1	_	4	5	1	2
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

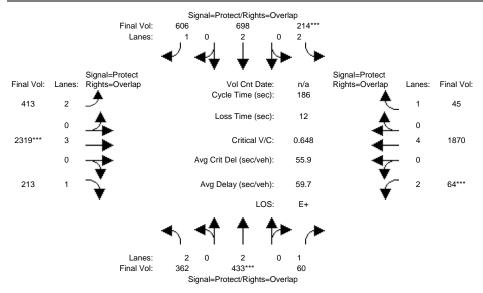
Intersection #11: North 1st Street / Montague Expressway [CMP]



Street Name: Approach:			rth 1s	t Stre				Montague Expressway East Bound West Bound				und
Movement:		- T							- R		- T	
Min. Green:		47							92			
Y+R: 		4.0				4.0			4.0			4.0
Volume Modul				1			1			1		
Base Vol:	362	418	60	201	682	593	400	2666	213	64	2200	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	418	60	201	682	593	400	2666	213	64	2200	33
Added Vol:	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:			60	201	682	593	400	2666		64	2200	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.85	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	362	418	60	201	682	593	400	2319	213	64	1870	33
	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	418	60	201	682	593	400	2319	213	64	1870	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	418	60	201	682	593	400	2319	213	64	1870	33
Saturation F	low M	odule:	•			•	•					•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	7600	1750
Capacity Ana	İysis	Modul	e:			•	•					•
Vol/Sat:	0.11	0.11	0.03	0.06	0.18	0.34	0.13	0.41	0.12	0.02	0.25	0.02
Crit Moves:		****		****				****		****		
Green Time:	25.4	44.2	58.2	30.1	48.8	74.5	25.6	86.4	111.8	14.1	74.9	105.0
Volume/Cap:	0.84	0.46	0.11	0.39	0.68	0.85	0.92	0.88	0.20	0.27	0.61	0.03
Delay/Veh:	97.5	65.1	48.5	74.8	67.6	63.3	109.5	51.4	18.0	86.9	47.2	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.5	65.1	48.5	74.8	67.6	63.3	109.5	51.4	18.0	86.9	47.2	19.2
LOS by Move:	F	E	D	E	E	E	F	D-	B-	F	D	B-
HCM2kAvgQ:			3	6	18	36	16	44	6	2	22	1
Note: Queue		ted is	the n	umber	of ca	rs per	lane					

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

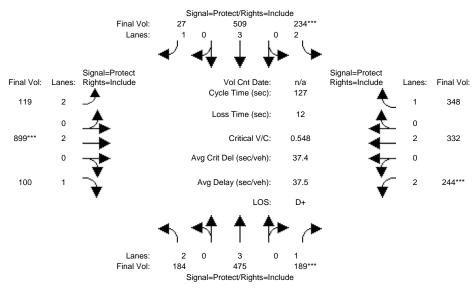
Intersection #11: North 1st Street / Montague Expressway [CMP]



Street Name: Approach:	No	No:	rth 1s	t Stre	eet	und	F:	Mont	tague E	xpres	sway	und
Movement:	L	- T	- R	L -	- T	- R	L -	- T	- R	L ·	- T	- R
Min Grant												
Min. Green: Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	92 4.0	4.0	4.0	4.0
Volume Modul	ė:		·			'	•			•		
Base Vol:	362	418	60	201	682	593	400	2666	213	64	2200	33
Growth Adj:	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	418	60	201	682	593	400	2666	213	64	2200	33
Added Vol:	0	15	0	13	16	13	13	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0		0	0	0
Initial Fut:	362	433	60	214	698	606	413	2666	213	64	2200	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.85	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	362	433	60	214	698	606	413	2319	213	64	1870	45
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	433	60	214	698	606	413	2319	213	64	1870	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	433	60	214	698	606	413	2319	213	64	1870	45
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	7600	1750
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.11	0.11	0.03	0.07	0.18	0.35	0.13	0.41	0.12	0.02	0.25	0.03
Crit Moves:		****		***				****		****		
Green Time:	25.4	44.2	58.2	30.1	48.8	74.5	25.6	86.4	111.8	14.1	74.9	105.0
Volume/Cap:	0.84	0.48	0.11	0.42	0.70	0.87	0.95	0.88	0.20	0.27	0.61	0.05
Delay/Veh:	97.5	65.4	48.5	75.2	68.2	65.4	116.0	51.4	18.0	86.9	47.2	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.5	65.4	48.5	75.2	68.2	65.4	116.0	51.4	18.0	86.9	47.2	19.3
LOS by Move:		E	D	E-	E	E	F	D-	B-	F	D	B-
HCM2kAvgQ:				7		37			6	2	22	1
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

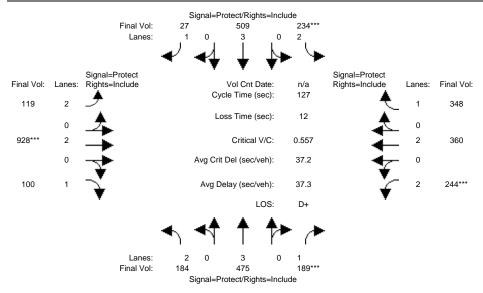
Intersection #12: Zanker Drive / Tasman Drive



Street Name: Approach:	No	rth Bo	Zanker	Drive	e ith Bo	und	r:	ast Bo	Tasman	Drive	est Bo	und
Movement:	L ·	- T	- R	L -	- T	- R	L -	- T	- R	L -	- T	- R
Min. Green: Y+R:	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0
Volume Module												
Base Vol:	184	475	189	234	509	27	119	899	100	244	332	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	475	189	234	509	27	119	899	100	244	332	348
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:	184	475	189	234	509	27	119	899	100	244	332	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184		189	234	509	27	119	899	100	244	332	348
Reduct Vol:			0	0	0	0	0	0	0	0	0	0
Reduced Vol:			189	234	509	27	119	899	100	244	332	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			189	234		27	119	899	100	244		348
Saturation F												
Sat/Lane:	1900	1900	1900	1900	1900	1900		1900	1900		1900	1900
Adjustment:			0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
	2.00		1.00		3.00	1.00	2.00	2.00	1.00		2.00	1.00
Final Sat.:			1750		5700	1750		3800	1750		3800	1750
	1											
Capacity Ana	-		e:									
Vol/Sat:	0.06	0.08	0.11		0.09	0.02	0.04	0.24	0.06		0.09	0.20
Crit Moves:			****	****				****		****		
	16.7	25.0	25.0		25.5	25.5		54.8	54.8		57.0	57.0
	0.44		0.55		0.44	0.08		0.55	0.13		0.19	0.44
Delay/Veh:		44.9	47.8		44.8	41.3		27.3	21.8		21.2	24.5
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			47.8	52.8	44.8	41.3		27.3	21.8	52.2	21.2	24.5
LOS by Move:			D	D-	D	D	D-	С	C+	D-	C+	С
	4		8	6	6	1	2		2	6	4	10
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

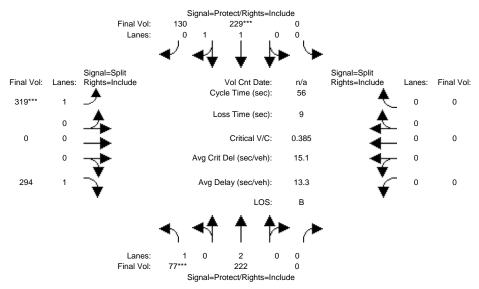
Intersection #12: Zanker Drive / Tasman Drive



Street Name: Approach:			Zanker	Drive	e 1+b Bo	und	₽.	at Po	Tasman	Drive	e est Bo	und
Movement:						- R						
Min. Green:		10			10					7		
Y+R:		4.0			4.0	4.0	4.0	4.0	4.0		4.0	4.0
Volume Modul	e:		•			·						•
Base Vol:	184	475	189	234	509	27	119	899	100	244	332	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	475	189	234	509	27	119	899	100	244	332	348
Added Vol:	0		0	0	0	0	0		0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	475	189	234	509	27	119	928	100	244	360	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	475	189	234	509	27	119	928	100	244	360	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	475	189	234	509	27	119	928	100	244	360	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			189		509	27	119		100	244	360	348
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:					5700	1750		3800	1750	3150	3800	1750
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.06	0.08	0.11	0.07	0.09	0.02	0.04	0.24	0.06	0.08	0.09	0.20
Crit Moves:			****	****				****		****		
Green Time:	16.4	24.6	24.6	17.0	25.1	25.1	15.9	55.7	55.7	17.7	57.5	57.5
Volume/Cap:	0.45	0.43	0.56	0.56	0.45	0.08	0.30	0.56	0.13	0.56	0.21	0.44
Delay/Veh:	51.9	45.3	48.3	53.2	45.1	41.6	50.9	26.9	21.3	52.6	21.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	45.3	48.3	53.2	45.1	41.6	50.9	26.9	21.3	52.6	21.1	24.1
LOS by Move:			D	D-	D	D	D	С	C+	D-	C+	C
HCM2kAvgQ:	4	6	8	6	6	1	2	13	2	6	4	10
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

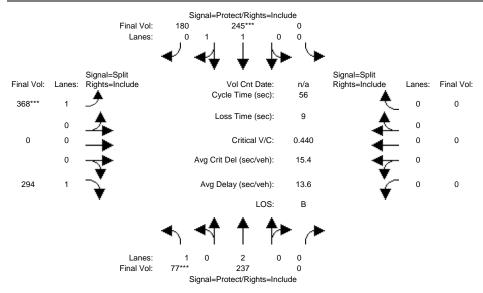
Intersection #13: Gold Street / Gold Street Connector



Street Name: Approach:	No	rth Bo	Gold S und	treet Sou	ıth Bo	und	Ea	Gold ast Bo	Street und		ector est Bo	und
Movement:	L ·	- T	- R	L -	- T	- R	L ·	- T	- R		- T	
Min. Green: Y+R:	7 4.0	10 4.0	0 4.0	0 4.0	10 4.0	10	10 4.0	0 4.0	10	0 4.0	0	0 4.0
Volume Module												
Base Vol:	77	222	0	0	229	130	319	0	294	0	0	0
Growth Adj:		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	222	0	0	229	130	319	0	294	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0
			0	0	229	130	319	0	294	0	0	0
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:			1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00
PHF Volume:	77	222	0	0	229	130	319	0	294	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:			0	0	229	130	319	0	294	0	0	0
PCE Adj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
MLF Adj:		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00
FinalVolume:			0		229	130	319	0	294	. 0	0	0
Saturation F												
Sat/Lane:		1900	1900		1900	1900		1900	1900		1900	1900
Adjustment:			0.92	0.92		0.95		1.00	0.92		1.00	0.92
Lanes:		2.00	0.00		1.26	0.74		0.00	1.00		0.00	0.00
Final Sat.:		3800	0		2359	1339	1750	0	1750	. 0	0	0 .
	1											
Capacity Ana	-											
Vol/Sat:		0.06	0.00	0.00	0.10	0.10		0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****		****					
	7.0		0.0		13.9	13.9	26.1	0.0	26.1	0.0	0.0	0.0
	0.35		0.00		0.39	0.39		0.00	0.36		0.00	0.00
Delay/Veh:		11.7	0.0		17.8	17.8	10.1	0.0	9.9	0.0	0.0	0.0
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:				0.0		17.8	10.1	0.0	9.9	0.0	0.0	0.0
LOS by Move:			A	A	В	В	B+	A	A	A	A	A
HCM2kAvgQ:	1		0	0	3	3	4	-	3	0	0	0
Note: Queue	report	ted is	the n	umber	oi ca	rs per	Lane	•				

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

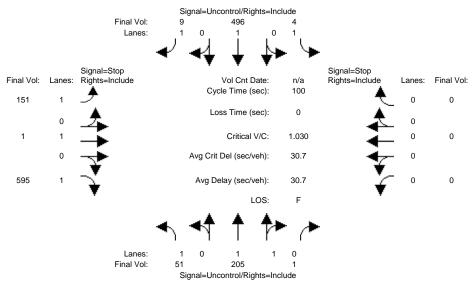
Intersection #13: Gold Street / Gold Street Connector



Street Name: Approach:	No.	rth Bo	Gold S	treet	ıth Bo	ound	T:	Gold	Street		ector est Bo	und
Movement:			- R			- R					- T	
Min. Green: Y+R:		10 4.0	4.0			10 4.0		0 4.0	10 4.0	0 4 0	4.0	0 4.0
1+K•												
Volume Module	1			ı		1	1		ı	1		1
Base Vol:	77	222	0	0	229	130	319	0	294	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	222	0	0	229	130	319	0	294	0	0	0
Added Vol:	0	15	0	0	16	50	49	0	0	0	0	0
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	237	0	0	245	180	368	0	294	0	0	0
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	237	0	0	245	180	368	0	294	0	0	0
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	237	0	0	245	180	368	0	294	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	237	0		245	180	368	0	294	0	0	0
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.13	0.87	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:			0		2132	1566		0	1750	0	0	0
	Į.											
Capacity Anal	lysis	Modul	e:									
Vol/Sat:	0.04	0.06	0.00	0.00	0.11	0.11		0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	21.1	0.0	0.0	14.1	14.1	25.9	0.0	25.9	0.0	0.0	0.0
Volume/Cap:	0.35	0.17	0.00	0.00	0.46	0.46	0.46	0.00	0.36	0.00	0.00	0.00
Delay/Veh:	23.4	11.6	0.0	0.0	18.0	18.0	10.7	0.0	10.0	0.0	0.0	0.0
User DelAdj:			1.00	1.00		1.00	1.00		1.00	1.00		1.00
AdjDel/Veh:			0.0	0.0	18.0	18.0	10.7	0.0	10.0	0.0	0.0	0.0
LOS by Move:			A	A	B-	B-	B+	A	B+	A	A	A
		1	0	0	4	4	5		3	0	0	0
Note: Queue	repor	ted is	the n	umber	of ca	ırs per	lane	•				

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

Intersection #14: Lafayette Street / Great America Way



Approach: North Bound	Street Name:		La	afayett	te Stre	eet			Gre	eat Ame	erica N	Way	
Volume Module: Base Vol: 51 205 1 4 496 9 151 1 595 0 0 0 0 10 101 101 11 1 1 1 1 1 1 1 1	Approach:	No					ound	Εa				_	ound
Volume Module: Base Vol: 51 205 1 4 496 9 151 1 595 0 0 0 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0			205	1	4	496	9	151	1	595	0	0	0
Initial Bse: 51 205 1 4 496 9 151 1 595 0 0 0 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0									1.00		1.00		1.00
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	_			1	4	496	9	151	1	595	0	0	0
Initial Fut: 51 205	Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut: 51 205	PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	-	51	205	1	4	496	9	151	1	595	0	0	0
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume: 51 205 1 4 496 9 151 1 595 0 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1.00	1.00	1.00						1.00	1.00	1.00	1.00
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-			1	4	496	9	151	1	595	0	0	0
Critical Gap Module: Critical Gap Module: Critical Gg: 4.1 xxxx xxxxx					0		0	0	0		0	0	0
Critical Gap Module: Critical Gap Module: Critical Gg: 4.1 xxxx xxxxx			205	1	4	496	9	151	1		0	0	0
Critical Gp: 4.1 xxxx xxxxx													
FollowUpTim: 2.2 xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx	Critical Gap	Modu:	le:		1 1			1 1			1 1		1
FollowUpTim: 2.2 xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx	_			xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
Capacity Module: Cnflict Vol: 505 xxxx xxxxx									4.0				
Capacity Module: Cnflict Vol: 505 xxxx xxxxx 206 xxxx xxxxx 709 812 496 xxxx xxxx xxxx Potent Cap: 1070 xxxx xxxxx 1377 xxxx xxxxx 404 315 578 xxxx xxxx xxxx Move Cap: 1070 xxxx xxxxx 1377 xxxx xxxxx 388 299 578 xxxx xxxx xxxx Volume/Cap: 0.05 xxxx xxxx 0.00 xxxx xxxx 0.39 0.00 1.03 xxxx xxxx xxxx													
Cnflict Vol: 505 xxxx xxxxx 206 xxxx xxxxx 709 812 496 xxxx xxxx xxxxx Potent Cap.: 1070 xxxx xxxxx 1377 xxxx xxxxx 404 315 578 xxxx xxxx xxxxx Move Cap.: 1070 xxxx xxxxx 1377 xxxx xxxxx 388 299 578 xxxx xxxx xxxx Volume/Cap: 0.05 xxxx xxxx 0.00 xxxx xxxx 0.39 0.00 1.03 xxxx xxxx xxxx xxxx				'	' '			' '			' '		'
Potent Cap.: 1070 xxxx xxxxx 1377 xxxx xxxxx 404 315 578 xxxx xxxx xxxxx Move Cap.: 1070 xxxx xxxxx 1377 xxxx xxxxx 388 299 578 xxxx xxxx xxxxx Volume/Cap: 0.05 xxxx xxxx 0.00 xxxx xxxx 0.39 0.00 1.03 xxxx xxxx xxxx xxxx			xxxx	xxxxx	206	xxxx	xxxxx	709	812	496	xxxx	xxxx	xxxxx
Volume/Cap: 0.05 xxxx xxxx 0.00 xxxx xxxx 0.39 0.00 1.03 xxxx xxxx xxxx xxxx									315	578	xxxx	xxxx	xxxxx
Level Of Service Module: 2Way95thQ: 0.1 xxxx xxxxx 0.0 xxxx xxxxx 1.8 0.0 16.0 xxxx xxxx xxxx Control Del: 8.5 xxxx xxxxx 7.6 xxxx xxxxx 20.0 17.1 72.1 xxxxx xxxx xxxx LOS by Move: A * * A * * C C F * * * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx x	Move Cap.:	1070	xxxx	xxxxx	1377	xxxx	xxxxx	388	299	578	xxxx	xxxx	xxxxx
Level Of Service Module: 2Way95thQ: 0.1 xxxx xxxxx 0.0 xxxx xxxxx 1.8 0.0 16.0 xxxx xxxx xxxx Control Del: 8.5 xxxx xxxxx 7.6 xxxx xxxxx 20.0 17.1 72.1 xxxxx xxxx xxxx LOS by Move: A * * A * * C C F * * * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx x	Volume/Cap:	0.05	xxxx	xxxx	0.00	xxxx	xxxx	0.39	0.00	1.03	xxxx	xxxx	xxxx
Level Of Service Module: 2Way95thQ:													
Control Del: 8.5 xxxx xxxxx 7.6 xxxx xxxxx 20.0 17.1 72.1 xxxxx xxxx xxxxx LOS by Move: A * * A * * * C C F * * * * * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxx xxxx													
LOS by Move: A * * A * * C C F * * * * * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxx xxxx	2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	1.8	0.0	16.0	xxxx	xxxx	xxxxx
Movement: LT - LTR - RT	Control Del:	8.5	xxxx	xxxxx	7.6	xxxx	xxxxx	20.0	17.1	72.1	xxxxx	xxxx	xxxxx
Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx x	LOS by Move:	A	*	*	A	*	*	С	С	F	*	*	*
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxx xx	Movement:	LT ·	- LTR	- RT	LT ·	- LTR	- RT	LT ·	- LTR	- RT	LT ·	- LTR	- RT
Shrd ConDel:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx x	Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared LOS:	SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
ApproachDel: xxxxxx xxxxxx 61.5 xxxxxx ApproachLOS: * * F * Note: Queue reported is the number of cars per lane. Peak Hour Delay Signal Warrant Report ***********************************	Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
ApproachLOS: * * * F * Note: Queue reported is the number of cars per lane. Peak Hour Delay Signal Warrant Report ***********************************	Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
Note: Queue reported is the number of cars per lane. Peak Hour Delay Signal Warrant Report ***********************************	ApproachDel:	X	xxxxx		X	xxxxx			61.5		X	XXXXX	
Peak Hour Delay Signal Warrant Report ***********************************	ApproachLOS:		*			*			F			*	
Peak Hour Delay Signal Warrant Report ***********************************	Note: Queue	report	ted is	s the r	number	of ca	ars per	r lane					
Intersection #14 Lafayette Street / Great America Way													
**********************	******	****	****	*****	*****	****	*****	*****	****	*****	*****	****	*****
Future Volume Alternative: Peak Hour Warrant Met										*****	*****	****	*****
	Future Volume	e Alte	ernat:	ive: Pe	eak Hou	ır Wa	rrant 1	Met					

-----|----|-----|------| North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: Movement: -----||-----||-----| Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 0 0 0 Initial Vol: 51 205 1 4 496 9 151 1 595 0 0
ApproachDel: xxxxxx xxxx 61.5 xxxxxx Approach[eastbound][lanes=3][control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=12.8] SUCCEED - Vehicle-hours >= 5 for two or more lane approach. Signal Warrant Rule #2: [approach volume=747] SUCCEED - Approach volume >= 150 for two or more lane approach. Signal Warrant Rule #3: [approach count=3][total volume=1513] SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

GEORGE VIDENTE DEGGENTURE

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Lafayette Street / Great America Way

Future Volume Alternative: Peak Hour Warrant Met

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

Minor Approach Volume: 747
Minor Approach Volume Threshold: 489

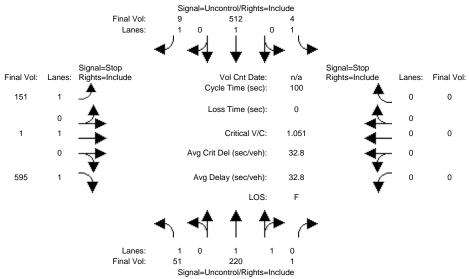
SIGNAL WARRANT DISCLAIMER

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

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

Level Of Service Computation Report 2000 HCM Unsignalized (Future Volume Alternative) Existing PP PM

Intersection #14: Lafayette Street / Great America Way



			Signal=0	JIICOHIIOI/KI	gnis=inciu	ae						
Street Name:		La	afayett	e Str	eet			Gre	eat Ame	erica V	Way	
Approach:	Nort	h Bo	ound	Sot	ith Bo	ound	Εá	ast Bo	ound	We	est Bo	ound
Movement:						- R	L -	- T	- R	L -	- T	- R
Volume Module				•			'			' '		'
Base Vol:	51	205	1	4	496	9	151	1	595	0	0	0
Growth Adj:	1.00 1	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	205	1	4	496	9	151	1	595	0	0	0
Added Vol:	0	15	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	220	1	4	512	9	151	1	595	0	0	0
	1.00 1		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
	1.00 1		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:		220	1	4		9	151	1	595	0	0	0
Reduct Vol:		0	0	0		0	0	0	0	0	0	0
FinalVolume:		220	1	4		9	151	1	595	0	0	0
			_	_	~	-				-	-	
Critical Gap			ı	I			ı			1 1		ı
Critical Gp:			xxxxx	4 1	xxxx	xxxxx	6 4	6 5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:			XXXXX			XXXXX				XXXXX		
Capacity Modu				I			I			1 1		I
Cnflict Vol:		·vvv	vvvvv	221	vvvv	xxxxx	732	843	512	vvvv	vvvv	xxxxx
Potent Cap.:								303	566			XXXXX
Move Cap.:								287	566			XXXXX
-	$0.05 \times$					XXXX		0.00				XXXX
Level Of Serv				1			1					
2Way95thO:				0 0	vvvv	xxxxx	1.9	0.0	16.9	vvvv	vvvv	xxxxx
Control Del:			XXXXX			XXXXX		17.6		XXXXX		
LOS by Move:			*	7.7 A			20.9 C	17.0 C		*	*	*
Movement:			- RT			- RT	-	-	- RT		- LTR	יים
Shared Cap.:												XXXXX
Shared Cap.: SharedQueue:x												
SharedQueue:x												
	* *	*	*	*		*		xxxx *	*	*	XXXX	*
Shared LOS:			•			•	^		^			•
ApproachDel:	XXX	XXXX *		X.2	XXXXX *			67.1		X	XXXXX *	
ApproachLOS:			d				. 1	F			*	
Note: Queue r	eporte					_			.			
******	*****				-	gnal Wa		_		*****	****	*****
Intersection												
*********									*****	*****	****	*****
	7.7		• D-		7.7							

Future Volume Alternative: Peak Hour Warrant Met

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

GEORGE VIDENTE DEGGENTURE

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Future Volume Alternative: Peak Hour Warrant Met

with less than four approaches.

Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R Control: Uncontrolled Uncontrolled Stop Sign Stop Sign Lanes: 1 0 1 1 0 1 0 1 0 1 1 0 1 0 1 0 1 0 0 0 0 0 Initial Vol: 51 220 1 4 512 9 151 1 595 0 0 0 0 Initial Vol: 51 220 1 4 512 9 151 1 595 0 0 0 0 Initial Vol: 51 220 1 4 512 9 151 1 595 0 0 0 0 Initial Vol: 51 220 1 4 512 9 151 1 595 0 0 0 0 Initial Vol: 51 220 1 4 512 9 151 1 595 0 0 0 0 Initial Vol: 51 220 1 4 512 9 151 1 595 0 0 0 0 Initial Vol: 51 220 1 4 512 9 151 1 595 0 0 0 0 Initial Vol: 51 220 1 4 512 9 151 1 595 0 0 0 0 Initial Vol: 51 220 1 4 512 9 151 1 595 0 0 0 0 Initial Vol: 51 220 1 4 512 9 151 1 595 0 0 0 0 Initial Vol: 51 220 1 4 512 9 151 1 595 0 0 0 0 Initial Vol: 51 220 1 747

Major Street Volume: 797
Minor Approach Volume: 747
Minor Approach Volume Threshold: 472

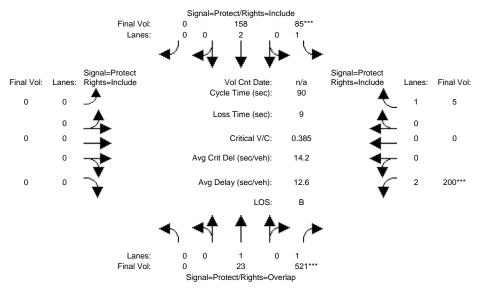
SIGNAL WARRANT DISCLAIMER

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

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

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

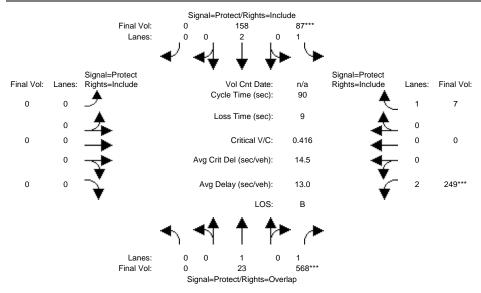
Intersection #15: Great America Parkway / Gold Street Connector



Street Name: Approach:	No	Great	Ameri	ca Pai	rkway	und	F:	Gold	Street		ector est Bo	und
Movement:	L	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	- R
Min. Green: Y+R:	0 4.0	10 4.0	10 4.0	7 4.0	10 4.0	0 4.0	0 4.0	0 4.0	0 4.0	10 4.0	0 4.0	10
Volume Module												
Base Vol:	0	23	521	85	158	0	0	0	0	200	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	521	85	158	0	0	0	0	200	0	5
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	23	521	85	158	0	0	0	0	200	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	23	521	85	158	0	0	0	0	200	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	23	521	85	158	0	0	0	0	200	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			521	85	158	0	0	0	0	200	0	5
Saturation F												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:		1900	1750		3800	0	0	0	0	3150	0	1750
	1											
Capacity Ana	-											
Vol/Sat: Crit Moves:	0.00	0.01	0.30 ***	0.05 ***	0.04	0.00	0.00	0.00	0.00	0.06 ***	0.00	0.00
Green Time:	0.0	50.6	67.8	13.2	63.8	0.0	0.0	0.0	0.0	17.2	0.0	17.2
Volume/Cap:	0.00	0.02	0.40	0.33	0.06	0.00	0.00	0.00	0.00	0.33	0.00	0.01
Delay/Veh:	0.0	8.7	4.1	35.2	4.0	0.0	0.0	0.0	0.0	31.7	0.0	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			4.1	35.2	4.0	0.0	0.0	0.0	0.0	31.7	0.0	29.5
LOS by Move:	A	A	A	D+	A	A	A	A	A	С	A	C
HCM2kAvgQ:	0	0	6	3	1	0	0	0	0	3	0	0
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

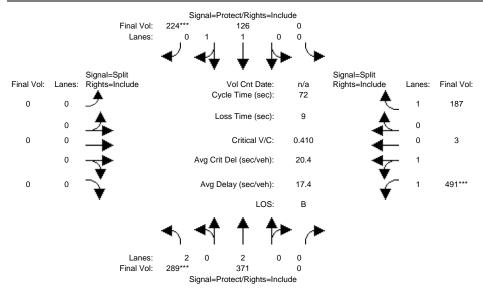
Intersection #15: Great America Parkway / Gold Street Connector



Street Name: Approach: Movement:	No		und	Soi	ath Bo	und – R	Εa	ast Bo	Street und - R	We	ector est Bo - T	
 Min. Green:		10		•	 10			 0		10		 10
Y+R:	4.0		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0
Volume Module												
Base Vol:	0	23	521	85	158	0	0	0	0	200	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	521	85	158	0	0	0	0	200	0	5
Added Vol:	0	0	47	2	0	0	0	0	0	49	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	23	568	87	158	0	0	0	0	249	0	7
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	23	568	87	158	0	0	0	0	249	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	23	568	87	158	0	0	0	0	249	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	23	568		158	0	0	0	0	249	0	7
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.00	0.01	0.32	0.05	0.04	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Moves:			***	****						****		
Green Time:	0.0	50.5	69.2	11.8	62.3	0.0	0.0	0.0	0.0	18.7	0.0	18.7
Volume/Cap:	0.00	0.02	0.42	0.38	0.06	0.00	0.00	0.00	0.00	0.38	0.00	0.02
Delay/Veh:	0.0	8.8	3.8	36.8	4.5	0.0	0.0	0.0	0.0	31.0	0.0	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.8	3.8	36.8	4.5	0.0	0.0	0.0	0.0	31.0	0.0	28.4
LOS by Move:	A	A	A	D+	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0		6	3	1	0	0	0	0	3	0	0
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

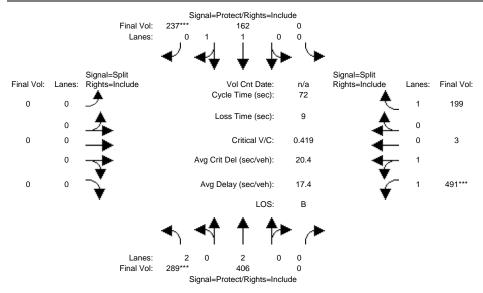
Intersection #16: Great America Parkway / SR 237 Westbound Ramps [CMP]



Street Name: Approach: Movement:	No	Great rth Bo	und	So	ıth Bo	und – R	Ea	ast Bo	7 West und - R	We	Ramps est Bo - T	und
Min. Green:		10			10			0		10		10
Y+R:		4.0			4.0			4.0			4.0	4.0
Volume Modul	1		'	'		'	'		'			
Base Vol:	289	371	0	0	126	224	0	0	0	491	3	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	371	0	0	126	224	0	0	0	491	3	187
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:		371	0	0	126	224	0	0	0	491	3	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	289	371	0	0	126	224	0	0	0	491	3	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	371	0	0	126	224	0	0	0	491	3	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	289	371	0	0	126	224	0	0	0	491	3	187
Saturation F	iow M	odule:		•					'			'
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:			0	0	1900	1750	0	0	0	3528	22	1750
Capacity Ana	İysis	Modul	e: ˈ									
Vol/Sat:	0.09	0.10	0.00	0.00	0.07	0.13	0.00	0.00	0.00	0.14	0.14	0.11
Crit Moves:	****					****				***		
Green Time:	16.1	38.6	0.0	0.0	22.5	22.5	0.0	0.0	0.0	24.4	24.4	24.4
Volume/Cap:	0.41	0.18	0.00	0.00	0.21	0.41	0.00	0.00	0.00	0.41	0.41	0.31
Delay/Veh:	24.3	8.6	0.0	0.0	18.3	19.9	0.0	0.0	0.0	18.5	18.5	17.9
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:	24.3	8.6	0.0	0.0	18.3	19.9	0.0	0.0	0.0	18.5	18.5	17.9
LOS by Move:			A	A	B-	B-	А		A	B-	B-	В
	3		0	0	2	4	0	0	0	5	5	3
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

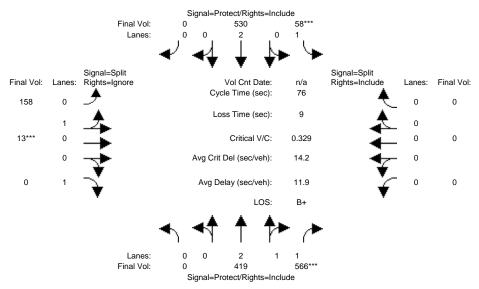
Intersection #16: Great America Parkway / SR 237 Westbound Ramps [CMP]



Street Name: Approach:	No.	Great	Ameri	.ca Pai	ckway	ound	r:	SR 23	7 West	bound We	_	
Movement:		- T				- R			- R		. Т	
Min. Green:		10			10			0			10	10
Y+R:		4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
Volume Module		0.71	•		100	004		•	•	407	_	100
Base Vol:	289	371	0	0	126	224	0	0	0	491	3	187
Growth Adj:			1.00	1.00		1.00	1.00		1.00	1.00		1.00
Initial Bse:		371	0	0	126	224	0	0	0	491	3	187
Added Vol:	0	35	0	0	36	13	0	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:		406	0	0	162	237	0	0	0	491	3	199
User Adj:		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	289	406	0	0	162	237	0	0	0	491	3	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	406	0	0	162	237	0	0	0	491	3	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	289	406	0	0	162	237	0	0	0	491	3	199
Saturation F	low M	odule:	·	•		·			·			·
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3528	22	1750
Capacity Anal	lysis	Modul	e: ˈ							•		·
Vol/Sat:	0.09	0.11	0.00	0.00	0.09	0.14	0.00	0.00	0.00	0.14	0.14	0.11
Crit Moves:	****					****				****		
Green Time:	15.8	39.1	0.0	0.0	23.3	23.3	0.0	0.0	0.0	23.9	23.9	23.9
Volume/Cap:		0.20	0.00		0.26	0.42	0.00	0.00	0.00	0.42		0.34
Delay/Veh:	24.6	8.5	0.0		18.1	19.4	0.0	0.0	0.0	18.9		18.5
User DelAdj:			1.00	1.00		1.00	1.00		1.00	1.00		1.00
AdjDel/Veh:		8.5		0.0		19.4	0.0	0.0	0.0	18.9		18.5
LOS by Move:			Α.	0.0 A	B-	B-	Α.		Α.	B-	B-	B-
HCM2kAvqQ:		2	0	0	3	4	0		0	5	5	4
Note: Queue							-	-	3	3	5	-
mote. Queue i	CPOT	cca ib	C11C 11	. G.IIDCI	O1 C0	TO PCI	Tail.	•				

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

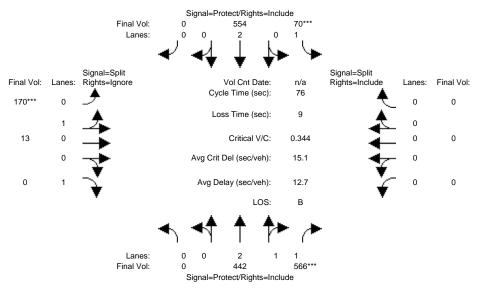
Intersection #17: Great America Parkway / SR 237 Eastbound Ramps [CMP]



Street Name: Approach:	No	Great	Ameri	.ca Pai	rkway	und	₽.	SR 23	7 East	bound	Ramps est Bo	und
Movement:			– R	L -	лин 60 - Т	- R	L ·		– R		est bo - T	
Min. Green:	. 0	10		. 7		0		10		. 0	0	0 '
Y+R:	4.0		4.0			4.0		4.0	4.0		4.0	4.0
Volume Module												
Base Vol:		419	566	58	530	0	158	13	261	0	0	0
Growth Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:		419	566	58	530	0	158	13	261	0	0	0
Added Vol:	0		0	0	0	0	0	0	0	0	0	0
PasserByVol:			0	0	0	0	0	-	0	0	0	0
Initial Fut:			566	58	530	0	158	13	261	0	0	0
User Adj:		1.00	1.00		1.00	1.00		1.00	0.00		1.00	1.00
PHF Adj:		1.00	1.00		1.00	1.00		1.00	0.00		1.00	1.00
PHF Volume:		419	566	58	530	0	158	13	0	0	0	0
Reduct Vol:	0		0	0	0	0	0	-	0	0	0	0
Reduced Vol:		419	566	58	530	0	158	13	0	0	0	0
PCE Adj:		1.00	1.00		1.00	1.00		1.00	0.00		1.00	1.00
MLF Adj:		1.00	1.00		1.00	1.00		1.00	0.00		1.00	1.00
FinalVolume:			566		530	0	158	13	0	. 0	0	0
Saturation F												
Sat/Lane:		1900	1900		1900	1900		1900	1900		1900	1900
Adjustment:		1.00	0.92		1.00	0.92		0.95	0.92		1.00	0.92
Lanes:		2.00	2.00		2.00	0.00		0.08	1.00		0.00	0.00
Final Sat.:		3800	3500		3800	0	1663		1750	. 0	0	0
	1											
Capacity Ana	-											
Vol/Sat:	0.00	0.11	0.16		0.14	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
	0.0		37.4		45.0	0.0		22.0	0.0	0.0	0.0	0.0
Volume/Cap:		0.22	0.33		0.24	0.00		0.33	0.00		0.00	0.00
Delay/Veh:			11.8	32.9	7.4	0.0		21.6	0.0	0.0	0.0	0.0
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			11.8	32.9	7.4	0.0		21.6	0.0	0.0	0.0	0.0
LOS by Move:			B+	C-	A	A	C+	C+	A	A		A
HCM2kAvgQ:	0		4	_ 1	3	0	3		0	0	0	0
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

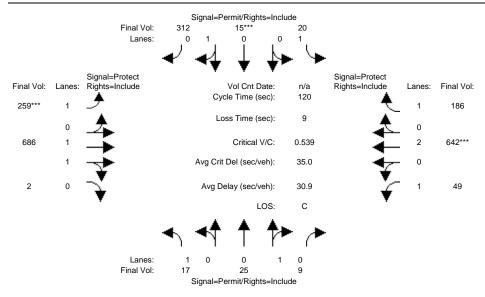
Intersection #17: Great America Parkway / SR 237 Eastbound Ramps [CMP]



Street Name: Approach:	Great America Parkway North Bound South Bound							SR 237 Eastbound Ramps East Bound West Bound					
Movement:	L - T - R			J	лсп 60 - Т	- R	L - T - R			L - T - R			
Min. Green:	0	10		['] 7		0 '		10		0	0	0	
Y+R:	4.0		4.0			4.0		4.0	4.0		4.0	4.0	
Volume Module													
Base Vol:		419	566	58	530	0	158	13	261	0	0	0	
Growth Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Initial Bse:		419	566	58	530	0	158	13	261	0	0	0	
Added Vol:	0		0	12	24	0	12	0	0	0	0	0	
PasserByVol:	0		0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0		566	70	554	0	170	13	261	0	0	0	
User Adj:		1.00	1.00		1.00	1.00		1.00	0.00		1.00	1.00	
PHF Adj:		1.00	1.00		1.00	1.00		1.00	0.00		1.00	1.00	
PHF Volume:			566	70	554	0	170	13	0	0	0	0	
Reduct Vol:	0		0	0	0	0	0	0	0	0	0	0	
Reduced Vol:		442	566	70	554	0	170	13	0	0	0	0	
PCE Adj:		1.00	1.00		1.00	1.00		1.00	0.00		1.00	1.00	
MLF Adj:		1.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:			566			0	170	13	0	. 0	0	0	
Saturation F													
Sat/Lane:		1900	1900	1900	1900	1900		1900	1900		1900	1900	
Adjustment:		1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92		1.00	0.92	
Lanes:		2.00	2.00		2.00	0.00		0.07	1.00		0.00	0.00	
Final Sat.:		3800	3500		3800	0	1672		1750	. 0	0	0	
	1												
Capacity Ana	-												
Vol/Sat:	0.00	0.12	0.16		0.15	0.00		0.10	0.00	0.00	0.00	0.00	
Crit Moves:			****	****			****						
	0.0		35.7		44.5	0.0		22.5	0.0	0.0	0.0	0.0	
Volume/Cap:		0.25	0.34		0.25	0.00		0.34	0.00		0.00	0.00	
Delay/Veh:			12.8	31.9	7.7	0.0		21.4	0.0	0.0	0.0	0.0	
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00	
AdjDel/Veh:			12.8	31.9	7.7	0.0		21.4	0.0	0.0	0.0	0.0	
LOS by Move:			В	С	A	A	C+	C+	A	A		A	
HCM2kAvgQ:	0		4	2	3	0	4	_	0	0	0	0	
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•					

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

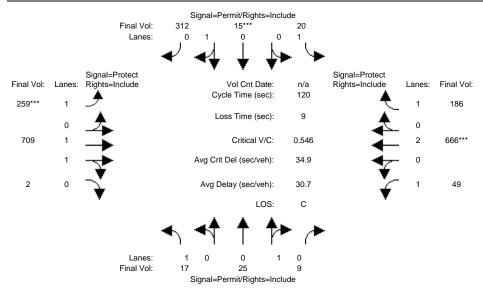
Intersection #18: Vista Montana / Tasman Drive



Street Name: Approach:		V rth Bo				und	Tasman Drive East Bound West Bound					
Movement:												
		10		10			7				10	10
Y+R:		4.0					4.0		4.0			4.0
Volume Module			'	İ		į	ı		ļ	ı		1
Base Vol:	17	25	9	20	15	312	259	686	2	49	642	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	25	9	20	15	312	259	686	2	49	642	186
Added Vol:			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:	17	25	9	20	15	312	259	686	2	49	642	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	25	9	20	15	312	259	686	2	49	642	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	25	9	20	15	312	259	686	2	49	642	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	25	9	20	15	312	259	686	2	49	642	186
Saturation F	low M	odule:	·			•						·
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.74	0.26	1.00	0.05	0.95	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1750	1324	476	1750	83	1717	1750	3689	11	1750	3800	1750
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.01	0.02	0.02	0.01	0.18	0.18	0.15	0.19	0.19	0.03	0.17	0.11
Crit Moves:					****		***				****	
Green Time:	40.4	40.4	40.4	40.4	40.4	40.4	32.9	53.7	53.7	16.8	37.6	37.6
Volume/Cap:	0.03	0.06	0.06	0.03	0.54	0.54	0.54	0.42	0.42	0.20	0.54	0.34
Delay/Veh:	26.7	26.9	26.9	26.7	33.2	33.2	38.3	22.7	22.7	46.0	34.5	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	26.9	26.9	26.7	33.2	33.2	38.3	22.7	22.7	46.0	34.5	32.0
LOS by Move:		С	С	С	C-	C-	D+	C+	C+	D	C-	C-
HCM2kAvgQ:	0	1	1	1	10	10	9	9	9	2	10	5
Note: Queue	repor	ted is	the n	umber	of ca	ırs per	lane.					

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

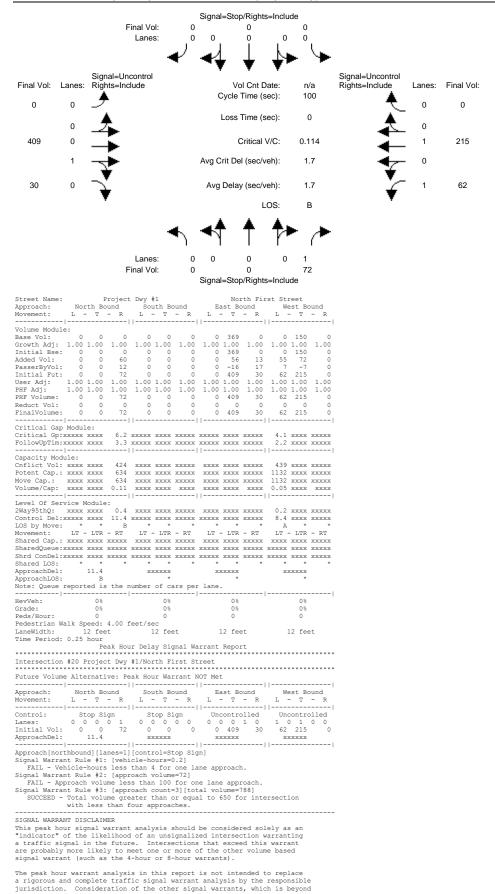
Intersection #18: Vista Montana / Tasman Drive



Street Name: Approach:	No	V.	ista M	ontana Sol	a ıth Bo	und	E:	agt Bo	Tasman	n Drive West Bound		
Movement:		- T				- R					- Т	
Min. Green:		10			10			10	10 4.0		10	10
Y+R: 	4.0				4.0			4.0			4.0	4.0
Volume Modul	1			1								
Base Vol:	17	25	9	20	15	312	259	686	2	49	642	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	25	9	20	15	312	259	686	2	49	642	186
Added Vol:	0	0	0	0	0	0	0	23	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	25	9	20	15	312	259	709	2	49	666	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	25	9	20	15	312	259	709	2	49	666	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	25	9	20	15	312	259	709	2	49	666	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	25	9	20	15	312	259	709	2	49	666	186
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.74	0.26	1.00	0.05	0.95	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:			476	1750		1717		3690	10		3800	1750
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.01	0.02	0.02	0.01	0.18	0.18	0.15	0.19	0.19	0.03	0.18	0.11
Crit Moves:					***		****				****	
Green Time:	39.9	39.9	39.9	39.9	39.9	39.9	32.5	54.5	54.5	16.5	38.5	38.5
Volume/Cap:	0.03	0.06	0.06	0.03	0.55	0.55	0.55	0.42	0.42	0.20	0.55	0.33
Delay/Veh:	27.0	27.3	27.3	27.0	33.7	33.7	38.7	22.3	22.3	46.3	34.1	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	27.3	27.3	27.0	33.7	33.7	38.7	22.3	22.3	46.3	34.1	31.3
LOS by Move:	С	C	С	С	C-	C-	D+	C+	C+	D	C-	C
HCM2kAvgQ:	0	1	1	1	10	10	9	9	9	2	10	5
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane	•				

Level Of Service Computation Report 2000 HCM Unsignalized (Future Volume Alternative) Existing PP PM

Intersection #20: Project Dwy #1/North First Street [Project Dwy]



The scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection \$20 Project Dwy \$1/North First Street

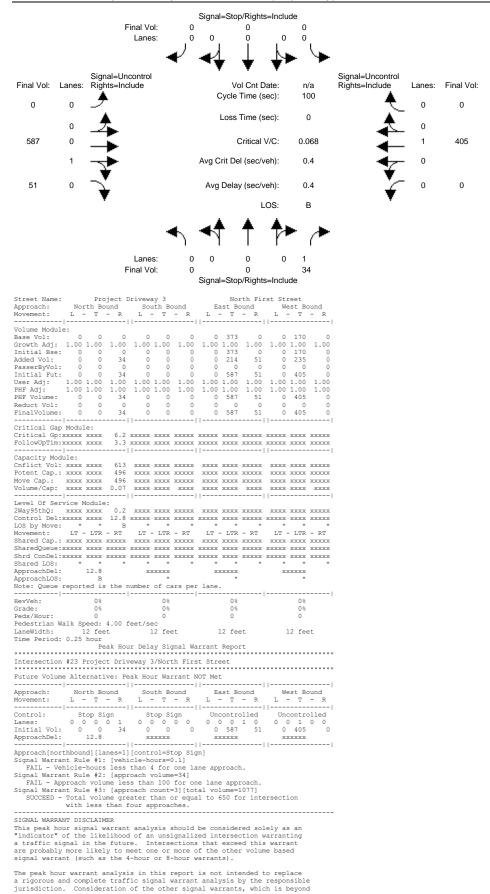
Future Volume Alternative: Peak Hour Warrant NOT Met

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

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

Level Of Service Computation Report 2000 HCM Unsignalized (Future Volume Alternative) Existing PP PM

Intersection #23: Project Driveway 3/North First Street [Project Dwy]



The scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 Project Driveway 3/North First Street

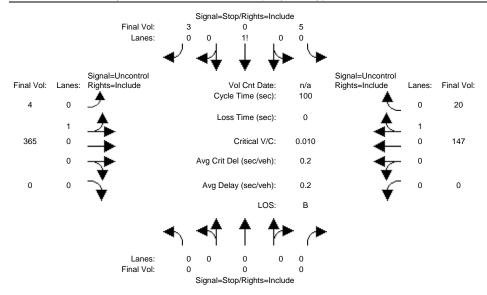
Future Volume Alternative: Peak Hour Warrant NOT Met

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

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

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

Intersection #22: Trinity Park Drive/North First Street [Project Dwy]



Movement: L - T - R L - T - R L - T - R L - T - R L - T - R	Street Name:		Trinity Park Drive							North First Street						
Volume Module: Base Vol: 0 0 0 5 0 3 4 365 0 0 147 20 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Approach:															
Volume Module: Base Vol: 0 0 0 0 5 0 3 4 365 0 0 147 20 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0																
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0																
Initial Bse: 0 0 0 5 0 3 4 365 0 0 147 20 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Base Vol:	0	0	0	5	0	3	4	365	0	0	147	20			
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Initial Bse:	0	0	0	5	0	3	4	365	0	0	147	20			
Initial Fut: 0 0 0 5 0 3 4 365 0 0 147 20 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Initial Fut:	0	0	0	5	0	3	4	365	0	0	147	20			
PHF Volume: 0 0 0 5 0 3 4 365 0 0 147 20 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume: 0 0 0 5 0 3 4 365 0 0 147 20	PHF Volume:	0	0	0	5	0	3	4	365	0	0	147	20			
Critical Gap Module: Critical Gp:xxxxx xxxx xxxxx 6.4 6.5 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 2.2 xxxx xxxxx xxxxx xxxxx xxxxx xxxx	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Critical Gap Module: Critical Gp:xxxxx xxxx xxxx	FinalVolume:	0	0	0	5	0	3	4	365	0	0	147	20			
Critical Gp:xxxxx xxxx xxxxx																
FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 2.2 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx	Critical Gap	Modu	le:													
Capacity Module: Cnflict Vol: xxxx xxxx xxxxx 530 530 157 167 xxxx xxxx xxxx xxxx xxxx Potent Cap.: xxxx xxxx xxxx 513 457 894 1423 xxxx xxxx xxxx xxxx xxxx XVolume/Cap: xxxx xxxx xxxx 512 456 894 1423 xxxx xxxx xxxx xxxx xxxx Volume/Cap: xxxx xxxx xxxx 0.01 0.00 0.00 0.00 0.00	Critical Gp:	xxxxx	XXXX	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	XXXXX			
Capacity Module: Cnflict Vol: xxxx xxxx xxxx	FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Cnflict Vol: xxxx xxxx xxxxx 530 530 157 167 xxxx xxxx xxxx xxxx xxxx xxxx Potent Cap.: xxxx xxxx xxxx 513 457 894 1423 xxxx xxxx xxxx xxxx xxxx xxxx xxxx x																
Potent Cap.: xxxx xxxx xxxx xxxx 513 457 894 1423 xxxx xxxx xxxx xxxx xxxx xxxx xxxx x	Capacity Mod	ule:														
Move Cap.: xxxx xxxx xxxx 512 456 894 1423 xxxx xxxx xxxx xxxx xxxx volume/Cap: xxxx xxxx xxxx 0.01 0.00 0.00 0.00 0.00	Cnflict Vol:	XXXX	XXXX	xxxxx	530	530	157	167	xxxx	xxxxx	XXXX	xxxx	XXXXX			
Volume/Cap: xxxx xxxx xxxx xxxx 0.01 0.00 0.00 0.00	Potent Cap.:	XXXX	XXXX	xxxxx	513	457	894	1423	xxxx	xxxxx	XXXX	xxxx	XXXXX			
Level Of Service Module: 2Way95thQ: xxxx xxxx xxxx xxxx xxxx xxxx xxxx 7.5 xxxx xxxx	Move Cap.:	XXXX	XXXX	xxxxx	512	456	894	1423	xxxx	xxxxx	XXXX	xxxx	XXXXX			
Level Of Service Module: 2Way95thQ: xxxx xxxx xxxx xxxx xxxx xxxx xxxx x	Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx			
<pre>2Way95thQ: xxxx xxxx xxxx xxxx xxxx xxxx xxxx x</pre>																
Control Del:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx x	Level Of Ser	vice 1	Modul	e:												
LOS by Move: * * * * * * * * * * A * * * * * * * *	2Way95thQ:	XXXX	XXXX	xxxxx	XXXX	xxxx	XXXXX	0.0	xxxx	xxxxx	XXXX	xxxx	XXXXX			
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx x	Control Del:	xxxxx	XXXX	xxxxx	xxxxx	xxxx	XXXXX	7.5	xxxx	xxxxx	xxxxx	xxxx	XXXXX			
Shared Cap.: xxxx xxxx xxxx xxxx xxxx 610 xxxxx xxxx	LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*			
SharedQueue:xxxxx xxxx xxxxx xxxxx 0.0 xxxxx 0.0 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx	Movement:	LT	- LTR	- RT	LT ·	- LTR	- RT	LT	- LTR	- RT	LT ·	- LTR	- RT			
Shrd ConDel:xxxxx xxxx xxxx xxxx xxxx 11.0 xxxxx 7.5 xxxx xxxx xxxx xxxx xxxx xxxx	Shared Cap.:	XXXX	XXXX	xxxxx	XXXX	610	XXXXX	XXXX	xxxx	xxxxx	XXXX	xxxx	XXXXX			
Shared LOS:	SharedQueue:	xxxxx	XXXX	xxxxx	xxxxx	0.0	XXXXX	0.0	xxxx	xxxxx	xxxxx	xxxx	XXXXX			
ApproachDel: xxxxxx 11.0 xxxxxx xxxxx ApproachLOS: * B * * Note: Queue reported is the number of cars per lane. Peak Hour Delay Signal Warrant Report ***********************************	Shrd ConDel:	xxxxx	XXXX	xxxxx	xxxxx	11.0	XXXXX	7.5	xxxx	xxxxx	xxxxx	xxxx	XXXXX			
ApproachLOS: * B * * Note: Queue reported is the number of cars per lane. Peak Hour Delay Signal Warrant Report ***********************************	Shared LOS:	*	*	*	*	В	*	A	*	*	*	*	*			
Note: Queue reported is the number of cars per lane. Peak Hour Delay Signal Warrant Report ***********************************	ApproachDel:	X	xxxxx			11.0		X	xxxxx		X	xxxxx				
Peak Hour Delay Signal Warrant Report ***********************************	ApproachLOS:		*			В			*			*				
**************************************	Note: Queue	repor	ted i	s the 1	number	of ca	ars per	lane								
Intersection #22 Trinity Park Drive/North First Street	Peak Hour Delay Signal Warrant Report															
*******************	*************************															
Future Volume Alternative: Peak Hour Warrant NOT Met	Future Volum	e Alt	ernat	ive: Pe	eak Hou	ır Wa	rrant N	OT Me	t							

-----|----|-----|------| North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: Movement: -----||-----||-----| Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 0 1 0 Initial Vol: 0 0 0 5 0 3 4 365 0 0 147
ApproachDel: xxxxxx 11.0 xxxxxx xxxxx Approach[southbound][lanes=1][control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=0.0] FAIL - Vehicle-hours less than 4 for one lane approach. Signal Warrant Rule #2: [approach volume=8] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=3][total volume=544] FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Trinity Park Drive/North First Street

Future Volume Alternative: Peak Hour Warrant NOT Met Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R

-----||-----||-----| Control: Stop Sign Stop Sign Uncontrolled Uncontrolled Lanes: 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 0 1 0 Initial Vol: 0 0 0 0 5 0 3 4 365 0 0 147 20

Major Street Volume: 536 Minor Approach Volume: Minor Approach Volume Threshold: 386

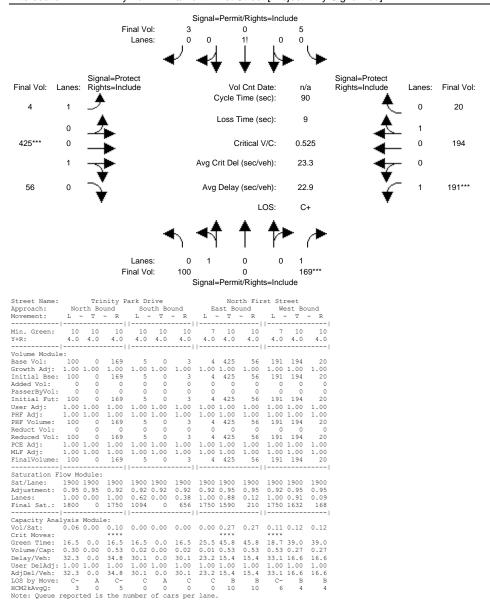
SIGNAL WARRANT DISCLAIMER

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

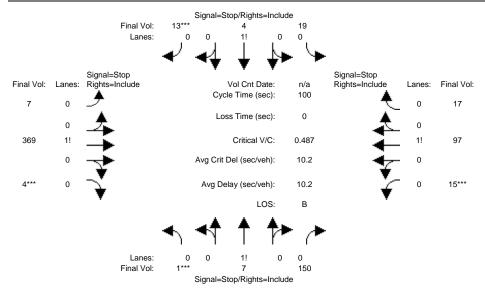
Intersection #122: Trinity Park Drive/North First Street [Project Dwy Signalized]



Topgolf Transportation Impact Analysis Existing (2015) Conditions - PM Peak Hour

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

Intersection #55: Liberty Street/North Taylor Street



Street Name: Approach:			iberty			ound	E:		h Tayl		reet est Bo	und
Movement:						- R						
Min. Green:	7	10	 10	7	10	 10	7	10	 10	7	10	10
Module												
Volume Module Base Vol:	e. 1	7	150	19	4	13	7	369	4	15	97	17
Growth Adj:	_		1.00		1.00	1.00	•	1.00	1.00	1.00		1.00
Initial Bse:		7	150	19	4	13	7		4	15	97	17
Added Vol:	0	0	130	0	0	0	0	0	0	0	0	0
PasserByVol:	-	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:		7	150	19	4	13	7		4	15	97	17
User Adi:	1.00	•	1.00		1.00	1.00	•	1.00	1.00	1.00		1.00
PHF Adj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:			150	19	4	13	7	369	4	15	97	17
Reduct Vol:		0	0	0	0	0	,	0	0	0	0	0
Reduced Vol:			150	19	4	13	7	-	4	15	97	17
PCE Adj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:		7	150	19	4	13	7		4	15	97	17
Saturation F	iow Mo	odule:							•			·
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.04	0.95	0.53	0.11	0.36	0.02	0.97	0.01	0.12	0.75	0.13
Final Sat.:			695			228		758	8	84		96
Capacity Ana	_											
Vol/Sat:		0.22	0.22	0.06	0.06	0.06	0.49	0.49	0.49	0.18	0.18	0.18
Crit Moves:	****					****			****	****		
- ·	8.6		8.6	8.4		8.4		11.5	11.5	8.7	8.7	8.7
Delay Adj:	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:		8.6	8.6	8.4		8.4		11.5	11.5	8.7	8.7	8.7
LOS by Move:	A	A	A	A		A	В	_	В	A	A	A
ApproachDel:		8.6			8.4			11.5			8.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.6			8.4			11.5			8.7	
LOS by Appr:		A			A			В			A	
AllWayAvgQ:			0.2	0.0		0.0	0.9		0.9	0.2	0.2	0.2
Note: Queue												
*****						Warran					التناويات بالتناويات	
								^ × × × × ×	^ × × × × ×	^ X X X X X	* * *	^ × × * * *
Intersection								*****	****	*****	****	*****

SIGNAL WARRANT DISCLAIMER

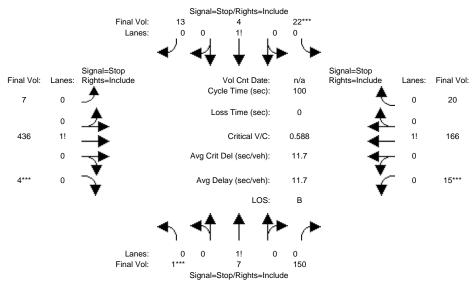
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Topgolf Transportation Impact Analysis Existing (2015) Conditions - PM Peak Hour

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

Intersection #55: Liberty Street/North Taylor Street



			Ü	. 0								
Street Name:			iberty	Stree	et	ound		Nort	h Tayl	or St	reet	
			und	Sot	ıth Bo	und	Εa	ast Bo	und	We		
Movement:			- R	_ L -	- T	- R	_ L ·	- T	- R	_ L ·	- T	
Min. Green:	. 7	10	10	. 7	10	10	. 7	10	10	. 7	10	10
·												
Volume Module												
Base Vol:	1	7	150	19	4	13	7	369	4	15	97	17
_		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	1	7	150	19	4	13	7	369	4	15	97	17
Added Vol:	0	0	0	2	0	0	0	67	0	0	69	3
PasserByVol:	0	0	0	1	0	0	0	0	0	0	0	0
Initial Fut:	1	7	150	22	4	13	7	436	4	15	166	20
_		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	7	150	22	4	13	7	436	4	15	166	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	7	150	22	4	13	7	436	4	15	166	20
_	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	7	150	22	4	13	7	436	4	15	166	20
Saturation Fl	Low Mo	odule:										
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.04	0.95	0.57	0.10	0.33	0.02	0.97	0.01	0.07	0.83	0.10
	4		638	324		191		742	7	53	585	70
Capacity Anal	Lysis	Modul	e:									
Vol/Sat:	0.23	0.23	0.23	0.07	0.07	0.07	0.59	0.59	0.59	0.28	0.28	0.28
Crit Moves:	****			***					****	****		
Delay/Veh:	9.2	9.2	9.2	8.9	8.9	8.9	13.7	13.7	13.7	9.7	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.2	9.2	8.9	8.9	8.9	13.7	13.7	13.7	9.7	9.7	9.7
LOS by Move:	A	A	A	A	A	A	В	В	В	A	A	A
ApproachDel:		9.2			8.9			13.7			9.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.2			8.9			13.7			9.7	
LOS by Appr:		A			А			В			А	
AllWayAvqQ:	0.2	0.2	0.2	0.1	0.1	0.1	1.3	1.3	1.3	0.4	0.4	0.4
Note: Queue r	repor	ted is				rs per	lane					
-						Warran			rban]			
******										****	*****	****
Intersection	#55	Libert	y Stre	et/Noi	rth Ta	ylor S	treet					

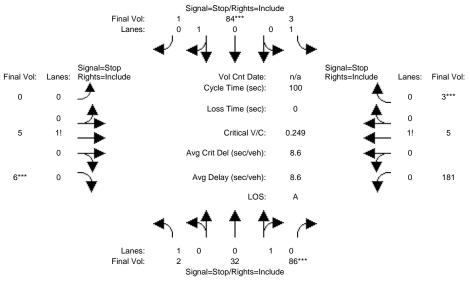
SIGNAL WARRANT DISCLAIMER

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

Intersection #1: Gold Street / North Taylor Street



Street Name:			Gold S	treet		ound		Nort	h Tayl	or St	reet	
Approach:			und	Sot	uth Bo	und	Εa	ast Bo	und	We	est Bo	und
Movement:			- R			- R					- T	
Min. Green:		 10		7			•	10			10	10
				1								
Volume Module	1						1					
Base Vol:	2	32	86	3	84	1	0	5	6	181	5	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	32	86	3	84	1	0	5	6	181	5	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	32	86	3	84	1	0	5	6	181	5	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	32	86	3	84	1	0	5	6	181	5	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	32	86	3	84	1	0	5	6	181	5	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	32	86	3		1	0	5	6	181	5	3
Saturation F				'		'	'		,	'		'
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.27	0.73	1.00	0.99	0.01	0.00	0.45	0.55	0.96	0.03	0.01
Final Sat.:	629	207	557	625	678	8	0	361	433	727	20	12
Capacity Ana	İysis	Modul	e:				•					
Vol/Sat:	0.00	0.15	0.15	0.00	0.12	0.12	xxxx	0.01	0.01	0.25	0.25	0.25
Crit Moves:			****		****				****			****
Delay/Veh:	8.3	8.0	8.0	8.3	8.4	8.4	0.0	7.3	7.3	9.0	9.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.0	8.0	8.3	8.4	8.4	0.0	7.3	7.3	9.0	9.0	9.0
LOS by Move:	A	A	A	A	A	A	*	A	A	A	A	A
ApproachDel:		8.0			8.4			7.3			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.0			8.4			7.3			9.0	
LOS by Appr:		А			A			А			A	
AllWayAvgQ:	0.0	0.2	0.2	0.0	0.1	0.1	0.0	0.0	0.0	0.3	0.3	0.3
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					
	P	eak Ho	ur Vol	ume S	ignal	Warran	t Repo	ort [U	rban]			
*****	****	*****	*****	****	*****	****	****	*****	*****	****	*****	****

Intersection #1 Gold Street / North Taylor Street

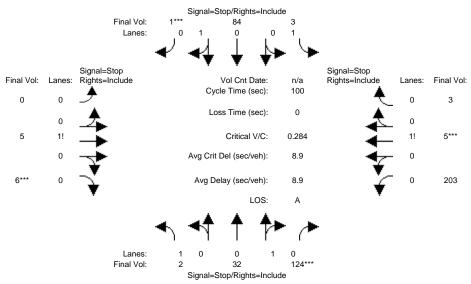
SIGNAL WARRANT DISCLAIMER

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

Intersection #1: Gold Street / North Taylor Street



Street Name:			Gold S			,	_		h Tayl			-
		rth Bo		Sot	ıth Bo	ound					est Bo	
Movement:	ь.	- T	- R	Ь-	- T	- R	Ъ.		- R		- T	
Min. Green:		10	10	,	10	10	1		10	7		10
,												
Volume Module Base Vol:	2	32	86	3	84	1	0	5	6	181	5	3
		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	2		86	3	84	1.00	1.00	5	1.00	181	5	3
Added Vol:	0	0	38	0	0	0	0	0	0	22	0	0
		0	38	0	0	0	0	0	0	0	0	0
PasserByVol:	0 2			3		1	0	5	6	-	5	3
Initial Fut:			124		84	_	-			203		-
		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
•		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	2		124	3	84	1	0	5	6	203	5	3
Reduct Vol:	0	0	0	0	0	0	0	0 5	0	0	0 5	0
Reduced Vol:			124	3	84	1	1 00	_	6	203	_	-
-		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
_		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
FinalVolume:			124	3	84	1 	0	5	6	203	5	3
Saturation Fl Adjustment:		1.00	1.00	1 00	1.00	1.00	1 00	1.00	1.00	1 00	1.00	1.00
-		0.21	0.79		0.99	0.01		0.45	0.55		0.02	0.01
Final Sat.:	621		604		663	8	0.00		417	714	18	11
						-	-			. – –		
Capacity Anal				1			1		1	1		
	-	0.21	0.21	0 00	0.13	0.13	xxxx	0.01	0.01	0 28	0.28	0.28
Crit Moves:	0.00	0.21	****	0.00	0.13	****	212121	0.01	****	0.20	****	0.20
Delay/Veh:	8.3	8.4	8.4	8.4	8.6	8.6	0.0	7.5	7.5	9.4	9.4	9.4
- '		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			8.4	8.4	8.6	8.6	0.0	7.5	7.5	9.4	9.4	9.4
LOS by Move:			A	A.		Α.	*	, . s	, . s	Α.		Α
ApproachDel:		8.4			8.6			7.5			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			8.6			7.5			9.4	
LOS by Appr:		Α			0.0 A			7.5 A			Э. I А	
AllWayAvqQ:	0.0		0.2	0.0		0.1	0.0		0.0	0.4		0.4
Note: Queue r									0.0	0.1	0.1	0.1
Queue I						Warran			rban l			
*****										****	*****	*****
Intersection	#1 G	old St	reet /	North	n Tayl	or Str	eet					

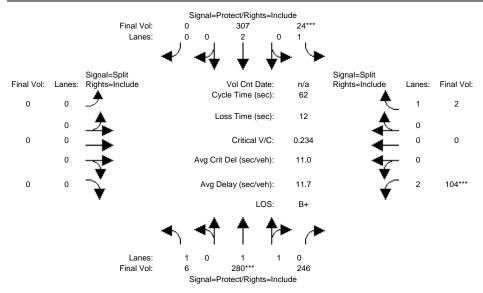
SIGNAL WARRANT DISCLAIMER

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

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

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

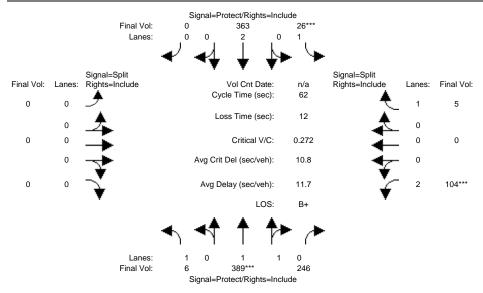
Intersection #2: North 1st Street / Nortech Parkway



Street Name: Approach:			rth 1s und	t Stre	eet uth Bo	und	Ea	No ast Bo	rtech und	Parkwa We	ıy est Bo	und
Movement:		- T		L -	- T	- R	L ·	- T	- R	L -	· T	- R
Min. Green:		10			10	0		0		10		10
Y+R: 	4.0		4.0			4.0		4.0	4.0		4.0	4.0
Volume Modul			Į	Į		ı	I		I	Į		ı
Base Vol:	6	280	213	24	307	0	0	0	0	71	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	280	213	24	307	0	0	0	0	71	0	2
Added Vol:	0	0	33	0	0	0	0	0	0	33	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	280	246	24	307	0	0	0	0	104	0	2
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	280	246	24	307	0	0	0	0	104	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	280	246	24	307	0	0	0	0	104	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	280	246	24	307	0	0	0	0	104	0	2
Saturation F	low M	odule:							•	•		•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.04	0.96	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:		1968	1729	1750	3800	0	0	0	0	3150	0	1750
Capacity Ana	İysis	Modul	e:	•					•	•		•
Vol/Sat:	0.00	0.14	0.14	0.01	0.08	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	16.5	33.0	33.0	7.0	23.5	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.27	0.27	0.12	0.21	0.00	0.00	0.00	0.00	0.20	0.00	0.01
Delay/Veh:	16.8	8.0	8.0	25.0	13.1	0.0	0.0	0.0	0.0	22.8	0.0	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			8.0	25.0	13.1	0.0	0.0	0.0	0.0	22.8	0.0	21.8
LOS by Move:	В	A	A	С	В	A	А	А	A	C+	A	C+
HCM2kAvgQ:	0		3	1	2	0	0	0	0	1	0	0
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

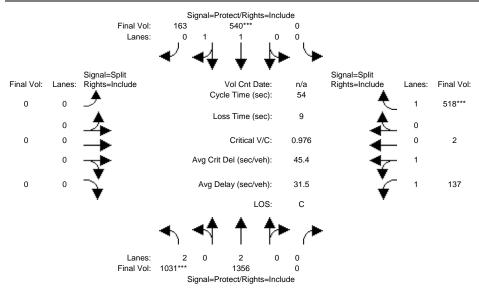
Intersection #2: North 1st Street / Nortech Parkway



Street Name: Approach:			rth 1s und	t Stre	eet uth Bo	und	Ea	No ast Bo	rtech und	Parkwa We	y st Bo	und
Movement:		- T				- R			- R		Т	- R
Min. Green:		10		7		0		0		10		10
Y+R: 	4.0		4.0			4.0		4.0	4.0		4.0	4.0
Volume Modul			I	I		1	I		ı	1		I
Base Vol:	6	280	213	24	307	0	0	0	0	71	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	280	213	24	307	0	0	0	0	71	0	2
Added Vol:	0	109	33	2	56	0	0	0	0	33	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	389	246	26	363	0	0	0	0	104	0	5
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	389	246	26	363	0	0	0	0	104	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	389	246	26	363	0	0	0	0	104	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	389	246		363	0	0	0	0	104	0	5
Saturation F	low M	odule:	•			·			•	•		•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.20	0.80	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2266	1433	1750	3800	0	0	0	0	3150	0	1750
Capacity Ana	İysis	Modul	e:			·			•	•		•
Vol/Sat:	0.00	0.17	0.17	0.01	0.10	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	16.5	33.0	33.0	7.0	23.5	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.32	0.32	0.13	0.25	0.00	0.00	0.00	0.00	0.20	0.00	0.02
Delay/Veh:	16.8	8.3	8.3	25.1	13.3	0.0	0.0	0.0	0.0	22.8	0.0	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	8.3	8.3	25.1	13.3	0.0	0.0	0.0	0.0	22.8	0.0	21.9
LOS by Move:	В	A	A	С	В	A	А	А	A	C+	А	C+
HCM2kAvgQ:	0		3	1	2	0	0	0	0	1	0	0
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

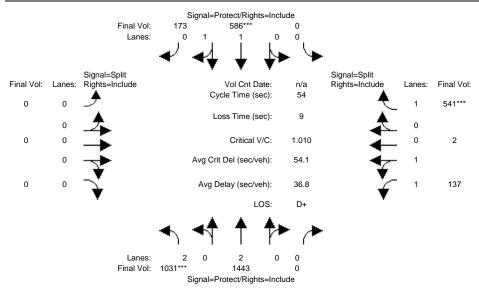
Intersection #3: North 1st Street / SR 237 Westbound Ramps [CMP]



Street Name: Approach:			rth 1s	t Str	eet	ound	σ.	SR 23	7 West		Ramps est Bo	
Movement:		- T				- R					- T	
Min. Green:		10		0					0 '	10		10
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
	1											
Volume Module	e:											
Base Vol:	949		0	0	278	116	0	0	0	91	2	93
Growth Adj:			1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00
Initial Bse:		522	0	0	278	116	0	0	0	91	2	93
Added Vol:	0	33	0	0	33	0	0	0	0	0	0	0
PasserByVol:	82	801	0	0	229	47	0	0	0	46	0	425
Initial Fut:	1031	1356	0	0	540	163	0	0	0	137	2	518
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1031	1356	0	0	540	163	0	0	0	137	2	518
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1031	1356	0	0	540	163	0	0	0	137	2	518
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1031	1356	0	0	540	163	0	0	0	137	2	518
Saturation F				'		'	'		'	'		'
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.52	0.48	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	3150	3800	0			858	0	0	0	3499	51	1750
Capacity Ana	İysis	Modul	e: ˈ									'
Vol/Sat:	0.33	0.36	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.04	0.04	0.30
Crit Moves:	****				***							****
Green Time:	18.1	28.6	0.0	0.0	10.5	10.5	0.0	0.0	0.0	16.4	16.4	16.4
Volume/Cap:		0.67	0.00	0.00	0.98	0.98		0.00	0.00		0.13	0.98
Delay/Veh:		10.2	0.0	0.0		49.2	0.0	0.0	0.0		13.7	51.5
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdiDel/Veh:				0.0		49.2	0.0	0.0	0.0		13.7	51.5
LOS by Move:			A	A		D	A		A	В	В	D-
HCM2kAvqQ:	10		0	0	8	8	0		0	1		16
Note: Queue :				-			-	-	ŭ	_	_	
	-11-					- 1-31		-				

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

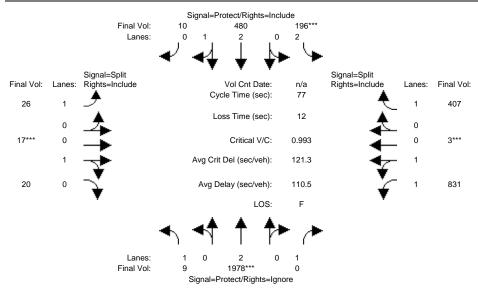
Intersection #3: North 1st Street / SR 237 Westbound Ramps [CMP]



Street Name: Approach:	No	No: rth Bo	rth 1s	t Stre	eet	ound	₽.	SR 23	7 West	bound We	_	
Movement:		- T				- R			- R		- Т	
Min. Green:	7	10			10		0	0	0	10	10	10
Y+R:		4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0
Volume Module	1											
Base Vol:	949	522	0	0	278	116	0	0	0	91	2	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	949	522	0	0	278	116	0	0	0	91	2	93
Added Vol:	0	120	0	0	79	10	0	0	0	0	0	23
PasserByVol:	82	801	0	0	229	47	0	0	0	46	0	425
Initial Fut:	1031	1443	0	0	586	173	0	0	0	137	2	541
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1031	1443	0	0	586	173	0	0	0	137	2	541
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1031	1443	0	0	586	173	0	0	0	137	2	541
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1031	1443	0	0	586	173	0	0	0	137	2	541
Saturation F	low Mo	odule:		•								·
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.53	0.47	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	3150	3800	0	0	2856	843	0	0	0	3499	51	1750
Capacity Anal	lysis	Modul	e :	•						•		•
Vol/Sat:	0.33	0.38	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.04	0.04	0.31
Crit Moves:	****				***							****
Green Time:	17.5	28.5	0.0	0.0	11.0	11.0	0.0	0.0	0.0	16.5	16.5	16.5
Volume/Cap:	1.01	0.72	0.00	0.00	1.01	1.01	0.00	0.00	0.00	0.13	0.13	1.01
Delay/Veh:	48.9	11.0	0.0	0.0	56.8	56.8	0.0	0.0	0.0	13.6	13.6	60.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	11.0	0.0	0.0	56.8	56.8	0.0	0.0	0.0	13.6	13.6	60.1
LOS by Move:	D	B+	A	A	E+	E+	A	A	A	В	В	E
HCM2kAvgQ:	11	8	0	0	10	10	0	0	0	1	1	18
Note: Queue	report	ted is	the n	umber	of ca	ırs per	lane					

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

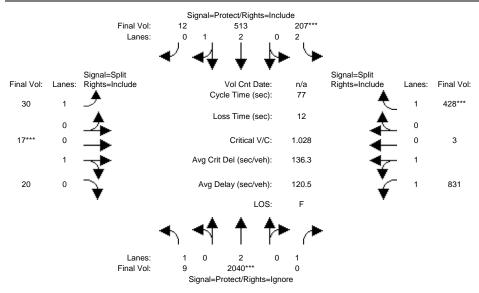
Intersection #4: North 1st Street / SR 237 Eastbound Ramps [CMP]



Street Name: Approach:	No	rth Bo	und	So	uth Bo	und	Εä	ast Bo	und		est Bo	ound
Movement:		- T				- R		- T			- T	
Min. Green: Y+R:	7	10 4.0	10	7	10 4.0	10	10	10 4.0	10	10		10
Volume Modul						_						
	9		267	96	263	7	23	14	20	686	2	178
Growth Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:		1243	267	96	263	7	23	14	20	686	2	178
Added Vol:		33	0	0	33	0	0	0	0	0		0
PasserByVol:	0		21	100	184	3	3		0	145	1	229
Initial Fut:		1978	288	196	480	10	26	17	20	831	3	407
User Adj:		1.00	0.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:		1.00	0.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:		1978	0	196	480	10	26	17	20	831	3	407
Reduct Vol:		0	0	0	0	0	0		0	0		0
Reduced Vol:			0	196	480	10	26		20	831	3	407
PCE Adj:			0.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
MLF Adj:		1.00	0.00		1.00	1.00		1.00	1.00		1.00	1.00
FinalVolume:			0		480	10	26	17	20	831	3	407
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.94	0.06	1.00	0.46	0.54	1.99	0.01	1.00
Final Sat.:	1750	3800	1750			114		827	973	3537	13	1750
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.01	0.52	0.00	0.06	0.09	0.09	0.01	0.02	0.02	0.23	0.23	0.23
Crit Moves:		****		****				****			****	
Green Time:	16.5	33.1	0.0	7.0	23.6	23.6	10.0	10.0	10.0	14.9	14.9	14.9
Volume/Cap:	0.02	1.21	0.00	0.68	0.29	0.29	0.11	0.16	0.16	1.21	1.21	1.20
Delay/Veh:	23.9	123	0.0	40.6	20.4	20.4	29.8	30.1	30.1	139.5	140	145.9
User DelAdj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	23.9	123	0.0	40.6	20.4	20.4	29.8	30.1	30.1	139.5	140	145.9
LOS by Move:			А	D	C+	C+	С	С	С	F	F	F
		45	0	3	3	3	1	1		23	23	23
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

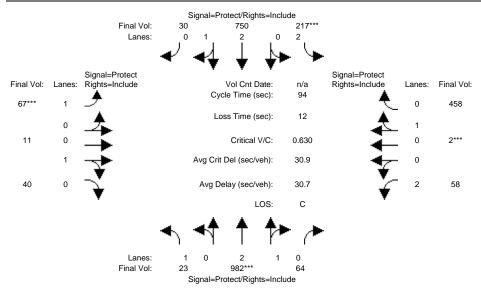
Intersection #4: North 1st Street / SR 237 Eastbound Ramps [CMP]



Street Name: Approach:	No	rth Bo	und	So	uth Bo	und	Εa	ast Bo	und		est Bo	ound
Movement:		- T				- R		- T			- T	
Min. Green: Y+R:	7 4.0	10 4.0	10	7 4.0	10 4.0	10	10 4.0	10 4.0	10 4.0	10 4.0	10 4.0	10 4.0
Volume Modul												
	9	1243	267	96	263	7	23	14	20	686	2	178
Growth Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:		1243	267	96	263	7	23	14	20	686	2	178
Added Vol:		95	0	11		2	4		0	0		21
PasserByVol:	0	702	21	100	184	3	3		0	145	1	229
Initial Fut:	9	2040	288	207	513	12	30	17	20	831	3	428
User Adj:		1.00	0.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:		1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	2040	0	207	513	12	30	17	20	831	3	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2040	0	207	513	12	30	17	20	831	3	428
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	2040	0	207	513	12	30	17	20	831	3	428
Saturation F	low M	odule:				·						•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.93	0.07	1.00	0.46	0.54	1.99	0.01	1.00
Final Sat.:	1750	3800	1750			128		827	973	3537	13	1750
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.01	0.54	0.00	0.07	0.09	0.09	0.02	0.02	0.02	0.23	0.23	0.24
Crit Moves:		****		****				****				****
Green Time:	16.5	33.0	0.0	7.0	23.5	23.5	10.0	10.0	10.0	15.0	15.0	15.0
Volume/Cap:	0.02	1.25	0.00	0.72	0.31	0.31	0.13	0.16	0.16		1.20	1.25
Delay/Veh:	23.9	141	0.0	42.8	20.6	20.6	29.9	30.1	30.1	136.2	136	166.9
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			0.0	42.8	20.6	20.6		30.1		136.2		166.9
LOS by Move:			A	D	C+	C+	С	_	С	F		F
		49	0	3		3		1	1	23	23	25
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

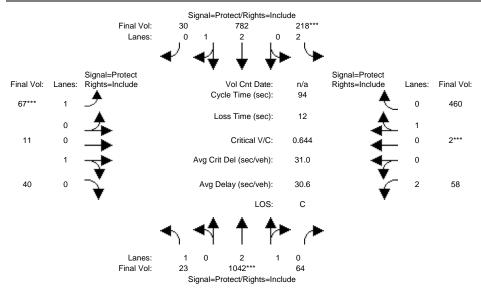
Intersection #5: North 1st Street / Holger Way



Street Name: Approach:		No:	rth 1s	t Str	eet	ound		at Po	Holge	r Way	est Bo	und
		- Т		500	TCII DC	- R	т —	ast bu	una	T W.	- T	
Movement:												
Min. Green:		10						10		7		10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Modul	e:			•		•			•			
Base Vol:	23	949	64	217	717	30	67	11	40	58	2	458
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	949	64	217	717	30	67	11	40	58	2	458
Added Vol:	0	33	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	982	64	217	750	30	67	11	40	58	2	458
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	982	64	217	750	30	67	11	40	58	2	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	982	64	217	750	30	67	11	40	58	2	458
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:		982	64	217	750	30	67	11	40	58	2	458
Saturation F	low M	odule:		'					'			'
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.81	0.19		2.88	0.12	1.00	0.22	0.78	2.00	0.01	0.99
Final Sat.:	1750	5257	343	3150	5384	215	1750	388	1412	3150	8	1792
Capacity Ana	İysis	Modul	e: ˈ	•								
Vol/Sat:	0.01	0.19	0.19	0.07	0.14	0.14	0.04	0.03	0.03	0.02	0.26	0.26
Crit Moves:		****		****			****				****	
Green Time:	13.1	27.4	27.4	10.1	24.4	24.4	7.0	26.2	26.2	18.3	37.5	37.5
Volume/Cap:	0.09	0.64	0.64	0.64	0.54	0.54	0.51	0.10	0.10	0.09	0.64	0.64
Delay/Veh:	35.5	29.9	29.9	44.3	30.3	30.3	45.4	25.3	25.3	31.1	24.8	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	29.9	29.9	44.3	30.3	30.3	45.4	25.3	25.3	31.1	24.8	24.8
LOS by Move:	D+	С	С	D	С	С	D	С	С	С	С	С
	1		9	4	6	6	3	1	1	1	12	12
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

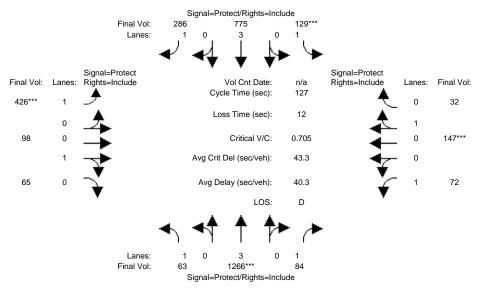
Intersection #5: North 1st Street / Holger Way



Street Name:		No: rth Bo	rth 1s	t Str	eet	ound	17.	at Do	Holge	r Way	at Da	nd
Movement:		- T				- R					- T	
 Min. Green:		10		7				10		7		10
Y+R:		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
Volume Module	1		- 1	I		1	I		ı	1		1
Base Vol:	23	949	64	217	717	30	67	11	40	58	2	458
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	949	64	217	717	30	67	11	40	58	2	458
Added Vol:	0	93	0	1	65	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1042	64	218	782	30	67	11	40	58	2	460
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1042	64	218	782	30	67	11	40	58	2	460
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1042	64	218	782	30	67	11	40	58	2	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	1042	64	218	782	30	67	11	40	58	2	460
Saturation F				'			•		'	•		'
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.82	0.18	2.00	2.89	0.11	1.00	0.22	0.78	2.00	0.01	0.99
Final Sat.:	1750	5276	324	3150	5393	207	1750	388	1412	3150	8	1792
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.01	0.20	0.20	0.07	0.15	0.15	0.04	0.03	0.03	0.02	0.26	0.26
Crit Moves:		****		****			****				****	
Green Time:	13.0	28.3	28.3	9.9	25.3	25.3	7.0	25.8	25.8	18.0	36.8	36.8
Volume/Cap:	0.10	0.66	0.66	0.66	0.54	0.54	0.51	0.10	0.10	0.10	0.66	0.66
Delay/Veh:	35.6	29.6	29.6	45.1	29.8	29.8	45.4	25.6	25.6	31.3	25.7	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	29.6	29.6	45.1	29.8	29.8	45.4	25.6	25.6	31.3	25.7	25.7
LOS by Move:	D+	С	С	D	C	С	D	С	С	С	С	C
HCM2kAvgQ:	1	9	9	4	7	7	3	1	1	1	12	12
Note: Queue	report	ted is	the n	umber	of ca	ırs per	lane					

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

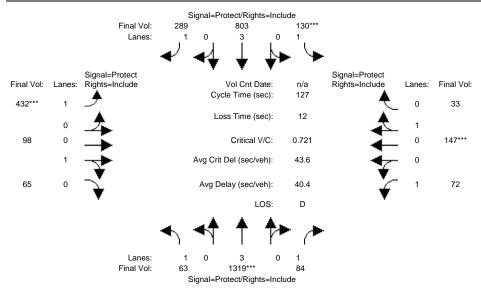
Intersection #6: North 1st Street / Vista Montana



Street Name:	Ma	North 1st Street North Bound South Bound						Vista Montana East Bound West Bound					
Approach: Movement:			una - R	501	ulli BO	una - R	E č	ast BO	una	T W			
movement.													
		10			10			10		7		10	
Y+R:		4.0			4.0			4.0			4.0	4.0	
Volume Module			ı	1		ı	1		ı	1		ı	
Base Vol:	48	703	80	117	501	231	287	93	56	69	137	30	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	48	703	80	117	501	231	287	93	56	69	137	30	
Added Vol:	0	33	0	0	33	0	0	0	0	0	0	0	
PasserByVol:	15	530	4	12	241	55	139	5	9	3	10	2	
Initial Fut:	63	1266	84	129	775	286	426	98	65	72	147	32	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	63	1266	84	129	775	286	426	98	65	72	147	32	
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	63	1266	84	129	775	286	426	98	65	72	147	32	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	63	1266	84	129	775	286	426	98	65	72	147	32	
Saturation F	low M	odule:	·			•			•			·	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.60	0.40	1.00	0.82	0.18	
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1082	718	1750	1478	322	
Capacity Ana	lysis	Modul	e:										
Vol/Sat:	0.04	0.22	0.05	0.07	0.14	0.16	0.24	0.09	0.09	0.04	0.10	0.10	
Crit Moves:		****		****			****				****		
Green Time:	13.4	40.0	40.0	13.3	39.8	39.8	43.8	38.4	38.4	23.4	17.9	17.9	
Volume/Cap:	0.34	0.71	0.15	0.71	0.43	0.52	0.71	0.30	0.30	0.22	0.71	0.71	
Delay/Veh:	53.8	39.6	31.4	66.8	34.8	36.7	39.8	34.3	34.3	44.5	60.8	60.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	53.8	39.6	31.4	66.8	34.8	36.7	39.8	34.3	34.3	44.5	60.8	60.8	
LOS by Move:	D-	D	C	E	C-	D+	D	C-	C-	D	E	E	
HCM2kAvgQ:	2	14	2	5	8	10	16	5	5	3	8	8	
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane						

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

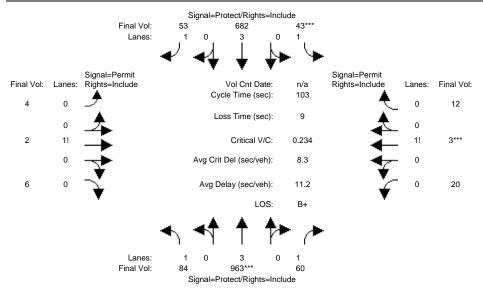
Intersection #6: North 1st Street / Vista Montana



Street Name:	North B	orth 1st	Stre	eet	und	Vista Montana East Bound West Bound			und		
Movement: I	- T	- R	L -	- T	- R	L -	льс во - Т	- R			
	7 10		1 0	10	10	./	10	10	./		
Y+R: 4	.0 4.0			4.0				4.0		4.0	4.0
Volume Module:		1.1			1	I		I	I		ı
Base Vol:	48 703	80	117	501	231	287	93	56	69	137	30
Growth Adj: 1.	00 1.00	1.00 1	L.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48 703	80	117	501	231	287	93	56	69	137	30
	0 86		1	61	3	6	0	0	0	0	1
PasserByVol:	15 530	4	12	241	55	139	5	9	3	10	2
Initial Fut:	63 1319	84	130	803	289	432	98	65	72	147	33
User Adj: 1.	00 1.00	1.00 1	L.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj: 1.	00 1.00	1.00 1	L.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63 1319	84	130	803	289	432	98	65	72	147	33
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0
Reduct Vol: Reduced Vol:	63 1319	84	130	803	289	432	98	65	72	147	33
PCE Adj: 1.	00 1.00	1.00 1	L.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj: 1.	00 1.00	1.00 1	L.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63 1319	84	130	803	289	432	98	65	72	147	33
		-									
Saturation Flow	Module	:									
Sat/Lane: 19	00 1900	1900 1	L900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment: 0.	92 1.00	0.92).92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes: 1.	00 3.00	1.00 1	L.00	3.00	1.00	1.00	0.60	0.40		0.82	0.18
Final Sat.: 17	50 5700	1750 1	L750	5700	1750	1750	1082	718	1750	1470	330
		-									
Capacity Analys	is Modu	le:									
Vol/Sat: 0.	04 0.23	0.05	0.07	0.14	0.17	0.25	0.09	0.09	0.04	0.10	0.10
Crit Moves:	***	+	***			****				***	
Green Time: 13	.5 40.8	40.8 1	L3.1	40.4	40.4	43.5	38.0	38.0	23.1	17.6	17.6
Volume/Cap: 0.	34 0.72	0.15	.72	0.44	0.52	0.72	0.30	0.30	0.23	0.72	0.72
Delay/Veh: 53	.7 39.5	30.9	58.4	34.5	36.2	40.7	34.6	34.6	44.7	62.1	62.1
User DelAdj: 1.	00 1.00	1.00 1	L.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh: 53			58.4	34.5	36.2	40.7	34.6	34.6	44.7	62.1	62.1
LOS by Move:	D- D	С	E	C-	D+	D	C-	C-	D	E	E
HCM2kAvgQ:		2	5	8	10	16	5	5	3	9	9
Note: Queue rep		s the num	mber	of ca	rs per	lane					

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

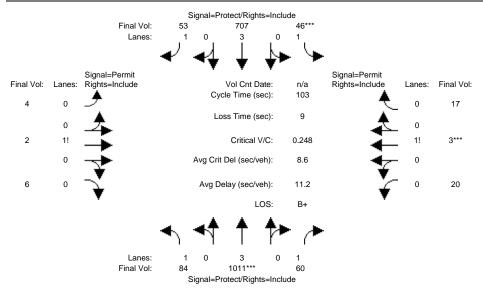
Intersection #7: North 1st Street / Rose Orchard Way



Street Name:	No	No rth Bo	rth 1s	t Str	eet uth Bo	und	Rose Orchard Way East Bound West Bour				und	
Movement:	\mathbf{L}	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	T	- R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:		4.0			4.0				4.0		4.0	4.0
Volume Module			1	Į		1	I		ı	1		ı
Base Vol:	77	850	42	30	477	45	4	2	6	15	3	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	850	42	30	477	45	4	2	6	15	3	7
Added Vol:	0	33	0	0	33	0	0	0	0	0	0	0
PasserByVol:			18	13	172	8	0	0	0	5	0	5
Initial Fut:	84	963	60	43	682	53	4	2	6	20	3	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	963	60	43	682	53	4	2	6	20	3	12
Reduct Vol: Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	963	60	43	682	53	4	2	6	20	3	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	963	60	43		53	4	_	6	20	3	12
Saturation F	low M	odule:	•	•		·			•	•		•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.33	0.17	0.50	0.57	0.09	0.34
Final Sat.:	1750	5700	1750	1750	5700	1750	583	292	875	1000	150	600
Capacity Ana	İysis	Modul	e:	•		·			•	•		•
Vol/Sat:	0.05	0.17	0.03	0.02	0.12	0.03	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:		****		***							***	
Green Time:	30.4	73.3	73.3	10.7	53.6	53.6	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.16	0.24	0.05	0.24	0.23	0.06	0.07	0.07	0.07	0.21	0.21	0.21
Delay/Veh:	27.5	5.3	4.5	45.5	13.7	12.4	43.1	43.1	43.1	45.6	45.6	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:				45.5	13.7	12.4	43.1	43.1	43.1	45.6	45.6	45.6
LOS by Move:	С	A	A	D	В	В	D	D	D	D	D	D
	2		1	1	4	1	0	0	0	1	1	1
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

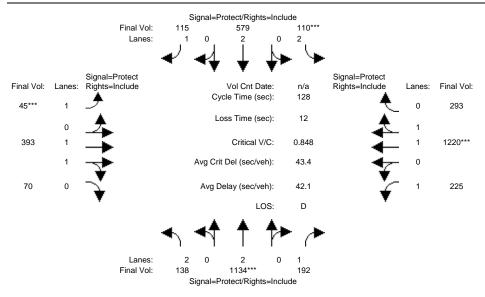
Intersection #7: North 1st Street / Rose Orchard Way



Street Name:	No	No:	rth 1s	t Stre	eet uth Bo	und					Way Jest Bound		
Movement:	L	- T	- R	Γ .	- T	- R	L ·	- T	- R	L -	- T	- R	
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	
Y+R: 		4.0			4.0				4.0		4.0	4.0	
Volume Module			ı	I		ı	I		ı	1		I	
Base Vol:	77	850	42	30	477	45	4	2	6	15	3	7	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	77	850	42	30	477	45	4	2	6	15	3	7	
Added Vol:	0		0	3	58	0	0	0	0	0	0	5	
PasserByVol:	7		18	13	172	8	0	0	0	5	0	5	
Initial Fut:	84	1011	60	46	707	53	4	2	6	20	3	17	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	84	1011	60	46	707	53	4	2	6	20	3	17	
Reduct Vol: Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	84	1011	60	46	707	53	4	2	6	20	3	17	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	84	1011	60	46		53	4	_	6	20	3	17	
Saturation F	low M	odule:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.33	0.17	0.50	0.50	0.07	0.43	
Final Sat.:	1750	5700	1750	1750	5700	1750	583	292	875	875	131	744	
Capacity Ana	lysis	Modul	e:										
Vol/Sat:	0.05	0.18	0.03	0.03	0.12	0.03	0.01	0.01	0.01	0.02	0.02	0.02	
Crit Moves:		****		****							****		
Green Time:	29.7	73.2	73.2	10.8	54.3	54.3	10.0	10.0	10.0	10.0	10.0	10.0	
Volume/Cap:	0.17	0.25	0.05	0.25	0.24	0.06	0.07	0.07	0.07	0.24	0.24	0.24	
Delay/Veh:	28.1	5.4	4.5	45.6	13.3	12.0	43.1	43.1	43.1	46.2	46.2	46.2	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:			4.5	45.6	13.3	12.0	43.1	43.1	43.1	46.2	46.2	46.2	
LOS by Move:	С	A	A	D	В	В	D	D	D	D	D	D	
HCM2kAvgQ:	2	4	1	1	4	1	0	0	0	1	1	1	
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•					

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

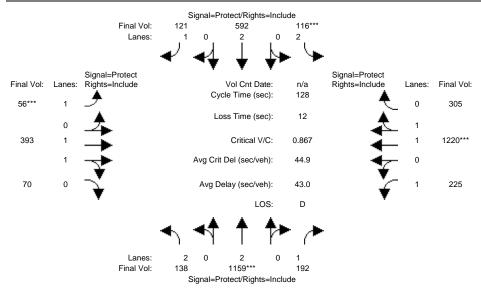
Intersection #8: North 1st Street / Tasman Drive



Approach: North Bound South Bound East Bound West Bound	Tasman Drive East Bound West Bound					
Movement: L - T - R L - T - R L - T - 1						
	 10					
	.0					
Volume Module:						
Base Vol: 107 611 100 74 342 95 36 217 61 134 626 1	99					
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	00					
Initial Bse: 107 611 100 74 342 95 36 217 61 134 626 1	99					
Added Vol: 0 33 17 0 33 0 0 98 0 54 513						
PasserByVol: 31 490 75 36 204 20 9 78 9 37 81	94					
Initial Fut: 138 1134 192 110 579 115 45 393 70 225 1220 2	93					
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	00					
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	00					
PHF Volume: 138 1134 192 110 579 115 45 393 70 225 1220 2	93					
Reduct Vol: 0 0 0 0 0 0 0 0 0 0	0					
Reduced Vol: 138 1134 192 110 579 115 45 393 70 225 1220 25	93					
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	00					
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	00					
FinalVolume: 138 1134 192 110 579 115 45 393 70 225 1220 2	93					
Saturation Flow Module:						
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190	00					
Adjustment: 0.83 1.00 0.92 0.83 1.00 0.92 0.92 0.98 0.95 0.92 0.98 0.9	95					
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 1.00 1.69 0.31 1.00 1.60 0.4	40					
Final Sat.: 3150 3800 1750 3150 3800 1750 1750 3140 559 1750 2983 75	16					
Capacity Analysis Module:	'					
Vol/Sat: 0.04 0.30 0.11 0.03 0.15 0.07 0.03 0.13 0.13 0.13 0.41 0.4	41					
Crit Moves: **** **** ****						
Green Time: 13.2 43.0 43.0 7.0 36.8 36.8 7.0 32.5 32.5 33.4 59.0 59	.0					
Volume/Cap: 0.42 0.89 0.33 0.64 0.53 0.23 0.47 0.49 0.49 0.49 0.89 0.8	89					
Delay/Veh: 54.7 48.1 32.0 67.0 38.8 35.0 62.3 41.1 41.1 40.9 37.6 37	.6					
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	00					
AdjDel/Veh: 54.7 48.1 32.0 67.0 38.8 35.0 62.3 41.1 41.1 40.9 37.6 37						
LOS by Move: D- D C- E D+ C- E D D D D+ 1	D+					
	28					
Note: Queue reported is the number of cars per lane.						

