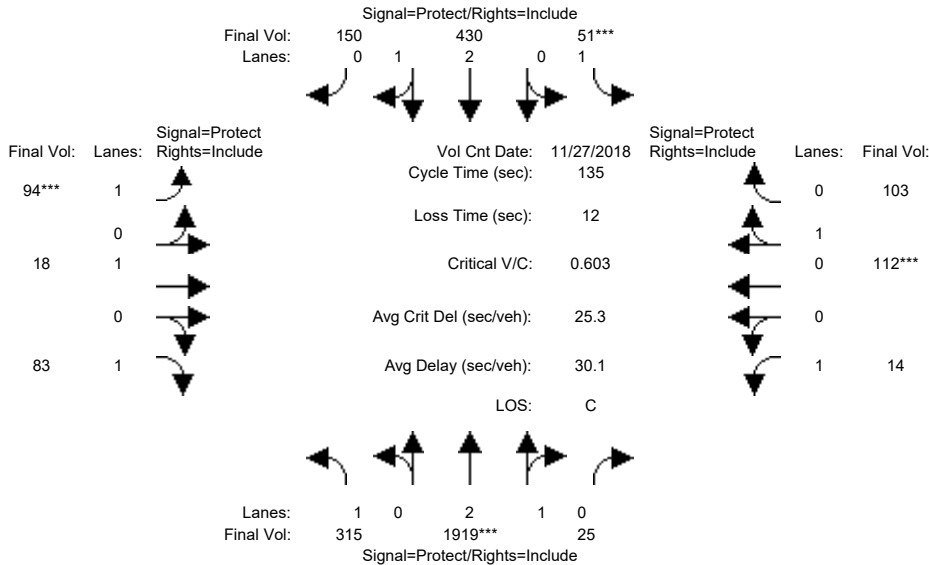


Appendix C
Level of Service Calculations

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

Intersection #2: MARTIN AVE/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | MARTIN AVE | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 8-9 AM | | | | | | | | | | | |
|----------------|------|-------|-------|-------------|------|--------|------|------|------|------|------|------|--|--|--|--|--|
| Base Vol: | 315 | 1919 | 25 | 51 | 430 | 150 | 94 | 18 | 83 | 14 | 112 | 103 | | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | |
| Initial Bse: | 315 | 1919 | 25 | 51 | 430 | 150 | 94 | 18 | 83 | 14 | 112 | 103 | | | | | |
| 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: | 315 | 1919 | 25 | 51 | 430 | 150 | 94 | 18 | 83 | 14 | 112 | 103 | | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | |
| PHF Volume: | 315 | 1919 | 25 | 51 | 430 | 150 | 94 | 18 | 83 | 14 | 112 | 103 | | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Reduced Vol: | 315 | 1919 | 25 | 51 | 430 | 150 | 94 | 18 | 83 | 14 | 112 | 103 | | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | |
| Final Volume: | 315 | 1919 | 25 | 51 | 430 | 150 | 94 | 18 | 83 | 14 | 112 | 103 | | | | | |

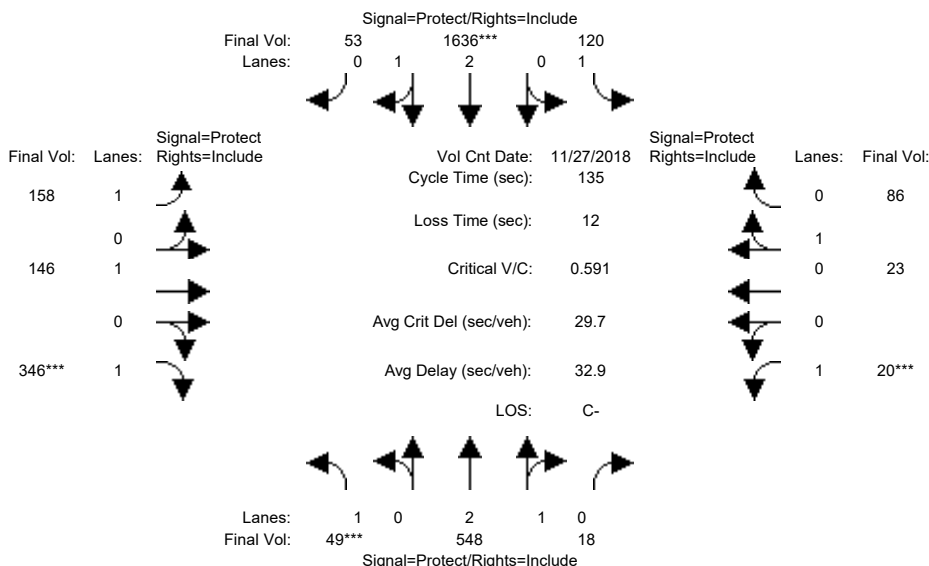
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.96 | 0.04 | 1.00 | 2.20 | 0.80 | 1.00 | 1.00 | 1.00 | 1.00 | 0.52 | 0.48 |
| Final Sat.: | 1750 | 5528 | 72 | 1750 | 4150 | 1448 | 1750 | 1900 | 1750 | 1750 | 938 | 862 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.18 | 0.35 | 0.35 | 0.03 | 0.10 | 0.10 | 0.05 | 0.01 | 0.05 | 0.01 | 0.12 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 53.6 | 77.4 | 77.4 | 7.0 | 30.8 | 30.8 | 12.0 | 22.7 | 22.7 | 15.9 | 26.6 | 26.6 |
| Volume/Cap: | 0.45 | 0.61 | 0.61 | 0.56 | 0.45 | 0.45 | 0.61 | 0.06 | 0.28 | 0.07 | 0.61 | 0.61 |
| Uniform Del: | 30.0 | 18.8 | 18.8 | 62.5 | 44.8 | 44.8 | 59.2 | 47.1 | 49.0 | 53.0 | 49.4 | 49.4 |
| IncrcmntDel: | 0.5 | 0.3 | 0.3 | 7.8 | 0.3 | 0.3 | 6.7 | 0.1 | 0.5 | 0.1 | 3.0 | 3.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 30.4 | 19.2 | 19.2 | 70.3 | 45.1 | 45.1 | 65.9 | 47.2 | 49.6 | 53.1 | 52.4 | 52.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 30.4 | 19.2 | 19.2 | 70.3 | 45.1 | 45.1 | 65.9 | 47.2 | 49.6 | 53.1 | 52.4 | 52.4 |
| LOS by Move: | C | B- | B- | E | D | D | E | D | D | D- | D- | D- |
| HCM2kAvgQ: | 10 | 17 | 17 | 2 | 7 | 7 | 5 | 1 | 3 | 1 | 9 | 9 |

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

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

Intersection #2: MARTIN AVE/DE LA CRUZ BLVD



Street Name: DE LA CRUZ BLVD MARTIN AVE
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 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 | 4.0 | 4.0 |

Volume Module: >> Count Date: 27 Nov 2018 << 4:45-5:45 PM

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 49 | 548 | 18 | 120 | 1636 | 53 | 158 | 146 | 346 | 20 | 23 | 86 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 49 | 548 | 18 | 120 | 1636 | 53 | 158 | 146 | 346 | 20 | 23 | 86 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 49 | 548 | 18 | 120 | 1636 | 53 | 158 | 146 | 346 | 20 | 23 | 86 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 49 | 548 | 18 | 120 | 1636 | 53 | 158 | 146 | 346 | 20 | 23 | 86 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 49 | 548 | 18 | 120 | 1636 | 53 | 158 | 146 | 346 | 20 | 23 | 86 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 49 | 548 | 18 | 120 | 1636 | 53 | 158 | 146 | 346 | 20 | 23 | 86 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| 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 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.90 | 0.10 | 1.00 | 2.90 | 0.10 | 1.00 | 1.00 | 1.00 | 1.00 | 0.21 | 0.79 |
| Final Sat.: | 1750 | 5422 | 178 | 1750 | 5424 | 176 | 1750 | 1900 | 1750 | 1750 | 380 | 1420 |