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

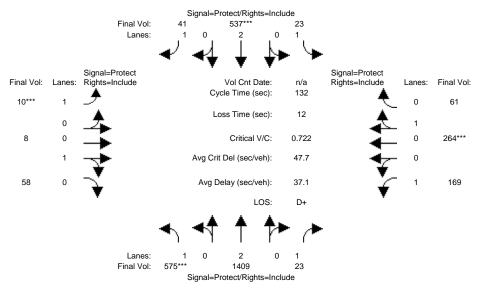
Intersection #8: North 1st Street / Tasman Drive



Street Name:	No	No:	rth 1s	t Stre	eet	und	Tasman Drive East Bound West Bour			und		
Movement:	L	- T	- R	L -	асн во - Т	- R	L ·	дъс во - Т	- R	L -		
Min. Green:	. 7	10	10	7	10	10	7	10	10	7	10	10
Y+R:		4.0				4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Modul												
Base Vol:		611	100	74	342	95	36	217	61	134	626	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	611	100	74	342	95	36	217	61	134	626	199
Added Vol:		58	17	6	46	6	11	98	0	54	513	12
PasserByVol:	31	490	75	36	204	20	9	78	9	37	81	94
Initial Fut:			192	116	592	121	56	393	70	225	1220	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
PHF Volume:	138	1159	192	116	592	121	56	393	70	225	1220	305
Reduct Vol:			0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1159	192	116	592	121	56	393	70	225	1220	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	1159	192	116	592	121	56	393	70	225	1220	305
Saturation F	low M	odule:		•		•			•	•		•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.69	0.31	1.00	1.59	0.41
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3140	559	1750	2959	740
Capacity Ana	İysis	Modul	e:			·			•			•
Vol/Sat:	0.04	0.31	0.11	0.04	0.16	0.07	0.03	0.13	0.13	0.13	0.41	0.41
Crit Moves:		****		****			****				****	
Green Time:	13.1	43.4	43.4	7.0	37.3	37.3	7.0	32.4	32.4	33.3	58.6	58.6
Volume/Cap:	0.43	0.90	0.32	0.67	0.53	0.24	0.59	0.49	0.49	0.49	0.90	0.90
Delay/Veh:	54.9	49.1	31.7	69.4	38.6	34.8	68.1	41.2	41.2	41.1	38.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	49.1	31.7	69.4	38.6	34.8	68.1	41.2	41.2	41.1	38.9	38.9
LOS by Move:			C	E	D+	C-	E	D	D	D	D+	D+
HCM2kAvgQ:	3	22	6	3	9	4	2	8	8	8	29	29
Note: Queue			the n	umber	of ca	rs per	lane					

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

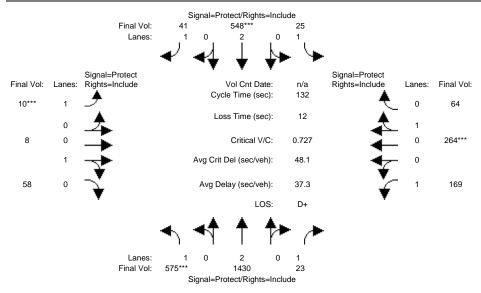
Intersection #9: North 1st Street / Rio Robles Street



Street Name:	Mo	No rth Bo	rth 1s	t Str	eet	d	Rio Robles Street East Bound West Bound					
Approach: Movement:		гин во - Т	una	501	שם ווטג	- R	E c	ast bo	una	T	est bo - T	
movement:												
Min. Green:		10		7				10		•	 10	10
Y+R:		4.0			4.0			4.0		4.0		4.0
1+K•												
Volume Modul	1		I							1		
Base Vol:	503	812	23	20	239	28	10	8	55	169	264	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	503	812	23	20	239	28	10	8	55	169	264	53
Added Vol:	0	50	0	0	87	0	0	0	0	0	0	0
PasserByVol:	72	547	0	3	211	13	0	0	3	0	0	8
Initial Fut:	575	1409	23	23	537	41	10	8	58	169	264	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	575	1409	23	23	537	41	10	8	58	169	264	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	575	1409	23	23	537	41	10	8	58	169	264	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	575	1409	23	23	537	41	10	8	58	169	264	61
Saturation F				•								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.12	0.88		0.81	0.19
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	218	1582	1750	1462	338
Capacity Ana	İysis	Modul	e:	•		•						
Vol/Sat:	0.33	0.37	0.01	0.01	0.14	0.02	0.01	0.04	0.04	0.10	0.18	0.18
Crit Moves:	****				****		****				****	
Green Time:	57.1	71.4	71.4	10.2	24.6	24.6	7.0	16.9	16.9	21.5	31.4	31.4
Volume/Cap:	0.76	0.69	0.02	0.17	0.76	0.13	0.11	0.29	0.29	0.59	0.76	0.76
Delay/Veh:	36.2	23.1	14.1	57.5	55.7	45.0	60.0	52.8	52.8	54.5	54.6	54.6
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:			14.1	57.5	55.7	45.0	60.0	52.8	52.8	54.5	54.6	54.6
LOS by Move:	D+	С	В	E+	E+	D	E	D-	D-	D-	D-	D-
HCM2kAvgQ:	21	20	0	1	10	1	0	3	3	8	14	14
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					
	_					_						

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

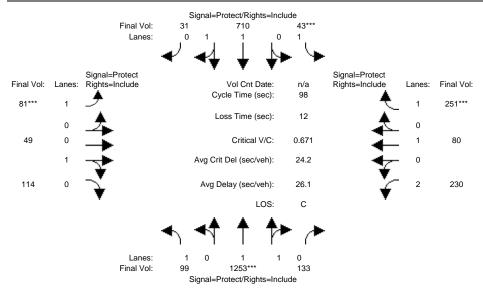
Intersection #9: North 1st Street / Rio Robles Street



Street Name: Approach:		No:	rth 1s	t Stre	eet ith Bo	und	Rio Robles Stre d East Bound We				reet West Bound		
Movement:	L	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	- R	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	
Y+R: 		4.0			4.0				4.0		4.0	4.0	
Volume Modul			1	ı		ı	1		ı	ı		ı	
Base Vol:	503	812	23	20	239	28	10	8	55	169	264	53	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	503	812	23	20	239	28	10	8	55	169	264	53	
Added Vol:	0	71	0	2	98	0	0	0	0	0	0	3	
PasserByVol:	72	547	0	3	211	13	0	0	3	0	0	8	
Initial Fut:	575	1430	23	25	548	41	10	8	58	169	264	64	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	575	1430	23	25	548	41	10	8	58	169	264	64	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	575	1430	23	25	548	41	10	8	58	169	264	64	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	575	1430	23	25	548	41	10	8	58	169	264	64	
Saturation F	low M	odule:							•			•	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.12	0.88	1.00	0.80	0.20	
Final Sat.:		3800	1750	1750	3800	1750	1750	218	1582	1750	1449	351	
Capacity Ana	İysis	Modul	e:						•			•	
Vol/Sat:	0.33	0.38	0.01	0.01	0.14	0.02	0.01	0.04	0.04	0.10	0.18	0.18	
Crit Moves:	****				****		****				***		
Green Time:	56.7	71.5	71.5	10.1	24.9	24.9	7.0	16.9	16.9	21.5	31.4	31.4	
Volume/Cap:	0.77	0.69	0.02	0.19	0.77	0.12	0.11	0.29	0.29	0.59	0.77	0.77	
Delay/Veh:	36.7	23.3	14.1	57.8	55.7	44.7	60.0	52.8	52.8	54.5	54.9	54.9	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
AdjDel/Veh:	36.7	23.3	14.1	57.8	55.7	44.7	60.0	52.8	52.8	54.5	54.9	54.9	
LOS by Move:	D+	С	В	E+	E+	D	E	D-	D-	D-	D-	D-	
HCM2kAvgQ:	21	20	0	1	11	1	0	3	3	8	15	15	
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•					

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

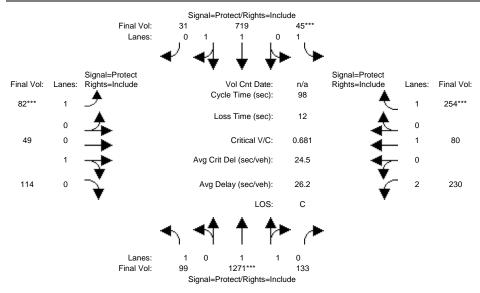
Intersection #10: North 1st Street / River Oaks Parkway



Street Name: Approach:		No: rth Bo	rth 1s und	t Stre	eet uth Bo	und	River d East Bound			West Bound		
Movement:	L	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R: 		4.0			4.0				4.0		4.0	4.0
Volume Modul			ı	1		1	1		ı	1		ı
Base Vol:	83	1073	110	22	459	18	49	39	79	224	76	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1073	110	22	459	18	49	39	79	224	76	245
Added Vol:	0	50	0	0	87	0	0	0	0	0	0	0
PasserByVol:			23	21	164	13	32	10	35	6	4	6
Initial Fut:	99	1253	133	43	710	31	81	49	114	230	80	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	1253	133	43	710	31	81	49	114	230	80	251
Reduct Vol:	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	1253	133	43	710	31	81	49	114	230	80	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			133	43		31	81	49	114	230	80	251
Saturation F	low M	odule:	•			·			•	•		•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	1.80	0.20	1.00	1.91	0.09	1.00	0.30	0.70	2.00	1.00	1.00
Final Sat.:		3345	355	1750	3545	155	1750	541	1259	3150	1900	1750
Capacity Ana	İysis	Modul	e:			·			•	•		•
Vol/Sat:	0.06	0.37	0.37	0.02	0.20	0.20	0.05	0.09	0.09	0.07	0.04	0.14
Crit Moves:		****		****			****					****
Green Time:	15.5	52.1	52.1	7.0	43.5	43.5	7.0	15.7	15.7	11.2	19.9	19.9
Volume/Cap:	0.36	0.71	0.71	0.34	0.45	0.45	0.65	0.57	0.57	0.64	0.21	0.71
Delay/Veh:	37.6	18.4	18.4	45.0	19.1	19.1	55.6	40.6	40.6	45.2	32.7	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	18.4	18.4	45.0	19.1	19.1	55.6	40.6	40.6	45.2	32.7	42.6
LOS by Move:	D+	B-	B-	D	B-	B-	E+	D	D	D	C-	D
HCM2kAvgQ:	3	15	15	1	8	8	4	6	6	5	2	9
Note: Queue			the n	umber	of ca	rs per	lane					

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

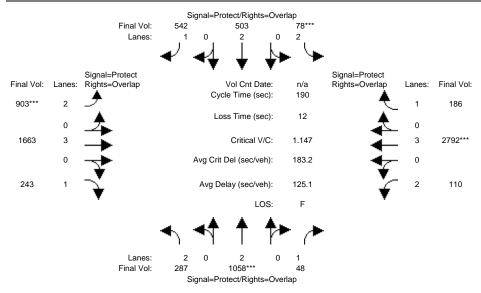
Intersection #10: North 1st Street / River Oaks Parkway



Street Name: Approach:		No: rth Bo	rth 1s und	t Stre	eet uth Bo	und	River Oaks Parkway East Bound West Bound					
Movement:		- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R: 		4.0			4.0				4.0		4.0	4.0
Volume Modul			ı	1		ı	1		ı	1		ı
Base Vol:	83	1073	110	22	459	18	49	39	79	224	76	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1073	110	22	459	18	49	39	79	224	76	245
Added Vol:	0	68	0	2	96	0	1	0	0	0	0	3
PasserByVol:			23	21	164	13	32	10	35	6	4	6
Initial Fut:	99	1271	133	45	719	31	82	49	114	230	80	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	1271	133	45	719	31	82	49	114	230	80	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	1271	133	45	719	31	82	49	114	230	80	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			133	45		31	82	49	114	230	80	254
Saturation F	low M	odule:	•			·	•			•		•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	1.81	0.19	1.00	1.92	0.08	1.00	0.30	0.70	2.00	1.00	1.00
Final Sat.:	1750				3547	153	1750	541	1259	3150	1900	1750
Capacity Ana	İysis	Modul	e:			·	•			•		•
Vol/Sat:	0.06	0.38	0.38	0.03	0.20	0.20	0.05	0.09	0.09	0.07	0.04	0.15
Crit Moves:		****		****			****					****
Green Time:	15.4	52.1	52.1	7.0	43.7	43.7	7.0	15.7	15.7	11.2	19.9	19.9
Volume/Cap:	0.36	0.71	0.71	0.36	0.45	0.45	0.66	0.57	0.57	0.64	0.21	0.71
Delay/Veh:	37.7	18.6	18.6	45.1	19.1	19.1	56.3	40.6	40.6	45.2	32.7	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	18.6	18.6	45.1	19.1	19.1	56.3	40.6	40.6	45.2	32.7	43.1
LOS by Move:	D+	B-	B-	D	B-	B-	E+	D	D	D	C-	D
HCM2kAvgQ:	3	15	15	1	8	8	4	6	6	5	2	9
Note: Queue			the n	umber	of ca	rs per	lane					

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

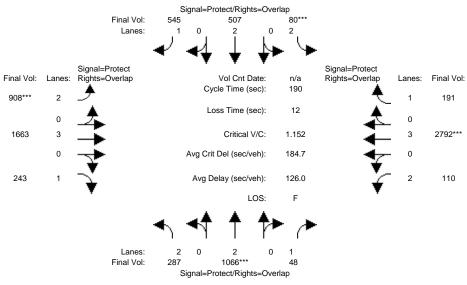
Intersection #11: North 1st Street / Montague Expressway [CMP]



Street Name:	No.	No:	rth 1s	t Stre	eet	und	Montague Expressway East Bound West Bound				und	
Movement:		- T							- R			
	24	48	48	20	45	45	40	106	106	15	82	82
Y+R:		4.0			4.0				4.0			
Volume Module												
Base Vol:	256	728	38	46	287	363	574	1439	177	102	2522	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	728	38	46	287	363	574	1439	177	102	2522	137
Added Vol:	0	0	0	0		87	50	118	0	0	482	0
PasserByVol:	31	330	10	32	216	92	279	354	66	8	205	49
Initial Fut:	287	1058	48	78	503	542	903	1911	243	110	3209	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	1058	48	78	503	542	903	1663	243	110	2792	186
Reduct Vol:			0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	1058	48	78	503	542	903	1663	243	110	2792	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	1058	48	78	503	542	903	1663	243	110	2792	186
Saturation F	low M	odule:		•								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Anal	lysis	Modul	e: ˈ	•								
Vol/Sat:	0.09	0.28	0.03	0.02	0.13	0.31	0.29	0.29	0.14	0.03	0.49	0.11
Crit Moves:		****		***			****				****	
Green Time:		44.9	59.2	18.7	41.5	79.9	38.4	101	123.0	14.3	76.7	95.5
Volume/Cap:	0.78	1.18	0.09	0.25	0.61	0.74	1.42	0.55	0.21	0.46	1.21	0.21
Delay/Veh:			49.5	85.0	72.7	53.3	278.8	31.8	14.8	91.4	160	28.2
User DelAdj:			1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
AdjDel/Veh:			49.5	85.0	72.7	53.3	278.8	31.8	14.8	91.4	160	28.2
LOS by Move:			D	F	E	D-	F	С	В	F	F	С
HCM2kAvgQ:			2	3	14	30	53	22	6	4	78	7
Note: Queue		ted is	the n	umber	of ca	rs per	lane					

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

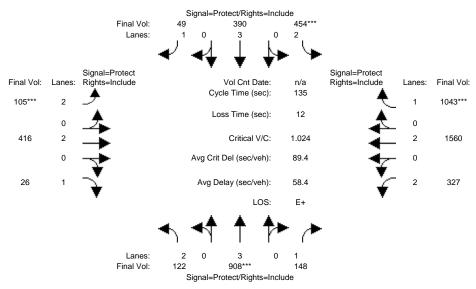
Intersection #11: North 1st Street / Montague Expressway [CMP]



Street Name: Approach:	No	No rth Bo	rth 1s	1st Street South Bound			Montague East Bound			Expressway West Bound		
Movement:	L ·	- T	– R	L ·	- T	– R	L -	- T	- R	L -	- T	- R
Min. Green: Y+R:	24 4.0	48 4.0	48 4.0	20 4.0	45 4.0	45 4.0	40 4.0	106 4.0	106 4.0	15 4.0	82 4.0	82 4.0
Volume Module												
Base Vol:	256	728	38	46	287	363	574	1439	177	102	2522	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	728	38	46	287	363	574	1439	177	102	2522	137
Added Vol:	0	8	0	2	4	90	55	118	0	0	482	5
PasserByVol:	31	330	10	32	216	92	279	354	66	8	205	49
Initial Fut:	287	1066	48	80	507	545	908	1911	243	110	3209	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	1066	48	80	507	545	908	1663	243	110	2792	191
	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:			48	80	507	545		1663	243		2792	191
PCE Adj:			1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
MLF Adj:			1.00	1.00		1.00		1.00	1.00	1.00	1.00	1.00
FinalVolume:			48		507	545		1663	243		2792	191
	1											
Saturation F												
Sat/Lane:		1900	1900	1900	1900	1900		1900	1900		1900	1900
Adjustment:			0.92		1.00	0.92		1.00	0.92		1.00	0.92
	2.00		1.00		2.00	1.00		3.00	1.00		3.00	1.00
Final Sat.:			1750		3800	1750		5700	1750		5700	1750
	1											
Capacity Ana	-											
	0.09		0.03		0.13	0.31		0.29	0.14	0.03	0.49	0.11
0110 110 100		****		****			****				****	
	22.1		59.2		41.5	79.9			123.0		76.7	95.5
Volume/Cap:			0.09		0.61	0.74		0.55	0.21		1.21	0.22
Delay/Veh:			49.5		72.9		282.3		14.8	91.4		28.3
User DelAdj:			1.00		1.00	1.00	1.00		1.00		1.00	1.00
AdjDel/Veh:			49.5		72.9		282.3		14.8	91.4		28.3
LOS by Move:			D	F		D-	F	С	В	F	F	C
HCM2kAvgQ:	12		2	, 3		30	53	22	6	4	78	7
Note: Queue	report	ted is	the n	umber	oi ca	rs pei	1 Lane	•				

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

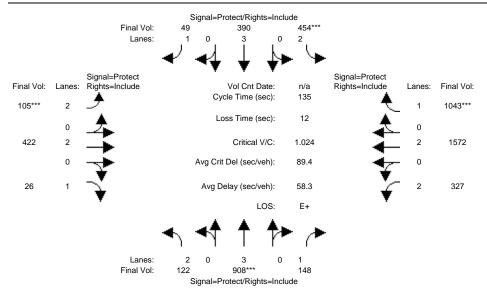
Intersection #12: Zanker Drive / Tasman Drive



Street Name: Approach:	No:	rth Bo	Zanker	Drive	e ith Bo	und	F:	ast Bo	Tasman	Drive	e est Bo	und
Movement:	L ·	- T	- R	L -	- T	- R	L -	- T	- R	L -	- T	- R
Y+R:	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0
Volume Module												
Base Vol:	62	712	126	390	250	31	71	198	14	312	866	956
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:		712	126	390	250	31	71	198	14	312	866	956
Added Vol:	0	0	0	0		0	0	115	0	0	567	0
PasserByVol:	60	196	22	64	140	18	34	103	12	15	127	87
Initial Fut:	122	908	148	454	390	49	105	416	26	327	1560	1043
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:		908	148	454	390	49	105	416	26	327	1560	1043
Reduct Vol:			0	0	0	0	0	0	0	0	0	0
Reduced Vol:			148	454	390	49	105	416	26		1560	1043
PCE Adj:		1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			148		390	49	105	416	26		1560	1043
Saturation F												
Sat/Lane:	1900	1900	1900	1900	1900	1900		1900	1900	1900	1900	1900
Adjustment:			0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
	2.00		1.00		3.00	1.00	2.00	2.00	1.00		2.00	1.00
Final Sat.:			1750		5700	1750		3800	1750		3800	1750
	1											
Capacity Ana	-											
	0.04		0.08	0.14	0.07	0.03		0.11	0.01	0.10	0.41	0.60
0110 110 100		****		****			****					***
Green Time:		20.5	20.5	18.6	23.0	23.0		43.0	43.0		76.9	76.9
Volume/Cap:	0.32	1.05	0.56	1.05		0.16		0.34	0.05		0.72	1.05
Delay/Veh:				114.2		48.0		35.3	31.8		22.4	70.6
User DelAdj:				1.00		1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:		101	55.6	114.2	50.1	48.0		35.3	31.8	36.9	22.4	70.6
LOS by Move:		F	E+	F	D	D	E	D+	С	D+	-	E
J ~	3		7	17	5	2	3		1	6	24	58
Note: Queue	repor	ted is	the n	number	of ca	rs per	lane					

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

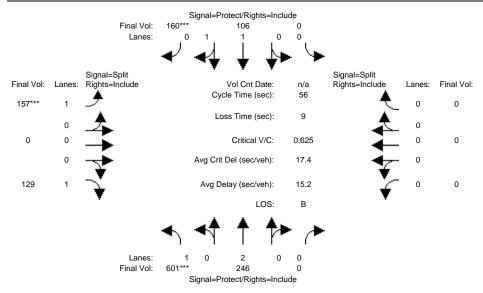
Intersection #12: Zanker Drive / Tasman Drive



Street Name: Approach:				Drive		nd			Tasman			nd
Movement:											est Bo	
movement:												
		10		7							10	
Y+R:		4.0			4.0				4.0			
Volume Module												
	e. 62	712	126	390	250	31	71	198	14	312	866	956
Growth Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:			126	390	250	31	71		1.00	312		956
Added Vol:	02	712	120	390	250 0	0	0			312		956
PasserByVol:	60	196	22	64		18	34		12	15	127	87
Initial Fut:			148	454		49	105		26		1572	1043
User Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	122	908	148	454	390	49	105	422	26		1572	1043
Reduct Vol:			0	0			0		•	0	0	0
Reduced Vol:			148	454			105		26		1572	1043
PCE Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:			1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			148	454		49	105		26		1572	1043
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:				0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.04	0.16	0.08	0.14	0.07	0.03	0.03	0.11	0.01	0.10	0.41	0.60
Crit Moves:		****		****			****					****
Green Time:	16.1	20.5	20.5	18.6	23.0	23.0	7.0	43.3	43.3	40.5	76.9	76.9
Volume/Cap:	0.32	1.05	0.56	1.05	0.40	0.16	0.64	0.35	0.05	0.35	0.73	1.05
Delay/Veh:			55.6	114.2	50.1	48.0		35.2	31.6		22.6	70.6
User DelAdj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:				114.2		48.0		35.2	31.6		22.6	70.6
LOS by Move:				F		D			C	D+		E
HCM2kAvqQ:	- 3	18	7	17	5			6	1	6		58
Note: Queue									_	J		
			J 1		J_ JU			-				

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

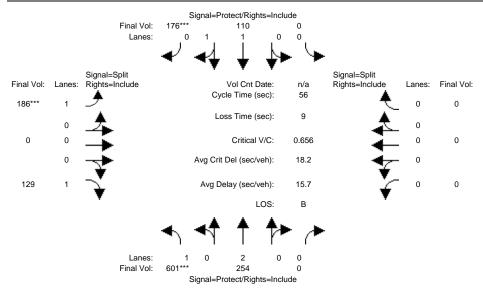
Intersection #13: Gold Street / Gold Street Connector



Street Name: Approach:			Gold S und	treet Sou	uth Bo	und	Ea	Gold ast Bo	Street und		ector est Bo	und
Movement:	L ·	- T	- R	L ·	- T	- R	L -	- T	- R	L -	- T	- R
Min. Green:	7	10	0	. 0	10	10	10	0	10	. 0	0	0
Y+R: 		4.0			4.0			4.0	4.0		4.0	4.0
Volume Modul			1	1		1	I		ļ	1		ļ
Base Vol:	423	186	0	0	91	159	133	0	83	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	423	186	0	0	91	159	133	0	83	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	178	60	0	0	15	1	24	0	46	0	0	0
Initial Fut:	601	246	0	0	106	160	157	0	129	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	601	246	0	0	106	160	157	0	129	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	601	246	0	0	106	160	157	0	129	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	601	246	0	0	106	160	157	0	129	0	0	0
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.34	0.06	0.00	0.00	0.06	0.09	0.09	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	27.0	37.0	0.0	0.0	10.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.71	0.10	0.00	0.00	0.31	0.51	0.50	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	14.3	3.5	0.0	0.0	20.2	21.7	22.0	0.0	21.3	0.0	0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	3.5	0.0	0.0	20.2	21.7	22.0	0.0	21.3	0.0	0.0	0.0
LOS by Move:	В	A	A	A	C+	C+	C+	A	C+	A	A	A
HCM2kAvgQ:	9	1	0	0	2	3	3	0	2	0	0	0
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

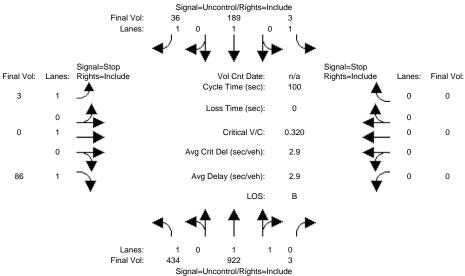
Intersection #13: Gold Street / Gold Street Connector



Street Name: Approach:			Gold S	treet Soi	ıth Bo	und	Ea	Gold ast Bo	Street		ector est Bo	und
Movement:	L -	- T	- R	L ·	- T	- R	L -	- T	- R	L -	- T	- R
Min. Green:	7	10	0	. 0	10	10	10	0	10	. 0	0	0
Y+R: 		4.0			4.0			4.0			4.0	4.0
Volume Modul			1	1		1	ı		,	1		ı
Base Vol:	423	186	0	0	91	159	133	0	83	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	423	186	0	0	91	159	133	0	83	0	0	0
Added Vol:	0	8	0	0	4	16	29	0	0	0	0	0
PasserByVol:	178	60	0	0	15	1	24	0	46	0	0	0
Initial Fut:	601	254	0	0	110	176	186	0	129	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	601	254	0	0	110	176	186	0	129	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	601	254	0	0	110	176	186	0	129	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	601	254	0	0	110	176	186	0	129	0	0	0
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.34	0.07	0.00	0.00	0.06	0.10	0.11	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	27.0	37.0	0.0	0.0	10.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.71	0.10	0.00	0.00	0.32	0.56	0.60	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	14.3	3.5	0.0	0.0	20.3	22.5	24.2	0.0	21.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	3.5	0.0	0.0	20.3	22.5	24.2	0.0	21.3	0.0	0.0	0.0
LOS by Move:	В	A	A	A	C+	C+	С	A	C+	A	A	A
110112111192	9		0	0	2	4	3		2	0	0	0
Note: Queue	report	ed is	the n	umber	of ca	rs per	lane	•				

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

Intersection #14: Lafayette Street / Great America Way



	Signal:	=Uncontrol/Rights=Ind	clude					
Street Name:	Lafavet	te Street			Gre	eat Ame	erica Way	
	orth Bound		Bound	Ea				Bound
Movement: L	- T - R	L - T	- R	L ·	- T	- R	L - T	- R
Volume Module:								•
Base Vol: 432	2 684 3	3 12	8 36	3	0	74	0	0 0
Growth Adj: 1.00	1.00 1.00			1.00	1.00	1.00	1.00 1.0	1.00
Initial Bse: 432	2 684 3	3 12	8 36	3	0	74	0	0
Added Vol: 2			0 0	0	0	12	-	0
PasserByVol: 0				0	0	0	-	0
Initial Fut: 434				3	0	86	-	0
	1.00 1.00				1.00	1.00	1.00 1.0	
_	1.00 1.00				1.00	1.00	1.00 1.0	
PHF Volume: 434				3	0	86	-	0
Reduct Vol: 0						0	-	0
FinalVolume: 434		3 18			0	86		0
Critical Gap Modu								
Critical Gp: 4.1					6.5		xxxxx xxxx	
FollowUpTim: 2.2					4.0		XXXXX XXX	
Capacity Module:	_	0.05		1504	1000	100		
Cnflict Vol: 225					1988			
Potent Cap.: 1356						858		
-	xxxx xxxxx				42	858		
Volume/Cap: 0.32					0.00			
Level Of Service		0 0		0 1		0 2		
2Way95thQ: 1.4							XXXX XXX	
Control Del: 8.9			x xxxxx * *		XXXX		* * *	
=	. * *							
	- LTR - RT					- RT		
Shared Cap.: xxxx						XXXXX		
SharedQueue:xxxxx								
Shrd ConDel:xxxxx Shared LOS: *			x xxxxx * *		xxxx *	*		×
				^				
	xxxxx *	xxxxx	X. *		10.8 B		XXXXX	<u> </u>
ApproachLOS:				1	_			•
Note: Queue repor		our Delay S				.		
******							*****	*****
Intersection #14 *******	-				-	*****	* * * * * * * * * * *	*****
Future Volume Alt	ernative: P	eak Hour W	arrant 1	NOT Met	t			

-----|----|-----|------| North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: Movement: -----||-----||-----| Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 0 0 0 xxxxxx Approach[eastbound][lanes=3][control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=0.3] FAIL - Vehicle-hours less than 5 for two or more lane approach. Signal Warrant Rule #2: [approach volume=89] FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1676] SUCCEED - Total volume greater than or equal to 650 for intersection

with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****************** Intersection #14 Lafayette Street / Great America Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound Movement: L-T-R L-T-R L-T-R-----||-----||-----| Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 0 0 0
Initial Vol: 434 922 3 3 189 36 3 0 86 0 0 0

Major Street Volume: 1587 Minor Approach Volume: Minor Approach Volume Threshold: 175

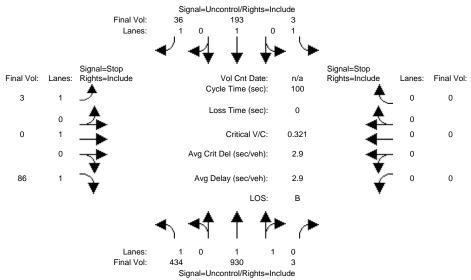
SIGNAL WARRANT DISCLAIMER

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

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Level Of Service Computation Report 2000 HCM Unsignalized (Future Volume Alternative) Background PP AM

Intersection #14: Lafayette Street / Great America Way



Street Name: Lafayette Street Great America Way Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R
Movement: L - T - R L - T - R L - T - R L - T - R L - T - R
Volume Module: Base Vol: 432 684 3 3 128 36 3 0 74 0 0 0 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Volume Module: Base Vol: 432 684 3 3 128 36 3 0 74 0 0 0 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Base Vol: 432 684 3 3 128 36 3 0 74 0 0 0 0 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Initial Bse: 432 684 3 3 128 36 3 0 74 0 0 0 Added Vol: 2 8 0 0 4 0 0 0 12 0 0 0 PasserByVol: 0 238 0 0 61 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol: 2 8 0 0 4 0 0 0 12 0 0 0 0 PasserByVol: 0 238 0 0 61 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 238 0 0 61 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 434 930 3 3 193 36 3 0 86 0 0 0 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
PHF Volume: 434 930 3 3 193 36 3 0 86 0 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 434 930 3 3 193 36 3 0 86 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx 4.1 xxxx xxxxx 6.4 6.5 6.2 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx
Capacity Module:
Cnflict Vol: 229 xxxx xxxxx 933 xxxx xxxxx 1532 2000 193 xxxx xxxxx xxxxx
Potent Cap.: 1351 xxxx xxxxx 742 xxxx xxxxx 130 61 854 xxxx xxxx xxxxx
Move Cap.: 1351 xxxx xxxxx 742 xxxx xxxxx 97 41 854 xxxx xxxx xxxxx
Volume/Cap: 0.32 xxxx xxxx 0.00 xxxx xxxx 0.03 0.00 0.10 xxxx xxxx xxxx
Level Of Service Module:
2Way95thQ: 1.4 xxxx xxxxx 0.0 xxxx xxxxx 0.1 xxxx 0.3 xxxx xxxx xxxxx
Control Del: 8.9 xxxx xxxxx 9.9 xxxx xxxxx 43.2 xxxx 9.7 xxxxx xxxx xxxxx
LOS by Move: A * * A * * E * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx
SharedQueue:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx
Shrd ConDel:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx
Shared LOS: * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxx 10.8 xxxxxx
ApproachLOS: * * B *
Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

<pre>Intersection #14 Lafayette Street / Great America Way ************************************</pre>
Future Volume Alternative: Peak Hour Warrant NOT Met

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

signal warrant Rule #2: [approach volume=89]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1688]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Future Volume Alternative: Peak Hour Warrant NOT Met

Major Street Volume: 1599
Minor Approach Volume: 89
Minor Approach Volume Threshold: 172

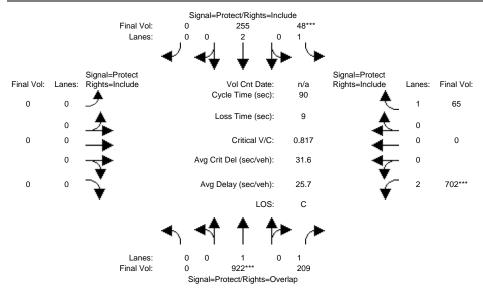
SIGNAL WARRANT DISCLAIMER

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

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

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

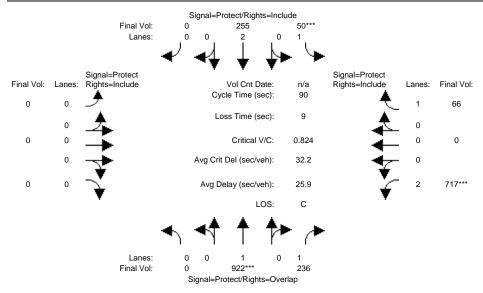
Intersection #15: Great America Parkway / Gold Street Connector



Street Name: Approach: Movement:	No		und	So	uth Bo	und – R	Εá	ast Bo	Street und - R	We	ector est Bo - T	
Min. Green:		10			10	0		0		10		10
Y+R:		4.0	4.0			4.0		4.0	4.0		4.0	4.0
Volume Modul	ė:			•								'
Base Vol:	0	169	185	2	19	0	0	0	0	524	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	169	185	2	19	0	0	0	0	524	0	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	753	24	46	236	0	0	0	0	178	0	1
Initial Fut:	0	922	209	48	255	0	0	0	0	702	0	65
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	922	209	48	255	0	0	0	0	702	0	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	922	209	48	255	0	0	0	0	702	0	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	922	209	48		0	0	0	0	702	0	65
Saturation F	low M	odule:	•			·			•			•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Ana	İysis	Modul	e:			·			•			•
Vol/Sat:	0.00	0.49	0.12	0.03	0.07	0.00	0.00	0.00	0.00	0.22	0.00	0.04
Crit Moves:		****		****						****		
Green Time:	0.0	50.7	74.0	7.0	57.7	0.0	0.0	0.0	0.0	23.3	0.0	23.3
Volume/Cap:	0.00	0.86	0.15	0.35	0.10	0.00	0.00	0.00	0.00	0.86	0.00	0.14
Delay/Veh:	0.0	23.9	1.7	40.9	6.2	0.0	0.0	0.0	0.0	41.1	0.0	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.9	1.7	40.9	6.2	0.0	0.0	0.0	0.0	41.1	0.0	25.8
LOS by Move:	A	C	A	D	A	A	A	A	A	D	A	С
HCM2kAvgQ:		23	1	2	1	0	0	0	0	12	0	1
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

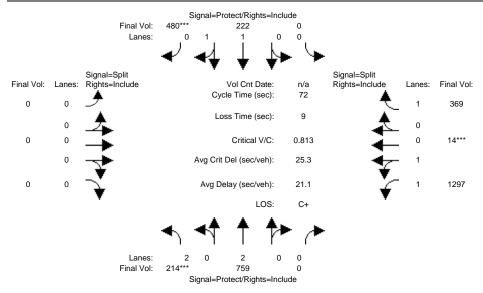
Intersection #15: Great America Parkway / Gold Street Connector



Street Name: Approach: Movement:	No		und	So	ath Bo	und – R	Εá	ast Bo	Street und - R	We	ector est Bo - T	
Min. Green:		10		7		0		0		10		10
Y+R:		4.0	4.0			4.0		4.0	4.0		4.0	4.0
Volume Module	ė:			•								'
Base Vol:	0	169	185	2	19	0	0	0	0	524	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	169	185	2	19	0	0	0	0	524	0	64
Added Vol:	0	0	27	2	0	0	0	0	0	15	0	1
PasserByVol:	0	753	24	46	236	0	0	0	0	178	0	1
Initial Fut:	0	922	236	50	255	0	0	0	0	717	0	66
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	922	236	50	255	0	0	0	0	717	0	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	922	236	50	255	0	0	0	0	717	0	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	922	236	50	255	0	0	0	0	717	0	66
Saturation F	low M	odule:				·			•			•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Ana	lysis	Modul	e:			·			•			•
Vol/Sat:	0.00	0.49	0.13	0.03	0.07	0.00	0.00	0.00	0.00	0.23	0.00	0.04
Crit Moves:		****		****						****		
Green Time:	0.0	50.4	74.0	7.0	57.4	0.0	0.0	0.0	0.0	23.6	0.0	23.6
Volume/Cap:	0.00	0.87	0.16	0.37	0.11	0.00	0.00	0.00	0.00	0.87	0.00	0.14
Delay/Veh:	0.0	24.6	1.7	41.1	6.4	0.0	0.0	0.0	0.0	41.3	0.0	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.6	1.7	41.1	6.4	0.0	0.0	0.0	0.0	41.3	0.0	25.6
LOS by Move:	A	C	A	D	A	A	A	A	A	D	A	С
HCM2kAvgQ:		23	1	2	1	0	0	0	0	13	0	1
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

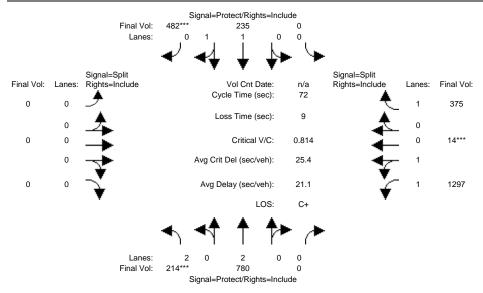
Intersection #16: Great America Parkway / SR 237 Westbound Ramps [CMP]



Street Name: Approach:	No	Great	Ameri	ca Pai	ckway	ound	r:	SR 23	7 West	bound We	_	
Movement:		- T				- R			- R		- T	
										•		
Min. Green:		10			10				0		10	10
Y+R:		4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
Volume Module				1						1		1
Base Vol:	134	209	0	0	59	406	0	0	0	796	14	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	209	0	0	59	406	0	0	0	796	14	142
Added Vol:	80	0	0	0	0	0	0	0	0	496	0	0
PasserByVol:	0	550	0	0	163	74	0	0	0	5	0	227
Initial Fut:	214	759	0	0	222	480	0	0	0	1297	14	369
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	759	0	0	222	480	0	0	0	1297	14	369
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	759	0	0	222	480	0	0	0	1297	14	369
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	759	0	0	222	480	0	0	0	1297	14	369
Saturation F	low M	odule:		•					·			·
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.98	0.02	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3512	38	1750
Capacity Ana	İysis	Modul	e:	•					•			·
Vol/Sat:	0.07	0.20	0.00	0.00	0.12	0.27	0.00	0.00	0.00	0.37	0.37	0.21
Crit Moves:	****					***					***	
Green Time:	7.0	30.9	0.0	0.0	23.9	23.9	0.0	0.0	0.0	32.1	32.1	32.1
Volume/Cap:	0.70	0.47	0.00	0.00	0.35	0.83	0.00	0.00	0.00	0.83	0.83	0.47
Delay/Veh:	38.5	14.9	0.0	0.0	18.3	28.9	0.0	0.0	0.0	21.3	21.3	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	14.9	0.0	0.0	18.3	28.9	0.0	0.0	0.0	21.3	21.3	14.4
LOS by Move:	D+	В	A	A	B-	С	A	A	A	C+	C+	В
HCM2kAvgQ:	3	6	0	0	4	12	0	0	0	16	16	7
Note: Queue	repor	ted is	the n	umber	of ca	ırs per	lane	•				

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

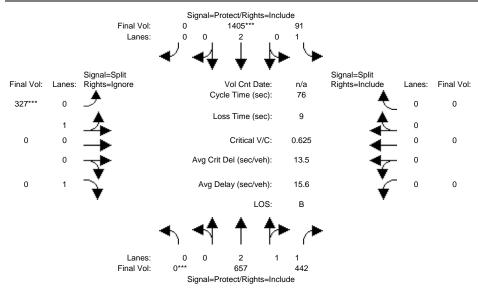
Intersection #16: Great America Parkway / SR 237 Westbound Ramps [CMP]



Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L L - T L - T - R L L - T L - T - R L L - T L - T - R L L L - T L L L L L L L L L L L L L L L	Street Name: Approach:	No:	Great	Ameri	.ca Pai	ckway	und	r:	SR 23	7 West	bound We	_	
Min. Green: 7 10 0 0 10 10 0 0 0 0 10 10 10 10 10 10													
Y+R:													
Volume Module: Base Vol: 134 209 0 0 59 406 0 0 0 796 14 142 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Volume Module: Base Vol: 134 209 0 0 59 406 0 0 0 796 14 142 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Base Vol: 134 209 0 0 0 59 406 0 0 0 796 14 142 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Initial Bse: 134 209 0 0 59 406 0 0 0 796 14 142 Added Vol: 80 21 0 0 13 2 0 0 0 0 496 0 6 PasserByVol: 0 550 0 0 0 163 74 0 0 0 5 0 227 Initial Fut: 214 780 0 0 235 482 0 0 0 1297 14 375 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0			209	0	0	59	406	0	0	0	796	14	142
Added Vol: 80 21 0 0 13 2 0 0 0 496 0 6 PasserByVol: 0 550 0 0 163 74 0 0 0 0 5 0 227 Initial Fut: 214 780 0 0 0 235 482 0 0 0 1297 14 375 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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
PasserByVol: 0 550 0 0 163 74 0 0 0 15 0 227 Initial Fut: 214 780 0 0 235 482 0 0 0 1297 14 375 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Initial Bse:	134	209	0	0	59	406	0	0	0	796	14	142
Initial Fut: 214 780 0 0 235 482 0 0 0 1297 14 375 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Added Vol:	80	21	0	0	13	2	0	0	0	496	0	6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	PasserByVol:	0	550	0	0	163	74	0	0	0	5	0	227
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Initial Fut:	214	780	0	0	235	482	0	0	0	1297	14	375
PHF Volume: 214 780 0 0 235 482 0 0 0 1297 14 375 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PHF Volume:	214	780	0	0	235	482	0	0	0	1297	14	375
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0			0	0	0	0	0	0	0	0	0	0	0
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Reduced Vol:	214	780	0	0	235	482	0	0	0	1297	14	375
FinalVolume: 214 780 0 0 235 482 0 0 0 1297 14 375	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190	MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190	FinalVolume:	214	780	0	0	235	482	0	0	0	1297	14	375
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190													
Adjustment: 0.83 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.93 0.95 0.92 Lanes: 2.00 2.00 0.00 0.00 1.00 1.00 0.00 0.00	Saturation F	iow M	odule:										
Lanes: 2.00 2.00 0.00 0.00 1.00 1.00 0.00 0.00	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Final Sat:: 3150 3800 0 0 1900 1750 0 0 0 3512 38 1750	Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Capacity Analysis Module: Vol/Sat: 0.07 0.21 0.00 0.00 0.12 0.28 0.00 0.00 0.00 0.37 0.37 0.21 Crit Moves: **** Green Time: 7.0 30.9 0.0 0.0 23.9 23.9 0.0 0.0 0.0 32.1 32.1 32.1 Volume/Cap: 0.70 0.48 0.00 0.00 0.37 0.37 0.48 Delay/Veh: 38.5 15.0 0.0 0.0 18.4 28.9 0.0 0.0 0.0 21.4 21.4 14.6 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.98	0.02	1.00
Capacity Analysis Module: Vol/Sat: 0.07 0.21 0.00 0.00 0.12 0.28 0.00 0.00 0.00 0.37 0.37 0.21 Crit Moves: **** Green Time: 7.0 30.9 0.0 0.0 23.9 23.9 0.0 0.0 0.0 32.1 32.1 32.1 Volume/Cap: 0.70 0.48 0.00 0.00 0.37 0.83 0.00 0.00 0.00 0.83 0.83 0.48 Delay/Veh: 38.5 15.0 0.0 0.0 18.4 28.9 0.0 0.0 0.0 21.4 21.4 14.6 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3512	38	1750
Vol/Sat: 0.07 0.21 0.00 0.00 0.12 0.28 0.00 0.00 0.00 0.00 0.37 0.37 0.21 Crit Moves: ***** ***** ***** Green Time: 7.0 30.9 0.0 0.0 0.0 23.9 23.9 0.0 0.0 0.0 0.0 32.1 32.1 32.1 Volume/Cap: 0.70 0.48 0.00 0.00 0.37 0.83 0.00 0.00 0.00 0.00 0.83 0.83 0.48 Delay/Veh: 38.5 15.0 0.0 0.0 18.4 28.9 0.0 0.0 0.0 21.4 21.4 14.6 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00													
Crit Moves: **** **** ***** Green Time: 7.0 30.9 0.0 0.0 23.9 23.9 0.0 0.0 0.0 32.1 32.1 32.1 Volume/Cap: 0.70 0.48 0.00 0.00 0.37 0.83 0.00 0.00 0.00 0.83 0.83 0.48 Delay/Veh: 38.5 15.0 0.0 0.0 18.4 28.9 0.0 0.0 0.0 21.4 21.4 14.6 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 1.00 AdjDel/Veh: 38.5 15.0 0.0 0.0 18.4 28.9 0.0 0.0 0.0 21.4 21.4 14.6 LOS by Move: D+ B A A B- C A A A C+ C+ B HCM2kAvgQ: 3 6 0 0 4 12 0 0 0 16 16 7	Capacity Anal	İysis	Modul	e: ˈ									·
Green Time: 7.0 30.9 0.0 0.0 23.9 23.9 0.0 0.0 0.0 32.1 32.1 32.1 Volume/Cap: 0.70 0.48 0.00 0.00 0.37 0.83 0.00 0.00 0.00 0.83 0.83 0.48 Delay/Veh: 38.5 15.0 0.0 0.0 18.4 28.9 0.0 0.0 0.0 21.4 21.4 14.6 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Vol/Sat:	0.07	0.21	0.00	0.00	0.12	0.28	0.00	0.00	0.00	0.37	0.37	0.21
Volume/Cap: 0.70 0.48 0.00 0.00 0.37 0.83 0.00 0.00 0.00 0.83 0.83 0.48 Delay/Veh: 38.5 15.0 0.0 0.0 18.4 28.9 0.0 0.0 0.0 21.4 21.4 14.6 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Crit Moves:	***					****					***	
Delay/Veh: 38.5 15.0 0.0 0.0 18.4 28.9 0.0 0.0 0.0 21.4 21.4 14.6 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Green Time:	7.0	30.9	0.0	0.0	23.9	23.9	0.0	0.0	0.0	32.1	32.1	32.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Volume/Cap:	0.70	0.48	0.00	0.00	0.37	0.83	0.00	0.00	0.00	0.83	0.83	0.48
AdjDel/Veh: 38.5 15.0 0.0 0.0 18.4 28.9 0.0 0.0 0.0 21.4 21.4 14.6 LOS by Move: D+ B A A B- C A A A C+ C+ B HCM2kAvgQ: 3 6 0 0 4 12 0 0 0 16 16 7	Delay/Veh:	38.5	15.0	0.0	0.0	18.4	28.9	0.0	0.0	0.0	21.4	21.4	14.6
LOS by Move: D+ B A A B- C A A A C+ C+ B HCM2kAvgQ: 3 6 0 0 4 12 0 0 0 16 16 7	User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
LOS by Move: D+ B A A B- C A A A C+ C+ B HCM2kAvgQ: 3 6 0 0 4 12 0 0 0 16 16 7	AdjDel/Veh:	38.5	15.0	0.0	0.0	18.4	28.9	0.0	0.0	0.0	21.4	21.4	14.6
HCM2kAvgQ: 3 6 0 0 4 12 0 0 0 16 16 7	LOS by Move:	D+	В	A	A	B-	С	А	A		C+	C+	В
	-			0	0	4	12	0	0	0	16	16	7
		repor	ted is	the n	umber	of ca	rs per	lane					

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

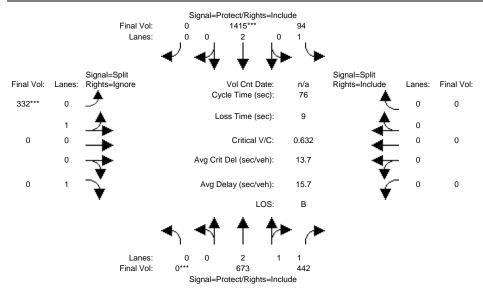
Intersection #17: Great America Parkway / SR 237 Eastbound Ramps [CMP]



Street Name: Approach: Movement:	No	Great rth Bo	und	So	uth Bo	und – R	Εa	ast Bo	7 East und - R	We	Ramps est Bo - T	und
Min. Green: Y+R:		10 4.0			10 4.0		10 4 0	10 4.0	4.0	0 4 0	4.0	0 4.0
Volume Module	ė:		·			·				•		
Base Vol:	0	203	344	28	804	0	150	0	367	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	203	344	28	804	0	150	0	367	0	0	0
Added Vol:	0	80	96	0	496	0	0	0	664	0	0	0
PasserByVol:	0	374	2	63	105	0	177	0	5	0	0	0
Initial Fut:	0	657	442	91	1405	0	327	0	1036	0	0	0
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	657	442	91	1405	0	327	0	0	0	0	0
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	657	442	91	1405	0	327	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:				91		0	327	0	0	0	0	0
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.31	1.69	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	4392	2955			0		0	1750	0	0	0
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.00	0.15	0.15	0.05	0.37	0.00	0.18	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	27.8	27.8	17.1	44.9	0.0	22.1	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.41	0.23	0.63	0.00	0.63	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.1	18.1	24.4	10.6	0.0	25.8	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			18.1	24.4	10.6	0.0	25.8	0.0	0.0	0.0	0.0	0.0
LOS by Move:		B-	B-	С	B+	A	С	A	A	A	A	A
HCM2kAvgQ:	0	5	5	2	11	0	8	0	0	0	0	0
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

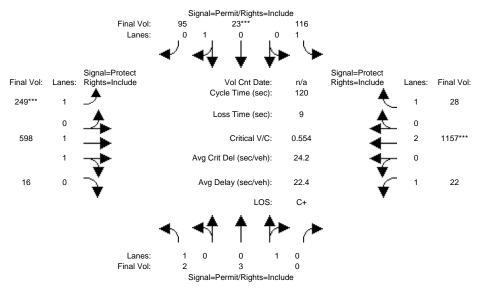
Intersection #17: Great America Parkway / SR 237 Eastbound Ramps [CMP]



Street Name: Approach: Movement:	No:	rth Bo	und - R	Sou L	uth Bo - T	und – R	Ea L	ast Bo - T	- R	We L -	est Bo - T	und – R
Min. Green: Y+R:	0 4.0	10 4.0	10 4.0	7 4.0	10 4.0	0 4.0	10 4.0	10 4.0	10 4.0	0 4.0	0 4.0	0 4.0
Volume Module												
		203	344	28	804	0	150	0	367	0	0	0
Growth Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:		203	344	28	804	0	150	0	367	0	0	0
Added Vol:	0	96	96	3		0	5	0	664	0	0	0
PasserByVol:	0	374	2	63	105	0	177	0	5	0	0	0
Initial Fut:	0	673	442	94	1415	0	332	0	1036	0	0	0
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	673	442	94	1415	0	332	0	0	0	0	0
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	673	442	94	1415	0	332	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	673	442	94	1415	0	332	0	0	0	0	0
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.34	1.66	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:		4437				0		0	1750	0	0	0
	1											
Capacity Ana												
Vol/Sat:	0.00	0.15	0.15	0.05	0.37			0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:			27.9		44.8	0.0	22.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:			0.41		0.63	0.00		0.00	0.00		0.00	0.00
Delay/Veh:			18.1		10.8	0.0	25.8	0.0	0.0	0.0	0.0	0.0
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			18.1		10.8	0.0	25.8	0.0	0.0	0.0	0.0	0.0
LOS by Move:			B-	_	B+	A	С	=-=	A	A		A
1101121111192		5	5	2		0	8	-	0	0	0	0
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

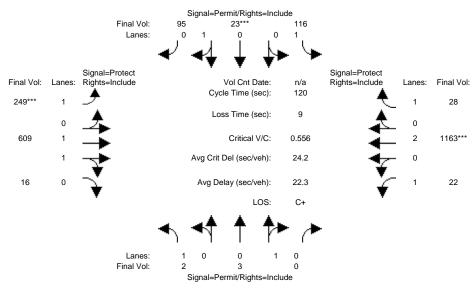
Intersection #18: Vista Montana / Tasman Drive



Street Name: Approach:	No	V rth Bo	ista M	ontana	a ith Bo	und	F:	ast Bo	Tasman	Drive	e est Bo	und
Movement:	L ·	- T	- R	L -	- T	- R	L -	- T	- R	L -	- T	- R
Min. Green: Y+R:	10 4.0	10 4.0	10 4.0	10 4.0	10 4.0	10	7 4.0	10 4.0		7 4.0	10 4.0	10
Volume Module												
Base Vol:		3	0	110	19	88	210	384	13	15	559	25
Growth Adj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
Initial Bse:			0	110	19	88	210	384	13	15	559	25
Added Vol:	0	0	0	0	0	0	0	98	0	0	513	0
PasserByVol: Initial Fut:	0	0	0	6	4	7	39	116	3	7	85	3
Initial Fut:	2	3	0	116	23	95	249	598	16	22	1157	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	3	0	116	23	95	249	598	16	22	1157	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	0	116	23	95	249	598	16	22	1157	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
MLF Adj:			1.00	1.00		1.00	1.00		1.00		1.00	1.00
FinalVolume:			0	116	23	95	249	598	16		1157	28
Saturation F												
Sat/Lane:		1900	1900	1900		1900		1900	1900		1900	1900
Adjustment:			0.92	0.92		0.95		0.97	0.95		1.00	0.92
Lanes:		1.00	0.00	1.00		0.81		1.95	0.05		2.00	1.00
Final Sat.:			0		351	1449		3604	96		3800	1750
Garage to a part	1											
Capacity Ana	-			0 07	0 07	0 07	0 14	0 17	0 17	0 01	0 20	0 00
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.07	****	0.17	0.17	0.01	0.30	0.02
Crit Moves: Green Time:	1/1 2	14.2	0.0	14.2		14.2		71.6	71.6	25 2	66.0	66.0
	0.01		0.00	0.56		0.55		0.28	0.28		0.55	0.03
Delay/Veh:			0.0	53.4		53.1		11.8	11.8		17.8	12.4
User DelAdj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
AdiDel/Veh:			0.0	53.4		53.1	40.1		11.8		17.8	12.4
LOS by Move:			0.0 A	D-	D-	D-	70.1 D	B+	B+	D+	17.8	12.4
HCM2kAvq0:	0		0	4	4	4	8		5	1		0
Note: Queue						_	_		5	_	13	5

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

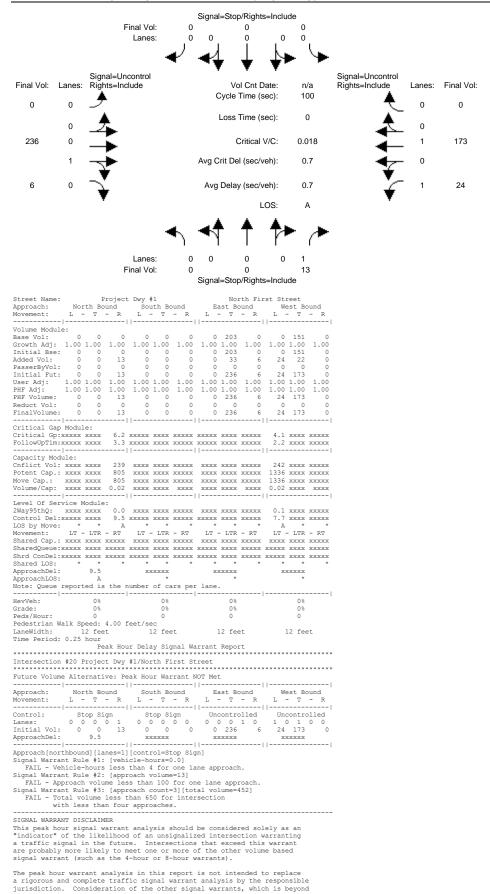
Intersection #18: Vista Montana / Tasman Drive



Street Name: Approach:	No	V rth Bo	ista M	ontana	a ith Bo	und	T:	ast Bo	Tasman	Drive	e est Bo	und
Movement:	L ·	- T	- R	L -	- T	- R	L -	- T	- R	L ·	- T	- R
Min. Green: Y+R:	10 4.0	10 4.0	10 4.0	10 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0
Volume Module												
Base Vol:		3	0	110	19	88	210	384	13	15	559	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	3	0	110	19	88	210	384	13	15	559	25
Added Vol:	0	0	0	0	0	0	0	109	0	0	519	0
PasserByVol: Initial Fut:	0	0	0	6	4	7	39	116	3	7	85	3
Initial Fut:	2	3	0	116	23	95	249	609	16	22	1163	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	3	0	116	23	95	249	609	16	22	1163	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	0	116	23	95	249	609	16	22	1163	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00
FinalVolume:			0	116	23	95	249	609	16		1163	28
Saturation F												
Sat/Lane:		1900	1900	1900		1900		1900	1900		1900	1900
Adjustment:	0.92	0.95	0.92	0.92		0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:		1.00	0.00		0.19	0.81		1.95	0.05		2.00	1.00
Final Sat.:			0		351	1449		3605	95		3800	1750
	1											
Capacity Ana	-											
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.07	0.14	0.17	0.17	0.01	0.31	0.02
Crit Moves:	140	14 0	0 0	140		140		70 0	70 0	04.0		CC 1
Green Time:			0.0		14.2	14.2		72.0	72.0		66.1	66.1
-	0.01		0.00	0.56		0.56		0.28	0.28		0.56	0.03
Delay/Veh:			0.0		53.2	53.2		11.6	11.6		17.8	12.3
User DelAdj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			0.0		53.2	53.2		11.6	11.6		17.8	12.3
LOS by Move:			A 0	D- 4	D-	D- 4	D 8	B+ 5	B+ 5	D+	В 13	В
HCM2kAvgQ:	0				4	_	_		5	1	13	0
Note: Queue	repor	rea IS	the n	uilber	or ca	ıs per	тапе	•				

Level Of Service Computation Report 2000 HCM Unsignalized (Future Volume Alternative) Background PP AM

Intersection #20: Project Dwy #1/North First Street [Project Dwy]



The scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection \$20 Project Dwy \$1/North First Street

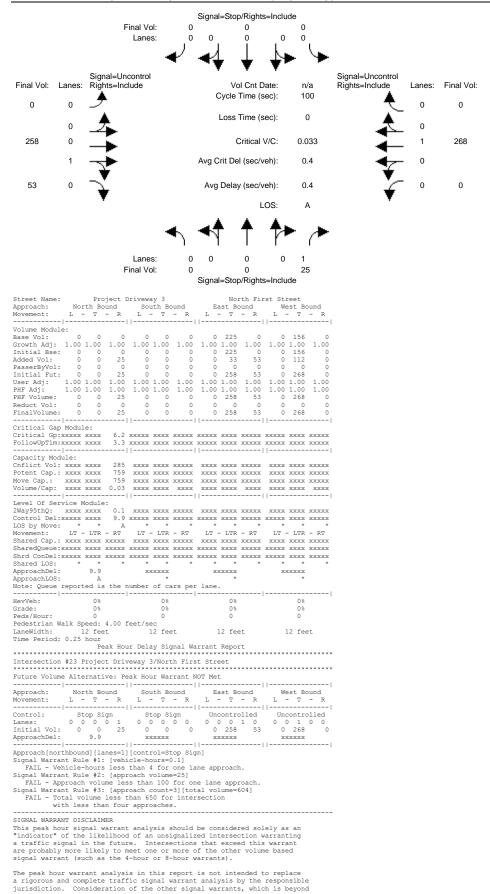
Future Volume Alternative: Peak Hour Warrant NOT Met

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

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Level Of Service Computation Report 2000 HCM Unsignalized (Future Volume Alternative) Background PP AM

Intersection #23: Project Driveway 3/North First Street [Project Dwy]



The scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 Project Driveway 3/North First Street

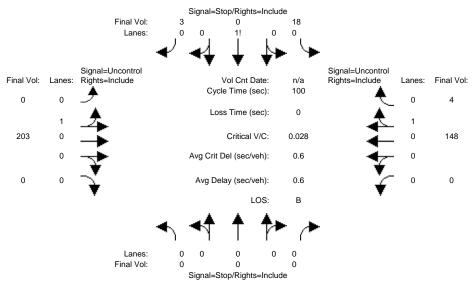
Future Volume Alternative: Peak Hour Warrant NOT Met

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

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

Intersection #22: Trinity Park Drive/North First Street [Project Dwy]



Street Name:		Tr	inity I	Park Di	rive	ound		No	cth Fir	rst Sti	reet	
Approach:	No	rth Bo	ound	Soi	ath Bo	ound	Εá	ast Bo	ound	We	est Bo	ound
Movement:	L -	- T	- R	L ·	- T	- R	L -	- T	- R	L -	- T	- R
Volume Module												
Base Vol:	0	0	0	18	0	3	0	203	0	0	148	4
Growth Adj:		1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	18	0	3	0	203	0	0	148	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	18	0	3	0	203	0	0	148	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	18	0	3	0	203	0	0	148	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	18	0	3	0	203	0	0	148	4
Critical Gap												
Critical Gp:x	XXXX	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	XXXXX
FollowUpTim:x									xxxxx			
Capacity Modu	ıle:											
Cnflict Vol:	xxxx	xxxx	xxxxx	353	353	150	XXXX	XXXX	xxxxx	XXXX	XXXX	XXXXX
Potent Cap.:	XXXX	XXXX	XXXXX	649	575	902	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Move Cap.:	XXXX	xxxx	xxxxx	649	575	902	XXXX	xxxx	xxxxx	XXXX	xxxx	XXXXX
Volume/Cap:					0.00	0.00			XXXX	XXXX	XXXX	XXXX
Level Of Serv												
- ~			XXXXX									XXXXX
Control Del:x												XXXXX
LOS by Move:			*	*		*	*	*	*	*	*	*
Movement:			- RT			- RT			- RT		- LTR	- RT
Shared Cap.:									XXXXX			XXXXX
SharedQueue:x									XXXXX			
Shrd ConDel:x												XXXXX
Shared LOS:	*	*	*	*	В	*	*	*	*	*	*	*
ApproachDel:	X	xxxxx			10.5		X	XXXX		XX	XXXXX	
ApproachLOS:		*			В			*			*	
Note: Queue r	eport					_						
			eak Hou									
******									*****	*****	****	*****
Intersection ******									*****	*****	****	*****
Future Volume	e Alte	ernat:	ive: Pe	eak Hou	ır Wa	rrant I	NOT Met	5				

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

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Future Volume Alternative: Peak Hour Warrant NOT Met

with less than four approaches.

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

Major Street Volume: 355
Minor Approach Volume: 21
Minor Approach Volume Threshold: 496

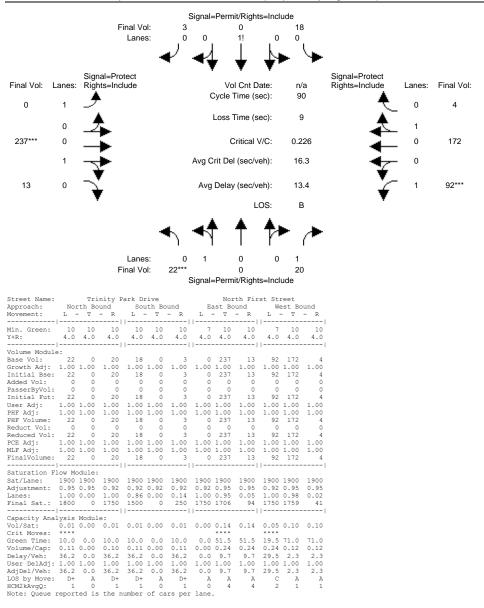
SIGNAL WARRANT DISCLAIMER

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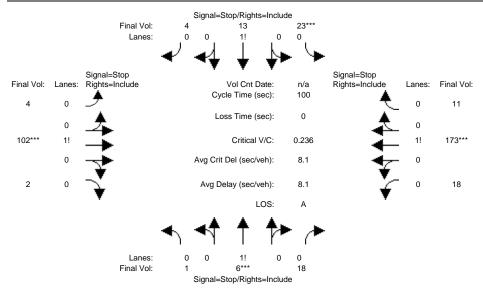
Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Background PP AM

Intersection #122: Trinity Park Drive/North First Street [Project Dwy Signalized]



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

Intersection #55: Liberty Street/North Taylor Street



Street Name: Approach:	North		berty nd			und	E.a		h Tayl		reet est Bo	und
Movement:	L -	Т -	R	L -	- T	- R	L -	- Т	- R	L -	- T	- R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module												
Base Vol:	1	6	18	23	13	4	4	102	2	18	173	11
Growth Adj:		.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	6	18	23	13	4	4	102	2	18	173	11
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:		6	18	23	13	4	4	102	2	18	173	11
User Adj:	1.00 1.		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	1.00 1.		1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:		6	18	23	13	4	4	102	2	18	173	11
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		6		23	13	4	4	102	2	18	173	11
PCE Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:	1.00 1.		1.00	1.00		1.00		1.00	1.00	1.00		1.00
FinalVolume:		6	18	_ 23	13	4	4		2	18	173	11
 Saturation Fl												
Adjustment:			1 00	1 00	1.00	1.00	1 00	1 00	1.00	1 00	1.00	1.00
Lanes:			0.72			0.10		0.94			0.86	0.05
Final Sat.:						73		787			734	47
Capacity Anal				I		I	1		ı	I		ı
Vol/Sat:	_		0.03	0.05	0.05	0.05	0.13	0.13	0.13	0.24	0.24	0.24
Crit Moves:	* *	***		****				***			****	
Delay/Veh:	7.3	7.3	7.3	7.9	7.9	7.9	7.8	7.8	7.8	8.4	8.4	8.4
Delay Adj:	1.00 1.	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.3	7.3	7.3	7.9	7.9	7.9	7.8	7.8	7.8	8.4	8.4	8.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7	7.3			7.9			7.8			8.4	
Delay Adj:	1.	.00			1.00			1.00			1.00	
ApprAdjDel:	7	7.3			7.9			7.8			8.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.3
Note: Queue r	reported	d is	the n	umber	of ca	rs per	lane					
						Warran						
******	******	****	****	****	*****	*****	****	*****	*****	****	*****	*****
Intersection								*****	*****	****	*****	*****

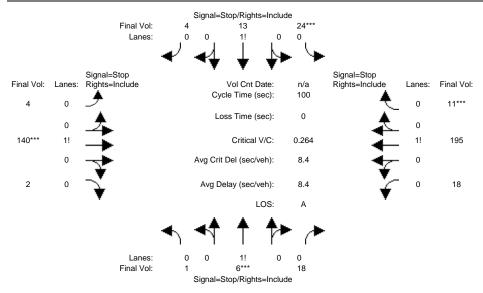
SIGNAL WARRANT DISCLAIMER

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

Intersection #55: Liberty Street/North Taylor Street



Street Name: Approach:			iberty			ound	Ea		h Tayl		reet est Bo	und
Movement:						- R					- T	
 Min. Green:	 7			7				 10			 10	 10
Volume Module												'
Base Vol:	1	6	18	23	13	4	4	102	2	18	173	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	6	18	23	13	4	4	102	2	18	173	11
Added Vol:	0	0	0	1	0	0	0	38	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	6	18	24	13	4	4	140	2	18	195	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:		6	18	24	13	4	4	140	2	18	195	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	6	18	24	13	4	4	140	2	18	195	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:		6	18	. 24		4	. 4		2	. 18	195	11
	I											
Saturation Fl												
Adjustment:					1.00	1.00					1.00	1.00
Lanes:			0.72		0.32	0.10		0.96			0.87	0.05
Final Sat.:			558			69		792	11		737	42
Capacity Anal	_		e: 0.03	0 06	0 06	0 06	0 10	0 10	0.18	0 00	0.26	0.26
Vol/Sat: Crit Moves:	0.03		0.03	****	0.06	0.06	0.18	****	0.18	0.26	0.26	U.∠6 ****
Delay/Veh:	7.4	7.4	7.4	8.0	8.0	8.0	8.2	8.2	8.2	8.6	8.6	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	7.4	7.4	8.0	8.0	8.0	8.2	8.2	8.2	8.6	8.6	8.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.4			8.0			8.2			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.4			8.0			8.2			8.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.3	0.3	0.3
Note: Queue 1	report	ed is	the n	umber	of ca	rs per	lane					
						Warran						
******	*****	****	*****	****	*****	*****	****	*****	*****	****	*****	*****
Intersection								*****	*****	****	*****	****

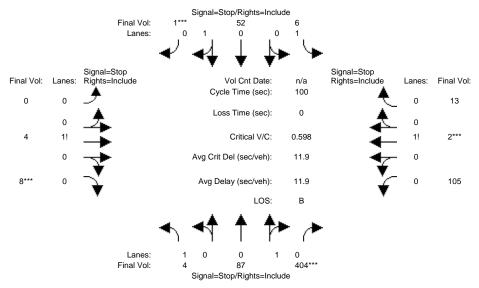
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Level Of Service Computation Report 2000 HCM 4-Way Stop (Future Volume Alternative) Background PM

Intersection #1: Gold Street / North Taylor Street



Street Name:			Gold S			,	_	Nort	h Tayl	or St		,
			und			und					est Bo	
Movement:						- R					- T	
Min. Green:	. 7	10	10	. 7	10	10	7	10	10		10	
Volume Modul	e:											
Base Vol:	4	87	404	6	52	1	0	4	8	105	2	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	87	404	6	52	1	0	4	8	105	2	13
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	87	404	6	52	1	0	4	8	105	2	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:			404	6	52	1	0	4	8	105	2	13
Reduct Vol:	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:			404	6	52	1	0	4	8	105	2	13
PCE Adi:		1.00	1.00	-	1.00	1.00	-	1.00	1.00		1.00	1.00
MLF Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
FinalVolume:			404	6		1	0		8	105	2	13
						_	-	_				
Saturation F	1			I		ı	I		1	ı		ı
Adjustment:				1 00	1 00	1.00	1 00	1.00	1.00	1 00	1.00	1.00
Lanes:			0.82		0.98				0.67		0.02	0.11
Final Sat.:			676		657	13		219	437	554	11	69
rillar Sac												
Capacity Ana												
Vol/Sat:	0.01	0.60	0.60	0.01	0.08	0.08	xxxx	0.02	0.02	0.19	0.19	0.19
Crit Moves:			****			****			****		****	
Delay/Veh:	8.1	13.1	13.1	8.5	8.3	8.3	0.0	8.0	8.0	9.4	9.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	13.1	13.1	8.5	8.3	8.3	0.0	8.0	8.0	9.4	9.4	9.4
LOS by Move:	А	В	В	А	А	А	*	А	A	А	А	А
ApproachDel:		13.0			8.3			8.0			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.0			8.3			8.0			9.4	
LOS by Appr:		В			A			A			A	
AllWayAvqO:		1.4	1.4	0.0		0.1	0.0		0.0	0.2		0.2
Note: Queue									0.0		٠. ـ	٠. ـ
						Warran			Irban l			
******										****	*****	*****
Intersection												

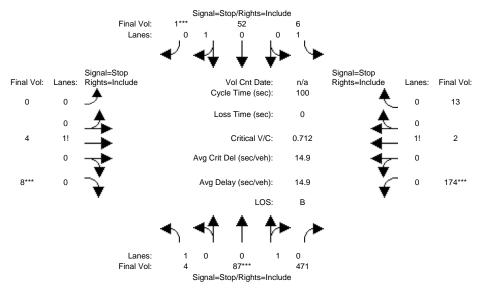
SIGNAL WARRANT DISCLAIMER

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

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

Intersection #1: Gold Street / North Taylor Street



Street Name:	27 -		Gold S	treet	D-	ound		Nort	h Tayl	or St		
Approach:	NO:	rtn Bo	ound								est Bo	
Movement:			- R			- R			- R		- T	
Min. Green:	. 7	10	10	. 7	10	10	. 7	10	10	. 7	10	10
Volume Module												
Base Vol:		87	404	6	52	1	0	4	8	105	2	13
Growth Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	105	1.00	1.00
Initial Bse:			404 67	0	5 <i>2</i>	0	0	0	0	69	0	0
Added Vol:	0					-	0	0		0	0	0
PasserByVol:			0	0	0	0	-	-	0	-	-	
Initial Fut:		87	471	6	52	1	0	4	8	174	2	13
User Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	4		471	6	52	1	0	4	8	174	2	13
Reduct Vol:	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:			471	6	52	1	0	4	8	174	2	13
PCE Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
_		1.00	1.00			1.00		1.00	1.00		1.00	1.00
FinalVolume:			471	, 6	52	1	. 0	4	8	174	2	13
Saturation F				1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Adjustment:						1.00			1.00		1.00	1.00
Lanes:		0.16	0.84		0.98	0.02		0.33	0.67		0.01	0.07
Final Sat.:			662		609	12	0		404	561	6	42
Capacity Anal	_			0 01	0 00	0 00		0 00	0 00	0 01	0 01	0 01
Vol/Sat:	0.01	U./1 ****	0.71	0.01	0.09	0.09 ***	XXXX	0.02	0.02	U.3⊥ ****	0.31	0.31
Crit Moves:			1								10 0	10 0
Delay/Veh:			17.2	8.8	8.7	8.7	0.0	8.3	8.3		10.7	10.7
		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			17.2	8.8	8.7	8.7	0.0	8.3	8.3		10.7	10.7
LOS by Move:	A		C	A		A	*		A	В	_	В
ApproachDel:		17.1			8.7			8.3			10.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.1			8.7			8.3			10.7	
LOS by Appr:		С			A			А			В	
AllWayAvgQ:			2.2			0.1	0.0		0.0	0.4	0.4	0.4
Note: Queue	-					_						
			ur Vol									
*****								*****	*****	****	*****	*****
Intersection	#1 G	old St	reet /	Nortl	n Tayl	or Str	eet					

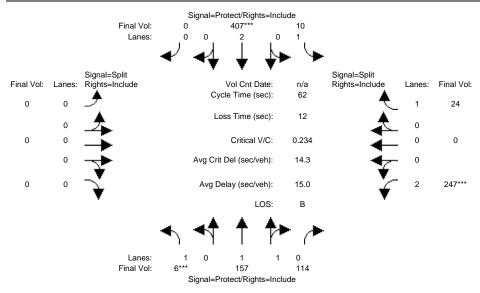
SIGNAL WARRANT DISCLAIMER

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

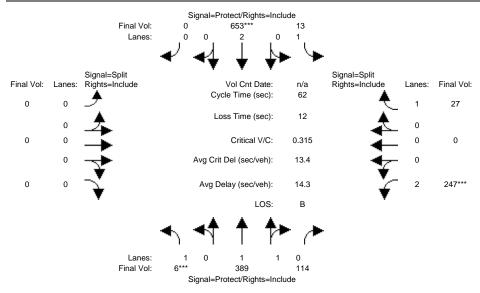
Intersection #2: North 1st Street / Nortech Parkway



						und				Parkwa We	est Bo	
Movement:						- R			- R		- T	
Min. Green: Y+R:	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	0 4.0	0 4.0	0 4.0	0 4.0	10 4.0	0 4.0	10 4.0
Volume Module	1											
	6	157	82	10	407	0	0	0	0	222	0	24
Growth Adj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	6	157	82	10	407	0	0	0	0	222	0	24
Added Vol:	0	0	32	0	0	0	0	0	0	25	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	157	114	10	407	0	0	0	0	247	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	157	114	10	407	0	0	0	0	247	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	157	114	10	407	0	0	0	0	247	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			114		407	0	0	0	0	247	0	24
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.14	0.86	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:		2142	1556			0	0	0	0	3150	0	1750
	1											
Capacity Anal	lysis	Module	≘:									
Vol/Sat:		0.07	0.07	0.01	0.11	0.00	0.00	0.00	0.00		0.00	0.01
Crit Moves:	****				***					****		
Green Time:	7.0	18.7	18.7	13.1	24.8	0.0	0.0	0.0	0.0	18.2	0.0	18.2
Volume/Cap:	0.03	0.24	0.24	0.03	0.27	0.00	0.00	0.00	0.00	0.27	0.00	0.05
Delay/Veh:	24.5	16.4	16.4	19.4	12.6	0.0	0.0	0.0	0.0	17.0	0.0	15.7
User DelAdj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
AdjDel/Veh:			16.4	19.4	12.6	0.0	0.0	0.0	0.0	17.0	0.0	15.7
LOS by Move:			В	B-	В	A	A	A	A	В	A	В
	0		2	0	3	0	0	0	0	2	0	0
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane					

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

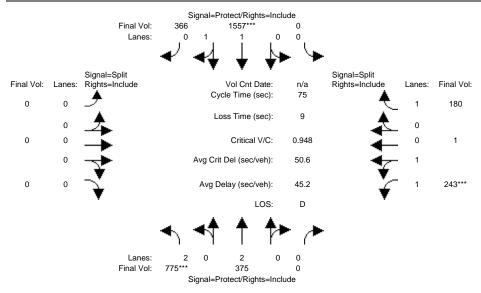
Intersection #2: North 1st Street / Nortech Parkway



	No	North 1st St. North Bound So L - T - R L								Parkwa We	est Bo	
Movement:						- R			- R	L -	- T	- R
Min. Green: Y+R:	7 4.0	10 4.0	10	7 4.0	10 4.0	0 4.0	0 4.0	0 4.0	0 4.0	10	0 4.0	10
Volume Module												
	6	157	82	10	407	0	0	0	0	222	0	24
Growth Adj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:		157	82	10	407	0	0	0	0	222	0	24
Added Vol:	0	232	32	3	246	0	0	0	0	25	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	389	114	13	653	0	0	0	0	247	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	389	114	13	653	0	0	0	0	247	0	27
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	389	114	13	653	0	0	0	0	247	0	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	389	114	13	653	0	0	0	0	247	0	27
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:		1.53	0.47		2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:			838			0	0	0	0	3150	0	1750
	1											
Capacity Anal	lysis	Module	≘:									
Vol/Sat:		0.14	0.14	0.01		0.00	0.00	0.00	0.00		0.00	0.02
Crit Moves:	****				****					****		
	7.0		21.5	15.0		0.0	0.0	0.0	0.0	13.5	0.0	13.5
Volume/Cap:			0.39	0.03		0.00	0.00		0.00	0.36	0.00	0.07
Delay/Veh:			15.5	17.9		0.0	0.0	0.0	0.0	20.9	0.0	19.4
User DelAdj:			1.00	1.00		1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:			15.5	17.9		0.0	0.0	0.0	0.0	20.9	0.0	19.4
LOS by Move:			В	В	B+	A	A		A	C+	A	B-
	0	4	4	0	4	0	0	0	0	3	0	0
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane					

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

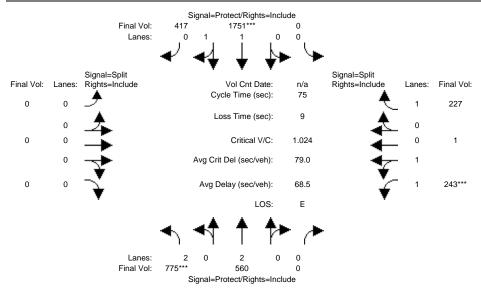
Intersection #3: North 1st Street / SR 237 Westbound Ramps [CMP]



Street Name: Approach:	No	rth Bo		So	ath Bo	und	Ea	ast Bo		W∈	est Bo	und
Movement:		- T				- R			- R		- T	
Min. Green:		10	0	. 0	10	10		0		10		10
Y+R: 		4.0			4.0			4.0			4.0	4.0
Volume Modul												
Base Vol:	713	171	0	0	601	166	0	0	0	232	1	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	713	171	0	0	601	166	0	0	0	232	1	99
Added Vol:	0	32	0	0	25	0	0	0	0	0	0	0
PasserByVol:	62	172	0	0	931	200	0	0	0	11	0	81
Initial Fut:	775	375	0	0	1557	366	0	0	0	243	1	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	775	375	0	0	1557	366	0	0	0	243	1	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	775	375	0	0	1557	366	0	0	0	243	1	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	775	375	0	0	1557	366	0	0	0	243	1	180
Saturation F	low M	odule:	•			·			•			•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.61	0.39	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0	0	2995	704	0	0	0	3535	15	1750
Capacity Ana	İysis	Modul	e:			·			•			•
Vol/Sat:	0.25	0.10	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.07	0.07	0.10
Crit Moves:	****				***					****		
Green Time:	18.0	56.0	0.0	0.0	38.0	38.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	1.03	0.13	0.00	0.00	1.03	1.03	0.00	0.00	0.00	0.52	0.52	0.77
Delay/Veh:	67.9	2.7	0.0	0.0	46.1	46.1	0.0	0.0	0.0	31.2	31.2	46.0
User DelAdj:	1.00	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	46.1	46.1	0.0	0.0	0.0	31.2	31.2	46.0
LOS by Move:	E	A	A	A	D	D	А	A	A	С	С	D
HCM2kAvgQ:	14		0	0	31	31	0	0	0	4	4	6
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

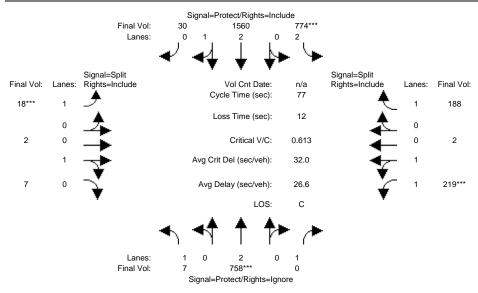
Intersection #3: North 1st Street / SR 237 Westbound Ramps [CMP]



Street Name: Approach:	No	rth Bo		So	ath Bo	und	Ea	ast Bo		W∈	est Bo	und
Movement:			- R			- R			- R		- T	
 Min. Green: Y+R:	7	10 4.0	0	. 0	10 4.0	10	0	0 4.0	0	10		10
1+K•										1		
Volume Modul				ı		1	I		ı	ı		I
Base Vol:	713	171	0	0	601	166	0	0	0	232	1	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	713	171	0	0	601	166	0	0	0	232	1	99
Added Vol:	0	217	0	0	219	51	0	0	0	0	0	47
PasserByVol:	62	172	0	0	931	200	0	0	0	11	0	81
Initial Fut:	775	560	0	0	1751	417	0	0	0	243	1	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	775	560	0	0	1751	417	0	0	0	243	1	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	775	560	0	0	1751	417	0	0	0	243	1	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	775	560	0	0	1751	417	0	0	0	243	1	227
Saturation F	low M	odule:				·	•		•	•		•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.60	0.40	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0			712	0		0	3535	15	1750
Capacity Ana	İysis	Modul	e:			·	•		•	•		•
Vol/Sat:	0.25	0.15	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.07	0.07	0.13
Crit Moves:	****				****					****		
Green Time:	16.6	56.0	0.0	0.0	39.4	39.4	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	1.11	0.20	0.00	0.00	1.11	1.11	0.00	0.00	0.00	0.52	0.52	0.97
Delay/Veh:	99.2	2.9	0.0	0.0	77.1	77.1	0.0	0.0	0.0	31.2	31.2	83.4
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:	99.2	2.9	0.0	0.0	77.1	77.1	0.0	0.0	0.0	31.2	31.2	83.4
LOS by Move:	F	A	A	A	E-	E-	A	A	A	C	С	F
HCM2kAvgQ:	17	2	0	0	42	42	0	0	0	4	4	10
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

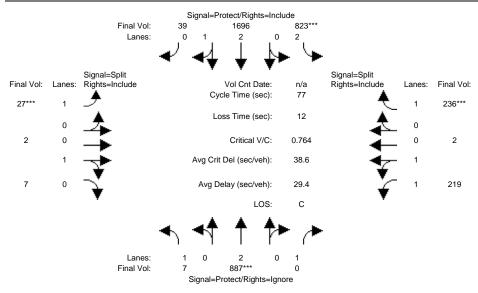
Intersection #4: North 1st Street / SR 237 Eastbound Ramps [CMP]



Street Name: Approach: Movement:		North Bou		Stree Sou	et uth Bo - T	und – R	Eá L -		7 East und - R		Ramps est Bo - T	
Min. Green: Y+R:	7	10 4.0	10 4.0	7 4.0	10 4.0	 10 4.0	10	10 4.0	 10 4.0	10 4.0	10 4.0	10
Volume Module		410	0.0	206	0.00	0.0	1.0	0	_	0.2	1	1.41
	6		90	386	978	29	18	2	5	93	1	141
Growth Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:		410	90	386	978	29	18	2	5	93	1	141
Added Vol: PasserByVol:	0	32	0	0		0	0	0	0	0	0	0
PasserByVol: Initial Fut:	Ţ	316	61	388	557	1	0	0	2	126	1	47
			151		1560	30	18	2	7	219	2	188
User Adj:			0.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:			0.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	./	758	0		1560	30	18	2	7	219	2	188
Reduct Vol: Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
			0		1560	30	18	2	7		2	188
PCE Adj:			0.00	1.00		1.00		1.00	1.00		1.00	1.00
MLF Adj:			0.00	1.00		1.00		1.00	1.00		1.00	1.00
FinalVolume:			0		1560	30	18	2	7	219	2	188
Saturation F												
Saturation F. Sat/Lane:			1000	1900	1000	1900	1000	1900	1900	1000	1900	1900
Adjustment:			0.92	0.83		0.95		0.95	0.95		0.95	0.92
Lanes:			1.00			0.95		0.95	0.95		0.95	1.00
Final Sat.:			1750		5494			400	1400	3518		1750
Final Sat												
Capacity Anal												
	0.00		0.00	0 25	0.28	0.28	0 01	0.01	0.01	0 06	0.06	0.11
,	0.00	****	0.00	****	0.20	0.20	****	0.01	0.01	****	0.00	0.11
Green Time:	10 1	18.6	0.0	22 9	31.4	31.4	10.0	10 0	10.0	13 5	13.5	13.5
Volume/Cap:			0.00	0.83		0.70		0.04	0.04		0.36	0.61
Delay/Veh:			0.0	31.3		19.8		29.4	29.4		28.3	33.0
User DelAdi:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
AdiDel/Veh:			0.0	31.3		19.8		29.4	29.4		28.3	33.0
LOS by Move:			0.0 A	31.3 C		B-	29.0 C		29.4 C		20.3 C	33.0 C-
HCM2kAvgQ:			0	9		10	0	_	0	3	-	5
Note: Queue									U	3	J	,
1.occ. Queue	- CPOT	CCG ID	CIIC II	and C1	Ji Ca	TO PCI	Tane.	•				

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

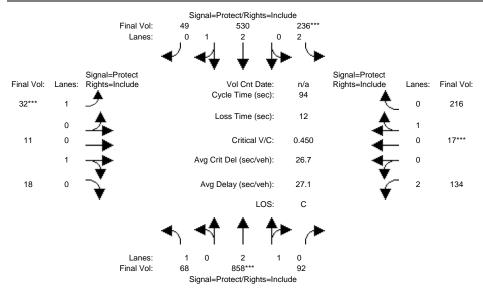
Intersection #4: North 1st Street / SR 237 Eastbound Ramps [CMP]



Street Name:	No	Nor	th 1st	Stree	et ı+b Bo	ound	₽.	SR 23	7 East		_	
						- R				₩€	est bo - T	
Movement:		- T										
Min. Green:		10		7				10		10		10
Y+R:		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
1+K•												
Volume Module	1											
		410	90	386	978	29	18	2	5	93	1	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	410	90	386	978	29	18	2	5	93	1	141
Added Vol:	0	161	0	49	161	9	9	0	0	0	0	48
PasserByVol:	1	316	61	388	557	1	0	0	2	126	1	47
Initial Fut:	7	887	151	823	1696	39	27	2	7	219	2	236
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	887	0	823	1696	39	27	2	7	219	2	236
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	887	0	823	1696	39	27	2	7	219	2	236
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	887	0	823	1696	39	27	2	7	219	2	236
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.93	0.07	1.00	0.22	0.78	1.98	0.02	1.00
Final Sat.:	1750	3800	1750	3150	5474	126	1750	400	1400	3518	32	1750
Capacity Anal	lysis	Modul	e :	•		·				•		•
Vol/Sat:	0.00	0.23	0.00	0.26	0.31	0.31	0.02	0.01	0.01	0.06	0.06	0.13
Crit Moves:		****		****			****					****
Green Time:	9.8	20.4	0.0	22.8	33.4	33.4	10.0	10.0	10.0	11.8	11.8	11.8
Volume/Cap:	0.03	0.88	0.00	0.88	0.71	0.71	0.12	0.04	0.04	0.41	0.41	0.88
Delay/Veh:	29.5	36.3	0.0	35.6	18.9	18.9	29.8	29.4	29.4	30.0	30.0	58.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	36.3	0.0	35.6	18.9	18.9	29.8	29.4	29.4	30.0	30.0	58.8
LOS by Move:	С	D+	A	D+	B-	B-	C	С	С	С	С	E+
		11	0	10	10	10	1	0	0	3	3	9
Note: Queue	report	ted is	the n	umber	of ca	ars per	lane	•				

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

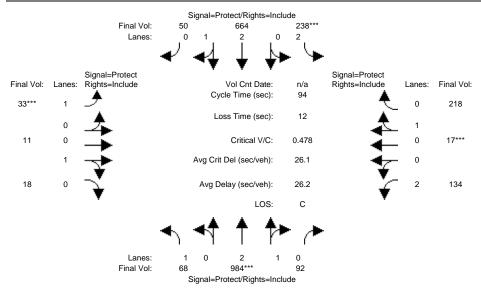
Intersection #5: North 1st Street / Holger Way