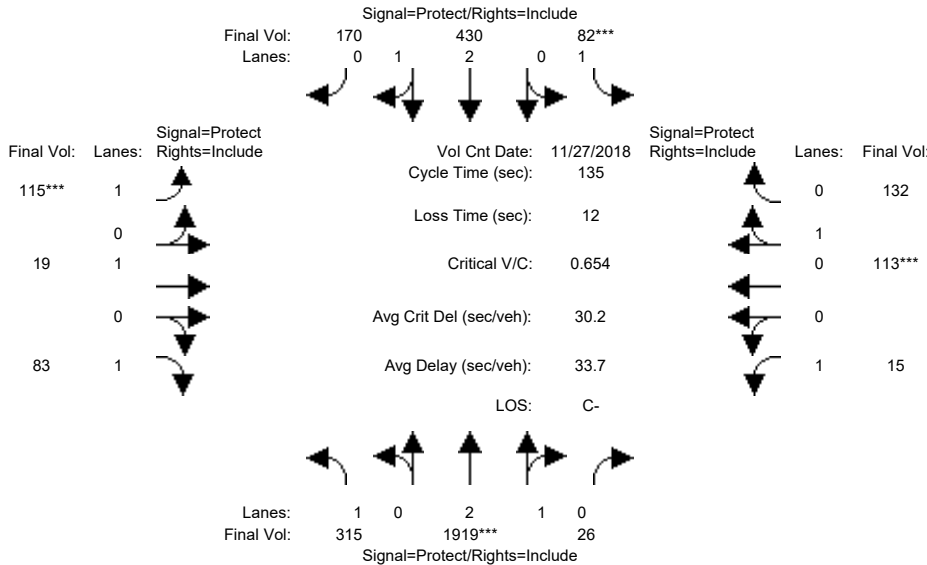
Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.10 | 0.10 | 0.07 | 0.30 | 0.30 | 0.09 | 0.08 | 0.20 | 0.01 | 0.06 | 0.06 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 7.0 | 43.4 | 43.4 | 29.4 | 65.8 | 65.8 | 27.6 | 43.2 | 43.2 | 7.0 | 22.6 | 22.6 |
| Volume/Cap: | 0.54 | 0.31 | 0.31 | 0.31 | 0.62 | 0.62 | 0.44 | 0.24 | 0.62 | 0.22 | 0.36 | 0.36 |
| Uniform Del: | 62.4 | 34.6 | 34.6 | 44.3 | 25.4 | 25.4 | 47.0 | 33.8 | 38.9 | 61.4 | 49.8 | 49.8 |
| IncrcmntDel: | 6.4 | 0.1 | 0.1 | 0.5 | 0.4 | 0.4 | 0.9 | 0.2 | 2.1 | 1.2 | 0.7 | 0.7 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 68.8 | 34.7 | 34.7 | 44.8 | 25.8 | 25.8 | 47.9 | 34.0 | 41.0 | 62.6 | 50.5 | 50.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 68.8 | 34.7 | 34.7 | 44.8 | 25.8 | 25.8 | 47.9 | 34.0 | 41.0 | 62.6 | 50.5 | 50.5 |
| LOS by Move: | E | C- | C- | D | C | C | D | C- | D | E | D | D |
| HCM2kAvgQ: | 2 | 6 | 6 | 4 | 16 | 16 | 6 | 4 | 13 | 1 | 4 | 4 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (AM)

Intersection #2: MARTIN AVE/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | MARTIN AVE | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 8-9 AM | | | | | | | | | | | |
|----------------|------|-------|-------|-------------|------|--------|------|------|------|------|------|------|--|--|--|--|--|
| Base Vol: | 315 | 1919 | 25 | 51 | 430 | 150 | 94 | 18 | 83 | 14 | 112 | 103 | | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | |
| Initial Bse: | 315 | 1919 | 25 | 51 | 430 | 150 | 94 | 18 | 83 | 14 | 112 | 103 | | | | | |
| Added Vol: | 0 | 0 | 1 | 31 | 0 | 20 | 21 | 1 | 0 | 1 | 1 | 29 | | | | | |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Initial Fut: | 315 | 1919 | 26 | 82 | 430 | 170 | 115 | 19 | 83 | 15 | 113 | 132 | | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | |
| PHF Volume: | 315 | 1919 | 26 | 82 | 430 | 170 | 115 | 19 | 83 | 15 | 113 | 132 | | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Reduced Vol: | 315 | 1919 | 26 | 82 | 430 | 170 | 115 | 19 | 83 | 15 | 113 | 132 | | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | |
| Final Volume: | 315 | 1919 | 26 | 82 | 430 | 170 | 115 | 19 | 83 | 15 | 113 | 132 | | | | | |

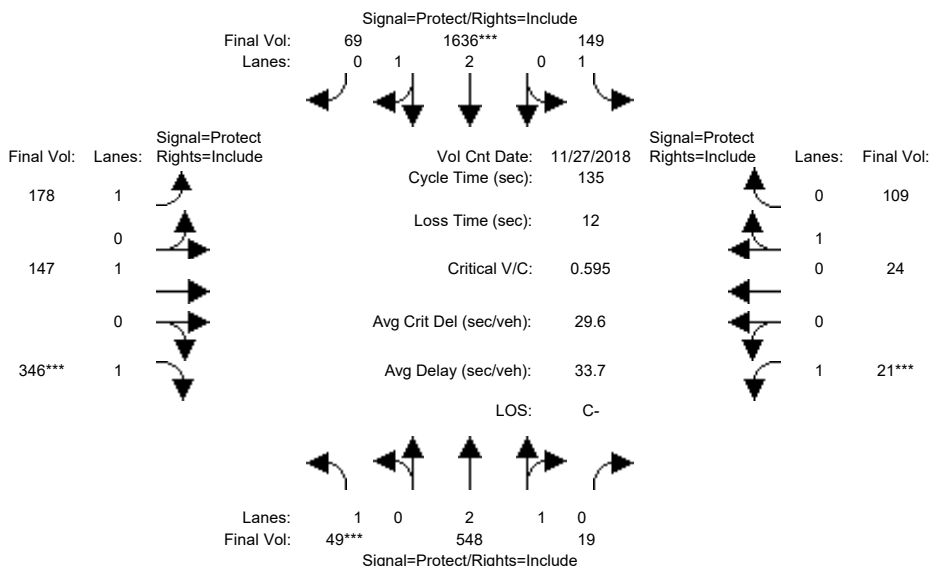
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 1.00 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.96 | 0.04 | 1.00 | 2.12 | 0.88 | 1.00 | 1.00 | 1.00 | 1.00 | 0.46 | 0.54 |
| Final Sat.: | 1750 | 5525 | 75 | 1750 | 4011 | 1586 | 1750 | 1900 | 1750 | 1750 | 830 | 970 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.18 | 0.35 | 0.35 | 0.05 | 0.11 | 0.11 | 0.07 | 0.01 | 0.05 | 0.01 | 0.14 | 0.14 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 51.0 | 71.7 | 71.7 | 9.7 | 30.4 | 30.4 | 13.6 | 24.5 | 24.5 | 17.2 | 28.1 | 28.1 |
| Volume/Cap: | 0.48 | 0.65 | 0.65 | 0.65 | 0.48 | 0.48 | 0.65 | 0.06 | 0.26 | 0.07 | 0.65 | 0.65 |
| Uniform Del: | 31.9 | 22.8 | 22.8 | 61.0 | 45.4 | 45.4 | 58.5 | 45.7 | 47.5 | 51.9 | 49.0 | 49.0 |
| IncrementDel: | 0.5 | 0.5 | 0.5 | 11.8 | 0.3 | 0.3 | 8.6 | 0.1 | 0.4 | 0.1 | 4.1 | 4.1 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 32.4 | 23.3 | 23.3 | 72.8 | 45.7 | 45.7 | 67.0 | 45.7 | 47.9 | 52.0 | 53.1 | 53.1 |
| 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: | 32.4 | 23.3 | 23.3 | 72.8 | 45.7 | 45.7 | 67.0 | 45.7 | 47.9 | 52.0 | 53.1 | 53.1 |
| LOS by Move: | C- | C | C | E | D | D | E | D | D | D- | D- | D- |
| HCM2kAvgQ: | 10 | 19 | 19 | 4 | 7 | 7 | 6 | 1 | 3 | 1 | 11 | 11 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (PM)

Intersection #2: MARTIN AVE/DE LA CRUZ BLVD



Street Name: DE LA CRUZ BLVD MARTIN AVE

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 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 | 4.0 | 4.0 |

Volume Module: >> Count Date: 27 Nov 2018 << 4:45-5:45 PM

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 49 | 548 | 18 | 120 | 1636 | 53 | 158 | 146 | 346 | 20 | 23 | 86 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 49 | 548 | 18 | 120 | 1636 | 53 | 158 | 146 | 346 | 20 | 23 | 86 |
| Added Vol: | 0 | 0 | 1 | 29 | 0 | 16 | 20 | 1 | 0 | 1 | 1 | 23 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 49 | 548 | 19 | 149 | 1636 | 69 | 178 | 147 | 346 | 21 | 24 | 109 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 49 | 548 | 19 | 149 | 1636 | 69 | 178 | 147 | 346 | 21 | 24 | 109 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 49 | 548 | 19 | 149 | 1636 | 69 | 178 | 147 | 346 | 21 | 24 | 109 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 49 | 548 | 19 | 149 | 1636 | 69 | 178 | 147 | 346 | 21 | 24 | 109 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| 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 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.90 | 0.10 | 1.00 | 2.87 | 0.13 | 1.00 | 1.00 | 1.00 | 1.00 | 0.18 | 0.82 |
| Final Sat.: | 1750 | 5412 | 188 | 1750 | 5373 | 227 | 1750 | 1900 | 1750 | 1750 | 325 | 1475 |