Street Name:		North 1st Street North Bound South Bound					₽.	at Po	Holge	r Way	nat Po	und
Movement:		- T				- R					- T	
 Min. Green:		10		7				10		7		10
Y+R:		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
Volume Module	1		1	ı		I	I		ı	I		1
Base Vol:	68	826	92	236	505	49	32	11	18	134	17	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	826	92	236	505	49	32	11	18	134	17	216
Added Vol:	0	32	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	858	92	236	530	49	32	11	18	134	17	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	858	92	236	530	49	32	11	18	134	17	216
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	858	92	236	530	49	32	11	18	134	17	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	858	92	236	530	49	32	11	18	134	17	216
Saturation F			'	'		'	'		'	1		'
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.70	0.30		2.74	0.26	1.00	0.38	0.62	2.00	0.07	0.93
Final Sat.:	1750	5057	542	3150	5125	474	1750	683	1117	3150	131	1669
Capacity Ana				•					'			
Vol/Sat:	0.04	0.17	0.17	0.07	0.10	0.10	0.02	0.02	0.02	0.04	0.13	0.13
Crit Moves:		***		****			****				***	
Green Time:	20.2	34.0	34.0	15.0	28.8	28.8	7.0	19.4	19.4	13.6	26.0	26.0
Volume/Cap:	0.18	0.47	0.47	0.47	0.34	0.34	0.25	0.08	0.08	0.29	0.47	0.47
Delay/Veh:	30.4	23.2	23.2	36.6	25.3	25.3	42.0	30.2	30.2	36.3	29.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	23.2	23.2	36.6	25.3	25.3	42.0	30.2	30.2	36.3	29.0	29.0
LOS by Move:	С	С	С	D+	С	С	D	С	С	D+	С	С
HCM2kAvgQ:		7	7	4	4	4	1	1	1	2	6	6
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

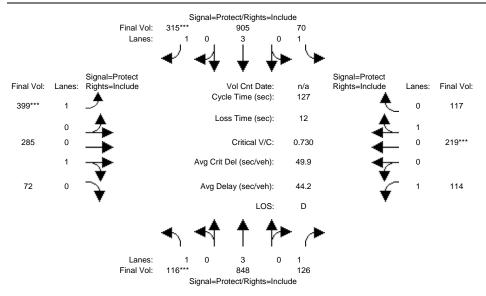
Intersection #5: North 1st Street / Holger Way



Street Name:		North 1st Street North Bound South Bound						agt Bo	Holge	r Way	est Bo	und
Movement:		- T		L ·	- T	- R	L ·	две во - Т	- R	L -	- Т	
Min. Green:		10			10		7	10		7		10
Y+R: 		4.0			4.0				4.0			4.0
Volume Modul												
Base Vol:	68	826	92	236	505	49	32	11	18	134	17	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	826	92	236	505	49	32	11	18	134	17	216
Added Vol:	0	158	0	2	159	1	1	0	0	0	0	2
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	984	92	238	664	50	33	11	18	134	17	218
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	984	92	238	664	50	33	11	18	134	17	218
Reduct Vol: Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	984	92	238	664	50	33	11	18	134	17	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			92		664	50	33	11	18	134	17	218
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:		0.99	0.95	0.83	0.99	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.73	0.27	2.00	2.78	0.22	1.00	0.38	0.62	2.00	0.07	0.93
Final Sat.:			479		5207			683	1117	3150	130	1670
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.04	0.19	0.19	0.08	0.13	0.13		0.02	0.02	0.04	0.13	0.13
Crit Moves:		****		****			****				***	
Green Time:	18.6	36.2	36.2	14.2	31.8	31.8	7.0	18.6	18.6	13.0	24.6	24.6
Volume/Cap:	0.20	0.50	0.50	0.50	0.38	0.38	0.25	0.08	0.08	0.31	0.50	0.50
Delay/Veh:	31.8	22.2	22.2	37.4	23.7	23.7	42.1	30.9	30.9	36.8	30.3	30.3
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:	31.8	22.2	22.2	37.4	23.7	23.7	42.1	30.9	30.9	36.8	30.3	30.3
LOS by Move:			C+	D+	С	С	D	_	C	D+	_	C
HCM2kAvgQ:	2	8	8	4	5	5	1	1	1	2	6	6
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

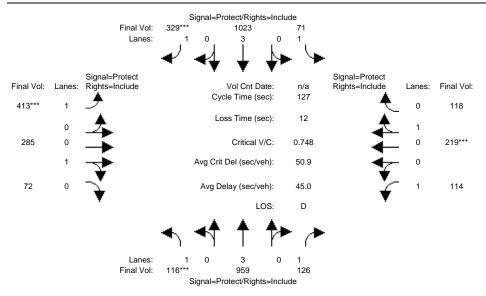
Intersection #6: North 1st Street / Vista Montana



		North 1st Street North Bound South Bound							ista M			_
Approach:	No:	rth Bo	und	Sot	uth Bo	und	Εá	ast Bo	und			und
Movement:												
		10								7		10
Y+R:		4.0			4.0			4.0				4.0
Volume Module												
Base Vol:	95	524	106	51	399	191	365	278	67	108	201	88
Growth Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
			106	51		191	365	278	67	108	201	88
Initial Bse: Added Vol:	0	32	0	0		0	0		0	0	0	0
PasserByVol:	21	292	20	19			34		5	6		29
Initial Fut:			126	70		315	399		72	114		117
User Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
			126	70	905	315	399	285	72	114	219	117
PHF Volume: Reduct Vol:	110	0	0	0		0	0		0	114		0
Reduced Vol:	116	ΩΛΩ	126	70		315	399		72	114		117
			1.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adi:			1.00	1.00		1.00		1.00	1.00	1.00		1.00
FinalVolume:			126	70		315	399		72	114		117
Finalvolume:						315						
Saturation F												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.80	0.20	1.00	0.65	0.35
Final Sat.:			1750	1750	5700	1750	1750	1437	363	1750	1173	627
Capacity Ana				1		,	1		1	1		1
Vol/Sat:	0.07	0.15	0.07	0.04	0.16	0.18	0.23	0.20	0.20	0.07	0.19	0.19
Crit Moves:	***					***	***				****	
Green Time:	11.5	31.3	31.3	11.6	31.3	31.3	39.7	54.3	54.3	17.8	32.5	32.5
Volume/Cap:	0.73	0.60	0.29	0.44	0.64	0.73		0.46	0.46	0.46	0.73	0.73
Delay/Veh:	72.0	43.1	39.3	56.6	43.9	50.2	43.9	26.4	26.4	51.6	49.1	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.0	43.1	39.3	56.6	43.9	50.2	43.9	26.4	26.4	51.6	49.1	49.1
LOS by Move:	E		D		D	D	D			D-	D	D
HCM2kAvgQ:	5	10	4	3	10	12	15		10	5	14	14
Note: Queue			the n	umber	of ca	rs per	lane					

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

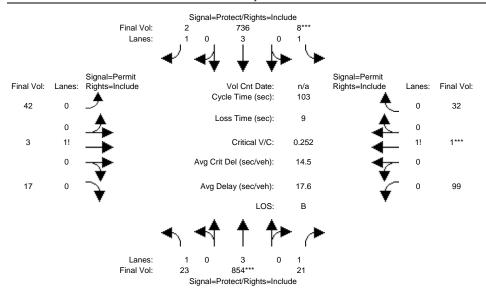
Intersection #6: North 1st Street / Vista Montana



Street Name:		North 1st Street North Bound South Bound							ista M			
Approach:	No:	rth Bo	und	So	ath Bo	und	Εá	ast Bo	und			und
Movement:												
		10		7						7		10
Y+R:		4.0			4.0			4.0				
Volume Module												
Base Vol:		524	106	51	399	191	365	278	67	108	201	88
Growth Adj:			1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
			106	51		191	365	278	67	108	201	88
Initial Bse: Added Vol:	0	143	0	1		14	14	0	0	0	0	1
PasserByVol:	21	292	20		481	124	34	7	5	6		29
Initial Fut:			126	71	1023	329	413		72	114		118
User Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:			126	71	1023	329	413	285	72	114	219	118
Reduct Vol:	0	0	0	0		0	0	0	0	0	0	0
Reduced Vol:	116	959	126	71	1023	329	413		72	114	219	118
PCE Adj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adi:				1.00		1.00		1.00	1.00			1.00
FinalVolume:	116	959		71		329	413	285	72	114		118
Saturation F				ļ			1		ı	ı		ļ
Sat/Lane:				1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.80	0.20	1.00	0.65	0.35
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1437	363	1750	1170	630
Capacity Anal				'					'			'
Vol/Sat:				0.04	0.18	0.19	0.24	0.20	0.20	0.07	0.19	0.19
Crit Moves:	****					****	****				****	
Green Time:		32.5	32.5	10.7	31.9	31.9	40.1	54.1	54.1	17.8	31.8	31.8
Volume/Cap:	0.75	0.66	0.28	0.48	0.71	0.75	0.75	0.47	0.47		0.75	0.75
Delay/Veh:		43.4	38.2	58.1	45.1	50.8	44.6	26.6	26.6	51.7	50.7	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.6	43.4	38.2	58.1	45.1	50.8	44.6	26.6	26.6	51.7	50.7	50.7
LOS by Move:	E		D+		D		D		С	D-	D	D
HCM2kAvgQ:	5	11	4	3	12	13	16		10	5	14	14
Note: Queue			the n	umber	of ca	rs per	lane					

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

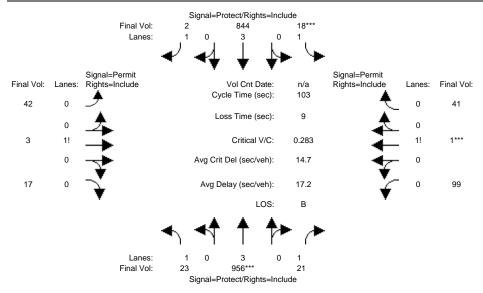
Intersection #7: North 1st Street / Rose Orchard Way



Street Name: North Approach: North Bound		Rose Orc	hard Way West Bound
Movement: L - T -	R L - T - R	L - T - R	L - T - R
			10 10 10
	4.0 4.0 4.0 4.0	4.0 4.0 4.0	
Volume Module:			
	15 6 589 1	42 3 17	57 1 26
3		1.00 1.00 1.00	1.00 1.00 1.00
	15 6 589 1	42 3 17	57 1 26
	0 0 25 0	0 0 0	0 0 0
4	6 2 122 1	0 0 0	42 0 6
Initial Fut: 23 854	21 8 736 2	42 3 17	99 1 32
User Adj: 1.00 1.00 1.	.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.	.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume: 23 854	21 8 736 2	42 3 17	99 1 32
Reduct Vol: 0 0	0 0 0 0	0 0 0	0 0 0
Reduced Vol: 23 854	21 8 736 2	42 3 17	99 1 32
PCE Adj: 1.00 1.00 1.	.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.	.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume: 23 854	21 8 736 2	42 3 17	99 1 32
Saturation Flow Module:		·	
Sat/Lane: 1900 1900 19	900 1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment: 0.92 1.00 0.	.92 0.92 1.00 0.92	0.92 0.92 0.92	0.92 0.92 0.92
Lanes: 1.00 3.00 1.	.00 1.00 3.00 1.00	0.68 0.05 0.27	0.75 0.01 0.24
Final Sat.: 1750 5700 17	750 1750 5700 1750	1185 85 480	1313 13 424
Capacity Analysis Module:		·	1
	.01 0.00 0.13 0.00	0.04 0.04 0.04	0.08 0.08 0.08
Crit Moves: ****	***		* * * *
Green Time: 22.4 57.9 57	7.9 7.0 42.5 42.5	29.1 29.1 29.1	29.1 29.1 29.1
Volume/Cap: 0.06 0.27 0.	.02 0.07 0.31 0.00	0.13 0.13 0.13	0.27 0.27 0.27
-		28.0 28.0 28.0	30.0 30.0 30.0
4 '		1.00 1.00 1.00	1.00 1.00 1.00
<u> </u>		28.0 28.0 28.0	30.0 30.0 30.0
=		C	C C C
HCM2kAvqQ: 1 4	0 0 5 0	2 2 2	4 4 4

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

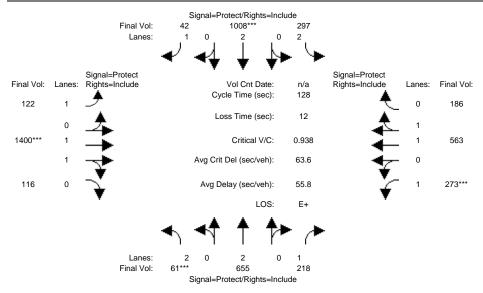
Intersection #7: North 1st Street / Rose Orchard Way



Street Name: Approach:	North 1st Street North Bound South Bound						Rose Orchard Way East Bound West Bound					
Movement:	L - T -						L ·	- T	- R	L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R: 		4.0			4.0			4.0			4.0	4.0
Volume Modul	ı		1	ı		Į	1		ļ			
Base Vol:	18	622	15	6	589	1	42	3	17	57	1	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	622	15	6	589	1	42	3	17	57	1	26
Added Vol:	0	134	0	10	133	0	0	0	0	0	0	9
PasserByVol:	5	200	6	2	122	1	0	0	0	42	0	6
Initial Fut:	23	956	21	18	844	2	42	3	17	99	1	41
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	956	21	18	844	2	42	3	17	99	1	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	956	21	18	844	2	42	3	17	99	1	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			21		844	2	42	3	17	99	1	41
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.68	0.05	0.27	0.70	0.01	0.29
Final Sat.:					5700	1750	1185	85	480	1229	12	509
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.01	0.17	0.01	0.01	0.15	0.00	0.04	0.04	0.04	0.08	0.08	0.08
Crit Moves:		****		****							****	
Green Time:	20.7	58.8	58.8	7.0	45.1	45.1	28.2	28.2	28.2	28.2	28.2	28.2
Volume/Cap:	0.07	0.29	0.02	0.15	0.34	0.00	0.13	0.13	0.13	0.29	0.29	0.29
Delay/Veh:	33.7	11.6	9.7	47.9	19.5	16.3	28.7	28.7	28.7	31.1	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	11.6	9.7	47.9	19.5	16.3	28.7	28.7	28.7	31.1	31.1	31.1
LOS by Move:			A	D	B-	В	С	С	C	С	С	C
HCM2kAvgQ:	1	5	0	1	6	0	2	2	2	4	4	4
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

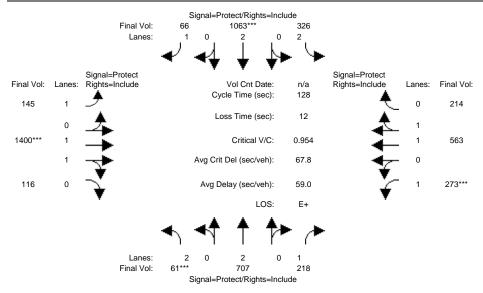
Intersection #8: North 1st Street / Tasman Drive



Street Name:	North 1st Street North Bound South Bound						Tasman Drive East Bound West Bound					
Approach:	L - T -		una	South Bo		una e		- T - R		west bo		
Min. Green:		10	10	7	10					7		
Y+R:			4.0	4.0	4.0	4.0			4.0		4.0	
Volume Modul	e:											
Base Vol:	44	419	132	172	519	28	104		104	176	344	137
Growth Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	44	419	132	172	519	28	104	755	104	176	344	137
Added Vol:	0	32	43	0	25	0	0	555	0	20	134	0
PasserByVol:	17	204	43	125		14	18	90	12	77	85	49
Initial Fut:	61	655	218	297	1008	42	122	1400	116	273	563	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	655	218	297	1008	42	122	1400	116	273	563	186
Reduct Vol:	0	0	0	0	0	0	0		0	0	0	0
Reduct Vol: Reduced Vol:	61	655	218	297	1008	42	122	1400	116	273	563	186
PCE Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
FinalVolume:			218	297	1008	42	122	1400	116	273	563	186
Saturation F				'		'	'			' '		1
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00		0.83		0.92	0.92	0.98	0.95			0.95
Lanes:			1.00	2.00	2.00	1.00	1.00	1.84	0.16		1.49	0.51
Final Sat.:			1750		3800	1750			283		2780	919
Capacity Ana				ı		1	1			1 1		
Vol/Sat:				0.09	0.27	0.02	0.07	0.41	0.41	0.16	0.20	0.20
Crit Moves:					****			****		****		
Green Time:		27.0	27.0	14.8	34.8	34.8	19.0	53.7	53.7	20.5	55.2	55.2
Volume/Cap:			0.59		0.98	0.09		0.98	0.98		0.47	0.47
Delay/Veh:			48.0		68.4	34.9		53.8		100.5		26.2
User DelAdj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:				68.7		34.9		53.8		100.5		26.2
LOS by Move:			10.0 D				D-			100.5		20.2 C
HCM2kAvgQ:			8	7		_	<i>Б</i> –	_	33		_	10
Note: Queue :									23	7.4	10	10
Note: Queue	ccu is	CIIC II	rannet	OI Ca	rp her	Tame	•					

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

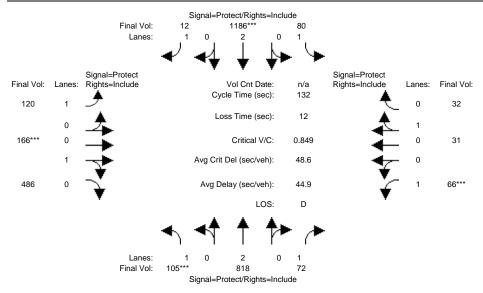
Intersection #8: North 1st Street / Tasman Drive



Street Name: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10 7 10 10 7 10 10 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Y+R: 4.0
Volume Module: Base Vol: 44 419 132 172 519 28 104 755 104 176 344 137
Volume Module: Base Vol: 44 419 132 172 519 28 104 755 104 176 344 137
Crosstb Adi: 1 00 1 00 1 00 1 00 1 00 1 00 1 00 1
GIOWLII AQJ • I.UU I.UU I.UU I.UU I.UU I.UU I.UU I.
Initial Bse: 44 419 132 172 519 28 104 755 104 176 344 137
Added Vol: 0 84 43 29 80 24 23 555 0 20 134 28
PasserByVol: 17 204 43 125 464 14 18 90 12 77 85 49
Initial Fut: 61 707 218 326 1063 66 145 1400 116 273 563 214
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
DYT TY] . (1 FOF 010 206 1062 66 145 1400 116 0F2 562 014
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
FinalVolume: 61 707 218 326 1063 66 145 1400 116 273 563 214
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190
Adjustment: 0.83 1.00 0.92 0.83 1.00 0.92 0.92 0.98 0.95 0.99 0.95
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 1.00 1.84 0.16 1.00 1.43 0.57
Final Sat.: 3150 3800 1750 3150 3800 1750 1750 3417 283 1750 2680 1019
Capacity Analysis Module:
Vol/Sat: 0.02 0.19 0.12 0.10 0.28 0.04 0.08 0.41 0.41 0.16 0.21 0.21
Crit Moves: **** **** ****
Green Time: 7.0 27.7 27.7 15.4 36.1 36.1 20.6 52.8 52.8 20.1 52.3 52.3
Volume/Cap: 0.35 0.86 0.58 0.86 0.99 0.13 0.51 0.99 0.99 0.51 0.51
Delay/Veh: 59.6 57.5 47.1 73.0 71.5 34.4 50.7 58.7 58.7 106.1 28.6 28.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
AdjDel/Veh: 59.6 57.5 47.1 73.0 71.5 34.4 50.7 58.7 58.7 106.1 28.6 28.6
LOS by Move: E+ E+ D E E C- D E+ E+ F C C
HCM2kAvgQ: 1 14 8 8 25 2 5 34 34 14 11 11
Note: Queue reported is the number of cars per lane.

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

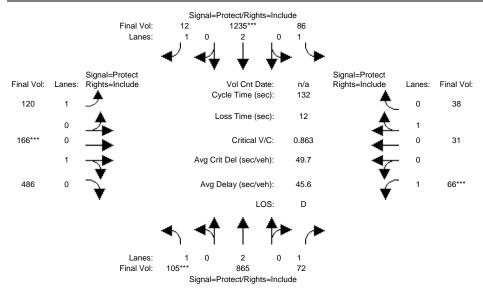
Intersection #9: North 1st Street / Rio Robles Street



Street Name: Approach: Movement:	No:	No: rth Boi	rth 1s und - R	t Stre Sou L -	eet uth Bo - T	und - R	Rio Roble East Bound L - T - R			L - T - F		
Min. Green: Y+R:	7 4.0	10 4.0	10	7 4.0	10 4.0	10	7 4.0	10 4.0	10	7 4.0	10 4.0	10
Volume Module												
Base Vol:	93	516	72	65	592	9	113	166	457	66	31	29
Growth Adj:			1.00		1.00	1.00	1.00		1.00		1.00	1.00
Initial Bse:		516	72	65	592	9	113	166	457	66	31	29
Added Vol:			0	0		0	0	0	0	0	0	0
PasserByVol:	12	228	0	15	549	3	7	0	29	0	0	3
Initial Fut:			72	80	1186	12	120	166	486	66	31	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	818	72	80	1186	12	120	166	486	66	31	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	818	72	80	1186	12	120	166	486	66	31	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:				80		12	120	166	486	66	31	32
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:			1.00	1.00	2.00	1.00		0.25	0.75		0.49	0.51
Final Sat.:			1750			1750		458	1342		886	914
Capacity Anal	lysis	Module	e:									
Vol/Sat:		0.22	0.04	0.05		0.01	0.07	0.36	0.36		0.04	0.04
CIIC MOVED.	****				***			****		****		
Green Time:			45.9		48.0	48.0		55.7		7.0		32.9
Volume/Cap:			0.12		0.86	0.02		0.86	0.86		0.14	0.14
Delay/Veh:			29.3		44.4	26.9		44.1	44.1		38.7	38.7
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh: 1				61.5		26.9	42.9	44.1	44.1	84.1	38.7	38.7
LOS by Move:			С			C	D	D	D	F	_	D+
HCM2kAvgQ:			2	3		0	4		27	4	2	2
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane					

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

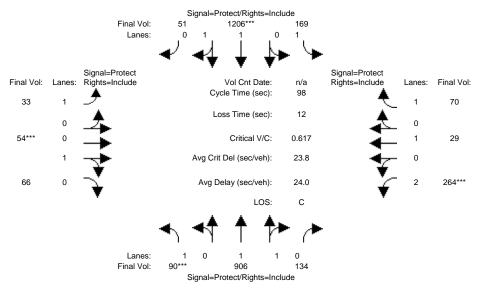
Intersection #9: North 1st Street / Rio Robles Street



Street Name: Approach: Movement:	No:	No: rth Bo: - T -	rth 1s und - R	t Stre Sou L -	eet uth Bo - T	und - R	Rio Roble East Bound L - T - R			L - T - R		
Min. Green: Y+R:	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10	7 4.0	10 4.0	10	7 4.0	10 4.0	10 4.0
Volume Module												
Base Vol:	93	516	72	65	592	9	113	166	457	66	31	29
Growth Adj:			1.00		1.00	1.00	1.00		1.00		1.00	1.00
Initial Bse:		516	72	65	592	9	113	166	457	66	31	29
Added Vol:		121	0	6		0	0	0	0	0	0	6
PasserByVol:			0	15		3	7	0	29	0	0	3
Initial Fut:			72		1235	12	120	166	486	66	31	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	865	72	86	1235	12	120	166	486	66	31	38
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	865	72	86	1235	12	120	166	486	66	31	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			72		1235	12	120	166	486	66	31	38
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.25	0.75	1.00	0.45	0.55
Final Sat.:			1750			1750		458	1342		809	991
Capacity Anal	-											
Vol/Sat:		0.23	0.04	0.05		0.01	0.07	0.36	0.36		0.04	0.04
CIIC MOVED.	****				***			****		****		
Green Time:			47.2		49.1	49.1		54.8	54.8		32.4	
Volume/Cap:			0.12	0.59		0.02		0.87	0.87		0.16	0.16
Delay/Veh:			28.5	64.6	44.8	26.2		46.5	46.5		39.2	39.2
User DelAdj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
AdjDel/Veh: 1				64.6	44.8	26.2	43.3	46.5	46.5	84.1	39.2	39.2
LOS by Move:			С		D	C	D	D	D	F		D
HCM2kAvgQ:			2	3		0	4		28	4	2	2
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane	•				

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

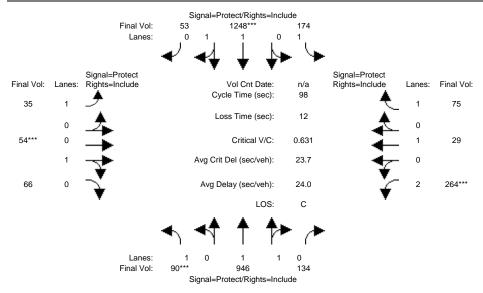
Intersection #10: North 1st Street / River Oaks Parkway



Street Name: Approach:	No	No rth Bo	rth 1s	t Stre	eet	und	River Oaks Parkway East Bound West Bound					
Movement:	L	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	- R
Min. Green: Y+R:	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0
Volume Modul												
Base Vol:	63	636	100	139	1007	49	30	47	56	239	27	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	636	100	139	1007	49	30	47	56	239	27	64
Added Vol:	0	74	0	0	45	0	0	0	0	0	0	0
PasserByVol:		196	34	30	154	2	3	7	10	25	2	6
Initial Fut:	90	906	134	169	1206	51	33	54	66	264	29	70
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	906	134	169	1206	51	33	54	66	264	29	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	906	134	169	1206	51	33	54	66	264	29	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			134		1206	51	33	54	66	264	29	70
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	1.74	0.26	1.00	1.92	0.08	1.00	0.45	0.55	2.00	1.00	1.00
Final Sat.:	1750	3223	477	1750	3550	150	1750	810	990	3150	1900	1750
	1											
Capacity Ana	lysis	Modul	e:									
Vol/Sat:		0.28	0.28	0.10	0.34	0.34	0.02	0.07	0.07		0.02	0.04
Crit Moves:	****				***			****		****		
Green Time:	8.2	46.2	46.2	15.9	53.9	53.9	9.8	10.6	10.6	13.3	14.1	14.1
Volume/Cap:	0.62	0.60	0.60	0.60	0.62	0.62	0.19	0.62	0.62	0.62	0.11	0.28
Delay/Veh:	51.2	19.6	19.6	41.5	15.6	15.6	40.9	47.7	47.7	42.7	36.7	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
AdjDel/Veh:	51.2	19.6	19.6	41.5	15.6	15.6	40.9	47.7	47.7	42.7	36.7	38.1
LOS by Move:	D-	B-	B-	D	В	В	D	D	D	D	D+	D+
HCM2kAvgQ:	3	11	11	5	12	12	1	5	5	6	1	2
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

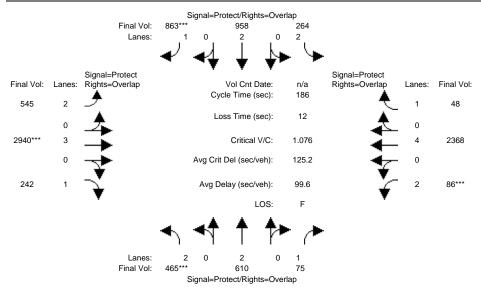
Intersection #10: North 1st Street / River Oaks Parkway



Street Name: Approach:	No:	No: rth Bo	rth 1s und	t Stre	eet uth Bo	und	River Oaks Parkway East Bound West B R L - T - R L - T				Bound
Movement:	L	- T	- R	L ·	- T	- R	L ·	- T	- R	L - T	- R
Min. Green:		10			10					7 1	
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0 4.	0 4.0
Volume Modul											
Base Vol:	63	636	100	139	1007	49	30	47	56	239 2	7 64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
Initial Bse:	63	636	100	139	1007	49	30	47	56	239 2	7 64
Added Vol:	0	114	0	5	87	2	2		0	0	0 5
PasserByVol:	27		34	30	154	2	3	7	10	25	2 6
Initial Fut:	90	946	134	174	1248	53	35	54	66	264 2	9 75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
PHF Volume:	90	946	134	174	1248	53	35	54	66	264 2	9 75
Reduct Vol: Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0 0
Reduced Vol:	90	946	134	174	1248	53	35	54	66	264 2	9 75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
FinalVolume:	90	946		174		53	35	54	66	264 2	9 75
Saturation F	low M	odule:	•			•			•		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 190	0 1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.83 1.0	0 0.92
Lanes:	1.00	1.74	0.26	1.00	1.92	0.08	1.00	0.45	0.55	2.00 1.0	0 1.00
Final Sat.:					3549	151	1750	810	990	3150 190	0 1750
Capacity Ana	İysis	Modul	e:	•					•		•
Vol/Sat:	0.05	0.29	0.29	0.10	0.35	0.35	0.02	0.07	0.07	0.08 0.0	2 0.04
Crit Moves:	****				***			***		****	
Green Time:	8.0	46.7	46.7	15.9	54.6	54.6	9.6	10.4	10.4	13.0 13.	8 13.8
Volume/Cap:	0.63	0.61	0.61	0.61	0.63	0.63	0.20	0.63	0.63	0.63 0.1	1 0.31
Delay/Veh:	52.4	19.6	19.6	42.1	15.4	15.4	41.2	48.7	48.7	43.3 37.	0 38.5
User DelAdj:			1.00		1.00	1.00		1.00	1.00	1.00 1.0	0 1.00
AdjDel/Veh:			19.6	42.1	15.4	15.4	41.2	48.7	48.7	43.3 37.	0 38.5
LOS by Move:	D-	B-	B-	D	В	В	D	D	D	D D	+ D+
HCM2kAvgQ:	3	12	12	5	13	13	1	5	5	6	1 2
Note: Queue			the n	umber	of ca	rs per	lane				

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

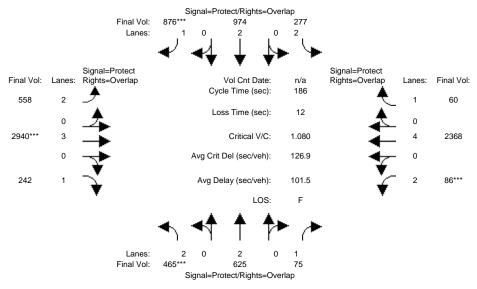
Intersection #11: North 1st Street / Montague Expressway [CMP]



Street Name:	No	No:	rth 1s	t Stre	eet ith Bo	ound	Montague Expressway East Bound West Bound			ound		
Movement:	L	- T	- R	L ·	- T	- R	L -	- T	- R	L ·	- T	- R
Min. Green:									92			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module			I	I			 		ı	I		ı
Base Vol:	362	418	60	201	682	593	400	2666	213	64	2200	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	418	60	201	682	593	400	2666	213	64	2200	33
Added Vol:	0	0	0	0	0	45	74		0	0	164	0
PasserByVol:	103	192	15	63	276	225	71	253	29	22	422	15
Initial Fut:	465	610	75	264	958	863		3379	242	86	2786	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87		1.00	0.85	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	465	610	75	264	958	863	545	2940	242	86	2368	48
Reduct Vol:			0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	610	75	264	958	863	545	2940	242	86	2368	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:			1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
FinalVolume:	465	610	75	264	958	863		2940			2368	48
Saturation F			'	'					'	'		,
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:				2.00	2.00	1.00		3.00		2.00	4.00	1.00
Final Sat.:					3800	1750		5700			7600	1750
Capacity Anal				'					'	1		
Vol/Sat:				0.08	0.25	0.49	0.17	0.52	0.14	0.03	0.31	0.03
Crit Moves:						****		****		***		
Green Time:		44.2	58.2	30.1	48.8	75.2	26.3	86.4	111.8	14.1	74.2	104.3
Volume/Cap:			0.14	0.52	0.96	1.22		1.11			0.78	0.05
Delay/Veh:			48.9			170.7					53.3	19.7
User DelAdj:			1.00		1.00	1.00	1.00				1.00	1.00
AdjDel/Veh:						170.7			18.4		53.3	19.7
LOS by Move:				E-		170.7 F	Z01.Z			57.5 F		B-
HCM2kAvgQ:				8		76	28	_	_	3	_	1
Note: Queue									,	3	22	-
	- 21- 21		2220 11		3_ 00			•				

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

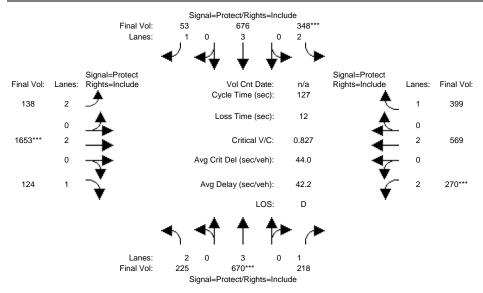
Intersection #11: North 1st Street / Montague Expressway [CMP]



Street Name:	No	No:	rth 1s	t Stre	eet ith Bo	ound	Montague Expr l East Bound				pressway West Bound		
Movement:	L ·	- T ·	- R	L ·	- T	- R	L -	- T	- R	L ·	- T	- R	
Min. Green: Y+R:	27	4.0	4.7	32	52	4.0	27	92	92 4.0	15	1 0	79 4 0	
1+K·													
Volume Module			I	I		ı	 		ı	I		ı	
Base Vol:	362	418	60	201	682	593	400	2666	213	64	2200	33	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	362	418	60	201	682	593	400	2666	213	64	2200	33	
Added Vol:	0	15	0	13	16	58	87		0	0	164	12	
PasserByVol:	103	192	15	63	276	225	71	253		22	422	15	
Initial Fut:	465	625	75	277	974	876	558	3379	242	86	2786	60	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.85	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	465	625	75	277	974	876	558	2940	242	86	2368	60	
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	465	625	75	277	974	876	558	2940	242	86	2368	60	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:			75		974	876		2940		86		60	
Saturation Fl	ow Mo	odule:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	7600	1750	
Capacity Anal	ysis	Module	e:										
Vol/Sat:	0.15	0.16	0.04	0.09	0.26	0.50	0.18	0.52	0.14	0.03	0.31	0.03	
Crit Moves:	****					****		****		****			
Green Time:	25.4	44.2	58.2	30.1	48.8	75.2	26.3	86.4	111.8	14.1	74.2	104.3	
Volume/Cap:	1.08	0.69	0.14	0.54	0.98	1.24	1.25	1.11	0.23	0.36	0.78	0.06	
Delay/Veh: 1	52.9	71.3	48.9	77.5	95.1	178.4	216.1	109	18.4	87.9	53.3	19.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh: 1	52.9	71.3	48.9	77.5	95.1	178.4	216.1	109	18.4	87.9	53.3	19.8	
LOS by Move:	F	E	D	E-	F	F	F	F	B-	F	D-	B-	
HCM2kAvgQ:	23	18	3	9	32	78	29	73	7	3	32	2	
Note: Queue r		ted is	the n	umber	of ca	ars per	lane	•					

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

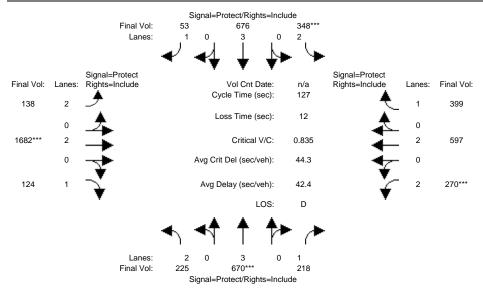
Intersection #12: Zanker Drive / Tasman Drive



Street Name: Approach:			Zanker	Drive	e 1+h Po	und	Tasman Drive East Bound West					. Bound	
Movement:													
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	
Y+R:		4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Modul	1												
Base Vol:		475	189	234	509	27	119	899	100	244	332	348	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	184	475	189	234	509	27	119	899	100	244	332	348	
Added Vol:	0	0	0	0	0	0	0	598	0	0	153	0	
PasserByVol:	41	195	29	114	167	26	19	156	24	26	84	51	
Initial Fut:	225	670	218	348	676	53	138	1653	124	270	569	399	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	225	670	218	348	676	53	138	1653	124	270	569	399	
	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	225	670	218	348	676	53	138	1653	124	270	569	399	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:			218		676	53		1653	124	270	569	399	
Saturation F	low Mo	odule:				·	•		•			•	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750	
Capacity Ana	lysis	Modul	e:			·	•		•			•	
Vol/Sat:	0.07	0.12	0.12	0.11	0.12	0.03	0.04	0.44	0.07	0.09	0.15	0.23	
Crit Moves:		****		****				****		****			
Green Time:		18.1	18.1	17.0	21.9	21.9	15.6	66.8	66.8	13.2	64.4	64.4	
Volume/Cap:	0.69	0.83	0.88	0.83	0.69	0.18	0.36	0.83	0.13	0.83	0.30	0.45	
Delay/Veh:	61.1	60.0	80.9	66.3	51.5	45.2	51.7	28.2	15.4	71.6	18.2	20.3	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	61.1	60.0	80.9	66.3	51.5	45.2	51.7	28.2	15.4	71.6	18.2	20.3	
LOS by Move:	E	E+		E		D	D-	С	В	E	B-	C+	
		11	12	10	9	2	3	25	2	8	6	11	
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane						

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

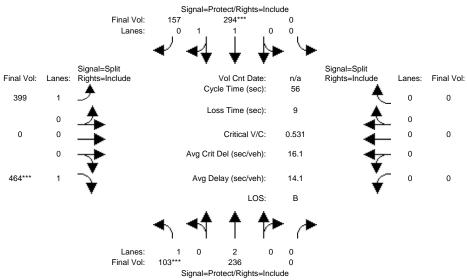
Intersection #12: Zanker Drive / Tasman Drive



Street Name: Approach:			Zanker	Drive	e 1+h Po	und	Tasman Drive East Bound West Bound				und	
Movement:												
Min. Green:	7	10		7	10	10	7	10	10	7	10	10
Y+R:		4.0			4.0				4.0			4.0
Volume Modul	1											
Base Vol:	184	475	189	234	509	27	119	899	100	244	332	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	475	189	234	509	27	119	899	100	244	332	348
Added Vol:	0	0	0	0	0	0	0	627	0	0	181	0
PasserByVol:	41	195	29	114	167	26	19	156	24	26	84	51
Initial Fut:	225	670	218	348	676	53	138	1682	124	270	597	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	670	218	348	676	53	138	1682	124	270	597	399
	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	670	218	348	676	53	138	1682	124	270	597	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			218		676	53		1682	124	270	597	399
Saturation F	low Mo	odule:				·	•					•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.07	0.12	0.12	0.11	0.12	0.03	0.04	0.44	0.07	0.09	0.16	0.23
Crit Moves:		****		****				****		****		
Green Time:	13.0	17.9	17.9	16.8	21.6	21.6	15.6	67.3	67.3	13.0	64.7	64.7
Volume/Cap:	0.70	0.84	0.89	0.84	0.70	0.18	0.36	0.84	0.13	0.84	0.31	0.45
Delay/Veh:	61.6	60.7	82.9	67.4	51.8	45.4	51.6	28.4	15.2	72.9	18.2	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.6	60.7	82.9	67.4	51.8	45.4	51.6	28.4	15.2	72.9	18.2	20.2
LOS by Move:	E	E	F	E	D-	D		С	В	E	B-	C+
		11	12	10	9	2	3	25	2	9	7	11
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane					

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

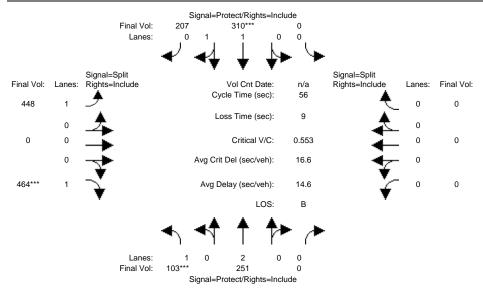
Intersection #13: Gold Street / Gold Street Connector



			Oigilia.	. otooti . tigi								
Street Name:			Gold S							Conne	ector	
Approach:											est Bo	
Movement:						- R					- T	
Min. Green:	7	10	0	0	10	10					0	0
Y+R:		4.0				4.0	4.0	4.0	4.0	4.0		
Volume Module	e:											
Base Vol:			0		229	130	319		294	0	0	0
Growth Adj:			1.00	1.00		1.00		1.00	1.00	1.00	1.00	1.00
Initial Bse:	77		0	0	229	130	319	0	294	0	0	0
Added Vol:		0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	26	14	0	0	65	27	80	0	170	0	0	0
Initial Fut:			0	0	294	157	399	0	464	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:			0	0	294	157	399	0	464	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	236	0	0	294	157	399	0	464	0	0	0
PCE Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:				0		157		0		0		0
Saturation F	low Mo	odule:										
		1900		1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:							1.00		1.00		0.00	0.00
Final Sat.:								0		0		0
Capacity Anal	_											
Vol/Sat:		0.06	0.00	0.00	0.12	0.12	0.23	0.00	0.27	0.00	0.00	0.00
CIIC HOVED	****				***				****			
Green Time:	7.0	19.6		0.0		12.6	27.4	0.0		0.0		0.0
Volume/Cap:			0.00	0.00	0.54	0.54	0.47	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	24.4	12.7	0.0	0.0	19.9	19.9	9.9	0.0	10.7	0.0	0.0	0.0
User DelAdj:				1.00		1.00	1.00		1.00		1.00	1.00
AdjDel/Veh:			0.0	0.0	19.9	19.9	9.9	0.0	10.7	0.0	0.0	0.0
LOS by Move:	C	В		A	B-	B-	A	A	B+	A	A	A
HCM2kAvgQ:	2	1	0	0	4	4	5	0	6	0	0	0
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane					

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

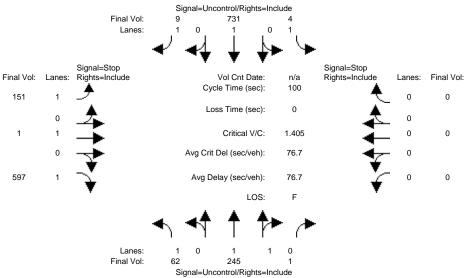
Intersection #13: Gold Street / Gold Street Connector



Street Name: Approach:			Gold S und	treet Sou	uth Bo	und	Ea	Gold ast Bo	Street und	et Connector West Bound			
Movement:		- T				- R			- R		- T		
Min. Green:	7	10	0	. 0	10	10	10	0	10	. 0	0	0	
Y+R: 		4.0			4.0				4.0		4.0	4.0	
Volume Module	1		1	1		ı	1		1	1		ļ	
Base Vol:	77	222	0	0	229	130	319	0	294	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	77	222	0	0	229	130	319	0	294	0	0	0	
Added Vol:	0	15	0	0	16	50	49	0	0	0	0	0	
PasserByVol:	26	14	0	0	65	27	80	0	170	0	0	0	
Initial Fut:	103	251	0	0	310	207	448	0	464	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	103	251	0	0	310	207	448	0	464	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	103	251	0	0	310	207	448	0	464	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	103	251	0	0	310	207	448	0	464	0	0	0	
Saturation F	low M	odule:	•						·			•	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	
Lanes:	1.00	2.00	0.00	0.00	1.18	0.82	1.00	0.00	1.00	0.00	0.00	0.00	
Final Sat.:	1750	3800	0	0	2217	1481	1750	0	1750	0	0	0	
Capacity Ana	İysis	Modul	e:	•									
Vol/Sat:	0.06	0.07	0.00	0.00	0.14	0.14	0.26	0.00	0.27	0.00	0.00	0.00	
Crit Moves:	***				***				***				
Green Time:	7.0	20.8	0.0	0.0	13.8	13.8	26.2	0.0	26.2	0.0	0.0	0.0	
Volume/Cap:	0.47	0.18	0.00	0.00	0.57	0.57	0.55	0.00	0.57	0.00	0.00	0.00	
Delay/Veh:	24.4	11.9	0.0	0.0	19.3	19.3	11.4	0.0	11.7	0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	24.4	11.9	0.0	0.0	19.3	19.3	11.4	0.0	11.7	0.0	0.0	0.0	
LOS by Move:	С	B+	A	А	B-	B-	B+	А	B+	А	A	A	
		1	0	0	5	5	6	0	6	0	0	0	
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•					

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

Intersection #14: Lafayette Street / Great America Way



Signal=Uncontrol/Rights=Include												
Street Name:		La	afayett	eat Ame	erica V	Vay						
Approach:	No	rth Bo	ound	Sot	ath Bo	ound	Εá	ast Bo	ound	We	est Bo	ound
Movement:	L	- T	- R	L ·	- T	- R	L -	- T	- R	L ·	- T	- R
Volume Module	ė:											'
Base Vol:	51	205	1	4	496	9	151	1	595	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	205	1	4	496	9	151	1	595	0	0	0
Added Vol:	11	0	0	0	0	0	0	0	2	0	0	0
PasserByVol:	0	40	0	0	235	0	0	0	0	0	0	0
Initial Fut:	62	245	1	4	731	9	151	1	597	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	245	1	4	731	9	151	1	597	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	62	245	1	4	731	9	151	1	597	0	0	0
Critical Gap	 Modu	le:		1 1			1			1 1		ı
Critical Gp:			xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:						xxxxx				xxxxx		
Capacity Mod	1			1 1			1			1 1		1
Cnflict Vol:		xxxx	xxxxx	246	xxxx	xxxxx	986	1109	731	xxxx	xxxx	xxxxx
Potent Cap.:			xxxxx						425	xxxx	xxxx	xxxxx
Move Cap.:			xxxxx			xxxxx		196	425	xxxx	xxxx	xxxxx
Volume/Cap:			XXXX			XXXX		0.01				XXXX
Level Of Ser	1			1 1			1			1 1		1
			xxxxx	0.0	xxxx	xxxxx	3.3	0.0	29.2	xxxx	xxxx	xxxxx
Control Del:			XXXXX			XXXXX				xxxxx		
LOS by Move:	A			А		*	E	C	F	*	*	*
Movement:			- RT			- RT	_		- RT	ът -	- LTR	– RT
Shared Cap.:												xxxxx
SharedOueue:												
Shrd ConDel:												
Shared LOS:	*	*	*	*	*	*	*		*	*	*	*
ApproachDel:	v	xxxxx		v	xxxxx			183.6		ν,	xxxx	
ApproachLOS:	22.	*		25.2	*		-	F.		25.2	*	
Note: Queue	renor	ted i	s the r	number	of c	ars nei	· lane	-				
1,000 Queue .	- CPOI		eak Hou			_			rt			
*****	****				-	_		-		*****	****	*****
Intersection	#14	Lafay	ette St	reet .	/ Grea	at Amei	rica Wa	аy				
******		_						-	****	****	****	*****
Future Volume	e Alt	ernat	ive: Pe	eak Hou	ır Wa	rrant N	Met					

-----| North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: Movement: -----||-----||-----| Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 0 0 0 Initial Vol: 62 245 1 4 731 9 151 1 597 0 0
ApproachDel: xxxxxx xxxx 183.6 xxxxxx Approach[eastbound][lanes=3][control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=38.2] SUCCEED - Vehicle-hours >= 5 for two or more lane approach. Signal Warrant Rule #2: [approach volume=749] SUCCEED - Approach volume >= 150 for two or more lane approach. Signal Warrant Rule #3: [approach count=3][total volume=1801] SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Future Volume Alternative: Peak Hour Warrant Met

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

Major Street Volume: 1052
Minor Approach Volume: 749
Minor Approach Volume Threshold: 352

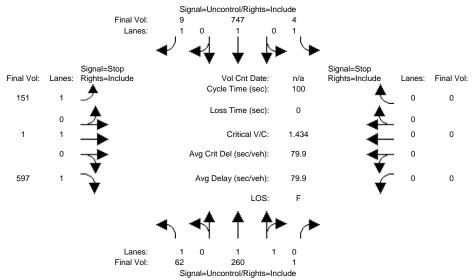
SIGNAL WARRANT DISCLAIMER

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

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

Level Of Service Computation Report 2000 HCM Unsignalized (Future Volume Alternative) Background PP PM

Intersection #14: Lafayette Street / Great America Way



Approach: North Bound				Olgi lai–	51100111101/111	grito-iriola	uc .						
Movement:				-								-	
Volume Module: Base Vol: 51 205 1 4 496 9 151 1 595 0 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0	Approach:												
Volume Module: Base Vol: 51 205 1 4 496 9 151 1 595 0 0 0 0 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0					. L ·	- T	- R	. L ·					
Base Vol: 51 205 1 4 496 9 151 1 595 0 0 0 0 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0				_			_		_				
Initial Bse: 51 205 1 4 496 9 151 1 595 0 0 0 Added Vol: 11 15 0 0 16 0 0 0 2 2 0 0 0 0 PasserByVol: 0 40 0 0 235 0 0 0 0 0 2 0 0 0 0 Initial Fut: 62 260 1 4 747 9 151 1 597 0 0 0 0 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0				_	_		-		_			-	-
Added Vol: 11 15 0 0 16 0 0 0 2 0 0 0 0 0 PasserByVol: 0 40 0 0 235 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0													
PasserByVol: 0 40 0 0 235 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					_				_		-	-	-
Initial Fut: 62 260 1 4 747 9 151 1 597 0 0 0 0 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0				-	-		-	-	-	_	-	-	-
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	-			-	-		-	-	-	-	-	•	-
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0				_	_		-		_		•	-	•
PHF Volume: 62 260 1 4 747 9 151 1 597 0 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0													
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	•												
FinalVolume: 62 260 1 4 747 9 151 1 597 0 0 0 0 Critical Gap Module: Critical Gap Module: Critical Gp: 4.1 xxxx xxxxx 4.1 xxxx xxxxx 6.4 6.5 6.2 xxxxx xxxx xxxxx FollowUpTim: 2.2 xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx				_	-		-		_		•	•	-
Critical Gap Module: Critical Gp: 4.1 xxxx xxxxx				-	-	-	-	-	-		-	-	-
Critical Gap Module: Critical Gp: 4.1 xxxx xxxxx					_						-	-	-
Critical Gp: 4.1 xxxx xxxxx		I											
FollowUpTim: 2.2 xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx	-												
Capacity Module: Cnflict Vol: 756 xxxx xxxxx 261 xxxx xxxxx 1009 1140 747 xxxx xxxx xxxxx Potent Cap.: 864 xxxx xxxxx 1315 xxxx xxxxx 269 203 416 xxxx xxxxx xxxxx Move Cap.: 864 xxxx xxxxx 1315 xxxx xxxxx 269 203 416 xxxx xxxx xxxxx Volume/Cap: 0.07 xxxx xxxx 0.00 xxxx xxxx 0.60 0.01 1.43 xxxx xxxx xxxx Volume/Cap: 0.07 xxxx xxxx 0.00 xxxx xxxx 0.60 0.01 1.43 xxxx xxxx xxxx	_												
Capacity Module: Cnflict Vol: 756 xxxx xxxxx 261 xxxx xxxxx 1009 1140 747 xxxx xxxx xxxxx Potent Cap.: 864 xxxx xxxxx 1315 xxxx xxxxx 269 203 416 xxxx xxxxx xxxxx Move Cap.: 864 xxxx xxxxx 1315 xxxx xxxxx 269 203 416 xxxx xxxx xxxxx Volume/Cap: 0.07 xxxx xxxx 0.00 xxxx xxxx 0.60 0.01 1.43 xxxx xxxx xxxx Volume/Cap: 0.07 xxxx xxxx 0.00 xxxx xxxx 0.60 0.01 1.43 xxxx xxxx xxxx xxxx Volume/Cap: 0.02 xxxx xxxxx 0.00 xxxx xxxx 3.5 0.0 30.0 xxxx xxxx xxxx Control Del: 9.5 xxxx xxxxx 7.7 xxxx xxxxx 38.2 24.3 234.4 xxxxx xxxx xxxx LOS by Move: A * * A * * E C F * * * * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxx xxxx		2.2	XXXX	XXXXX	2.2								
Cnflict Vol: 756 xxxx xxxxx 261 xxxx xxxxx 1009 1140 747 xxxx xxxx xxxxx Potent Cap.: 864 xxxx xxxxx 1315 xxxx xxxxx 269 203 416 xxxx xxxx xxxx Xxxx Move Cap.: 864 xxxx xxxxx 1315 xxxx xxxxx 253 188 416 xxxx xxxx xxxx Volume/Cap: 0.07 xxxx xxxx 0.00 xxxx xxxx 0.60 0.01 1.43 xxxx xxxx xxxx Volume/Cap: 0.07 xxxx xxxx 0.00 xxxx xxxx 3.5 0.0 30.0 xxxx xxxx xxxx xxxx Level Of Service Module: 2Way95thQ: 0.2 xxxx xxxxx 7.7 xxxx xxxxx 3.5 0.0 30.0 xxxx xxxx xxxx Los by Move: A * * * A * * * E C F * * * * * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx x													
Potent Cap.: 864 xxxx xxxxx 1315 xxxx xxxxx 269 203 416 xxxx xxxx xxxxx Move Cap.: 864 xxxx xxxxx 1315 xxxx xxxxx 253 188 416 xxxx xxxx xxxxx Volume/Cap: 0.07 xxxx xxxx 0.00 xxxx xxxx 0.60 0.01 1.43 xxxx xxxx xxxx xxxx													
Move Cap:: 864 xxxx xxxxx 1315 xxxx xxxxx 253 188 416 xxxx xxxx xxxxx Volume/Cap: 0.07 xxxx xxxx 0.00 xxxx xxxx 0.60 0.01 1.43 xxxx xxxx xxxx xxxx												xxxx	XXXXX
Volume/Cap: 0.07 xxxx xxxx 0.00 xxxx xxxx 0.60 0.01 1.43 xxxx xxxx xxxx xxxx	_												
Level Of Service Module: 2Way95thQ: 0.2 xxxx xxxxx 0.0 xxxx xxxxx 3.5 0.0 30.0 xxxx xxxx xxxx Control Del: 9.5 xxxx xxxxx 7.7 xxxx xxxxx 38.2 24.3 234.4 xxxxx xxxx xxxx LOS by Move: A * * A * * E C F * * * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxx xxxx	-											xxxx	XXXXX
Level Of Service Module: 2Way95thQ: 0.2 xxxx xxxxx 0.0 xxxx xxxxx 3.5 0.0 30.0 xxxx xxxx xxxx Control Del: 9.5 xxxx xxxxx 7.7 xxxx xxxxx 38.2 24.3 234.4 xxxxx xxxx xxxx LOS by Move: A * A * A * E C F * * * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx x													
<pre>2Way95thQ:</pre>													
Control Del: 9.5 xxxx xxxxx 7.7 xxxx xxxxx 38.2 24.3 234.4 xxxxx xxxx xxxxx LOS by Move: A * * A * * E C F * * * * * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxx xxxx													
LOS by Move: A * * A * * E C F * * * * * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx x	- ~												
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxx xxxx													XXXXX
Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx x	-							_	_				*
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxx xx												- LTR	- RT
Shrd ConDel:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx x	_												
Shared LOS:													
ApproachDel: xxxxxx xxxxx 194.6 xxxxxx ApproachLOS: * * F * Note: Queue reported is the number of cars per lane. Peak Hour Delay Signal Warrant Report ***********************************											XXXXX	xxxx	XXXXX
ApproachLOS: * * * F * Note: Queue reported is the number of cars per lane. Peak Hour Delay Signal Warrant Report ***********************************	Shared LOS:	*	*	*	*	*	*			*	*	*	*
Note: Queue reported is the number of cars per lane. Peak Hour Delay Signal Warrant Report ***********************************		X			X						XX		
Peak Hour Delay Signal Warrant Report ***********************************	ApproachLOS:		*			*			F			*	
**************************************	Note: Queue :	repor					_						
Intersection #14 Lafayette Street / Great America Way													
*******************************	*****	****	****	*****	*****	****	*****	*****	* * * * *	*****	*****	****	*****
Future Volume Alternative: Peak Hour Warrant Met										*****	*****	****	*****
	Future Volume	e Alt	ernat:	ive: Pe	eak Ho	ır Wa	rant I	/let					

-----| North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: Movement: -----||-----||-----| Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 0 0 0 Approach[eastbound][lanes=3][control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=40.5] SUCCEED - Vehicle-hours >= 5 for two or more lane approach. Signal Warrant Rule #2: [approach volume=749] SUCCEED - Approach volume >= 150 for two or more lane approach. Signal Warrant Rule #3: [approach count=3][total volume=1832] SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Future Volume Alternative: Peak Hour Warrant Met

Minor Approach Volume: 749
Minor Approach Volume Threshold: 340

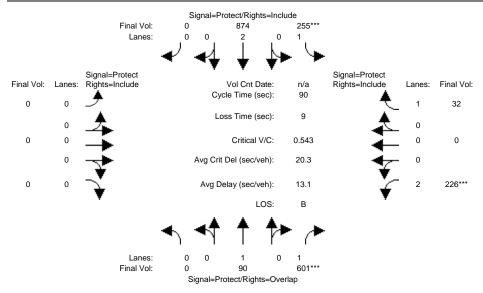
SIGNAL WARRANT DISCLAIMER

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

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

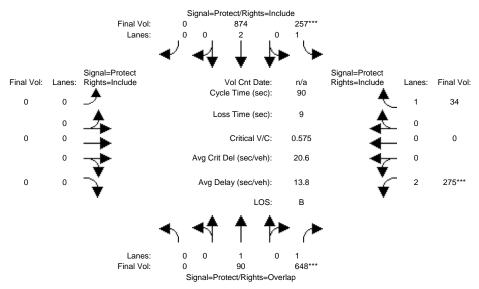
Intersection #15: Great America Parkway / Gold Street Connector



Street Name: Approach: Movement:	No:	rth Bo	und – R	Sou L -	ıth Bo - T	ound – R	Ea L -	ast Bo - T	- R	We L -	est Bo - T	- R
Min. Green: Y+R:	0 4.0	10 4.0	10 4.0	7 4.0	10 4.0	0 4.0	0 4.0	0 4.0	0 4.0	10 4.0	0 4.0	10 4.0
Volume Module			I	I		I	I		I	I		I
Base Vol:		23	521	85	158	0	0	0	0	200	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	521	85	158	0	0	0	0	200	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	67	80	170	716	0	0	0	0	26	0	27
Initial Fut:	0	90	601	255	874	0	0	0	0	226	0	32
		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	90	601	255	874	0	0	0	0	226	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	90	601	255	874	0	0	0	0	226	0	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
FinalVolume:			601		874	0	0	0	0	226	0	32
Saturation Fl												
		1900	1900		1900	1900		1900	1900		1900	1900
		1.00	0.92		1.00	0.92		1.00	0.92		1.00	0.92
		1.00	1.00		2.00	0.00		0.00	0.00		0.00	1.00
Final Sat.:		1900	1750			0	. 0	0	0	3150	0	1750
			- 1									
Capacity Anal	-											
Vol/Sat:	0.00	0.05	0.34		0.23	0.00	0.00	0.00	0.00		0.00	0.02
Crit Moves:		4.1 0	****	****				0 0	0 0	****	0 0	100
Green Time:			54.8		68.1	0.0	0.0	0.0	0.0	12.9	0.0	12.9
Volume/Cap:			0.56		0.30	0.00		0.00	0.00		0.00	0.13
Delay/Veh:			11.2	27.2	3.5	0.0	0.0	0.0	0.0	36.4	0.0	33.9
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			11.2	27.2	3.5	0.0	0.0	0.0	0.0	36.4		33.9
LOS by Move:			B+	C		A	A		A	D+	A	C-
HCM2kAvgQ:	0		11	7	4	0	0	0	0	3	0	1
Note: Queue 1	epor	ıea ıs	tne n	umper	or ca	ırs per	ıane	•				

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

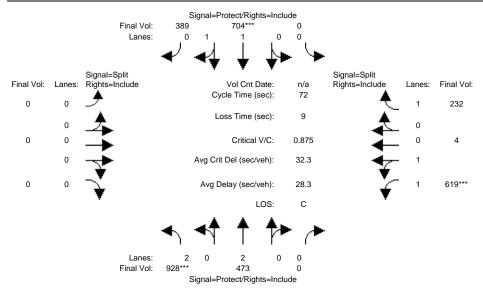
Intersection #15: Great America Parkway / Gold Street Connector



Street Name: Approach:	No	Great	Ameri	ca Pai	rkway	und	F:	Gold	Street		ector est Bo	und
Movement:	L	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	- R
Min. Green: Y+R:	0 4.0	10 4.0	10 4.0	7 4.0	10 4.0	0 4.0	0 4.0	0 4.0	0 4.0	10 4.0	0 4.0	10
Volume Module												
Base Vol:	0	23	521	85	158	0	0	0	0	200	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	521	85	158	0	0	0	0	200	0	5
Added Vol:	0	-	47	2	0	0	0	0	0	49	0	2
PasserByVol:	0	67	80	170	716	0	0	0	0	26	0	27
Initial Fut:	0	90	648	257	874	0	0	0	0	275	0	34
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	90	648	257	874	0	0	0	0	275	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0		648	257	874	0	0	0	0	275	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:		90	648		874	0	0	0	0	275	0	34
Saturation F												
Sat/Lane:		1900	1900		1900	1900		1900	1900		1900	1900
Adjustment:		1.00	0.92	0.92	1.00	0.92		1.00	0.92	0.83		0.92
Lanes:		1.00	1.00		2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:		1900	1750		3800	0	0	0	0	3150	0	1750
	1											
Capacity Ana	-											
Vol/Sat: Crit Moves:	0.00	0.05	0.37 ***	0.15 ****	0.23	0.00	0.00	0.00	0.00	0.09 ***	0.00	0.02
Green Time:	0.0	42.6	56.9	24.1	66.7	0.0	0.0	0.0	0.0	14.3	0.0	14.3
Volume/Cap:	0.00	0.10	0.59	0.55	0.31	0.00	0.00	0.00	0.00	0.55	0.00	0.12
Delay/Veh:	0.0	13.2	10.5	29.6	4.0	0.0	0.0	0.0	0.0	36.1	0.0	32.6
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:			10.5	29.6	4.0	0.0	0.0	0.0	0.0	36.1	0.0	32.6
LOS by Move:	A	В	B+	С	A	A	A	A	A	D+	A	C-
HCM2kAvgQ:	0		11	7	4	0	0	-	0	4	0	1
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

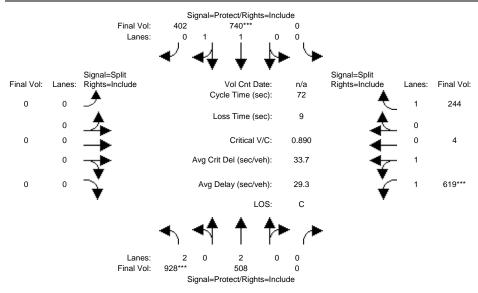
Intersection #16: Great America Parkway / SR 237 Westbound Ramps [CMP]



Street Name: Approach: Movement:	No	Great rth Bo	und	So	ath Bo	und – R	Εä	ast Bo	7 West und - R	₩e	Ramps est Bo - T	und
Min. Green:		10			10			0		10		10
Y+R:		4.0			4.0			4.0			4.0	4.0
Volume Modul	ė:			•					'			'
Base Vol:	289	371	0	0	126	224	0	0	0	491	3	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	371	0	0	126	224	0	0	0	491	3	187
Added Vol:	638	0	0	0	0	0	0	0	0	118	0	0
PasserByVol:	1	102	0	0	578	165	0	0	0	10	1	45
Initial Fut:	928	473	0	0	704	389	0	0	0	619	4	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	928	473	0	0	704	389	0	0	0	619	4	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	928	473	0	0	704	389	0	0	0	619	4	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	928	473	0	0	704	389	0	0	0	619	4	232
Saturation F	iow M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.27	0.73	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0	0	2382	1316	0	0	0	3527	23	1750
Capacity Ana	İysis	Modul	e:						•			•
Vol/Sat:	0.29	0.12	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.18	0.18	0.13
Crit Moves:	****				***					****		
Green Time:	24.2	48.6	0.0	0.0	24.3	24.3	0.0	0.0	0.0	14.4	14.4	14.4
Volume/Cap:	0.87	0.18	0.00	0.00	0.87	0.87	0.00	0.00	0.00	0.87	0.87	0.66
Delay/Veh:	30.7	4.4	0.0	0.0	29.6	29.6	0.0	0.0	0.0	39.6	39.6	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	4.4	0.0	0.0	29.6	29.6	0.0	0.0	0.0	39.6	39.6	31.2
LOS by Move:			A	A	C	С	A	A	A	D	D	С
HCM2kAvgQ:	12		0	0	13	13	0	0	0	11	11	6
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

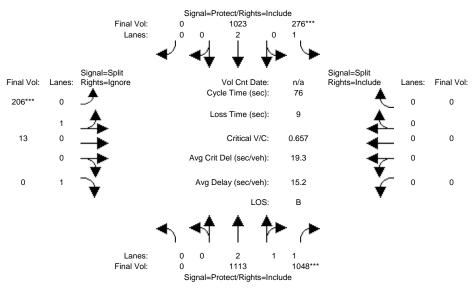
Intersection #16: Great America Parkway / SR 237 Westbound Ramps [CMP]



Street Name: Approach: Movement:	No:	rth Bou - T -	und - R	Sou L -	ıth Bo - T	und – R	Ea L -	ast Bo - T	- R	We L -	est Bo - T	und – R
Min. Green: Y+R:	7 4.0	10 4.0	0 4.0	0 4.0	10 4.0	10 4.0	0 4.0	0 4.0	0 4.0	10 4.0	10 4.0	10 4.0
Volume Module			1							1		
Base Vol:	289	371	0	0	126	224	0	0	0	491	3	187
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	371	0	0	126	224	0	0	0	491	3	187
Added Vol:		35	0	0	36	13	0	0	0	118	0	12
PasserByVol:	1	102	0	0	578	165	0	0	0	10	1	45
Initial Fut:		508	0	0	740	402	0	0	0	619	4	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	928	508	0	0	740	402	0	0	0	619	4	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	928	508	0	0	740	402	0	0	0	619	4	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	928	508	0	0	740	402	0	0	0	619	4	244
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.28	0.72	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:			0		2397	1302	0	0	0	3527		1750
Capacity Ana	lysis	Module	≘:									
Vol/Sat:	0.29	0.13	0.00	0.00	0.31	0.31	0.00	0.00	0.00		0.18	0.14
Crit Moves:	****				****					****		
Green Time:	23.8	48.8	0.0	0.0	25.0	25.0	0.0	0.0	0.0	14.2	14.2	14.2
Volume/Cap:	0.89	0.20	0.00	0.00	0.89	0.89	0.00	0.00	0.00	0.89	0.89	0.71
Delay/Veh:	32.5	4.4	0.0	0.0	30.3	30.3	0.0	0.0	0.0	41.6	41.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			0.0	0.0	30.3	30.3	0.0	0.0	0.0	41.6	41.6	33.6
LOS by Move:			A		C	C	A	A	A	D	D	C-
HCM2kAvgQ:		2	0	0	14	14	0	-	0	11	11	7
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane	•				

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

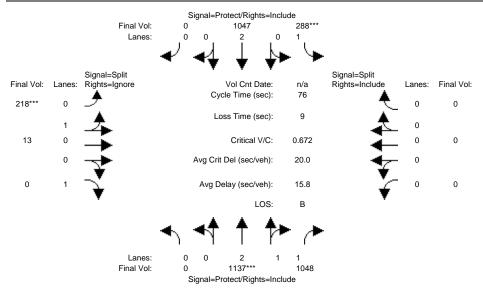
Intersection #17: Great America Parkway / SR 237 Eastbound Ramps [CMP]



Street Name: Approach:	No	Great	Ameri	ca Pai Soi	ckway uth Bo	und	Eá	SR 23	7 East und	bound We	Ramps est Bo	und
Movement:	L ·	- T ·	- R	L -	- T	- R	L -	- T	- R	L -	- T	- R
Min. Green: Y+R:	0 4.0	10 4.0	10	7 4.0	10 4.0	0 4.0	10 4.0	10 4.0	10	0 4.0	0 4.0	0 4.0
Volume Module												
Base Vol:	0	419	566	58	530	0	158	13	261	0	0	0
Growth Adj:			1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	419	566	58	530	0	158	13	261	0	0	0
Added Vol:	0	638	481	0	118	0	0	0	143	0	0	0
PasserByVol:	0	56	1	218	375	0	48	0	6	0	0	0
Initial Fut:	0	1113	1048	276	1023	0	206	13	410	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1113	1048	276	1023	0	206	13	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1113	1048	276	1023	0	206	13	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:			1.00		1.00	1.00		1.00	0.00	1.00	1.00	1.00
FinalVolume:			1048		1023	0	206	13	0	0	0	0
	1											
Saturation F												
Sat/Lane:		1900	1900		1900	1900		1900	1900		1900	1900
Adjustment:			0.92		1.00	0.92		0.95	0.92		1.00	0.92
Lanes:			2.00		2.00	0.00		0.06	1.00		0.00	0.00
Final Sat.:			3500		3800	0	1693	107	1750	0	0	0
	1											
Capacity Ana	-			0 16	0 07	0 00	0 10	0 10	0 00	0 00	0 00	0 00
Vol/Sat: Crit Moves:	0.00	0.29	0.30	V.16	0.27	0.00	U.⊥∠ ****	0.12	0.00	0.00	0.00	0.00
	0.0	34 7	34.7		52.9	0.0	14 1	14.1	0.0	0.0	0.0	0.0
	0.00		0.66		0.39	0.00		0.66	0.00		0.00	0.00
Delay/Veh:			16.5	29.8	4.9	0.0		33.4	0.0	0.0	0.0	0.0
User DelAdj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			16.5	29.8	4.9	0.0		33.4	0.0	0.0	0.0	0.0
LOS by Move:			В	C	A	A	C-	C-	A	A	A	A
HCM2kAvqQ:	0	10	10	6	5	0	6	6	0	0	0	0
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane	•				

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

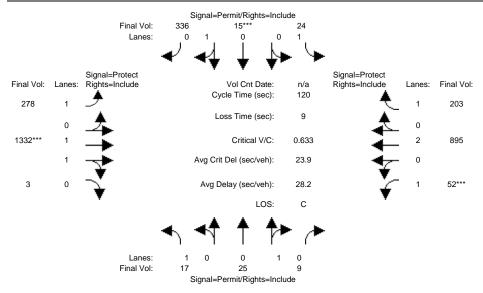
Intersection #17: Great America Parkway / SR 237 Eastbound Ramps [CMP]



Street Name: Approach: Movement:	No	Great rth Bo	und	So	uth Bo	und – R	Εä	ast Bo	7 East und - R	We	Ramps est Bo - T	und
		10			10				10			0 '
Y+R:		4.0			4.0				4.0		4.0	4.0
Volume Module	ė:			•			•		'			'
Base Vol:	0	419	566	58	530	0	158	13	261	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	419	566	58	530	0	158	13	261	0	0	0
Added Vol:	0	662	481	12	142	0	12	0	143	0	0	0
PasserByVol:	0	56	1	218	375	0	48	0	6	0	0	0
Initial Fut:	0	1137	1048	288	1047	0	218	13	410	0	0	0
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1137	1048	288	1047	0	218	13	0	0	0	0
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1137	1048	288	1047	0	218	13	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1137	1048	288	1047	0	218	13	0	0	0	0
Saturation F	iow M	odule:					•					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.94	0.06	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500		3800	0	1699	101	1750	0	0	0
Capacity Ana	lysis	Modul	e:				•			•		•
Vol/Sat:	0.00	0.30	0.30	0.16	0.28	0.00	0.13	0.13	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	33.9	33.9	18.6	52.5	0.0	14.5	14.5	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.67	0.67	0.40	0.00	0.67	0.67	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	17.2	17.2	30.1	5.1	0.0	33.6	33.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.2	17.2	30.1	5.1	0.0	33.6	33.6	0.0	0.0	0.0	0.0
LOS by Move:	A	В	В	С	A	A	C-	C-	A	A	A	A
HCM2kAvgQ:		10	10	6	5	0	7	7	0	0	0	0
Note: Queue		ted is	the n	umber	of ca	rs per	lane					

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

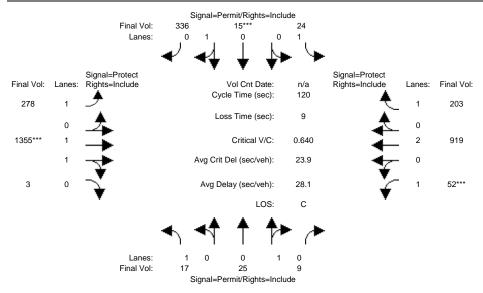
Intersection #18: Vista Montana / Tasman Drive



Street Name: Approach:	No	V rth Bo	ista M	ontana Sol	a ıth Bo	und	E:	agt Bo	Tasman	Drive	Bound
Movement:	L	- T	- R	L ·	- T	- R	L ·	- T	- R	L - '	Γ – R
Min. Green: Y+R:	4.0	10 4.0			10 4.0		4 0	10	4.0	7 4.0 4	
1+K•											
Volume Modul	1		'	I		1	I		ı	1	I
Base Vol:	17	25	9	20	15	312	259	686	2	49 6	12 186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00
Initial Bse:	17	25	9	20	15	312	259	686	2	49 6	186
Added Vol:	0	0	0	0	0	0	0	555	0	0 1	34 0
PasserByVol:		0	0	4	0	24	19	91	1	3 1	19 17
Initial Fut:	17	25	9	24	15	336	278	1332	3	52 8	95 203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00
PHF Volume:	17	25	9	24	15	336	278	1332	3	52 8	95 203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0 0
Reduced Vol:	17	25	9	24	15	336	278	1332	3	52 8	95 203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00
FinalVolume:	17	25	9	24		336		1332	3	52 8	95 203
Saturation F	low M	odule:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 19	00 1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92 1.	0.92
Lanes:	1.00	0.74	0.26	1.00	0.04	0.96	1.00	1.99	0.01	1.00 2.	00 1.00
Final Sat.:	1750	1324	476	1750	77	1723	1750	3692	8	1750 38	00 1750
Capacity Ana	lysis	Modul	e:								
Vol/Sat:	0.01	0.02	0.02	0.01	0.20	0.20	0.16	0.36	0.36	0.03 0.	24 0.12
Crit Moves:					***			****		****	
Green Time:	36.5	36.5	36.5	36.5	36.5	36.5	30.0	67.5	67.5	7.0 44	.5 44.5
Volume/Cap:	0.03	0.06	0.06	0.05	0.64	0.64	0.64	0.64	0.64	0.51 0.	54 0.31
Delay/Veh:	29.4	29.7	29.7	29.5	38.7	38.7	43.2	18.6	18.6	59.1 32	.0 27.1
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00
AdjDel/Veh:	29.4	29.7	29.7	29.5	38.7	38.7	43.2	18.6	18.6	59.1 32	.0 27.1
LOS by Move:	С	С	С	С	D+	D+	D	B-	B-	E+	C- C
HCM2kAvgQ:	0	1	1	1	12	12	10	17	17	2	13 5
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•			

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

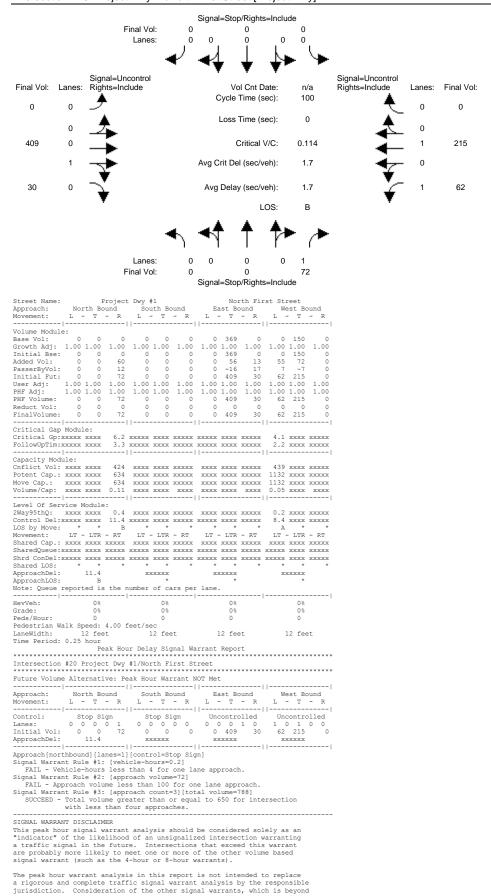
Intersection #18: Vista Montana / Tasman Drive



Street Name: Approach:	No	V rth Bo	ista M	ontana Sol	a ıth Bo	und	E:	agt Bo	Tasman	Drive	st Bo	und
Movement:	L	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	Т	- R
Min Grand												
Min. Green: Y+R:	4.0	10 4.0			10 4.0		4 0	10	4.0	7 4.0		10 4.0
Volume Modul	1		ı	ı		ı	1		ı	1		ı
Base Vol:	17	25	9	20	15	312	259	686	2	49	642	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	25	9	20	15	312	259	686	2	49	642	186
Added Vol:	0	0	0	0	0	0	0	578	0	0	158	0
PasserByVol:		0	0	4	0	24	19	91	1	3	119	17
Initial Fut:	17	25	9	24	15	336	278	1355	3	52	919	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	25	9	24	15	336	278	1355	3	52	919	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	25	9	24	15	336	278	1355	3	52	919	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			9	24		336		1355	3	52	919	203
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.74	0.26	1.00	0.04	0.96	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:				1750		1723		3692	8	1750		1750
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.01	0.02	0.02	0.01	0.20	0.20	0.16	0.37	0.37		0.24	0.12
Crit Moves:					***			****		****		
Green Time:	36.1	36.1	36.1	36.1	36.1	36.1	29.7	67.9	67.9	7.0	45.2	45.2
Volume/Cap:	0.03	0.06	0.06	0.05	0.65	0.65	0.64	0.65	0.65	0.51	0.64	0.31
Delay/Veh:	29.7	30.0	30.0	29.8	39.2	39.2	43.7	18.6	18.6	59.1	31.7	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	30.0	30.0	29.8	39.2	39.2	43.7	18.6	18.6	59.1	31.7	26.6
LOS by Move:	C		C	С		D	D	_	B-		С	C
110112111192		1	1	1	12	12	10		17	2	14	5
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

Level Of Service Computation Report 2000 HCM Unsignalized (Future Volume Alternative) Background PP PM

Intersection #20: Project Dwy #1/North First Street [Project Dwy]



The scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection \$20 Project Dwy \$1/North First Street

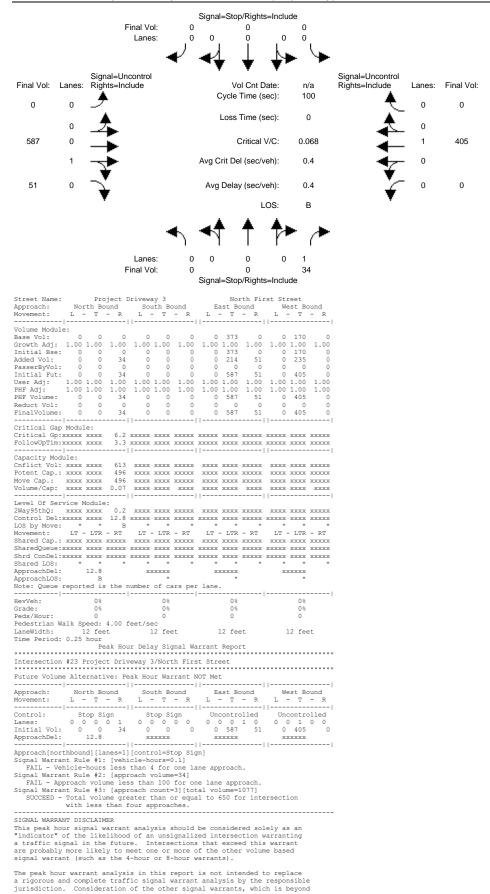
Future Volume Alternative: Peak Hour Warrant NOT Met

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

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Level Of Service Computation Report 2000 HCM Unsignalized (Future Volume Alternative) Background PP PM

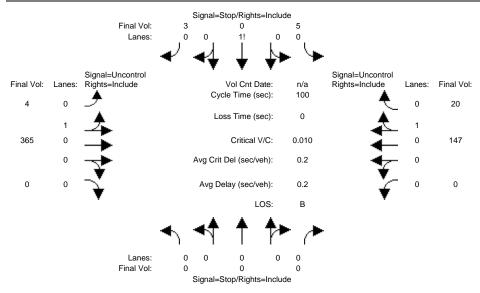
Intersection #23: Project Driveway 3/North First Street [Project Dwy]



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

Intersection #22: Trinity Park Drive/North First Street [Project Dwy]



Street Name: Approach:			inity I ound			ound	T.	_	rth Fi		reet est Bo	ound
Movement:			- R			- R			- R		- T	
Volume Module	e:											
Base Vol:	0	0	0	5	0	3	4	365	0	0	147	20
Growth Adj:	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	5	0	3	4	365	0	0	147	20
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	5	0	3	4	365	0	0	147	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	3	4	365	0	0	147	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	3	4	365	0	0	147	20
Critical Gap	Modu.	le:				•	·					•
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	XXXXX
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Mod	ule:					•	·					•
Cnflict Vol:	xxxx	xxxx	xxxxx	530	530	157	167	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	513	457	894	1423	xxxx	xxxxx	XXXX	xxxx	XXXXX
Move Cap.:	xxxx	xxxx	xxxxx	512	456	894	1423	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	XXXX	0.01	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	XXXX
Level Of Ser	vice 1	Module	e:				•					•
2Way95thQ:	xxxx	xxxx	xxxxx	XXXX	xxxx	XXXXX	0.0	xxxx	xxxxx	XXXX	xxxx	XXXXX
Control Del:	xxxxx	xxxx	XXXXX	xxxxx	xxxx	XXXXX	7.5	xxxx	xxxxx	xxxxx	xxxx	XXXXX
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT ·	- LTR	- RT	LT ·	- LTR	- RT	$_{ m LT}$	- LTR	- RT	LT ·	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	610	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.0	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	В	*	A	*	*	*	*	*
ApproachDel:	X	xxxxx			11.0		X	xxxxx		X	xxxxx	
ApproachLOS:		*			В			*			*	
Note: Queue	repor	ted is	s the r	number	of ca	ars per	lane					
	_	Pe	eak Hou	ar Dela	ay Sig	gnal Wa	arrant	Repo	rt			
*****	****	****	*****	*****	****	*****	****	* * * * *	*****	*****	****	*****
Intersection									*****	*****	*****	*****
Future Volume												

-----|----|-----|------| North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: Movement: -----||-----||-----| Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 0 1 0 Initial Vol: 0 0 0 5 0 3 4 365 0 0 147
ApproachDel: xxxxxx 11.0 xxxxxx xxxxx Approach[southbound][lanes=1][control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=0.0] FAIL - Vehicle-hours less than 4 for one lane approach. Signal Warrant Rule #2: [approach volume=8] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=3][total volume=544] FAIL - Total volume less than 650 for intersection with less than four approaches.