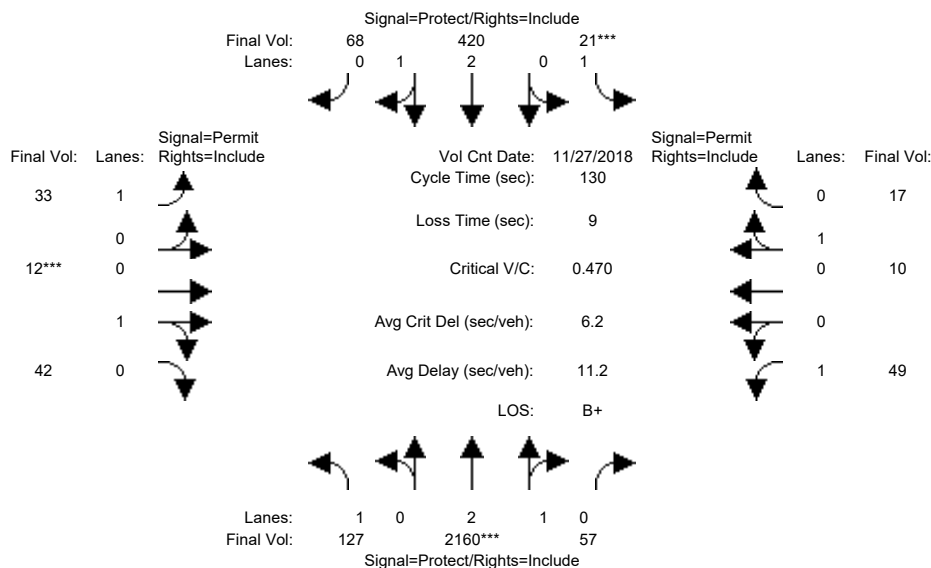
Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.10 | 0.10 | 0.09 | 0.30 | 0.30 | 0.10 | 0.08 | 0.20 | 0.01 | 0.07 | 0.07 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 7.0 | 39.7 | 39.7 | 33.4 | 66.1 | 66.1 | 28.9 | 42.9 | 42.9 | 7.0 | 21.0 | 21.0 |
| Volume/Cap: | 0.54 | 0.34 | 0.34 | 0.34 | 0.62 | 0.62 | 0.48 | 0.24 | 0.62 | 0.23 | 0.47 | 0.47 |
| Uniform Del: | 62.4 | 37.4 | 37.4 | 41.8 | 25.3 | 25.3 | 46.4 | 34.0 | 39.1 | 61.4 | 51.9 | 51.9 |
| IncrcmntDel: | 6.4 | 0.1 | 0.1 | 0.5 | 0.4 | 0.4 | 1.0 | 0.2 | 2.2 | 1.3 | 1.3 | 1.3 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 68.8 | 37.6 | 37.6 | 42.3 | 25.7 | 25.7 | 47.4 | 34.3 | 41.3 | 62.7 | 53.2 | 53.2 |
| 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: | 68.8 | 37.6 | 37.6 | 42.3 | 25.7 | 25.7 | 47.4 | 34.3 | 41.3 | 62.7 | 53.2 | 53.2 |
| LOS by Move: | E | D+ | D+ | D | C | C | D | C- | D | E | D- | D- |
| HCM2kAvgQ: | 2 | 6 | 6 | 5 | 16 | 16 | 7 | 4 | 14 | 1 | 6 | 6 |

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

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

Intersection #3: REED ST/DE LA CRUZ BLVD



Street Name: DE LA CRUZ BLVD REED ST
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 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 |

Volume Module: >> Count Date: 27 Nov 2018 << 8-9 AM

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 127 | 2160 | 57 | 21 | 420 | 68 | 33 | 12 | 42 | 49 | 10 | 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: | 127 | 2160 | 57 | 21 | 420 | 68 | 33 | 12 | 42 | 49 | 10 | 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: | 127 | 2160 | 57 | 21 | 420 | 68 | 33 | 12 | 42 | 49 | 10 | 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: | 127 | 2160 | 57 | 21 | 420 | 68 | 33 | 12 | 42 | 49 | 10 | 17 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 127 | 2160 | 57 | 21 | 420 | 68 | 33 | 12 | 42 | 49 | 10 | 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: | 127 | 2160 | 57 | 21 | 420 | 68 | 33 | 12 | 42 | 49 | 10 | 17 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.92 | 0.08 | 1.00 | 2.57 | 0.43 | 1.00 | 0.22 | 0.78 | 1.00 | 0.37 | 0.63 |
| Final Sat.: | 1750 | 5456 | 144 | 1750 | 4819 | 780 | 1750 | 400 | 1400 | 1750 | 667 | 1133 |