GEORGE VIDENTE DEGGENTURE

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Major Street Volume: 536
Minor Approach Volume: 8
Minor Approach Volume Threshold: 386

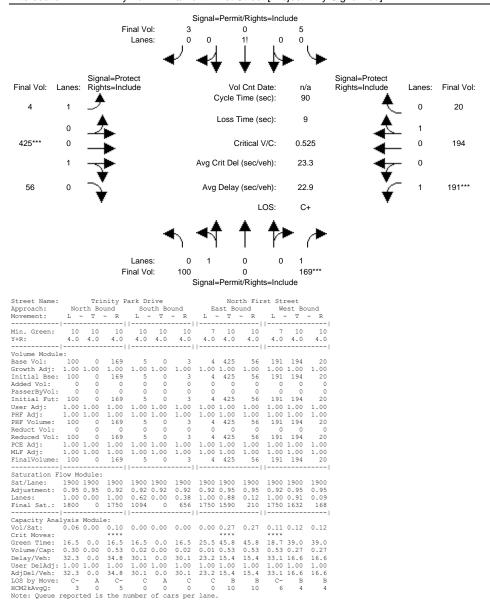
SIGNAL WARRANT DISCLAIMER

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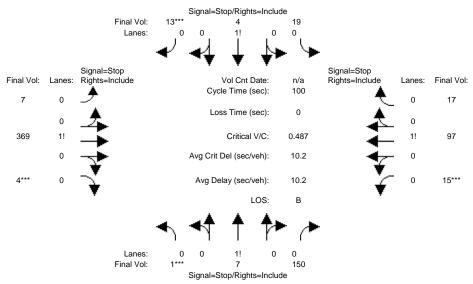
Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Background PP PM

Intersection #122: Trinity Park Drive/North First Street [Project Dwy Signalized]



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

Intersection #55: Liberty Street/North Taylor Street



			Ü	. 0								
Street Name:			iberty	Stree	et	ound		Nort	h Tayl	or St	reet	
			und	Sot	ıth Bo	und	Εa	ast Bo	und	We		
Movement:			- R			- R					- T	
Min. Green:	7	10	10	. 7	10	10	. 7	10	10	. 7	10	10
·												
Volume Module		_					_		_			
Base Vol:	1	7	150	19	4	13	7	369	4	15	97	17
_		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	1	7	150	19	4	13	7	369	4	15	97	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	7	150	19	4	13	7	369	4	15	97	17
_		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	7	150	19	4	13	7	369	4	15	97	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	7	150	19	4	13	7		4	15	97	17
_	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			150	19	4	13	7		4	15	97	17
Saturation Fl	ow Mo	odule:										
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:		0.04	0.95	0.53	0.11	0.36	0.02	0.97	0.01	0.12	0.75	0.13
Final Sat.:		32	695	333		228		758	8	84		96
Capacity Anal	_											
Vol/Sat:		0.22	0.22	0.06	0.06	0.06	0.49	0.49	0.49		0.18	0.18
Crit Moves:	****					****			****	****		
Delay/Veh:	8.6	8.6	8.6	8.4	8.4	8.4	11.5	11.5	11.5	8.7	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	8.4	8.4	8.4	11.5	11.5	11.5	8.7	8.7	8.7
LOS by Move:	A	A	A	A	A	A	В	В	В	A	A	A
ApproachDel:		8.6			8.4			11.5			8.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.6			8.4			11.5			8.7	
LOS by Appr:		A			A			В			A	
AllWayAvgQ:		0.2	0.2			0.0	0.9		0.9	0.2	0.2	0.2
Note: Queue r	epor	ted is	the n	umber	of ca	rs per	lane					
						Warran						
******								*****	****	****	*****	****
Intersection	#55	Libert	y Stre	et/No	rth Ta	ylor S	treet					

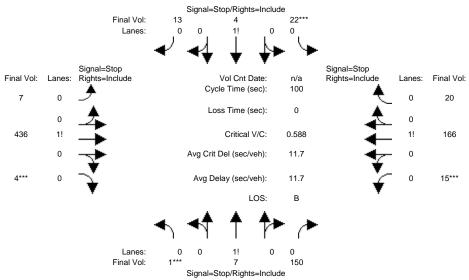
SIGNAL WARRANT DISCLAIMER

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

Intersection #55: Liberty Street/North Taylor Street



			Oigital-	Otop/1tigin	.0-11101000							
Street Name:			iberty						h Tayl	or Sti	reet	
Approach:	No	rth Bo	und	Sot	ıth Bo	und	Εá	ast Bo	ound	We	est Bo	und
Movement:			- R			- R			- R		- T	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
												·
Volume Module	∋ :											
Base Vol:	1	7	150	19	4	13	7	369	4	15	97	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	7	150	19	4	13	7	369	4	15	97	17
Added Vol:	0	0	0	2	0	0	0	67	0	0	69	3
PasserByVol:	0	0	0	1	0	0	0	0	0	0	0	0
Initial Fut:	1	7	150	22	4	13	7	436	4	15	166	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	7	150	22	4	13	7	436	4	15	166	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	7	150	22	4	13	7	436	4	15	166	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	7	150	22	4	13	7	436	4	15	166	20
Saturation Fl	Low Mo	odule:										
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.04	0.95	0.57	0.10	0.33	0.02	0.97	0.01	0.07	0.83	0.10
	4		638	324	59	191	12		7	53	585	70
Capacity Anal	-											
Vol/Sat:		0.23	0.23		0.07	0.07	0.59	0.59	0.59		0.28	0.28
Crit Moves:	****			****					****	****		
Delay/Veh:	9.2	9.2	9.2	8.9	8.9	8.9	13.7	13.7	13.7	9.7	9.7	9.7
	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:		9.2	9.2	8.9	8.9	8.9		13.7	13.7	9.7	9.7	9.7
LOS by Move:	A		A	Α		A	В	В	В	A		A
ApproachDel:		9.2			8.9			13.7			9.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.2			8.9			13.7			9.7	
LOS by Appr:		A			Α			В			A	
AllWayAvgQ:		0.2	0.2	0.1		0.1	1.3		1.3	0.4	0.4	0.4
Note: Queue 1	_					_						
					_	Warran	_	_	_			
******								*****	*****	****	*****	****
Intersection	#55 1	Libert	y Stre	et/Noi	rth Ta	ylor S	treet					

SIGNAL WARRANT DISCLAIMER

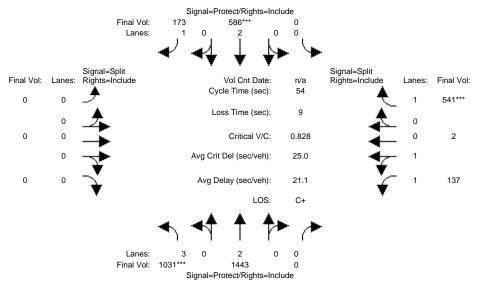
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Topgolf Transportation Impact Analysis Background Plus Project Conditions with Mitigation - AM Peak Hour

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

Intersection #3: North 1st Street / SR 237 Westbound Ramps [Dedicated SB Right and 3rd NBL]

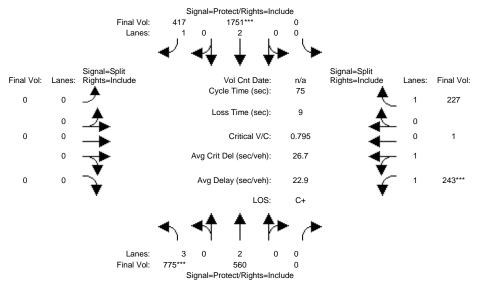


Movement:	L ·	- T	- R				L -	- T	- R			
Min. Green: Y+R:	7 4.0	10 4.0	0 4.0	0 4.0	10 4.0	10 4.0	0 4.0	0 4.0	0 4.0	10	10 4.0	10 4.0
Volume Module	1		1	1		1	I		1			
Base Vol:	949	522	0	0	278	116	0	0	0	91	2	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	949	522	0	0	278	116	0	0	0	91	2	93
Added Vol:	0	120	0	0	79	10	0	0	0	0	0	23
PasserByVol:	82	801	0	0	229	47	0	0	0	46	0	425
Initial Fut:	1031	1443	0	0	586	173	0	0	0	137	2	541
_		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:		1443	0	0	586	173	0	0	0	137	2	541
Reduct Vol:			0	0	0	0	0	0	0	0	0	0
Reduced Vol:			0	0	586	173	0	0	0	137	2	541
_		1.00	1.00			1.00		1.00	1.00	1.00		1.00
_		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
FinalVolume:			0		586	173	0	0	0	137	2	541
Saturation F												
Sat/Lane:			1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:				0.92		0.92		1.00	0.92	0.93		0.92
Lanes:			0.00		2.00	1.00	0.00		0.00	1.97		1.00
Final Sat.:				0			0		0	3499		1750
Capacity Ana												
Vol/Sat:	0.23	0.38	0.00	0.00	0.15	0.10	0.00	0.00	0.00	0.04	0.04	0.31
Crit Moves:	***				****							****
Green Time:	14.8	24.8	0.0	0.0	10.1	10.1	0.0	0.0	0.0	20.2	20.2	20.2
Volume/Cap:	0.83	0.83	0.00	0.00	0.83	0.53	0.00	0.00	0.00	0.10	0.10	0.83
Delay/Veh:	23.2	16.1	0.0	0.0	29.2	21.5	0.0	0.0	0.0	11.1	11.1	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:				0.0			0.0	0.0	0.0	11.1		24.0
LOS by Move:				A			A		A	B+		С
·		10	0	0			0		0	1	1	12
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

Topgolf Transportation Impact Analysis Background Plus Project Conditions with Mitigation - PM Peak Hour

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

Intersection #3: North 1st Street / SR 237 Westbound Ramps [Dedicated SB Right and 3rd NBL]

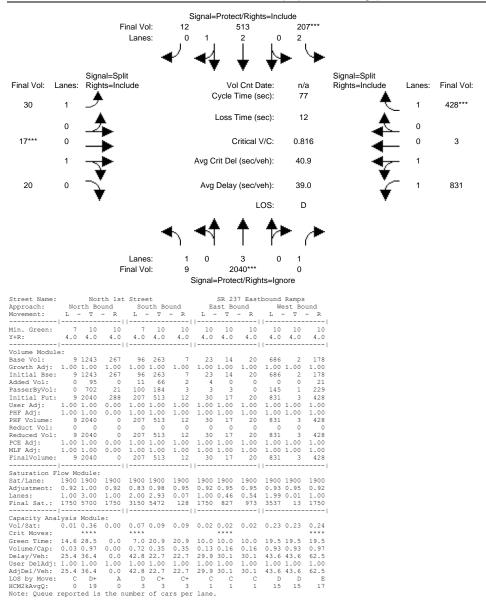


Movement:	No:	rth Bo	und – R	L - T - R			SR 237 West East Bound L - T - R			West Bound		
	7 4.0	10 4.0	0 4.0	0 4.0	10 4.0	10 4.0	0 4.0	0 4.0	0 4.0	10 4.0	10 4.0	10 4.0
Volume Module	1		1	I		1	ı		I			
Base Vol:	713	171	0	0	601	166	0	0	0	232	1	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	713	171	0	0	601	166	0	0	0	232	1	99
Added Vol:	0	217	0	0	219	51	0	0	0	0	0	47
PasserByVol:		172	0	0	931	200	0	0	0	11	0	81
Initial Fut:		560	0		1751	417	0	0	0	243	1	227
User Adj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
_	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	775	560	0		1751	417	0	0	0	243	1	227
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		560	0		1751	417	0	0	0	243	1	227
PCE Adj:				1.00		1.00		1.00	1.00	1.00		1.00
MLF Adj:				1.00		1.00	1.00		1.00	1.00		1.00 227
FinalVolume:			0		1751	417	0	0	0	243	1	
Saturation Fl				1								
Sat/Lane:				1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:				0.92		0.92		1.00	0.92	0.93		0.92
Lanes:			0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	4551	3800	0	0	3800	1750	0	0	0	3535	15	1750
Capacity Anal	lysis	Modul	e:									
Vol/Sat:		0.15	0.00	0.00	0.46	0.24	0.00	0.00	0.00	0.07	0.07	0.13
Crit Moves:	****				****					****		
Green Time:	14.5	53.8	0.0	0.0	39.3	39.3	0.0	0.0	0.0	12.2	12.2	12.2
Volume/Cap:			0.00		0.88	0.46	0.00	0.00	0.00	0.42		0.80
Delay/Veh:		3.6	0.0	0.0		11.5	0.0	0.0	0.0	28.7		44.5
User DelAdj:			1.00	1.00		1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:		3.6		0.0			0.0	0.0	0.0	28.7		44.5
LOS by Move:				A		B+	A		A	С		D
		2	0	0		6	-	-	0	3	3	8
Note: Queue	report	ted is	the n	umber	of ca	ırs per	lane	•				

Topgolf Transportation Impact Analysis Background Plus Project Conditions with Mitigation - AM Peak Hour

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

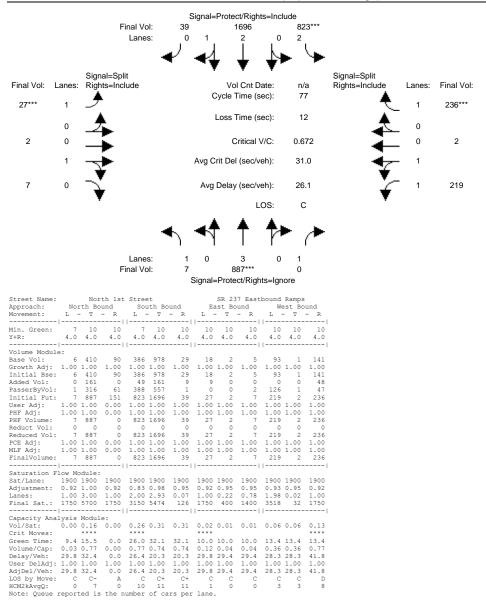
Intersection #4: North 1st Street / SR 237 Eastbound Ramps [3rd NB Through]



Topgolf Transportation Impact Analysis Background Plus Project Conditions with Mitigation - AM Peak Hour

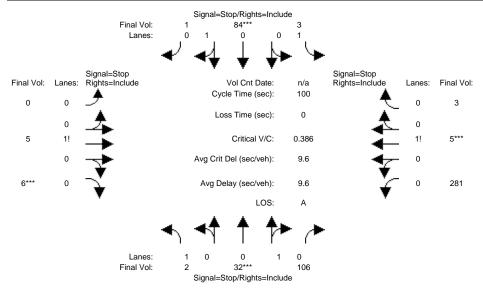
Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Background PP PM

Intersection #4: North 1st Street / SR 237 Eastbound Ramps [3rd NB Through]



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

Intersection #1: Gold Street / North Taylor Street



Street Name:								North Taylor Street East Bound West Bound L - T - R L - T - R					
Movement:	ь.	– T	- R	ь.	- T	- R	' Г	- T	- R	' Г	- T		
Min. Green:		10		7	10	10	7				10	10	
Volume Modul			'	!		'	'		,	'		ı	
Base Vol:	2	32	86	3	84	1	0	5	6	181	5	3	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	2	32	86	3	84	1	0	5	6	181	5	3	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	20	0	0	0	0	0	0	100	0	0	
Initial Fut:	2	32	106	3	84	1	0	5	6	281	5	3	
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	2	32	106	3	84	1	0	5	6	281	5	3	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	2	32	106	3	84	1	0	5	6	281	5	3	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	2	32	106	3	84	1	0	5	6	281	5	3	
Saturation F	iow M	odule:		•									
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.23	0.77	1.00	0.99	0.01	0.00	0.45	0.55	0.97	0.02	0.01	
Final Sat.:			551	587		8		342	411	728	13	8	
Capacity Ana	lysis	Modul	e:	•		·	•		•			•	
Vol/Sat:	0.00	0.19	0.19	0.01	0.13	0.13	xxxx	0.01	0.01	0.39	0.39	0.39	
Crit Moves:		****			****				****		****		
Delay/Veh:	8.5	8.5	8.5	8.6	8.8	8.8	0.0	7.5	7.5	10.4	10.4	10.4	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	8.5	8.5	8.5	8.6	8.8	8.8	0.0	7.5	7.5	10.4	10.4	10.4	
LOS by Move:	A	A	A	A	A	A	*	A	A	В	В	В	
ApproachDel:		8.5			8.8			7.5			10.4		
Delay Adj:		1.00			1.00			1.00			1.00		
ApprAdjDel:		8.5			8.8			7.5			10.4		
LOS by Appr:		A			A			A			В		
AllWayAvgQ:		0.2	0.2			0.1	0.0		0.0	0.6	0.6	0.6	
Note: Queue													
						Warran							
******	****	*****	*****	****	*****	*****	****	*****	*****	****	*****	*****	

Intersection #1 Gold Street / North Taylor Street

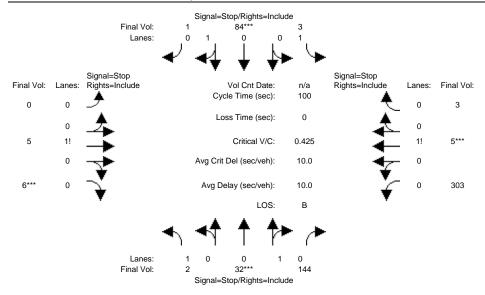
SIGNAL WARRANT DISCLAIMER

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

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

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

Intersection #1: Gold Street / North Taylor Street



Street Name: Approach:	No	rth Bo	Gold S		ıth Bo	ound	E:		h Tayl		reet est Bo	und
Movement:			- R	L ·	- T	- R	L ·	две во - Т	- R	L -		- R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module			'	1		'	1		,	'		'
Base Vol:	2	32	86	3	84	1	0	5	6	181	5	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	32	86	3	84	1	0	5	6	181	5	3
Added Vol:	0	0	38	0	0	0	0	0	0	22	0	0
PasserByVol:	0	0	20	0	0	0	0	0	0	100	0	0
Initial Fut:	2	32	144	3	84	1	0	5	6	303	5	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	32	144	3	84	1	0	5	6	303	5	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	32	144	3	84	1	0	5	6	303	5	3
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:		32	144	3	84	1	0	5	6	303	5	3
Saturation F	low Mo	odule:	'	'		'	'		,	'		'
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	0.82	1.00	0.99	0.01	0.00	0.45	0.55	0.97	0.02	0.01
Final Sat.:	586	129	581	573	617	7	0	328	394	713	12	7
Capacity Anal				•								
Vol/Sat:	0.00	0.25	0.25	0.01	0.14	0.14	xxxx	0.02	0.02	0.42	0.42	0.42
Crit Moves:		****			****				****		****	
Delay/Veh:	8.6	9.0	9.0	8.7	9.0	9.0	0.0	7.7	7.7	11.1	11.1	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	9.0	9.0	8.7	9.0	9.0	0.0	7.7	7.7	11.1	11.1	11.1
LOS by Move:	A	A	A	A	A	A	*	A	A	В	В	В
ApproachDel:		9.0			8.9			7.7			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:					8.9			7.7			11.1	
LOS by Appr:		A			A			A			В	
AllWayAvgQ:	0.0	0.3	0.3	0.0	0.1	0.1	0.0	0.0	0.0	0.7	0.7	0.7
Note: Queue	report	ted is	the r	umber	of ca	rs per	lane					
						Warran			rban]			
******	****	*****	*****	****	*****	****	****	*****	****	****	*****	*****
Intersection	#1 G	old St	reet /	North	n Tayl	or Str	eet					

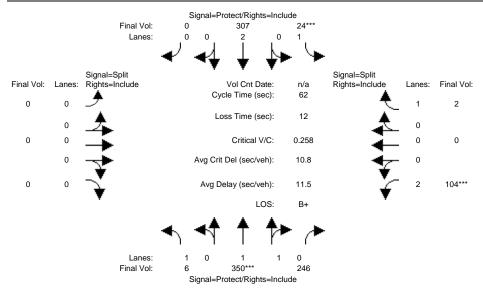
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Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Cumulative AM

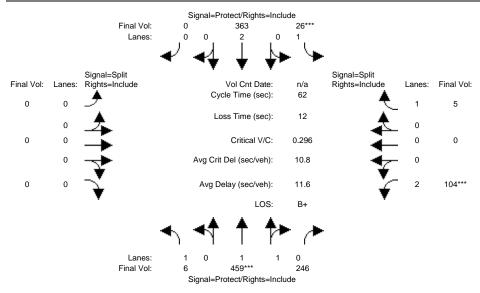
Intersection #2: North 1st Street / Nortech Parkway



Street Name: Approach:							East Bound					
Movement:		- T									- Т	- R
Min. Green:		10		7		0		0		10		10
Y+R:	4.0		4.0			4.0		4.0	4.0		4.0	4.0
Volume Modul				1								
Base Vol:	6	280	213	24	307	0	0	0	0	71	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	280	213	24	307	0	0	0	0	71	0	2
Added Vol:	0	0	33	0	0	0	0	0	0	33	0	0
PasserByVol:	0	70	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	350	246	24	307	0	0	0	0	104	0	2
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	350	246	24	307	0	0	0	0	104	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	350	246	24	307	0	0	0	0	104	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	350	246		307	0	0	0	0	104	0	2
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.15	0.85	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2172	1526	1750	3800	0	0	0	0	3150	0	1750
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.00	0.16	0.16	0.01	0.08	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	16.5	33.0	33.0	7.0	23.5	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.30	0.30	0.12	0.21	0.00	0.00	0.00	0.00	0.20	0.00	0.01
Delay/Veh:	16.8	8.2	8.2	25.0	13.1	0.0	0.0	0.0	0.0	22.8	0.0	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	8.2	8.2	25.0	13.1	0.0	0.0	0.0	0.0	22.8	0.0	21.8
LOS by Move:	В	A	A	С	В	A	A	A	A	C+	A	C+
HCM2kAvgQ:	0	3	3	1	2	0	0	0	0	1	0	0
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

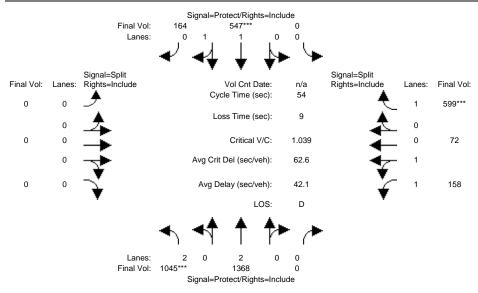
Intersection #2: North 1st Street / Nortech Parkway



Street Name: Approach:							East Bound					
Movement:		- T		L ·	- T	- R	L ·	- T	- R	L -	- Т	
Min. Green:		10			10	0		0		10		10
Y+R:	4.0		4.0			4.0		4.0	4.0		4.0	4.0
Volume Modul				1			1			1		
Base Vol:	6	280	213	24	307	0	0	0	0	71	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	280	213	24	307	0	0	0	0	71	0	2
Added Vol:	0	109	33	2	56	0	0	0	0	33	0	3
PasserByVol:	0	70	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	459	246	26	363	0	0	0	0	104	0	5
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	459	246	26	363	0	0	0	0	104	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	459	246	26	363	0	0	0	0	104	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	459	246		363	0	0	0	0	104	0	5
Saturation F	low M	odule:		•		•			•			•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.28	0.72	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2408	1291	1750	3800	0	0	0	0	3150	0	1750
Capacity Ana	İysis	Modul	e:	•			•		•	•		•
Vol/Sat:	0.00	0.19	0.19	0.01	0.10	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	16.5	33.0	33.0	7.0	23.5	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.36	0.36	0.13	0.25	0.00	0.00	0.00	0.00	0.20	0.00	0.02
Delay/Veh:	16.8	8.5	8.5	25.1	13.3	0.0	0.0	0.0	0.0	22.8	0.0	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			8.5	25.1	13.3	0.0	0.0	0.0	0.0	22.8	0.0	21.9
LOS by Move:	В		A	С	В	A	A	A	A	C+	A	C+
HCM2kAvgQ:	0		4	1	2	0	0	0	0	1	0	0
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

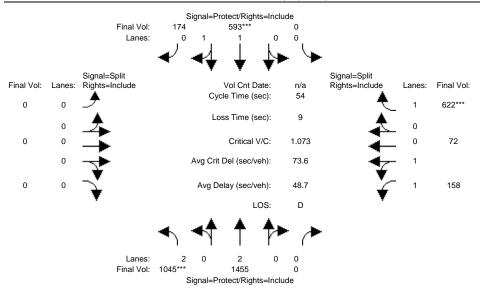
Intersection #3: North 1st Street / SR 237 Westbound Ramps [CMP]



Street Name: Approach:				t Stre	Street South Bound L - T - R			SR 237 Wes East Bound L - T - R			West Bound		
Movement:		- T									- T		
Min. Green:		10			10			0		10		10	
Y+R:		4.0	4.0	4.0	4.0	4.0		4.0			4.0	4.0	
Volume Modul													
Base Vol:	949	522	0	0	278	116	0	0	0	91	2	93	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	949	522	0	0	278	116	0	0	0	91	2	93	
Added Vol:	0	33	0	0	33	0	0	0	0	0	0	0	
PasserByVol:	96	813	0	0	236	48	0	0	0	67	70	506	
Initial Fut:	1045	1368	0	0	547	164	0	0	0	158	72	599	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	1045	1368	0	0	547	164	0	0	0	158	72	599	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	1045	1368	0	0	547	164	0	0	0	158	72	599	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	1045	1368	0		547	164	0	0	0	158	72	599	
Saturation F	low M	odule:	•							•		•	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	
Lanes:	2.00	2.00	0.00	0.00	1.53	0.47	0.00	0.00	0.00	1.38	0.62	1.00	
Final Sat.:	3150	3800	0	0	2846	853	0	0	0	2438	1111	1750	
Capacity Ana	İysis	Modul	e:							•		•	
Vol/Sat:	0.33	0.36	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.06	0.06	0.34	
Crit Moves:	****				****							****	
Green Time:	17.2	27.2	0.0	0.0	10.0	10.0	0.0	0.0	0.0	17.8	17.8	17.8	
Volume/Cap:	1.04	0.71	0.00	0.00	1.04	1.04	0.00	0.00	0.00	0.20	0.20	1.04	
Delay/Veh:	57.7	11.7	0.0	0.0	66.6	66.6	0.0	0.0	0.0	13.1	13.1	66.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	57.7	11.7	0.0	0.0	66.6	66.6	0.0	0.0	0.0	13.1	13.1	66.4	
LOS by Move:	E+	B+	A	A	E	E	А	А	A	В	В	E	
HCM2kAvgQ:			0	0	10	10	0	0	0	2	2	20	
Note: Queue		ted is	the n	umber	of ca	rs per	lane						

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

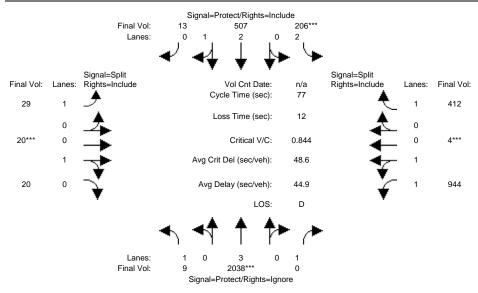
Intersection #3: North 1st Street / SR 237 Westbound Ramps [CMP]



Street Name: Approach:	No	rth Bo	und	South Bound			SR 237 West East Bound L - T - R			West Bound		
Movement:												
Min. Green:	. 7	10	0	. 0	10	10	0	0	0 '	10	10	10
Y+R:	4.0				4.0			4.0	4.0	4.0		4.0
Volume Module												
Base Vol:	949	522	0	0	278	116	0	0	0	91	2	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:		522	0	0	278	116	0	0	0	91	2	93
	0		0	0	79	10	0	0	0	0	0	23
PasserByVol:	96	813	0	0	236	48	0	0	0	67	70	506
Initial Fut:	1045	1455	0	0	593	174	0	0	0	158	72	622
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1045	1455	0	0	593	174	0	0	0	158	72	622
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1045	1455	0	0	593	174	0	0	0	158	72	622
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1045	1455	0	0	593	174	0	0	0	158	72	622
Saturation F									'			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.53	0.47	0.00	0.00	0.00	1.38	0.62	1.00
Final Sat.:					2860				0		1111	1750
Capacity Ana	lysis	Module	e:									
Vol/Sat:	0.33	0.38	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.06	0.06	0.36
Crit Moves:	****				***							****
Green Time:	16.7	27.1	0.0	0.0	10.4	10.4	0.0	0.0	0.0	17.9	17.9	17.9
Volume/Cap:	1.07	0.76	0.00	0.00	1.07	1.07	0.00	0.00	0.00	0.20	0.20	1.07
Delay/Veh:	69.3	12.7	0.0	0.0	76.9	76.9	0.0	0.0	0.0	13.0	13.0	76.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.3	12.7	0.0	0.0	76.9	76.9	0.0	0.0	0.0	13.0	13.0	76.7
LOS by Move:			A	A	E-	E-	A	A	A	В	В	E-
HCM2kAvgQ:	15	9	0	0	12	12	0	0	0	2	2	23
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane					

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

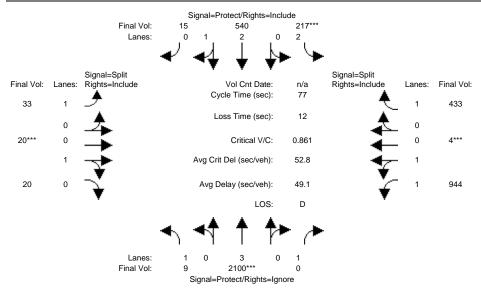
Intersection #4: North 1st Street / SR 237 Eastbound Ramps [CMP]



Street Name: Approach: Movement:	No	North Bou	und	South Bound			L - T - R			West Bound L - T - F		
Min. Green: Y+R:	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10	10 4.0	10 4.0	10 4.0	10 4.0	10 4.0	10
Volume Module												
	9	1243	267	96	263	7	23	14	20	686	2	178
Growth Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:		1243	267	96	263	7	23	14	20	686	2	178
Added Vol:	0	33	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	762	36	110	211	6	6	6	0	258	2	234
Initial Fut:	9	2038	303	206	507	13	29	20	20	944	4	412
User Adj:		1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	2038	0	206	507	13	29	20	20	944	4	412
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2038	0	206	507	13	29	20	20	944	4	412
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	2038	0	206	507	13	29	20	20	944	4	412
Saturation F	iow Mo	odule:	·						•	•		·
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	2.00	2.92	0.08	1.00	0.50	0.50	1.99	0.01	1.00
Final Sat.:	1750	5700	1750	3150	5460	140	1750	900	900	3535	15	1750
Capacity Ana	lysis	Module	e:									
Vol/Sat:	0.01	0.36	0.00	0.07	0.09	0.09	0.02	0.02	0.02	0.27	0.27	0.24
Crit Moves:		****		****				***			***	
Green Time:	14.2	27.5	0.0	7.0	20.3	20.3	10.0	10.0	10.0	20.5	20.5	20.5
Volume/Cap:	0.03	1.00	0.00	0.72	0.35	0.35	0.13	0.17	0.17	1.00	1.00	0.88
Delay/Veh:	25.8	45.2	0.0	42.6	23.2	23.2	29.9	30.2	30.2	58.0	58.0	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	45.2	0.0	42.6	23.2	23.2	29.9	30.2	30.2	58.0	58.0	44.8
LOS by Move:			A	D	_	C	C	_	C	E+	E+	D
HCM2kAvgQ:	0	20	0	3	3	3	1	1	1	19	19	14
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane	•				

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

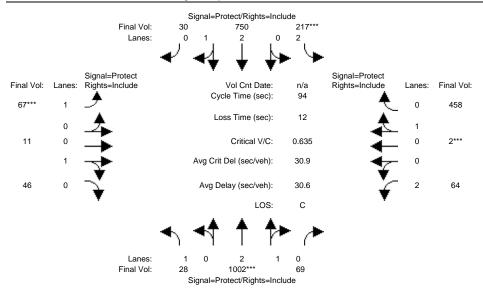
Intersection #4: North 1st Street / SR 237 Eastbound Ramps [CMP]



Street Name: Approach:				Stree	et ith Bo	und	SR 237 Eastbound Ramps East Bound West Bound					
Movement:			– R			- R					- T	
movement:												
Min. Green:		10						10		10		10
Y+R:		4.0	4.0		4.0			4.0		4.0	4.0	4.0
Volume Modul	1		'	1		'	1		'	'		1
Base Vol:	9	1243	267	96	263	7	23	14	20	686	2	178
Growth Adj:	1.00	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	1243	267	96	263	7	23	14	20	686	2	178
Added Vol:	0	95	0	11	66	2	4	0	0	0	0	21
PasserByVol:	0	762	36	110	211	6	6	6	0	258	2	234
Initial Fut:	9	2100	303	217	540	15	33	20	20	944	4	433
User Adj:		1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	2100	0	217	540	15	33	20	20	944	4	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2100	0	217	540	15	33	20	20	944	4	433
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:		1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
FinalVolume:	9	2100	0	217	540	15	33	20	20	944	4	433
Saturation F				'								'
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	2.00	2.92	0.08	1.00	0.50	0.50	1.99	0.01	1.00
Final Sat.:	1750	5700	1750	3150	5448	151	1750	900	900	3535	15	1750
Capacity Ana	lysis	Modul	e:				•					
Vol/Sat:	0.01	0.37	0.00	0.07	0.10	0.10	0.02	0.02	0.02	0.27	0.27	0.25
Crit Moves:		****		****				****			****	
Green Time:	14.3	27.8	0.0	7.0	20.5	20.5	10.0	10.0	10.0	20.2	20.2	20.2
Volume/Cap:	0.03	1.02	0.00	0.76	0.37	0.37	0.15	0.17	0.17	1.02	1.02	0.94
Delay/Veh:	25.7	49.4	0.0	45.3	23.2	23.2	30.0	30.2	30.2	62.9	62.9	56.3
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:	25.7	49.4	0.0	45.3	23.2	23.2	30.0	30.2	30.2	62.9	62.9	56.3
LOS by Move:	С	D	A	D	С	С	С	С	С	E	E	E+
		21	0	3	3	3	1	1	1	19	19	16
Note: Queue			the n	umber	of ca	rs per	lane					

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

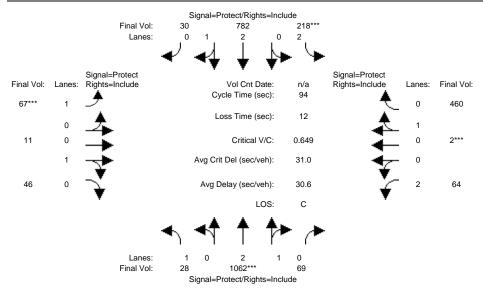
Intersection #5: North 1st Street / Holger Way



Street Name:							Holger Way East Bound West Bound					
Approach:			una	501	JUII BO	una	E c	ast bo	una	- W		
Movement:												
		10		•	10			10			10	
Y+R:		4.0			4.0			4.0				4.0
Volume Module												
Base Vol:	23	949	64	217	717	30	67	11	40	58	2	458
Growth Adj:	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:			64	217	717	30	67	11	40	58	2	458
Added Vol:	5	33	5	0	33	0	0	0	6	6	0	0
PasserByVol:	0	20	0	0	0	0	0	0	0	0	0	0
Initial Fut:			69	217	750	30	67	11	46	64	2	458
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:			69	217	750	30	67	11	46	64	2	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1002	69	217	750	30	67	11	46	64	2	458
PCE Adj:			1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
FinalVolume:			69		750	30	67	11	46	64	2	458
Saturation F	low M	odule:		1		'	1		'	1		ı
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:			0.20	2.00	2.88	0.12	1.00	0.19	0.81	2.00	0.01	0.99
Final Sat.:					5384			347	1453		8	
Capacity Ana												
Vol/Sat:	_			0 07	0 14	0.14	0 04	0 03	0.03	0 02	0.26	0.26
Crit Moves:	0.02	***	0.10	****	0.14	0.14	****	0.03	0.03	0.02	****	0.20
Green Time:	13.2	27.8	27.8	10.0	24.7	24.7	7.0	26.0	26.0	18.2	37.2	37.2
Volume/Cap:	0.11	0.65	0.65	0.65	0.53	0.53	0.51	0.11	0.11	0.11	0.65	0.65
Delay/Veh:	35.5	29.7	29.7	44.6	30.1	30.1	45.4	25.5	25.5	31.3	25.2	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	29.7	29.7	44.6	30.1	30.1	45.4	25.5	25.5	31.3	25.2	25.2
LOS by Move:	D+	С	С	D	С	С	D	С	С	С	С	С
HCM2kAvgQ:	1	9	9	4	6	6	3	1	1	1	12	12
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

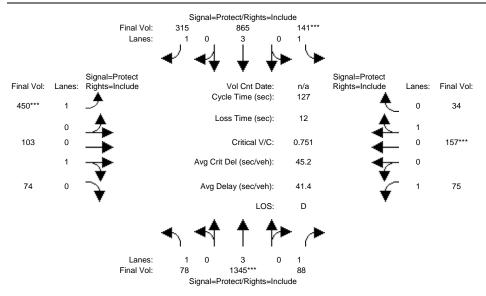
Intersection #5: North 1st Street / Holger Way



Street Name: Approach:			rth 1s	t Str	eet	und	Holger Way East Bound West Bound					
				501		ouria D	- Ec	ast bu	una	T W.		
Movement:		- T				- R					- T	
Min. Green:		10						10		7		10
Y+R:		4.0	4.0			4.0		4.0			4.0	4.0
Volume Modul	1											
Base Vol:	23	949	64	217	717	30	67	11	40	58	2	458
Growth Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:			64	217	717	30	67	11	40	58	2	458
Added Vol:	5		5	1	65	0	0	0	6	6	0	2
PasserByVol:			0	0	0	0	0	0	0	0	0	0
Initial Fut:		1062	69	218		30	67	11	46	64	2	460
User Adj:		1.00			1.00			1.00	1.00		_	1.00
~		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
					782	30				64		
PHF Volume:		1062	69	218			67	11	46		2	460
Reduct Vol: Reduced Vol:	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:		1062	69	218		30	67		46	64	2	460
PCE Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
FinalVolume:			69	218		30	67		46	64	2	460
Saturation F			1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
Sat/Lane:		1900	1900		1900	1900		1900	1900		1900	1900
Adjustment:			0.95	0.83		0.95		0.95	0.95		0.95	0.95
Lanes:		2.81	0.19		2.89	0.11		0.19	0.81		0.01	0.99
Final Sat.:			342			207		347	1453	3150		1792
Capacity Ana	-											
Vol/Sat:			0.20		0.15	0.15		0.03	0.03	0.02	0.26	0.26
Crit Moves:		****		****			****				****	
Green Time:		28.7		9.8		25.5	7.0		25.6		36.5	36.5
Volume/Cap:			0.66		0.54	0.54		0.12	0.12		0.66	0.66
Delay/Veh:		29.4	29.4	45.4		29.6		25.8	25.8		26.1	26.1
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			29.4	45.4		29.6		25.8	25.8		26.1	26.1
LOS by Move:			С	D	_	С	D	_	С	_	С	С
	1			4	-		3		1	1	12	12
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

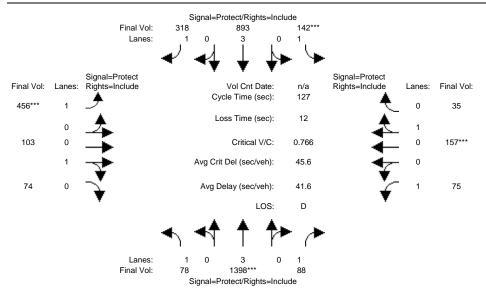
Intersection #6: North 1st Street / Vista Montana



Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R Min. Green: 7 10 10 10 10 10 10 10 10 10 10 10 10 10
Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10 7 10 10 7 10 10 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10 7 10 10 7 10 10 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Y+R: 4.0
Volume Module: Base Vol: 48 703 80 117 501 231 287 93 56 69 137 30 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Base Vol: 48 703 80 117 501 231 287 93 56 69 137 30 Growth Adj: 1.00 1.
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Initial Bse: 48 703 80 117 501 231 287 93 56 69 137 30 Added Vol: 0 44 0 0 45 0 0 0 0 0 0 0 0 0 0 PasserByVol: 30 598 8 24 319 84 163 10 18 6 20 4
Added Vol: 0 44 0 0 45 0 0 0 0 0 0 0 0 0 0 0 PasserByVol: 30 598 8 24 319 84 163 10 18 6 20 4
PasserByVol: 30 598 8 24 319 84 163 10 18 6 20 4
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
PHF Volume: 78 1345 88 141 865 315 450 103 74 75 157 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 78 1345 88 141 865 315 450 103 74 75 157 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
FinalVolume: 78 1345 88 141 865 315 450 103 74 75 157 34
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190
Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.95 0.95 0.95 0.95
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.58 0.42 1.00 0.82 0.18
Final Sat.: 1750 5700 1750 1750 5700 1750 1750 1047 753 1750 1480 320
Vol/Sat: 0.04 0.24 0.05 0.08 0.15 0.18 0.26 0.10 0.10 0.04 0.11 0.11
Crit Moves: **** **** **** ****
Green Time: 12.6 39.9 39.9 13.6 41.0 41.0 43.5 39.4 39.4 22.1 18.0 18.0
Volume/Cap: 0.45 0.75 0.16 0.75 0.47 0.56 0.75 0.32 0.32 0.25 0.75 0.75
Delay/Veh: 55.8 40.9 31.6 70.5 34.5 36.8 42.2 33.9 33.9 45.7 64.2 64.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
AdjDel/Veh: 55.8 40.9 31.6 70.5 34.5 36.8 42.2 33.9 33.9 45.7 64.2 64.2
LOS by Move: E+ D C E C- D+ D C- C- D E E
HCM2kAvgQ: 3 16 3 6 9 11 17 5 5 3 9 9
Note: Queue reported is the number of cars per lane.

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

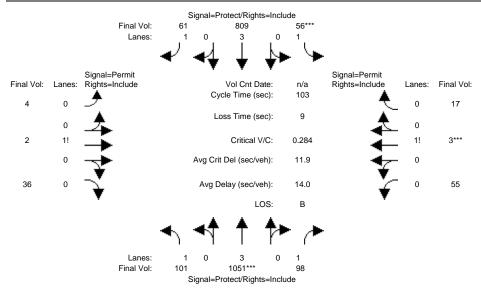
Intersection #6: North 1st Street / Vista Montana



		North 1st Street North Bound South Bound						Vista Montana East Bound West Bound					
Movement:													
						10							
Y+R:		4.0			4.0				4.0		4.0		
Volume Modul													
	48	703	80	117	501	231	287	93	56	69	137	30	
Growth Adj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Initial Bse:	48	703	80	117		231	287			69		30	
Added Vol:	0	97		1			6		0	0		1	
PasserByVol:	3.0	598		24		84		10	18	6		4	
Initial Fut:				142		318	456		74	75		35	
User Adi:			1.00		1.00	1.00		1.00	1.00		1.00	1.00	
PHF Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00	
PHF Volume:			88	142	893	318	456	103	74	75	157	35	
Reduct Vol:	, 0	1370		0			0		0	0		0	
Reduced Vol:	78	1398		142			456		74	75		35	
PCE Adj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00	
MLF Adj:				1.00		1.00		1.00	1.00		1.00	1.00	
FinalVolume:			88		893	318	456		74			35	
Saturation F				ı		ı	1		ı	ı		I	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.58	0.42	1.00	0.82	0.18	
Final Sat.:						1750			753		1472		
Capacity Ana	_												
Vol/Sat:			0.05		0.16	0.18		0.10	0.10	0.04	0.11	0.11	
Crit Moves:				****			****				****		
Green Time:					41.5	41.5		39.0	39.0		17.7	17.7	
Volume/Cap:			0.16		0.48	0.56		0.32	0.32		0.77	0.77	
Delay/Veh:			31.0	72.5	34.3	36.4		34.1	34.1		65.9	65.9	
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00	
AdjDel/Veh:				72.5		36.4		34.1	34.1		65.9	65.9	
LOS by Move:	E+	D		E						D		E	
HCM2kAvgQ:				6		11		5	5	3	9	9	
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•					

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

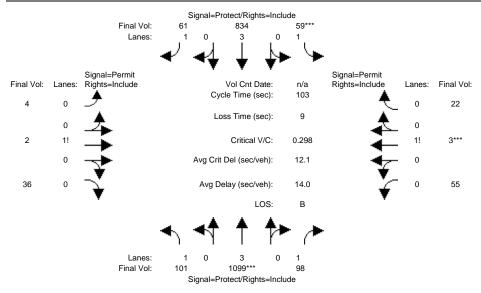
Intersection #7: North 1st Street / Rose Orchard Way



Street Name: Approach:		No rth Bo	rth 1s	t Stre	eet	ound	T:	Ro	se Orc		Nay est Bo	und
Movement:		- T				- R					- Т	
Min. Green:	7	10	10	. 7	10	10	. 7	10	10	. 7	10	10
Y+R:		4.0			4.0	4.0		4.0	4.0		4.0	4.0
Volume Module	1											
Base Vol:	77	850	42	30	477	45	4	2	6	15	3	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	850	42	30	477	45	4	2	6	15	3	7
Added Vol:	0	44	0	0	45	0	0	0	0	0	0	0
PasserByVol:	24	157	56	26	287	16	0	0	30	40	0	10
Initial Fut:	101	1051	98	56	809	61	4	2	36	55	3	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	1051	98	56	809	61	4	2	36	55	3	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1051	98	56	809	61	4	2	36	55	3	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	1051	98		809	61	4	2	36	55	3	17
Saturation F	low M	odule:							·	•		·
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.09	0.05	0.86	0.73	0.04	0.23
Final Sat.:	1750	5700	1750	1750	5700	1750	167	83	1500	1283	70	397
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.06	0.18	0.06	0.03	0.14	0.03	0.02	0.02	0.02	0.04	0.04	0.04
Crit Moves:		****		****							****	
Green Time:	25.4	66.9	66.9	11.6	53.1	53.1	15.5	15.5	15.5	15.5	15.5	15.5
Volume/Cap:	0.23	0.28	0.09	0.28	0.28	0.07	0.16	0.16	0.16	0.28	0.28	0.28
Delay/Veh:	32.3	8.0	6.9	45.5	14.3	12.7	39.3	39.3	39.3	41.5	41.5	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	8.0	6.9	45.5	14.3	12.7	39.3	39.3	39.3	41.5	41.5	41.5
LOS by Move:	C-	A	A	D	В	В	D	D	D	D	D	D
		4	1	2	5	1	1	1	1	2	2	2
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

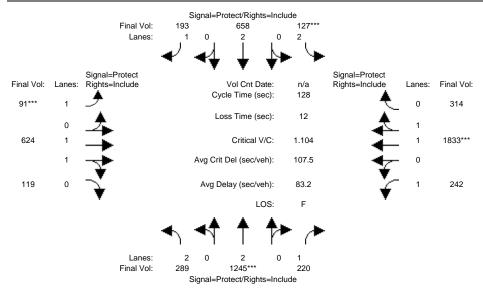
Intersection #7: North 1st Street / Rose Orchard Way



Street Name: Approach:		No rth Bo	rth 1s	st Stre	eet	ound	σ.	Ro	se Orc		Nay est Bo	und
Movement:			- R			- R					- T	
Min. Green:	7	10		7	10			10		7	10	10
Y+R:		4.0			4.0	4.0		4.0	4.0		4.0	4.0
Volume Module												
Base Vol:	77	850	42	30	477	45	4	2	6	15	3	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	850	42	30	477	45	4	2	6	15	3	7
Added Vol:	0	92	0	3	70	0	0	0	0	0	0	5
PasserByVol:	24	157	56	26	287	16	0	0	30	40	0	10
Initial Fut:	101	1099	98	59	834	61	4	2	36	55	3	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	1099	98	59	834	61	4	2	36	55	3	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1099	98	59	834	61	4	2	36	55	3	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	1099	98		834	61	4	2	36	55	3	22
Saturation F	low M	odule:		•					·			·
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.09	0.05	0.86	0.69	0.04	0.27
Final Sat.:	1750	5700	1750	1750	5700	1750	167	83	1500	1203	66	481
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.06	0.19	0.06	0.03	0.15	0.03	0.02	0.02	0.02	0.05	0.05	0.05
Crit Moves:		****		****							****	
Green Time:	24.8	66.6	66.6	11.6	53.4	53.4	15.8	15.8	15.8	15.8	15.8	15.8
Volume/Cap:	0.24	0.30	0.09	0.30	0.28	0.07	0.16	0.16	0.16	0.30	0.30	0.30
Delay/Veh:	32.8	8.2	7.0	45.8	14.2	12.5	39.1	39.1	39.1	41.5	41.5	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	8.2	7.0	45.8	14.2	12.5	39.1	39.1	39.1	41.5	41.5	41.5
LOS by Move:	C-	A	A	D	В	В	D	D	D	D	D	D
		5	1	2	5	1	1	1	1	3	3	3
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

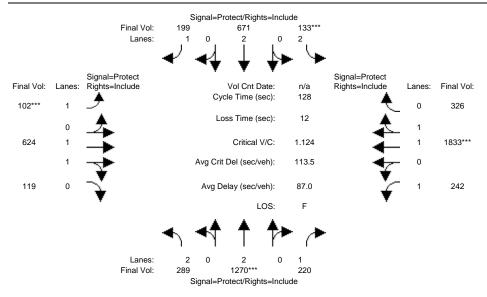
Intersection #8: North 1st Street / Tasman Drive



Street Name: Approach:	No	No rth Bo	rth 1s	t Str	eet	und	₽.	agt Po	Tasman	Drive	e est Bo	und
Movement:	L	- T	- R	L -	асн во - Т	- R	L ·	- T	- R	L ·		
Min. Green:	7	10		7	10	10	7	10	10	7	10	10
Y+R:		4.0				4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Modul												
Base Vol:		611	100	74	342	95	36	217	61	134	626	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	611	100	74	342	95	36	217	61	134	626	199
Added Vol:	0	44	17	0	45	0	0	232	0	54	495	0
PasserByVol:	182	590	103	53	271	98	55	175	58	54	712	115
Initial Fut:	289	1245	220	127	658	193	91	624	119	242	1833	314
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	289	1245	220	127	658	193	91	624	119	242	1833	314
Reduct Vol:			0	0		0	0	0	0	0	0	0
Reduced Vol:	289	1245	220	127	658	193	91	624	119	242	1833	314
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	289	1245	220		658	193	91			242		314
Saturation F												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.67	0.33	1.00	1.70	0.30
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3107	593	1750	3158	541
Capacity Ana	İysis	Modul	e:				•					•
Vol/Sat:	0.09	0.33	0.13	0.04	0.17	0.11	0.05	0.20	0.20	0.14	0.58	0.58
Crit Moves:		***		****			****				****	
Green Time:	15.2	36.8	36.8	7.0	28.6	28.6	7.0	42.8	42.8	29.4	65.2	65.2
Volume/Cap:	0.77	1.14	0.44	0.74	0.77	0.49	0.95	0.60	0.60	0.60	1.14	1.14
Delay/Veh:	64.5	120	37.8	75.0	51.1	44.3	136.1	36.4	36.4	46.6	101	101.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.5	120	37.8	75.0	51.1	44.3	136.1	36.4	36.4	46.6	101	101.2
LOS by Move:	E	F	D+	E	D-	D	F	D+	D+	D	F	F
HCM2kAvgQ:			7	3	12	7	5	12	12	8	57	57
Note: Queue			the n	umber	of ca	rs per	lane					

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

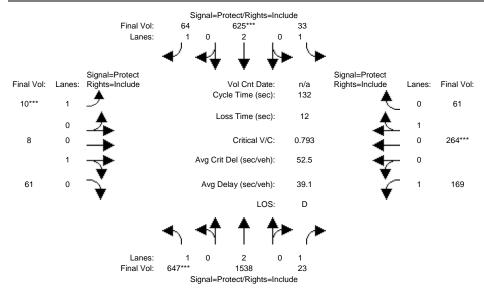
Intersection #8: North 1st Street / Tasman Drive



Street Name: Approach:						und			Tasman			ound
Movement:												
movement.												
									10			
Y+R:		4.0			4.0				4.0		4.0	
Volume Module				•			•		'			
Base Vol:	107	611	100	74	342	95	36	217	61	134	626	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:			100	74	342	95	36	217	61	134	626	199
Added Vol:	0	69	17	6	58	6	11	232	0	54		12
PasserByVol:	182	590	103	53	271	98	55	175	58	54	712	115
Initial Fut:	289	1270	220	133	671	199	102	624	119	242	1833	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	289	1270	220	133	671	199	102	624	119	242	1833	326
Reduct Vol:	0	0		0		0	0	0		0		0
Reduced Vol:	289	1270	220	133	671	199	102	624	119	242	1833	326
PCE Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			220		671	199	102			242		326
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900
Adjustment:				0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:				2.00		1.00		1.67			1.69	
Final Sat.:						1750			593			559
Capacity Ana	_											
Vol/Sat:			0.13		0.18	0.11		0.20	0.20	0.14	0.58	0.58
Crit Moves:				****			****				****	
Green Time:				7.0			7.0		42.6		64.9	
Volume/Cap:			0.43		0.78		1.07		0.60		1.15	1.15
Delay/Veh:			37.5		51.0		171.4		36.5	46.8		106.5
User DelAdj:			1.00		1.00		1.00		1.00		1.00	1.00
AdjDel/Veh:			37.5	78.8		44.2		36.5	36.5	46.8	107	106.5
LOS by Move:	E	F	D+		D			D+	_	D	_	F
HCM2kAvgQ:				3			6		12	8	58	58
Note: Queue :	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

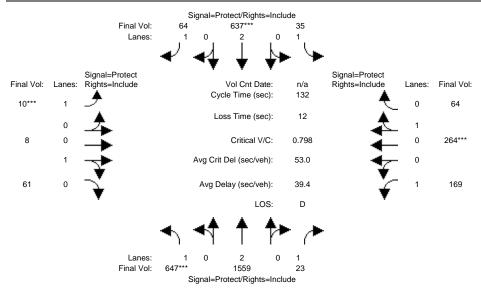
Intersection #9: North 1st Street / Rio Robles Street



Street Name: Approach: Movement:	No	No: rth Boi - T		t Stre Sou L -	eet uth Bo - T	und – R	Ea L -	Rio ast Bo - T	Roble und - R	s Stre We	eet est Bo - T	
Min. Green:												10
Y+R:		4.0	4.0		4.0		4.0	4.0	4.0	4.0		4.0
Volume Module												
Base Vol:	503	812	23	20	239	28	10	8	55	169	264	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	503	812	23	20	239	28	10	8	55	169	264	53
Added Vol:	0	61	0	0	98	0	0	0	0	0	0	0
PasserByVol:	144	665	0	13	288	36	0	0	6	0	0	8
Initial Fut:	647	1538	23	33	625	64	10	8	61	169	264	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	647	1538	23	33	625	64	10	8	61	169	264	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	647	1538	23	33	625	64	10	8	61	169	264	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	647	1538	23	33	625	64	10	8	61	169	264	61
Saturation F												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.12	0.88	1.00	0.81	0.19
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	209	1591	1750	1462	338
Capacity Anal	lysis	Module	e:	•					•	•		•
Vol/Sat:	0.37	0.40	0.01	0.02	0.16	0.04	0.01	0.04	0.04	0.10	0.18	0.18
Crit Moves:	****				***		****				****	
Green Time:	58.5	74.7	74.7	9.8	26.0	26.0	7.0	15.6	15.6	19.9	28.5	28.5
Volume/Cap:	0.83	0.72	0.02	0.25	0.83	0.19	0.11	0.32	0.32	0.64	0.83	0.83
Delay/Veh:	40.3	22.1	12.6	58.7	59.0	44.4	60.0	54.2	54.2	57.9	63.9	63.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	22.1	12.6	58.7	59.0	44.4	60.0	54.2	54.2	57.9	63.9	63.9
LOS by Move:	D	C+	В	E+	E+	D	E	D-	D-	E+	E	E
HCM2kAvgQ:			0	1	12	2	0	3	3	8	16	16
Note: Queue		ted is	the n	umber	of ca	rs per	lane					

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

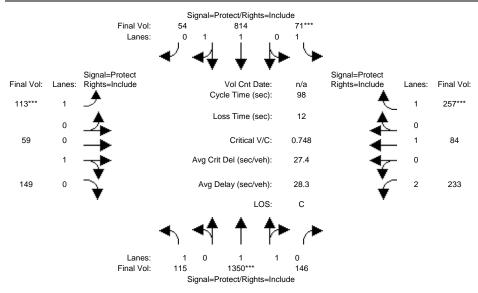
Intersection #9: North 1st Street / Rio Robles Street



Movement: L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R Min. Green: 7 10 10 10 10 10 10 10 10 10 10 10 10 10	Street Name: Approach:		No:		t Stre	eet	und	σ.	Ric	Roble			und
Min. Green: 7 10 10 10 10 10 10 10 10 10 10 10 10 10													
Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0													
Y+R:													
Volume Module: Base Vol: 503 812 23 20 239 28 10 8 55 169 264 53 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Base Vol: 503 812 23 20 239 28 10 8 55 169 264 53 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Volume Module	e:			'		'	'		'	'		'
Initial Bse: 503 812 23 20 239 28 10 8 55 169 264 53 Added Vol: 0 82 0 2 110 0 0 0 0 0 0 0 0 0 3 PasserByVol: 144 665 0 13 288 36 0 0 6 0 6 0 0 8 Initial Fut: 647 1559 23 35 637 64 10 8 61 169 264 64 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Base Vol:	503	812	23	20	239	28	10	8	55	169	264	53
Added Vol: 0 82 0 2 110 0 0 0 0 0 0 0 0 0 8 PasserByVol: 144 665 0 13 288 36 0 0 0 6 0 0 8 Initial Fut: 647 1559 23 35 637 64 10 8 61 169 264 64 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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
PasserByVol: 144 665 0 13 288 36 0 0 6 0 0 8 Initial Fut: 647 1559 23 35 637 64 10 8 61 169 264 64 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Initial Bse:	503	812	23	20	239	28	10	8	55	169	264	53
Initial Fut: 647 1559	Added Vol:	0	82	0	2	110	0	0	0	0	0	0	3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	PasserByVol:	144	665	0	13	288	36	0	0	6	0	0	8
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Initial Fut:	647	1559	23	35	637	64	10	8	61	169	264	64
PHF Volume: 647 1559 23 35 637 64 10 8 61 169 264 64 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Reduced Vol: 647 1559 23 35 637 64 10 8 61 169 264 64 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	PHF Volume:	647	1559	23	35	637	64	10	8	61	169	264	64
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Reduced Vol:	647	1559	23	35	637	64	10	8	61	169	264	64
FinalVolume: 647 1559 23 35 637 64 10 8 61 169 264 64	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume: 647 1559 23 35 637 64 10 8 61 169 264 64	MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190	FinalVolume:	647	1559	23			64	10	8	61	169	264	64
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190													
Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 0.95 0.95 0.95 0.95 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 0.12 0.88 1.00 0.80 0.20 Final Sat.: 1750 3800 1750 1750 3800 1750 1750 209 1591 1750 1449 351	Saturation F	iow M	odule:		•					'			
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 0.12 0.88 1.00 0.80 0.20 Final Sat.: 1750 3800 1750 1750 3800 1750 1750 209 1591 1750 1449 351	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Final Sat.: 1750 3800 1750 1750 3800 1750 1750 209 1591 1750 1449 351	Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Capacity Analysis Module: Vol/Sat: 0.37 0.41 0.01 0.02 0.17 0.04 0.01 0.04 0.04 0.10 0.18 0.18 Crit Moves: **** Green Time: 58.1 74.7 74.7 9.7 26.3 26.3 7.0 15.7 15.7 20.0 28.6 28.6 Volume/Cap: 0.84 0.72 0.02 0.27 0.84 0.18 0.11 0.32 0.32 0.64 0.84 0.84 Delay/Veh: 41.1 22.3 12.6 59.0 59.2 44.2 60.0 54.2 54.2 57.8 64.5 64.5 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.12	0.88	1.00	0.80	0.20
Capacity Analysis Module: Vol/Sat: 0.37 0.41 0.01 0.02 0.17 0.04 0.01 0.04 0.04 0.10 0.18 0.18 Crit Moves: ****	Final Sat.:	1750	3800	1750	1750	3800	1750	1750	209	1591	1750	1449	351
Vol/Sat: 0.37 0.41 0.01 0.02 0.17 0.04 0.01 0.04 0.04 0.10 0.18 0.18 Crit Moves: **** **** **** **** **** **** Green Time: 58.1 74.7 74.7 9.7 26.3 26.3 7.0 15.7 15.7 20.0 28.6 28.6 Volume/Cap: 0.84 0.72 0.02 0.27 0.84 0.18 0.11 0.32 0.32 0.64 0.84 0.84 Delay/Veh: 41.1 22.3 12.6 59.0 59.2 44.2 60.0 54.2 54.2 57.8 64.5 64.5 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00													
Crit Moves: **** **** **** **** Green Time: 58.1 74.7 74.7 9.7 26.3 26.3 7.0 15.7 15.7 20.0 28.6 28.6 Volume/Cap: 0.84 0.72 0.02 0.27 0.84 0.18 0.11 0.32 0.32 0.64 0.84 0.84 Delay/Veh: 41.1 22.3 12.6 59.0 59.2 44.2 60.0 54.2 54.2 57.8 64.5 64.5 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Capacity Anal	İysis	Modul	e: ˈ									
Crit Moves: **** **** **** **** Green Time: 58.1 74.7 74.7 9.7 26.3 26.3 7.0 15.7 15.7 20.0 28.6 28.6 Volume/Cap: 0.84 0.72 0.02 0.27 0.84 0.18 0.11 0.32 0.32 0.64 0.84 0.84 Delay/Veh: 41.1 22.3 12.6 59.0 59.2 44.2 60.0 54.2 54.2 57.8 64.5 64.5 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Vol/Sat:	0.37	0.41	0.01	0.02	0.17	0.04	0.01	0.04	0.04	0.10	0.18	0.18
Volume/Cap: 0.84 0.72 0.02 0.27 0.84 0.18 0.11 0.32 0.32 0.64 0.84 0.84 Delay/Veh: 41.1 22.3 12.6 59.0 59.2 44.2 60.0 54.2 54.2 57.8 64.5 64.5 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0		***				****		****				****	
Delay/Veh: 41.1 22.3 12.6 59.0 59.2 44.2 60.0 54.2 54.2 57.8 64.5 64.5 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Green Time:	58.1	74.7	74.7	9.7	26.3	26.3	7.0	15.7	15.7	20.0	28.6	28.6
Delay/Veh: 41.1 22.3 12.6 59.0 59.2 44.2 60.0 54.2 54.2 57.8 64.5 64.5 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Volume/Cap:	0.84	0.72	0.02	0.27	0.84	0.18	0.11	0.32	0.32	0.64	0.84	0.84
<u> </u>	Delay/Veh:	41.1	22.3		59.0	59.2	44.2	60.0	54.2	54.2	57.8	64.5	64.5
Adipel/Veh: 41.1 22.3 12.6 59.0 59.2 44.2 60.0 54.2 54.2 57.8 64.5 64.5	User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	AdjDel/Veh:	41.1	22.3	12.6	59.0	59.2	44.2	60.0	54.2	54.2	57.8	64.5	64.5
LOS by Move: D C+ B E+ E+ D E D- D- E+ E E	LOS by Move:	D	C+	В	E+	E+	D	E	D-	D-	E+	E	E
HCM2kAvgQ: 25 22 0 1 12 2 0 3 3 8 16 16				0	1	12	2	0	3	3	8	16	16
Note: Queue reported is the number of cars per lane.	Note: Queue	repor	ted is	the n	umber	of ca	ırs per	lane					

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

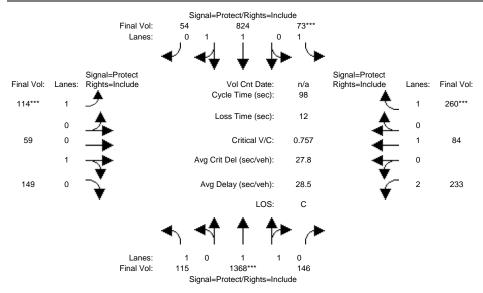
Intersection #10: North 1st Street / River Oaks Parkway



Street Name: Approach: Movement:	No			t Stre	eet uth Bo - T	und – R	Еа Т	Riv ast Bo - T	er Oak und - R	s Par} We	cway est Bo - T	
Min. Green:		10			10			10		7		
Y+R:		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Volume Module	e:											
Base Vol:	83	1073	110	22	459	18	49	39	79	224	76	245
Growth Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:		1073	110	22	459	18	49	39	79	224	76	245
Added Vol:			0	0	98	0	0	0	0	0	0	0
PasserByVol:	32	216	36	49	257	36	64	20	70	9	8	12
Initial Fut:	115	1350	146	71	814	54	113	59	149	233	84	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1350	146	71	814	54	113	59	149	233	84	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1350	146	71	814	54	113	59	149	233	84	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1350	146	71	814	54	113	59	149	233	84	257
Saturation F	low Mo	odule:	·							•		·
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	1.80	0.20	1.00	1.87	0.13	1.00	0.28	0.72	2.00	1.00	1.00
Final Sat.:	1750	3339	361	1750	3470	230	1750	511	1289	3150	1900	1750
Capacity Anal	lysis	Module	e:							•		
Vol/Sat:	0.07	0.40	0.40	0.04	0.23	0.23	0.06	0.12	0.12	0.07	0.04	0.15
Crit Moves:		****		***			***					****
Green Time:	13.7	51.9	51.9	7.0	45.1	45.1	8.3	16.5	16.5	10.6	18.8	18.8
Volume/Cap:	0.47	0.76	0.76	0.57	0.51	0.51	0.76	0.68	0.68	0.68	0.23	0.76
Delay/Veh:			20.1	50.1	18.9	18.9	64.6	44.6	44.6	47.8	33.8	47.4
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			20.1		18.9	18.9	64.6		44.6		33.8	47.4
LOS by Move:			C+	D	B-	B-	E	D	D	D	C-	D
HCM2kAvgQ:		17	17	2	9	9	5	8	8	5	2	10
Note: Queue			the n	umber	of ca	rs per	lane	•				

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

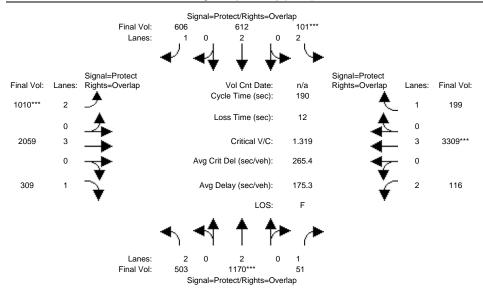
Intersection #10: North 1st Street / River Oaks Parkway



Street Name: Approach:	No:	No: rth Bo	rth 1s und	t Stre	eet uth Bo	und	Ea	Riv ast Bo	er Oak und	s Park We	way est Bo	und
Movement:	L ·	- T	- R	Γ .	- T	- R	L ·	- T	- R	L -	- T	- R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R: 		4.0			4.0				4.0		4.0	4.0
Volume Modul	1		1	1		1	1		ı	ı		ı
Base Vol:	83	1073	110	22	459	18	49	39	79	224	76	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1073	110	22	459	18	49	39	79	224	76	245
Added Vol:	0	79	0	2	108	0	1	0	0	0	0	3
PasserByVol:	32	216	36	49	257	36	64	20	70	9	8	12
Initial Fut:	115	1368	146	73	824	54	114	59	149	233	84	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1368	146	73	824	54	114	59	149	233	84	260
	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1368	146	73	824	54	114	59	149	233	84	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1368	146	73	824	54	114	59	149	233	84	260
Saturation F	iow M	odule:					•					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	1.80	0.20	1.00	1.87	0.13	1.00	0.28	0.72	2.00	1.00	1.00
Final Sat.:	1750	3343	357	1750	3472	228	1750	511	1289	3150	1900	1750
Capacity Ana	lysis	Modul	e:			·	•		•			•
Vol/Sat:	0.07	0.41	0.41	0.04	0.24	0.24	0.07	0.12	0.12	0.07	0.04	0.15
Crit Moves:		****		****			****					****
Green Time:	13.6	51.9	51.9	7.0	45.3	45.3	8.3	16.5	16.5	10.6	18.8	18.8
Volume/Cap:	0.47	0.77	0.77	0.58	0.51	0.51	0.77	0.69	0.69	0.69	0.23	0.77
Delay/Veh:	40.3	20.3	20.3	51.0	18.9	18.9	65.9	44.7	44.7	47.8	33.8	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	20.3	20.3	51.0	18.9	18.9	65.9	44.7	44.7	47.8	33.8	48.1
LOS by Move:	D	C+	C+	D	B-	B-	E	D	D	D	C-	D
		17	17	2	9	9	6	8	8	5	2	10
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

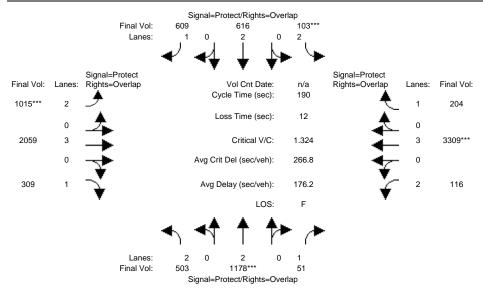
Intersection #11: North 1st Street / Montague Expressway [CMP]



Street Name: Approach:	No:	No:	rth 1s	t Stre	eet ith Bo	und	E:	Mon	tague E	xpres:	sway est Bo	und
Movement:												
Min. Green:	24	48	48	20	45	45	40	106	106	15	82	82
Y+R:		4.0			4.0				4.0			
 Volume Module												
	256	728	38	46	287	363	574	1439	177	102	2522	137
Growth Adj:			1.00	1.00		1.00					1.00	1.00
Initial Bse:			38	46	287	363		1439			2522	137
Added Vol:			0			98	61			0		0
PasserByVol:			13	55		145	375		132	14	774	62
Initial Fut:			51	101		606		2367		116		199
User Adj:			1.00		1.00	1.00		0.87			0.87	1.00
PHF Adj:			1.00		1.00	1.00		1.00			1.00	1.00
PHF Volume:			51	101	612	606		2059	309		3309	199
Reduct Vol:	Ω	0	0	0	0	0		0	0	0	0	0
Reduced Vol:	503	1170	51	101	612	606	1010	2059	309	116	3309	199
PCE Adj:	1.00	1.00	1.00	1.00		1.00		1.00			1.00	1.00
MLF Adj:				1.00		1.00		1.00			1.00	1.00
FinalVolume:			51	101	612	606		2059		116		199
Saturation Fl				'					'	'		'
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:						1750		5700			5700	
Capacity Anal	ysis	Modul	e:									
Vol/Sat:			0.03		0.16	0.35		0.36	0.18	0.04		0.11
Crit Moves:		****		****			****				****	
Green Time:	26.6	44.9	59.2	18.7	37.0	75.4	38.4	101	127.5	14.3	76.7	95.5
Volume/Cap:	1.14	1.30	0.09	0.33	0.83	0.87	1.59	0.68	0.26	0.49	1.44	0.23
Delay/Veh: 1	73.7	222	49.6	85.8	86.1	68.3	352.8	35.6	13.5	91.7	260	28.5
User DelAdj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh: 1				85.8			352.8		13.5	91.7	260	28.5
LOS by Move:	F	F	D	F	F	E	F	D+				C
HCM2kAvgQ:	26	54	2	3	19	38	64	31	8	5	107	7
Note: Queue r	epor	ted is	the n	umber	of ca	rs per	r lane					

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

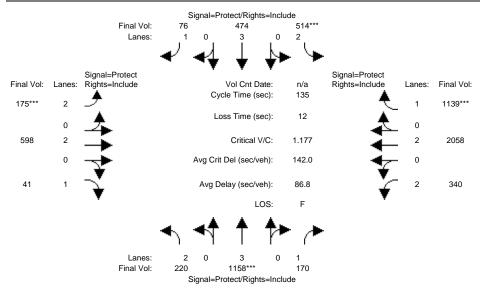
Intersection #11: North 1st Street / Montague Expressway [CMP]



Street Name: North Bound	Street Name:	No	No:	rth 1s	t Stre	eet	und	F:	Mont	tague E	xpres:	sway	und
Min. Green: 24 48 48 20 45 40 106 105 15 82 82 Y+R: 4.0 1.00	Movement:	L	- T	- R	L ·	- T	- R	L -	- T	- R	L ·	- T	- R
Y+R:													
Volume Module: Base Vol: 256 728 38 46 287 363 574 1439 177 102 2522 137 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0		24	48	48	20	45	45	40	106	106	15	82	82
Volume Module: Base Vol: 256 728 38 46 287 363 574 1439 177 102 2522 137 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0											1		
Initial Bse: 256 728 38 46 287 363 574 1439 177 102 2522 137 Added Vol: 0 8 0 2 4 101 66 207 0 0 507 5 PasserByVol: 247 442 13 55 325 145 375 721 132 14 774 62 Initial Fut: 503 1178 51 103 616 609 1015 2367 309 116 3803 204 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Base Vol:	256	728	38	46	287	363	574	1439	177	102	2522	137
Added Vol: 0 8 0 2 4 101 66 207 0 0 507 5 PasserByVol: 247 442 13 55 325 145 375 721 132 14 774 62 Initial Fut: 503 1178 51 103 616 609 1015 2367 309 116 3803 204 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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
PasserByVol: 247 442 13 55 325 145 375 721 132 14 774 62 Initial Fut: 503 1178 51 103 616 609 1015 2367 309 116 3803 204 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Initial Bse:	256	728	38	46	287	363	574	1439	177	102	2522	137
Initial Fut: 503 1178 51 103 616 609 1015 2367 309 116 3803 204 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Added Vol:	0	8	0	2	4	101	66	207	0	0	507	
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	PasserByVol:	247	442	13	55	325	145	375	721	132	14	774	62
PHF Adj:	Initial Fut:	503	1178	51	103	616	609	1015	2367	309	116	3803	204
PHF Volume: 503 1178 51 103 616 609 1015 2059 309 116 3309 204 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PHF Volume:	503	1178	51	103	616	609	1015	2059	309	116	3309	204
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0				0	0	0	0	0	0	0	0	0	0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Reduced Vol:	503	1178	51	103	616	609	1015	2059	309	116	3309	204
Final Volume: 503 1178 51 103 616 609 1015 2059 309 116 3309 204	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190	MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190	FinalVolume:	503	1178	51	103	616	609	1015	2059	309	116	3309	204
Sat/Lane: 1900 00 202 0.88 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92 1.00													
Adjustment: 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92 Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00 Final Sat.: 3150 3800 1750 3150 3800 1750 3150 5700 1750 3150 5700 1750 1750 1750 1750 1750 1750 1	Saturation F	iow M	odule:		•								
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00 Final Sat.: 3150 3800 1750 3150 3800 1750 3150 5700 1750 3150 5700 1750 1750 1750 1750 1750 1750 1	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Final Sat.: 3150 3800 1750 3150 3800 1750 3150 5700 1750 3150 5700 1750 1750 1750 1750 1750 1750 1	Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Final Sat.: 3150 3800 1750 3150 3800 1750 3150 5700 1750 3150 5700 1750 1750 1750 1750 1750 1750 1	Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Capacity Analysis Module: Vol/Sat: 0.16 0.31 0.03 0.03 0.16 0.35 0.32 0.36 0.18 0.04 0.58 0.12 Crit Moves: **** **** **** **** Green Time: 26.6 44.9 59.2 18.7 37.0 75.4 38.4 101 127.5 14.3 76.7 95.5 Volume/Cap: 1.14 1.31 0.09 0.33 0.83 0.88 1.60 0.68 0.26 0.49 1.44 0.23 Delay/Veh: 173.7 225 49.6 85.9 86.6 68.9 356.3 35.6 13.5 91.7 260 28.6 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0				1750	3150	3800	1750	3150	5700		3150	5700	1750
Capacity Analysis Module: Vol/Sat: 0.16 0.31 0.03 0.03 0.16 0.35 0.32 0.36 0.18 0.04 0.58 0.12 Crit Moves: **** **** **** **** Green Time: 26.6 44.9 59.2 18.7 37.0 75.4 38.4 101 127.5 14.3 76.7 95.5 Volume/Cap: 1.14 1.31 0.09 0.33 0.83 0.88 1.60 0.68 0.26 0.49 1.44 0.23 Delay/Veh: 173.7 225 49.6 85.9 86.6 68.9 356.3 35.6 13.5 91.7 260 28.6 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Crit Moves: **** **** **** **** **** **** **** Green Time: 26.6 44.9 59.2 18.7 37.0 75.4 38.4 101 127.5 14.3 76.7 95.5 Volume/Cap: 1.14 1.31 0.09 0.33 0.83 0.88 1.60 0.68 0.26 0.49 1.44 0.23 Delay/Veh: 173.7 225 49.6 85.9 86.6 68.9 356.3 35.6 13.5 91.7 260 28.6 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0					•								
Green Time: 26.6 44.9 59.2 18.7 37.0 75.4 38.4 101 127.5 14.3 76.7 95.5 Volume/Cap: 1.14 1.31 0.09 0.33 0.83 0.88 1.60 0.68 0.26 0.49 1.44 0.23 Delay/Veh: 173.7 225 49.6 85.9 86.6 68.9 356.3 35.6 13.5 91.7 260 28.6 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0					0.03	0.16	0.35	0.32	0.36	0.18	0.04	0.58	0.12
Green Time: 26.6 44.9 59.2 18.7 37.0 75.4 38.4 101 127.5 14.3 76.7 95.5 Volume/Cap: 1.14 1.31 0.09 0.33 0.83 0.88 1.60 0.68 0.26 0.49 1.44 0.23 Delay/Veh: 173.7 225 49.6 85.9 86.6 68.9 356.3 35.6 13.5 91.7 260 28.6 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Crit Moves:		****		***			****				****	
Delay/Veh: 173.7 225 49.6 85.9 86.6 68.9 356.3 35.6 13.5 91.7 260 28.6 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0			44.9	59.2	18.7	37.0	75.4	38.4	101	127.5	14.3	76.7	95.5
Delay/Veh: 173.7 225 49.6 85.9 86.6 68.9 356.3 35.6 13.5 91.7 260 28.6 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Volume/Cap:	1.14	1.31	0.09	0.33	0.83	0.88	1.60	0.68	0.26	0.49	1.44	0.23
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Delay/Veh:	173.7	225	49.6	85.9	86.6	68.9	356.3	35.6		91.7	260	28.6
	-										1.00	1.00	1.00
AdjDel/Veh: 173.7 225 49.6 85.9 86.6 68.9 356.3 35.6 13.5 91.7 260 28.6	_				85.9	86.6	68.9	356.3	35.6	13.5	91.7	260	28.6
LOS by Move: F F D F F E F D+ B F F C	LOS by Move:	F	F	D	F	F	E	F	D+	В	F	F	С
HCM2kAvgQ: 26 54 2 3 19 39 65 31 8 5 107 7					3	19	39	65	31	8	5	107	7
Note: Queue reported is the number of cars per lane.			ted is	the n	umber	of ca	rs per	lane					

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

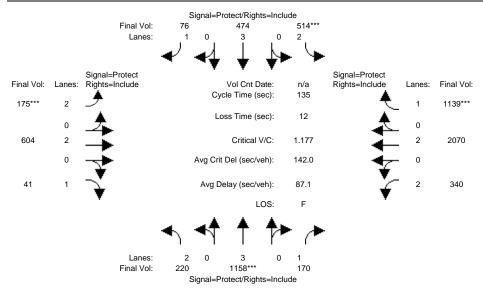
Intersection #12: Zanker Drive / Tasman Drive



Street Name: Approach:	No	rth Do	Zanker	Drive	e 1+b Bo	und	E	nat Po	Tasman	Drive	e est Bo	ound
Movement:	T.	- Т	una - R	T	лсіі во - Т	– R	Т	авс во - Т	- R	т		
		10		7					10			
Y+R:		4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module	e:								•			•
Base Vol:	62	712	126	390	250	31	71	198	14	312	866	956
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	712	126	390	250	31	71	198	14	312	866	956
Added Vol:	0		0	5	19	5	43	205	0	0	544	43
PasserByVol:	158	273	44	119	205	40	61	195	27	28	648	140
Initial Fut:	220	1158	170	514	474	76	175	598	41	340	2058	1139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1158	170	514	474	76	175	598	41	340	2058	1139
Reduct Vol:			0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1158	170	514	474	76	175	598	41	340	2058	1139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			170		474	76	175		41		2058	1139
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:			0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:					5700	1750		3800	1750		3800	1750
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.07	0.20	0.10	0.16	0.08	0.04	0.06	0.16	0.02	0.11	0.54	0.65
Crit Moves:		***		****			****					****
Green Time:	19.1	23.2	23.2	18.6	22.7	22.7	7.0	48.2	48.2	33.0	74.2	74.2
Volume/Cap:	0.49	1.18	0.57	1.18	0.49	0.26	1.07	0.44	0.07	0.44	0.99	1.18
Delay/Veh:	54.4	149	53.8	162.1	51.3	49.3	154.7	33.4	28.6	43.6	46.1	123.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	149	53.8	162.1	51.3	49.3	154.7	33.4	28.6	43.6	46.1	123.8
LOS by Move:			D-	F	D-	D	F		C	D	D	F
HCM2kAvgQ:	6	26	8	22	6	3	6	9	1	7	48	76
Note: Queue	repor	ted is	the r	number	of ca	rs per	lane	•				

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

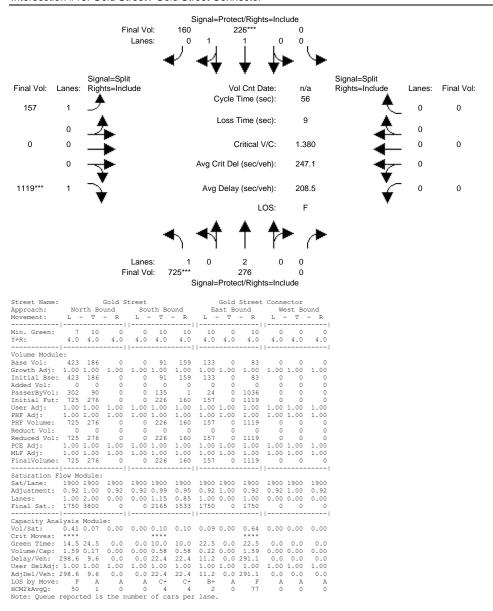
Intersection #12: Zanker Drive / Tasman Drive



Street Name: Approach: North B	Zanker Drive	th Bound	Fact Po	Tasman	Drive West Bo	und
Movement: L - T	- R I	T - R	I. – T	– R	T T	
Min. Green: 7 10			7 10			
Y+R: 4.0 4.0	4.0 4.0	4.0 4.0	4.0 4.0	4.0	4.0 4.0	4.0
Volume Module:						•
Base Vol: 62 712	126 390	250 31	71 198	14	312 866	956
Growth Adj: 1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00	1.00 1.00	1.00
Initial Bse: 62 712	126 390	250 31	71 198	14	312 866	956
Added Vol: 0 173	0 5	19 5	43 211	0	0 556	43
PasserByVol: 158 273	44 119	205 40	61 195	27	28 648	140
Initial Fut: 220 1158	170 514	474 76	175 604	41	340 2070	1139
User Adj: 1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Adj: 1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Volume: 220 1158	170 514	474 76	175 604	41	340 2070	1139
Reduct Vol: 0 0	0 0	0 0	0 0	0	0 0	0
Reduced Vol: 220 1158	170 514	474 76	175 604	41	340 2070	1139
PCE Adj: 1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00	1.00 1.00	1.00
MLF Adj: 1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00	1.00 1.00	1.00
FinalVolume: 220 1158	170 514	474 76	175 604	41	340 2070	1139
Saturation Flow Module	:	·				•
Sat/Lane: 1900 1900	1900 1900	1900 1900	1900 1900	1900	1900 1900	1900
Adjustment: 0.83 1.00	0.92 0.83	1.00 0.92	0.83 1.00	0.92	0.83 1.00	0.92
Lanes: 2.00 3.00	1.00 2.00	3.00 1.00	2.00 2.00	1.00	2.00 2.00	1.00
Final Sat.: 3150 5700	1750 3150	5700 1750	3150 3800	1750	3150 3800	1750
Capacity Analysis Modu	le:	·				•
Vol/Sat: 0.07 0.20	0.10 0.16	0.08 0.04	0.06 0.16	0.02	0.11 0.54	0.65
Crit Moves: ****	***		***			****
Green Time: 19.1 23.2	23.2 18.6	22.7 22.7	7.0 48.4	48.4	32.8 74.2	74.2
Volume/Cap: 0.49 1.18	0.57 1.18	0.49 0.26	1.07 0.44	0.07	0.44 0.99	1.18
Delay/Veh: 54.4 149	53.8 162.1	51.3 49.3	154.7 33.3	28.5	43.7 47.5	123.8
User DelAdj: 1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00	1.00 1.00	1.00
AdjDel/Veh: 54.4 149	53.8 162.1	51.3 49.3	154.7 33.3	28.5	43.7 47.5	123.8
LOS by Move: D- F	D- F	D- D	F C-	С	D D	F
HCM2kAvgQ: 6 26	8 22	6 3	6 9	1	7 49	76
Note: Queue reported i			0 ,	_	, 1	, 0

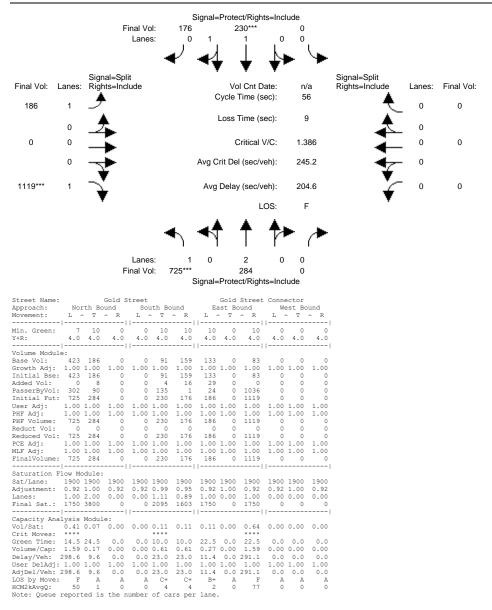
Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Cumulative AM

Intersection #13: Gold Street / Gold Street Connector



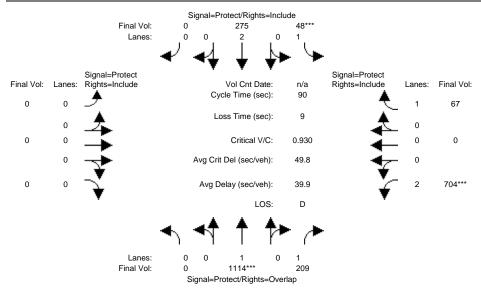
Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Cumulative PP AM

Intersection #13: Gold Street / Gold Street Connector



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

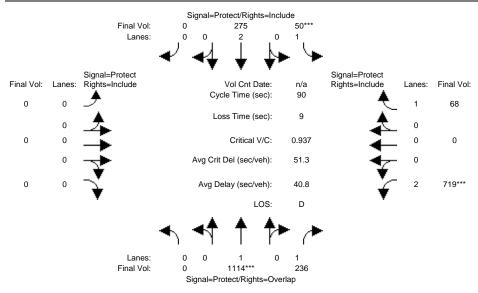
Intersection #15: Great America Parkway / Gold Street Connector



Street Name: Approach: Movement:	No	Great rth Bo	und	ca Parkway South Bound L - T - R			Ea	ast Bo	Street und - R	Connector West Bound L - T - R		
Min. Green:		10		7		0		0		10		10
Y+R:		4.0	4.0			4.0		4.0	4.0		4.0	4.0
Volume Module			ı	1		ı	1		ı	1		ı
Base Vol:	0	169	185	2	19	0	0	0	0	524	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	169	185	2	19	0	0	0	0	524	0	64
Added Vol:		0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	945	24	46	256	0	0	0	0	180	0	3
Initial Fut:	0	1114	209	48	275	0	0	0	0	704	0	67
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1114	209	48	275	0	0	0	0	704	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1114	209	48	275	0	0	0	0	704	0	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1114	209	48	275	0	0	0	0	704	0	67
Saturation F	iow M	odule:								•		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Ana	İysis	Modul	e:			·			•			•
Vol/Sat:	0.00	0.59	0.12	0.03	0.07	0.00	0.00	0.00	0.00	0.22	0.00	0.04
Crit Moves:		****		****						****		
Green Time:	0.0	53.6	74.0	7.0	60.6	0.0	0.0	0.0	0.0	20.4	0.0	20.4
Volume/Cap:	0.00	0.98	0.15	0.35	0.11	0.00	0.00	0.00	0.00	0.98	0.00	0.17
Delay/Veh:	0.0	40.9	1.7	40.9	5.2	0.0	0.0	0.0	0.0	64.4	0.0	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	40.9	1.7	40.9	5.2	0.0	0.0	0.0	0.0	64.4	0.0	28.2
LOS by Move:	A	D	A	D	A	A	A	A	A	E	A	С
HCM2kAvgQ:		34	1	2	1	0	0	0	0	15	0	2
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

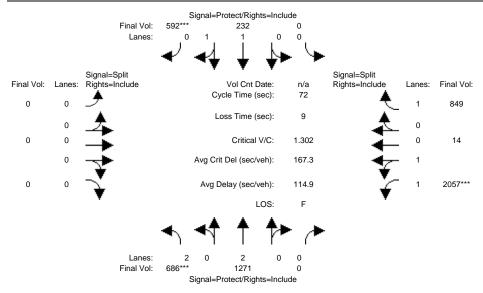
Intersection #15: Great America Parkway / Gold Street Connector



Street Name: Approach: Movement:	No	Great rth Bo	und	South Bound			Ea	ast Bo	Street und - R	Connector West Bound L - T - R		
Min. Green:		10		['] 7		0		0		10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0
Volume Module	e:											
		169	185	2	19	0	0	0	0	524	0	64
Growth Adj:			1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	169	185	2	19	0	0	0	0	524	0	64
Added Vol:		0	27	2		0	0	0	0	15	0	1
PasserByVol:	0	945	24	46	256	0	0	0	0	180	0	3
Initial Fut:	0	1114	236	50	275	0	0	0	0	719	0	68
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1114	236	50	275	0	0	0	0	719	0	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1114	236	50	275	0	0	0	0	719	0	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			236	50	275	0	0	0	0	719	0	68
Saturation F			1	1		1	1		1	1		· ·
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Ana	lysis	Modul	e:	'		'	'		'			Į.
Vol/Sat:	0.00	0.59	0.13	0.03	0.07	0.00	0.00	0.00	0.00	0.23	0.00	0.04
Crit Moves:		****		****						***		
Green Time:	0.0	53.3	74.0	7.0	60.3	0.0	0.0	0.0	0.0	20.7	0.0	20.7
Volume/Cap:			0.16		0.11	0.00	0.00	0.00	0.00	0.99	0.00	0.17
Delay/Veh:			1.7	41.1	5.3	0.0	0.0	0.0	0.0	65.5	0.0	27.9
User DelAdi:					1.00	1.00		1.00	1.00		1.00	1.00
AdiDel/Veh:			1.7	41.1		0.0	0.0	0.0	0.0	65.5	0.0	27.9
LOS by Move:			т., А	D	3.3 A	0.0 A	0.0 A		0.0 A	03.5 E	0.0 A	27.5 C
		34	1	2	1	0	0		0	15	0	2
Note: Queue :	•					-	-	-	3		3	-
			2220 11		3 <u>-</u> 3u			-				

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

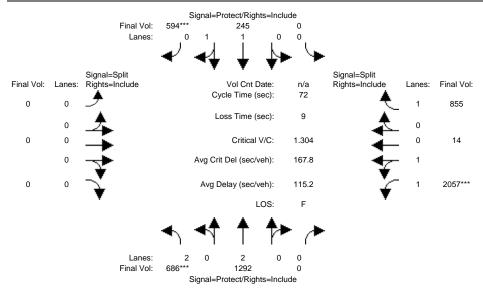
Intersection #16: Great America Parkway / SR 237 Westbound Ramps [CMP]



Street Name: Approach: Movement:	No	Great rth Bo - T	und	So	uth Bo	ound – R	Εa	SR 23 ast Bo - T	und	We	bound Ramps West Bound L - T - R		
Min. Green:		10						0				10	
Y+R:		4.0			4.0			4.0			4.0	4.0	
Volume Module			'	'		'	'		'	' '		'	
Base Vol:	134	209	0	0	59	406	0	0	0	796	14	142	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	134	209	0	0	59	406	0	0	0	796	14	142	
Added Vol:	112	0	0	0	0	0	0	0	0	491	0	0	
PasserByVol:	440	1062	0	0	173	186	0	0	0	770	0	707	
Initial Fut:	686	1271	0	0	232	592	0	0	0	2057	14	849	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	686	1271	0	0	232	592	0	0	0	2057	14	849	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	686	1271	0	0	232	592	0	0	0	2057	14	849	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	686	1271	0	0	232	592	0	0	0	2057	14	849	
Saturation Fl	ow Mo	odule:		•					,				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00	
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3526	24	1750	
Capacity Anal	ysis	Modul	e:	•								•	
Vol/Sat:	0.22	0.33	0.00	0.00	0.12	0.34	0.00	0.00	0.00	0.58	0.58	0.49	
Crit Moves:	****					****				****			
Green Time:	12.0	30.7	0.0	0.0	18.7	18.7	0.0	0.0	0.0	32.3	32.3	32.3	
Volume/Cap:	1.30	0.78	0.00	0.00	0.47	1.30	0.00	0.00	0.00	1.30	1.30	1.08	
Delay/Veh: 1	79.4	20.3	0.0	0.0	22.7	174.0	0.0	0.0	0.0	160.6	161	76.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh: 1	79.4	20.3	0.0	0.0	22.7	174.0	0.0	0.0	0.0	160.6	161	76.8	
LOS by Move:			A	A	C+	F	A	A	A	F	F	E-	
HCM2kAvgQ:			0	0	4	33	0	0	0	58	58	34	
Note: Queue r		ted is	the n	umber	of ca	ars per	lane						

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

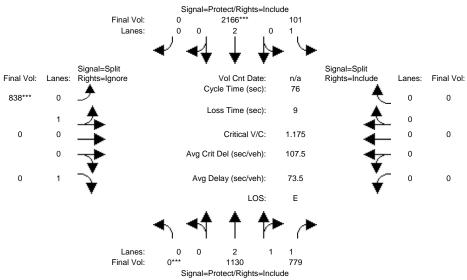
Intersection #16: Great America Parkway / SR 237 Westbound Ramps [CMP]



Street Name: Approach: Movement:	Great America Par North Bound Sou L - T - R L					ound – R	Εá	ast Bo	7 West und - R			
		10								10		10
Y+R:		4.0			4.0			4.0			4.0	4.0
Volume Module			'	'		'	'			' '		'
Base Vol:	134	209	0	0	59	406	0	0	0	796	14	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	209	0	0	59	406	0	0	0	796	14	142
Added Vol:	112	21	0	0	13	2	0	0	0	491	0	6
PasserByVol:	440	1062	0	0	173	186	0	0	0	770	0	707
Initial Fut:	686	1292	0	0	245	594	0	0	0	2057	14	855
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	686	1292	0	0	245	594	0	0	0	2057	14	855
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	686	1292	0	0	245	594	0	0	0	2057	14	855
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	686	1292	0	0	245	594	0	0	0	2057	14	855
Saturation Fl	ow Mo	odule:		•								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3526	24	1750
Capacity Anal	ysis	Module	e:									•
Vol/Sat:	0.22	0.34	0.00	0.00	0.13	0.34	0.00	0.00	0.00	0.58	0.58	0.49
Crit Moves:	****					****				****		
Green Time:		30.8	0.0	0.0	18.7	18.7	0.0	0.0	0.0	32.2	32.2	32.2
Volume/Cap:	1.30	0.80	0.00	0.00	0.50	1.30	0.00	0.00	0.00	1.30	1.30	1.09
Delay/Veh: 1	80.0	20.7	0.0	0.0	22.8	174.3	0.0	0.0	0.0	161.2	161	79.9
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: 1	80.0	20.7	0.0	0.0	22.8	174.3	0.0	0.0	0.0	161.2	161	79.9
LOS by Move:	F	C+	A	A	C+	F	A	A	A	F	F	E-
HCM2kAvgQ:			0	0	5	33	0	0	0	58	58	35
Note: Queue r		ted is	the n	umber	of ca	ars per	lane	•				

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

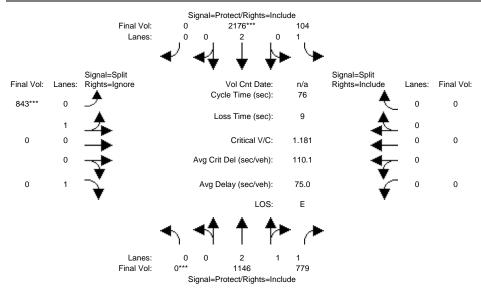
Intersection #17: Great America Parkway / SR 237 Eastbound Ramps [CMP]



			O.g. iai -	. rotoourtig									
					kway SR 237 East					tbound Ramps			
Approach:										We			
Movement:						- R			- R		- T		
Min. Green:		10			10				10		0	0	
Y+R:	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0			
Volume Module	e:												
Base Vol:	0	203	344	28	804	0	150	0	367	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:			344	28	804	0	150	0	367	0	0	0	
Added Vol:			131	0	491	0	0	0	655	0	0	0	
PasserByVol:	0	815	304	73	871	0	688	0	1680	0	0	0	
Initial Fut:	0	1130	779	101	2166	0	838	0	2702	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Volume:			779	101	2166	0	838	0	0	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	1130	779	101	2166	0	838	0	0	0	0	0	
PCE Adj:	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:			779			0	838	0	-	0	0	0	
Saturation F	low M	odule:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	
Lanes:	0.00	2.29	1.71	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00	
Final Sat.:						0		0		0		0	
Capacity Anal	lysis	Module	e:										
Vol/Sat:		0.26	0.26	0.06	0.57	0.00		0.00	0.00	0.00	0.00	0.00	
Crit Moves:	****				***		****						
Green Time:	0.0	27.2	27.2	9.6	36.9	0.0	30.1	0.0	0.0	0.0	0.0	0.0	
Volume/Cap:			0.73	0.45	1.17	0.00	1.17	0.00	0.00	0.00	0.00	0.00	
Delay/Veh:	0.0	22.2	22.2	32.2	104	0.0	115.9	0.0	0.0	0.0	0.0	0.0	
User DelAdj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:			22.2	32.2	104	0.0	115.9	0.0	0.0	0.0	0.0	0.0	
LOS by Move:	A	C+	C+	-	F	A	F	A	A	A	A	A	
HCM2kAvgQ:	0	10	10	2	46	0	40	0	0	0	0	0	
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane						

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

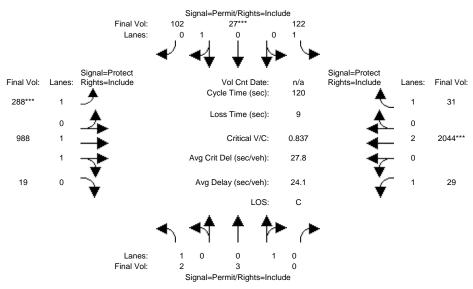
Intersection #17: Great America Parkway / SR 237 Eastbound Ramps [CMP]



Approach:	Great America Par North Bound Sou L - T - R L -					und – R	Εá	ast Bo	7 East und - R	We	und – R	
-												
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
		4.0			4.0				4.0		4.0	4.0
Base Vol:		203	344	28	804	0	150	0	367	0	0	0
Growth Adj: 1			1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	0	203	344	28	804	0	150	0	367	0	0	0
Added Vol:		128	131	3		0	5	0	655	0	0	0
PasserByVol:	0	815	304	73		0	688	0	1680	0	0	0
Initial Fut:	0	1146	779		2176	0	843	0	2702	0	0	0
User Adj: 1			1.00		1.00	1.00		1.00	0.00	-	1.00	1.00
PHF Adj: 1			1.00		1.00	1.00		1.00	0.00		1.00	1.00
PHF Volume:		1146	779		2176	0	843	0	0	0	0	0
Reduct Vol:	0		0	0	0	0	0		0	0	0	0
Reduced Vol:			779		2176	0	843	0	0	0	0	0
PCE Adj: 1			1.00		1.00	1.00		1.00	0.00		1.00	1.00
MLF Adj: 1			1.00	1.00		1.00		1.00	0.00		1.00	1.00
FinalVolume:			779	104	2176	0	843	0	0	0	0	0
Saturation Flo			Į.	1		'	'		ı	'		Į.
Sat/Lane: 1	900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment: 0	.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes: 0	.00	2.30	1.70	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	4373	2972	1750	3800	0	1800	0	1750	0	0	0
-												
Capacity Analy	sis	Module	e:	•			•			•		•
Vol/Sat: 0	.00	0.26	0.26	0.06	0.57	0.00	0.47	0.00	0.00	0.00	0.00	0.00
Crit Moves: *	***				****		****					
Green Time:	0.0	27.3	27.3	9.6	36.9	0.0	30.1	0.0	0.0	0.0	0.0	0.0
Volume/Cap: 0	.00	0.73	0.73	0.47	1.18	0.00	1.18	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.2	22.2	32.4	107	0.0	118.3	0.0	0.0	0.0	0.0	0.0
User DelAdj: 1	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.2	22.2	32.4	107	0.0	118.3	0.0	0.0	0.0	0.0	0.0
LOS by Move:	Α	C+	C+	C-	F	A	F	A	A	A	A	A
HCM2kAvgQ:	0	10	10	2	47	0	41	0	0	0	0	0
Note: Queue re		ted is	the n	umber	of ca	rs per	lane					

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

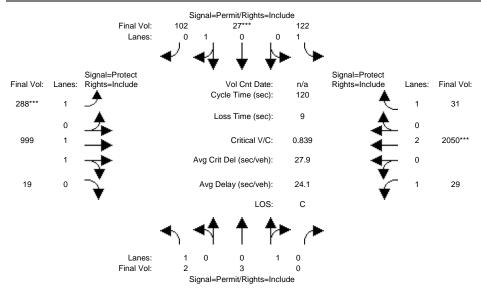
Intersection #18: Vista Montana / Tasman Drive



Street Name: Approach:	No	V rth Bo	ista M	ontana	a ith Bo	und	T:	agt Bo	Tasman	Drive	est Bo	und
Movement:	L ·	- T	- R	L -	- T	- R	L -	- T	- R	L -	- T	- R
Min. Green: Y+R:	10 4.0	10 4.0	10 4.0	10 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0
Volume Module												
Base Vol:		3	0	110	19	88	210	384	13	15	559	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	3	0	110	19	88	210	384	13	15	559	25
Added Vol:	0	0	0	0	0	0	0	232	0	0	495	0
PasserByVol: Initial Fut:	0	0	0	12	8	14	78	372	6	14	990	6
Initial Fut:	2	3	0	122	27	102	288	988	19	29	2044	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	3	0	122	27	102	288	988	19	29	2044	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	0	122	27	102	288	988	19	29	2044	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	3	0	122	27	102	288	988	19	29	2044	31
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	1.00	0.21	0.79	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1750	1800	0	1750	377	1423	1750	3630	70	1750	3800	1750
	1											
Capacity Ana	lysis	Modul	e:									
<pre>Vol/Sat: Crit Moves:</pre>	0.00	0.00	0.00	0.07	0.07	0.07	0.16	0.27	0.27	0.02	0.54	0.02
Green Time:	10 3	10.3	0.0	10 3	10.3	10.3	23 6	82.9	82.9	17 8	77.1	77.1
	0.01		0.00		0.84	0.84		0.39	0.39		0.84	0.03
Delay/Veh:			0.0		85.1	85.1	62.6	8.0	8.0		19.3	7.8
User DelAdj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			0.0		85.1	85.1	62.6	8.0	8.0	44.5		7.8
LOS by Move:			0.0 A	01.7 F	F	F	02.0 E	0.0 A	0.0 A	D D	B-	, . o
HCM2kAvqQ:	0	0	0	5	6	6	12		8	1		0
Note: Queue			-			-			3	_	2,	J

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

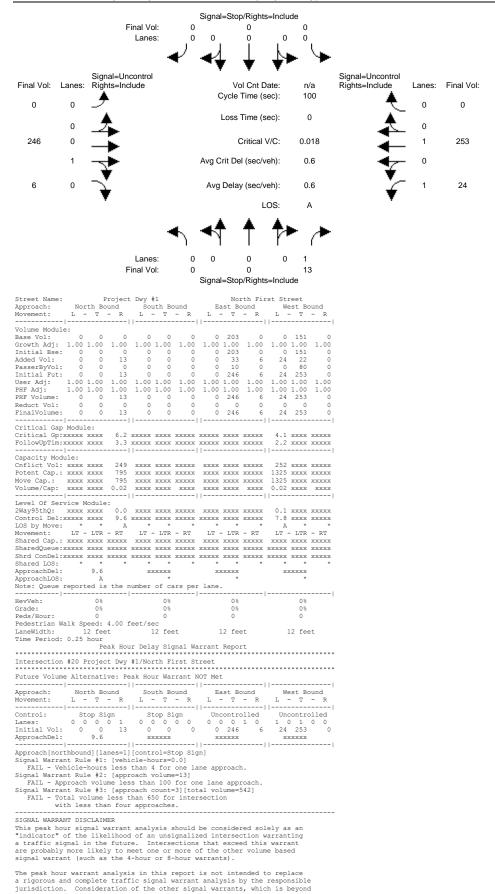
Intersection #18: Vista Montana / Tasman Drive



Street Name: Approach:	No	V rth Bo	ista M	iontan			East Bound		Tasman	Drive	st Bo	und
Movement:		- T								L -		
Min. Green:		10			10		./	10	10	7		10
Y+R: 		4.0			4.0				4.0			4.0
Volume Modul			1	I		1	I		I	1		I
Base Vol:	2	3	0	110	19	88	210	384	13	15	559	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	1.00	1.00
Initial Bse:	2	3	0	110	19	88	210	384	13	15	559	25
Added Vol:	0	0	0	0	0	0	0		0	0	501	0
PasserByVol:	0	0	0	12	8	14	78	372	6	14	990	6
Initial Fut:	2		0	122	27	102	288	999	19	29 2	2050	31
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	1.00	1.00
PHF Volume:	2	3	0	122	27	102	288	999	19	29 2	2050	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	0	122	27	102	288	999	19	29 2	2050	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	1.00	1.00
FinalVolume:	2	3	0	122		102	288		19		2050	31
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	1.00	0.21	0.79	1.00	1.96	0.04	1.00 2	2.00	1.00
Final Sat.:			0		377	1423	1750	3631	69	1750 3	3800	1750
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.07	0.16	0.28	0.28	0.02 (0.54	0.02
Crit Moves:					****		****			,	****	
Green Time:	10.3	10.3	0.0	10.3	10.3	10.3	23.5	83.1	83.1	17.6	77.2	77.2
Volume/Cap:	0.01	0.02	0.00	0.82	0.84	0.84	0.84	0.40	0.40	0.11 (0.84	0.03
Delay/Veh:	50.3	50.3	0.0	82.0	85.5	85.5	62.9	7.9	7.9	44.6	19.3	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	1.00	1.00
AdjDel/Veh:	50.3	50.3	0.0	82.0	85.5	85.5	62.9	7.9	7.9	44.6	19.3	7.8
LOS by Move:	D	D	A	F	F	F	E	A	A	D	B-	A
HCM2kAvgQ:	0	0	0	5	6	6	12	8	8	1	27	0
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

Level Of Service Computation Report 2000 HCM Unsignalized (Future Volume Alternative) Cumulative PP AM

Intersection #20: Project Dwy #1/North First Street [Project Dwy]



The scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection \$20 Project Dwy \$1/North First Street

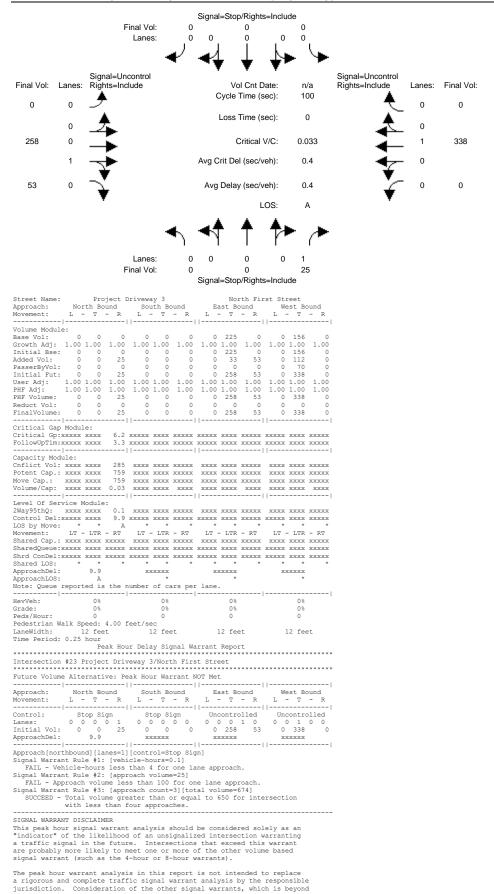
Future Volume Alternative: Peak Hour Warrant NOT Met

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

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

Level Of Service Computation Report 2000 HCM Unsignalized (Future Volume Alternative) Cumulative PP AM

Intersection #23: Project Driveway 3/North First Street [Project Dwy]



The scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 Project Driveway 3/North First Street

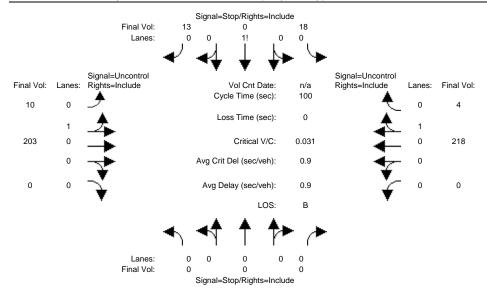
Future Volume Alternative: Peak Hour Warrant NOT Met

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

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

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

Intersection #22: Trinity Park Drive/North First Street [Project Dwy]



Street Name:			inity 1			_	_		cth Fin			-
Approach:						ound					est B	
Movement:			- R			- R			- R	L ·		- R
 Volume Module												
Base Vol:	0	0	0	18	0	3	0	203	0	0	148	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	18	0	3	0	203	0	0	148	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	10	10	0	0	0	70	0
Initial Fut:	0	0	0	18	0	13	10	203	0	0	218	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	18	0	13	10	203	0	0	218	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	18	0	13	10	203	0	0	218	4
Critical Gap	Modu:	le:										
Critical Gp:x	xxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	XXXXX
FollowUpTim:x	xxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Modu	le:											
Cnflict Vol:	xxxx	xxxx	xxxxx	443	443	220	222	xxxx	xxxxx	XXXX	xxxx	XXXXX
Potent Cap.:	xxxx	xxxx	xxxxx	576	512	825	1359	xxxx	xxxxx	XXXX	xxxx	XXXXX
Move Cap.:	xxxx	xxxx	xxxxx	573	508	825	1359	xxxx	xxxxx	XXXX	xxxx	XXXXX
Volume/Cap:	xxxx	xxxx	XXXX	0.03	0.00	0.02	0.01	XXXX	XXXX	XXXX	xxxx	XXXX
Level Of Serv	ice N	Module	≘:									
2Way95thQ:	xxxx	xxxx	XXXXX	XXXX	xxxx	xxxxx	0.0	XXXX	xxxxx	XXXX	xxxx	XXXXX
Control Del:x	xxxx					xxxxx	7.7	xxxx	xxxxx	XXXXX		XXXXX
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	- LTR	- RT	LT ·	- LTR	- RT	LT	- LTR	- RT	LT ·	- LTR	- RT
Shared Cap.:	xxxx	xxxx	XXXXX	XXXX	657	xxxxx	XXXX	XXXX	xxxxx	XXXX	xxxx	XXXXX
SharedQueue:x						XXXXX	0.0	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel:x							7.7		XXXXX			XXXXX
Shared LOS:	*	*	*	*	В	*	A	*	*	*	*	*
ApproachDel:	X	xxxxx			10.8		X	xxxxx		X	xxxxx	
ApproachLOS:		*			В			*			*	
Note: Queue r	eport					_						
					-	gnal Wa		_				
******									*****	*****	****	*****
Intersection ******									*****	*****	****	*****
Future Volume	Alte	ernat	ive: Pe	eak Ho	ır Wa	rrant N	NOT Me	t				

-----|----|-----|------| North Bound South Bound East Bound West Bound L - T - R L - T - R Approach: Movement: -----||-----||-----|
 Control:
 Stop Sign
 Stop Sign
 Uncontrolled
 Uncontrolled

 Lanes:
 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 0 0 1 0
 Approach[southbound][lanes=1][control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=0.1] FAIL - Vehicle-hours less than 4 for one lane approach. Signal Warrant Rule #2: [approach volume=31] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=3][total volume=466] FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Future Volume Alternative: Peak Hour Warrant NOT Met

Minor Approach Volume: 31
Minor Approach Volume Threshold: 441

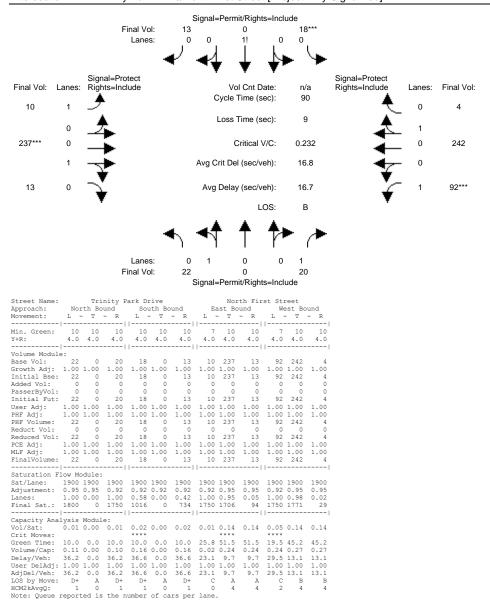
SIGNAL WARRANT DISCLAIMER

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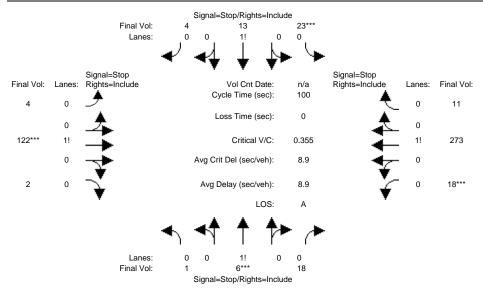
Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Cumulative PP AM

Intersection #122: Trinity Park Drive/North First Street [Project Dwy Signalized]



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

Intersection #55: Liberty Street/North Taylor Street



Street Name: Approach:	Nort		iberty			und	Ea		h Tayl		reet est Bo	und
Movement:						- R					- Т	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module Base Vol:	e. 1	6	18	23	13	4	4	102	2	18	173	11
Growth Adj:	_		1.00		1.00	1.00	_	1.00	1.00	1.00		1.00
Initial Bse:		.00	1.00	23	1.00	4	1.00	100	2	1.00	173	1.00
Added Vol:	0	0	10	23 0	13	0	0	102	0	10	1/3	0
PasserByVol:	-	0	0	0	0	0	0	20	0	0	100	0
Initial Fut:		6	18	23	13	4	4	122	2	18	273	11
User Adi:	1.00 1		1.00		1.00	1.00	_	1.00	1.00		1.00	1.00
PHF Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:		.00	1.00	23	1.00	4	4	122	2	1.00	273	11
Reduct Vol:		0	0	0	13	0	0	0	0	0	0	0
Reduct Vol:		6		23	13	4	4	-	2	18	273	11
PCE Adi:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:	1.00 1		1.00		1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:		.00	1.00	23		4	4		2	1.00	273	11
Saturation Fl	I		- 1	I		ı	I		I	I		I
Adjustment:			1 00	1 00	1.00	1.00	1 00	1 00	1.00	1 00	1.00	1.00
•	0.04 0		0.72		0.33	0.10		0.95			0.90	0.04
Final Sat.:						68		772	13	51		31
Capacity Anal				ı		1	ı		I	I		ı
Vol/Sat:	-		0.03	0.06	0.06	0.06	0.16	0.16	0.16	0.35	0.35	0.35
	*			***				***		***		
Delay/Veh:	7.6	7.6	7.6	8.2	8.2	8.2	8.1	8.1	8.1	9.4	9.4	9.4
Delay Adi:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
AdiDel/Veh:		7.6	7.6	8.2	8.2	8.2	8.1	8.1	8.1	9.4	9.4	9.4
LOS by Move:		A	A	А	А	А	А	А	А	А	А	А
ApproachDel:		7.6			8.2			8.1			9.4	
Delay Adj:		.00			1.00			1.00			1.00	
ApprAdjDel:		7.6			8.2			8.1			9.4	
LOS by Appr:		A			А			А			А	
AllWayAvgQ:		0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.5	0.5	0.5
Note: Queue 1		d is	the n	umber	of ca	rs per	lane					
~						Warran			rban]			
*****										****	*****	*****
Intersection								*****	****	****	*****	****

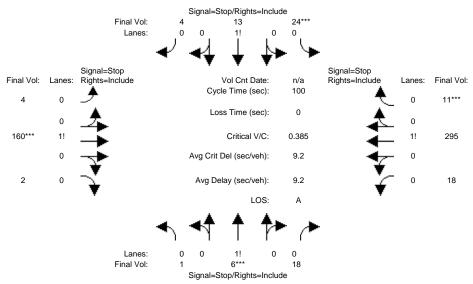
SIGNAL WARRANT DISCLAIMER

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

Intersection #55: Liberty Street/North Taylor Street



			Ü	. 0								
Street Name:			iberty	Stree	et	ound		Nort	h Tayl	or St	reet	
Approach:			und	Sot	ıth Bo	und	Εċ	ast Bo	und	We	est Bo	
Movement:			- R			- R					- T	
Min. Green:	. 7	10	10	. 7	10	10	. 7	10	10	. 7	10	10
·												
Volume Module												
Base Vol:	1	6	18	23	13	4	4	102	2	18	173	11
		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	1	6	18	23	13	4	4	102	2	18	173	11
Added Vol:	0	0	0	1	0	0	0	38	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	20	0	0	100	0
Initial Fut:	1	6	18	24	13	4	4	160	2	18	295	11
_		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	6	18	24	13	4	4	160	2	18	295	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	6	18	24	13	4	4	160	2	18	295	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			18	24	13	4	4	160	2	18	295	11
Saturation Fl												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:		0.24	0.72	0.58	0.32	0.10	0.02	0.97	0.01	0.06	0.91	0.03
Final Sat.:		172	516		209	64	19		10	47		29
Capacity Anal	-											
	0.03	0.03	0.03		0.06	0.06	0.21	0.21	0.21	0.39	0.39	0.39
Crit Moves:		****		****				****				****
Delay/Veh:		7.7	7.7	8.3	8.3	8.3	8.5	8.5	8.5	9.8	9.8	9.8
		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:		7.7	7.7	8.3	8.3	8.3	8.5	8.5	8.5	9.8	9.8	9.8
LOS by Move:	A		A	A		A	A		A	A		A
ApproachDel:		7.7			8.3			8.5			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.7			8.3			8.5			9.8	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.6	0.6	0.6
Note: Queue r	repor	ted is	the n	umber	of ca	rs per	lane					
						Warran						
******								*****	*****	****	*****	*****
Intersection	#55	Libert	y Stre	et/No	rth Ta	ylor S	treet					

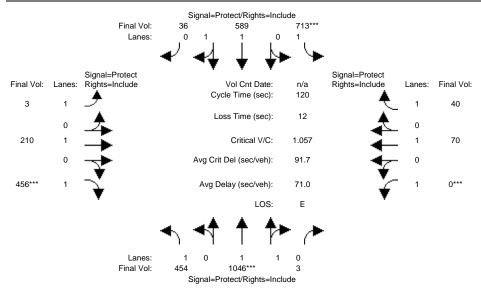
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Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Cumulative AM

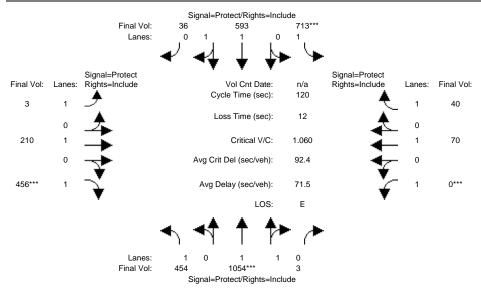
Intersection #140: Lafayette Street / Great America Way [Signalized under CB]



Street Name:	No.	Lafayette St North Bound S L - T - R L				Street South Bound		Great Am East Bound			Nay est Bo	und
Movement:	L ·	- T	- R	Γ .	- T	- R	L ·	- T	- R	L -	- T	- R
Min. Green:		10			10					7		10
Y+R:		4.0			4.0				4.0		4.0	4.0
Volume Module			I	I		ı	I		ı	I		I
Base Vol:	454	1046	3	713	589	36	3	210	456	0	70	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	1046	3	713	589	36	3	210	456	0	70	40
Added Vol:			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	713	589	36	3	210	456	0	70	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	1046	3	713	589	36	3	210	456	0	70	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	1046	3	713	589	36	3	210	456	0	70	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	1046	3	713	589	36	3	210	456	0	70	40
Saturation F	low M	odule:	•						·	•		•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:		3689	11	1750	3487	213	1750	1900	1750	1750	1900	1750
Capacity Ana	lysis	Modul	e:						·	•		•
Vol/Sat:	0.26	0.28	0.28	0.41	0.17	0.17	0.00	0.11	0.26	0.00	0.04	0.02
Crit Moves:		****		****					****	****		
Green Time:	47.5	32.2	32.2	46.2	30.9	30.9	12.2	29.6	29.6	0.0	17.4	17.4
Volume/Cap:	0.66	1.06	1.06	1.06	0.66	0.66	0.02	0.45	1.06	0.00	0.25	0.16
Delay/Veh:	31.9	88.9	88.9	87.6	41.4	41.4	48.6	39.0	104.5	0.0	46.0	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	88.9	88.9	87.6	41.4	41.4	48.6	39.0	104.5	0.0	46.0	45.2
LOS by Move:	С	F	F	F	D	D	D	D+	F	А	D	D
HCM2kAvgQ:	15	28	28	39	11	11	0	7	26	0	2	1
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

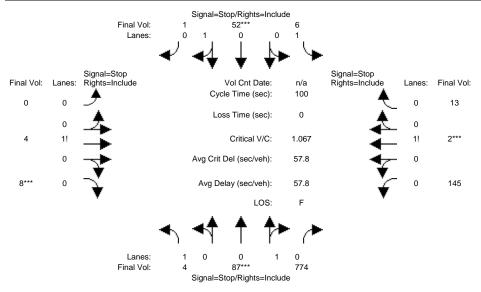
Intersection #140: Lafayette Street / Great America Way [Signalized under CB]



Street Name:	Lafayet	te Street	Street South Bound		reat Ame	rica Way West Bo	und
Movement: L	- T - R	L - T	- R	L - T	- R	$ ext{L}$ – $ ext{T}$	- R
Min. Green: 7	10 10			7 10		7 10	10
Y+R: 4.0	4.0 4.0	4.0 4.0	4.0	4.0 4.0	4.0	4.0 4.0	4.0
 Volume Module:							
Base Vol: 454	1054	713 593	36	3 210	456	0 70	40
Growth Adj: 1.00	1.00 1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
Initial Bse: 454	1054	713 593	36	3 210	456	0 70	40
Added Vol: 0		0 0	0	0 0	0	0 0	0
PasserByVol: 0	0 (0 0	0	0 0	0	0 0	0
Initial Fut: 454		713 593	36	3 210	456	0 70	40
User Adj: 1.00	1.00 1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Adj: 1.00	1.00 1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Volume: 454	1054	713 593	36	3 210	456	0 70	40
Reduct Vol: 0	0 (0 0	0	0 0	0	0 0	0
Reduced Vol: 454	1054	713 593	36	3 210	456	0 70	40
PCE Adj: 1.00	1.00 1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
MLF Adj: 1.00	1.00 1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
FinalVolume: 454	1054	713 593	36	3 210	456	0 70	40
Saturation Flow M	odule:						
Sat/Lane: 1900	1900 1900	1900 1900	1900	1900 1900	1900	1900 1900	1900
Adjustment: 0.92	0.97 0.95	0.92 0.98	0.95	0.92 1.00	0.92	0.92 1.00	0.92
Lanes: 1.00	1.99 0.01	1.00 1.88	0.12	1.00 1.00	1.00	1.00 1.00	1.00
Final Sat.: 1750	3689 11	1750 3488	212	1750 1900	1750	1750 1900	1750
Capacity Analysis	Module:						
Vol/Sat: 0.26	0.29 0.29	0.41 0.17	0.17	0.00 0.11	0.26	0.00 0.04	0.02
Crit Moves:	***	***			****	***	
Green Time: 47.4	32.4 32.4	46.1 31.1	31.1	12.2 29.5	29.5	0.0 17.4	17.4
Volume/Cap: 0.66	1.06 1.06	1.06 0.66	0.66	0.02 0.45	1.06	0.00 0.25	0.16
Delay/Veh: 31.9		88.5 41.4	41.4	48.6 39.0	105.3	0.0 46.1	45.2
User DelAdj: 1.00				1.00 1.00		1.00 1.00	1.00
AdiDel/Veh: 31.9				48.6 39.0		0.0 46.1	45.2
LOS by Move: C				D I) F	A D	D
HCM2kAvqQ: 15		39 11	11	0 7	26	0 2	1
Note: Queue repor		number of c	ars per	lane.			

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

Intersection #1: Gold Street / North Taylor Street



Street Name:			Gold S			1	_	Nort	h Tayl	or Sti		,
			ound_			ound_					est Bo	
Movement:	ь.	– T.	- R	ь -	- T	- R	, ь.	- T	- R	' Г	- T	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Modul												
Base Vol:		87	404	6	52	1	0	4	8	105	2	13
Growth Adj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	4	87	404	6	52	1	0	4	8	105	2	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	370	0	0	0	0	0	0	40	0	0
Initial Fut:	4	87	774	6	52	1	0	4	8	145	2	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	87	774	6	52	1	0	4	8	145	2	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	87	774	6	52	1	0	4	8	145	2	13
PCE Adi:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	87	774	6	52	1	0	4	8	145	2	13
Saturation F				ļ		,	1		,	1		I
Adjustment:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:		0.10	0.90		0.98				0.67			0.08
Final Sat.:			726			12			407	540	7	48
											•	
Capacity Ana				I		I	I		I	I		ļ
Vol/Sat:	-		1.07	0 01	0.09	0 09	xxxx	0 02	0.02	0 27	0.27	0.27
Crit Moves:	0.01		1.07	0.01	****	0.05	2022	0.02	****	0.27	****	0.27
Delay/Veh:			70.8	9.0	8.9	8.9	0.0	8.9	8.9	11 2	11.2	11.2
Delay Adj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			70.8	9.0	8.9	8.9	0.0	8.9	8.9		11.2	11.2
LOS by Move:			70.8 F	9.0 A		0.9 A	*		0.9 A		В	в
ApproachDel:		70.5	г	А	8.9	А		8.9	А	Ь	11.2	Ь
Delay Adj:		1.00			1.00			1.00			1.00	
					8.9			8.9				
ApprAdjDel:		70.5									11.2	
LOS by Appr:			14.0	0 0	A	0 1	0 0	Α	0 0	0 1	В	0 4
AllWayAvgQ:				0.0		0.1	0.0		0.0	0.4	0.4	0.4
Note: Queue												
*****						Warran				and the state of the	nanana a	and and an experience
*******	****	*****	*****	. *****	*****	*****	****	*****	*****	****	*****	*****

Intersection #1 Gold Street / North Taylor Street

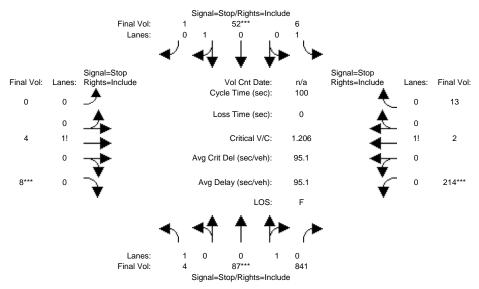
SIGNAL WARRANT DISCLAIMER

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

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

Intersection #1: Gold Street / North Taylor Street



Street Name:	27 -	b. D	Gold S	street	D-		North Taylor Street East Bound West Bound					
Approach:	NO:	rtn B	ound									
Movement:			- R			- R			- R		- T	
Min. Green:	. 7	10	10	· 7	10	10	. 7	10	10	. 7	10	10
Volume Module												
Base Vol:		87	404	6	52	1	0	4	8	105	2	13
Growth Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	105	1.00	1.00
Initial Bse:			404 67	0	5 <i>2</i>	0	0	0	0	69	0	0
Added Vol:	0					-	0	0			0	0
PasserByVol:			370	0	0	0	-	-	0	40	-	
Initial Fut:		87	841	6	52	1	0	4	8	214	2	13
User Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	4		841	6	52	1	0	4	8	214	2	13
Reduct Vol:	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:			841	6	52	1	0	4	8	214	2	13
PCE Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
_		1.00	1.00			1.00		1.00	1.00		1.00	1.00
FinalVolume:			841	, 6	52	1	. 0	4	8	214	2	13
Saturation Fl				1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Adjustment:						1.00			1.00		1.00	1.00
Lanes:		0.09			0.98	0.02		0.33	0.67		0.01	0.06
Final Sat.:					575	11		197	394	555	5	34
Capacity Anal	-			0 01	0 00	0 00		0 00	0 00	0 20	0 20	0 20
Vol/Sat:	0.01	1.21 ****	1.21	0.01	0.09	0.09	XXXX	0.02	0.02	0.39 ****	0.39	0.39
Crit Moves:			100 4			0 0					10 5	10 5
Delay/Veh:				9.3	9.2	9.2	0.0	9.0	9.0		12.7	12.7
Delay Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			122.4	9.3	9.2	9.2	0.0		9.0		12.7	12.7
LOS by Move:			F	A		A	*		A	В		В
ApproachDel:		121.9			9.2			9.0			12.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		121.9			9.2			9.0			12.7	
LOS by Appr:					А			A			В	
AllWayAvgQ:						0.1	0.0		0.0	0.6	0.6	0.6
Note: Queue 1												
			our Vol									
******								*****	*****	****	*****	*****
Intersection	#1 G	old S	treet /	Nortl	n Tayl	or Str	eet					

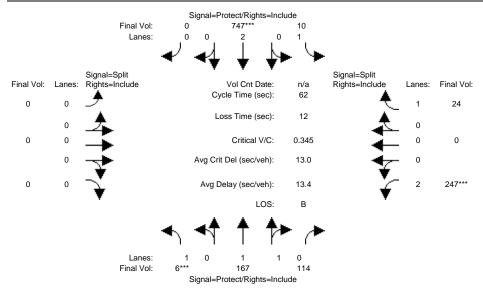
SIGNAL WARRANT DISCLAIMER

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

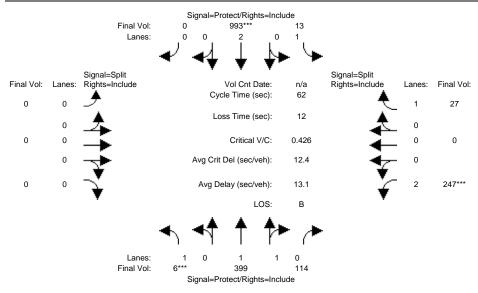
Intersection #2: North 1st Street / Nortech Parkway



		rth Bo				und					est Bo	
Movement:		- T ·				- R			- R		- T	
Min. Green: Y+R:	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	0 4.0	0 4.0	0 4.0	0 4.0	10 4.0	0 4.0	10 4.0
Volume Module												
	6	157	82	10	407	0	0	0	0	222	0	24
Growth Adj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	6	157	82	10	407	0	0	0	0	222	0	24
Added Vol:	0	0	32	0	0	0	0	0	0	25	0	0
PasserByVol:	0		0	0	340	0	0	0	0	0	0	0
Initial Fut:	6	167	114	10	747	0	0	0	0	247	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	167	114	10	747	0	0	0	0	247	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	167	114	10	747	0	0	0	0	247	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:				10		0	0	0	0	247	0	24
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92		0.92	0.83	1.00	0.92
Lanes:		1.17	0.83	1.00	2.00	0.00		0.00	0.00	2.00	0.00	1.00
Final Sat.:		2198	1500			0	. 0	0	0	3150	0	1750
	Į.											
Capacity Ana	-		e:									
,		0.08	0.08	0.01	0.20	0.00	0.00	0.00	0.00		0.00	0.01
Crit Moves:	****				****					****		
		22.2	22.2	15.5	30.7	0.0	0.0	0.0	0.0	12.3	0.0	12.3
Volume/Cap:		0.21	0.21		0.40	0.00	0.00	0.00	0.00	0.40	0.00	0.07
Delay/Veh:	24.5	13.9	13.9	17.5	9.9	0.0	0.0	0.0	0.0	22.1	0.0	20.3
User DelAdj:			1.00	1.00		1.00		1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			13.9	17.5	9.9	0.0	0.0	0.0	0.0	22.1	0.0	20.3
LOS by Move:			В	В	A	A	A	= -	A	C+	A	C+
	0		2	0	5	0	0	0	0	3	0	0
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane					

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

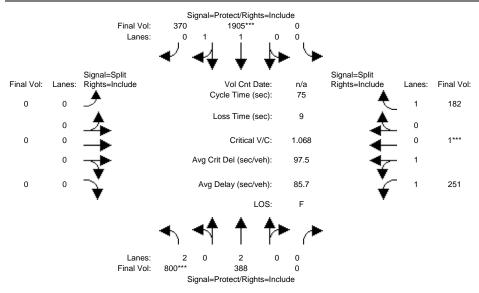
Intersection #2: North 1st Street / Nortech Parkway



Street Name: Approach:						Nortech East Bound		rtech und	Parkwa We	ay est Bo	und	
Movement:	L	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	- R
Min. Green:		10	10	7	10	0	0	0	0	10	0	10
Y+R: 	4.0		4.0		4.0			4.0	4.0		4.0	4.0
Volume Modul	1			ļ		ı	ļ		ı	1		ı
Base Vol:	6	157	82	10	407	0	0	0	0	222	0	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	157	82	10	407	0	0	0	0	222	0	24
Added Vol:	0	232	32	3	246	0	0	0	0	25	0	3
PasserByVol:	0	10	0	0	340	0	0	0	0	0	0	0
Initial Fut:	6	399	114	13	993	0	0	0	0	247	0	27
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	399	114	13	993	0	0	0	0	247	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	399	114	13	993	0	0	0	0	247	0	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	399	114	13	993	0	0	0	0	247	0	27
Saturation F	low M	odule:				·	•		·	•		•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.54	0.46	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:		2877	822	1750	3800	0	0	0	0	3150	0	1750
Capacity Ana	İysis	Modul	e:			·	•		·	•		•
Vol/Sat:	0.00	0.14	0.14	0.01	0.26	0.00	0.00	0.00	0.00	0.08	0.00	0.02
Crit Moves:	****				****					****		
Green Time:	7.0	23.5	23.5	16.5	33.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.03	0.37	0.37	0.03	0.49	0.00	0.00	0.00	0.00	0.49	0.00	0.10
Delay/Veh:	24.5	14.0	14.0	16.9	9.4	0.0	0.0	0.0	0.0	24.4	0.0	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	14.0	14.0	16.9	9.4	0.0	0.0	0.0	0.0	24.4	0.0	22.3
LOS by Move:	С	В	В	В	A	A	A	A	A	С	A	C+
HCM2kAvgQ:	0		4	0	6	0	0	0	0	3	0	1
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

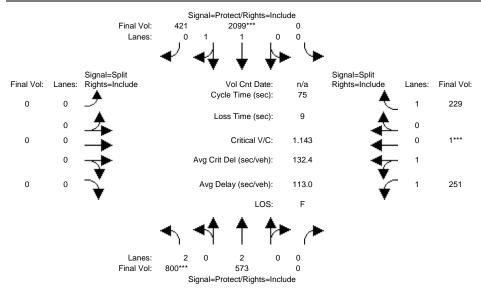
Intersection #3: North 1st Street / SR 237 Westbound Ramps [CMP]



Street Name: North Bo	orth 1st St	reet	SR 2: East Bo	37 Westbo	und Ramps West Bo	
Movement: L - T	- R L	- T - R	L - T	- R	L - T	- R
Min. Green: 7 10 Y+R: 4.0 4.0) 10 10) 4.0 4.0			10 10 4.0 4.0	10 4.0
Volume Module:						
Base Vol: 713 171	0 (601 166	0 0	0	232 1	99
Growth Adj: 1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1	.00 1.00	1.00
Initial Bse: 713 171	0 (601 166	0 0	0	232 1	99
Added Vol: 0 32	0 () 25 (0 0	0	0 0	0
PasserByVol: 87 185	0 (1279 204	. 0 0	0	19 0	83
Initial Fut: 800 388	0 (1905 370	0 0	0	251 1	182
User Adj: 1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1	.00 1.00	1.00
PHF Adj: 1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1	.00 1.00	1.00
PHF Volume: 800 388	0 (1905 370	0 0	0	251 1	182
Reduct Vol: 0 0	0 (0 (0 0	0	0 0	0
Reduced Vol: 800 388	0 (1905 370	0 0	0	251 1	182
PCE Adj: 1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1	.00 1.00	1.00
MLF Adj: 1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1	.00 1.00	1.00
FinalVolume: 800 388		1905 370		0	251 1	182
				-		
Saturation Flow Module	:					·
Sat/Lane: 1900 1900	1900 1900	1900 1900	1900 1900	1900 1	900 1900	1900
Adjustment: 0.83 1.00	0.92 0.92	2 0.98 0.95	0.92 1.00	0.92 0	.93 0.95	0.92
Lanes: 2.00 2.00	0.00 0.00	1.67 0.33	0.00 0.00	0.00 1	.99 0.01	1.00
Final Sat.: 3150 3800	0 (3098 602	0 0	0 3	536 14	1750
				-		
Capacity Analysis Modul	le:					·
Vol/Sat: 0.25 0.10	0.00 0.00	0.61 0.61	0.00 0.00	0.00 0	.07 0.07	0.10
Crit Moves: ****		***			***	
Green Time: 16.4 56.0	0.0 0.0	39.6 39.6	0.0 0.0	0.0 1	0.0 10.0	10.0
Volume/Cap: 1.16 0.14	0.00 0.00	1.16 1.16	0.00 0.00	0.00 0	.53 0.53	0.78
Delay/Veh: 118.4 2.7	0.0 0.0	97.4 97.4	0.0 0.0	0.0 3	1.5 31.5	46.9
User DelAdj: 1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1	.00 1.00	1.00
AdjDel/Veh: 118.4 2.7	0.0 0.0	97.4 97.4	0.0 0.0	0.0 3	1.5 31.5	46.9
LOS by Move: F A	A 2	A F I		A	C C	D
HCM2kAvqO: 19 1						
HCM2kAvgQ: 19 1		48 48	0 0	0	4 4	7

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

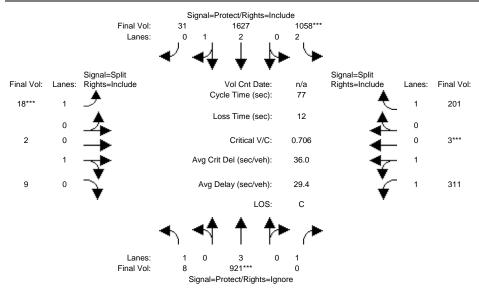
Intersection #3: North 1st Street / SR 237 Westbound Ramps [CMP]



Street Name: Approach: Movement:	No			So	ath Bo	ound – R	Ea	ast Bo	7 West und - R	We	Ramps est Bo - T	und
Min. Green:		10								10		10
Y+R:		4.0			4.0			4.0			4.0	4.0
Volume Module			I	İ		ı	ı		į	1		ļ
Base Vol:	713	171	0	0	601	166	0	0	0	232	1	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	713	171	0	0	601	166	0	0	0	232	1	99
Added Vol:	0	217	0	0	219	51	0	0	0	0	0	47
PasserByVol:	87	185	0	0	1279	204	0	0	0	19	0	83
Initial Fut:	800	573	0	0	2099	421	0	0	0	251	1	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	800	573	0	0	2099	421	0	0	0	251	1	229
	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	800	573	0	0	2099	421	0	0	0	251	1	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	800	573	0	0	2099	421	0	0	0	251	1	229
Saturation Fl	ow Mo	odule:					•					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.66	0.34	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0	0	3081	618	0	0	0	3536	14	1750
Capacity Anal	ysis	Modul	e:			·	•			•		•
Vol/Sat:	0.25	0.15	0.00	0.00	0.68	0.68	0.00	0.00	0.00	0.07	0.07	0.13
Crit Moves:	****				****						****	
Green Time:	15.2	56.0	0.0	0.0	40.8	40.8	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	1.25	0.20	0.00	0.00	1.25	1.25	0.00	0.00	0.00	0.53	0.53	0.98
Delay/Veh: 1	56.1	2.9	0.0	0.0	135	135.0	0.0	0.0	0.0	31.5	31.5	85.9
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: 1	56.1	2.9	0.0	0.0	135	135.0	0.0	0.0	0.0	31.5	31.5	85.9
LOS by Move:	F	A	A	A	F	F	A	A	A	С	С	F
HCM2kAvgQ:		2	0	0	62	62	0	0	0	4	4	10
Note: Queue r		ted is	the n	umber	of ca	ars per	lane					

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

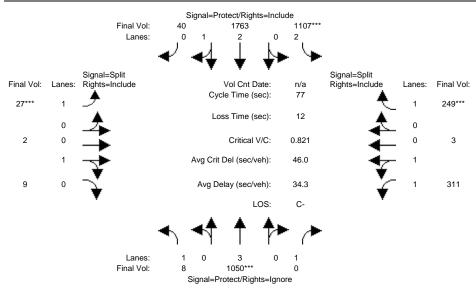
Intersection #4: North 1st Street / SR 237 Eastbound Ramps [CMP]



Street Name: Approach:	No	Nor rth Bo	th 1st	Stree	et 1th Bo	und	.	SR 23	7 East		Ramps est Bo	
Movement:	TNO.	- Т	una			- R					- T	
movement:												
Min. Green:		10						10		10		10
Y+R:		4.0	4.0		4.0	4.0		4.0		4.0	4.0	4.0
Volume Module	e:			•								
Base Vol:	6	410	90	386	978	29	18	2	5	93	1	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	410	90	386	978	29	18	2	5	93	1	141
Added Vol:	0	32	0	0	25	0	0	0	0	0	0	0
PasserByVol:	2	479	97	672	624	2	0	0	4	218	2	60
Initial Fut:	8	921	187	1058	1627	31	18	2	9	311	3	201
User Adj:		1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	921	0	1058	1627	31	18	2	9	311	3	201
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	921	0	1058	1627	31	18	2	9	311	3	201
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	921	0	1058	1627	31	18	2	9	311	3	201
Saturation F	low M	odule:		•								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	2.00	2.94	0.06	1.00	0.18	0.82	1.98	0.02	1.00
Final Sat.:	1750	5700	1750	3150	5495	105	1750	327	1473	3516	34	1750
Capacity Ana	İysis	Modul	e: ˈ	•								
Vol/Sat:	0.00	0.16	0.00	0.34	0.30	0.30	0.01	0.01	0.01	0.09	0.09	0.11
Crit Moves:		***		****			****				***	
Green Time:	10.0	13.8	0.0	28.7	32.5	32.5	10.0	10.0	10.0	12.5	12.5	12.5
Volume/Cap:	0.04	0.90	0.00	0.90	0.70	0.70	0.08	0.05	0.05	0.54	0.54	0.71
Delay/Veh:	29.4	41.9	0.0	32.6	19.2	19.2	29.6	29.4	29.4	30.7	30.7	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	41.9	0.0	32.6	19.2	19.2	29.6	29.4	29.4	30.7	30.7	38.4
LOS by Move:	С	D	A	C-	B-	B-	С	С	С	С	С	D+
HCM2kAvgQ:		8	0	13	10	10	0	0	0	4	4	6
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

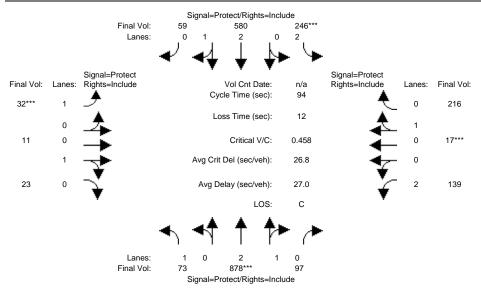
Intersection #4: North 1st Street / SR 237 Eastbound Ramps [CMP]



Street Name: Approach:				Stree	et 1+h Bo	ound	<u>.</u>	SR 23	7 East		Ramps est Bo	
Movement:		- Т				- R					- T	
movement:												
Min. Green:		10						10		10		10
Y+R:		4.0			4.0			4.0		4.0	4.0	4.0
Volume Module	e:			•								
Base Vol:	6	410	90	386	978	29	18	2	5	93	1	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	410	90	386	978	29	18	2	5	93	1	141
Added Vol:	0	161	0	49	161	9	9	0	0	0	0	48
PasserByVol:	2	479	97	672	624	2	0	0	4	218	2	60
Initial Fut:	8	1050	187	1107	1763	40	27	2	9	311	3	249
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1050	0	1107	1763	40	27	2	9	311	3	249
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1050	0	1107	1763	40	27	2	9	311	3	249
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1050	0	1107	1763	40	27	2	9	311	3	249
Saturation F	iow M	odule:		•								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	2.00	2.93	0.07	1.00	0.18	0.82	1.98	0.02	1.00
Final Sat.:	1750	5700	1750	3150	5476	124	1750	327	1473	3516	34	1750
Capacity Ana	lysis	Modul	e:	•			•			•		
Vol/Sat:	0.00	0.18	0.00	0.35	0.32	0.32	0.02	0.01	0.01	0.09	0.09	0.14
Crit Moves:		***		****			****					****
Green Time:	9.6	14.9	0.0	28.5	33.9	33.9	10.0	10.0	10.0	11.5	11.5	11.5
Volume/Cap:	0.04	0.95	0.00	0.95	0.73	0.73	0.12	0.05	0.05	0.59	0.59	0.95
Delay/Veh:	29.7	46.9	0.0	39.2	19.0	19.0	29.8	29.4	29.4	32.3	32.3	74.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	46.9	0.0	39.2	19.0	19.0	29.8	29.4	29.4	32.3	32.3	74.1
LOS by Move:	С	D	A	D	B-	B-	С	С	С	C-	C-	E
		10	0	15	11	11	1	0	0	5	5	11
Note: Queue	repor	ted is	the n	umber	of ca	ırs per	lane	•				

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

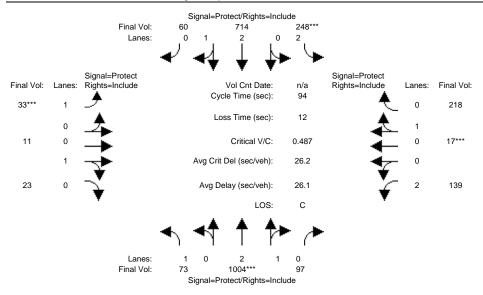
Intersection #5: North 1st Street / Holger Way



Street Name: Approach:		No: rth Bo:	rth 1s und	t Stre	eet uth Bo	und	Ea	ast Bo	Holge und	r Way We	est Bo	und
Movement:		- T -	- R	L -	- T	- R	L -	- T	- R	L -	- T	
Min. Green: Y+R:	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10
Volume Module		006	92	226	F 0 F	4.0	2.0	11	1.0	124	17	21.6
Base Vol: Growth Adj:		826	1.00	236	505	49 1.00	1 00	11	18 1.00	134	17	216 1.00
Initial Bse:		826	92	236	505	49	32	11	1.00	134	17	216
Added Vol:	5	32	5	230	25	49	0	0	5	5	0	0
PasserByVol:	0	20	0	10	50	10	0	0	0	0	0	0
Initial Fut:	72		97	246	580	59	32	11	23	139	17	216
User Adj:		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00
PHF Adj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
PHF Volume:		878	97	246	580	59	32	11	23	139	17	216
Reduct Vol:	0	0	0	240	0	0	0	0	0	139	0	0
Reduced Vol:	73		97	246	580	59	32	11	23	139	17	216
PCE Adi:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
MLF Adj:			1.00	1.00		1.00		1.00	1.00	1.00		1.00
FinalVolume:			97	246		59	32	11	23	139	17	216
Saturation F				1								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.69	0.31	2.00	2.71	0.29	1.00	0.32	0.68	2.00	0.07	0.93
Final Sat.:	1750	5042	557	3150	5082	517	1750	582	1218	3150	131	1669
Capacity Anal	İysis	Module	e: '									
Vol/Sat:	0.04	0.17	0.17	0.08	0.11	0.11	0.02	0.02	0.02	0.04	0.13	0.13
Crit Moves:		****		****			****				***	
Green Time:	19.6	34.2	34.2	15.3	30.0	30.0	7.0	19.1	19.1	13.4	25.4	25.4
Volume/Cap:	0.20	0.48	0.48	0.48	0.36	0.36	0.25	0.09	0.09	0.31	0.48	0.48
Delay/Veh:	31.0	23.2	23.2	36.4	24.7	24.7	42.0	30.5	30.5	36.6	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	23.2	23.2	36.4	24.7	24.7	42.0	30.5	30.5	36.6	29.5	29.5
LOS by Move:	С	С	С	D+	С	С	D	С	С	D+	С	С
		7	7	4	5	5	1	1	1	2	6	6
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane					

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

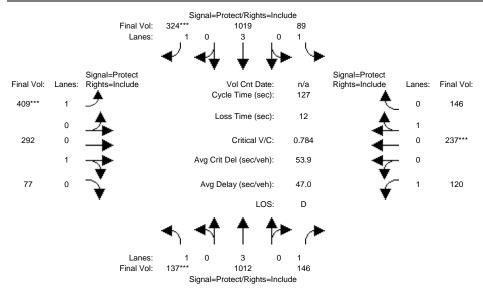
Intersection #5: North 1st Street / Holger Way



Street Name:			rth 1s	st Stre	eet			D-	Holge	r Way	D-	
Approach:						ound_						
Movement:												
		10		7						7		
Y+R:		4.0			4.0		4.0					
Volume Modul												
Base Vol:	c. 68	826	92	236	505	49	32	11	18	134	17	216
Growth Adj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:			92	236		49	32	11	18	134	1.00	216
Added Vol:	08	8∠0 1E0		∠36 2						134		216 2
PasserByVol:	5	158	5 0			1	1	0	5 0	0	0	0
				10		10						
Initial Fut:				248		60	33		23	139		218
User Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	73	1004	97	248	714	60	33	11	23	139	17	218
Reduct Vol:	0	0	0	0		0	0	0	0	0		0
Reduced Vol:	73	1004	97	248	714	60	33	11	23	139	17	218
PCE Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			97		714	60	33		23	139	17	218
Saturation F	low M	odule:	·	•		•			·	·		•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.73	0.27	2.00	2.76	0.24	1.00	0.32	0.68	2.00	0.07	0.93
Final Sat.:		5106	493	3150	5165	434	1750	582	1218	3150	130	1670
Capacity Ana				ļ		I	1			į		ļ
	0.04		0.20	0.08	0.14	0.14	0.02	0.02	0.02	0.04	0.13	0.13
Crit Moves:		***		****			****				****	
Green Time:	17.8	36.3	36.3	14.5	33.1	33.1	7.0	18.3	18.3	12.8	24.1	24.1
Volume/Cap:			0.51		0.39	0.39		0.10	0.10		0.51	0.51
Delay/Veh:			22.2		23.0	23.0		31.2	31.2		30.8	30.8
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			22.2	37.3		23.0		31.2	31.2		30.8	30.8
LOS by Move:									31.2 C	D+		30.8 C
HCM2kAvgQ:	ر_ ر	Q		4			1		1	2		7
Note: Queue :									1	۷	/	,
Note: Queue	rebor	tea is	cire ii	unber	OT GS	rrs ber	тапе	•				

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

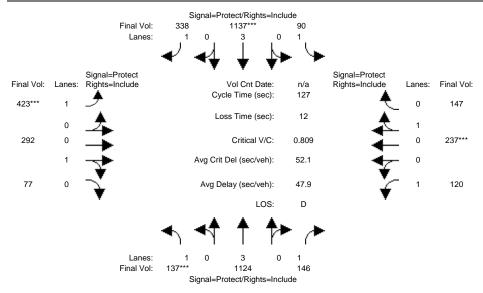
Intersection #6: North 1st Street / Vista Montana



Street Name: Approach:	No	No:	rth 1s	t Str	eet	und	<u>.</u>	V	ista M		a est Bo	und
Movement:	T.	_ T	una - Þ	J	лсп во - т	– R	<u>г</u> .	яві во - Т	una _ P			
Min. Green:		10			10				10			
Y+R:		4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module	ė:											
Base Vol:	95	524	106	51	399	191	365	278	67	108	201	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	524	106	51	399	191	365	278	67	108	201	88
Added Vol:	0	41	0	0	35	0	0	0	0	0	0	0
PasserByVol:	42	447	40	38	585	133	44	14	10	12	36	58
Initial Fut:	137	1012	146	89	1019	324	409	292	77	120	237	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	1012	146	89	1019	324	409	292	77	120	237	146
	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1012	146	89	1019	324	409	292	77	120	237	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:				89		324	409		77	120	237	146
Saturation F	low M	odule:		•		•			•			•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.79	0.21	1.00	0.62	0.38
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1424	376	1750	1114	686
Capacity Ana	lysis	Modul	e:			•			•			•
Vol/Sat:	0.08	0.18	0.08	0.05	0.18	0.19	0.23	0.21	0.21	0.07	0.21	0.21
Crit Moves:	****					****	****				****	
Green Time:	12.7	32.6	32.6	10.1	30.0	30.0	37.9	54.2	54.2	18.1	34.5	34.5
Volume/Cap:	0.78	0.69	0.33	0.64	0.76	0.78	0.78	0.48	0.48	0.48	0.78	0.78
Delay/Veh:	76.2	44.1	38.7	66.2	47.6	54.9	48.5	26.7	26.7	51.6	50.9	50.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.2	44.1	38.7	66.2	47.6	54.9	48.5	26.7	26.7	51.6	50.9	50.9
LOS by Move:	E-	D	D+	E	D	D-	D	C	C	D-	D	D
HCM2kAvgQ:	6	12	5	4	13	13	16	11	11	5	16	16
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

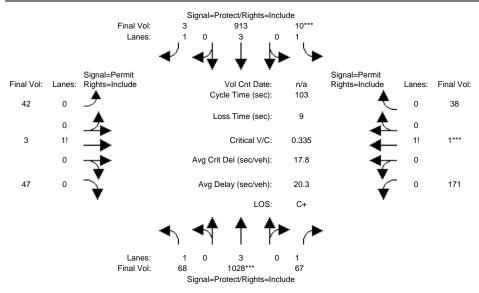
Intersection #6: North 1st Street / Vista Montana



Street Name: Approach:	Mar	No:	rth 1s	st Stre	eet	4		V	ista M	lontana	a D-	
Approach:	NO:	rtn Bo	una _	501	itn Bo	una_	_ E:6	ast Bo	una_	_ W 6	est Bo	
Movement:	L	- T		ь.	- T	- R	ь. Г	- T	- R	ь.	- T	- R
Min. Green:		10	10	7	10	10			10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0		4.0			4.0	4.0
Volume Module												
Base Vol:	95	524	106	51	399	191	365	278	67	108	201	88
Growth Adj:	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:			106	51	399	191	365	278	67	108	201	88
Added Vol:		153	0	1	153	14	14	0	0	0	0	1
PasserByVol:	42	447	40	38	585	133	44	14	10	12	36	58
Initial Fut:			146	90	1137	338	423	292	77	120	237	147
User Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:			146		1137	338	423	292	77	120	237	147
Reduct Vol:			0	0		0	0		0	0	0	0
Reduced Vol:			146	90	1137	338	423	292	77	120	237	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
FinalVolume:			146	90		338	423	292	77	120	237	147
Saturation F				'			'		'	'		'
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.79	0.21	1.00	0.62	0.38
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1424	376	1750	1111	689
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.08	0.20	0.08	0.05	0.20	0.19	0.24	0.21	0.21	0.07	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	12.3	34.1	34.1	9.5	31.3	31.3	37.9	53.5	53.5	17.9	33.5	33.5
Volume/Cap:	0.81	0.74	0.31	0.69	0.81	0.78	0.81	0.49	0.49	0.49	0.81	0.81
Delay/Veh:	80.6	44.2	37.5	71.4	48.7	53.8	50.4	27.2	27.2	51.8	53.8	53.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.6	44.2	37.5	71.4	48.7	53.8	50.4	27.2	27.2	51.8	53.8	53.8
LOS by Move:	F	D	D+	E	D	D-	D	С	С	D-	D-	D-
		13	5	4	14	14	17	11	11	5	17	17
Note: Queue	repor	ted is	the n	number	of ca	rs per	lane					

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

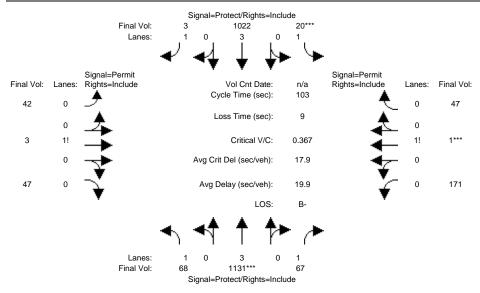
Intersection #7: North 1st Street / Rose Orchard Way



Street Name: Approach:		No	rth 1s	st Stre	eet	ound	σ.	Ro	se Orc	hard W	Way est Bo	und
Movement:		- T		т	исп вс - Т	- R	Т	льс DO - Т	_ P	T	- T	
Min. Green:		10		7				10		7		10
Y+R:		4.0			4.0			4.0			4.0	4.0
Volume Modul				1		,	1		1	1		·
Base Vol:	18	622	15	6	589	1	42	3	17	57	1	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	622	15	6	589	1	42	3	17	57	1	26
Added Vol:	0	41	0	0	35	0	0	0	0	0	0	0
PasserByVol:	50	365	52	4	289	2	0	0	30	114	0	12
Initial Fut:	68	1028	67	10	913	3	42	3	47	171	1	38
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	1028	67	10	913	3	42	3	47	171	1	38
Reduct Vol:	Ω		0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1028	67	10	913	3	42	3	47	171	1	38
PCE Adi:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			67		913	3	42	3	47	171	1	38
Saturation F			ļ	1		'	1		1	1		ı
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.46	0.03	0.51	0.81	0.01	0.18
Final Sat.:	1750	5700	1750	1750	5700	1750	799	57	894	1425	8	317
Capacity Ana	İysis	Modul	e: ˈ	'					'			'
Vol/Sat:	0.04	0.18	0.04	0.01	0.16	0.00	0.05	0.05	0.05	0.12	0.12	0.12
Crit Moves:		***		****							****	
Green Time:	17.6	52.2	52.2	7.0	41.6	41.6	34.8	34.8	34.8	34.8	34.8	34.8
Volume/Cap:	0.23	0.36	0.08	0.08	0.40	0.00	0.16	0.16	0.16	0.36	0.36	0.36
Delay/Veh:		15.6	13.2	46.4	22.3	18.3	24.4	24.4	24.4	27.4	27.4	27.4
User DelAdj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh:			13.2	46.4	22.3	18.3	24.4	24.4	24.4	27.4	27.4	27.4
LOS by Move:			В	D	C+	B-	С	C	C	С	C	C
	2		1	0	7	0	2	2	2	5	5	5
Note: Queue	repor	ted is	the n	number	of ca	rs per	lane					

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

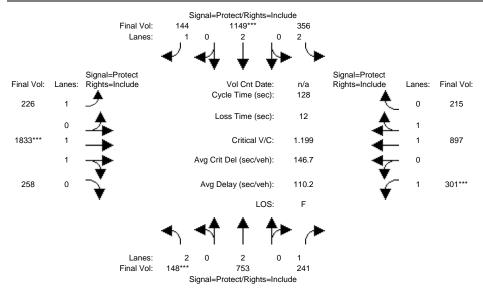
Intersection #7: North 1st Street / Rose Orchard Way



Street Name: Approach: Movement:	No:	No: rth Boi - T	rth 1s und - R	t Stre Sou L -	eet uth Bo - T	und – R	Ea L -	Ro ast Bo - T	se Orc und - R	hard We	Nay est Bo - T	
Min. Green:	7		 10	7		 10	7			7		 10
Volume Module	e:											
Base Vol:	18	622	15	6	589	1	42	3	17	57	1	26
Growth Adj:			1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
Initial Bse:	18	622	15	6	589	1	42	3	17	57	1	26
Added Vol:	0	144	0	10	144	0	0	0	0	0	0	9
PasserByVol:		365	52	4	289	2	0	0	30	114	0	12
Initial Fut:	68	1131	67	20	1022	3	42	3	47	171	1	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:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	1131	67	20	1022	3	42	3	47	171	1	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1131	67	20	1022	3	42	3	47	171	1	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:				20		3	42	3	47	171	1	47
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.46	0.03	0.51	0.78	0.01	0.21
Final Sat.:			1750			1750	799		894		8	376
Capacity Ana	lysis	Module	e:									
Vol/Sat:	0.04	0.20	0.04	0.01	0.18	0.00	0.05	0.05	0.05	0.13	0.13	0.13
Crit Moves:		****		****							****	
Green Time:	16.6	53.4	53.4	7.0	43.8	43.8	33.6	33.6	33.6	33.6	33.6	33.6
Volume/Cap:	0.24	0.38	0.07	0.17	0.42	0.00	0.16	0.16	0.16	0.38	0.38	0.38
Delay/Veh:	39.7	15.3	12.6	48.3	21.3	17.1	25.2	25.2	25.2	28.6	28.6	28.6
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:	39.7	15.3	12.6	48.3	21.3	17.1	25.2	25.2	25.2	28.6	28.6	28.6
LOS by Move:			В	D	C+	В	С	С	C	C	С	С
HCM2kAvgQ:	2	7	1	1	7	0	2	2	2	6	6	6
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane					

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

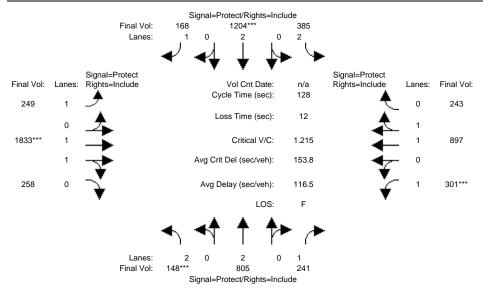
Intersection #8: North 1st Street / Tasman Drive



Street Name: Approach:	No	No:	rth 1s	st Stre	eet ith Bo	und	E:	agt R	Tasmaı	n Drive	e est Bo	und
Movement:	L	- T	- R	ь.	- T	– R	L	- T	- R	L ·	- T	- R
Min Grand					10			1.0	1.0		1.0	
Min. Green: Y+R:		10		7		4.0	4 0	10	10 4.0	1 0	1 O	4.0
1+K+												
Volume Modul				1 1		ı	I			1 1		I
Base Vol:	44	419	132	172	519	28	104	755	104	176	344	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	419	132	172	519	28	104	755	104	176	344	137
Added Vol:	0		43	0	35	0	0	588	0	20	274	0
PasserByVol:	104	293	66	184		116	122	490	154	105	279	78
Initial Fut:	148	753	241	356	1149	144	226	1833	258	301	897	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	753	241	356	1149	144	226	1833	258	301	897	215
Reduct Vol:		0	0	0		0	0	0	0	0	0	0
Reduced Vol:	148	753	241	356	1149	144	226	1833	258	301	897	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	753	241	356	1149	144	226	1833	258	301	897	215
Saturation F	low M	odule:										•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.75	0.25	1.00	1.60	0.40
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3243	456	1750	2984	715
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.05	0.20	0.14	0.11	0.30	0.08	0.13	0.57	0.57	0.17	0.30	0.30
Crit Moves:	****				****			****		****		
Green Time:	7.0	24.6	24.6	14.1	31.7	31.7	23.2	59.3	59.3	18.0	54.1	54.1
Volume/Cap:	0.86	1.03	0.72	1.03	1.22	0.33	0.71	1.22	1.22	1.22	0.71	0.71
Delay/Veh:	92.6	92.6	55.5	113.0	157	39.9	56.6	139	139.2	185.1	32.1	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.6	92.6	55.5	113.0	157	39.9	56.6	139	139.2	185.1	32.1	32.1
LOS by Move:			E+	F	F		E+		F	F	C-	C-
HCM2kAvgQ:	4	18	9	11	36	5	9	64	64	21	18	18
Note: Queue	repor	ted is	the r	number	of ca	rs per	lane	•				

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

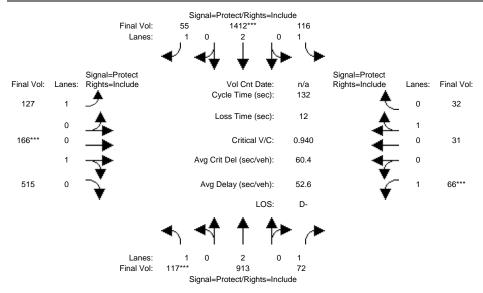
Intersection #8: North 1st Street / Tasman Drive



Street Name: Approach:	No	No: rth_Bo:	rth 1s und	st Stre	eet uth_Bo	und_	Ea	ast Bo	Tasmar ound _	n Drive We	est Bo	
Movement:												
Min. Green: Y+R:	7 4.0	10 4.0	10	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0
Volume Module												
	44	419	132	172	519	28	104	755	104	176	344	137
Growth Adj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
Initial Bse:			132	172	519	28	104	755	104	176	344	137
Added Vol:		93	43	29	90	24	23	588	0	20	274	28
PasserByVol:		293	66	184		116	122	490	154	105		78
Initial Fut:			241	385		168		1833	258	301		243
User Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:			1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	805	241	385	1204	168	249	1833	258	301	897	243
Reduct Vol:			0	0		0	0	0	0	0	0	0
Reduced Vol:	148	805	241	385	1204	168	249	1833	258	301	897	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	805	241	385	1204	168	249	1833	258	301	897	243
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:				0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.75	0.25	1.00	1.56	0.44
Final Sat.:						1750			456		2911	789
Capacity Anal	-											
Vol/Sat:		0.21	0.14	0.12		0.10	0.14				0.31	0.31
Crit Moves:	****				****			****		****		
Green Time:						32.8		58.4			52.2	52.2
Volume/Cap:			0.70	1.08		0.38		1.24	1.24		0.76	0.76
Delay/Veh:					164	39.7	58.8		147.1			34.7
User DelAdj:				1.00		1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:				125.8		39.7	58.8		147.1			34.7
LOS by Move:				F		D		F	F	F	-	C-
HCM2kAvgQ:			9		38	6	10		65	21	20	20
Note: Queue	report	ted is	the r	number	of ca	rs per	lane	•				

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

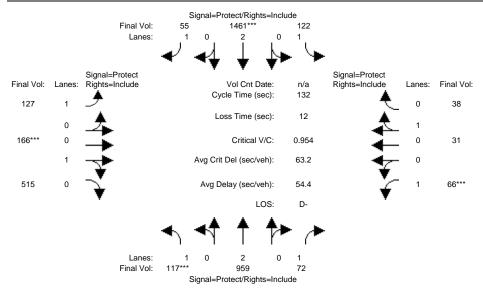
Intersection #9: North 1st Street / Rio Robles Street



Street Name: Approach:	No	No: rth Bo	rth 1s und	t Stre	eet uth Bo	und	Ea	Rio ast Bo	Roble und	s Stre We	eet est Bo	und
Movement:	L ·	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	
 Min. Green:		10			10				10			
Y+R: 		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module												
Base Vol:	93	516	72	65	592	9	113	166	457	66	31	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	516	72	65	592	9	113	166	457	66	31	29
Added Vol:	0	84	0	0	55	0	0	0	0	0	0	0
PasserByVol:	24	313	0	51	765	46	14	0	58	0	0	3
Initial Fut:	117	913	72	116	1412	55	127	166	515	66	31	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	913	72	116	1412	55	127	166	515	66	31	32
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	913	72	116	1412	55	127	166	515	66	31	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	913	72	116	1412	55	127	166	515	66	31	32
Saturation Fl	ow Mo	odule:	•			•			•			•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.24	0.76	1.00	0.49	0.51
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	439	1361	1750	886	914
Capacity Anal	ysis	Modul	e:	•					•	•		•
Vol/Sat:	0.07	0.24	0.04	0.07	0.37	0.03	0.07	0.38	0.38	0.04	0.04	0.04
Crit Moves:	****				***			***		***		
Green Time:		47.5	47.5	13.1	51.4	51.4	29.0	52.3	52.3	7.0	30.3	30.3
Volume/Cap:	0.95	0.67	0.11	0.67	0.95	0.08	0.33	0.95	0.95	0.71	0.15	0.15
Delay/Veh: 1	27.9	36.8	28.3	66.8	53.1	25.5	43.8	61.7	61.7	84.1	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh: 1				66.8	53.1	25.5	43.8	61.7	61.7	84.1	40.8	40.8
LOS by Move:	F	D+	С	E	D-	С	D	E	E	F	D	D
HCM2kAvgQ:		15	2	5	26	1	5	33	33	4	2	2
Note: Queue r		ted is	the n	umber	of ca	rs per	lane					

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

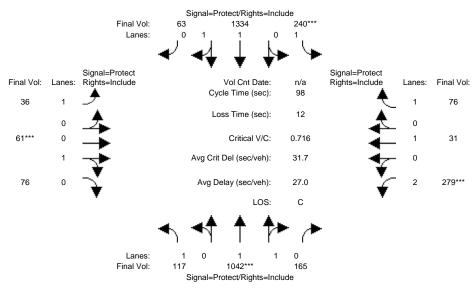
Intersection #9: North 1st Street / Rio Robles Street



Street Name: Approach: Movement:	No:	No: rth Boi	rth 1s und - R	Street South Bound L - T - R			Ea L -	Rio ast Bo - T	Roble und - R	s Street West Bound L - T - R		
Y+R:	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0
Volume Module:												
Base Vol:	93	516	72	65	592	9	113	166	457	66	31	29
Growth Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:		516	72	65	592	9	113	166	457	66	31	29
Added Vol:			0	6	104	0	0	0	0	0	0	6
PasserByVol:	24	313	0	51	765	46	14	0	58	0	0	3
Initial Fut:			72	122	1461	55	127	166	515	66	31	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	959	72	122	1461	55	127	166	515	66	31	38
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	959	72	122	1461	55	127	166	515	66	31	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	959	72	122	1461	55	127	166	515	66	31	38
Saturation F	iow Mo	odule:	•						•			·
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.24	0.76	1.00	0.45	0.55
Final Sat.:						1750		439	1361		809	991
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.04	0.07	0.38	0.03	0.07	0.38	0.38	0.04	0.04	0.04
Crit Moves:	****				***			***		***		
Green Time:	9.1	48.2	48.2	13.3	52.4	52.4	28.6	51.5	51.5	7.0	29.9	29.9
Volume/Cap:	0.97	0.69	0.11	0.69	0.97	0.08	0.33	0.97	0.97	0.71	0.17	0.17
Delay/Veh:	133.3	37.1	27.8	68.5	55.4	24.9	44.2	65.8	65.8	84.1	41.3	41.3
User DelAdj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh: 1				68.5		24.9	44.2	65.8	65.8	84.1	41.3	41.3
LOS by Move:				E		C	D	E	E	F		D
HCM2kAvgQ:			2	5		1	5		34	4	2	2
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane					

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

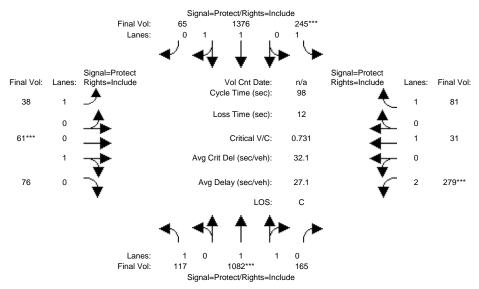
Intersection #10: North 1st Street / River Oaks Parkway



Street Name: Approach:	North 1st Street North Bound South					und	Ea	Riv ast Bo	er Oak und	s Parkway West Bound		
Movement:	L ·	- T	- R	L -	- T	- R	L -	- T	- R	L -	- T	
Min. Green: Y+R:	7 4.0	10 4.0	10	7 4.0	10 4.0	10	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10
Volume Module												
Base Vol:	63	636	100	139	1007	49	30	47	56	239	27	64
Growth Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	63	636	100	139	1007	49	30	47	56	239	27	64
Added Vol:	0	84	0	0	55	0	0	0	0	0	0	0
PasserByVol:	54	322	65	101	272	14	6	14	20	40	4	12
Initial Fut:	117	1042	165	240	1334	63	36	61	76	279	31	76
User Adj:	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:		1042	165		1334	63	36	61	76	279	31	76
	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:			165			63	36	61	76	279	31	76
PCE Adj:	1.00		1.00			1.00		1.00	1.00		1.00	1.00
MLF Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
FinalVolume:			165		1334	63	36	61	76	279	31	76
Saturation F			1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
Sat/Lane:		1900	1900		1900	1900		1900	1900		1900	1900
Adjustment:			0.95		0.97	0.95		0.95	0.95		1.00	0.92
Lanes:		1.72	0.28		1.91	0.09		0.45	0.55		1.00	1.00
Final Sat.:		3194	506			167	1750	801	999		1900	1750
	-	0.33	0.33	0.14	0.38	0.38	0.02	0.08	0.08	0.09	0.02	0.04
		***		****				****		****		
Green Time:	10.1	44.7	44.7	18.8	53.4	53.4	9.3	10.4	10.4	12.1	13.3	13.3
Volume/Cap:	0.65	0.72	0.72	0.72	0.69	0.69	0.22	0.72	0.72	0.72	0.12	0.32
Delay/Veh:	50.3	23.0	23.0	44.3	17.4	17.4	41.7	54.5	54.5	47.5	37.5	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	23.0	23.0	44.3	17.4	17.4	41.7	54.5	54.5	47.5	37.5	39.1
LOS by Move:	D	С	С	D	В	В	D	D-	D-	D	D+	D
HCM2kAvgQ:	4	14	14	7	15	15	1	6	6	6	1	2
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane	•				

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

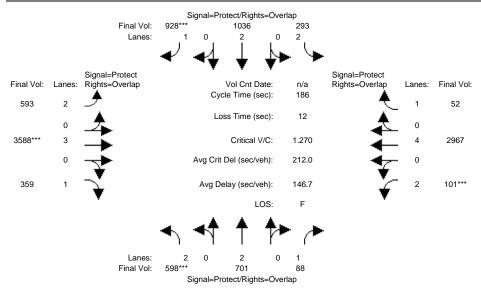
Intersection #10: North 1st Street / River Oaks Parkway



Street Name:	No	North 1st Street North Bound South Bound					σ.	Riv	er Oak	s Parl	kway est Bo	und
Movement:	L	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	- R
Min. Green: Y+R:	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0
Volume Modul												
Base Vol:	63	636	100	139	1007	49	30	47	56	239	27	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	636	100	139	1007	49	30	47	56	239	27	64
Added Vol:	0		0	5	97	2	2	0	0	0	0	5
PasserByVol:	54	322	65	101	272	14	6	14	20	40	4	12
Initial Fut:	117	1082	165	245	1376	65	38	61	76	279	31	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	1082	165	245	1376	65	38	61	76	279	31	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1082	165	245	1376	65	38	61	76	279	31	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
FinalVolume:			165		1376	65	38	61	76	279	31	81
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:			0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	1.73	0.27	1.00	1.91	0.09	1.00	0.45	0.55	2.00	1.00	1.00
Final Sat.:			490			167	1750		999		1900	1750
Capacity Ana	-											
Vol/Sat:	0.07		0.34		0.39	0.39	0.02	0.08	0.08		0.02	0.05
		****		****				****		****		
Green Time:	9.9	45.2	45.2	18.8	54.0	54.0	9.1	10.2	10.2	11.9	13.0	13.0
Volume/Cap:	0.66	0.73	0.73	0.73	0.71	0.71	0.23	0.73	0.73	0.73	0.12	0.35
Delay/Veh:	51.4	23.1	23.1	45.3	17.3	17.3	42.0	56.3	56.3	48.6	37.7	39.6
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			23.1	45.3	17.3	17.3	42.0	56.3	56.3	48.6	37.7	39.6
LOS by Move:	D-		C	D	В	В	D	E+	E+	D	D+	D
	4		15	7		15	1	-	6	7	1	3
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

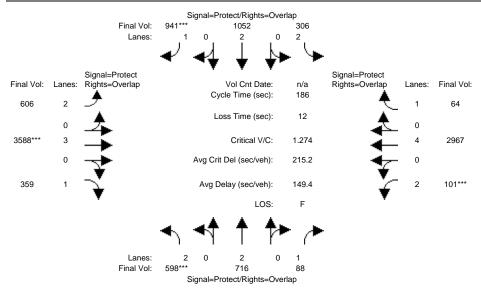
Intersection #11: North 1st Street / Montague Expressway [CMP]



Street Name:	North 1st Str North Bound So				eet ith Bo	ound	F.	Mont	tague E	xpres:	sway	nind
Movement:	L ·	- T	- R	L ·	- T	- R	L -	- T	- R	L ·	- T	- R
 Min. Green:									 92			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module												
		410	60	201	600	F02	400	2000	212	<i>C</i> 1	2200	2.2
Base Vol:			60	201	682	593		2666	213		2200	33
Growth Adj:			1.00			1.00		1.00	1.00		1.00	1.00
Initial Bse:		418	60	201	682	593		2666	213		2200	33
Added Vol:			0	0		55	84		0	0		0
PasserByVol:		283		92		280	109				1029	19
Initial Fut:		701	88		1036	928		4124			3491	52
User Adj:			1.00		1.00	1.00		0.87			0.85	1.00
PHF Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	598	701	88		1036	928	593	3588	359	101	2967	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	598	701	88	293	1036	928	593	3588	359	101	2967	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	598	701	88	293	1036	928	593	3588	359	101	2967	52
Saturation Fl	Low Mo	odule:				'						
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:					3800	1750		5700			7600	1750
Capacity Anal				1			1		ı	1		1
Vol/Sat:				0.09	0.27	0.53	0.19	0.63	0.21	0.03	0.39	0.03
Crit Moves:		0.10	0.00	0.05	0.27	****		****	0.22	****	0.00	0.05
Green Time:		43.8	57.9	29.8	48.8	75.8	26.9	87.1	113.3	14.1	74.2	104.0
Volume/Cap:			0.16		1.04	1.30		1.34	0.34		0.98	0.05
Delay/Veh: 2			49.6			204.4			19.2		70.4	19.8
User DelAdj:					1.00		1.00		1.00		1.00	1.00
AdjDel/Veh: 2						204.4			19.2		70.4	19.8
LOS by Move:				70.7 E-			234.0 F		19.2 B-		70.4 E	19.0 B-
HCM2kAvgQ:				<u>в</u> -		87				4		в- 1
									11	4	49	Τ
Note: Queue 1	epor	rea is	the n	uilber	OT C	ars bei	тапе	•				

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

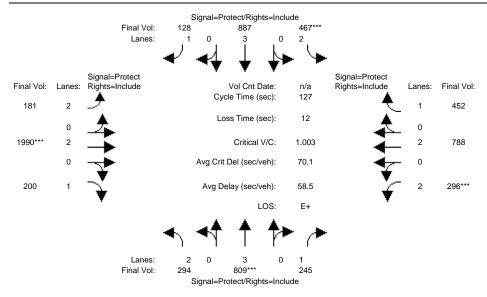
Intersection #11: North 1st Street / Montague Expressway [CMP]



Street Name:	North 1st Str North Bound So				eet ith Bo	ound	F.	Mont	tague E	xpres:	sway	nind
Movement:	L	- T	- R	L ·	- T	- R	L -	- T	- R	L ·	- T	- R
Min Grant												
Min. Green: Y+R:	4 N	4.0	4 /	3 Z	5∠ 4 ∩	4.0	4 0	9 Z	92 4.0	4 0	4 N	4.0
Volume Module			1	ı			1		1	1		ı
Base Vol:	362	418	60	201	682	593	400	2666	213	64	2200	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	418	60	201	682	593	400	2666	213	64	2200	33
Added Vol:	0	15	0	13		68	97	507	0	0	262	12
PasserByVol:	236	283	28	92	354	280	109	951	146	37	1029	19
Initial Fut:	598	716	88	306	1052	941	606	4124	359	101	3491	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.85	1.00
PHF Adj:	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	598	716	88	306	1052	941	606	3588	359	101	2967	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	598	716	88	306	1052	941	606	3588	359	101	2967	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			88		1052	941		3588	359		2967	64
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:				0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:					3800	1750		5700			7600	1750
Capacity Ana	lysis	Modul	e:									
Vol/Sat:		0.19	0.05	0.10	0.28			0.63	0.21		0.39	0.04
Crit Moves:	****					****		****		****		
Green Time:	26.2	43.9	58.0	29.9	48.8	75.5	26.7	86.8	113.0	14.1	74.2	104.1
Volume/Cap:	1.35	0.80	0.16	0.60	1.05	1.32	1.34	1.35	0.34	0.42	0.98	0.07
Delay/Veh: 2	256.3	76.3	49.5	79.3	117	214.2	252.2	212	19.4	88.6	70.4	19.9
User DelAdj:					1.00		1.00		1.00	1.00	1.00	1.00
AdjDel/Veh: 2						214.2			19.4	88.6	70.4	19.9
LOS by Move:					F	F	F	F	B-		E	B-
HCM2kAvgQ:			4	10	36	90	33		11	4	49	2
Note: Queue	repor	ted is	the n	umber	of ca	ars per	lane					

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

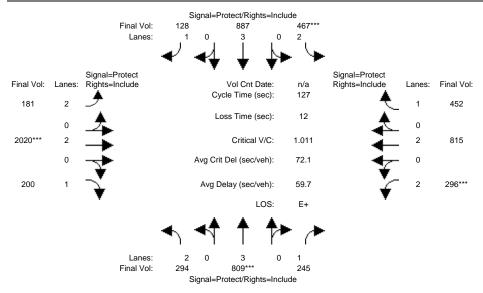
Intersection #12: Zanker Drive / Tasman Drive



Street Name:	Zanker Drive North Bound South Bound									n Drive		1
											est Bo	
Movement:												
			10									
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module		455	1.00	004	500	0.11	110	000	100	0.4.4	222	2.40
		475	189	234		27	119		100	244		348
Growth Adj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
Initial Bse:			189	234		27	119		100	244	332	348
Added Vol:			0	38		38	10		0	0	256	10
PasserByVol:	110	296	56	195	224	63	52	470	100	52	200	94
Initial Fut:	294	809	245	467	887	128	181	1990	200	296	788	452
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	809	245	467	887	128	181	1990	200	296	788	452
Reduct Vol:	0	0	0	0			0	0	0	0	0	0
Reduced Vol:	294	809	245	467	887	128	181	1990	200	296	788	452
PCE Adj:			1.00	1.00		1.00		1.00	1.00	1.00	1.00	1.00
MLF Adi:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
FinalVolume:				467		128		1990	200	296		452
Saturation F				ı		ı	1			1		ı
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:				3150	5700	1750		3800	1750		3800	1750
Capacity Ana	lysis	Modu.	le:									
Vol/Sat:	0.09	0.14	0.14	0.15	0.16	0.07	0.06	0.52	0.11	0.09	0.21	0.26
Crit Moves:		****		****				****		****		
Green Time:			18.0	18.8	23.0	23.0	14.2	66.3	66.3	11.9	64.0	64.0
Volume/Cap:	0.86	1.00	0.99	1.00	0.86	0.40		1.00	0.22	1.00	0.41	0.51
Delay/Veh:				96.4	57.9	46.8		51.1	16.5	110.6	19.9	21.6
User DelAdi:				1.00		1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:				96.4		46.8		51.1		110.6		21.6
LOS by Move:						10.0 D		D-	В			Z1.0 C+
HCM2kAvgQ:	۵	15	15	16	14	5	4	38	4	11	_	13
Note: Queue :						ra ner	lano	30	4	11	2	13
Note: Queue .	rebor	ceu Ii	2 CITE II	anner	OI Ca	ra her	Tame	•				

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

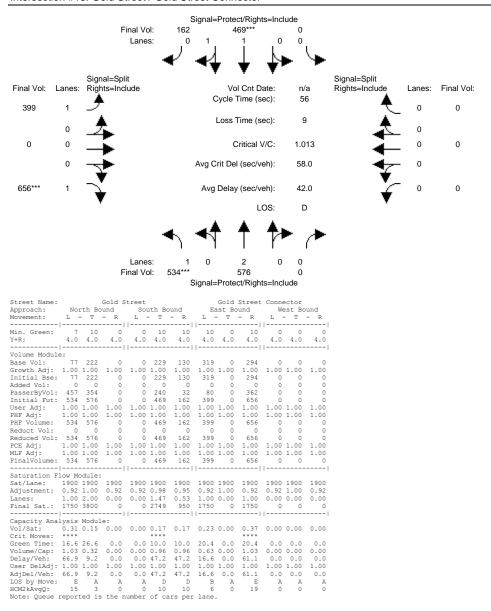
Intersection #12: Zanker Drive / Tasman Drive



Street Name: Approach:	No	x+h Da	Zanker	Drive	e 1+b Bo	und	₽.	agt Po	Tasmar	n Drive	e est Bo	und
Movement:	T.	- Т	– R	J	лсіі во - Т	- P	Т	авс во - Т	– R	T		
					10					7		
Y+R:			4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Modul	e:			•		·	•					•
Base Vol:	184	475	189	234	509	27	119	899	100	244	332	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	475	189	234	509	27	119	899	100	244	332	348
Added Vol:	0	38	0	38	154	38	10	651	0	0		10
PasserByVol:	110	296	56	195	224	63	52	470	100	52	200	94
Initial Fut:	294	809	245	467	887	128	181	2020	200	296	815	452
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	809	245	467	887	128	181	2020	200	296	815	452
Reduct Vol:			0	0		0	0	0	0	0	0	0
Reduced Vol:	294	809	245	467	887	128	181	2020	200	296	815	452
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	294	809	245	467	887	128	181	2020	200	296	815	452
Saturation F	low M	odule:				·	•					•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Ana	İysis	Modu]	Le:			·	•					•
Vol/Sat:	0.09	0.14	0.14	0.15	0.16	0.07	0.06	0.53	0.11	0.09	0.21	0.26
Crit Moves:		****		****				****		****		
Green Time:		17.8	17.8	18.6	22.8	22.8	14.3	66.8	66.8	11.8	64.3	64.3
Volume/Cap:	0.87	1.01	1.00	1.01	0.87	0.41	0.51	1.01	0.22	1.01	0.42	0.51
Delay/Veh:	76.2	89.2	111.3	98.9	58.7	47.0	54.3	53.1	16.3	113.1	19.9	21.4
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:	76.2	89.2	111.3	98.9	58.7	47.0	54.3	53.1	16.3	113.1	19.9	21.4
LOS by Move:	E-	F	F	F	E+	D	D-	D-	В	F	B-	C+
HCM2kAvgQ:			15	16	14	5	4	40	4	11	10	13
Note: Queue			s the n	umber	of ca	rs per	lane					

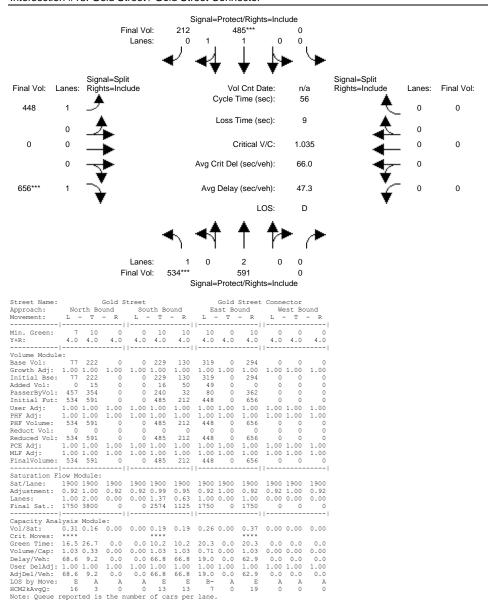
Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Cumulative PM

Intersection #13: Gold Street / Gold Street Connector



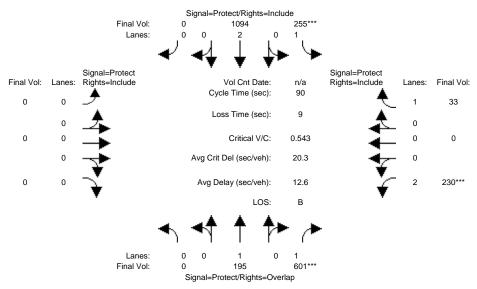
Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Cumulative PP PM

Intersection #13: Gold Street / Gold Street Connector



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

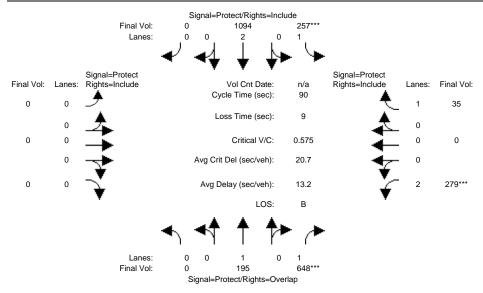
Intersection #15: Great America Parkway / Gold Street Connector



Street Name: Approach:	No	Great America Parkway North Bound South Bound					₽.	Gold	Street		ector est Bo	und
Movement:	L	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	- R
Min. Green: Y+R:	0 4.0	10 4.0	10 4.0	7 4.0	10 4.0	0 4.0	0 4.0	0 4.0	0 4.0	10 4.0	0 4.0	10
Volume Module												
Base Vol:	0	23	521	85	158	0	0	0	0	200	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	521	85	158	0	0	0	0	200	0	5
Added Vol:	0	-	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	172	80	170	936	0	0	0	0	30	0	28
Initial Fut:	0	195	601	255	1094	0	0	0	0	230	0	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	195	601		1094	0	0	0	0	230	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:			601		1094	0	0	0	0	230	0	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			601		1094	0	0	0	0	230	0	33
	I											
Saturation F												
Sat/Lane:		1900	1900		1900	1900		1900	1900		1900	1900
Adjustment:		1.00	0.92	0.92	1.00	0.92		1.00	0.92	0.83		0.92
Lanes:		1.00	1.00		2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:		1900	1750		3800	0	0	0	0	3150	0	1750
	I											
Capacity Ana	-											
Vol/Sat: Crit Moves:	0.00	0.10	0.34 ***	0.15 ****	0.29	0.00	0.00	0.00	0.00	0.07 ***	0.00	0.02
Green Time:	0.0	41.7	54.8	26.2	67.9	0.0	0.0	0.0	0.0	13.1	0.0	13.1
Volume/Cap:	0.00	0.22	0.56	0.50	0.38	0.00	0.00	0.00	0.00	0.50	0.00	0.13
Delay/Veh:	0.0	14.6	11.2	27.3	3.9	0.0	0.0	0.0	0.0	36.3	0.0	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.6	11.2	27.3	3.9	0.0	0.0	0.0	0.0	36.3	0.0	33.7
LOS by Move:	A	В	B+	С	A	A	A	A	A	D+	A	C-
HCM2kAvgQ:	0		11	7	_	0	0	-	0	4	0	1
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

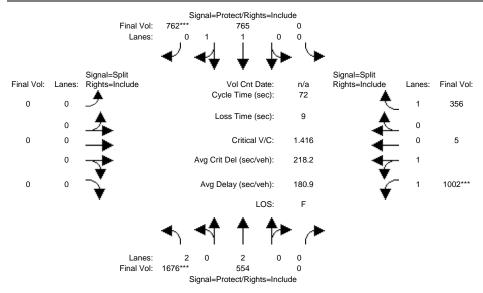
Intersection #15: Great America Parkway / Gold Street Connector



Street Name: Approach: Movement:	No	Great rth Bo	und	So	ath Bo	und – R	Ea	ast Bo	Street und - R	We	ector est Bo - T	
Min. Green:		10			10					10		10
Y+R: 		4.0			4.0			4.0	4.0		4.0	4.0
Volume Modul												
		23	521	85	158	0	0	0	0	200	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:			521	85	158	0	0	0	0	200	0	5
Added Vol:	0	0	47	2	0	0	0	0	0	49	0	2
PasserByVol:	0	172	80	170	936	0	0	0	0	30	0	28
Initial Fut:	0	195	648	257	1094	0	0	0	0	279	0	35
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	195	648	257	1094	0	0	0	0	279	0	35
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	195	648	257	1094	0	0	0	0	279	0	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	195	648	257	1094	0	0	0	0	279	0	35
Saturation F	low M	odule:				·			•			•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Ana	İysis	Modul	e:			·			•			•
Vol/Sat:	0.00	0.10	0.37	0.15	0.29	0.00	0.00	0.00	0.00	0.09	0.00	0.02
Crit Moves:			****	****						****		
Green Time:	0.0	42.4	56.9	24.1	66.5	0.0	0.0	0.0	0.0	14.5	0.0	14.5
Volume/Cap:	0.00	0.22	0.59	0.55	0.39	0.00	0.00	0.00	0.00	0.55	0.00	0.12
Delay/Veh:	0.0	14.1	10.5	29.7	4.4	0.0	0.0	0.0	0.0	36.0	0.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.1	10.5	29.7	4.4	0.0	0.0	0.0	0.0	36.0	0.0	32.5
LOS by Move:	A	В	B+	С	A	A	A	A	A	D+	A	C-
HCM2kAvgQ:	0		11	7	6	0	0	0	0	4	0	1
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

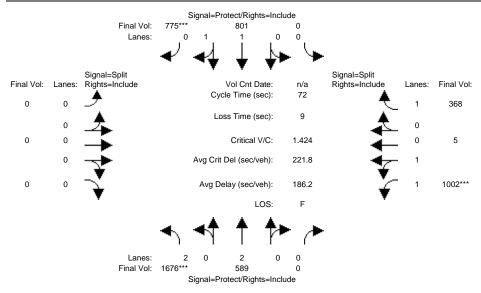
Intersection #16: Great America Parkway / SR 237 Westbound Ramps [CMP]



Approach: N					ound – R	Εä	SR 23 ast Bo - T	und		Ramps est Bo - T	und
	7 10								10		10
	4.0			4.0			4.0			4.0	4.0
Volume Module:		•			•						•
Base Vol: 28	371	0	0	126	224	0	0	0	491	3	187
Growth Adj: 1.0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse: 28	371	0	0	126	224	0	0	0	491	3	187
Added Vol: 64	5 0	0	0	0	0	0	0	0	161	0	0
PasserByVol: 74	2 183	0	0	639	538	0	0	0	350	2	169
Initial Fut: 167	5 554	0	0	765	762	0	0	0	1002	5	356
User Adj: 1.0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj: 1.0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume: 167	5 554	0	0	765	762	0	0	0	1002	5	356
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0
Reduced Vol: 167	5 554	0	0	765	762	0	0	0	1002	5	356
PCE Adj: 1.0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj: 1.0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume: 167	5 554	0	0		762	0	0	0	1002	5	356
Saturation Flow	Module:										
Sat/Lane: 190	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment: 0.8	3 1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes: 2.0	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.: 315	3800	0	0	1900	1800	0	0	0	3532	18	1750
Capacity Analysi	s Modul	e:									
Vol/Sat: 0.5	3 0.15	0.00	0.00	0.40	0.42	0.00	0.00	0.00	0.28	0.28	0.20
Crit Moves: ***	ŧ.				****				****		
Green Time: 27.	L 48.6	0.0	0.0	21.5	21.5	0.0	0.0	0.0	14.4	14.4	14.4
Volume/Cap: 1.4	2 0.22	0.00	0.00	1.35	1.42	0.00	0.00	0.00	1.42	1.42	1.02
Delay/Veh: 214.	7 4.5	0.0	0.0	187	218.0	0.0	0.0	0.0	224.3	224	80.9
User DelAdj: 1.0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh: 214.	7 4.5	0.0	0.0	187	218.0	0.0	0.0	0.0	224.3	224	80.9
LOS by Move:	F A	A	A	F	F	A	A	A	F	F	F
HCM2kAvgQ: 5	3 2	0	0	41	47	0	0	0	34	34	15
Note: Queue repo	rted is	the n	umber	of ca	ars per	lane					

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

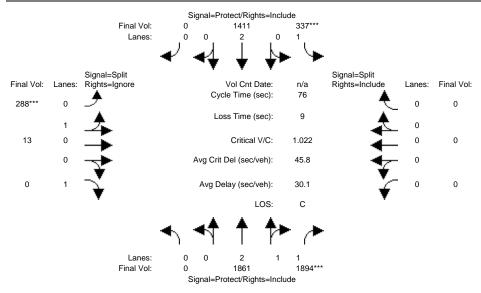
Intersection #16: Great America Parkway / SR 237 Westbound Ramps [CMP]



Min. Green: 7 10 0 0 10 10 0 0 0 10 10 10 10 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	Street Name: Approach: Movement:	No					ound	Εä	ast Bo	und		est Bo	und
Min. Green: 7 10 0 0 10 10 0 0 0 10 10 10 10 10 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0													
Y+R: 4.0 1.00													
Volume Module: Base Vol: 289 371 0 0 126 224 0 0 0 491 3 187 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Volume Module: Base Vol: 289 371 0 0 126 224 0 0 0 491 3 187 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Base Vol: 289 371 0 0 126 224 0 0 491 3 187 Growth Adj: 1.00<				1	1		1	1			1 1		ı.
Initial Bse: 289 371 0 0 126 224 0 0 0 491 3 187 Added Vol: 645 35 0 0 36 13 0 0 0 161 0 12 PasserByVol: 742 183 0 0 639 538 0 0 0 350 2 169 Initial Fut: 1676 589 0 0 801 775 0 0 0 1002 5 368 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0			371	0	0	126	224	0	0	0	491	3	187
Added Vol: 645 35 0 0 36 13 0 0 0 161 0 12 PasserByVol: 742 183 0 0 639 538 0 0 0 350 2 169 Initial Fut: 1676 589 0 0 801 775 0 0 0 1002 5 368 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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
PasserByVol: 742 183 0 0 639 538 0 0 0 350 2 169 Initial Fut: 1676 589 0 0 801 775 0 0 0 1002 5 368 User Adj: 1.00 1.	Initial Bse:	289	371	0	0	126	224	0	0	0	491	3	187
Initial Fut: 1676 589 0 0 801 775 0 0 0 1002 5 368 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Added Vol:	645	35	0	0	36	13	0	0	0	161	0	12
Initial Fut: 1676 589 0 0 801 775 0 0 0 1002 5 368 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	PasserByVol:	742	183	0	0	639	538	0	0	0	350	2	169
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0				0	0	801	775	0	0	0	1002	5	368
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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
			1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00
PHF Volume: 1676 589 0 0 801 775 0 0 1002 5 368	PHF Volume:	1676	589	0	0	801	775	0	0	0	1002	5	368
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol: 1676 589 0 0 801 775 0 0 0 1002 5 368	Reduced Vol:	1676	589	0	0	801	775	0	0	0	1002	5	368
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume: 1676 589 0 0 801 775 0 0 0 1002 5 368				0	0	801	775	0	0	0	1002	5	368
Saturation Flow Module:				'	1			'			' '		Į.
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment: 0.83 1.00 0.92 0.92 1.00 0.95 0.92 1.00 0.92 0.93 0.95 0.92	Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes: 2.00 2.00 0.00 0.00 1.00 1.00 0.00 0.00	Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.: 3150 3800 0 0 1898 1800 0 0 0 3532 18 1750				0	0	1898	1800	0	0	0	3532	18	1750
Capacity Analysis Module:					•		'						
Vol/Sat: 0.53 0.16 0.00 0.00 0.42 0.43 0.00 0.00 0.00 0.28 0.28 0.21	Vol/Sat:	0.53	0.16	0.00	0.00	0.42	0.43	0.00	0.00	0.00	0.28	0.28	0.21
Crit Moves: **** ****											****		
Green Time: 26.9 48.7 0.0 0.0 21.8 21.8 0.0 0.0 0.0 14.3 14.3 14.3	Green Time:	26.9	48.7	0.0	0.0	21.8	21.8	0.0	0.0	0.0	14.3	14.3	14.3
Volume/Cap: 1.42 0.23 0.00 0.00 1.40 1.42 0.00 0.00 0.00 1.42 1.42 1.06	Volume/Cap:	1.42	0.23	0.00	0.00	1.40	1.42	0.00	0.00	0.00	1.42	1.42	1.06
Delay/Veh: 218.5 4.5 0.0 0.0 209 221.4 0.0 0.0 0.0 228.0 228 92.5	_			0.0	0.0	209	221.4	0.0	0.0	0.0	228.0	228	92.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	-												
AdjDel/Veh: 218.5 4.5 0.0 0.0 209 221.4 0.0 0.0 0.0 228.0 228 92.5	_			0.0	0.0	209	221.4	0.0	0.0	0.0	228.0	228	92.5
LOS by Move: F A A A F F F F					A			A	A			F	F
HCM2kAvgQ: 58 2 0 0 46 48 0 0 0 34 34 17				0	0	46	48	0	0	0	34		17
Note: Queue reported is the number of cars per lane.			ted is	the n	umber	of ca	ars per	lane					

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

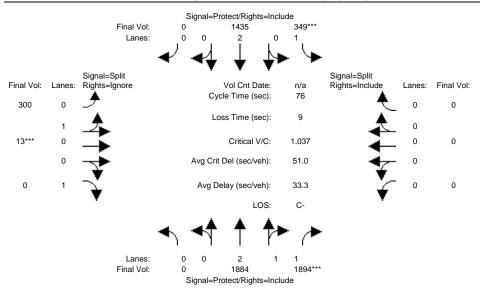
Intersection #17: Great America Parkway / SR 237 Eastbound Ramps [CMP]



Street Name: Grea Approach: North B	ound Sc	outh Bound		und	West Bo	und
Movement: L - T		- T - R				
Min. Green: 0 10			10 10		0 0	0
Y+R: 4.0 4.0		4.0 4.0	4.0 4.0			4.0
Volume Module:						
Base Vol: 0 419	566 58	530 0	158 13	261	0 0	0
Growth Adj: 1.00 1.00		1.00 1.00	1.00 1.00	1.00	1.00 1.00	1.00
Initial Bse: 0 419	566 58	530 0	158 13	261	0 0	0
Added Vol: 0 645	496 0	161 0	0 0	178	0 0	0
PasserByVol: 0 797	832 279	720 0	130 0	492	0 0	0
Initial Fut: 0 1861	1894 337	1411 0	288 13	931	0 0	0
User Adj: 1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	0.00	1.00 1.00	1.00
PHF Adj: 1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	0.00	1.00 1.00	1.00
PHF Volume: 0 1861	1894 337	1411 0	288 13	0	0 0	0
Reduct Vol: 0 0	0 0	0 0	0 0	0	0 0	0
Reduced Vol: 0 1861	1894 337	1411 0	288 13	0	0 0	0
PCE Adj: 1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	0.00	1.00 1.00	1.00
MLF Adj: 1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	0.00	1.00 1.00	1.00
FinalVolume: 0 1861	1894 337	1411 0	288 13	0	0 0	0
Saturation Flow Module	:			·		•
Sat/Lane: 1900 1900	1900 1900	1900 1900	1900 1900	1900	1900 1900	1900
Adjustment: 0.92 1.00	0.92 0.92	1.00 0.92	0.95 0.95	0.92	0.92 1.00	0.92
Lanes: 0.00 2.00	2.00 1.00	2.00 0.00	0.96 0.04	1.00	0.00 0.00	0.00
Final Sat.: 0 3800		3800 0	1722 78	1750	0 0	0
Capacity Analysis Modu	le:			·		•
Vol/Sat: 0.00 0.49	0.54 0.19	0.37 0.00	0.17 0.17	0.00	0.00 0.00	0.00
Crit Moves:	**** ***		***			
Green Time: 0.0 40.2	40.2 14.3	54.6 0.0	12.4 12.4	0.0	0.0 0.0	0.0
Volume/Cap: 0.00 0.92	1.02 1.02	0.52 0.00	1.02 1.02	0.00	0.00 0.00	0.00
Delay/Veh: 0.0 20.7	38.6 86.1	5.0 0.0	90.0 90.0	0.0	0.0 0.0	0.0
User DelAdj: 1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00	1.00 1.00	1.00
AdjDel/Veh: 0.0 20.7	38.6 86.1		90.0 90.0	0.0	0.0 0.0	0.0
LOS by Move: A C+	D+ F	' A A	F F	А	A A	A
HCM2kAvgQ: 0 20				_		_
	29 9	7 0	13 13	0	0 0	0

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

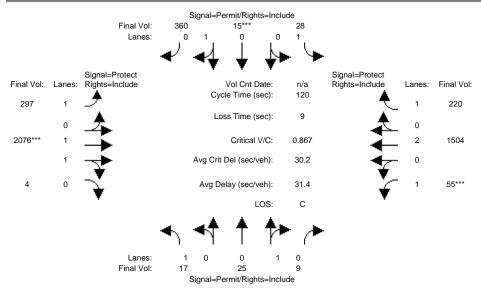
Intersection #17: Great America Parkway / SR 237 Eastbound Ramps [CMP]



Street Name: Approach:								Ramps est Bo		
Movement: L	- T	- R	L - T	- R	L -	- T	- R	L -	- T	- R
 Min. Green:	0 10		7 10		10			0		0
Y+R: 4	.0 4.0	4.0	4.0 4.0	4.0	4.0	4.0	4.0		4.0	4.0
 Volume Module:		-								
Base Vol:	0 419	566	58 530	0	158	13	261	0	0	0
Growth Adj: 1.	00 1.00	1.00 1	.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 419	566	58 530	0	158	13	261	0	0	0
Added Vol:	0 668	496	12 185	0	12	0	178	0		0
PasserByVol:	0 797	832	279 720	0	130	0	492	0	0	0
Initial Fut:	0 1884	1894	349 1435	0	300	13	931	0	0	0
User Adj: 1.	00 1.00	1.00 1	.00 1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj: 1.	00 1.00	1.00 1	.00 1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0 1884	1894	349 1435	0	300	13	0	0	0	0
Reduct Vol:	0 0		0 0	0	0	0	0	0	0	0
Reduced Vol:	0 1884	1894	349 1435	0	300	13	0	0	0	0
PCE Adj: 1.	00 1.00		.00 1.00	1.00		1.00	0.00	1.00	1.00	1.00
MLF Adj: 1.	00 1.00	1.00 1	.00 1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0 1884	1894	349 1435	0	300	13	0	0	0	0
		-								
Saturation Flow	Module	:						•		
Sat/Lane: 19	00 1900	1900 1	900 1900	1900	1900	1900	1900	1900	1900	1900
Adjustment: 0.	92 1.00	0.92 0	.92 1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes: 0.	00 2.00	2.00 1	.00 2.00	0.00	0.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0 3800	3500 1	750 3800	0	1725	75	1750	0	0	0
		-								
Capacity Analys								•		
Vol/Sat: 0.			.20 0.38	0.00	0.17	0.17	0.00	0.00	0.00	0.00
Crit Moves:		****	* * *			****				
Green Time: 0	.0 39.6	39.6 1	4.6 54.3	0.0	12.7	12.7	0.0	0.0	0.0	0.0
Volume/Cap: 0.			.04 0.53	0.00	1.04	1.04	0.00	0.00	0.00	0.00
Delay/Veh: 0			9.8 5.2	0.0	93.5	93.5	0.0	0.0	0.0	0.0
User DelAdj: 1.	00 1.00	1.00 1	.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh: 0			9.8 5.2	0.0		93.5	0.0	0.0		0.0
			F A			F	А	А		A
LOS by Move: HCM2kAvgQ:	0 22	30	10 7		14	14	0	0		0
Note: Queue rep			ber of ca	ars per	lane.					

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

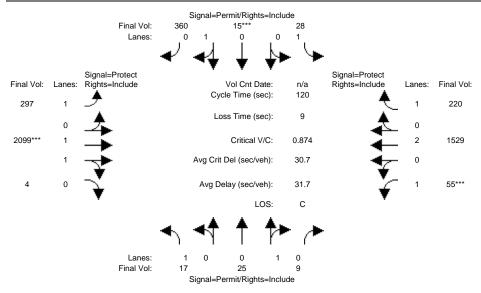
Intersection #18: Vista Montana / Tasman Drive



Street Name: Approach:	No	V.	ista M	Iontan	a ıth Bo	und	E:	agt Bo	Tasman		e est Bo	und
Movement:		- T				- R					- Т	
Min. Green:		10			10		7	10	10	7		10
Y+R: 	4.0				4.0				4.0		4.0	4.0
Volume Modul	1		I	I		ı	I		I	I		I
Base Vol:	17	25	9	20	15	312	259	686	2	49	642	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	25	9	20	15	312	259	686	2	49	642	186
Added Vol:	0	0	0	0	0	0	0	588	0	0	274	0
PasserByVol:		0	0	8	0	48	38	802	2	6	588	34
Initial Fut:	17	25	9	28	15	360	297	2076	4	55	1504	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	25	9	28	15	360	297	2076	4	55	1504	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	25	9	28	15	360	297	2076	4	55	1504	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	25	9	28	15	360		2076	4		1504	220
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.74	0.26	1.00	0.04	0.96	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:				1750	72	1728	1750	3693	7	1750	3800	1750
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.01	0.02	0.02	0.02	0.21	0.21	0.17	0.56	0.56	0.03	0.40	0.13
Crit Moves:					***			****		****		
Green Time:	28.1	28.1	28.1	28.1	28.1	28.1	24.9	75.9	75.9	7.0	58.0	58.0
Volume/Cap:	0.04	0.08	0.08	0.07	0.89	0.89	0.82	0.89	0.89	0.54	0.82	0.26
Delay/Veh:	35.6	35.9	35.9	35.8	64.5	64.5	59.1	23.2	23.2	60.6	29.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	35.9	35.9	35.8	64.5	64.5	59.1	23.2	23.2	60.6	29.5	18.5
LOS by Move:	D+	D+	D+	D+	E	E	E+	С	C	E	С	B-
HCM2kAvgQ:	1	1	1	1	16	16	12	35	35	2	23	5
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

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

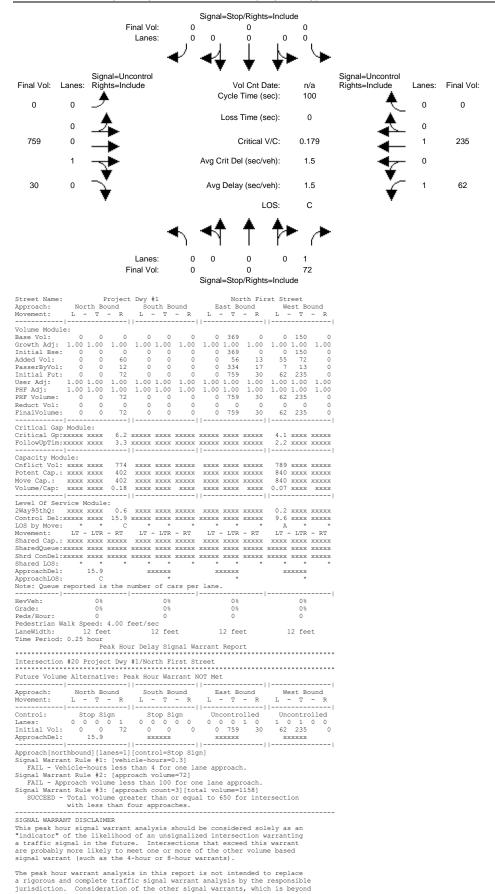
Intersection #18: Vista Montana / Tasman Drive



Street Name: Approach:	No	V: rth Bo	ista M	iontan	1+h Bo	und	F:	agt Bo	Tasman		e est Bo	und
Movement:		- T				- R					- Т	
Min. Green:		10			10		./	10	10	7		10
Y+R: 	4.0				4.0				4.0		4.0	4.0
Volume Modul	1		I	I		ı	I		I	I		I
Base Vol:	17	25	9	20	15	312	259	686	2	49	642	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	25	9	20	15	312	259	686	2	49	642	186
Added Vol:	0	0	0	0	0	0	0	611	0	0	299	0
PasserByVol:		0	0	8	0	48	38	802	2	6	588	34
Initial Fut:	17	25	9	28	15	360	297	2099	4	55	1529	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	25	9	28	15	360	297	2099	4	55	1529	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	25	9	28	15	360	297	2099	4	55	1529	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	25	9	28	15	360		2099	4		1529	220
Saturation F	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.74	0.26	1.00	0.04	0.96	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:				1750	72	1728	1750	3693	7	1750	3800	1750
Capacity Ana	lysis	Module	e:									
Vol/Sat:	0.01	0.02	0.02	0.02	0.21	0.21	0.17	0.57	0.57	0.03	0.40	0.13
Crit Moves:					***			****		****		
Green Time:	27.9	27.9	27.9	27.9	27.9	27.9	24.7	76.1	76.1	7.0	58.5	58.5
Volume/Cap:	0.04	0.08	0.08	0.07	0.90	0.90	0.83	0.90	0.90	0.54	0.83	0.26
Delay/Veh:	35.7	36.1	36.1	36.0	65.9	65.9	60.1	23.6	23.6	60.6	29.6	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	36.1	36.1	36.0	65.9	65.9	60.1	23.6	23.6	60.6	29.6	18.2
LOS by Move:	D+	D+	D+	D+	E	E	E	С	C	E	С	B-
	1		1	1	16	16	12		36	2	24	5
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

Level Of Service Computation Report 2000 HCM Unsignalized (Future Volume Alternative) Cumulative PP PM

Intersection #20: Project Dwy #1/North First Street [Project Dwy]



The scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection \$20 Project Dwy \$1/North First Street

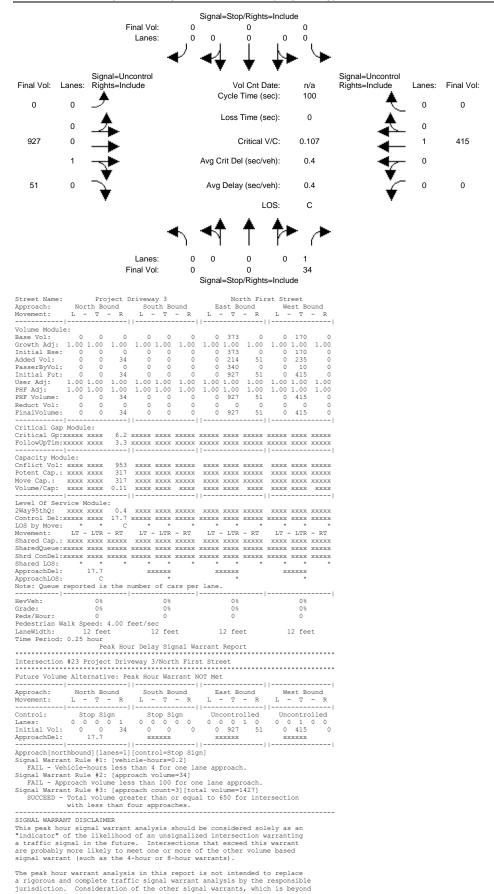
Future Volume Alternative: Peak Hour Warrant NOT Met

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

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

Level Of Service Computation Report 2000 HCM Unsignalized (Future Volume Alternative) Cumulative PP PM

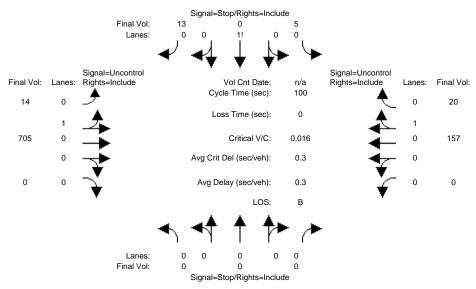
Intersection #23: Project Driveway 3/North First Street [Project Dwy]



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

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

Intersection #22: Trinity Park Drive/North First Street [Project Dwy]



Street Name: Approach:	No	Tr:	inity I	Park Di	cive	ound	₽-	No:	rth Fi		reet est Bo	ound
Movement:			- R			- R			- R		- Т	
									- K			
Volume Module				1 1		ļ	I			1 1		Į
Base Vol:	0	0	0	5	0	3	4	365	0	0	147	20
Growth Adj:			1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	3	4	365	0	0	147	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	10	10	340	0	0	10	0
Initial Fut:	0	0	0	5	0	13	14	705	0	0	157	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	13	14	705	0	0	157	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	13	14	705	0	0	157	20
Critical Gap	 Modu	le:										'
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:					4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Modu	ıle:						•					
Cnflict Vol:		xxxx	xxxxx	900	900	167	177	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	312	280	882	1411	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	309	278	882	1411	xxxx	xxxxx	XXXX	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	XXXX	0.02	0.00	0.01	0.01	xxxx	XXXX	XXXX	xxxx	XXXX
Level Of Serv	vice 1	Module	e:									
2Way95thQ:	xxxx	xxxx	xxxxx	XXXX	xxxx	XXXXX	0.0	xxxx	xxxxx	XXXX	XXXX	XXXXX
Control Del:				xxxxx	xxxx	XXXXX	7.6	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	xxxx	xxxxx	XXXX	583	XXXXX	XXXX	xxxx	xxxxx	XXXX	xxxx	XXXXX
SharedQueue:	xxxxx	xxxx	XXXXX	xxxxx	0.1	XXXXX	0.0	xxxx	xxxxx	xxxxx	xxxx	XXXXX
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.4	XXXXX	7.6	xxxx	xxxxx	xxxxx	xxxx	XXXXX
Shared LOS:	*	*	*	*	В	*	A	*	*	*	*	*
ApproachDel:	X	xxxxx			11.4		X	xxxxx		XX	XXXXX	
ApproachLOS:		*			В			*			*	
Note: Queue 1	repor					_						
						gnal Wa						
*****	****	****	*****	*****	****	*****	****	****	*****	*****	****	*****
Intersection ******									*****	*****	****	*****
Future Volume	e Alt	ernat:	ive: Pe	eak Ho	ır Waı	rant N	OT Me	t				

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

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Trinity Park Drive/North First Street

with less than four approaches.

Major Street Volume: 896
Minor Approach Volume: 18
Minor Approach Volume Threshold: 249

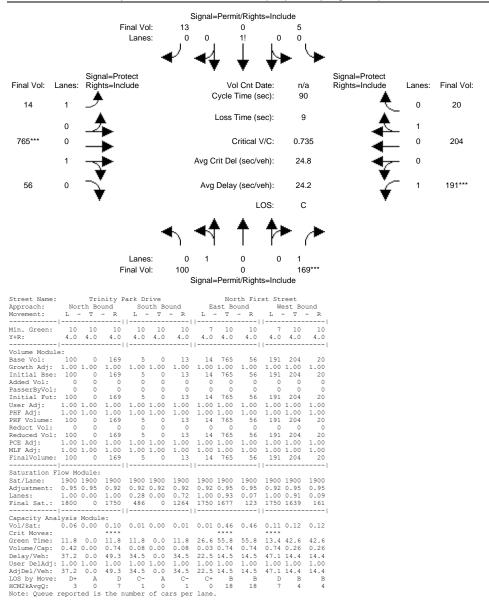
SIGNAL WARRANT DISCLAIMER

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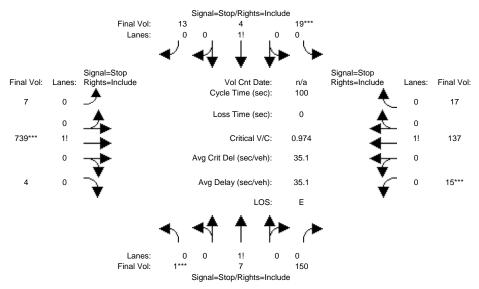
Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Cumulative PP PM

Intersection #122: Trinity Park Drive/North First Street [Project Dwy Signalized]



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

Intersection #55: Liberty Street/North Taylor Street



Street Name: Approach:	Nort	Li h Boi	iberty ınd	Stree	et ith Bo	und	Ea	Nort	h Tayl	or Str We	reet est Bo	und
Movement:	L -	Т -	- R	L -	- T	- R	L -	- T	- R	L -	- T	- R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module	•						1			1		
Base Vol:	1	7	150	19	4	13	7	369	4	15	97	17
Growth Adj:	1.00 1	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:		7	150	19	4	13	7	369	4	15	97	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	370	0	0	40	0
Initial Fut:	1	7	150	19	4	13	7		4	15	137	17
User Adj:	1.00 1		1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00 1		1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	1	7	150	19	4	13	7	739	4	15	137	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	7	150	19	4	13	7	739	4	15	137	17
PCE Adj:	1.00 1		1.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00 1		1.00		1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:		7	150	19	4	13 	7		4	15	137	17 I
Saturation F				[1					
Adjustment:	1.00 1	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01 0	.04	0.95	0.53	0.11	0.36	0.01	0.98	0.01	0.09	0.81	0.10
Final Sat.:	4	28	605		62		7		4		538	67
	1											
Capacity Ana				0 06	0 06	0 06	0 0 0	0 0 0	0 05	0 05	0 05	0 05
Vol/Sat: Crit Moves:	0.25 0 ****	.25	0.25	0.06 ****	0.06	0.06	0.97	0.97	0.97	0.25 ***	0.25	0.25
Delay/Veh:	10.2 1	0.2	10.2	9.6	9.6	9.6	47.2	47.2	47.2	10.0	10.0	10.0
Delay Adj:	1.00 1	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:		0.2	10.2	9.6	9.6	9.6	47.2	47.2	47.2	10.0	10.0	10.0
LOS by Move:	В	В	В	A	А	A	E	E	E	В	В	В
ApproachDel:	1	0.2			9.6			47.2			10.0	
Delay Adj:		.00			1.00			1.00			1.00	
ApprAdjDel:	1	0.2			9.6			47.2			10.0	
LOS by Appr:		В			A			E			В	
AllWayAvgQ:			0.3			0.1			8.4	0.3	0.3	0.3
Note: Queue												
******						Warran ****				*****	*****	*****
Intersection								*****	*****	*****	*****	****

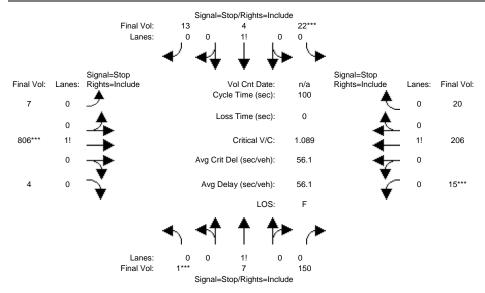
SIGNAL WARRANT DISCLAIMER

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

Intersection #55: Liberty Street/North Taylor Street



Street Name: Approach:			iberty und			ound			h Tayl und		reet est Bo	und
Movement:	L -	Т	- R	L -	- T	- R	L -	- T	- R	L -	- T	- R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module				1					1	1		
Base Vol:	1	7	150	19	4	13	7	369	4	15	97	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	7	150	19	4	13	7	369	4	15	97	17
Added Vol:	0	0	0	2	0	0	0	67	0	0	69	3
PasserByVol:		0	0	1	0	0	0	370	0	0	40	0
Initial Fut:		7	150	22	4	13	7	806	4	15	206	20
User Adj:	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:		7	150	22	4	13	7	806	4	15	206	20
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		7	150	22	4	13	7		4	15	206	20
PCE Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
FinalVolume:		7	150	22	4	13	7		4	15	206	20
Saturation F	I											
Adjustment:			1.00	1 00	1.00	1.00	1 00	1 00	1.00	1 00	1.00	1.00
Lanes:			0.95		0.10	0.33		0.98			0.86	0.08
Final Sat.:		27	586	300			0.01		4			55
Fillal Sat									_			
Capacity Anal				1		ı	1		1	1		1
Vol/Sat:	-		0.26	0.07	0.07	0.07	1.09	1.09	1.09	0.36	0.36	0.36
Crit Moves:	****			***				****		***		
Delay/Veh:	10.6	10.6	10.6	9.9	9.9	9.9	80.4	80.4	80.4	11.3	11.3	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	9.9	9.9	9.9	80.4	80.4	80.4	11.3	11.3	11.3
LOS by Move:	В	В	В	A	A	A	F	F	F	В	В	В
ApproachDel:		10.6			9.9			80.4			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.6			9.9			80.4			11.3	
LOS by Appr:		В			A			F			В	
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.1	15.1	15.1	15.1	0.5	0.5	0.5
Note: Queue	report	ed is	the n	umber	of ca	rs per	lane					
						Warran						
*****								*****	*****	****	*****	*****
Intersection								*****	****	****	*****	*****

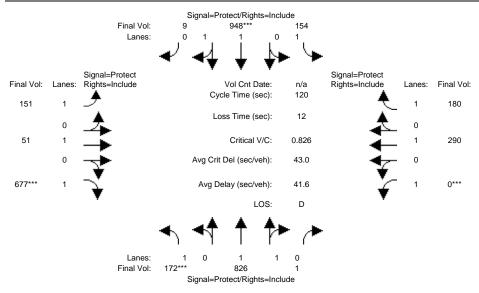
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Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Cumulative PM

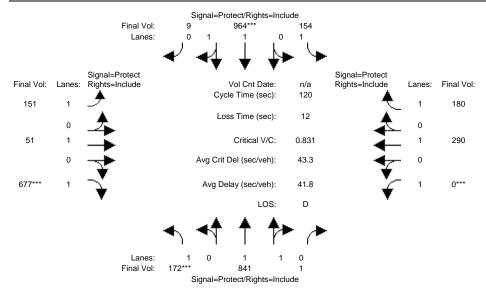
Intersection #140: Lafayette Street / Great America Way [Signalized under CB]



Street Name: Approach:	No	La:	fayett	e Stre	eet	und	<u>.</u>	Gre	at Ame	rica W	lay	und
Movement:		- Т				- R					· T	
movement:												
Min. Green:		10		7				10		7		10
Y+R:		4.0			4.0			4.0		4.0	4.0	4.0
Volume Modul	e:									•		
Base Vol:	172	826	1	154	948	9	151	51	677	0	290	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	826	1	154	948	9	151	51	677	0	290	180
Added Vol:			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	154	948	9	151	51	677	0	290	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	826	1	154	948	9	151	51	677	0	290	180
	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	826	1	154	948	9	151	51	677	0	290	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	826	1	154	948	9	151	51	677	0	290	180
Saturation F	low M	odule:								•		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3696	4	1750	3665	35	1750	1900	1750	1750	1900	1750
Capacity Ana	İysis	Modul	e :	•		•				•		
Vol/Sat:	0.10	0.22	0.22	0.09	0.26	0.26	0.09	0.03	0.39	0.00	0.15	0.10
Crit Moves:	****				****				****	****		
Green Time:	14.3	37.2	37.2	14.6	37.6	37.6	20.3	56.2	56.2	0.0	35.9	35.9
Volume/Cap:	0.83	0.72	0.72	0.72	0.83	0.83	0.51	0.06	0.83	0.00	0.51	0.34
Delay/Veh:	74.6	39.1	39.1	62.1	43.2	43.2	46.8	17.5	34.6	0.0	35.6	33.3
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:	74.6	39.1	39.1	62.1	43.2	43.2	46.8	17.5	34.6	0.0	35.6	33.3
LOS by Move:	E	D	D	E	D	D	D	В	C-	A	D+	C-
		15	15	7	19	19	6	1	25	0	9	6
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

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

Intersection #140: Lafayette Street / Great America Way [Signalized under CB]

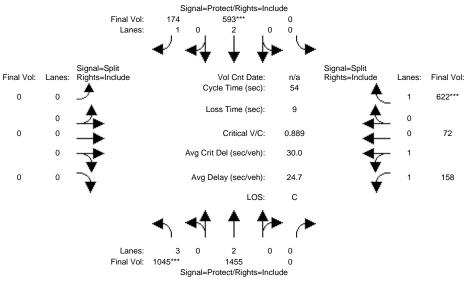


Street Name: Approach:	No	La:	fayett	e Stre	eet ith Bo	und	E:	Gre	at Ame	rica V	Nay est Bo	und
Movement:	L	- T	- R	Γ .	- T	– R	L ·	- T	- R	L -	- T	- R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R: 		4.0			4.0				4.0		4.0	4.0
Volume Modul			ı	I		1	I		ı	I		I
Base Vol:	172	841	1	154	964	9	151	51	677	0	290	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	841	1	154	964	9	151	51	677	0	290	180
Added Vol:	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:	172	841	1	154	964	9	151	51	677	0	290	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	841	1	154	964	9	151	51	677	0	290	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	841	1	154	964	9	151	51	677	0	290	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	841	1	154	964	9	151	51	677	0	290	180
Saturation F	low M	odule:	•			·			•	•		•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:		3696	4	1750	3666	34	1750	1900	1750	1750	1900	1750
Capacity Ana	İysis	Modul	e:	•		•			•	•		•
Vol/Sat:	0.10	0.23	0.23	0.09	0.26	0.26	0.09	0.03	0.39	0.00	0.15	0.10
Crit Moves:	****				***				****	****		
Green Time:	14.2	37.6	37.6	14.5	38.0	38.0	20.2	55.8	55.8	0.0	35.7	35.7
Volume/Cap:	0.83	0.73	0.73	0.73	0.83	0.83	0.51	0.06	0.83	0.00	0.51	0.35
Delay/Veh:	75.5	38.9	38.9	62.6	43.2	43.2	47.0	17.6	35.2	0.0	35.8	33.4
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:			38.9	62.6	43.2	43.2	47.0	17.6	35.2	0.0	35.8	33.4
LOS by Move:	E-	D+	D+	E	D	D	D	В	D+	А	D+	C-
	9		15	7	19	19	6	1	25	0	9	6
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane					

Topgolf Transportation Impact Analysis Cumulative Plus Project Conditions with Mitigation - AM Peak Hour

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

Intersection #3: North 1st Street / SR 237 Westbound Ramps [Dedicated SB Right and 3rd NBL]

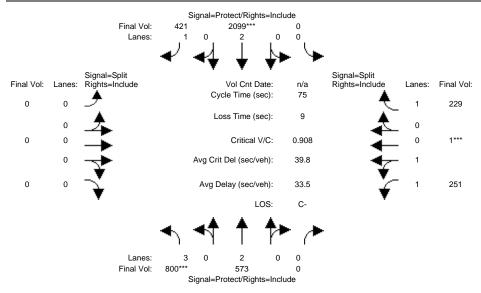


			O.g.i.a.									
Street Name:					eet			SR 23	7 West			
						und					est Bo	
Movement:		- T				- R					- T	
Min. Green:		10						0		10		
Y+R:		4.0		4.0	4.0	4.0	4.0	4.0	4.0		4.0	
Volume Module					0.00	116	0		0	0.1	•	0.0
Base Vol:		522	0	0		116	0	0	0	91	2	93
Growth Adj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
Initial Bse:			0	0	278	116	0	0	0	91	2	93
Added Vol:			0	0		10	0	0	0	0	0	23
PasserByVol:				0			0	0	0	67		506
Initial Fut:			0	0	593	174	0	0	0	158	72	622
_		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00
PHF Volume:			0	0	593	174	0	0	0	158	72	622
Reduct Vol:			0	0		0	0	0	0	0	0	0
Reduced Vol:			-	0		174	0	0	0	158	72	622
PCE Adj:		1.00		1.00		1.00			1.00		1.00	1.00
MLF Adj:			1.00	1.00		1.00			1.00	1.00		1.00
FinalVolume:				0		_ , _	0	0	0	158	72	622
Saturation F												
Sat/Lane:		1900		1900		1900		1900	1900	1900		1900
Adjustment:				0.92		0.92	0.92		0.92		0.95	0.92
Lanes:				0.00		1.00			0.00		0.62	1.00
Final Sat.:				0			0		0		1111	1750
Capacity Ana	-											
Vol/Sat:		0.38	0.00	0.00	0.16	0.10	0.00	0.00	0.00	0.06	0.06	0.36
Crit Moves:	***				****							***
Green Time:		23.7		0.0			0.0		0.0		21.3	21.3
Volume/Cap:			0.00		0.84	0.54		0.00	0.00		0.16	0.90
Delay/Veh:		19.0		0.0		21.7	0.0	0.0	0.0		10.7	30.6
User DelAdj:				1.00		1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:				0.0			0.0		0.0		10.7	30.6
LOS by Move:	С	B-	A			C+	A		A	B+	B+	C
HCM2kAvgQ:			0	0	6		0		0	1	1	15
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•				

Topgolf Transportation Impact Analysis Cumulative Plus Project Conditions with Mitigation - PM Peak Hour

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

Intersection #3: North 1st Street / SR 237 Westbound Ramps [Dedicated SB Right and 3rd NBL]

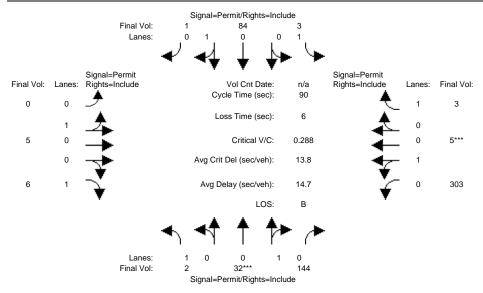


Movement:	L ·	- T	- R	L -	- T	ound - R	L -	- T	- R	L -	- T	- R
Min. Green: Y+R:	7 4.0	10 4.0	0 4.0	0 4.0	10 4.0	10 4.0	0 4.0	0 4.0	0 4.0	10	10 4.0	10 4.0
Volume Module	•		ı	1		1	1		1	I		ı
Base Vol:	713	171	0	0	601	166	0	0	0	232	1	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	713	171	0	0	601	166	0	0	0	232	1	99
Added Vol:	0	217	0	0	219	51	0	0	0	0	0	47
PasserByVol:		185	0	0	1279	204	0	0	0	19	0	83
Initial Fut:	800	573	0	0	2099	421	0	0	0	251	1	229
User Adj:			1.00	1.00		1.00		1.00	1.00	1.00		1.00
_	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00
	800	573	0		2099	421	0	0	0	251	1	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		573	0		2099	421	0	0	0	251	1	229
PCE Adj:				1.00		1.00		1.00	1.00	1.00		1.00
_		1.00		1.00		1.00	1.00		1.00	1.00		1.00
FinalVolume:		573	0		2099	421	0	0	0	251	1	229
Saturation Fl												
Sat/Lane:			1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:				0.92		0.92	0.92		0.92	0.93		0.92
Lanes:			0.00		2.00	1.00	0.00		0.00	1.99		1.00
Final Sat.:	4551	3800	0	0	3800	1750	0	0	0	3536	14	1750
Capacity Anal	lysis	Modul	e:									
Vol/Sat:	0.18	0.15	0.00	0.00	0.55	0.24	0.00	0.00	0.00	0.07	0.07	0.13
Crit Moves:	****				****						****	
Green Time:	13.3	55.2	0.0	0.0	41.9	41.9	0.0	0.0	0.0	10.8	10.8	10.8
Volume/Cap:			0.00	0.00	0.99	0.43	0.00	0.00	0.00	0.49		0.91
Delay/Veh:		3.1	0.0		33.4	9.9	0.0	0.0	0.0	30.3		64.9
User DelAdj:			1.00	1.00		1.00	1.00		1.00	1.00		1.00
AdjDel/Veh:				0.0		9.9	0.0	0.0	0.0	30.3		64.9
LOS by Move:				A		A	A		A	С		E
J		2	0	0		6	-	-	0	4	4	9
Note: Queue	repor	ted is	the n	umber	of ca	ırs per	lane	•				

Topgolf Transportation Impact Analysis Cumulative Plus Project Conditions with Mitigation - AM Peak Hour

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

Intersection #101: Gold Street / North Taylor Street [Signal & Geo Update]

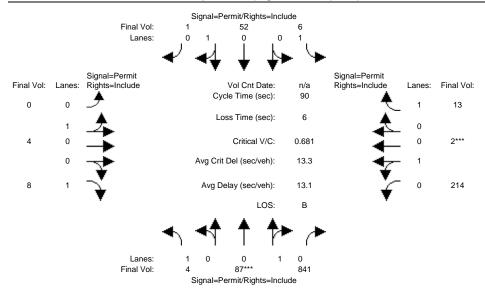


Street Name: Approach:	North F	Gold Stree	t outh Bo	aind	Ea	Nort	h Tayl	or Street West B	ound
Movement:	L - T	- R L	- T	- R	L -	- Т	- R	L - T	- R
Min. Green:	10 10	10 1	0 10	10	10	10	10	10 10	10
Y+R:	4.0 4.0		0 4.0			4.0			
Volume Module									
Base Vol:	2 32	144	3 84	1	0	5	6	303 5	3
Growth Adj:	1.00 1.00	1.00 1.0	0 1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Initial Bse:	2 32	144	3 84	1	0	5	6	303 5	3
Added Vol:	0 (0	0 0	0	0	0	0	0 0	0
PasserByVol:	0 (0	0 0	0	0	0	0	0 0	0
Initial Fut:	2 32	144	3 84	1	0	5	6	303 5	3
User Adj:	1.00 1.00		0 1.00	1.00	1.00		1.00	1.00 1.00	1.00
PHF Adj:	1.00 1.00	1.00 1.0	0 1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Volume:	2 32	144	3 84	1	0	5	6	303 5	3
Reduct Vol:	0 (0	0 0	0	0	0	0	0 0	0
Reduced Vol:	2 32	144	3 84	1	0	5	6	303 5	3
PCE Adj:	1.00 1.00	1.00 1.0	0 1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00 1.00	1.00 1.0	0 1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
FinalVolume:				1	0	5	6	303 5	
Saturation F									
Sat/Lane:			0 1900	1900	1900	1900	1900	1900 1900	1900
Adjustment:			2 0.95	0.95	0.95	0.95	0.92	0.95 0.95	0.92
Lanes:				0.01	0.00		1.00	0.98 0.02	
Final Sat.:			0 1779			1800	1750	1771 29	
	•								
Capacity Ana	-								
Vol/Sat: Crit Moves:	0.00 0.10		0.05	0.05	0.00	0.00	0.00	0.17 0.17	
Green Time:			5 30.5	30.5	0.0	53 5	53.5	53.5 53.5	
Volume/Cap:			1 0.14	0.14	0.00		0.01	0.29 0.29	
Delay/Veh:			7 20.7	20.7	0.0	7.4	7.4	9.1 9.1	
User DelAdj:			0 1.00	1.00	1.00		1.00	1.00 1.00	
AdjDel/Veh:			7 20.7	20.7	0.0			9.1 9.1	
LOS by Move:				20.7 C+	0.0 A		7 . 4	9.1 9.1 A A	
HCM2kAvgQ:				2	A 0		A 0	4 4	
Note: Queue					-	-	U	4 4	U
Note. Queue .	rehorred :	.s che mullbe	r or ca	rs her	Tane.				

Topgolf Transportation Impact Analysis Cumulative Plus Project Conditions with Mitigation - AM Peak Hour

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

Intersection #101: Gold Street / North Taylor Street [Signal & Geo Update]

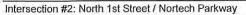


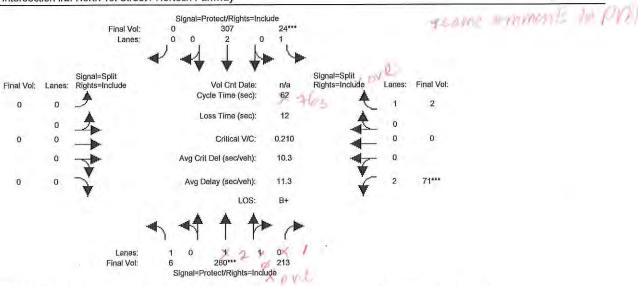
Street Name:			Gold S	treet				Nort	h Tayl	or Stree	t
Approach:	No	rth Bo	und	Soi	uth Bo	und	E	ast Bo	und	West	Bound
Movement:	L	- T	R	L -	- T	- R	L	- T	R	L -	T - R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10 10
Y+R:			4.0		4.0			4.0			
Volume Module											
Base Vol:				6		1	0				
Growth Adj:			1.00		1.00					1.00 1.	
Initial Bse:			841	6		1	0		8	214	2 13
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
Initial Fut:	4	87	841	6	52	1	0		8	214	2 13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00
PHF Volume:	4	87	841	6	52	1	0	4	8	214	2 13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0 0
Reduced Vol:	4	87	841	6	52	1	0	4	8	214	2 13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00
FinalVolume:				6			0	4	8	214	2 13
Saturation F	low M	odule:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 19	00 1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92	0.95 0.	95 0.92
Lanes:	1.00	0.09	0.91	1.00	0.98	0.02	0.00	1.00	1.00	0.99 0.	01 1.00
Final Sat.:			1631				0		1750	1783	
Capacity Ana	lysis	Modul	e:								
Vol/Sat:			0.52	0.00	0.03	0.03	0.00	0.00	0.00	0.12 0.	12 0.01
Crit Moves:		****								**	* *
Green Time:	68.1	68.1	68.1	68.1	68.1	68.1	0.0	15.9	15.9	15.9 15	.9 15.9
Volume/Cap:			0.68	0.00	0.04	0.04	0.00	0.01	0.03	0.68 0.	68 0.04
Delay/Veh:	2.7	6.9	6.9	2.7	2.7	2.7	0.0	30.6	30.7	40.6 40	.6 30.8
User DelAdj:			1.00	1.00	1.00		1.00	1.00	1.00	1.00 1.	00 1.00
AdjDel/Veh:			6.9	2.7	2.7	2.7	0.0	30.6	30.7	40.6 40	.6 30.8
LOS by Move:			A	А		A	A	С	С	D	D C
HCM2kAvqQ:			14	0	0	0	0	0	0	7	7 0
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane				
	-					-					

LOS Worksheets – DOT Traffix August 2016 Mark-Ups

Topgolf Transportation Impact Analysis Existing (2015) Conditions - AM Peak Hour

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



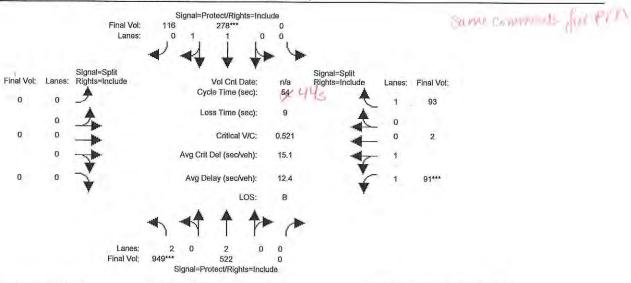


Street Name: Approach: Movement:	No L	rth Bo	ound - R	So L	uth Bo - T	ound - R	L	ast Bo	- R	I.	est Bo	- R
Min. Green: Y+R:	4.0	10	10 4.0	7 4.0	10	4.0	4.0	4.0	4.0	10 4.0	4.0	10 4.0
Volume Module				1			Janes -			1		
Base Vol:	6	280	213	24	307	0	0	0	0	71	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:			213	24	307	0	0	0	0	71	0	2
Added Vol:		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:			213	24	307	0	0	0	0	71	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	280	213	24	307	0	0		0	71	0	2
	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:			213	24	307	0	0	0	0	71	0	2
DCE Adi.	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	280	213		307	0	0	0	0	71	0	2
Saturation F	Low Me	odule;										
Sat/Lane:	1900	1900	1900	1900	1900	1900		1900			1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.11	0.89	1.00	2.00	0.00		0.00	0.00		0.00	1.00
Final Sat.:	1750	2100	1598		3800	0		0		3150		1750
Capacity Anal								3-24	D - 2"D	100 (0.10)	A 12.	20.00
	0.00		0.13	0.01	0.08	0.00	0.00	0.00	0.00		0.00	0.00
OLLU IIC.OD.				****					70 100	****	30.2	
	16.5		33.0		23.5	0.0	0.0	0.0	0.0	10.0		10.0
The state of the s	0.01		0.25	0.12		0.00		0.00	0.00	0.14		0.01
	16.8		7.9	25.0		0.0	0.0	0.0	0.0	22.4	0.0	21.8
User DelAdj:			1.00	1.00		1.00	1.00		1.00	1.00		1.00
and the following of the control of	16.8		7.9	25.0		0.0	0.0	0.0	0.0	22.4	0.0	21.8
LOS by Move:			A		В	A	A		A	C+	A	C+
HCM2kAvgQ:	0	3	3		2	0	0	-	0	1	0	0
Note: Queue r	report	ted is	the n	umber	of ca	rs per	lane.	0				

Topgolf Transportation Impact Analysis Existing (2015) Conditions - AM Peak Hour

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

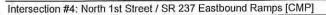
Intersection #3: North 1st Street / SR 237 Westbound Ramps [CMP]

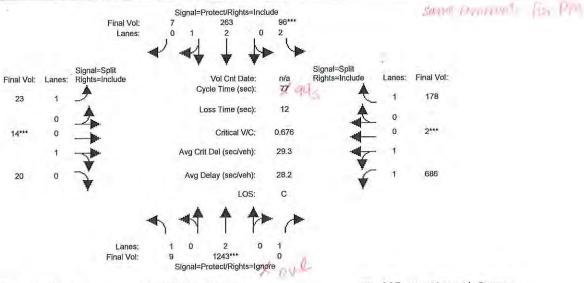


Street Name: Approach:	No	No rth Bo	orth 1s	So	uth Bo	ound	E	SR 23	37 West	bound W	Ramps est Bo	s ound
Movement:			- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:			0		10			0	0	10		10
Y+R:		4.0			4.0	4.0			4.0		4.0	4.0
Volume Modul		277		V								
Base Vol:		522	0	0	278	116	0	0	0	91	2	93
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:			0	0		116	0	0	0	91	2	93
Added Vol:	0		0	0	100	0	0	-	0	0	0	0
PasserByVol:	0		0	0		0	0		0	-	0	0
Initial Fut:		1000	0	0		116	0	17	0	91	2	93
	1.00		1.00	-	1.00	1.00		1.00	1.00		1.00	1.00
	1.00		1.00	14.10	1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	949		0	0	278	116	0	0	0	91	2	93
Reduct Vol:	0	0	0	0		0	0	0	0	0	0	0
Reduced Vol:	1.00		0	0		116	0		0	91	10	93
A CONTRACTOR SHOP AND A STATE OF	1.00	100.100	2	1.00		1.00		1.00	1.00		1.00	1.00
MLF Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
FinalVolume:			0	0		116	0	0	0	91	2	93
				1								
Saturation F												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92		0.95	0.92
	2.00		0.00	0.00	1.39	0.61	0.00	0.00	0.00		0.04	1.00
Final Sat.:				0		1089	0	0		3474	76	1750
Capacity Anal												
Vol/Sat:	0.30	0.14	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.03	0.03	0.05
Crit Moves:	****				****					****		
Green Time:	25.0	35.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.65	0.21	0.00	0.00	0.58	0.58	0.00	0.00	0.00	0.14	0.14	0.29
Delay/Veh:	12.2	3.9	0.0	0.0	21.3	21.3	0.0	0.0	0.0	18.5		19.4
User DelAdj:	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
AdjDel/Veh:			0.0	0.0		21.3	0.0	0.0	0.0		18.5	19.4
LOS by Move:	В	A	A	A		C+	А	A	A	В-	B-	B-
HCM2kAvgQ:	7	2	0	0	3	3	0	0	0	1	-	2
Note: Queue r	report	ed is	the n	umber	of ca	rs per	lane.					-

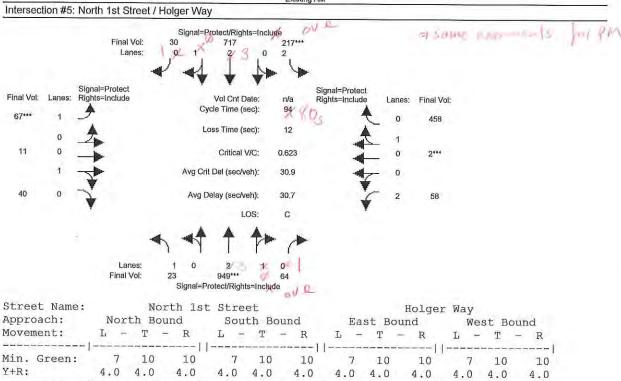
Topgolf Transportation Impact Analysis Existing (2015) Conditions - AM Peak Hour

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

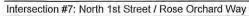


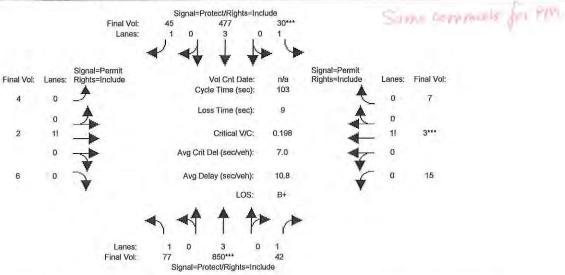


	1.000		Signal=Protect/Rights=Ignore										
Street Name:				1st Street				SR 237 Eastbound Ramps East Bound West Bound					
11		rth Bo			uth Bound - T - R		E	ast Bo - T			est Bo - T		
Movement:	L ·	- T	- R	Т.	- T	- K							
Min. Green:	7			7				10		10		10	
Y+R:		4.0	4.0	4.0		4.0		4.0		4.0	4.0	4.0	
	1	4.0		1									
Volume Module													
Base Vol:		1243	267	96	263	7	23	14	20	686	2	178	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:		1243	267	96	263	' 7	23	14	20	686	2	178	
Added Vol:		0	0	0	0	0	0	0	0	0	0	C	
PasserByVol:	0	Ō	0	0	0	0	0	0	0	0	0	C	
Initial Fut:	9	1243	267	96	263	7	23	14	20	686	2	178	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:		1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	9	1243	0	96	263	7	23	14	20	686	2	178	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	C	
Reduced Vol:	9	1243	0	96	263	7	23	14	20	686	2	178	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	9	1243	0		263	7	23	14	20	686	2	178	
Saturation Fl	Low Mo	odule:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900		1900		1900	1900	
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92		0.95	0.93		0.92	
Lanes:	1.00	2.00	1.00	2.00	2.92			0.41	0.59		0.01	1.00	
Final Sat.:		3800	1750		5455	145		741	1059	3540	10	1750	
							1						
Capacity Anal							A		al to is	1.00	8.85		
Vol/Sat:	0.01		0.00	200	0.05		0.01		0.02	0.19	0.19	0.10	
CLIC HOVED.		****		****				****		40.00	****	44 2	
		30.1	0.0		21.8	21.8	10.0		10.0		17.9	17.9	
And a series of the series of	0.03		0.00		0.17		0.10		0.15	0.84		0.44	
Delay/Veh:		25.5	0.0		20.8	20.8	29.7		30.0	35.6		26.0	
User DelAdj:			1.00		1.00	1.00	1.00		1.00	1.00		1.00	
AdjDel/Veh:		25.5	0.0		20.8	20.8	29.7		30.0	35.6		26.0	
LOS by Move:	C	C	A	C-	C+	C+	C.	C	C	D+	D+	C	
HCM2kAvgQ:	0	14	0	1	2	2	1	1	1	11	11	4	



Arresch.							Holger Way East Bound West Bound						
				So	uth Bo	ound	E						
Movement:	Li	- T	- R	Ь	– T	- R	L	- T	- R	L	- T	- R	
Min. Green:	7	10	10	7	10	10	7	10	10	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4 - 0	
							1			1			
Volume Modul													
Base Vol:	23	949	64	217	717	30	67	11	40	58	2	458	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	23	949	64	217	717	30	67	11	40	58	2	458	
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		
Initial Fut:	23	949	64	217	717	30	67	11	40	58	2		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
PHF Volume:	23	949	64	217	717	30	67	11	40	58	2	458	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	10.2.12	
Reduced Vol:	23	949	64	217	717	30	67	11	40	58	2	77	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00			1.00	- 500	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
FinalVolume:	23	949	64		717	30	67	11	40	58			
				1			1						
Saturation F.													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	0.98	0.95		0.98	0.95	0.92	0.95	0.95		0.95	1000	
Lanes:	1.00	2.80	0.20	2.00	2.88	0.12	1.00	0.22	0.78		0.01	0.99	
Final Sat.:	1750	5246	354		5375	225	1750	388	1412	3150			
					ب ب ب ب ب		1			1			
Capacity Anal	Lysis	Modul	e:										
Vol/Sat:			0.18	0.07	0.13	0.13	0.04	0.03	0.03	0.02	0.26	0.26	
Crit Moves:		****		****			****			120000	****		
Green Time:	13.3	26.8	26.8	10.2	23.8	23.8	7.0	26.4	26.4	18.5	37.9	37.9	
Volume/Cap:	0.09	0.63	0.63	0.63	0.53	0.53	0.51		0.10		0.63	0.63	
Delay/Veh:	35.3	30.1	30.1	43.9			45.4		25.1	31.0		24.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.000	1.00	
AdjDel/Veh:	35.3	30.1	30.1		30.6		45.4			31.0		24.3	
LOS by Move:		C	C	D	C	C	D	C	C		C	C	
HCM2kAvgQ:	1	9	9	4	6	6	3	1	ĭ			12	
Note: Queue 1	eport						lano	-		_	24	12	

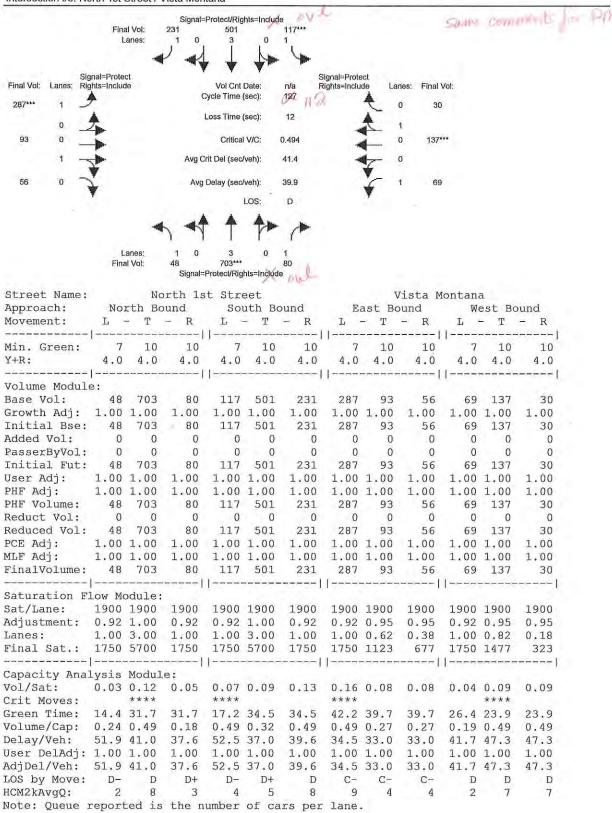


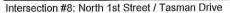


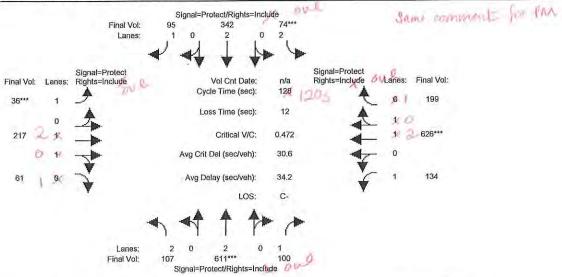
	130	ai voi.	Signal=	Protect/Rig	ghts=Includ	e						
Street Name:	Mo	No	orth 1s	t Str	eet	aund	T.	Ro	ose Ord	hard	Way	und
Approach: Movement:			- R	T 50	ulli be	- R	T	ast D	Juliu D	T	- T	
Movement:	ш	- 1	- R	1		- K	1	- T	- K	Г		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R: .			4.0			4.0			4.0			4.0
Volume Module												
Base Vol:	77	850	42	30	477	45	4	2	6	15	3	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	850	42	30	477	45	4	2	6	15	3	7
Added Vol:	0	0	0	0	0	0	0		0	0	0	0
PasserByVol:	0	0	0	0	0	0	0			0	0	0
Initial Fut:	77	850	42	30	477	45	4	2	6	15	3	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:		850	42	30	477	45	4	2	6	15	3	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	850	42	30	477	45	4	2	6	15	3	7
PCE Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
FinalVolume:		850	42		477	45		2	6	15	3	7
Saturation Fl												
		1900			1900			1900		1900		1900
Adjustment:			0.92		1.00			0.92	0.92		0.92	0.92
	1.00		1.00		3.00			0.17			0.12	0.28
Final Sat.:			1750		5700			400	875	1050		490
												1
Capacity Anal	-4									5.30	4. 4.	2.00
Vol/Sat:	0.04		0.02		0.08	0.03	0.01	0.01	0.01	0.01	0.01	0.01
Crit Moves:		****		****			. 10.2	L. J. C.	156	اعالاها	****	20.0
		75.3	75.3			49.4		10.0	10.0	10.0		10.0
Volume/Cap:			0.03		0.17			0.07	0.07	0.15		0.15
	24.2				15.4	14.4		43.1			44.4	44.4
User DelAdj:			1.00		1.00			1.00	1.00	1.00		1.00
AdjDel/Veh:					15.4	14.4		43.1			44.4	44.4
LOS by Move:		A	A		В	В		D	D		D	D
HCM2kAvgQ:			0	1		1	0		0	1	1	1
Note: Queue r	eport	ted is	the nu	ımber	of ca	rs per	lane.					

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

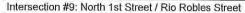
Intersection #6: North 1st Street / Vista Montana

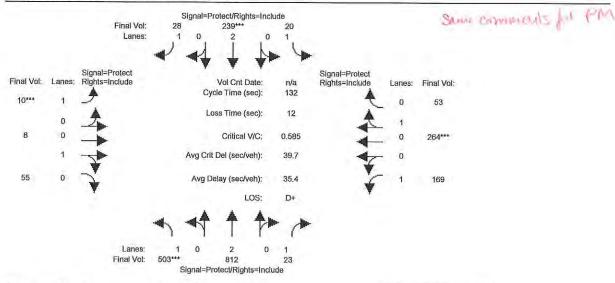




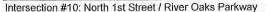


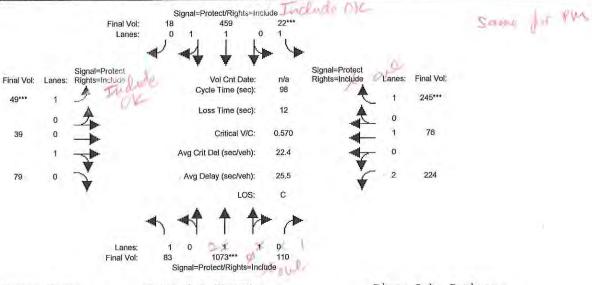
			Signal=	Protect/Rig	hts=Includ	e DIV						
Street Name:			orth 1s						Tasman			
Approach:		rth Bo				ound					est Bo	
Movement:			- R	L	- T	- R	L					- R
Min. Green:		10	10		10			10			10	
Y+R:	4.0		4.0	4.0	4.0	4.0		4.0			4.0	
				1		1	[
Volume Module		200	2.20		44.0			045	-	101	606	100
Property of the Pa		611	100	74		95	36		61	134		199
Growth Adj:	7 5 7		1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:		611	100	74	342	95	36		61	134	626	199
Added Vol:	0	0	0	0	/	0	0	0	0	0	0	0
PasserByVol:			0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	611	100	74		95	36	217	61	134	626	199
User Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	107	611	100	74	342	95	36	217	61	134	626	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	611	100	74	342	95	36	217	61	134	626	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	611	100	74		95	36		61	134	626	199
Saturation F.	Low Me	odule:										100000
Sat/Lane:	1900	1900	1900	1900	1900	1900		1900	1900		1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95		0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.55	0.45	1.00	1.50	0.50
Final Sat.:	3150	3800	1750		3800	1750		2888	812		2807	892
							1					
Capacity Anal	Lysis	Modul	e:									
Vol/Sat:	0.03	0.16	0.06	(2) (1)	0.09	0.05		0.08	0.08	0.08	0,22	0.22
Crit Moves:		****		****			****				****	
Green Time:	18.8	42.7	42.7	7.0	30.9	30.9	7.0	33.5	33.5		59.3	59.3
Volume/Cap:	0.23	0.48	0.17	0.43	0.37	0.22	0.38	0.29	0.29	0.30	0.48	0.48
Delay/Veh:	48.5	34.1	30.3	60.3	40.7	39.2		37.9	37.9		24.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			30.3	60.3	40.7	39.2	60.9	37.9	37.9	38.7	24.0	24.0
LOS by Move:			C	E	D	D	E	D+	D+	D+	C	C
HCM2kAvqQ:		9	3	2	5	3	1	4	4	4	11	11
			the n									





	No	North Bound			t Street South Bound L - T - R			ast B	ound	es Street West Bound L - T - R		
Movement:									- R	L	- T	- R
Min. Green:		10				10			10		10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4 0	4 0
Volume Modul										1		
		010	00	0.0	000	0.0		(8)		2122		2.2
Base Vol:	503		23	20		28	10	8	55	169		53
Growth Adj:			1.00		1.00	1.00		1.00	1.00	20 d d d	1.00	1.00
Initial Bse:			23	20		28	10	8	55	169	264	53
Added Vol:	0		0	0		0	0		0	0	0	0
PasserByVol:			0	0		0	0	0	0	0	0	0
Initial Fut:		Annual Control of	23	20	239	28	10	8	55	169	264	53
User Adj:	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	503	812	23	20	239	28	10	8	55	169	264	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	812	23	20	239	28	10	8	55	169	264	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			23	20	239	28	10	8	55	169	264	53
Saturation F.												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92		0.95	0.95		0.95	0.95
	1.00		1.00		2.00	1.00		0.13	0.87	(2) 6 65 50	0.83	0.17
	1750		1750		3800	1750		229	1571		1499	301
Capacity Anal				ķ.						1		0.19250
Vol/Sat:	0.29	0.21	0.01	0.01	0.06	0.02	0.01	0.04	0.04	0.10	0.18	0.18
Crit Moves:	****			10000000	****	-54.65	****			0.20	****	0.10
Green Time:	61.7	60.2	60.2	15.0	13.5	13.5	7.0	19.7	19.7	25.1	37 B	37.8
	0.61		0.03	0.10		0.16	0.11		0.23	0.51		0.61
Delay/Veh:	27.7		19.8		59.7	54.5	60.0		50.0	49.2		43.0
User DelAdj:			1.00	1.00		1.00	1.00		1.00	1.00	0.015.0	1.00
AdjDel/Veh:			19.8	52.7	200	54.5	60.0		50.0	49.2		43.0
LOS by Move:		C C		D-	E+	D-	E					
HCM2kAvqQ:	16	11	1	1	5	1		D 2	D 2	D		D
									2	7	12	12
Note: Queue	report	eu is	the n	mber	or ca	rs per	rane.					

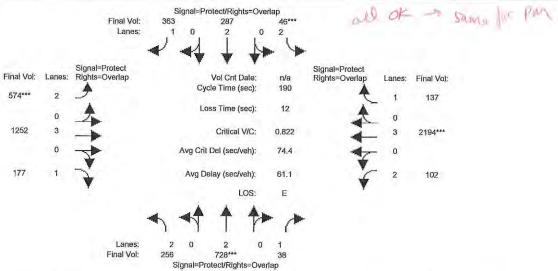




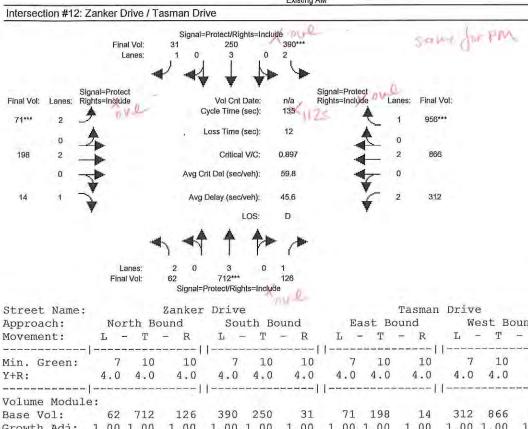
Street Name: Approach:	Mo	No rth Bo	orth Is	t Str	eet uth Bo	hund	F.	KIV ast Bo	ver Oak ound	s rar	kway est Bo	ound
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
											10	1.0
Min. Green:	7	10	10	1	10	10	1 0	10	10	1 0	10	4.0
/+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module				0.0	450	10	40	20	79	224	76	245
Base Vol:			110		459		49			1.00		1.00
Growth Adj:			1.00		1.00			1.00	79	224		245
Initial Bse:			110	22	459		49					245
dded Vol:	0		0	0	0	0	0		0	0		
asserByVol:				0	0	-	0	0	0	0	0	0
nitial Fut:			110			18			79	224		245
		1.00	1.00		1.00			1.00	1.00		1.00	1.00
		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Manager and the Control of the Contr		1073	110	22	459	-	49	39	79	224	76	245
	0	0	0	0	0	0	0	0	0	0	0	0
educed Vol:			110	22			49		79	224		245
		1.00	1.00		1.00			1.00		4000	1.00	1.00
LF Adj:	1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00
inalVolume:	83	1073	110	22	459	1.8		39	79	224		245
aturation Fl	ow Mo	odule:										
at/Lane:	1900	1900	1900		1900		1900		1900		1900	1900
djustment:	0.92	0.98	0.95			0.95	0.92	0.95	0.95		1.00	0.92
anes:	1.00	1.81	0.19	1.00	1.92	0.08	1.00	0,33	0.67		1.00	1.00
inal Sat.:	1750	3356	344			140		595	1205		1900	1750
										I		
apacity Anal	ysis	Modul	e:									
ol/Sat:			0.32		0.13	0.13		0.07	0.07	0.07	0.04	
rit Moves:		****		****			****					****
reen Time:		50.1	50.1	7.0	36.7	36.7	7.0	17.0	17.0	11.9	21.9	21.9
olume/Cap:	0.23	0.63	0.63	0.18	0.34	0.34	0.39	0.38	0.38	0.59	0.18	0.63
elay/Veh:			17.9		22.1		45.5	36.6	36.6	43.0	31.0	37.5
ser DelAdi:			1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00
diDel/Veh:			17.9			22.1	45.5	36.6	36.6		31.0	37.5
OS by Move:			В				D	D+	D+	D	C	D+
OS DV MOVE:		12	12	1			2	4	4	5	2	8

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

Intersection #11: North 1st Street / Montague Expressway [CMP]



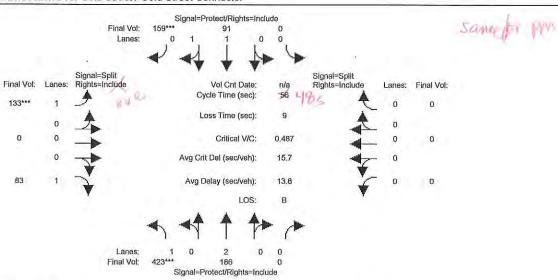
Street Name: Approach: Movement:	No	rth Bo - T	ound - R	So	uth Bo	ound - R	E L	ast B - T	ound - R	W L	est Bo	ound - R
Y+R:	24 4.0	48	48	20 4.0	45	4.0	40	106	106	15 4.0	82 4.0	82 4.0
Volume Module				nese								
		728	38	46	287	363	574	1439	177	102	2522	137
Growth Adj:				1.00		1.00		1.00			1.00	1.00
Initial Bse:			38	46		363		1439			2522	137
		0	0	0		0	190	0			0	0
PasserByVol:			0	0		0		0			0	0
Initial Fut:				46			574			102		137
User Adj:			1.00		1.00	1.00		0.87			0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	0.000	1.00		1.00			1.00	1.00
PHF Volume:			38	46		363		1252			2194	137
Reduct Vol:	0	0	0	0		0		0		0		0
Reduced Vol:			38	46	287	363			-	102		137
PCE Adj:	1.00	1.00		1.00		1.00		1.00			1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00					1.00		1.00	1.00
FinalVolume:				46		363	574	1252	177	102	2194	137
				1					1	[
Saturation Fl	ow Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:			0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:			1750		3800	1750	3150	5700	1750		5700	1750
				I			60000					
Capacity Anal	ysis	Modul	e:									
Vol/Sat:			0.02	0.01	0.08	0.21				0.03	0.38	0.08
Crit Moves:				****			****				***	
Green Time:			59.2	18.7	41.5	78.9	37.4	101	123.0	14.3	77.7	96.4
Volume/Cap:			0.07	0.15	0.35	0.50	0.92	0.41	0.16	0.43	0.94	0.15
Delay/Veh:			49.2			44.3	99.8	28.7	14.1	91.0	66.2	26.8
User DelAdj:			1.00		1.00	1.00			1.00	1.00	1.00	1.00
AdjDel/Veh:				83.9	67.3	44.3	99.8	28.7	14.1	91.0	66.2	26.8
LOS by Move:	F.	E-	D	F	E	D	F	C	В	F	E	C
HCM2kAvgQ:	10	23	2	1	7	17	23	15	4	4	47	5



Approach:	No	rth Bo	ound	So	uth Bo	ound	E	ast Bo	ound	W	est Bo	ound
Movement:			- R		- T				- R			- R
						10		10			10	10
Min. Green: Y+R:		10	10		4.0			4.0	4.0		4.0	4.0
I+K:												
Volume Modul			1	111			1					
Base Vol:	62	712	126	390	250	31	71	198	14	312	866	956
Growth Adj:		1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00
Initial Bse:			126	390		31	71		14	312		956
Added Vol:	0		0	0		0	0	0	0	0	0	0
PasserByVol:			0	0	0	0	0	0	0	0	0	0
Initial Fut:			126	390	250	31	71	198	- 14	312	866	956
	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62		126	390		31	71		14	312		956
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:			126	390	250	31	71	198	14	312	866	956
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	712	126	390	250	31	71	198	14	312	866	956
Saturation F.	low M	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92		1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:			1750		5700	1750		3800	1750		3800	1750
Capacity Ana												
Vol/Sat:		0.12	0.07		0.04			0.05	0.01	0.10	0.23	0.55
Crit Moves:		****		****			****					****
Green Time:	14.9	18.2	18.2	18.1	21.3	21.3		37.1	37.1	49.6		79.7
Volume/Cap:	0.18	0.93	0.53		a free before the	0.11		0.19	0.03		0.39	0.93
Delay/Veh:		74.7	56.8			48.9		37.5	35.8	30.1		38.5
User DelAdj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	54.7	74.7	56.8	84.0	50.2	48.9		37.5	35.8		14.8	38.5
LOS by Move:		E	E+	F	D	D	E	D+	D+	C	В	D+
HCM2kAvgQ:	1		6	13	3	1	2		0	5	9	42
Note: Queue	report	ted is	the n	umber	of ca	rs per	lane					

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

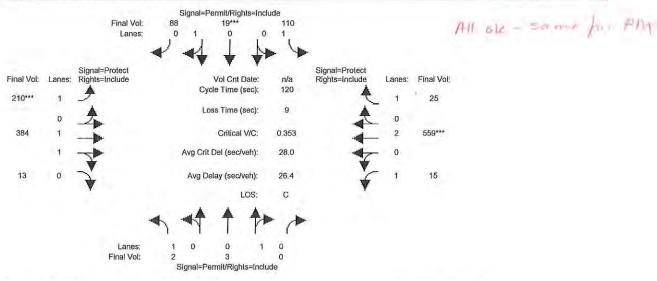
Intersection #13: Gold Street / Gold Street Connector



Street Name: Approach: Movement:	No L	rth Bo	- R	So L	uth Bo - T	ound - R	E L	ast Bo	- R	T M	est Bo - T	- R
Min. Green: Y+R:	7	10	0 4.0	4.0	10	10	10	4.0	10	4.0	4.0	4.0
Volume Modul]								
Base Vol:		186	0	0	91	159	133	0	83	0	0	0
Growth Adj:				1.00		1.00		1.00	1.00	90. 10.5	1.00	
Initial Bse:						159	133				0	0
Added Vol:			0	0	0	0	100		0		0	0
PasserByVol:			0	0	0	0	0		0	0	(3)	0
Initial Fut:			0	0		159		0			0	0
Hear Adi.	1 00	1 00		1.00		1.00		1.00			1.00	
PHF Adj:	1.00	1.00		1.00		1.00		1.00			1.00	1.00
PHF Volume:				0	91	159	133		83	0		0
Reduct Vol:			0		0	0	0		0	17	0	0
Reduced Vol:				0		159	133		83	0		0
PCE Adj:						1.00			1.00			1.00
MLF Adj:			1.00	1.00		1.00			1.00			1.00
FinalVolume:			0	0		159	133			0		0
Saturation F.												
Sat/Lane:				1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:						0.92			0.92		1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:				0	1900	1750						0
				I								
Capacity Anal	lysis	Modul	e:									
Vol/Sat:	0.24	0.05	0.00	0.00	0.05	0.09	0.08	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	26.9	37.0	0.0	0.0	10.1	10.1	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.50	0.07	0.00	0.00	0.27	0.50	0.43	0.00	0.27	0.00	0.00	0.00
Delay/Veh:	10.5	3.4	0.0	0.0	19.9	21.5	21.4	0.0	20.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	3.4	0.0	0.0	19.9	21.5	21.4		20.3	0.0	0.0	0.0
LOS by Move:	B+	A		A	В-	C+	C+	A	C+	A	A	A
HCM2kAvgQ:		1	0	0	2	3	2		1	0	0	0
Note: Queue	report	ced is	the n	umber	of ca	rs per	lane.					

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

Intersection #18: Vista Montana / Tasman Drive

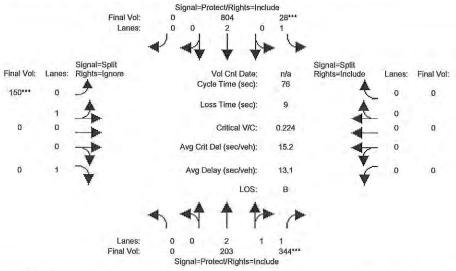


Street Name: Approach:	No	North Bound South Bound East Bound				n Drive West Bound						
Movement:												
Min. Green:									10			
Y+R:			4.0			4.0			4.0			4.0
Volume Module							[
	2	3	0	110	19	88	210	384	13	15	559	25
		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:			0	110		88	210	384	13	1.00	559	25
Added Vol:	0		0	0		0	0	0	0	0	0	0
PasserByVol:				0		0	0	0	0	0	0	0
Initial Fut:			0	110			210	384	13	15	5	25
and the state of t			1.00		1.00	1.00		1.00	1.00		1.00	1.00
					1.00			1.00			1.00	
	1.00		1.00			1.00	210	384	1.00	1.00	559	1.00
PHF Volume:				110	19		200	200 0				
Reduct Vol:	0	0		0		0	0	0	0	0	0	0
Reduced VOI.	2	0	0			88	210	384	13	15	559	25
PCE Adj:					1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:			0	110		88	210		13		559	25
									1			
Saturation Fl					rainandaria.	a lavaira.						
The state of the s			1900				1900		1900			1900
Adjustment:			0.92		0.95	0.95	0.92		0.95	0.92		0.92
	1.00		0.00		0.18		1.00		0.07			1.00
Final Sat.:			0		320	1480	1750	10000	121	1750		1750
		*****		1								
Capacity Anal	Lysis	Modul.	e:									
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.06	0.12	0.11	0.11	0.01	0.15	0.01
Crit Moves:					****		****				****	
Green Time:	20.2	20.2	0.0	20.2	20.2	20.2	40.8	58.8	58.8	32.0	50.0	50.0
Volume/Cap:	0.01	0.01	0.00	0.37	0.35	0.35	0.35	0.22	0.22	0.03	0.35	0.03
	41.6	41.6	0.0	45.1	44.8	44.8	30.1	17.5	17.5	32.6	24.1	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	41.6	0.0	45.1	44.8	44.8	30.1	17.5	17.5	32.6	24.1	20.7
LOS by Move:		D	A	D	D	D	C	В	В	C-	C	C+
HCM2kAvgQ:			0						4	0	7	
Note: Queue r		ed is	the nu	umber	of ca	rs per	lane.					

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

Not in Local Book 500

Intersection #17: Great America Parkway / SR 237 Eastbound Ramps [CMP]



Street Name: Approach:	No	Great rth Bo	: Ameri ound	ca Pa	rkway uth Bo	ound	E	SR 23	87 East		Ramps est Bo	
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:		10				0					0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module				1								
Base Vol:	0	203	344	28	804	0	150	0	367	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:			344	28	804	0	150	0	367	0	0	0
Added Vol:	0	0	0	0	0	0	0	Ō	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut;	0		344	28	804	0	150	0	367	0	0	0
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	203	344	28	804	0	150	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	203	344	28	804	0	150	0	0	0	0	C
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:			344	28	804	Ö	150	0	0	0	0	0
										[
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1.900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
	0		3500		110 (T) (T) (T)	0		0	1750	0		0
	4											
Capacity Anal					1 43	La lati	al au	w 1.J				
Vol/Sat:			0.10		0.21	0.00	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	***		4.14	****	4 15	1.0		2.5	distant.
Green Time:					39.5	0.0		0.0	0.0	0.0		0.0
Volume/Cap:				0.17		0.00		0.00	0.00		0.00	0.00
Delay/Veh:			13.9	32.3		0.0	17.0	0.0	0.0	0.0	0.0	0.0
Jser DelAdj:				1.00		1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:				32.3		0.0	17.0		0.0	0.0	0.0	0.0
LOS by Move:				C-	B+	A	В		A	A	A	A
HCM2kAvgQ:	0		3	1	6	0	3	1.7	0	0	0	0
Note: Queue 1	report	ted is	the n	umber	of ca	rs per	Lane	•				



TOPGOLF TRANSPORTATION IMPACT ANALYSIS

TRIP GENERATION FOR APPROVED. NOT YET OCCUPIED. & PENDING PROJECTS UNDER BACKGROUND & CUMULATIVE CONDITIONS

TRIF GENERATION FOR AFF	ROVED, NOT YET OCCUPIED, & PENDING PROJECTS UNDER BACKGROUND	COMOLATIVE CONDITIONS		-	TRIP GENERAT	ION ESTIMA	TEC	
						KDAY	11123	
				AM PEAK HO			PM PEAK HO	UR
PROJECT LAND USE DESCRIPTION ¹	PROJECT LOCATION	SCENARIO ²	IN	OUT	TOTAL	IN	OUT	TOTAL
11105201 21110 002 2201121 11011	CITY OF SANTA CLARA				101712			101712
100,000 SF of office land use ³	2250 Mission College Boulevard	Background & Cumulative	168	23	191	32	158	190
Existing office use redeveloped to 278,000 SF of office/research & development ^{4,7}	5402 Great American Parkway at Yerba Buena	Background & Cumulative	301	37	338	52	254	306
300,000 SF of office in two buildings and a 6 story parking garage; 6,000 SF of retail ³	2350 Mission College Boulevard	Background & Cumulative	423	66	489	114	391	505
1,200,000 SF of office and high-tech lab buildings replacing approx. 690,000 SF of office space ^{4,7}	2600, 2800 San Tomas Expressway & 2400 Condensa Street	Background & Cumulative	218	215	433	236	75	311
Phased development of a 3,060,000 SF office/R&D campus consisting of 13 six-story buildings, three commons		3						
buildings, surface parking & two levels of below grade parking ^{4,7}	5010 Old Ironsides Drive	Background & Cumulative	2,529	344	2,873	598	2,917	3,515
427,000 SF of community college uses ³	Mission College Boulevard & Great America Parkway	Background & Cumulative	660	659	1,319	496	631	1,127
Development of 735,000 SF (5 buildings) of office space ⁵	3333 Scott Boulevard	Background & Cumulative	757	103	860	142	697	839
13,000 SF addition to existing industrial/office ^{4,7}	4888 Patrick Henry	Background & Cumulative	18	2	20	3	16	19
	,	3						
Approved office R&D campus to increase building SF of allowable office space from 516,000 SF to 613,800 SF	2200 Lawson Lane	Background & Cumulative	861	117	978	160	780	940
New three-story office building at approximately 78,000 SF ³	3303 Scott Blvd	Background & Cumulative	138	19	157	28	138	166
Construct two high rise office buildings and one parking structure; Construct up to 718,000 SF of new office								
space in up to 1,018,000 SF of office development; up to two, five-level parking structures with up to 3,360 tota								
parking spaces ⁶	4301 Great America Parkway	Background & Cumulative	749	102	851	139	679	818
Construction of one new 3-story building and one new single story building with associated site improvements		3						
to an existing office campus. ^{4,7}	4090 Network Circle and 4100 Network Circle	Background & Cumulative	137	19	156	25	124	149
New 171,000 SF office building and new site improvements and two level parking garage ^{4,7}	4800 Great American Parkway	Background & Cumulative	168	23	191	32	158	190
Construction of up to 1,243,300 SF of office space ³	, in the second	3	1,265	172	1,437	250	1,221	1,471
125,000 square foot retail center (adjustment to PD with office campus) ³	2620 Augustine Drive	Background & Cumulative	111	68	179	334	362	696
Phase 2 of approved 6-story office building on an existing office/R&D site with 3 office buildings subgrade and		3						
surface parking (certified EIR) ^{4,7}	5450 Great America Parkway	Background & Cumulative	343	47	390	63	310	373
Build 5 new retail buildings totaling 24,000 SF, a 5-story 175-room hotel, and various site improvements ³	2041 Mission College Blvd	Cumulative	95	63	158	164	171	335
Development of 48 attached townhomes and stacked flats with 109 parking spaces and open space as part of	<u> </u>							
the Lawrence Station Area Plan ⁷	3305 Kifer Road	Cumulative						
			3	915	918	1,019	434	1,453
Development of 996 residential units with 37,000 SF retail and associated open space, landscaping, parking and								
other improvements as part of the Lawrence Station Area Plan ⁷	3505 Kiefer Road	Cumulative						
City Place: Redevelopment of five parcels that include Santa Clara Golf & Tennis Club, BMX track, Fire Station								
#10, and former City landfill and two parcels on other side of Stars and Stripes (formerly for Montana Lowe								
project) directly across from Levi's Stadium. Master Development totals of 9,200,000 SF and proposes 5,700,000								
SF office; 1,100,000 SF retail; 1,360 mixed density residential units; 700 hotel rooms; 250,000 SF restaurant uses;								
190,000 SF entertainment space ⁸	5155 Stars and Stripes Drive	Cumulative	N/A	N/A	N/A	N/A	N/A	N/A
Expansion of activities at Muslim Community Association to include new high school and doubling of student								
enrollment ⁹	3033 Scott	Cumulative	288	274	562	256	241	497
Santa Clara Square Mixed Use Project - phased project 100+ acres, which includes 2,000 rental housing units,								
40,000 SF retail added, and 30 acres parks/open ¹⁰	3265 Scott Blvd (2600 Augustine)	Cumulative	(373)	550	177	576	(88)	488
	CITY OF SAN JOSE							
Various City of San Jose Projects ¹¹	Various Locations	Background & Cumulative	N/A	N/A	N/A	N/A	N/A	N/A
North San Jose Phase II ¹²	North San Jose	Cumulative	N/A	N/A	N/A	N/A	N/A	N/A
Cilker Orchards: project proposes 1,200,000 million SF of light industrial space with access from Ranch Drive and								
a new full access road from Zanker Road ¹³	Located 3500 feet east of Zanker Rd and Thomas Foon Chen Way	Cumulative	864	96	960	192	768	960
San Jose/Santa Clara Water Pollution Control Master Plan ¹⁴	North San Jose	Cumulative	N/A	N/A	N/A	N/A	N/A	N/A
	TOTAL RELATED PROJECT TRIPS UNDI	ER BACKGROUND CONDITIONS	8,846	2,016	10,862	2,704	8,911	11,615
	TOTAL RELATED PROJECT TRIPS UNI	DER CUMULATIVE CONDITIONS	9,723	3,914	13,637	4,911	10,437	15,348
						1		1

• SF = Square Feet • Related Projects = Approved, not occupied, or pending projects

Project descriptions were obtained directly from the project lists provided by City of San Jose and City of Santa Clara staff. Project lists are provided in **Appendix D.**

² Indicates which scenario these related project trips are added to.

AM and PM peak hour trip estimates were developed using the peak hour rates, and in/out percentage splits obtained from the Trip Generation, 9th Edition (Institute of Transpiration Engineers, 2012).

⁴ AM and PM peak hour trip generation estimates were developed from using assumptions from other TIA sources or Traffix databases provided by the City of Santa Clara and San Jose.

⁵ AM and PM peak hour trip estimates were obtained from the *Final Transportation Impact Analysis For the Proposed Menlo Equities Offices at 3333 Scott Boulevard* (Fehr & Peers, 2011).

⁶ AM and PM peak hour trip estimates were obtained from the *Great America Parkway Office Campus Development Traffic Impact Analysis* (Hexagon Transportation Consultants, 2013).

⁷ AM and PM peak hour trip estimates were obtained from the *Lawrence Station Area Plan Draft Transportation Impact Analysis* (Fehr & Peers, 2016).

The project trips were obtained from the model run used for the City Place Santa Clara Transportation Impact Analysis (Fehr & Peers, 2015). The project's traffic estimates were directly incorporated into the appropriate analysis scenario by manually adding the project trips traversing at each study intersection using Traffix.

⁹ AM and PM peak hour trip estimates were obtained from the *MCA School Expansion Traffic Impact Analysis* (Hexagon Transportation Consultants, 2014).

¹⁰ AM and PM peak hour trip estimates were obtained from the Santa Clara Square Residential *Transportation Impact Analysis* (Fehr & Peers, 2015).

¹ "Approved but not yet built" and "not occupied" developments in the City of San Jose were obtained from the City's Approved Trips Inventory database and provided by City Staff in February 2016. ATI worksheets are also provided in **Appendix D.** Each project's traffic estimates were directly incorporated into the appropriate analysis scenario by manually adding the project trips traversing at each study intersection using Traffix.

12 Per consultation with City of San Jose staff, North San Jose Phase I estimates were used for North San Jose Phase I estimates were directly incorporated into the appropriate analysis scenario by manually adding the project trips traversing at each study intersection using Traffix.

AM and PM peak hour trip estimates were developed using the peak hour rates, and in/out percentage splits obtained from the City of San Jose's Traffic Impact Analysis Handbook (City of San Jose, 2009).



AM APPROVED TRIPS	12/04/2015
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Intersection of: FIRST/NORTECH											Р	age No): 1
Traffix Node Number: 3994 Permit No. / Description / Location		M09 NBL	M08 NBT	M07 NBR	M03 SBL		M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	MO4 WBF
NSJ NORTH SAN JOSE		0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL:	0	0	0	0	0	0	0	0	0	0	0	0
				LEFT	THRU	RIGHT	1						
		NO	ORTH	0	0	0							
		E	AST	0	0	0							
		SC	HTUC	0	0	0							
		WI	EST	0	0	0							

PM APPROVED TRIPS	12/04/2015
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Intersection of: FIRST/NORTECH											Р	age No	o: 2
Traffix Node Number: 3994 Permit No. / Description / Location		M09 NBL	M08 NBT	M07 NBR	M03 SBL		M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	MO4
NSJ NORTH SAN JOSE		0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL:	0	0	0	0	0	0	0	0	0	0	0	0
				LEFT	THRU	RIGHT							
		NO	ORTH	0	0	0							
		E	AST	0	0	0							
		SC	NTUC	0	0	0							
		WI	EST	0	0	0							

Intersection of: 237/FIRST (N)										Р	age No	o: 1
Traffix Node Number: 3026 Permit No. / Description / Location	M09 NBL	M08 NBT		M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	3	0	0	0	0	0	0	0	0	11	0	0
H14-011 HOMEWOOD SUITES HOTEL NW CORNER OF SR 237 AND N. FIRST STREET	0	47	0	0	36	б	0	0	0	0	0	16
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	1	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	4	2	0	0	7	1	0	0	0	21	0	11
PD13-012 SOUTH BAY NW CORNER OF SR 237 AND N. FRIST STREET	0	324	0	0	102	22	0	0	0	0	0	172
PD13-039 TRAMMELL CROW (R&D) NW CORNER OF NORTECH PKWY AND DISK DR		214	0	0	42	9	0	0	0	0	0	113
PD14-007 TRAMMELL CROW (MFG.) NW CORNER OF NORTECH PKWY AND DISK DR		214	0	0	42	9	0	0	0	0	0	113
PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR	3	0	0	0	0	0	0	0	0	14	0	0
PDC83-06-045 TRI CITY - WHSE 550-800,000SF 237 (N/S), BTWN CALABAZAS & SAN TOMAS AQ	52	0	0	0	0	0	0	0	0	0	0	0
PDC99-05-044 LEGACY TERRACE DEVELOPMENT GOLD ST AND HWY 237	19	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	82	801	0	0	229	47	0	0	0	46	0	425
			LEFT	THRU	RIGHT							
	NO	RTH	0	229	47							
	$\mathbf{E}^{\mathbf{Z}}$	AST	46	0	425							
	SC	UTH	82	801	0							
	WE	EST	0	0	0							

Intersection of: 237/FIRST (N)										Р	age No	o: 2
Traffix Node Number: 3026 Permit No. / Description / Location		M08 NBT			M02 SBT			M11 EBT	M10 EBR		M05 WBT	
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	11	0		0		0	0		0	1		0
H14-011 HOMEWOOD SUITES HOTEL NW CORNER OF SR 237 AND N. FIRST STREET	0	53	0	0	40	7	0	0	0	0	0	18
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	6	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE		3	0	0	8	4	0	0	0	8	0	2
PD13-012 SOUTH BAY NW CORNER OF SR 237 AND N. FRIST STREET	0	36	0	0	403	87	0	0	0	0	0	19
PD13-039 TRAMMELL CROW (R&D) NW CORNER OF NORTECH PKWY AND DISK DR	0	40	0	0	240	51	0	0	0	0	0	21
PD14-007 TRAMMELL CROW (MFG.) NW CORNER OF NORTECH PKWY AND DISK DR	0	40	0	0	240	51	0	0	0	0	0	21
PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR	14	0	0	0	0	0	0	0	0	2	0	0
PDC83-06-045 TRI CITY - WHSE 550-800,000SF 237 (N/S), BTWN CALABAZAS & SAN TOMAS AQ	13	0	0	0	0	0	0	0	0	0	0	0

PM APPROVED TRIPS	12/04/2015
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Intersection of: 237/FIRST (N)											Р	age No	o: 3
Traffix Node Number: 3026 Permit No. / Description / Location		M09 NBL	M08 NBT	M07 NBR	M03 SBL		M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC99-05-044 LEGACY TERRACE DEVELOPMENT GOLD ST AND HWY 237		3	0	0	0	0	0	0	0	0	0	0	0
	TOTAL:	62	172	0	0	931	200	0	0	0	11	0	81
				LEFT	THRU	RIGHT	-						
		NO	ORTH	0	931	200							
		EZ	AST	11	0	81							
			HTUC	62	172	0							
		W]	EST	0	0	0							

Intersection of: 237/FIRST (S)										Р	age No): 1
Traffix Node Number: 3027 Permit No. / Description / Location	M09 NBL		M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT		M06 WBL	M05 WBT	
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	3	3	0	11	0	0	0	0	0	0	11
H14-011 HOMEWOOD SUITES HOTEL NW CORNER OF SR 237 AND N. FIRST STREET	0	37	0	11	25	0	0	0	0	0	0	 9
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	0	0	0	0	0	0	0	0	5	0	0
NSJ NORTH SAN JOSE	0	40	15	10	27	3	3	3	0	113	1	 5
PD13-012 SOUTH BAY NW CORNER OF SR 237 AND N. FRIST STREET	0	236	0	43	59	0	0	0	0	0	0	 88
PD13-039 TRAMMELL CROW (R&D) NW CORNER OF NORTECH PKWY AND DISK DR	0	156	0	18	24	0	0	0	0	0	0	 58
PD14-007 TRAMMELL CROW (MFG.) NW CORNER OF NORTECH PKWY AND DISK DR	0	156	0	18	24	0	0	0	0	0	0	58
PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR	0	3	3	0	14	0	0	0	0	14	0	0
PDC83-06-045 TRI CITY - WHSE 550-800,000SF 237 (N/S), BTWN CALABAZAS & SAN TOMAS AQ	0	52	0	0	0	0	0	0	0	13	0	0
PDC99-05-044 LEGACY TERRACE DEVELOPMENT GOLD ST AND HWY 237	0	19	0	0	0	0	0	0	0	0	0	0

TOTAL:	0	702	21	100	184	3	3	3	0	145	1	229
			LEFT	THRU	RIGHT							
	NO	RTH	100	184	3							
	EA	ST.	145	1	229							
	SO	UTH	0	702	21							
	WE	ST	3	3	0							

Intersection of: 237/FIRST (S)										Р	age No): 2
Traffix Node Number: 3027 Permit No. / Description / Location		M08 NBT	M07		M02 SBT			M11 EBT	M10		M05 WBT	
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL		11			1		0		0	0		1
H14-011 HOMEWOOD SUITES HOTEL NW CORNER OF SR 237 AND N. FIRST STREET		42	0	12	28	0	0	0	0	0	0	11
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	6	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE		143	36	4	17	1	0	0	2	72	1	3
PD13-012 SOUTH BAY NW CORNER OF SR 237 AND N. FRIST STREET	0	26	0	170	233	0	0	0	0	0	0	10
PD13-039 TRAMMELL CROW (R&D) NW CORNER OF NORTECH PKWY AND DISK DR	0	29	0	101	138	0	0	0	0	0	0	11
PD14-007 TRAMMELL CROW (MFG.) NW CORNER OF NORTECH PKWY AND DISK DR	0	29	0	101	138	0	0	0	0	0	0	11
PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR	0	14	14	0	2	0	0	0	0	2	0	0
PDC83-06-045 TRI CITY - WHSE 550-800,000SF 237 (N/S), BTWN CALABAZAS & SAN TOMAS AQ		13	0	0	0	0	0	0	0	52	0	0

Intersection of: 237/FIRST (S)											Р	age No): 3
Traffix Node Number: 3027 Permit No. / Description / Location		M09 NBL	M08 NBT	M07 NBR	M03 SBL		M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC99-05-044 LEGACY TERRACE DEVELOPMENT GOLD ST AND HWY 237		0	3	0	0	0	0	0	0	0	0	0	0
	TOTAL:	1	316	61	388	557	1	0	0	2	126	1	47
				LEFT	THRU	RIGHT	1						
		N	ORTH	388	557	1							
		E	AST	126	1	47							
		S	OUTH	1	316	61							
		W.	EST	0	0	2							

AM APPROVED TRIPS	12/04/2015
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Intersection of: FIRST/HOLGER											P	age No	o: 1
Traffix Node Number: 3497		M09	M08	MO7	M03	M02	M01	M12	M11	M10	M06	M05	MO4
Permit No. / Description / Location		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBF
NSJ NORTH SAN JOSE		0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL:	0	0	0	0	0	0	0	0	0	0	0	0
				LEFT	THRU	RIGHT	1						
		NO	ORTH	0	0	0							
		ΕZ	AST	0	0	0							
		SC	DUTH	0	0	0							
		TA7 T	EST	0	0	0							

PM APPROVED TRIPS	12/04/2015
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Intersection of: FIRST/HOLGER											P	age No): 2
Traffix Node Number: 3497 Permit No. / Description / Location		M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE		0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL:	0	0	0	0	0	0	0	0	0	0	0	0
				LEFT	THRU	RIGHT							
		N	ORTH	0	0	0							
		E	AST	0	0	0							
		S	NTUC	0	0	0							
		W1	EST	0	0	0							

Intersection of: FIRST/HEADQUARTERS										P	age No): 1
Traffix Node Number: 3495 Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR		M11 EBT		M06 WBL	M05 WBT	
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	6	0	0	23	0	0	0	0	0	0	0
H14-011 HOMEWOOD SUITES HOTEL NW CORNER OF SR 237 AND N. FIRST STREET	0	32	0	0	22	3	5	0	0	0	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	0	0	0	6	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE		58	4	12	78	29	14	5	9	3	10	2
PD13-012 SOUTH BAY NW CORNER OF SR 237 AND N. FRIST STREET	0	185	0	0	46	13	52	0	0	0	0	0
PD13-039 TRAMMELL CROW (R&D) NW CORNER OF NORTECH PKWY AND DISK DR	0	121	0	0	19	5	34	0	0	0	0	0
PD14-007 TRAMMELL CROW (MFG.) NW CORNER OF NORTECH PKWY AND DISK DR	0	121	0	0	19	5	34	0	0	0	0	0
PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR		7	0	0	28	0	0	0	0	0	0	0
TOT	'AL: 15	530	4	12	241	55	139	5	9	3	10	2
			LEFT	THRU	RIGHT	1						
		ORTH	12	241	55							
		AST	3 1 E	10 530	2							
	S	HTUC	15	530	4							

Intersection of: FIRST/HEADQUARTERS										Р	age No	o: 2
Traffix Node Number: 3495 Permit No. / Description / Location	M09 NBL	M08 NBT			M02 SBT			M11 EBT		M06 WBL	M05 WBT	
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	22	0	0	2	0	0	0	0	0	0	0
H14-011 HOMEWOOD SUITES HOTEL NW CORNER OF SR 237 AND N. FIRST STREET	0	36	0	0	24	4	б	0	0	0	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	6	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE		135	20	19	54	9	10	7	5	6	18	29
PD13-012 SOUTH BAY NW CORNER OF SR 237 AND N. FRIST STREET	0	20	0	0	182	51	6	0	0	0	0	0
PD13-039 TRAMMELL CROW (R&D) NW CORNER OF NORTECH PKWY AND DISK DR	0	23	0	0	108	30	6	0	0	0	0	0
PD14-007 TRAMMELL CROW (MFG.) NW CORNER OF NORTECH PKWY AND DISK DR	0	23	0	0	108	30	6	0	0	0	0	0
PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR	0	27	0	0	3	0	0	0	0	0	0	0
TO	TAL: 21	292	20	19	481	124	34	7	5	6	18	29
			LEFT	THRU	RIGHT	ſ						
	N	ORTH	19	481	124							
		AST	6		29							
	S	DUTH	21	292	20							

Intersection of: FIRST/ROSE ORCHARD											Р	age No	o: 1
Traffix Node Number: 3509 Permit No. / Description / Location		M09 NBL	M08 NBT	M07 NBR	M03 SBL		M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL		0	6	0	0	23	0	0	0	0	0	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)		0	0	0	0	6	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE		7	67	18	13	115	8	0	0	0	5	0	5
PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR		0	7	0	0	28	0	0	0	0	0	0	0
	TOTAL:	7	80	18	13	172	8	0	0	0	5	0	5
				LEFT	THRU	RIGHT							
		E <i>I</i> SC	ORTH AST OUTH	13 5 7 0	172 0 80 0	8 5 18 0							

Intersection of: FIRST/ROSE ORCHARD											Р	age No): 2
Traffix Node Number: 3509 Permit No. / Description / Location		M09 NBL	M08 NBT	M07 NBR	M03 SBL		M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL		0	22	0	0	2	0	0	0	0	0	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)		0	6	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE		5	145	6	2	117	1	0	0	0	42	0	6
PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR		0	27	0	0	3	0	0	0	0	0	0	0
	TOTAL:	5	200	6	2	122	1	0	0	0	42	0	6
				LEFT	THRU	RIGHT							
		EZ	ORTH AST OUTH	2 42 5	122 0 200	1 6 6							
			EST	0	0	0							

Intersection of: FIRST/TASMAN										Р	age No): 1
Traffix Node Number: 3518 Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	MO4 WB1
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	6	1	0	23	0	0	0	0	б	0	0
H14-011 HOMEWOOD SUITES HOTEL NW CORNER OF SR 237 AND N. FIRST STREET	0	14	0	6	9	2	3	0	0	0	0	 9
H89-01-008 OFC 88,433;IND 88433, WHSE TASMAN & ZANKER (SW/C)	0	0	30	0	0	0	0	0	0	9	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	0	0	0	6	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE		100	28	17	67	18	6	77	9	17	81	21
PD13-012 SOUTH BAY NW CORNER OF SR 237 AND N. FRIST STREET	0	157	0	7	39	0	0	0	0	0	0	28
PD13-039 TRAMMELL CROW (R&D) NW CORNER OF NORTECH PKWY AND DISK DR		103	0	3	16	0	0	0	0	0	0	18
PD14-007 TRAMMELL CROW (MFG.) NW CORNER OF NORTECH PKWY AND DISK DR		103	0	3	16	0	0	0	0	0	0	18
PDC00-06-048 SH US DATAPORT HWY 237 & ZANKER RD (NE/C)	0	0	16	0	0	0	0	1	0	5	0	0
PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR	0	7	·		28	0	0	0	0	0	Ū	0

	TOTAL:	31	490	75	36	204	20	9	78	9	37	81	94
				LEFT	THRU	RIGHT							
		NO	ORTH	36	204	20							
			AST	37	81	94							
			OUTH EST	31 9	490 78	75 9							
PM APPROVED TRIPS												12/04/	2015
Intersection of: FIRST/TASMAN Traffix Node Number: 3518											Р	age No): 2
Permit No. / Description / Location		M09 NBL	M08 NBT	M07 NBR	M03 SBL		M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL		0	22	б	0	2	0	0	0	0	1	0	0
H14-011 HOMEWOOD SUITES HOTEL NW CORNER OF SR 237 AND N. FIRST STREET		0	15	0	7	10	2	4	0	0	0	0	11
H89-01-008 OFC 88,433;IND 88433, WHSE TASMAN & ZANKER (SW/C)		0	0	9	0	0	0	0	0	0	30	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)		0	6	0	0	0	0	0	0	0	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	MU2 SBT	M01 SBR	MI2 EBL	EBT	MIO EBR	MU6 WBL	M05 WBT	MU4 WBR
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	22	б	0	2	0	0	0	0	1	0	0
H14-011 HOMEWOOD SUITES HOTEL NW CORNER OF SR 237 AND N. FIRST STREET	0	15	0	7	10	2	4	0	0	0	0	11
H89-01-008 OFC 88,433;IND 88433, WHSE TASMAN & ZANKER (SW/C)	0	0	9	0	0	0	0	0	0	30	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	6	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE		79	23	59	111	12	14	90	12	28	84	29
PD13-012 SOUTH BAY NW CORNER OF SR 237 AND N. FRIST STREET	0	17	0	27	154	0	0	0	0	0	0	3
PD13-039 TRAMMELL CROW (R&D) NW CORNER OF NORTECH PKWY AND DISK DR	0	19	0	16	92	0	0	0	0	0	0	3
PD14-007 TRAMMELL CROW (MFG.) NW CORNER OF NORTECH PKWY AND DISK DR	0	19	0	16	92	0	0	0	0	0	0	3
PDC00-06-048 SH US DATAPORT HWY 237 & ZANKER RD (NE/C)	0	0	5	0	0	0	0	0	0	18	1	0

Intersection of: FIRST/TASMAN											Р	age No	o: 3
Traffix Node Number: 3518 Permit No. / Description / Location		M09 NBL	M08 NBT	M07 NBR	M03 SBL		M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR		0	27	0	0	3	0	0	0	0	0	0	0
	TOTAL:	17	204	43	125	464	14	18	90	12	77	85	49
				LEFT	THRU	RIGHT							
		N	ORTH	125	464	14							
		E.	AST	77	85	49							
		S	OUTH	17	204	43							
		W	EST	18	90	12							

Intersection of: FIRST/RIO ROBLES										Р	age No	o: 1
Traffix Node Number: 3507 Permit No. / Description / Location	M09 NBL	M08 NBT		M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR		M05 WBT	
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	7	0	0	28	0	0	0	0	0	0	0
H14-011 HOMEWOOD SUITES HOTEL NW CORNER OF SR 237 AND N. FIRST STREET	0	14	0	0	9	0	0	0	0	0	0	0
H89-01-008 OFC 88,433;IND 88433, WHSE TASMAN & ZANKER (SW/C)	0	30	0	0	9	0	0	0	0	0	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	0	0	0	6	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	72	118	0	0	57	13	0	0	3	0	0	0
PD13-012 SOUTH BAY NW CORNER OF SR 237 AND N. FRIST STREET	0	157	0	0	39	0	0	0	0	0	0	0
PD13-039 TRAMMELL CROW (R&D) NW CORNER OF NORTECH PKWY AND DISK DR	0	103	0	0	16	0	0	0	0	0	0	0
PD14-007 TRAMMELL CROW (MFG.) NW CORNER OF NORTECH PKWY AND DISK DR	0	103	0	0	16	0	0	0	0	0	0	0
PDC00-06-048 SH US DATAPORT HWY 237 & ZANKER RD (NE/C)	0	8	0	3	3	0	0	0	0	0	0	8
PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR	0	7	0	0	28	0	0	0	0	0	0	0

TOTAL:	72	547	0	3	211	13	C)	0	3	0	0	8
			LEFT	THRU	RIGHT								
	NC	ORTH	3	211	13								
	EAST		0	0	8								
	SC	NTUC	72	547	0								
	WE	EST	0	0	3								

Intersection of: FIRST/RIO ROBLES										Р	age No	o: 2
Traffix Node Number: 3507 Permit No. / Description / Location		M08 NBT			M02 SBT			M11 EBT			M05 WBT	
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	28	0			0	0	0	0	0	0	0
H14-011 HOMEWOOD SUITES HOTEL NW CORNER OF SR 237 AND N. FIRST STREET		15	0	0	10	0	0	0	0	0	0	0
H89-01-008 OFC 88,433;IND 88433, WHSE TASMAN & ZANKER (SW/C)	0	9	0	0	30	0	0	0	0	0	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)		6	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	12	85	0	6	156	3	7	0	29	0	0	0
PD13-012 SOUTH BAY NW CORNER OF SR 237 AND N. FRIST STREET	0	17	0	0	 154	0	0	0	0	0	0	0
PD13-039 TRAMMELL CROW (R&D) NW CORNER OF NORTECH PKWY AND DISK DR	0	19	0	0	92	0	0	0	0	0	0	0
PD14-007 TRAMMELL CROW (MFG.) NW CORNER OF NORTECH PKWY AND DISK DR		19	0	0	92	0	0	0	0	0	0	0
PDC00-06-048 SH US DATAPORT HWY 237 & ZANKER RD (NE/C)	0	3	0	9	9	0	0	0	0	0	0	3

Intersection of: FIRST/RIO ROBLES											Р	age No): 3
Traffix Node Number: 3507 Permit No. / Description / Location		M09 NBL	M08 NBT	M07 NBR	M03 SBL		M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR		0	27	0	0	3	0	0	0	0	0	0	0
	TOTAL:	12	228	0	15	549	3	7	0	29	0	0	3
				LEFT	THRU	RIGHT							
		N	ORTH	15	549	3							
		E.	AST	0	0	3							
		S	OUTH	12	228	0							
		M	EST	7	Ω	29							

Intersection of: FIRST/RIVER OAKS										P	age No): 1
Traffix Node Number: 3508 Permit No. / Description / Location	M09 NBL		M07 NBR	M03 SBL		M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	7	0	0	28	0	0	0	0	0	0	0
H89-01-008 OFC 88,433;IND 88433, WHSE TASMAN & ZANKER (SW/C)	0	30	10	0	9	0	0	0	0	3	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	0	0	0	6	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	16	86	13	18	93	13	32	10	35	3	4	6
PDC00-06-048 SH US DATAPORT HWY 237 & ZANKER RD (NE/C)	0	0	0	3	0	0	0	0	0	0	0	0
PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR	0		0	0	28	0	0	0	0	0	0	0
	TOTAL: 16	130	23	21	164	13	32	10	35	6	4	6
	E S	ORTH SAST SOUTH SEST	LEFT 21 6 16 32	130	RIGHT 13 6 23 35							

Intersection of: FIRST/RIVER OAKS										Р	age No): 2
Traffix Node Number: 3508 Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL		M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	28	0	0	3	0	0	0	0	0	0	0
H89-01-008 OFC 88,433;IND 88433, WHSE TASMAN & ZANKER (SW/C)	0	9	3	0	30	0	0	0	0	10	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	6	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	27	126	31	21	118	2	3	7	10	15	2	6
PDC00-06-048 SH US DATAPORT HWY 237 & ZANKER RD (NE/C)	0	0	0	9	0	0	0	0	0	0	0	0
PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR	0	27	0	0	3	0	0	0	0	0	0	0
T	OTAL: 27	196	34	30	154	2	3	7	10	25	2	6
	E. S	ORTH AST OUTH EST	LEFT 30 25 27 3	196	RIGHT 2 6 34 10							

Intersection of: FIRST/MONTAGUE										Р	age No	o: 1
Traffix Node Number: 5807	М09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	МО
Permit No. / Description / Location	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WB:
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	3	7	0	0	28	0	0	0	11	0	0	0
H14-011 HOMEWOOD SUITES HOTEL NW CORNER OF SR 237 AND N. FIRST STREET	0	4	0	2	3	0	1	0	0	0	0	2
H83-01-001 ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS JUNCTION AV, N/O PLUMERIA	0	0	0	0	0	0	0	21	0	0	2	0
H89-01-008 OFC 88,433;IND 88433, WHSE TASMAN & ZANKER (SW/C)	0	10	7	0	3	9	30	10	0	2	3	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	2	1	0	0	5	0	0	0	9	0	0	0
H97-03-018 ULTRATECH STEPPER JUNCTION AV, N/O PLUMERIA	0	0	0	0	0	0	0	9	0	0	1	0
NSJ NORTH SAN JOSE		112	3	23	109	53	96	297	46	6	169	13
PD13-012 SOUTH BAY NW CORNER OF SR 237 AND N. FRIST STREET	0	60	0	2	15	16	66	0	0	0	0	 6
PD13-039 TRAMMELL CROW (R&D) NW CORNER OF NORTECH PKWY AND DISK DR	0	39	0	0	6	7	43	0	0	0	0	4
PD14-007 TRAMMELL CROW (MFG.) NW CORNER OF NORTECH PKWY AND DISK DR	0	39	0	0	6	7	43	0	0	0	0	4
PDC00-06-048 SH US DATAPORT HWY 237 & ZANKER RD (NE/C)	0	0	0	0	0	0	0	10	0	0	3	0

AM APPROVED TRIPS 12/07/2015

Intersection of: FIRST/MONTAGUE											F	age No	o: 2
Traffix Node Number: 5807 Permit No. / Description / Location		M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR		0	7	0	0	28	0	0	0	0	0	0	0
PDC83-06-045 TRI CITY - WHSE 550-800,000SF 237 (N/S), BTWN CALABAZAS & SAN TOMAS AQ		0	32	0	5	8	0	0	0	0	0	0	20
PDC99-05-044 LEGACY TERRACE DEVELOPMENT GOLD ST AND HWY 237		0	19	0	0	5	0	0	7	0	0	27	0
	TOTAL:	31	330	10	32	216	92	279	354	66	8	205	49
				LEFT	THRU	RIGHT	1						
		N	ORTH	32	216	92							
			AST	8	205	49							
			OUTH EST	31 279	330 354	10 66							
		W	72.I.	279	354	66							

Intersection of: FIRST/MONTAGUE										Р	age No	o: 3
Traffix Node Number: 5807 Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M0 WB
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	11	28	0	0	3	0	0	0	1	0	0	0
H14-011 HOMEWOOD SUITES HOTEL NW CORNER OF SR 237 AND N. FIRST STREET	0	5	0	2	3	0	1	0	0	0	0	3
H83-01-001 ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS JUNCTION AV, N/O PLUMERIA	0	0	0	0	0	0	0	2	0	0	21	0
H89-01-008 OFC 88,433;IND 88433, WHSE TASMAN & ZANKER (SW/C)	0	3	2	0	10	30	9	3	0	7	10	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	9	6	0	0	0	0	0	0	1	0	0	0
H97-03-018 ULTRATECH STEPPER JUNCTION AV, N/O PLUMERIA	0	0	0	0	0	0	0	1	0	0	9	0
NSJ NORTH SAN JOSE	83	91	13	29	78	55	38	218	27	15	367	4
PD13-012 SOUTH BAY NW CORNER OF SR 237 AND N. FRIST STREET	0	7	0	6	59	64	7	0	0	0	0	1
PD13-039 TRAMMELL CROW (R&D) NW CORNER OF NORTECH PKWY AND DISK DR	0	7	0	3	35	38	8	0	0	0	0	1
PD14-007 TRAMMELL CROW (MFG.) NW CORNER OF NORTECH PKWY AND DISK DR	0	7	0	3	35	38	8	0	0	0	0	1
PDC00-06-048 SH US DATAPORT HWY 237 & ZANKER RD (NE/C)	0	0	0	0	0	0	0	3	0	0	11	0

PM APPROVED TRIPS 12/07/2015

Intersection of: FIRST/MONTAGUE											Р	age No	o: 4
Traffix Node Number: 5807 Permit No. / Description / Location		M09 NBL	M08 NBT	M07 NBR	M03 SBL		M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR		0	27	0	0	3	0	0	0	0	0	0	0
PDC83-06-045 TRI CITY - WHSE 550-800,000SF 237 (N/S), BTWN CALABAZAS & SAN TOMAS AQ		0	8	0	20	32	0	0	0	0	0	0	5
PDC99-05-044 LEGACY TERRACE DEVELOPMENT GOLD ST AND HWY 237		0	3	0	0	18	0	0	26	0	0	4	0
	TOTAL:	103	192	15	63	276	225	71	253	29	22	422	15
				LEFT	THRU	RIGHT							
			ORTH	63	276	225							
		S	AST OUTH EST	22 103 71	422 192 253	15 15 29							

Intersection of: TASMAN/ZANKER										Р	age No	o: 1
Traffix Node Number: 3821 Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR		M11 EBT		M06 WBL	M05 WBT	
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	3	0	0	11	0	0	1	0	0	б	0
H14-011 HOMEWOOD SUITES HOTEL NW CORNER OF SR 237 AND N. FIRST STREET	8	0	0	0	0	0	0	1	5	0	1	0
H83-01-001 ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS JUNCTION AV, N/O PLUMERIA	0	3	0	0	22	0	0	0	0	2	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	0	0	0	5	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	38	77	22	55	45	12	17	92	5	13	71	43
PD13-012 SOUTH BAY NW CORNER OF SR 237 AND N. FRIST STREET	6	16	0	3	4	0	0	5	2	0	21	14
PD13-039 TRAMMELL CROW (R&D) NW CORNER OF NORTECH PKWY AND DISK DR	4	10	0	1	1	0	0	2	0	0	14	9
PD14-007 TRAMMELL CROW (MFG.) NW CORNER OF NORTECH PKWY AND DISK DR	4	10	0	1	1	0	0	2	0	0	14	 9
PDC00-06-048 SH US DATAPORT HWY 237 & ZANKER RD (NE/C)	0	70	0	4	23	б	17	0	0	0	0	12
PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR	0	7	0	0	28	0	0	0	0	0	0	0

TOT	AL: 60	196	22	64	140	18	34	103	12	15	127	87
	E. S	ORTH AST OUTH EST	LEFT 64 15 60 34	THRU 140 127 196 103	RIGHT 18 87 22 12	•						
PM APPROVED TRIPS											12/04/	2015
Intersection of: TASMAN/ZANKER Traffix Node Number: 3821										Р	age No): 2
Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL		M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	11	0	0	2	0	0	6	0	0	1	0
H14-011 HOMEWOOD SUITES HOTEL NW CORNER OF SR 237 AND N. FIRST STREET	9	0	0	0	0	0	0	1	6	0	1	0
H83-01-001 ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS JUNCTION AV, N/O PLUMERIA	0	22	2	0	3	0	0	0	0	0	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	5	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE		101	27	71	47	7	13	104	6	26	76	43
PD13-012 SOUTH BAY NW CORNER OF SR 237 AND N. FRIST STREET	1	2	0	14	16	0	0	21	6	0	2	2
PD13-039 TRAMMELL CROW (R&D) NW CORNER OF NORTECH PKWY AND DISK DR	1	2	0	8	9	0	0	12	3	0	2	1
PD14-007 TRAMMELL CROW (MFG.) NW CORNER OF NORTECH PKWY AND DISK DR		2	0	8	9	0	0	12	3	0	2	1
PDC00-06-048 SH US DATAPORT HWY 237 & ZANKER RD (NE/C)	0	23	0	13	78	19	6	0	0	0	0	4

PM APPROVED TRIPS

Intersection of: TASMAN/ZANKER											Р	age No): 3
Traffix Node Number: 3821 Permit No. / Description / Location		M09 NBL	M08 NBT	M07 NBR	M03 SBL		M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR		0	27	0	0	3	0	0	0	0	0	0	0
	TOTAL:	41	195	29	114	167	26	19	156	24	26	84	51
				LEFT	THRU	RIGHT	ı						
		N	ORTH	114	167	26							
		E	AST	26	84	51							
		S	HTUC	41	195	29							
		W]	EST	19	156	24							

AM APPROVED TRIPS

Intersection of: GOLD/GOLD STREET CONNECTOR	R										Р	age No	o: 1
Traffix Node Number: 3557 Permit No. / Description / Location		M09 NBL	M08 NBT	M07 NBR	M03 SBL		M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE		4	0	0	0	0	0	0	0	0	0	0	0
PDC83-06-045 TRI CITY - WHSE 550-800,000SF 237 (N/S), BTWN CALABAZAS & SAN TOMAS AQ		0	52	0	0	13	59	0	0	0	0	0	0
PDC97-01-002 LINCOLN PROPERTY GOLD ST (B/S), N/O 237		0	8	0	0	2	6	20	0	0	0	0	0
PDC99-05-044 LEGACY TERRACE DEVELOPMENT GOLD ST AND HWY 237		174	0	0	0	0	17	4	0	46	0	0	0
T	TOTAL:	178	60	0	0	15	82	24	0	46	0	0	0
				LEFT	THRU	RIGHT							
			DRTH	0	15	82							
			AST OUTH	0 178	0 60	0							
			EST	24	0	46							

PM APPROVED TRIPS

Intersection of: GOLD/GREAT AMERICA											Р	age No): 2
Traffix Node Number: 3557 Permit No. / Description / Location		M09 NBL	M08 NBT	M07 NBR	M03 SBL		M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	MO4
NSJ NORTH SAN JOSE		1	0	0	0	5	5	0	0	2	0	0	0
PDC83-06-045 TRI CITY - WHSE 550-800,000SF 237 (N/S), BTWN CALABAZAS & SAN TOMAS AQ		0	13	0	0	52	0	59	0	0	0	0	0
PDC97-01-002 LINCOLN PROPERTY GOLD ST (B/S), N/O 237		0	1	0	0	8	20	4	0	0	0	0	0
PDC99-05-044 LEGACY TERRACE DEVELOPMENT GOLD ST AND HWY 237		25	0	0	0	0	2	17	0	168	0	0	0
	TOTAL:	26	14	0	0	65	27	80	0	170	0	0	0
				LEFT	THRU	RIGHT	1						
		ΕZ	ORTH AST	0	65 0	27 0							
			OUTH EST	26 80	14 0	0 170							

AM APPROVED TRIPS

Intersection of: 237/GREAT AMERICA (N)										Р	age No	o: 1
Traffix Node Number: 3028 Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL		M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	2	0	0	0	5	0	0
PDC97-01-002 LINCOLN PROPERTY GOLD ST (B/S), N/O 237	0	11	0	0	4	18	0	0	0	0	0	8
PDC99-05-044 LEGACY TERRACE DEVELOPMENT GOLD ST AND HWY 237	0	539	0	0	159	54	0	0	0	0	0	219
TOTA	L: 0	550	0	0	163	74	0	0	0	5	0	227
			LEFT	THRU	RIGHT	1						
		ORTH AST	0 5	163 0	74 227							
	S	OUTH EST	0	550 0	0							

PM APPROVED TRIPS

Intersection of: 237/GREAT AMERICA (N)											Р	age No): 2
Traffix Node Number: 3028 Permit No. / Description / Location		M09 NBL	M08 NBT	M07 NBR	M03 SBL		M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE		1	1	0	0	1	3	0	0	0	10	1	4
PDC97-01-002 LINCOLN PROPERTY GOLD ST (B/S), N/O 237		0	2	0	0	14	5	0	0	0	0	0	 1
PDC99-05-044 LEGACY TERRACE DEVELOPMENT GOLD ST AND HWY 237		0	99	0	0	563	157	0	0	0	0	0	40
	TOTAL:	1	102	0	0	578	165	0	0	0	10	1	45
				LEFT	THRU	RIGHT							
			ORTH	0	578	165							
			AST OUTH	10 1	1 102	45 0							
			EST	0	0	0							

AM APPROVED TRIPS

Intersection of: 237/GREAT AMERICA (S)											Р	age No): 1
Traffix Node Number: 3029 Permit No. / Description / Location		M09 NBL	M08 NBT	M07 NBR	M03 SBL		M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE		0	1	2	0	6	0	1	0	5	0	0	0
PDC97-01-002 LINCOLN PROPERTY GOLD ST (B/S), N/O 237		0	6	0	2	2	0	5	0	0	0	0	0
PDC99-05-044 LEGACY TERRACE DEVELOPMENT GOLD ST AND HWY 237		0	367	0	61	97	0	171	0	0	0	0	0
	TOTAL:	0	374	2	63	105	0	177	0	5	0	0	0
				LEFT	THRU	RIGHT							
			ORTH AST	63 0	105 0	0							
			OUTH EST	0 177	374 0	2 5							

PM APPROVED TRIPS

Intersection of: 237/GREAT AMERICA (S)											Р	age No	o: 2
Traffix Node Number: 3029 Permit No. / Description / Location		M09 NBL	M08 NBT	M07 NBR	M03 SBL		M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE		0	1	1	1	15	0	2	0	6	0	0	0
PDC97-01-002 LINCOLN PROPERTY GOLD ST (B/S), N/O 237		0	1	0	8	б	0	1	0	0	0	0	0
PDC99-05-044 LEGACY TERRACE DEVELOPMENT GOLD ST AND HWY 237		0	54	0	209	354	0	45	0	0	0	0	0
	TOTAL:	0	56	1	218	375	0	48	0	6	0	0	0
				LEFT	THRU	RIGHT	1						
			ORTH	218 0	375 0	0							
		SC	AST OUTH EST	0 48	56 0	1 6							

AM APPROVED TRIPS 12/07/2015

Intersection of: TASMAN/VISTA MONTANA											Р	age No): 1
Traffix Node Number: 3820 Permit No. / Description / Location		M09 NBL	M08 NBT	M07 NBR	M03 SBL		M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE		0	0	0	6	4	7	39	116	3	7	85	3
	TOTAL:	0	0	0	6	4	7	39	116	3	7	85	3
				LEFT	THRU	RIGHT	ı						
		N	ORTH	6	4	7							
			AST	7	85	3							
		S	OUTH	0	0	0							
		W]	EST	39	116	3							

PM APPROVED TRIPS	12/07/2015
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Intersection of: TASMAN/VISTA MONTANA											F	Page No): 2
Traffix Node Number: 3820		M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
Permit No. / Description / Location		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE		0	0	0	4	0	24	19	91	1	3	119	17
	TOTAL:	0	0	0	4	0	24	19	91	1	3	119	17
				LEFT	THRU	RIGHT							
		NO	ORTH	4	0	24							
		E	AST	3	119	17							
		S	HTUC	0	0	0							
		WI	EST	19	91	1							

Approval Date	Project	Location and APN	Location and APN	Description	Proposed Entitlements (i.e. Rezoning/Variance/CUP/D.A./Map etc.)	Environmental Review (i.e. EIR, MND)	Status of Project (i.e. ADEIR under review, PC scheduled for etc.)
		Approved Projects	s- Last updated 10-5-15				
	Intel SC-13	2250 Mission College Boulevard 104-39-021	2250 Mission College Boulevard 104-39-021	100,000 sf of office land use	Amend PD Zoning, Mit Neg Dec	MND	Approved
Apr-09	Former BAREC site/ Summerhill and Charities Housing	90 Winchester Boulevard 303-17-047	303-17-047	165 apartment units REMAINING TO BE BUILT 110 small lot single family homes ALL OCCUPIED; Street improvements DONEWinchester between Stevens Creek and Forest Ave	PD rezoning, GP amendment, DA, EIR	FEIR, RAW, MMRP	80% of single family Constructed /Senior housing yet to be constsructed
7/12/2005- extension of DA requested in June 2015	Hewlett- Packard/Agilent Technologies	5301 Stevens Creek at Lawrence 316-17-018	Lawrence	PD rezone, Development Agrement for redevelopment of existing industrial use to becomer 727,500 sf of office and research & development; Development agreement to allow extension of time for Agilent Technologies campus (related:CEQ2015-	DA extension- payment of 300K for terms of DAfuture campus redevelopment still pending		
(time extension approval date) 4/21/2009; 9/24/13 Approved 2 year	3 Com/Cognac Great America 2350 Mission College Boulevard	APN 216-31-075 2350 Mission College Boulevard	5402 Great American Parkway at Yerba Buena APN 216-31-075 2350 Mission College Boulevard	Existing office use redeveloped to 278,000 sf of office/research & development 300,000 sf of office in two buildings and a 6 story parking garage; 6,000 square feet of retail	PD; DA Approved Rezone from PD to PD, Tentative Parcel Map & Architectural	EIR Certified EIR	Approved Time Extension filed for 2- year extension PC 2/9/11
4/15/2008	Sobrato Office	4301, 4401 & 4551 Great America Parkway	America Parkway	story office buildings totaling 718,000 sq.ft. & (1) four-story parking garage on a developed property w/ (2) 300,000 sq.ft. existing office	Review Rezone from PD[ML] to PD, Development Agreement, Tentative Map & Architectural Review	EIR	& CC 3/15/11 Application on hold per applicant request
9/18/2009		900 Kiely Boulevard 290-26-022	900 Kiely Boulevard 290-26-022	781 housing units, 57 SFD, 68 row houses, 116 townhouses/ 552 apartments (Modification to current PD-MC approval allowing additional 21 apartment units	PD-MC rezoning, DA, EIR		demolition complete, on- site and internal streets and infrastructure backbone improvement nearly constructed
Re-approved July 2013 by CC	,	Drive (includes properties on Bowers	Drive (includes properties on Bowers Avenue & Scott	1,969,600 sf of office and up to 35,000 sf of retail	General Plan Amendment, Rezone ML to PD, Subdivision Map, Development Agreement	Certified EIR	Approved
Approved Revised Project on 7/16/2013	NVIDIA	2600, 2800 San Tomas	2600, 2800 San Tomas	1,200,000 sf of office and high-tech lab buidlings replacing approx. 690,000 sf of office space. Revised DA	included General Plan Amendment, Rezone ML to PD, Parcel Map or Lot Line Adjustment, Development	Certified EIR	Approved
4/21/2009	Mission College Master Plan	Boulevard & Great	Mission College Boulevard & Great America Parkway	427,000 sq. ft.	Existing college campus		
5/11/2010	Yahoo!	104-04-064, 065, 111,	104-04-064, 065, 111,	Phased development of a 3,060,000 sq.ft. office/R&D campus consisting of 13 six-story buildings, three commons buildings, surface parking & two levels of below grade parking	Approved Rezone from ML to PD, Development Agreement, Vesting Tentative Parcel Map, Architectural Review	Certified EIR	Buildings south of Democracy Way demolished Jan - Feb 2011
5/10/2011	Marriot Townplace Suites	2875 Lakeside Drive 216-30-056	216-30-056	Rezone from Commercial Park (CP) to Planned Development (PD) to facilitate the development of a 107 room extended stay hotel with at-grade podium parking	Rezone from CP to PD	MND	Continued from PC March 2, 2011 to March 23, 2011 PC
5/22/2012	Menlo Equities Office Park	3333 Scott Boulevard	3333 Scott Boulevard	Lot Line Adjustment and Architectural Review to facilitate the development of 735,000 square foot (5 buildings) office space	Lot Line Adjustment and Architectural Review	Focus EIR	Work in progress, environmental work has initiated.
Approved by CC on July 17, 2012	Mellon Bank /Perry Airellaga	5403 Stevens Creek	5403 Stevens Creek	General Plan Amendment from Low Intensity Office R&D to High Intensity Office R&D, Rezone from CT to PD & Architectural Review to construct (2) 6-story office buildings totalling 375,000 sq.ft. & (1) parking structure w/1281 spaces (2 below & 4 above) & 38 surface parking spaces in conjunction w/ demo of existing one-story commercial building (IHOP Restaurant)	GPA, Rezone, AC approval	TBD	
Staff leval approval signed off on 8/21/2012	Patrick Duran	4888 Patrick Henry	4888 Patrick Henry	13,000 square foot addition to existing industrial/office	Staff level Arch. Approval		
UP approved by PC on 9-26-12 w/AC referral for design	Calvary Southern	3137 Forbes Avenue 293-13-002	3137 Forbes Avenue 293-13-002	Use Permit Amendment to U.417 to allow Sunday School classrooms and a weekday day care in the existing church facility in conjunction with construction of a new 2-story building, 14,000+ sq.ft. and parking, landscaping improvements	Use Permit Amendment to U.417 to allow Sunday School classrooms and a weekday day care in the existing church facility in conjunction with construction of a new 2-story building, 14,000+ sq.ft. and parking, landscaping improvements	MND	Work in progress
submitted 12/1/2011- Approved by CC on Sept 25, 2012 reccomended approval of revised project/save Larder House and restore in vicinity- relocated w/in SC two other historic	Santa Clara University	Address) APN: 269-23- 076, 038, 039, 040, 041, 042, 061, 044, 045, 046,	1043 Alviso St. (Project Address) APN: 269-23- 076, 038, 039, 040, 041, 042, 061, 044, 045, 046,	Rezone properties from CT & B to PD to construct a a 4-story parking garage and 3-story Art & Art History building in conjunction with removal/demo/relocation of (e) structures on the project site (CEQ2011-01129) including historically signficant structures.			PC Recc approval to modified project 8-29-12: Relocate Larder house nearby and save two QA cottages by relocating into City HLC review recc City recc alternative to relocate historic structures onsite
Approved by CC on 11/13/2012	Rezone and Redevelopment of site	3175 El Camino Real (former Kar town site)	3175 El Camino Real (former Kar town site)	New four-story 133 unit multi-family apartment building with associated parking, landscaping and site improvements	Rezone from CT to PD & Architectural review	EIR	

Approval Date	Project	Location and APN	Location and APN	Description	Proposed Entitlements (i.e. Rezoning/Variance/CUP/D.A./Map etc.)	Environmental Review (i.e. EIR, MND)	Status of Project (i.e. ADEIR under review, PC scheduled for etc.)
Council approval on 11/2012 (appeal [pending on AC issues)	6 Single family projecft (formerly 9 unit townhome condominium project)	3499 The Alameda 269-16-069	3499 The Alameda 269-16-069	Rezoning to PD from ML to facilitate development of six single family homes	ML to PD rezoning	Initial Study and MND	Changes are being made to the product layout and site plan. Environmental work has not begun yet.
Approved by CC on 2- 12-13	James Redfield	4306 Filmore Street 104-11-92	4306 Filmore Street 104-11-92	Rezoning single family property to PD to allow lot split and building of second new SFD on smaller lots. Tentative parcel map application	Rezoning to PD		following PCC meeting of 9-11-12, project requires redesign to be compatible with the older homes adjacent
10/24/2012	SCU Steve Brodie	1079 Alviso	1079 Alviso	Rezoning of one parcel to allow Larrder House relocation	PD rezone	Cat Ex	NA
5/23/2012 Approved by CC on 4-23-13	Sobrato	2200 Lawson Lane	2200 Lawson Lane	Amend PD zoning (PLN2007-06379) and Development Agreement (PLN2008-06880) for approved office R&D campus to increase building sq.ft. of allowable office space fropm 516,000 to 613,800 sq.ft.	Amendment to PD	Addendum to EIR SCH#2007042165 CEQ2012- 01146	PC meeting scheduled for 11/28
Approved by City Council and EIR adoption on March 26, 2013	Byer Properties	2000 El Camino Real	2000 El Camino Real	(Old Mervyn's Plaza @ Scott and El Camino Real) Architectural review of shopping center remodel and build new Target anchor store w/ demo of previous Mervyns retail building (CEQ2011-01128 Initial Study)	Architectural Approval and CEQA review/approval	IS/MND possible TIA	EIR still pending/; Arch design upgrade for western side of property and buildings approved for façade remodel
4/12/2012 Approved by City Council 3-26- 13	Office Building	3000 Bowers	3000 Bowers	New (2) 5-story 150,000 sq.ft.office buildings, (1) 2-story 17,400 sq.ft. amenity building, and 6 story parking structure with a total of 1,200 parking spaces in conjunction with demolition of an existing 100,042 sq.ft. 2-story office building	Architectural Review	TBD	Under review by staff
APPROVED BY CC ON 4-9-13	DATA CENTER	2805 and 2807 Mission College Boulevard	2805 and 2807 Mission College Boulevard	Rezoning (PD Amendment) to allow a free standing data center and office space	Rezone		
Submitted 4/26/2013 Approved by CC 8/27/2013	Silicon Valley Builders	2585 ECR	2585 ECR	GPA #76 from Community Mixed Use to High Density Residential 3,300 sq. ft of retail (CEQ2013-01157)	GPA, rezone, CEQA	TBD	
approval with architectural changes; CC approval of revised		555 Saratoga Avenue 269-39-101	555 Saratoga Avenue 269-39-101	3-story condominium project with 13 units	Rezoning to PD	MND likely	TBD
3/5/13 PCC 3/19/13	Brad Krouskup	4800 GAP	4800 GAP	New 171,000 sq. ft. office building and new site improvements and two level parking garage	Architectural Review	possible MND	
5/10/2012 CC approval 4-9-13	SVP	2805 and 2807 Mission College Boulevard APNs: 104-16-118 and 104-16-119	2805 and 2807 Mission College Boulevard APNs: 104-16-118 and 104-16-119	data center retrofit in existing office building	Rezoning to PD to allow free-standing data center		
3/26/2013; Circ of MND Sept 15 2013	IPlanning Group	l ' *	2635, 2645, 2611, 2621, 2655 El Camino Real (project will be referred to as 2645 ECR)	Application to allow development of a multi- family residential project (183 units) on 5 parcels including former Russels Furniture property and El Real Nursery site	Rezoning	MND	Pre-Application
2/7/2013	Irvine Co.		3515-3585 Monroe St Corner of Lawrence Exp. And Monroe	New project submitted by Irvine Co. 825 housing units and 40,000 square feet of retail	PD Rezone, D.A., Map, Architectural Review, potential GPA	EIR	Trumark/Extreme Networks /property in escrow to Irvine co. 9-12
5/7/2014	Irvine Co.	2620 Augustine Drive	2620 Augustine Drive	General Plan Amendment #80 from High Intensity Office/R&D to Community Commercial [Retail Center] and Light Industrial to High Intensity Office/R&D [Office Phase II & III]; Rezone from Planned Development (PD) to Planned Development (PD) [Retail Center], and from Light Industrial (ML) to Commercial Park (CP) [Office Phase II & III] to allow the construction of up to 1,243,300 square feet of office space and up to 125,000 square feet of retail space for a total (inclusive of Office Phase I) of up to 2,000,100 square feet of development; Approval of Development Agreement Amendment No. 2	PD Rezone, D.A., Map, Architectural Review, potential GPA		
2/5/2014	Appllied Materials	3303 Scott Blvd.	3303 Scott Blvd.	New three-story office building at approximately 78,000 square feet. Design review and initial study required.			

Approval Date	Project	Location and APN	Location and APN	Description	Proposed Entitlements (i.e. Rezoning/Variance/CUP/D.A./Map etc.)	Environmental Review (i.e. EIR, MND)	Status of Project (i.e. ADEIR under review, PC scheduled for etc.)
3/11/2012- Revisions needed, Arch design and site planning deficiencies	Silicon Sage Builders	1460 Monroe Avenue 269-03-067, 068, 142 & 143	1460 Monroe Avenue 269-03-067, 068, 142 & 143	Rezone from CT to PD to construct a 4-story mixed use development with 1,800 sq.ft. of ground floor retail and 18 residential units above; 43 surface parking spaces	Rezoning to PD	MND	submittedCEQA review TBD
5/2/2013- continued from CC meeting of Dec. 2013 due to potential litigation	Prometheus	45 Buckingham and 66 Saratoga	45 Buckingham and 66 Saratoga	GPA #76 from Community Mixed Use to High Density Residential & Rezone from CT to PD to construct a four-story 222 unit multi-family residential development with wrap parking structure w/ 375 on-site parking spaces in conjunction w/ demo of (e) commercial building (CEQ2013-01157)	GPA, rezone, EIR	TBD	ADEIR UNDER PREP
6/1/2013 PC recc approval on Jan 15, 2014	U-Haul and Self Storage	2121 Laurelwood APN 104-14-153	2121 Laurelwood APN 104-14-153	Rescind PD and Rezone from ML to allow U- Haul facility and self storage business	Rezone	EIR and TIA	Second admin draft of EIR w/comments due on Ocft. 12 by staff
Filed June 2013	David Tymn for Mozart Dev.	3051 Homestead Road APN: 290-24-001	3051 Homestead Road APN: 290-24-001	Application for Rezone from A to PD for the demolition of an existing s.f. residence, and replacement with 8 detached homes	PD Rezoning, Map, Arch. Review for 8 detached homes	tbd (Cat Ex?)	Pre-Application
refiled in 2013 and revised and continued in 2014- approved 9- 14	SOBRATO	4301 GAP	4301 GAP	Rezone from PD & PD[ML] to PD to construct two high rise office buildings and one parking structure (CEQ2007-01051)construct up to 718,000 square feet of new office space in up to 1,018,000 square feet of office development; up to two, five-level parking structures with up to 3,360 total parking spaces;			
Application submitted 6-5-13	Dennis Chargin	865 Pomeroy Ave	865 Pomeroy Ave	Rezoning application to allow an additional 20- 1 bedroom apartment units within an existing apartment complex with 51 current units	PD rezone	TBD	developer on Sept 20th to review final design for submital of PD
11/7/2013	Tiemo Miehner/coresite	3001 Coronado	3001 Coronado	Architectural Review to amend the previously approved CoreSite Campus master plan with two three story 92147 square foot buildings and other improvements such as bio-swales, parking, and landscaping.	AC approval		application
8/9/2012	Tiemo Mehner/	2920 Coronado 216-46-020	2920 Coronado 216-46-020	New Data Center	Rezoning from ML to PD/ rezoning application is being processed on behalf of Silicon Valley Power		
May-14	Irvine Co.	2620 Augustine Drive	2620 Augustine Drive	125,000 square foot retail center (adjustment to PD with office campus)	Rezoning to PD - readjustment of Office campus	addendum to EIR	
Filed 12/20/2013 Approved May 2014	BNP Leasing Corp	5450 Great America Parkway	5450 Great America Parkway	Architectural review for Phase 2 of approved 6-story office building on an existing office/R&D site with 3 office buildings subgrade and surface parking (certified EIR).	AC approval		
Filed 2013 Approved by CC Dec 2014	Charles McKeag	166 Saratoga Ave	166 Saratoga Ave	Submittal for GPA, Rezone and AC to allow 33 unit residential project (phase I) on 1.74 acre site. Total building area 54K sq. ft.	PD rezone	MND	preaplication
8/14/2014		2520 Augustine Drive; 3393 and 3333 Octavius Drive APNs 216-45-036, 37, 38, 024, 025	2520 Augustine Drive; 3393 and 3333 Octavius Drive APNs 216-45-036, 37, 38, 024, 025	Santa Clara Square Office Project (Phase II and III- see a. Two additional parcels are proposed to be added to the recently approved SCSQ Project. Addendum to the EIR and Amendment to Development Agreement is part of this proposal. The Office Sites proposed will not exceed the 2009 Project. Office Phase II and III are proposed to consist of 6-8 story office buildings with associated surface and structured parking at a ratio of 3.3/1000. Vesting Tentative Parcel Map proposal combines 6 parcels to create 3 parcels (See Drawings). Street bulb at Augustine Drive and Octavius Drive is proposed to be replaced with standard curb.	'	Addendum to previously adoprted EIR	
PC recc for approval 10/22/14 CC scheduled for January 2015	Silicon Valley Builders	1313 Franklin Street	1313 Franklin Street	Multifamily Residential project with 46 units and 16K or retail space and 4 stories	Rezone or AC: depending upon development design and access	TBD	to Arch design and utility accomodation 8-22-12/CC Presentation for concept on 9-25-12. Outreach meeting held
6/18/2013 Approved by AC on 10-1-2014	Tiemo Mehner	3001 and 3032 Coronado 216-26-040	3001 and 3032 Coronado 216-26-040	AC and DA for two new data centers along with vacation of a portion of Coronado Drive	Architectural Approval		
14-Oct	DH family Partnerhsip	750 Walsh	750 Walsh	New 57K industrial warehouse bulding and surface parking and site improvements			
Submitted 9/25/2013 Approved 11/19/2014	TI and ARC	2930 Corvin Drive	2930 Corvin Drive	Architectural Review to convert an existing industrial building into a data center [2.5MW energy use]	ARC and TI approval. Proposed 2.5 or less MW of power requested- Cat Ex		
Approved 9-24-14	Oracle	4090 Network Circle and 4100 Network Circle	4090 Network Circle and 4100 Network Circle	Construction of one new 3-story building and one new single story building with associated site improvments to an existing office campus.	Architecural approval		

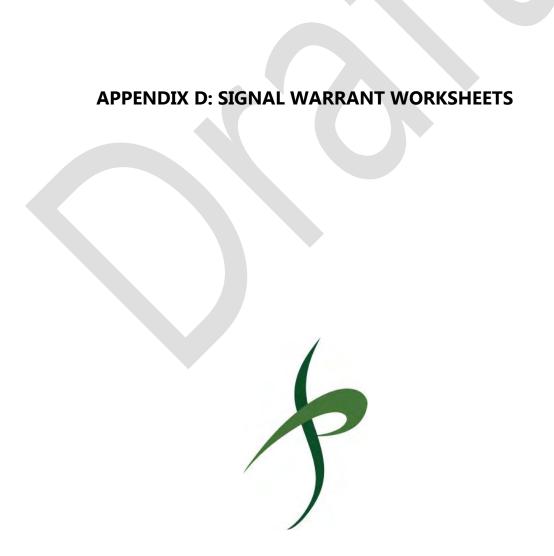
Approval Date	Project	Location and APN	Location and APN	Description	Proposed Entitlements (i.e. Rezoning/Variance/CUP/D.A./Map etc.)	Environmental Review (i.e. EIR, MND)	Status of Project (i.e. ADEIR under review, PC scheduled for etc.)
3/3/2015 Approved 4- 8-15	WTCCA	2981 Mead	2981 Mead	Indoor Table Tennis Academy	Use Permit		
submitted 2/22/2013 Approved 6-25-14	Applied Materials	3303 Scott	3303 Scott	78,000 square foot buildiing with underground parking/Repalced with proposal for service commercial use in existing building (10-1-13)	Architetural approval or PD rezone		
Submitted on 11/1/2014 Approved by PC 2/10/15	Cogswell College	5302 Betsy Ross Drive	5302 Betsy Ross Drive	Cosgwell Polytechincal College - private educational institution	Use Permit		
CC approval 4-21-15	Mehdi Shemirizi	1480 Main Street	1480 Main Street	Rezone to PD to allow a mixed use project with 12 residential apartments and 1,000 sq ft of retail on a approx. 15,000 square foot lot		Cat exemp/Infill project	
3/12/2013	Jane Vaughn	3333 Scott Blvd	3333 Scott Blvd	Expansion of previous approval from to allow 581,000 additional sq ft of office buildings for a total of 1.316m sq.ft	Supplemental EIR to allow the development of 1,316,000 square foot office/r&d space. The project was approved to develop 735,000 sq.ft. office/r&d space spread over five buildings (PLN2011-08759 and CEQ2011-		
Jul-14	JOMA Studio architects	1701 Lawrence Road	1701 Lawrence Road	Rezone from PD (R3-18D) to PD to redevelopment of an existing developed parcel with 9 attached sfr (CEQA to be determined)			
Dec-14	Eli Engleman	990 Wren	990 Wren	Rezone from R1-6L to PD to construct 5 new detached 2-story single family residences w/attached garage in conjunction with demo of existing sfr (PLN2014-10385 Map & CEQ2014-01177)			
112/10/14 (Recc CC	Rezone and Redevelopment of site	3700 El Camino Real	3700 El Camino Real	Mixed use development- Redevelopment of lentire site 87K retail/commercial and 476	Rezone/Subdivision Map/AC approval 475 rental dwelling units and 86,000 square feet of retail space	EIR	EIR not started yet/final design to be submitted with development applications. One community meeting held to date
6/1/2014 Approved	SCU Steve Brodie	455 El Camino Real	455 El Camino Real	Re-use of existing office building for SCU for graduate studies off-campus instruction/occupation	IUP	Cat Exemp- Reuse of existing building	
4/22/2015	Menlo Equities	3345 Scott Blvd	3345 Scott Blvd	Amendment to approved project - Modification to site plan and building height of to be constructed 6-story Building D.			
6/1/2014 Approved by CC on June 23, 2015	Michael Fischer	820 Civic Center Drive APN 224-29-022	820 Civic Center Drive APN 224-29-022	application for a 3 unit Townhome develolpment (retention of one historic home- total of four units)			
Jan-15	Westfield Valley	2855 Stevens Creek Blvd portion of the existing Westfield Valley Fair	2855 Stevens Creek Blvd portion of the existing Westfield Valley Fair	15K Chase bank bldg. near SCB and Winchester intersection	Use Permit for a new movie theater, and Variance to allowable building height, Shopping Mall, and the new construction of 102,210 square foot of commercial building area	Addendum to EIR?	
		Pending Projects	Last updated 10-5-15				
submittal date nand status	Applicant	Location and APN	Location and APN	Description	Proposed Entitlements (i.e. Rezoning/Variance/CUP/D.A./Map etc.)	Environmental Review (i.e. EIR, MND)	Status of Project (i.e. ADEIR under review, PC scheduled for etc.)
2/20/2015	Scott Menard	3305 Kifer	3305 Kifer	Development of 48 attached townhomes and stacked flats with 109 parking spaces and open space as part of the Lawrence Station Area Plan . 7.5 acre site project. The environmental review for this project will be covered under the LSAP EIR	IKezone		
9/1/2015	Westlake Urban/Gaye Quinn	3069 Lawrence Expressway	3069 Lawrence Expressway		Architectural Review, Rezone (for sale units) Tentative subdivision map		
9/1/2015	IHoldings/Kelly	_	2041 Mission College Blvd.	Pre-Application for a Use Permit to demolish existing structures, build 5 new retail buildings totaling 24,000 sq. ft., a 5-story 175-room hotel, and various site improvements; Tentative Parcel Map to subdivide two parcels into three			

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9/1/2015	Menlo Equities	3535 Garrett	3535 Garrett	Architectural Review for new eight story office and three level parking structure; Variance for increase in building height to 150'			
9/1/2015	Kurt Keegan	3023 Homestead Road	3023 Homestead Road	Pre-Application to subdivide one lot into four lots and construct three new 1,900 sq. ft. detached homes, and move the existing listed resource onto lot four	Rezone/subdivision Map/AC approval		
8/3/2015	Jeff Guinta	2580 Lafayette	2580 Lafayette	Adult gymnasium	Use Permit		
8/27/2015	Mehdi Sadri	1055 Helen Ave	1055 Helen Ave	Rezone from R1-6L to PD & Architectural Review to construct a 4 unit townhome project w/ private street (Tentative Parcel Map PLN2015-11358)			
7/1/2015	Mehdi Sadri	100 N. Winchester	I100 N. Winchester	GPA and PD rezone for market rate senior housing project with 92 units			
7/1/2015	Sobrato	3000 Bowers	3000 Bowers	Amend Architectural Review approval for construction of (2) 5-story 150,000 sq.ft.office buildings, (1) 2-story 17,400 sq.ft. amenity building with Modification to increase maximum building height to 85 feet, and 6 story parking structure with a total of 1,200 parking spaces in conjunction with demolition of an existing 100,042 sq.ft. 2-story office building to allow construction of (2) 165,000 sq.ft. 5-story office buildings and (1) 5-story parking structure and surface parking totaling			
6/1/2015	Ray Hashimoto /HMH for River of Life Church	1177 Laurelwood		New 35K sanctuary structure adjacent to existing building to allow full congregation to attend one service.			
Submitted 2-27-15	Irvine Company	575 Benton Street multiple parcels		Mission Towne Center Mission Town Center-5-story mixed use project consisting ground floor 25,942 sf commercial space and 417 apartments on approximately 6.42 acres	General Plan Amendment, Rezoning, parcel map	EIR	
4/2/2015	Lennar Commercial	3607 Kifer Rd	3607 Kifer Rd	Use Permit to construct off-site 5-level parking structure at 3697 Tahoe Way and 5-story 199,460 sq.ft. office building at 3607 Kifer Rd as part of an existing off campus in conjunction with a Modification to increase maximum building height of the proposed office building to 87.5' and Architectural Review of the project			
8/27/2015	Pinn Bros		1890 El Camino Real APN 269-01-081, 82	Rezone from CT to PD; Architectural Review for new four story mixed use development consisting of 60 for sale units, 5,820 sq. ft. of commercial, wrapped parking garage, and amenities.	Rezone, ARC review, TSM	EIR	
Feb-15	IFearn/Summerhill	3505 Kiefer Road APN 216-34-070	3505 Kiefer Road APN 216-34-070	Development of 996 residential units with 37,000 square foot retail and associated open space, landscaping, parking and other improvements as part of the Lawrence Station Area Plan.	Rezone, Possible DA, Specific plan approval, ARC review	EIR	
Jan-15	I Fair	2855 Stevens Creek Blvd portion of the existing Westfield Valley Fair	2855 Stevens Creek Blvd portion of the existing Westfield Valley Fair	tenant space	Use Permit for a new movie theater, and Variance to allowable building height,Shopping Mall, and the new construction of 102,210 square foot of commercial building area	Addendum to EIR?	
Jan-15	Irvine	216-45-011 -022 -024 -	3265 Scott Blv (2600 Augustine) APN APN's: 216-45-011 -022 -024 - 025 -028; 216-29-053 - 112 and 216-46-003	Santa Clara Square Mixed Use Project phased project 100+ acres	GPA, rezone, subdivision map		
15-May	City Ventures	1525 Alivso Street		Application for 40 unit townhouse project- 3 stories (next to Mission Inn motel)- application following preapplication	Rezone	MND/TBD	10/14/2014- PCC done, and CMO office review: redesign project to allow open space and better

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14-Dec	Summerhill	2230 El Camino Real	2230 El Camino Real	Pre-Application for the proposed demolition of existing commercial buildings, and the development of 164 apartment units	Rezone and GPA possible for no commercial	MND	
15-Jun	Santana Atrium Professional Center	100 N. Winchester	100 N. Winchester	General Plan Amendment, rezoning and Architectural Review for 92 unit senior apartment home community with onsite clubhouse and recreational amenities. Fees include Initial Study/Negative Declaration and Stormwater Management Plan Review.	rezone and GPA	MND OR EIR	
Sep-14	Jon Shank	1220 Memorex	1220 Memorex	Parcel Map and Arch review for self storage facility	Parcel Map and Architetural approval		
Sep-14	Sobrato	2250 El Camino Real	2250 El Camino Real	Pre-application for 48 apartments- 3 floors over podium parking (Western Motel site)	Rezone/ARC approval		
Sep-14	Related		104-01-102, 097-01-039 & 097-01-073; 5120 Stars and Stripes Drive APN: 104-03-036, 038 and 039	City Place -Related Co project for redevelopment of five parcels that include Santa Clara Golf & Tennis Club, BMX track, Fire Station #10, and former City landfill and two parcels on other side of Stars and Stripes (formerly for Montana Lowe project) directly across from Levi's Stadium. Master Development totals of 9.2M square feet and proposes 5.7M sq ft office; 1.1M sq ft retail;	EIR, General Plan Amendment, Rezone to PD or PD-MC, Tentative Map and/or Vesting Tentative Map, Development Agreement and/or Disposition Development Agreement, Ground Lease, and Architectural Review.		
Sep-14	Kurt Anderson	2891 Homestead Rd. APN 290-39-080	2891 Homestead Rd. APN 290-39-080	Pre-Application review of the proposed replacement of a single family residence and detached garage with a thirteen-unit two- and three-story townhome development on a podium over at-grade parking			
Jul-15	Xeres Dupont Fabros	555 Reed Street	555 Reed Street	111,000 sf data center (addition) Architectural Review and Mitigated Negative Declaration to allow a new data center building on 2020-2070 and 2100-2160 De La Cruz Boulevard (this project is part of the Dupont Fabros data center at 555 Reed).	48'	43%	
Jul-15	Lour Mariani	2570 El Camino Real APN 290-46-001	2570 El Camino Real APN 290-46-001	Preliminary application: for 1.5 acre site w/315 dwelling units			
6/20/2013	Jerry Mangono	2255 The Alameda	2255 The Alameda	pre-application for rezone of small parcel to include one living unit and office	Rezoning to PD	MND	pre-Application/more detail needed
6/23/2015	Rashik Patel T2	2950 Lakeside Drive	2950 Lakeside Drive	New 7 story hotel with 188 rooms			
Feb-15	Swim Center at Central Park	909 Kiely Boulevard	909 Kiely Boulevard	International Swim Center (ISC) PRELIMINARY proposal at Central Park CIP project #3172: project includes the following components: ISC, Community Recreation Center, Swimming Hall of Fame	Existing swim center with bleachers and accessory		
12/20/2013	MCA	3033 Scott	3033 Scott	Expansion of activities at Muslim Community Association to include new high school and doubling of student enrollment. Initial Study included.			

}





Gold Street

North Taylor Street

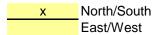
Sheet No 1 of 2

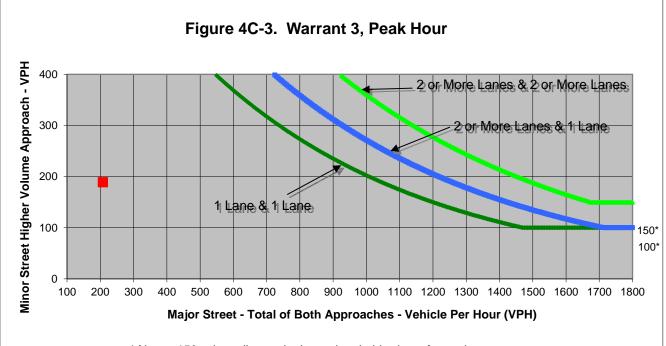
Project Top Golf
Scenario Existing
Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	2	3	0	181
Through	32	84	5	5
Right	86	1	6	3
Total	120	88	11	189

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Gold Street	North Taylor Street	Warrant Met
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	208	189	<u></u>



Major Street Go
Minor Street No

Gold Street

North Taylor Street

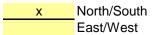
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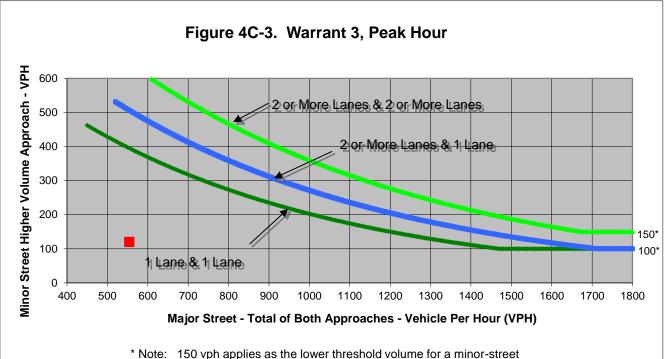
Project Top Golf
Scenario Existing
Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	4	6	0	105
Through	87	52	4	2
Right	404	1	8	13
Total	495	59	12	120

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Gold Street	North Taylor Street	vvarrant iviet
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	554	120	<u></u>



Gold Street

North Taylor Street

Sheet No 1 of 2

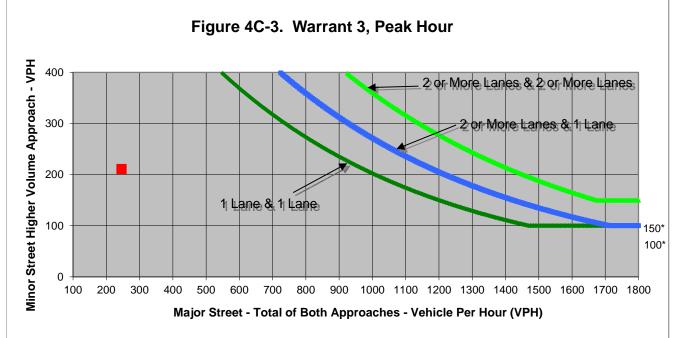
Project Top Golf
Scenario Existing plus Project
Peak Hour AM

Major Street Direction

Х	North/South
	East/West

Turn Movement Volumes

	NB	SB	EB	WB
Left	2	3	0	203
Through	32	84	5	5
Right	124	1	6	3
Total	158	88	11	211



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Gold Street	North Taylor Street	vvarrant iviet
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	246	211	<u></u>



Gold Street

North Taylor Street

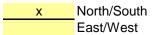
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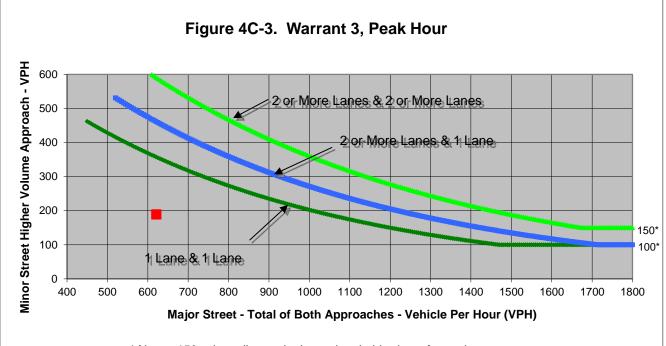
Project Top Golf
Scenario Existing plus Project
Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	4	6	0	174
Through	87	52	4	2
Right	471	1	8	13
Total	562	59	12	189

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Gold Street	North Taylor Street	Warrant Wet
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	621	189	<u></u>



Gold Street

North Taylor Street

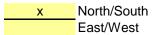
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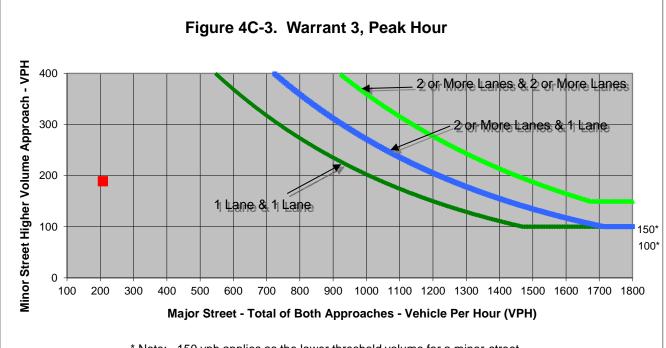
Project Top Golf
Scenario Background
Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	2	3	0	181
Through	32	84	5	5
Right	86	1	6	3
Total	120	88	11	189

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Gold Street	North Taylor Street	Warrant Met
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	208	189	<u></u>



Gold Street

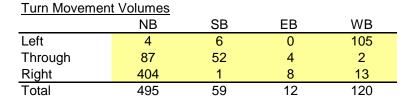
North Taylor Street

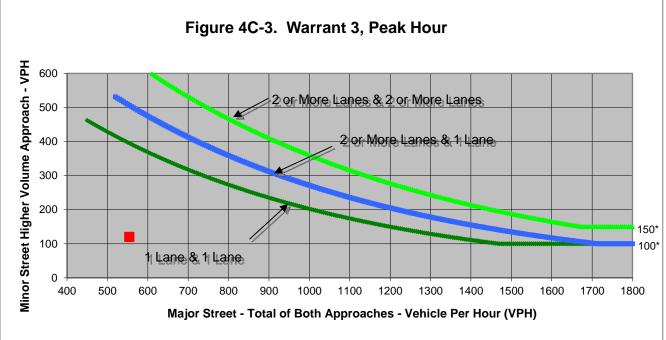
Sheet No 2 of 2

Project Top Golf
Scenario Background
Peak Hour PM

Major Street Direction

Х	North/South	
	East/West	





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Gold Street	North Taylor Street	vvarrant iviet
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	554	120	<u></u>



Gold Street

North Taylor Street

Sheet No 1 of 2

Project Top Golf
Scenario Background plus Project
Peak Hour AM

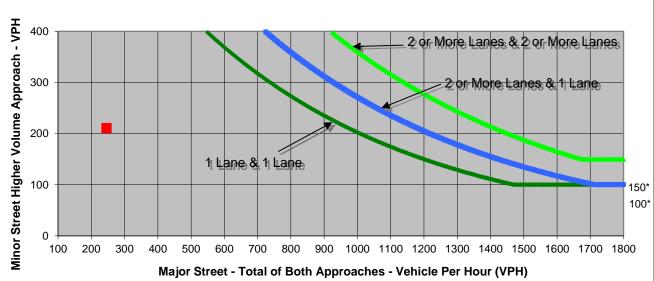
Major Street Direction

x North/South East/West

Turn Movement Volumes

	NB	SB	EB	WB
Left	2	3	0	203
Through	32	84	5	5
Right	124	1	6	3
Total	158	88	11	211





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Gold Street	North Taylor Street	vvarrant iviet
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	246	211	<u></u>



Gold Street

North Taylor Street

Sheet No 2 of 2

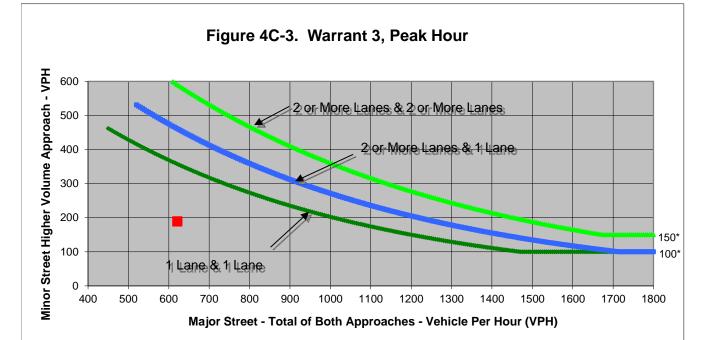
Project Top Golf
Scenario Background plus Project
Peak Hour PM

Major Street Direction

x North/South East/West

Turn Movement Volumes

	NB	SB	EB	WB
Left	4	6	0	174
Through	87	52	4	2
Right	471	1	8	13
Total	562	59	12	189



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Gold Street	North Taylor Street	Warrant Wet
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	621	189	<u></u>



North Taylor Street
Gold Street

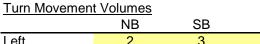
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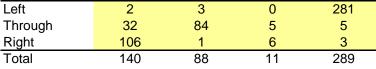
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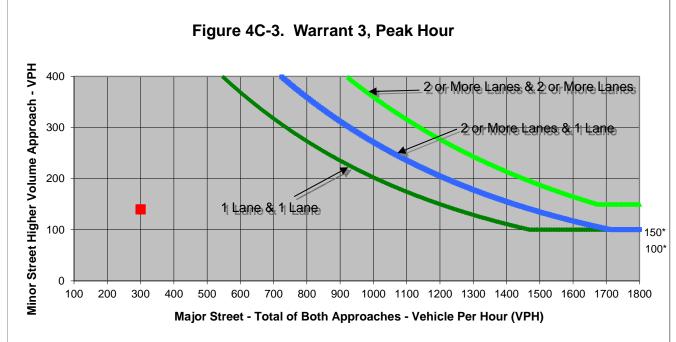
Project Top Golf
Scenario Cumulative
Peak Hour AM

Major Street Direction

North/South
x East/West







WB

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North Taylor Street	Gold Street	vvarrant iviet
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	300	140	<u></u>



Gold Street

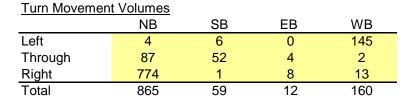
North Taylor Street

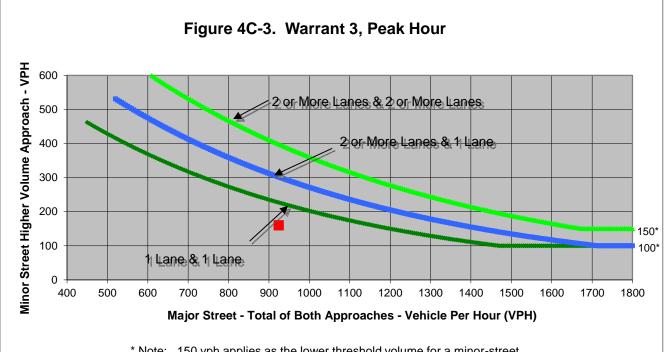
Sheet No 2 of 2

Project Top Golf
Scenario Cumulative
Peak Hour PM

Major Street Direction

Х	North/South	
	East/West	





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Gold Street	North Taylor Street	vvarrant iviet
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	924	160	<u></u>



North Taylor Street
Gold Street

Sheet No 1 of 2

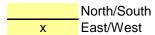
Project Top Golf
Scenario Cumulative plus Project

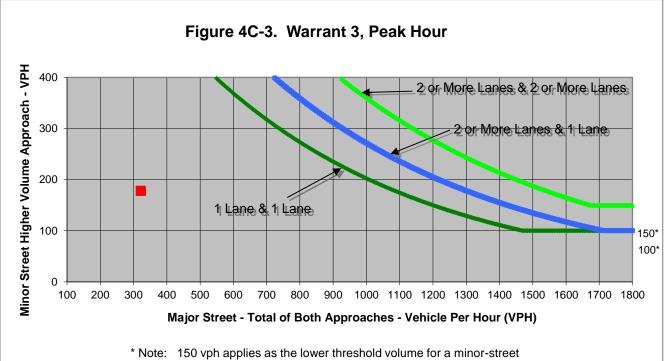
Turn Movement Volumes

	NB	SB	EB	WB
Left	2	3	0	303
Through	32	84	5	5
Right	144	1	6	3
Total	178	88	11	311

Major Street Direction

Peak Hour AM





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North Taylor Street	Gold Street	Warrant Met
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	322	178	<u></u>



Gold Street

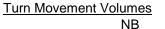
North Taylor Street

Sheet No 2 of 2

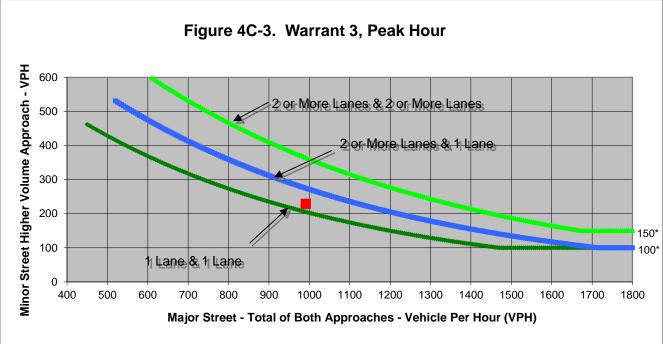
Project Top Golf
Scenario Cumulative plus Project
Peak Hour PM

Major Street Direction

Х	North/South	
	East/West	



	NB	SB	EB	WB
Left	4	6	0	214
Through	87	52	4	2
Right	841	1	8	13
Total	932	59	12	229



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Gold Street	North Taylor Street	Warrant Met
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	991	229	<u>. 20</u>



Major Street
Minor Street
Liberty Street

North Taylor Street
Liberty Street

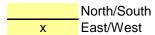
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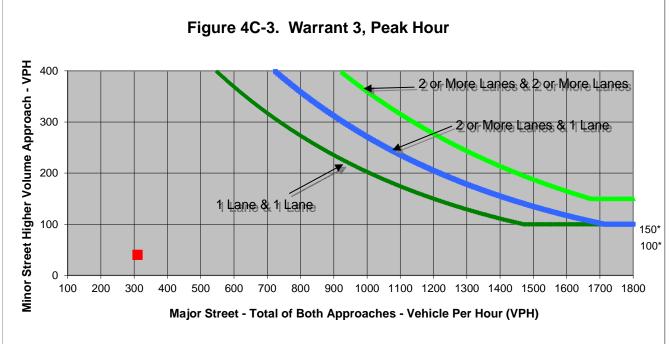
Project Top Golf
Scenario Existing
Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	1	23	4	18
Through	6	13	102	173
Right	18	4	2	11
Total	25	40	108	202

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North Taylor Street	Liberty Street	Warrant Met
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	310	40	<u></u>



Major Street
Minor Street
Liberty Street

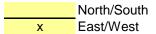
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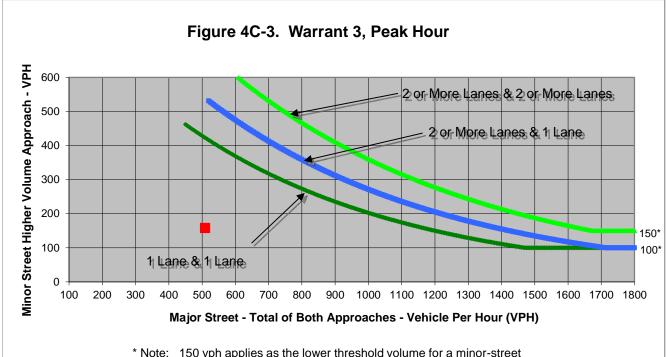
Project Top Golf
Scenario Existing
Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	1	19	7	15
Through	7	4	369	97
Right	150	13	4	17
Total	158	36	380	129

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North Taylor Street	Liberty Street	vvarrant iviet
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	509	158	<u></u>



Major Street
Minor Street
Liberty Street

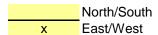
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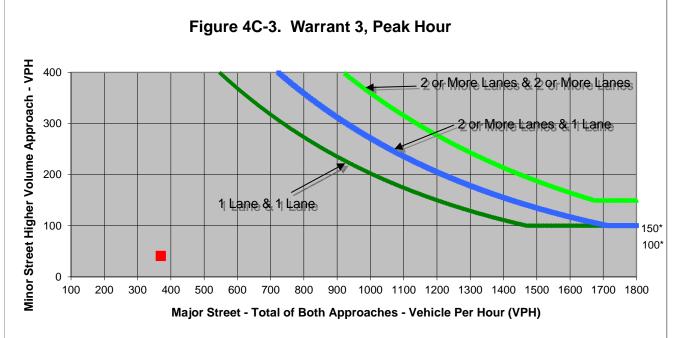
Project Top Golf
Scenario Existing plus Project
Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	1	24	4	18
Through	6	13	140	195
Right	18	4	2	11
Total	25	41	146	224







* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North Taylor Street	Liberty Street	Warrant Met
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	370	41	<u></u>



Major Street North Taylor Street Minor Street Liberty Street

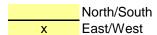
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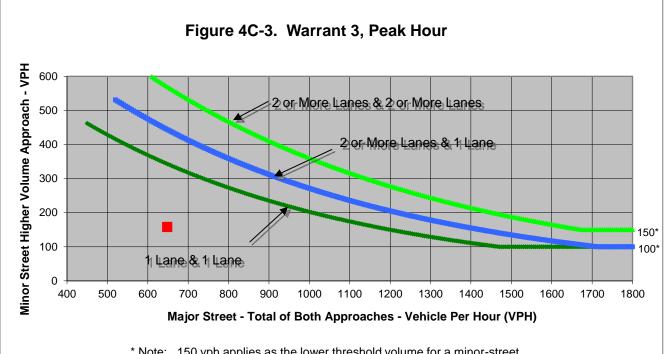
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Turn Movement Volumes

	NB	SB	EB	WB
Left	1	22	7	15
Through	7	4	436	166
Right	150	13	4	20
Total	158	39	447	201

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North Taylor Street	Liberty Street	Warrant Met
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	648	158	<u></u>



Major Street
Minor Street
Liberty Street

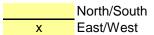
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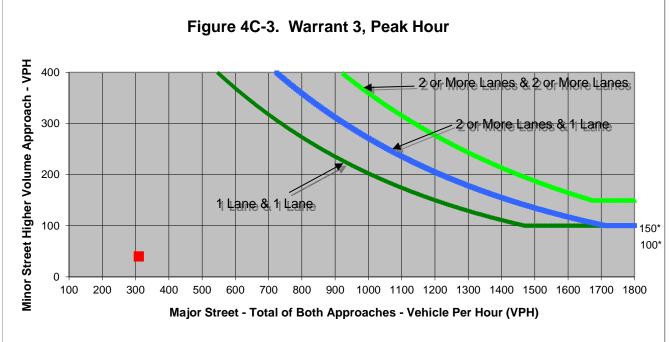
Project Top Golf
Scenario Background
Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	1	23	4	18
Through	6	13	102	173
Right	18	4	2	11
Total	25	40	108	202

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North Taylor Street	Liberty Street	Warrant Met
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	310	40	<u>:40</u>



Major Street North Taylor Minor Street Liberty Street

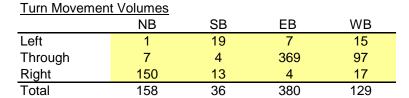
North Taylor Street
Liberty Street

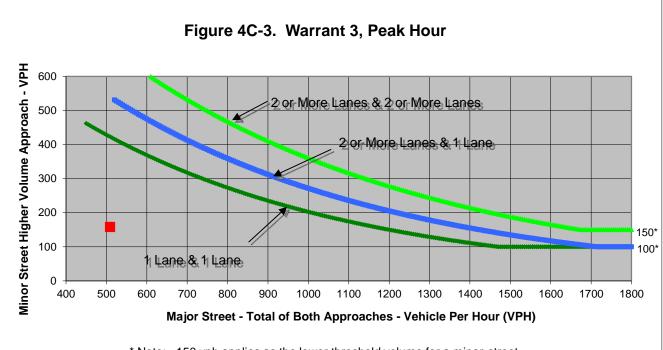
Sheet No 2 of 2

Project Top Golf
Scenario Background
Peak Hour PM

Major Street Direction

North/South
x East/West





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North Taylor Street	Liberty Street	vvarrant iviet
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	509	158	<u></u>



Major Street North Ta

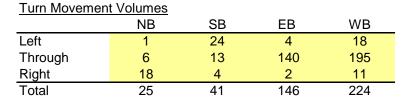
North Taylor Street
Liberty Street

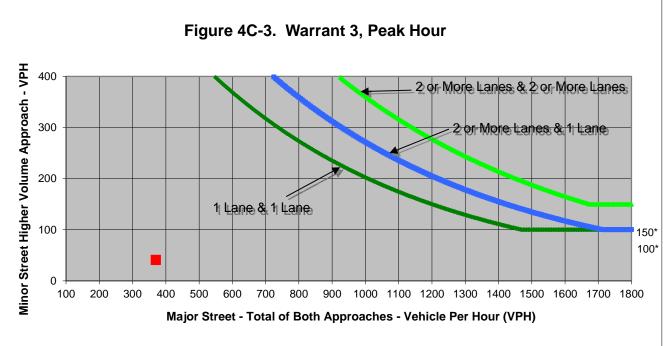
Sheet No 1 of 2

Project Top Golf
Scenario Background plus Project
Peak Hour AM

Major Street Direction

North/South
x East/West





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North Taylor Street	Liberty Street	Warrant Met
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	370	41	<u></u>



Major Street
Minor Street
Liberty Street

North Taylor Street
Liberty Street

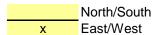
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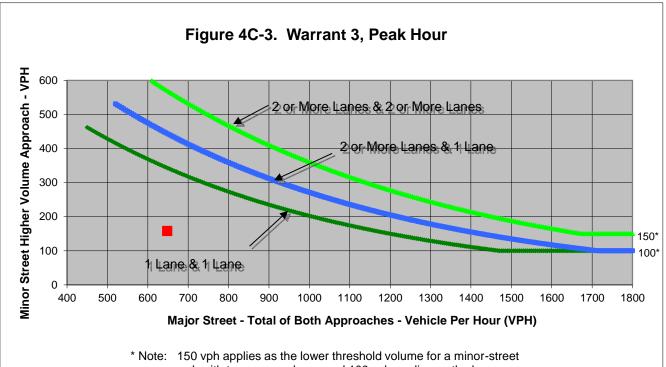
Project Top Golf
Scenario Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	1	22	7	15
Through	7	4	436	166
Right	150	13	4	20
Total	158	39	447	201

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North Taylor Street	Liberty Street	Warrant Met
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	648	158	<u></u>



Major Street
Minor Street

Liberty Street

Major Street

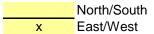
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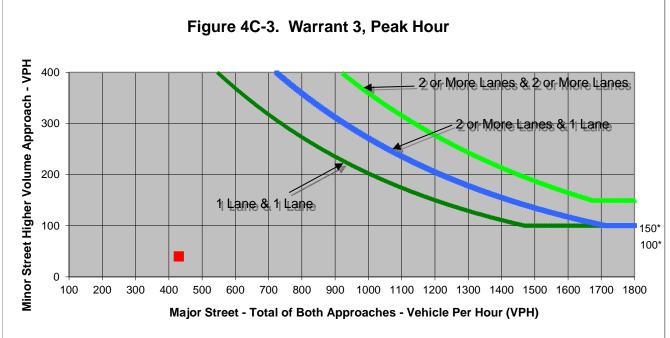
Project Top Golf
Scenario Cumulative
Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	1	23	4	18
Through	6	13	122	273
Right	18	4	2	11
Total	25	40	128	302

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North Taylor Street	Liberty Street	Warrant Met
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	430	40	<u></u>



Major Street
Minor Street
Liberty Street

North Taylor Street
Liberty Street

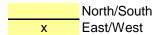
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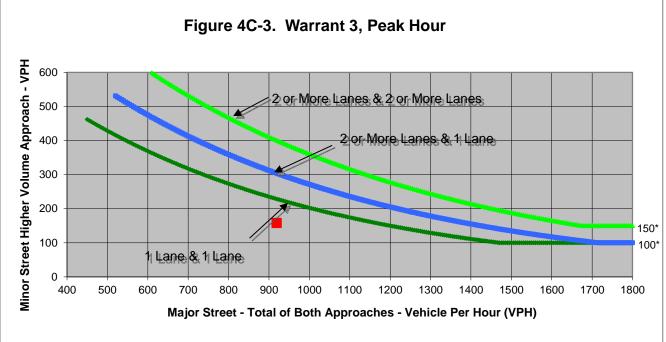
Project Top Golf
Scenario Cumulative
Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	1	19	7	15
Through	7	4	739	137
Right	150	13	4	17
Total	158	36	750	169

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North Taylor Street	Liberty Street	Warrant Wet
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	919	158	<u></u>



Major Street
Minor Street
Liberty Street

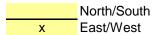
Sheet No 1 of 2

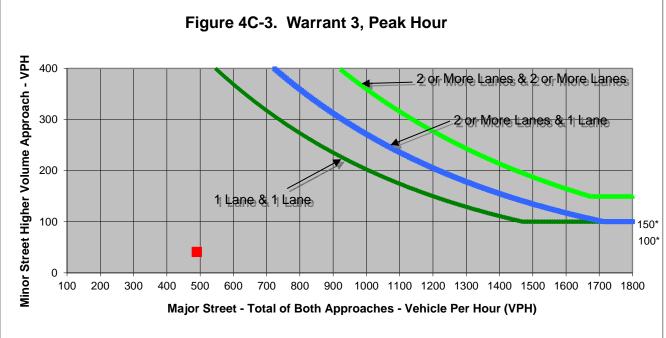
Project Top Golf
Scenario Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	1	24	4	18
Through	6	13	160	295
Right	18	4	2	11
Total	25	41	166	324

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North Taylor Street	Liberty Street	Warrant Met
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	490	41	<u></u>



Major Street
Minor Street
Liberty Street

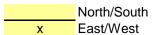
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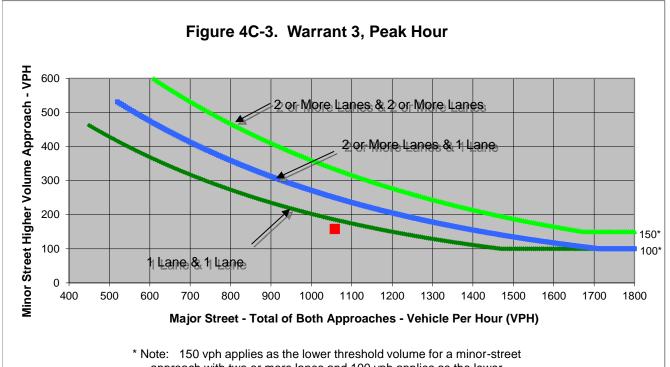
Project Top Golf
Scenario Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	1	22	7	15
Through	7	4	806	206
Right	150	13	4	20
Total	158	39	817	241

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North Taylor Street	Liberty Street	vvarrant iviet
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	1,058	158	<u></u>



North 1st Street
Trinity Park Drive

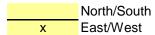
Sheet No 1 of 2

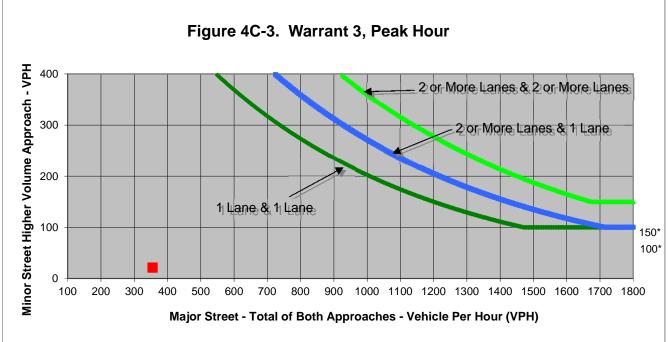
Project Top Golf
Scenario Existing
Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	18	0	0
Through	0	0	203	148
Right	0	3	0	4
Total	0	21	203	152

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street North 1st Street	Minor Street Trinity Park Drive	Warrant Met
Number of Approach Lanes	1	1	NO
Traffic Volume (VPH) *	355	21	<u>!</u>



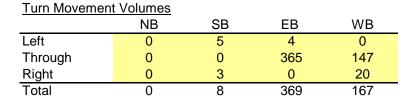
North 1st Street
Trinity Park Drive

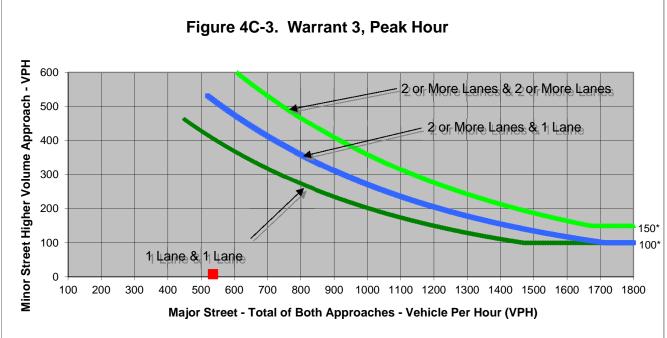
Sheet No 2 of 2

Project Top Golf
Scenario Existing
Peak Hour PM

Major Street Direction

	North/South
Х	East/West





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North 1st Street	Trinity Park Drive	Warrant wet
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	536	8	<u></u>



North 1st Street
Trinity Park Drive

Sheet No 1 of 2

Project Top Golf
Scenario Existing plus Project

Major Street Direction

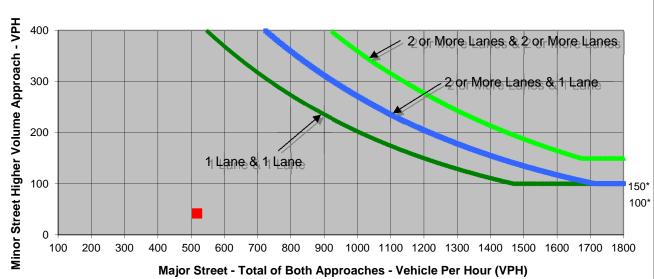
Peak Hour AM

North/South
x East/West

Turn Movement Volumes

	NB	SB	EB	WB
Left	22	18	0	92
Through	0	0	237	172
Right	20	3	13	4
Total	42	21	250	268





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North 1st Street	Trinity Park Drive	vvairant iviet
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	518	42	<u></u>



North 1st Street
Trinity Park Drive

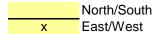
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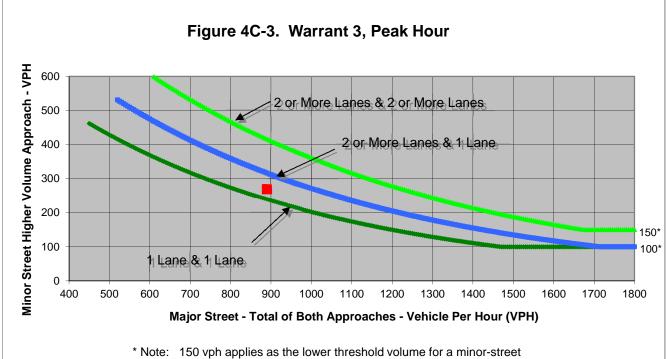
Project Top Golf
Scenario Existing plus Project
Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	100	5	4	191
Through	0	0	425	194
Right	169	3	56	20
Total	269	8	485	405

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North 1st Street	Trinity Park Drive	774174117
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	890	269	<u>. 10</u>



North 1st Street
Trinity Park Drive

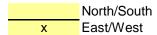
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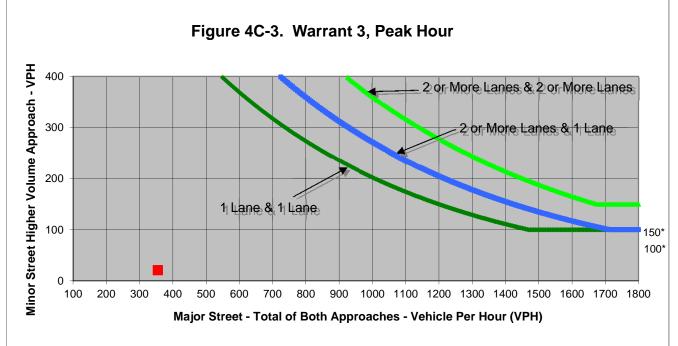
Project Top Golf
Scenario Background
Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	18	0	0
Through	0	0	203	148
Right	0	3	0	4
Total	0	21	203	152

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North 1st Street	Trinity Park Drive	Trainant mot
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	355	21	<u></u>



North 1st Street
Trinity Park Drive

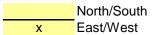
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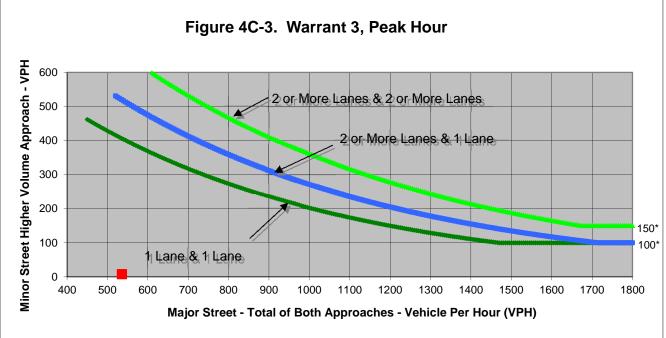
Project Top Golf
Scenario Background
Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	5	4	0
Through	0	0	365	147
Right	0	3	0	20
Total	0	8	369	167

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North 1st Street	Trinity Park Drive	Wallall Wet
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	536	8	<u></u>



North 1st Street
Trinity Park Drive

Sheet No 1 of 2

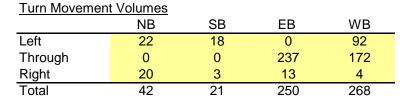
Project Top Golf

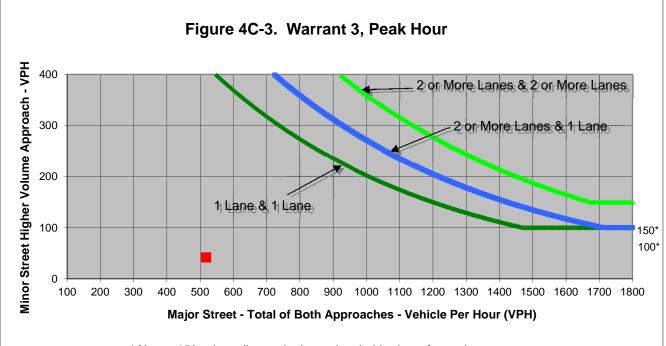
Scenario Bac Peak Hour AM

Background plus Project

Major Street Direction

	North/South
Х	East/West





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North 1st Street	Trinity Park Drive	Warrant wet
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	518	42	<u></u>



Major Street

North 1st Street

Sheet No of Top Golf Project Scenario Background plus Project

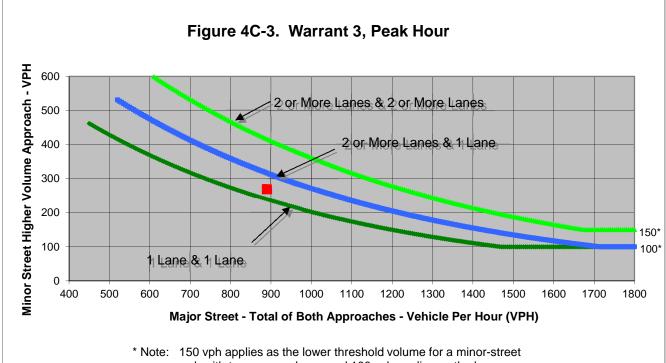
Major Street Direction

Peak Hour PM

North/South East/West

Trinity Park Drive Minor Street

<u>Turn Movement Volumes</u>						
	NB	SB	EB	WB		
Left	100	5	4	191		
Through	0	0	425	194		
Right	169	3	56	20		
Total	269	8	485	405		



approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street North 1st Street	Minor Street Trinity Park Drive	Warrant Met
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	890	269	



North 1st Street
Trinity Park Drive

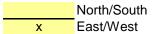
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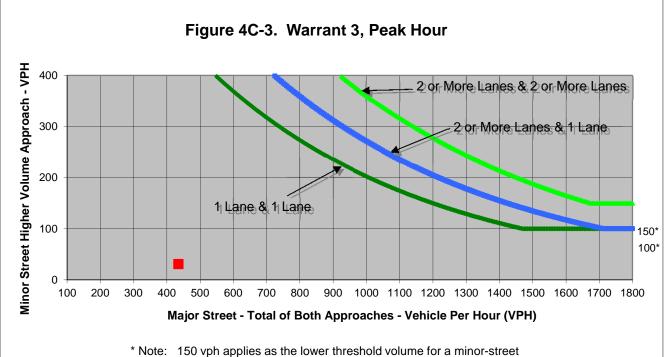
Project Top Golf
Scenario Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	18	10	0
Through	0	0	203	218
Right	0	13	0	4
Total	0	31	213	222

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North 1st Street	Trinity Park Drive	Trainant mot
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	435	31	<u> </u>



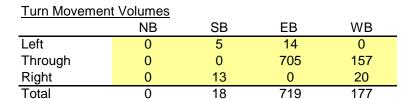
North 1st Street
Trinity Park Drive

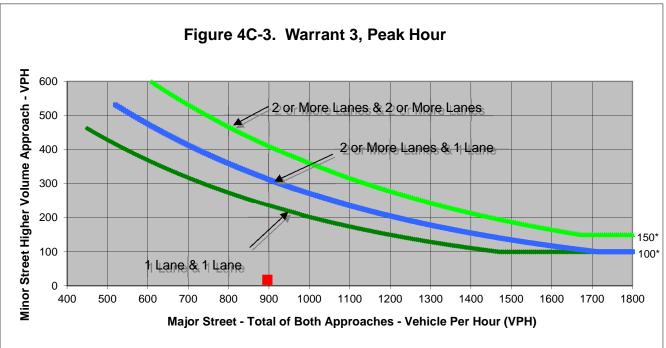
Sheet No 2 of 2

Project Top Golf
Scenario Cumulative
Peak Hour PM

Major Street Direction

North/South
x East/West





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North 1st Street	Trinity Park Drive	Warrant wet
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	896	18	<u></u>



North 1st Street
Trinity Park Drive

Sheet No 1 of 2

Project Top Golf
Scenario Cumulative plus Project

Major Street Direction

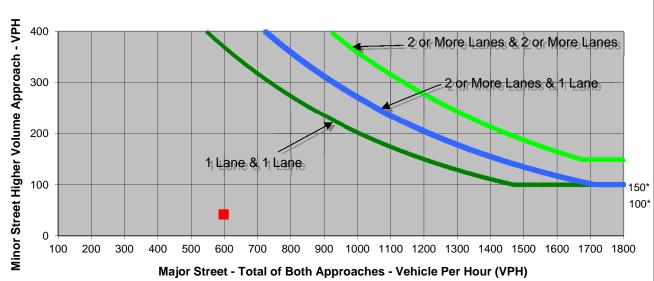
Peak Hour AM

North/South
x East/West

Turn Movement Volumes

	NB	SB	EB	WB
Left	22	18	10	92
Through	0	0	237	242
Right	20	13	13	4
Total	42	31	260	338





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North 1st Street	Trinity Park Drive	Wallall Wet
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	598	42	<u></u>



Major Street North 1st St Minor Street Trinity Park

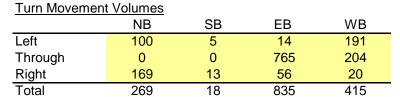
North 1st Street
Trinity Park Drive

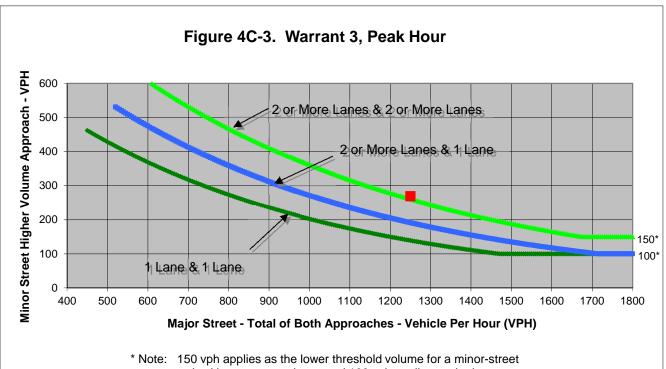
Sheet No 2 of 2

Project Top Golf
Scenario Cumulative plus Project
Peak Hour PM

Major Street Direction

North/South
x East/West





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North 1st Street	Trinity Park Drive	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	1,250	269	<u> </u>



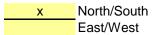
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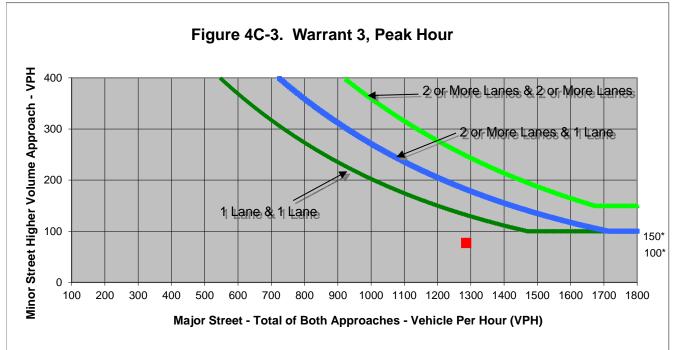
Project Top Golf
Scenario Existing
Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	432	3	3	0
Through	684	128	0	0
Right	3	36	74	0
Total	1,119	167	77	0

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Lafayette Street	Great America Way	vvarrant iviet
Number of Approach Lanes	2	2	<u>NO</u>
Traffic Volume (VPH) *	1,286	77	<u>:o</u>



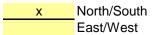
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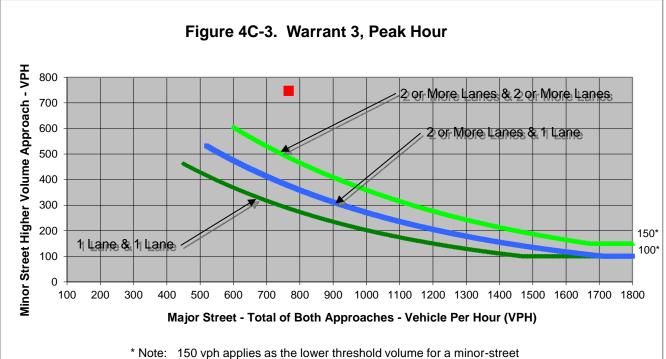
Project Top Golf
Scenario Existing
Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	51	4	151	0
Through	205	496	1	0
Right	1	9	595	0
Total	257	509	747	0

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Lafayette Street	Great America Way	vvarrant iviet
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	766	747	<u></u>



1,127

Major Street Lafayette
Minor Street Great Am

Total

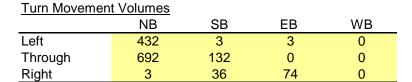
Lafayette Street
Great America Way

Sheet No 1 of 2

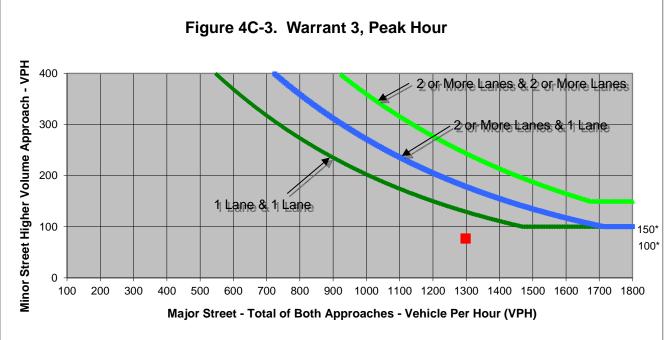
Project Top Golf
Scenario Existing plus Project
Peak Hour AM

Major Street Direction

x North/South East/West



171



0

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Lafayette Street	Great America Way	vvarrant iviet
Number of Approach Lanes	2	2	<u>NO</u>
Traffic Volume (VPH) *	1,298	77	<u>:9</u>



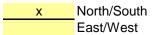
Lafayette Street **Great America Way**

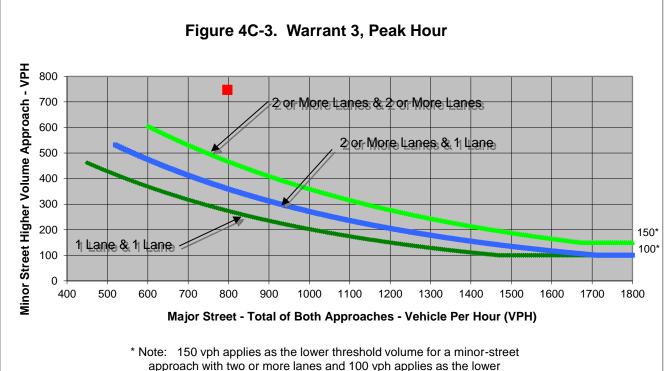
Sheet No of Top Golf Project Scenario **Existing plus Project** Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	51	4	151	0
Through	220	512	1	0
Right	1	9	595	0
Total	272	525	747	0

Major Street Direction





approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Lafayette Street	Great America Way	vvarrant iviet
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	797	747	<u> </u>



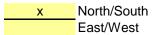
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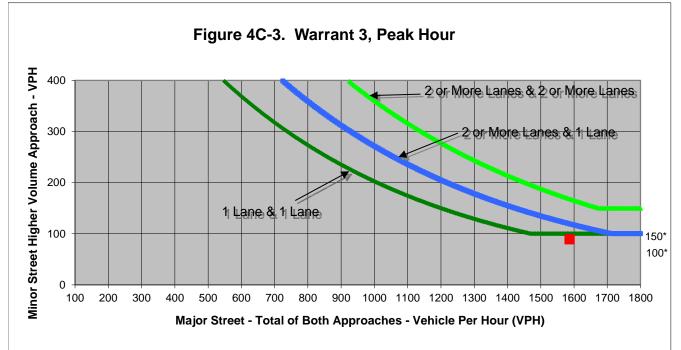
Project Top Golf
Scenario Background
Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	434	3	3	0
Through	922	189	0	0
Right	3	36	86	0
Total	1,359	228	89	0

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Lafayette Street	Great America Way	vvarrant iviet
Number of Approach Lanes	2	2	<u>NO</u>
Traffic Volume (VPH) *	1,587	89	<u>:40</u>



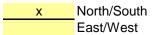
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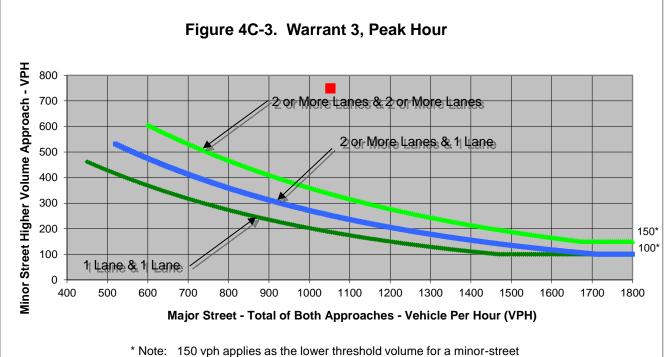
Project Top Golf
Scenario Background
Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	62	4	151	0
Through	245	731	1	0
Right	1	9	597	0
Total	308	744	749	0

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-stree approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Lafayette Street	Great America Way	vvarrant iviet
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	1,052	749	<u></u>



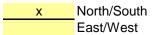
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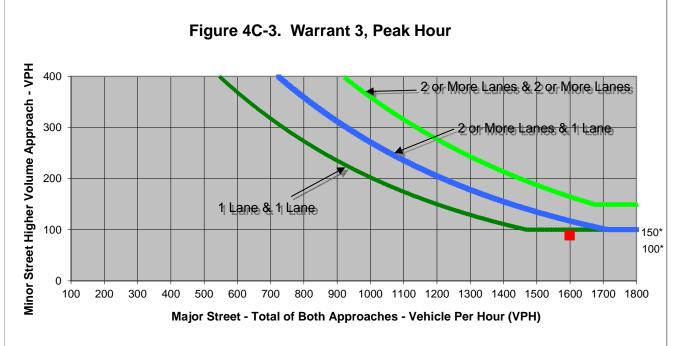
Project Top Golf
Scenario Background plus Project
Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	434	3	3	0
Through	930	193	0	0
Right	3	36	86	0
Total	1.367	232	89	0

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Lafayette Street	Great America Way	vvarrant iviet
Number of Approach Lanes	2	2	<u>NO</u>
Traffic Volume (VPH) *	1,599	89	<u>:40</u>



Major Street Lafayette
Minor Street Great Ar

Lafayette Street
Great America Way

Sheet No 2 of 2

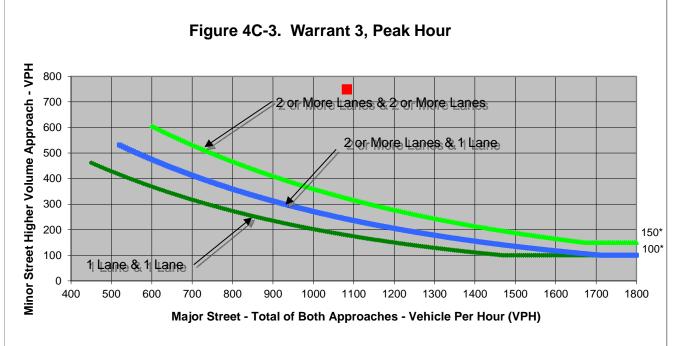
Project Top Golf
Scenario Background plus Project
Peak Hour PM

Major Street Direction

x North/South East/West

Turn Movement Volumes NR

	NB	SB	EB	WB
Left	62	4	151	0
Through	260	747	1	0
Right	1	9	597	0
Total	323	760	749	0



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Lafayette Street	Great America Way	vvarrant iviet
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	1,083	749	<u></u>



Major Street Lafayette Street
Minor Street Great America Way

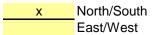
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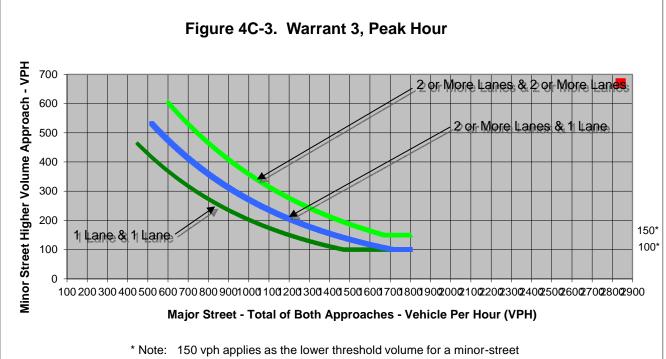
Project Top Golf
Scenario Cumulative
Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	454	713	3	0
Through	1,046	589	210	70
Right	3	36	456	40
Total	1,503	1,338	669	110

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Lafayette Street	Great America Way	vvarrant iviet
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	2,841	669	<u>. 10</u>



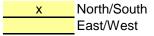
Sheet No 2 of 2

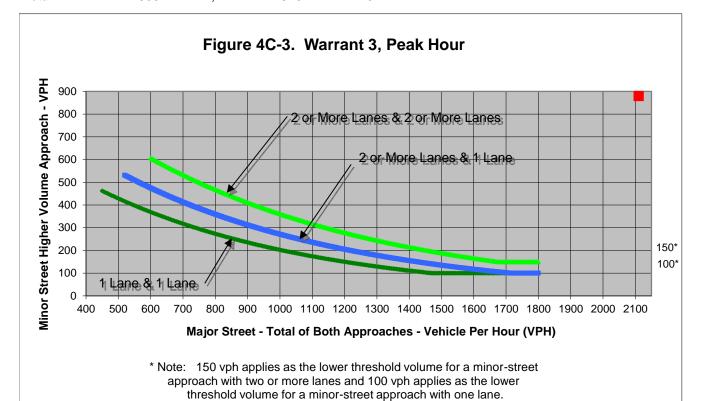
Project Top Golf
Scenario Cumulative
Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	172	154	151	0
Through	826	948	51	290
Right	1	9	677	180
Total	999	1.111	879	470

Major Street Direction





	Major Street	Minor Street	Warrant Met
	Lafayette Street	Great America Way	Warrant Met
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	2 110	879	<u>. 10</u>

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014



Major Street Lafayette Street
Minor Street Great America Way

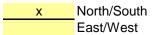
Sheet No 1 of 2

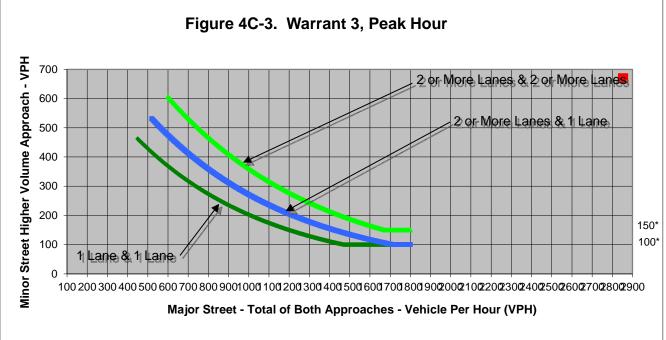
Project Top Golf
Scenario Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	454	713	3	0
Through	1,054	593	210	70
Right	3	36	456	40
Total	1,511	1,342	669	110

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Lafayette Street	Great America Way	vvarrant iviet
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	2,853	669	<u>. 10</u>

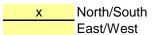


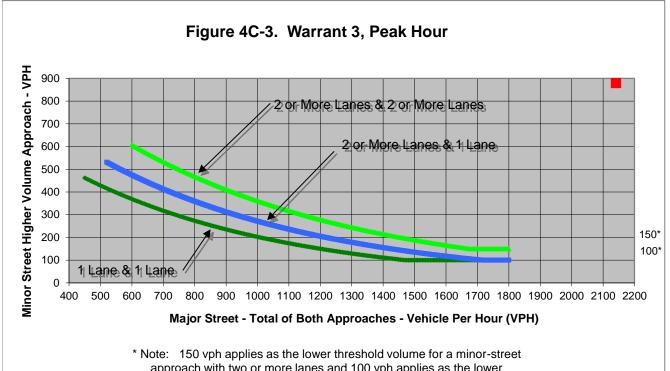
Major Street Lafayette Street Minor Street **Great America Way** Sheet No of **Project** Top Golf Scenario Cumulative plus Project Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	172	154	151	0
Through	841	964	51	290
Right	1	9	677	180
Total	1,014	1,127	879	470

Major Street Direction





approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Lafayette Street	Great America Way	vvarrant iviet
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	2,141	879	<u></u>



North 1st Street
Tony P Santos Street

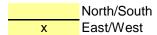
Sheet No 1 of 2

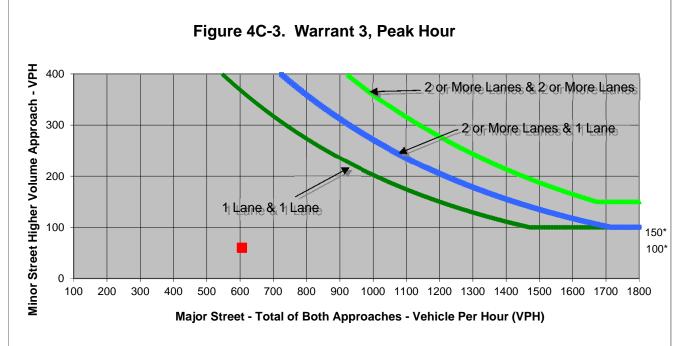
Project Top Golf
Scenario Existing
Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	36	13	1
Through	0	0	275	275
Right	0	24	0	42
Total	0	60	288	318

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North 1st Street	Tony P Santos Street	Wallallt Wict
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	606	60	<u>:9</u>



Turn Movement Volumes

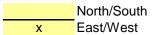
North 1st Street
Tony P Santos Street

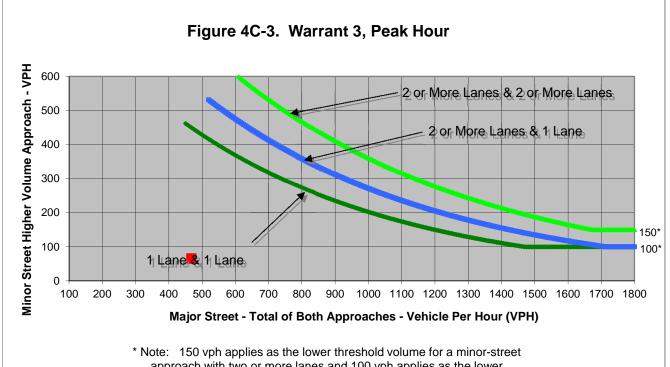
Sheet No 2 of 2

Project Top Golf
Scenario Existing
Peak Hour PM

	NB	SB	EB	WB
Left	0	47	8	1
Through	0	0	229	191
Right	0	18	0	39
Total	0	65	237	231

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North 1st Street	Tony P Santos Street	vvarrant iviet
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	468	65	<u>:::9</u>



North 1st Street
Tony P Santos Street

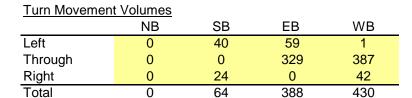
Sheet No 1 of 2

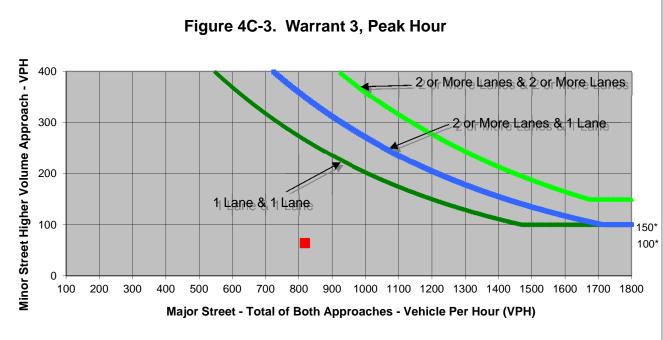
Project Top Golf
Scenario Existing plus Project

Major Street Direction

Peak Hour AM

	North/South	
Х	East/West	





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North 1st Street	Tony P Santos Street	vvarrant iviet
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	818	64	<u>:9</u>



North 1st Street
Tony P Santos Street

Sheet No 2 of 2

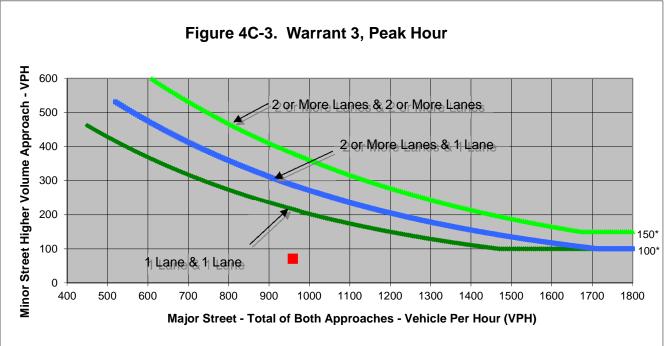
Project Top Golf
Scenario Existing plus Project

Major Street Direction

Peak Hour School PM Peak

North/South
x East/West

Turn Movement Volumes SB EΒ WB Left 53 Through 0 0 472 426 Right 0 18 0 39 Total 0 493 466



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North 1st Street	Tony P Santos Street	Wallallt Wict
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	959	71	<u>:9</u>

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.

Traffic Volume for Minor Street is the Volume of High Volume Approach.



North 1st Street
Tony P Santos Street

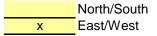
Sheet No 1 of 2

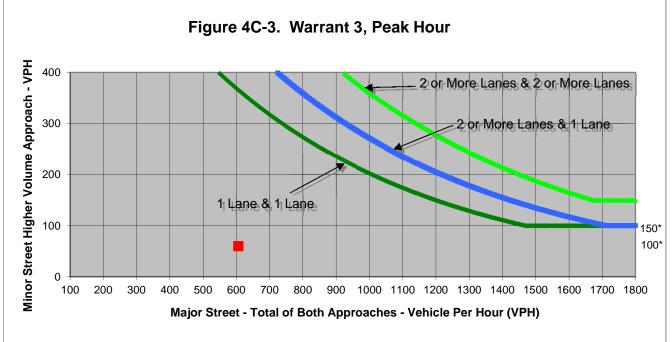
Project Top Golf
Scenario Background
Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	36	13	1
Through	0	0	275	275
Right	0	24	0	42
Total	0	60	288	318

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North 1st Street	Tony P Santos Street	vvarrant iviet
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	606	60	<u>o</u>

* Note: Traffic Volume for Major Street is Total Volume of Both Approachs.

Traffic Volume for Minor Street is the Volume of High Volume Approach.



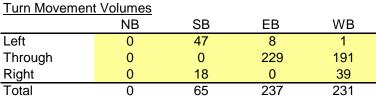
North 1st Street
Tony P Santos Street

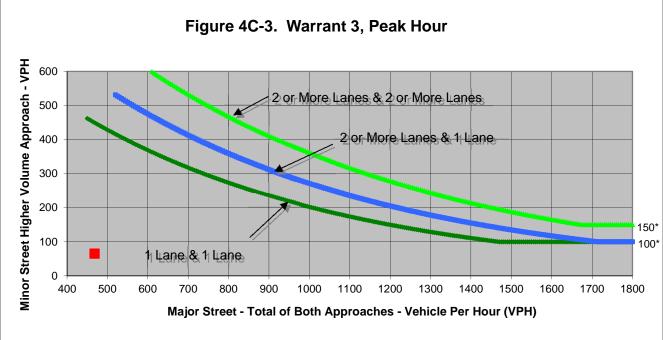
Sheet No 2 of 2

Project Top Golf
Scenario Background
Peak Hour PM

Major Street Direction

	North/South
Х	East/West





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street North 1st Street	Minor Street Tony P Santos Street	Warrant Met
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	468	65	<u>140</u>

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.

Traffic Volume for Minor Street is the Volume of High Volume Approach.



North 1st Street
Tony P Santos Street

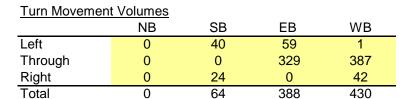
Sheet No 1 of 2

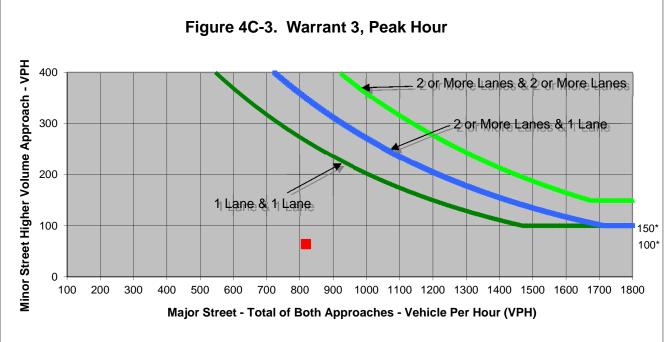
Project Top Golf
Scenario Background plus Project

Major Street Direction

Peak Hour AM

	North/South
Х	East/West





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North 1st Street	Tony P Santos Street	vvarrant iviet
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	818	64	<u>o</u>

* Note: Traffic Volume for Major Street is Total Volume of Both Approachs.

Traffic Volume for Minor Street is the Volume of High Volume Approach.



North 1st Street Tony P Santos Street

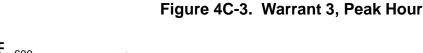
Sheet No of Project Top Golf Scenario Background plus Project Peak Hour School PM Peak

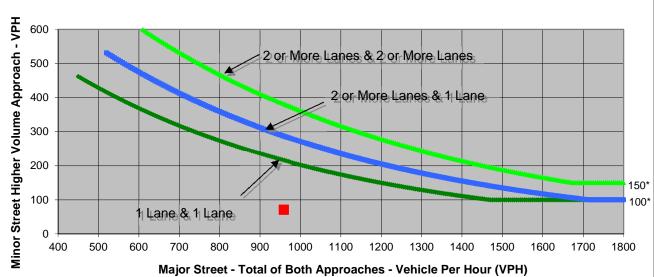
Major Street Direction

North/South East/West

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	53	21	1
Through	0	0	472	426
Right	0	18	0	39
Total	0	71	493	466





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street North 1st Street	Minor Street Tony P Santos Street	Warrant Met
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	959	71	<u>140</u>

Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.



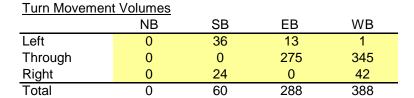
North 1st Street
Tony P Santos Street

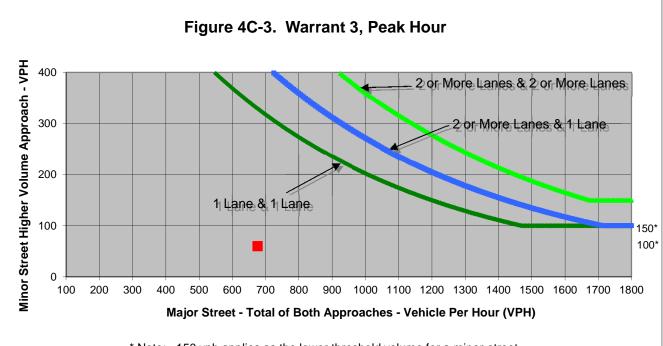
Sheet No 1 of 2

Project Top Golf
Scenario Cumulative
Peak Hour AM

Major Street Direction

	North/South	
Х	East/West	





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North 1st Street	Tony P Santos Street	vvarrant iviet
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	676	60	<u>:::9</u>

* Note: Traffic Volume for Major Street is Total Volume of Both Approachs.

Traffic Volume for Minor Street is the Volume of High Volume Approach.



North 1st Street
Tony P Santos Street

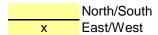
Sheet No 2 of 2

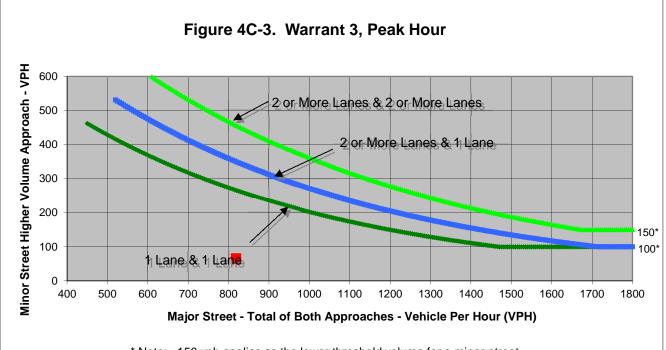
Project Top Golf
Scenario Cumulative
Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	47	8	1
Through	0	0	569	201
Right	0	18	0	39
Total	0	65	577	241

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North 1st Street	Tony P Santos Street	vvarrant iviet
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	818	65	<u>:9</u>

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.

Traffic Volume for Minor Street is the Volume of High Volume Approach.



North 1st Street
Tony P Santos Street

Sheet No 1 of 2

Project Top Golf

Project Scenario

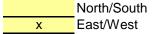
Cumulative plus Project

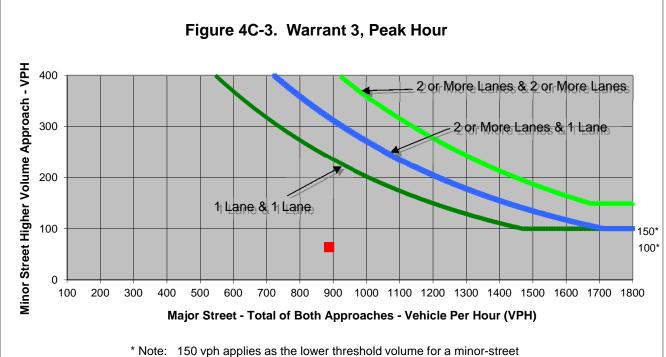
Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	40	59	1
Through	0	0	329	457
Right	0	24	0	42
Total	0	64	388	500

Major Street Direction





* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North 1st Street	Tony P Santos Street	vvarrant iviet
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	888	64	<u>:o</u>

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.

Traffic Volume for Minor Street is the Volume of High Volume Approach.



North 1st Street Tony P Santos Street

Sheet No of Project Top Golf

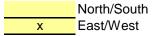
Scenario

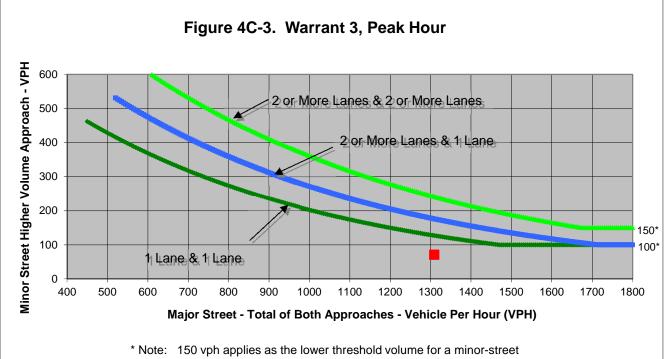
Cumulative plus Project Peak Hour School PM Peak

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	53	21	1
Through	0	0	812	436
Right	0	18	0	39
Total	0	71	833	476

Major Street Direction



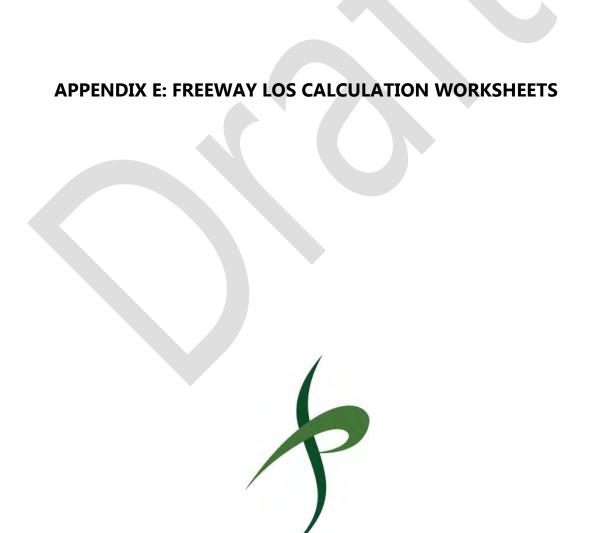


approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North 1st Street	Tony P Santos Street	vvarrant iviet
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	1,309	71	<u>:::9</u>

Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.



Ramp Metering - Existing Conditions¹

				Nu	Number of Lanes ²		nber of Lanes ² HOV Bypass % ³				AM Peak Hou	r ³	ı	PM Peak Hou	r ³
			Storage				AM Peak	PM Peak		Min. Meter	Max. Meter		Min. Meter	Max. Meter	
Freeway	Ramp	Ramp Type ²	Length (ft)3	SOV	HOV	Total	Hour	Hour	Cars/Green	Rate	Rate	Cycle Length	Rate	Rate	Cycle Length
SR 237 EB	Great America Parkway	Diagonal	2,140	1	1	2	0%	13%	1	Not Metered	Not Metered	N/A	440	900	4.0
SR 237 EB	North First Street	Diagonal	925	1	1	2	0%	27%	1	Not Metered	Not Metered	N/A	300	900	4.0
SR 237 WB	North First Street	Diagonal	1,350	2	0	2	0%	0%	1	510	900	8.0	510	900	8.0
SR 237 WB	Great America Parkway	Diagonal	1,400	1	0	1	0%	0%	1	720	900	4.0	600	900	4.0

¹Does not change with Plus Project Conditions

²Provided by Caltrans, 2016

³Provided by field observations conducted by Fehr & Peers, 2015

Location: SR 237 EB Ramp: Great America Parkway Scenario: Existing Conditions

HOV Bypass (%) 0%

Metered Volume (veh/hr) 0

Max. Metering Rate (veh/hr/ln) Not Metered

Max. Discharge Rate (veh/15 min) N/A

Configuration: 1 SOV + 1 HOV
Peak Hour Volume: 0
3-hour Peak Period Volume: 0

Storage Length (m)	652
Storage Length (ft)	2140
SOV Storage Lanes	1
Maximum Storage (veh)	86

Morning (AM)	Ramp	A	45 88	Metered	F	Accum-	Total	W-1-1-1-	Total	Metered
Time	Meter	Arrival	15-Minute	15-Minute	Excess	ulated	Delay	Vehicles	Hourly	Hourly
Interval	Rate	Distribution	Volumes	min flows	Demand	Vehicles	(veh-15m)	Delayed	Volume	Volume
6:00-6:15										
6:15-6:30										
6:30-6:45										
6:45-7:00										
7:00-7:15										
7:15-7:30										
7:30-7:45										
7:45-8:00										
8:00-8:15										
8:15-8:30										
8:30-8:45										
8:45-9:00										

Total Delay (veh-3hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: SR 237 EB Ramp: Great America Parkway Scenario: Existing Conditions

HOV Bypass (%) 13%

Metered Volume (veh/hr) 554

Max. Metering Rate (veh/hr/ln) 900

Max. Discharge Rate (veh/15 min) 225

Peak Hour Volume:	637
4-hour Peak Period Volume:	2,405

Configuration: 1 SOV + 1 HOV

Storage Length (m)	652
Storage Length (ft)	2140
Storage Lanes	1
Maximum Storage (veh)	86

Evening (PM)	Ramp			Metered		Accum-	Total		Total	Metered
Time	Meter	Arrival	15-Minute	15-Minute	Excess	ulated	Delay	Vehicles	Hourly	Hourly
Interval	Rate	Distribution	Volumes	min flows	Demand	Vehicles	(veh-15m)	Delayed	Volume	Volume
3:00-3:15	515	5%	131	114	0	0	0.00	0	572	497
3:15-3:30	515	6%	137	119	0	0	0.00	0	586	510
3:30-3:45	515	6%	147	128	0	0	0.00	0	602	523
3:45-4:00	515	7%	157	137	8	8	1.94	137	619	538
4:00-4:15	515	6%	145	126	0	5	1.28	126	637	554
4:15-4:30	515	6%	153	133	4	9	2.35	133	637	554
4:30-4:45	515	7%	164	143	14	23	5.82	143	637	554
4:45-5:00	515	7%	175	152	23	47	11.67	152	626	544
5:00-5:15	515	6%	145	126	0	44	11.01	126	623	542
5:15-5:30	515	6%	153	133	4	48	12.08	133	611	531
5:30-5:45	515	6%	153	133	4	53	13.15	133	599	521
5:45-6:00	515	7%	172	150	21	73	18.36	150	587	510
6:00-6:15	515	6%	133	116	0	60	15.08	116	573	498
6:15-6:30	515	6%	141	123	0	54	13.55	123		
6:30-6:45	515	6%	141	123	0	48	12.01	123		
6:45-7:00	515	7%	158	137	9	57	14.17	137		

Total Delay (veh-4hr)	132
Total Vehicles Delayed (veh)	1,730
Average Delay (hr)	0.08
Average Delay (min)	4.59

Maximum Queue (veh)	73
Maximum Queue (ft)	2,220

Location: SR 237 EB Ramp: Great America Parkway Scenario: Existing Plus Project

HOV Bypass (%)	0%
Metered Volume (veh/hr)	0
Max. Metering Rate (veh/hr/ln)	Not Metered
Max. Discharge Rate (veh/15 min)	N/A

Configuration:	1	SOV +	1	HOV	,
Deal Harm Values		_			

Peak Hour Volume: 0
3-hour Peak Period Volume: 0

Storage Length (m)	652
Storage Length (ft)	2140
SOV Storage Lanes	1
Maximum Storage (veh)	86

Morning (AM)	Ramp	A	45 88	Metered	F	Accum-	Total	W-1-1-1-	Total	Metered
Time	Meter	Arrival	15-Minute	15-Minute	Excess	ulated	Delay	Vehicles	Hourly	Hourly
Interval	Rate	Distribution	Volumes	min flows	Demand	Vehicles	(veh-15m)	Delayed	Volume	Volume
6:00-6:15										
6:15-6:30										
6:30-6:45										
6:45-7:00										
7:00-7:15										
7:15-7:30										
7:30-7:45										
7:45-8:00										
8:00-8:15										
8:15-8:30										
8:30-8:45										
8:45-9:00										

Total Delay (veh-3hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: SR 237 EB Ramp: Great America Parkway Scenario: Existing Plus Project

HOV Bypass (%)	13%
Metered Volume (veh/hr)	564
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Configuration:	1 SOV + 1 HOV
Peak Hour Volume:	649
4-hour Peak Period Volume:	2,451

Storage Length (m)	652
Storage Length (ft)	2140
Storage Lanes	1
Maximum Storage (veh)	86

Evening (PM)	Ramp			Metered		Accum-	Total		Total	Metered
Time	Meter	Arrival	15-Minute	15-Minute	Excess	ulated	Delay	Vehicles	Hourly	Hourly
Interval	Rate	Distribution	Volumes	min flows	Demand	Vehicles	(veh-15m)	Delayed	Volume	Volume
3:00-3:15	515	5%	133	116	0	0	0.00	0	583	507
3:15-3:30	515	6%	140	122	0	0	0.00	0	598	520
3:30-3:45	515	6%	150	130	2	2	0.42	130	614	534
3:45-4:00	515	7%	160	139	10	12	3.02	139	631	549
4:00-4:15	515	6%	148	129	0	12	3.00	129	649	564
4:15-4:30	515	6%	156	136	7	19	4.73	136	649	564
4:30-4:45	515	7%	167	145	16	35	8.85	145	649	564
4:45-5:00	515	7%	178	155	26	61	15.35	155	638	555
5:00-5:15	515	6%	148	129	0	61	15.34	129	635	552
5:15-5:30	515	6%	156	136	7	68	17.07	136	623	542
5:30-5:45	515	6%	156	136	7	75	18.79	136	610	530
5:45-6:00	515	7%	175	152	23	99	24.65	152	597	519
6:00-6:15	515	6%	136	118	0	88	22.02	118	583	507
6:15-6:30	515	6%	143	124	0	84	20.92	124		
6:30-6:45	515	6%	143	124	0	79	19.82	124		
6:45-7:00	515	7%	161	140	11	91	22.64	140		

Total Delay (veh-4hr)	197
Total Vehicles Delayed (veh)	1,893
Average Delay (hr)	0.10
Average Delay (min)	6.23

Maximum Queue (veh)	99
Maximum Queue (ft)	2,970

Location: SR 237 EB Ramp: North First Street Scenario: Existing Conditions

HOV Bypass (%)	0%
Metered Volume (veh/hr)	0
Max. Metering Rate (veh/hr/ln)	Not Metered
Max. Discharge Rate (veh/15 min)	N/A

Configuration:	1	SOV	+	1	НО	۱
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	Peak Hour Volume:	0
3-hour	Peak Period Volume:	0

Storage Length (m)	282
Storage Length (ft)	925
SOV Storage Lanes	1
Maximum Storage (veh)	37

Morning (AM)	Ramp			Metered		Accum-	Total		Total	Metered
Time	Meter	Arrival	15-Minute	15-Minute	Excess	ulated	Delay	Vehicles	Hourly	Hourly
Interval	Rate	Distribution	Volumes	min flows	Demand	Vehicles	(veh-15m)	Delayed	Volume	Volume
6:00-6:15										
6:15-6:30										
6:30-6:45										
6:45-7:00										
7:00-7:15										
7:15-7:30										
7:30-7:45										
7:45-8:00										
8:00-8:15										
8:15-8:30										
8:30-8:45										
8:45-9:00										

Total Delay (veh-3hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: SR 237 EB Ramp: North First Street Scenario: Existing Conditions

HOV Bypass (%)	
Metered Volume (veh/hr)	348
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Peak Hour Volume:	478
4-hour Peak Period Volume:	1,747

Configuration: 1 SOV + 1 HOV

Storage Length (m)	282
Storage Length (ft)	925
Storage Lanes	1
Maximum Storage (veh)	37

Evening (PM)	Ramp			Metered		Accum-	Total		Total	Metered
Time	Meter	Arrival	15-Minute	15-Minute	Excess	ulated	Delay	Vehicles	Hourly	Hourly
Interval	Rate	Distribution	Volumes	min flows	Demand	Vehicles	(veh-15m)	Delayed	Volume	Volume
3:00-3:15	315	6%	100	73	0	0	0.00	0	430	313
3:15-3:30	315	7%	120	87	9	9	2.13	87	425	309
3:30-3:45	315	7%	114	83	4	13	3.17	83	419	305
3:45-4:00	315	6%	96	70	0	4	0.94	70	413	300
4:00-4:15	315	5%	95	69	0	0	0.00	0	408	297
4:15-4:30	315	7%	114	83	4	4	1.04	83	434	316
4:30-4:45	315	6%	108	79	0	4	0.99	79	431	313
4:45-5:00	315	5%	91	66	0	0	0.00	0	450	327
5:00-5:15	315	7%	121	88	9	9	2.31	88	478	348
5:15-5:30	315	6%	111	81	2	11	2.81	81	466	339
5:30-5:45	315	7%	127	92	14	25	6.21	92	456	332
5:45-6:00	315	7%	119	87	8	33	8.16	87	444	323
6:00-6:15	315	6%	109	79	1	33	8.29	79	432	314
6:15-6:30	315	6%	101	73	0	28	6.97	73		
6:30-6:45	315	7%	115	84	5	33	8.19	84		
6:45-7:00	315	6%	107	78	0	32	7.95	78		

Total Delay (veh-4hr)	59
Total Vehicles Delayed (veh)	1,063
Average Delay (hr)	0.06
Average Delay (min)	3.34

Maximum Queue (veh)	33
Maximum Queue (ft)	1,020

Notes: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet. Storage length includes 200 feet of storage for the partial on-ramp lane.

Location: SR 237 EB Ramp: North First Street Scenario: Existing Plus Project

HOV Bypass (%)	0%
Metered Volume (veh/hr)	0
Max. Metering Rate (veh/hr/ln)	Not Metered
Max. Discharge Rate (veh/15 min)	N/A

	Co	nfi	gu	rat	ion:	1	so	۷	+	1	HC	۷(

Peak Hour Volume: 0
3-hour Peak Period Volume: 0

Storage Length (m)	282
Storage Length (ft)	925
SOV Storage Lanes	1
Maximum Storage (veh)	37

Morning (AM)	Ramp			Metered		Accum-	Total		Total	Metered
Time	Meter	Arrival	15-Minute	15-Minute	Excess	ulated	Delay	Vehicles	Hourly	Hourly
Interval	Rate	Distribution	Volumes	min flows	Demand	Vehicles	(veh-15m)	Delayed	Volume	Volume
6:00-6:15										
6:15-6:30										
6:30-6:45										
6:45-7:00										
7:00-7:15										
7:15-7:30										
7:30-7:45										
7:45-8:00										
8:00-8:15										
8:15-8:30										
8:30-8:45										
8:45-9:00										

Total Delay (veh-3hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Configuration: 1 SOV + 1 HOV

525

1,919

Location: SR 237 EB Ramp: North First Street Scenario: Existing Plus Project

HOV Bypass (%)	27%
Metered Volume (veh/hr)	382
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	282
Storage Length (ft)	925
Storage Lanes	1
Maximum Storage (veh)	37

4-hour Peak Period Volume:

Peak Hour Volume:

Evening (PM) Time	Ramp Meter	Arrival	15-Minute	Metered 15-Minute	Excess	Accum- ulated	Total Delay	Vehicles	Total Hourly	Metered Hourly
Interval	Rate	Distribution	Volumes	min flows	Demand	Vehicles	(veh-15m)	Delayed	Volume	Volume
3:00-3:15	315	6%	110	80	1	1	0.31	80	473	344
3:15-3:30	315	7%	132	96	17	19	4.63	96	467	340
3:30-3:45	315	7%	125	91	12	31	7.66	91	460	335
3:45-4:00	315	6%	106	77	0	29	7.25	77	454	330
4:00-4:15	315	5%	104	76	0	26	6.47	76	448	326
4:15-4:30	315	7%	125	91	12	38	9.51	91	477	347
4:30-4:45	315	6%	119	87	8	46	11.46	87	474	345
4:45-5:00	315	5%	100	73	0	40	9.95	73	494	359
5:00-5:15	315	7%	133	97	18	58	14.45	97	524	381
5:15-5:30	315	6%	122	89	10	68	16.94	89	510	371
5:30-5:45	315	7%	139	101	22	90	22.53	101	498	362
5:45-6:00	315	7%	130	95	16	106	26.48	95	485	353
6:00-6:15	315	6%	119	87	8	114	28.43	87	473	344
6:15-6:30	315	6%	110	80	1	115	28.74	80		
6:30-6:45	315	7%	126	92	13	128	31.96	92		
6:45-7:00	315	6%	118	86	7	135	33.73	86		

Total Delay (veh-4hr)	261
Total Vehicles Delayed (veh)	1,395
Average Delay (hr)	0.19
Average Delay (min)	11.21

Maximum Queue (veh)	135
Maximum Queue (ft)	4,050

Notes: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet. Storage length includes 200 feet of storage for the partial on-ramp lane.

Location: SR 237 WB Ramp: North First Street Scenario: Existing Conditions

HOV Bypass (%)	0%
Metered Volume (veh/hr)	1,067
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Configuration:	2 SOV + 0 HOV	,
Peak Hour Volume:	1067	
3-hour Peak Period Volume:	2.563	

Storage Length (m)	411
Storage Length (ft)	1350
SOV Storage Lanes	2
Maximum Storage (veh)	108

Morning (AM)	Ramp			Metered		Accum-	Total		Total	Metered
Time	Meter	Arrival	15-Minute	15-Minute	Excess	ulated	Delay	Vehicles	Hourly	Hourly
Interval	Rate	Distribution	Volumes	min flows	Demand	Vehicles	(veh-15m)	Delayed	Volume	Volume
6:00-6:15	720	6%	161	161	0	0	0.00	0	644	644
6:15-6:30	720	6%	161	161	0	0	0.00	0	650	650
6:30-6:45	720	6%	161	161	0	0	0.00	0	676	676
6:45-7:00	720	6%	161	161	0	0	0.00	0	819	819
7:00-7:15	720	7%	167	167	0	0	0.00	0	887	887
7:15-7:30	720	7%	187	187	0	0	0.00	0	984	984
7:30-7:45	720	12%	304	304	0	0	0.00	0	1067	1067
7:45-8:00	720	9%	229	229	0	0	0.00	0	997	997
8:00-8:15	720	10%	264	264	0	0	0.00	0	1032	1032
8:15-8:30	720	11%	270	270	0	0	0.00	0		
8:30-8:45	720	9%	234	234	0	0	0.00	0		
8:45-9:00	720	10%	264	264	0	0	0.00	0		

Total Delay (veh-3hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: SR 237 WB Ramp: North First Street Scenario: Existing Conditions

HOV Bypass (%)	0%
Metered Volume (veh/hr)	880
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Peak Hour volume:	000	
4-hour Peak Period Volume:	3,144	
Storage Length (m)	411	1

Configuration: 2 SOV + 0 HOV

Storage Length (m)	411
Storage Length (ft)	1350
Storage Lanes	2
Maximum Storage (veh)	108

Evening (PM)	Ramp			Metered		Accum-	Total		Total	Metered
Time	Meter	Arrival	15-Minute	15-Minute	Excess	ulated	Delay	Vehicles	Hourly	Hourly
Interval	Rate	Distribution	Volumes	min flows	Demand	Vehicles	(veh-15m)	Delayed	Volume	Volume
3:00-3:15	900	5%	171	171	0	0	0.00	0	792	792
3:15-3:30	900	5%	167	167	0	0	0.00	0	772	772
3:30-3:45	900	7%	227	227	0	0	0.00	0	752	752
3:45-4:00	900	7%	227	227	0	0	0.00	0	725	725
4:00-4:15	900	5%	151	151	0	0	0.00	0	698	698
4:15-4:30	900	5%	147	147	0	0	0.00	0	790	790
4:30-4:45	900	6%	200	200	0	0	0.00	0	876	876
4:45-5:00	900	6%	200	200	0	0	0.00	0	880	880
5:00-5:15	900	8%	243	243	0	0	0.00	0	863	863
5:15-5:30	900	7%	233	233	0	0	0.00	0	843	843
5:30-5:45	900	6%	204	204	0	0	0.00	0	825	825
5:45-6:00	900	6%	183	183	0	0	0.00	0	808	808
6:00-6:15	900	7%	223	223	0	0	0.00	0	792	792
6:15-6:30	900	7%	215	215	0	0	0.00	0		
6:30-6:45	900	6%	187	187	0	0	0.00	0		
6:45-7:00	900	5%	167	167	0	0	0.00	0		

Total Delay (veh	n-4hr) 0
Total Vehicles Delayed	(veh) 0
Average Dela	ıy (hr) 0.00
Average Delay	(min) 0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: SR 237 WB Ramp: North First Street Scenario: Existing Plus Project

HOV Bypass (%)	0%
Metered Volume (veh/hr)	1,077
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Configuration:	2 SOV + 0 F	10
Peak Hour Volume:	1077	
3-hour Peak Period Volume:	2,587	

Storage Length (m)	411
Storage Length (ft)	1350
SOV Storage Lanes	2
Maximum Storage (veh)	108

Morning (AM)	Ramp			Metered		Accum-	Total		Total	Metered
Time	Meter	Arrival	15-Minute	15-Minute	Excess	ulated	Delay	Vehicles	Hourly	Hourly
Interval	Rate	Distribution	Volumes	min flows	Demand	Vehicles	(veh-15m)	Delayed	Volume	Volume
6:00-6:15	720	6%	162	162	0	0	0.00	0	648	648
6:15-6:30	720	6%	162	162	0	0	0.00	0	654	654
6:30-6:45	720	6%	162	162	0	0	0.00	0	681	681
6:45-7:00	720	6%	162	162	0	0	0.00	0	826	826
7:00-7:15	720	7%	168	168	0	0	0.00	0	895	895
7:15-7:30	720	7%	189	189	0	0	0.00	0	994	994
7:30-7:45	720	12%	307	307	0	0	0.00	0	1078	1078
7:45-8:00	720	9%	231	231	0	0	0.00	0	1008	1008
8:00-8:15	720	10%	267	267	0	0	0.00	0	1044	1044
8:15-8:30	720	11%	273	273	0	0	0.00	0		
8:30-8:45	720	9%	237	237	0	0	0.00	0		
8:45-9:00	720	10%	267	267	0	0	0.00	0		

Total Delay (veh-3hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Configuration: 2 SOV + 0 HOV

3,326

108

Peak Hour Volume: 931

Location: SR 237 WB Ramp: North First Street Scenario: Existing Plus Project

HOV Bypass (%)	0%
Metered Volume (veh/hr)	931
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

	•
Storage Length (m)	411
Storage Length (ft)	1350
Storage Lanes	2

Maximum Storage (veh)

4-hour Peak Period Volume:

Evening (PM)	Ramp			Metered		Accum-	Total		Total	Metered
Time	Meter	Arrival	15-Minute	15-Minute	Excess	ulated	Delay	Vehicles	Hourly	Hourly
Interval	Rate	Distribution	Volumes	min flows	Demand	Vehicles	(veh-15m)	Delayed	Volume	Volume
3:00-3:15	900	5%	180	180	0	0	0.00	0	837	837
3:15-3:30	900	5%	177	177	0	0	0.00	0	816	816
3:30-3:45	900	7%	240	240	0	0	0.00	0	795	795
3:45-4:00	900	7%	240	240	0	0	0.00	0	767	767
4:00-4:15	900	5%	159	159	0	0	0.00	0	739	739
4:15-4:30	900	5%	156	156	0	0	0.00	0	837	837
4:30-4:45	900	6%	212	212	0	0	0.00	0	928	928
4:45-5:00	900	6%	212	212	0	0	0.00	0	931	931
5:00-5:15	900	8%	257	257	0	0	0.00	0	912	912
5:15-5:30	900	7%	247	247	0	0	0.00	0	891	891
5:30-5:45	900	6%	215	215	0	0	0.00	0	871	871
5:45-6:00	900	6%	193	193	0	0	0.00	0	854	854
6:00-6:15	900	7%	236	236	0	0	0.00	0	838	838
6:15-6:30	900	7%	227	227	0	0	0.00	0		
6:30-6:45	900	6%	198	198	0	0	0.00	0		
6:45-7:00	900	5%	177	177	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: SR 237 WB Ramp: North First Street Scenario: Existing Plus Project

HOV Bypass (%)	0%
Metered Volume (veh/hr)	1,076
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Configuration:	2 SOV + 0 HOV
Peak Hour Volume:	1076
3-hour Peak Period Volume:	2.585

Storage Length (m)	411
Storage Length (ft)	1350
SOV Storage Lanes	2
Maximum Storage (veh)	108

Morning (AM)	Ramp			Metered		Accum-	Total		Total	Metered
Time	Meter	Arrival	15-Minute	15-Minute	Excess	ulated	Delay	Vehicles	Hourly	Hourly
Interval	Rate	Distribution	Volumes	min flows	Demand	Vehicles	(veh-15m)	Delayed	Volume	Volume
6:00-6:15	720	6%	162	162	0	0	0.00	0	648	648
6:15-6:30	720	6%	162	162	0	0	0.00	0	654	654
6:30-6:45	720	6%	162	162	0	0	0.00	0	680	680
6:45-7:00	720	6%	162	162	0	0	0.00	0	825	825
7:00-7:15	720	7%	168	168	0	0	0.00	0	893	893
7:15-7:30	720	7%	188	188	0	0	0.00	0	991	991
7:30-7:45	720	12%	307	307	0	0	0.00	0	1076	1076
7:45-8:00	720	9%	230	230	0	0	0.00	0	1005	1005
8:00-8:15	720	10%	266	266	0	0	0.00	0	1041	1041
8:15-8:30	720	11%	273	273	0	0	0.00	0		
8:30-8:45	720	9%	236	236	0	0	0.00	0		
8:45-9:00	720	10%	266	266	0	0	0.00	0		

Total Delay (veh-3hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Configuration: 2 SOV + 0 HOV

3,319

Peak Hour Volume: 929

Location: SR 237 WB Ramp: North First Street Scenario: Existing Plus Project

HOV Bypass (%)	0%
Metered Volume (veh/hr)	929
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	411
Storage Length (ft)	1350
Storage Lanes	2
Maximum Storage (veh)	108

4-hour Peak Period Volume:

Evening (PM) Time	Ramp Meter	Arrival	15-Minute	Metered 15-Minute	Excess	Accum- ulated	Total Delay	Vehicles	Total Hourly	Metered Hourly
Interval	Rate	Distribution	Volumes	min flows	Demand	Vehicles	(veh-15m)	Delayed	Volume	Volume
3:00-3:15	900	5%	180	180	0	0	0.00	0	835	835
3:15-3:30	900	5%	177	177	0	0	0.00	0	814	814
3:30-3:45	900	7%	239	239	0	0	0.00	0	793	793
3:45-4:00	900	7%	239	239	0	0	0.00	0	765	765
4:00-4:15	900	5%	159	159	0	0	0.00	0	737	737
4:15-4:30	900	5%	156	156	0	0	0.00	0	835	835
4:30-4:45	900	6%	211	211	0	0	0.00	0	925	925
4:45-5:00	900	6%	211	211	0	0	0.00	0	929	929
5:00-5:15	900	8%	257	257	0	0	0.00	0	911	911
5:15-5:30	900	7%	246	246	0	0	0.00	0	890	890
5:30-5:45	900	6%	215	215	0	0	0.00	0	870	870
5:45-6:00	900	6%	193	193	0	0	0.00	0	852	852
6:00-6:15	900	7%	236	236	0	0	0.00	0	836	836
6:15-6:30	900	7%	226	226	0	0	0.00	0		
6:30-6:45	900	6%	197	197	0	0	0.00	0		
6:45-7:00	900	5%	177	177	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: SR 237 WB Ramp: Great America Parkway Scenario: Existing Conditions

HOV Bypass (%)	0%
Metered Volume (veh/hr)	554
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Configuration:	1 SOV + 0 I	HOV
Peak Hour Volume:	554	
3-hour Peak Period Volume:	1 494	

Storage Length (m)	427
Storage Length (ft)	1400
SOV Storage Lanes	1
Maximum Storage (veh)	56

Morning (AM)	Ramp			Metered		Accum-	Total		Total	Metered
Time	Meter	Arrival	15-Minute	15-Minute	Excess	ulated	Delay	Vehicles	Hourly	Hourly
Interval	Rate	Distribution	Volumes	min flows	Demand	Vehicles	(veh-15m)	Delayed	Volume	Volume
6:00-6:15	720	6%	85	85	0	0	0.00	0	498	498
6:15-6:30	720	8%	124	124	0	0	0.00	0	489	489
6:30-6:45	720	10%	146	146	0	0	0.00	0	476	476
6:45-7:00	720	10%	143	143	0	0	0.00	0	461	461
7:00-7:15	720	5%	76	76	0	0	0.00	0	445	445
7:15-7:30	720	7%	111	111	0	0	0.00	0	504	504
7:30-7:45	720	9%	131	131	0	0	0.00	0	549	549
7:45-8:00	720	9%	127	127	0	0	0.00	0	554	554
8:00-8:15	720	9%	135	135	0	0	0.00	0	552	552
8:15-8:30	720	10%	156	156	0	0	0.00	0		
8:30-8:45	720	9%	136	136	0	0	0.00	0		
8:45-9:00	720	8%	125	125	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Configuration: 1 SOV + 0 HOV

1,879

Peak Hour Volume: 516

Location: SR 237 WB Ramp: Great America Parkway Scenario: Existing Conditions

HOV Bypass (%)	0%
Metered Volume (veh/hr)	516
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	427
Storage Length (ft)	1400
Storage Lanes	1
Maximum Storage (veh)	56

4-hour Peak Period Volume:

Evening (PM)	Ramp			Metered		Accum-	Total		Total	Metered
Time	Meter	Arrival	15-Minute	15-Minute	Excess	ulated	Delay	Vehicles	Hourly	Hourly
Interval	Rate	Distribution	Volumes	min flows	Demand	Vehicles	(veh-15m)	Delayed	Volume	Volume
3:00-3:15	900	6%	109	109	0	0	0.00	0	464	464
3:15-3:30	900	6%	111	111	0	0	0.00	0	457	457
3:30-3:45	900	7%	127	127	0	0	0.00	0	450	450
3:45-4:00	900	6%	117	117	0	0	0.00	0	443	443
4:00-4:15	900	5%	102	102	0	0	0.00	0	436	436
4:15-4:30	900	6%	104	104	0	0	0.00	0	463	463
4:30-4:45	900	6%	120	120	0	0	0.00	0	516	516
4:45-5:00	900	6%	110	110	0	0	0.00	0	512	512
5:00-5:15	900	7%	129	129	0	0	0.00	0	515	515
5:15-5:30	900	8%	157	157	0	0	0.00	0	503	503
5:30-5:45	900	6%	116	116	0	0	0.00	0	488	488
5:45-6:00	900	6%	113	113	0	0	0.00	0	476	476
6:00-6:15	900	6%	117	117	0	0	0.00	0	464	464
6:15-6:30	900	8%	142	142	0	0	0.00	0		
6:30-6:45	900	6%	104	104	0	0	0.00	0		
6:45-7:00	900	5%	101	101	0	0	0.00	0		

Total Delay (veh-4h	r) 0
Total Vehicles Delayed (vel	n) 0
Average Delay (h	r) 0.00
Average Delay (mir	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Notes: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet. Storage length includes 200 feet of storage for the partial on-ramp lane.

Location: SR 237 WB Ramp: Great America Parkway Scenario: Existing Plus Project

HOV Bypass (%)	0%
Metered Volume (veh/hr)	556
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Configuration:	1 SOV + 0 I	VOH
Peak Hour Volume:	556	
3-hour Peak Period Volume:	1.500	

Storage Length (m)	427
Storage Length (ft)	1400
SOV Storage Lanes	1
Maximum Storage (veh)	56

Morning (AM)	Ramp			Metered		Accum-	Total		Total	Metered
Time	Meter	Arrival	15-Minute	15-Minute	Excess	ulated	Delay	Vehicles	Hourly	Hourly
Interval	Rate	Distribution	Volumes	min flows	Demand	Vehicles	(veh-15m)	Delayed	Volume	Volume
6:00-6:15	720	6%	85	85	0	0	0.00	0	501	501
6:15-6:30	720	8%	125	125	0	0	0.00	0	492	492
6:30-6:45	720	10%	147	147	0	0	0.00	0	478	478
6:45-7:00	720	10%	144	144	0	0	0.00	0	462	462
7:00-7:15	720	5%	76	76	0	0	0.00	0	446	446
7:15-7:30	720	7%	111	111	0	0	0.00	0	505	505
7:30-7:45	720	9%	131	131	0	0	0.00	0	551	551
7:45-8:00	720	9%	128	128	0	0	0.00	0	556	556
8:00-8:15	720	9%	135	135	0	0	0.00	0	553	553
8:15-8:30	720	10%	157	157	0	0	0.00	0		
8:30-8:45	720	9%	136	136	0	0	0.00	0		
8:45-9:00	720	8%	125	125	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Configuration: 1 SOV + 0 HOV

528

1,923

Location: SR 237 WB Ramp: Great America Parkway Scenario: Existing Plus Project

HOV Bypass (%)	0%
Metered Volume (veh/hr)	528
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	427
Storage Length (ft)	1400
Storage Lanes	1
Maximum Storage (veh)	56

4-hour Peak Period Volume:

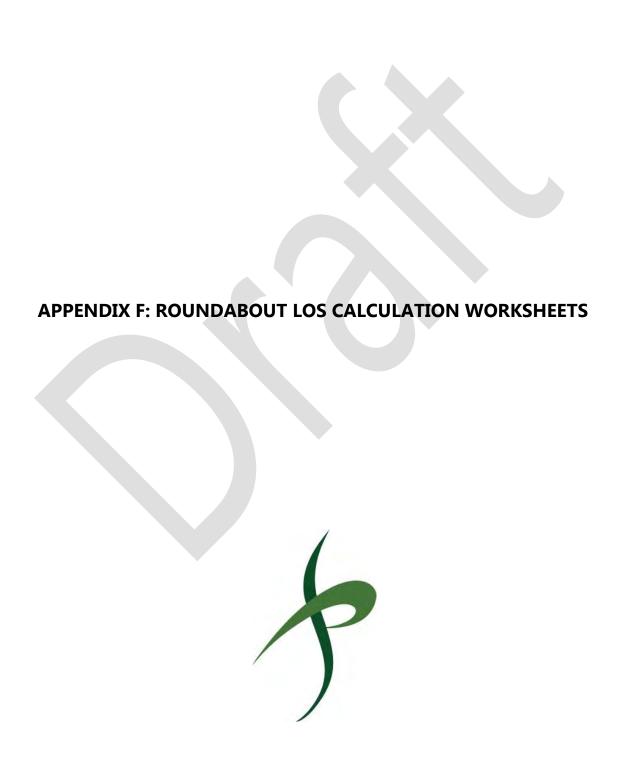
Peak Hour Volume:

Evening (PM)	Ramp	A	45 Minute	Metered	5	Accum-	Total	Vahialaa	Total	Metered
Time	Meter	Arrival	15-Minute	15-Minute	Excess	ulated	Delay	Vehicles	Hourly	Hourly
Interval	Rate	Distribution	Volumes	min flows	Demand	Vehicles	(veh-15m)	Delayed	Volume	Volume
3:00-3:15	900	6%	111	111	0	0	0.00	0	474	474
3:15-3:30	900	6%	113	113	0	0	0.00	0	468	468
3:30-3:45	900	7%	130	130	0	0	0.00	0	462	462
3:45-4:00	900	6%	120	120	0	0	0.00	0	455	455
4:00-4:15	900	5%	105	105	0	0	0.00	0	447	447
4:15-4:30	900	6%	107	107	0	0	0.00	0	474	474
4:30-4:45	900	6%	123	123	0	0	0.00	0	528	528
4:45-5:00	900	6%	112	112	0	0	0.00	0	524	524
5:00-5:15	900	7%	132	132	0	0	0.00	0	527	527
5:15-5:30	900	8%	161	161	0	0	0.00	0	515	515
5:30-5:45	900	6%	119	119	0	0	0.00	0	499	499
5:45-6:00	900	6%	115	115	0	0	0.00	0	487	487
6:00-6:15	900	6%	120	120	0	0	0.00	0	476	476
6:15-6:30	900	8%	145	145	0	0	0.00	0		
6:30-6:45	900	6%	107	107	0	0	0.00	0		
6:45-7:00	900	5%	104	104	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Notes: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet. Storage length includes 200 feet of storage for the partial on-ramp lane.



LOS Worksheets – HCM Methodology



Site: 101 [NFirst&TrinityParkDrE+PAM]

NFirst&TrinitvParkDr Roundabout

Lane Use and Performance													
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back o Veh	f Queue Dist ft	Lane Config	Lane Length ft		Prob. Block. %
South: Proje	ect Drivewa	ay											
Lane 1 ^d	41	2.0	824	0.050	100	4.8	LOS A	0.2	4.2	Full	1600	0.0	0.0
Approach	41	2.0		0.050		4.8	LOSA	0.2	4.2				
East: North	First Stree	t											
Lane 1 ^d	268	1.7	1084	0.247	100	5.6	LOS A	1.1	27.2	Full	1600	0.0	0.0
Approach	268	1.7		0.247		5.6	LOSA	1.1	27.2				
North: Trinit	y Park Dr												
Lane 1 ^d	23	1.9	851	0.027	100	4.5	LOS A	0.1	2.1	Full	1600	0.0	0.0
Approach	23	1.9		0.027		4.5	LOSA	0.1	2.1				
West: North	First Stree	et											
Lane 1 ^d	252	2.0	996	0.253	100	6.1	LOS A	1.0	25.2	Full	1600	0.0	0.0
Approach	252	2.0		0.253		6.1	LOSA	1.0	25.2				
Intersection	584	1.9		0.253		5.7	LOSA	1.1	27.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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♥ Site: 101 [NFirst&TrinityParkDrE+PPM]

NFirst&TrinitvParkDr Roundabout

Lane Use a	nd Perf	ormai	псе										
[Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back o Veh	f Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Project	ct Drivewa	ay											
Lane 1 ^d	244	2.0	688	0.355	100	9.9	LOSA	1.5	37.0	Full	1600	0.0	0.0
Approach	244	2.0		0.355		9.9	LOSA	1.5	37.0				
East: North F	irst Stree	t											
Lane 1 ^d	405	1.8	1022	0.396	100	7.8	LOS A	2.0	51.6	Full	1600	0.0	0.0
Approach	405	1.8		0.396		7.8	LOS A	2.0	51.6				
North: Trinity	Park Dr												
Lane 1 ^d	10	1.8	716	0.014	100	5.2	LOS A	0.0	1.1	Full	1600	0.0	0.0
Approach	10	1.8		0.014		5.2	LOS A	0.0	1.1				
West: North	First Stree	et											
Lane 1 ^d	486	2.0	918	0.529	100	10.9	LOS B	2.8	71.9	Full	1600	0.0	0.0
Approach	486	2.0		0.529		10.9	LOS B	2.8	71.9				
Intersection	1145	1.9		0.529		9.5	LOS A	2.8	71.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Site: 101 [NFirst&GrandBlvdE+PAM]

NFirst&GrandBlvd Roundabout

Lane Use	and Perfo	rmai	nce										
	Demand F Total	lows HV	Cap.	Deg. Satn	Lane Util.	Average	Level of	95% Back o Veh		Lane	Lane	Cap.	Prob.
	veh/h	пv %	veh/h	v/c	0111. %	Delay sec	Service	ven	Dist ft	Config	Length ft	Adj. %	Block.
South: Proje	ect Drivewa	ay											
Lane 1 ^d	18	1.9	858	0.021	100	4.4	LOSA	0.1	1.8	Full	1600	0.0	0.0
Approach	18	1.9		0.021		4.4	LOSA	0.1	1.8				
East: North	First Stree	t											
Lane 1 ^d	195	2.0	1087	0.179	100	4.9	LOS A	0.7	18.2	Full	1600	0.0	0.0
Approach	195	2.0		0.179		4.9	LOSA	0.7	18.2				
North: Gran	nd Blvd												
Lane 1 ^d	90	2.0	915	0.098	100	4.9	LOS A	0.3	8.9	Full	1600	0.0	0.0
Approach	90	2.0		0.098		4.9	LOSA	0.3	8.9				
West: North	First Stree	et											
Lane 1 ^d	220	2.0	1039	0.212	100	5.5	LOS A	0.9	22.0	Full	1600	0.0	0.0
Approach	220	2.0		0.212		5.5	LOSA	0.9	22.0				
Intersection	523	2.0		0.212		5.1	LOSA	0.9	22.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Project: Not Saved

Site: 101 [NFirst&GrandBlvdE+PPM]

NFirst&GrandBlvd Roundabout

Lane Use	and Perfo	rmar	псе										
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft		Prob. Block. %
South: Proj	ect Drivewa	ay											
Lane 1 ^d	101	2.0	882	0.115	100	5.2	LOS A	0.4	10.4	Full	1600	0.0	0.0
Approach	101	2.0		0.115		5.2	LOS A	0.4	10.4				
East: North	First Stree	t											
Lane 1 ^d	548	2.0	1008	0.544	100	10.5	LOS B	3.5	88.1	Full	1600	0.0	0.0
Approach	548	2.0		0.544		10.5	LOS B	3.5	88.1				
North: Gran	nd Blvd												
Lane 1 ^d	28	1.9	635	0.044	100	6.2	LOS A	0.1	3.6	Full	1600	0.0	0.0
Approach	28	1.9		0.044		6.2	LOS A	0.1	3.6				
West: North	n First Stree	et											
Lane 1 ^d	264	2.0	972	0.272	100	6.4	LOSA	1.2	29.5	Full	1600	0.0	0.0
Approach	264	2.0		0.272		6.4	LOS A	1.2	29.5				
Intersection	n 941	2.0		0.544		8.6	LOSA	3.5	88.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Site: 101 [NFirst&TrinityParkDrB+PAM]

NFirst&TrinitvParkDr Roundabout

Lane Use			nce										
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back o Veh	f Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Proj	ect Drivewa	ay											
Lane 1 ^d	41	2.0	824	0.050	100	4.8	LOS A	0.2	4.2	Full	1600	0.0	0.0
Approach	41	2.0		0.050		4.8	LOSA	0.2	4.2				
East: North	First Stree	t											
Lane 1 ^d	268	1.7	1084	0.247	100	5.6	LOS A	1.1	27.2	Full	1600	0.0	0.0
Approach	268	1.7		0.247		5.6	LOSA	1.1	27.2				
North: Trinit	ty Park Dr												
Lane 1 ^d	23	1.9	851	0.027	100	4.5	LOS A	0.1	2.1	Full	1600	0.0	0.0
Approach	23	1.9		0.027		4.5	LOSA	0.1	2.1				
West: North	First Stree	et											
Lane 1 ^d	252	2.0	996	0.253	100	6.1	LOS A	1.0	25.2	Full	1600	0.0	0.0
Approach	252	2.0		0.253		6.1	LOSA	1.0	25.2				
Intersection	584	1.9		0.253		5.7	LOSA	1.1	27.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Site: 101 [NFirst&TrinityParkDrB+PPM]

NFirst&TrinitvParkDr Roundabout

Lane Use	and Perfo	ormai	nce										
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Proje	ect Drivewa	ay											
Lane 1 ^d	244	2.0	688	0.355	100	9.9	LOS A	1.5	37.0	Full	1600	0.0	0.0
Approach	244	2.0		0.355		9.9	LOSA	1.5	37.0				
East: North	First Stree	t											
Lane 1 ^d	405	1.8	1022	0.396	100	7.8	LOS A	2.0	51.6	Full	1600	0.0	0.0
Approach	405	1.8		0.396		7.8	LOSA	2.0	51.6				
North: Trinit	y Park Dr												
Lane 1 ^d	10	1.8	716	0.014	100	5.2	LOSA	0.0	1.1	Full	1600	0.0	0.0
Approach	10	1.8		0.014		5.2	LOS A	0.0	1.1				
West: North	First Stree	et											
Lane 1 ^d	486	2.0	918	0.529	100	10.9	LOS B	2.8	71.9	Full	1600	0.0	0.0
Approach	486	2.0		0.529		10.9	LOS B	2.8	71.9				
Intersection	1145	1.9		0.529		9.5	LOS A	2.8	71.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Site: 101 [NFirst&GrandBlvdB+PAM]

NFirst&GrandBlvd Roundabout

Lane Use	and Perfo	ormai	nce										
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Proje	ect Drivewa	ay											
Lane 1 ^d	18	1.9	858	0.021	100	4.4	LOS A	0.1	1.8	Full	1600	0.0	0.0
Approach	18	1.9		0.021		4.4	LOSA	0.1	1.8				
East: North	First Stree	ŧ											
Lane 1 ^d	195	2.0	1087	0.179	100	4.9	LOS A	0.7	18.2	Full	1600	0.0	0.0
Approach	195	2.0		0.179		4.9	LOSA	0.7	18.2				
North: Gran	nd Blvd												
Lane 1 ^d	90	2.0	915	0.098	100	4.9	LOS A	0.3	8.9	Full	1600	0.0	0.0
Approach	90	2.0		0.098		4.9	LOSA	0.3	8.9				
West: North	First Stree	et											
Lane 1 ^d	220	2.0	1039	0.212	100	5.5	LOS A	0.9	22.0	Full	1600	0.0	0.0
Approach	220	2.0		0.212		5.5	LOSA	0.9	22.0				
Intersection	523	2.0		0.212		5.1	LOSA	0.9	22.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Project: Not Saved



♥ Site: 101 [NFirst&GrandBlvdB+PPM]

NFirst&GrandBlvd Roundabout

Lane Use	and Perfo	ormai	псе										
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Proj	ect Drivewa	ay											
Lane 1 ^d	101	2.0	882	0.115	100	5.2	LOS A	0.4	10.4	Full	1600	0.0	0.0
Approach	101	2.0		0.115		5.2	LOSA	0.4	10.4				
East: North	First Stree	t											
Lane 1 ^d	548	2.0	1008	0.544	100	10.5	LOS B	3.5	88.1	Full	1600	0.0	0.0
Approach	548	2.0		0.544		10.5	LOS B	3.5	88.1				
North: Gran	nd Blvd												
Lane 1 ^d	28	1.9	635	0.044	100	6.2	LOS A	0.1	3.6	Full	1600	0.0	0.0
Approach	28	1.9		0.044		6.2	LOS A	0.1	3.6				
West: North	First Stree	et											
Lane 1 ^d	264	2.0	972	0.272	100	6.4	LOS A	1.2	29.5	Full	1600	0.0	0.0
Approach	264	2.0		0.272		6.4	LOS A	1.2	29.5				
Intersection	941	2.0		0.544		8.6	LOSA	3.5	88.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Site: 101 [NFirst&TrinityParkDrC+PAM]

NFirst&TrinitvParkDr Roundabout

Lane Use	and Perfo	rmai	nce										
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft		Prob. Block. %
South: Proj	ect Drivewa	ay											
Lane 1 ^d	41	2.0	814	0.050	100	4.9	LOS A	0.2	4.3	Full	1600	0.0	0.0
Approach	41	2.0		0.050		4.9	LOSA	0.2	4.3				
East: North	First Stree	t											
Lane 1 ^d	338	1.8	1070	0.316	100	6.5	LOS A	1.5	37.7	Full	1600	0.0	0.0
Approach	338	1.8		0.316		6.5	LOSA	1.5	37.7				
North: Trini	ty Park Dr												
Lane 1 ^d	33	1.9	796	0.041	100	4.9	LOS A	0.1	3.2	Full	1600	0.0	0.0
Approach	33	1.9		0.041		4.9	LOSA	0.1	3.2				
West: North	h First Stree	et											
Lane 1 ^d	261	2.0	996	0.262	100	6.2	LOS A	1.0	26.5	Full	1600	0.0	0.0
Approach	261	2.0		0.262		6.2	LOS A	1.0	26.5				
Intersection	n 673	1.9		0.316		6.2	LOSA	1.5	37.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Site: 101 [NFirst&TrinityParkDrC+PPM]

NFirst&TrinitvParkDr Roundabout

Lane Use	and Perfo	ormai	nce										
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Proje	ect Drivewa	ay											
Lane 1 ^d	244	2.0	481	0.507	100	17.5	LOS C	2.3	59.1	Full	1600	0.0	0.0
Approach	244	2.0		0.507		17.5	LOS C	2.3	59.1				
East: North	First Stree	t											
Lane 1 ^d	415	1.8	1011	0.410	100	8.1	LOS A	2.1	54.1	Full	1600	0.0	0.0
Approach	415	1.8		0.410		8.1	LOS A	2.1	54.1				
North: Trinit	y Park Dr												
Lane 1 ^d	20	1.9	708	0.028	100	5.4	LOS A	0.1	2.2	Full	1600	0.0	0.0
Approach	20	1.9		0.028		5.4	LOS A	0.1	2.2				
West: North	First Stree	et											
Lane 1 ^d	836	2.0	918	0.911	100	33.3	LOS D	15.0	380.0	Full	1600	0.0	0.0
Approach	836	2.0		0.911		33.3	LOS D	15.0	380.0				
Intersection	1515	1.9		0.911		23.5	LOS C	15.0	380.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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♥ Site: 101 [NFirst&GrandBlvdC+PAM]

NFirst&GrandBlvd Roundabout

Lane Use	and Perfo	rmai	nce										
	Demand F Total	lows HV	Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back o Veh	f Queue Dist	Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: Proje	ect Drivewa	ay											
Lane 1 ^d	18	1.9	841	0.021	100	4.5	LOS A	0.1	1.8	Full	1600	0.0	0.0
Approach	18	1.9		0.021		4.5	LOSA	0.1	1.8				
East: North	First Stree	t											
Lane 1 ^d	275	2.0	1076	0.256	100	5.8	LOS A	1.1	28.3	Full	1600	0.0	0.0
Approach	275	2.0		0.256		5.8	LOSA	1.1	28.3				
North: Gran	nd Blvd												
Lane 1 ^d	110	2.0	843	0.130	100	5.6	LOS A	0.5	11.9	Full	1600	0.0	0.0
Approach	110	2.0		0.130		5.6	LOSA	0.5	11.9				
West: North	First Stree	et											
Lane 1 ^d	240	2.0	1039	0.231	100	5.7	LOS A	1.0	24.5	Full	1600	0.0	0.0
Approach	240	2.0		0.231		5.7	LOSA	1.0	24.5				
Intersection	643	2.0		0.256		5.7	LOSA	1.1	28.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Site: 101 [NFirst&GrandBlvdC+PPM]

NFirst&GrandBlvd Roundabout

Lane Use	and Perfo	ormai	nce										
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Proje	ect Drivewa	ay											
Lane 1 ^d	244	2.0	480	0.509	100	17.6	LOS C	2.3	59.4	Full	1600	0.0	0.0
Approach	244	2.0		0.509		17.6	LOS C	2.3	59.4				
East: North	First Stree	t											
Lane 1 ^d	415	1.8	1011	0.410	100	8.1	LOS A	2.1	54.1	Full	1600	0.0	0.0
Approach	415	1.8		0.410		8.1	LOSA	2.1	54.1				
North: Gran	d Blvd												
Lane 1 ^d	20	1.9	687	0.029	100	5.5	LOS A	0.1	2.4	Full	1600	0.0	0.0
Approach	20	1.9		0.029		5.5	LOSA	0.1	2.4				
West: North	First Stree	et											
Lane 1 ^d	836	2.0	905	0.924	100	35.6	LOS E	19.4	492.5	Full	1600	0.0	0.0
Approach	836	2.0		0.924		35.6	LOS E	19.4	492.5				
Intersection	1515	1.9		0.924		24.8	LOS C	19.4	492.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Site: 101 [NFirst&TrinityParkDrE+PAM]

NFirst&TrinitvParkDr Roundabout

Lane Use	and Perfo	ormai	nce										
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back o Veh	f Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Proje	ect Drivewa	ay											
Lane 1 ^d	41	2.0	849	0.048	100	2.3	LOS A	0.2	1.7	Full	500	0.0	0.0
Approach	41	2.0		0.048		2.3	LOSA	0.2	1.7				
East: North	First Stree	t											
Lane 1 ^d	268	1.7	1332	0.201	100	5.6	LOS A	1.1	7.9	Full	500	0.0	0.0
Approach	268	1.7		0.201		5.6	LOSA	1.1	7.9				
North: Trinit	ty Park Dr												
Lane 1 ^d	23	1.9	880	0.026	100	8.2	LOS A	0.1	0.9	Full	500	0.0	0.0
Approach	23	1.9		0.026		8.2	LOSA	0.1	0.9				
West: North	First Stree	et											
Lane 1 ^d	252	2.0	1081	0.233	100	4.5	LOS A	1.3	9.6	Full	500	0.0	0.0
Approach	252	2.0		0.233		4.5	LOSA	1.3	9.6				
Intersection	584	1.9		0.233		5.0	LOSA	1.3	9.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Site: 101 [NFirst&TrinityParkDrE+PPM]

NFirst&TrinitvParkDr Roundabout

Lane Use	and Perfo	ormai	псе										
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Proje	ect Drivewa	ay											
Lane 1 ^d	244	2.0	698	0.350	100	4.3	LOS A	2.2	15.4	Full	500	0.0	0.0
Approach	244	2.0		0.350		4.3	LOSA	2.2	15.4				
East: North	First Stree	t											
Lane 1 ^d	405	1.8	1165	0.348	100	6.6	LOS A	2.3	16.3	Full	500	0.0	0.0
Approach	405	1.8		0.348		6.6	LOS A	2.3	16.3				
North: Trinit	y Park Dr												
Lane 1 ^d	10	1.8	744	0.013	100	8.6	LOS A	0.1	0.5	Full	500	0.0	0.0
Approach	10	1.8		0.013		8.6	LOS A	0.1	0.5				
West: North	First Stree	et											
Lane 1 ^d	486	2.0	995	0.489	100	5.7	LOSA	3.8	26.8	Full	500	0.0	0.0
Approach	486	2.0		0.489		5.7	LOS A	3.8	26.8				
Intersection	1145	1.9		0.489		5.8	LOS A	3.8	26.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Site: 101 [NFirst&GrandBlvdE+PAM]

NFirst&GrandBlvd Roundabout

Lane Use	and Perfo	rmai	nce										
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist m	Lane Config	Lane Length m		Prob. Block. %
	ect Drivewa	ay											
Lane 1 ^d	18	1.9	887	0.020	100	1.7	LOS A	0.1	0.7	Full	500	0.0	0.0
Approach	18	1.9		0.020		1.7	LOSA	0.1	0.7				
East: North	First Stree	t											
Lane 1 ^d	195	2.0	1331	0.146	100	4.3	LOS A	0.8	5.5	Full	500	0.0	0.0
Approach	195	2.0		0.146		4.3	LOSA	8.0	5.5				
North: Gran	nd Blvd												
Lane 1 ^d	90	2.0	946	0.095	100	5.7	LOS A	0.5	3.3	Full	500	0.0	0.0
Approach	90	2.0		0.095		5.7	LOSA	0.5	3.3				
West: North	h First Stree	et											
Lane 1 ^d	220	2.0	1167	0.188	100	4.4	LOS A	1.0	7.4	Full	500	0.0	0.0
Approach	220	2.0		0.188		4.4	LOS A	1.0	7.4				
Intersection	n 523	2.0		0.188		4.5	LOS A	1.0	7.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Site: 101 [NFirst&GrandBlvdE+PPM]

NFirst&GrandBlvd Roundabout

Lane Use			nce										
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back o Veh	f Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Proj	ect Drivewa	ay											
Lane 1 ^d	101	2.0	901	0.112	100	1.8	LOS A	0.6	4.1	Full	500	0.0	0.0
Approach	101	2.0		0.112		1.8	LOSA	0.6	4.1				
East: North	First Stree	t											
Lane 1 ^d	548	2.0	1177	0.465	100	5.5	LOS A	3.5	25.2	Full	500	0.0	0.0
Approach	548	2.0		0.465		5.5	LOSA	3.5	25.2				
North: Gran	nd Blvd												
Lane 1 ^d	28	1.9	661	0.042	100	8.0	LOS A	0.2	1.5	Full	500	0.0	0.0
Approach	28	1.9		0.042		8.0	LOSA	0.2	1.5				
West: North	First Stree	et											
Lane 1 ^d	264	2.0	1042	0.253	100	5.8	LOS A	1.5	10.7	Full	500	0.0	0.0
Approach	264	2.0		0.253		5.8	LOSA	1.5	10.7				
Intersection	941	2.0		0.465		5.2	LOSA	3.5	25.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Site: 101 [NFirst&TrinityParkDrB+PAM]

NFirst&TrinitvParkDr Roundabout

Lane Use	and Perfo	ormai	nce										
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back o Veh	f Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Proj	ect Drivewa	ay											
Lane 1 ^d	41	2.0	849	0.048	100	2.3	LOS A	0.2	1.7	Full	500	0.0	0.0
Approach	41	2.0		0.048		2.3	LOSA	0.2	1.7				
East: North	First Stree	t											
Lane 1 ^d	268	1.7	1332	0.201	100	5.6	LOS A	1.1	7.9	Full	500	0.0	0.0
Approach	268	1.7		0.201		5.6	LOSA	1.1	7.9				
North: Trinit	ty Park Dr												
Lane 1 ^d	23	1.9	880	0.026	100	8.2	LOS A	0.1	0.9	Full	500	0.0	0.0
Approach	23	1.9		0.026		8.2	LOSA	0.1	0.9				
West: North	First Stree	et											
Lane 1 ^d	252	2.0	1081	0.233	100	4.5	LOS A	1.3	9.6	Full	500	0.0	0.0
Approach	252	2.0		0.233		4.5	LOSA	1.3	9.6				
Intersection	584	1.9		0.233		5.0	LOSA	1.3	9.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Organisation: FEHR AND PEERS | Processed: Tuesday, July 26, 2016 7:58:28 PM

Site: 101 [NFirst&TrinityParkDrB+PPM]

NFirst&TrinitvParkDr Roundabout

Lane Use	and Perfo	ormai	nce										
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back o Veh	f Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Proje	ect Drivewa	ay											
Lane 1 ^d	244	2.0	698	0.350	100	4.3	LOS A	2.2	15.4	Full	500	0.0	0.0
Approach	244	2.0		0.350		4.3	LOSA	2.2	15.4				
East: North	First Stree	t											
Lane 1 ^d	405	1.8	1165	0.348	100	6.6	LOS A	2.3	16.3	Full	500	0.0	0.0
Approach	405	1.8		0.348		6.6	LOSA	2.3	16.3				
North: Trinit	y Park Dr												
Lane 1 ^d	10	1.8	744	0.013	100	8.6	LOS A	0.1	0.5	Full	500	0.0	0.0
Approach	10	1.8		0.013		8.6	LOSA	0.1	0.5				
West: North	First Stree	et											
Lane 1 ^d	486	2.0	995	0.489	100	5.7	LOS A	3.8	26.8	Full	500	0.0	0.0
Approach	486	2.0		0.489		5.7	LOSA	3.8	26.8				
Intersection	1145	1.9		0.489		5.8	LOSA	3.8	26.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Site: 101 [NFirst&GrandBlvdB+PAM]

NFirst&GrandBlvd Roundabout

Lane Use	and Perfo	ormai	псе										
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist m	Lane Config	Lane Length m		Prob. Block. %
South: Proj	ect Drivewa	ay											
Lane 1 ^d	18	1.9	887	0.020	100	1.7	LOS A	0.1	0.7	Full	500	0.0	0.0
Approach	18	1.9		0.020		1.7	LOSA	0.1	0.7				
East: North	First Stree	t											
Lane 1 ^d	195	2.0	1331	0.146	100	4.3	LOS A	0.8	5.5	Full	500	0.0	0.0
Approach	195	2.0		0.146		4.3	LOS A	0.8	5.5				
North: Gran	nd Blvd												
Lane 1 ^d	90	2.0	946	0.095	100	5.7	LOS A	0.5	3.3	Full	500	0.0	0.0
Approach	90	2.0		0.095		5.7	LOS A	0.5	3.3				
West: North	First Stree	et											
Lane 1 ^d	220	2.0	1167	0.188	100	4.4	LOS A	1.0	7.4	Full	500	0.0	0.0
Approach	220	2.0		0.188		4.4	LOS A	1.0	7.4				
Intersection	523	2.0		0.188		4.5	LOS A	1.0	7.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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♥ Site: 101 [NFirst&GrandBlvdB+PPM]

NFirst&GrandBlvd Roundabout

Lane Use	and Perfo	ormai	nce										
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Proje	ect Drivewa	ay											
Lane 1 ^d	101	2.0	901	0.112	100	1.8	LOS A	0.6	4.1	Full	500	0.0	0.0
Approach	101	2.0		0.112		1.8	LOSA	0.6	4.1				
East: North	First Stree	t											
Lane 1 ^d	548	2.0	1177	0.465	100	5.5	LOS A	3.5	25.2	Full	500	0.0	0.0
Approach	548	2.0		0.465		5.5	LOSA	3.5	25.2				
North: Gran	nd Blvd												
Lane 1 ^d	28	1.9	661	0.042	100	8.0	LOS A	0.2	1.5	Full	500	0.0	0.0
Approach	28	1.9		0.042		8.0	LOSA	0.2	1.5				
West: North	First Stree	et											
Lane 1 ^d	264	2.0	1042	0.253	100	5.8	LOS A	1.5	10.7	Full	500	0.0	0.0
Approach	264	2.0		0.253		5.8	LOSA	1.5	10.7				
Intersection	941	2.0		0.465		5.2	LOSA	3.5	25.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Site: 101 [NFirst&TrinityParkDrC+PAM]

NFirst&TrinitvParkDr Roundabout

Lane Use	and Perfo	ormai	nce										
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back o Veh	f Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Proj	ect Drivewa	ay											
Lane 1 ^d	41	2.0	839	0.049	100	2.4	LOS A	0.2	1.7	Full	500	0.0	0.0
Approach	41	2.0		0.049		2.4	LOSA	0.2	1.7				
East: North	First Stree	t											
Lane 1 ^d	338	1.8	1298	0.260	100	5.3	LOS A	1.5	10.4	Full	500	0.0	0.0
Approach	338	1.8		0.260		5.3	LOSA	1.5	10.4				
North: Trinit	ty Park Dr												
Lane 1 ^d	33	1.9	827	0.040	100	7.6	LOS A	0.2	1.4	Full	500	0.0	0.0
Approach	33	1.9		0.040		7.6	LOSA	0.2	1.4				
West: North	First Stree	et											
Lane 1 ^d	261	2.0	1082	0.241	100	4.8	LOS A	1.4	10.0	Full	500	0.0	0.0
Approach	261	2.0		0.241		4.8	LOSA	1.4	10.0				
Intersection	673	1.9		0.260		5.0	LOSA	1.5	10.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Site: 101 [NFirst&TrinityParkDrC+PPM]

NFirst&TrinitvParkDr Roundabout

Lane Use a	nd Perf	ormai	nce										
	Demand F Total	HV	Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back o Veh	Dist	Lane Config	Lane Length	Adj.	Prob. Block.
South: Project	veh/h ct Drivewa	% ay	veh/h	v/c	%	sec			m		m	%	%
Lane 1 ^d	244	2.0	415	0.588	100	14.1	LOS B	5.1	36.2	Full	500	0.0	0.0
Approach	244	2.0		0.588		14.1	LOS B	5.1	36.2				
East: North F	First Stree	et											
Lane 1 ^d	415	1.8	1139	0.364	100	6.6	LOS A	2.5	17.9	Full	500	0.0	0.0
Approach	415	1.8		0.364		6.6	LOSA	2.5	17.9				
North: Trinity	Park Dr												
Lane 1 ^d	20	1.9	734	0.027	100	7.3	LOS A	0.1	1.0	Full	500	0.0	0.0
Approach	20	1.9		0.027		7.3	LOSA	0.1	1.0				
West: North	First Stree	et											
Lane 1 ^d	836	2.0	1036	0.807	100	9.4	LOS A	13.2	93.9	Full	500	0.0	0.0
Approach	836	2.0		0.807		9.4	LOSA	13.2	93.9				
Intersection	1515	1.9		0.807		9.4	LOSA	13.2	93.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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♥ Site: 101 [NFirst&GrandBlvdC+PAM]

NFirst&GrandBlvd Roundabout

Lane Use	and Perfo	orma	nce										
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Proje	ect Drivewa	ay											
Lane 1 ^d	18	1.9	870	0.021	100	1.8	LOS A	0.1	0.7	Full	500	0.0	0.0
Approach	18	1.9		0.021		1.8	LOSA	0.1	0.7				
East: North	First Stree	t											
Lane 1 ^d	275	2.0	1309	0.210	100	4.2	LOS A	1.2	8.5	Full	500	0.0	0.0
Approach	275	2.0		0.210		4.2	LOSA	1.2	8.5				
North: Gran	nd Blvd												
Lane 1 ^d	110	2.0	876	0.126	100	6.0	LOS A	0.6	4.4	Full	500	0.0	0.0
Approach	110	2.0		0.126		6.0	LOSA	0.6	4.4				
West: North	First Stree	et											
Lane 1 ^d	240	2.0	1174	0.204	100	4.5	LOS A	1.2	8.3	Full	500	0.0	0.0
Approach	240	2.0		0.204		4.5	LOSA	1.2	8.3				
Intersection	643	2.0		0.210		4.6	LOS A	1.2	8.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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♥ Site: 101 [NFirst&GrandBlvdC+PPM]

NFirst&GrandBlvd Roundabout

Lane Use	and Perfo	orma	nce										
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Proje	ect Drivewa	ay											
Lane 1 ^d	244	2.0	413	0.590	100	14.2	LOS B	5.1	36.2	Full	500	0.0	0.0
Approach	244	2.0		0.590		14.2	LOS B	5.1	36.2				
East: North	First Stree	t											
Lane 1 ^d	415	1.8	1139	0.364	100	6.6	LOS A	2.7	19.5	Full	500	0.0	0.0
Approach	415	1.8		0.364		6.6	LOSA	2.7	19.5				
North: Gran	d Blvd												
Lane 1 ^d	20	1.9	716	0.028	100	7.2	LOS A	0.1	1.0	Full	500	0.0	0.0
Approach	20	1.9		0.028		7.2	LOSA	0.1	1.0				
West: North	First Stree	et											
Lane 1 ^d	836	2.0	1026	0.815	100	9.8	LOS A	13.3	94.5	Full	500	0.0	0.0
Approach	836	2.0		0.815		9.8	LOSA	13.3	94.5				
Intersection	1515	1.9		0.815		9.6	LOS A	13.3	94.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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