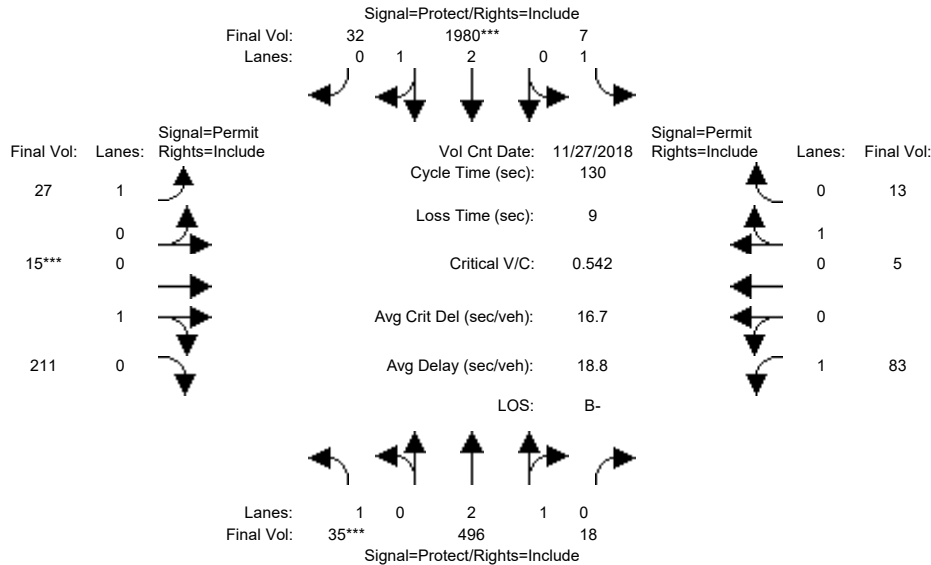
Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|-------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.40 | 0.40 | 0.01 | 0.09 | 0.09 | 0.02 | 0.03 | 0.03 | 0.03 | 0.02 | 0.02 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green Time: | 50.4 | 104 | 104.0 | 7.0 | 60.6 | 60.6 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.19 | 0.49 | 0.49 | 0.22 | 0.19 | 0.19 | 0.25 | 0.39 | 0.39 | 0.36 | 0.20 | 0.20 |
| Uniform Del: | 26.3 | 4.3 | 4.3 | 58.9 | 20.3 | 20.3 | 56.4 | 57.1 | 57.1 | 57.0 | 56.2 | 56.2 |
| IncrcmntDel: | 0.1 | 0.1 | 0.1 | 1.2 | 0.0 | 0.0 | 1.0 | 1.8 | 1.8 | 1.7 | 0.7 | 0.7 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 26.4 | 4.4 | 4.4 | 60.1 | 20.3 | 20.3 | 57.4 | 58.9 | 58.9 | 58.7 | 56.9 | 56.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 26.4 | 4.4 | 4.4 | 60.1 | 20.3 | 20.3 | 57.4 | 58.9 | 58.9 | 58.7 | 56.9 | 56.9 |
| LOS by Move: | C | A | A | E | C+ | C+ | E+ | E+ | E+ | E+ | E+ | E+ |
| HCM2kAvgQ: | 4 | 10 | 10 | 1 | 4 | 4 | 2 | 3 | 3 | 2 | 1 | 1 |

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: REED ST/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | REED ST | | | | | |
|--------------|-----------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 4:45-5:45 PM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------------|------|------|------|------|------|------|
| Base Vol: | 35 | 496 | 18 | 7 | 1980 | 32 | 27 | 15 | 211 | 83 | 5 | 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: | 35 | 496 | 18 | 7 | 1980 | 32 | 27 | 15 | 211 | 83 | 5 | 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: | 35 | 496 | 18 | 7 | 1980 | 32 | 27 | 15 | 211 | 83 | 5 | 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: | 35 | 496 | 18 | 7 | 1980 | 32 | 27 | 15 | 211 | 83 | 5 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 35 | 496 | 18 | 7 | 1980 | 32 | 27 | 15 | 211 | 83 | 5 | 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: | 35 | 496 | 18 | 7 | 1980 | 32 | 27 | 15 | 211 | 83 | 5 | 13 |

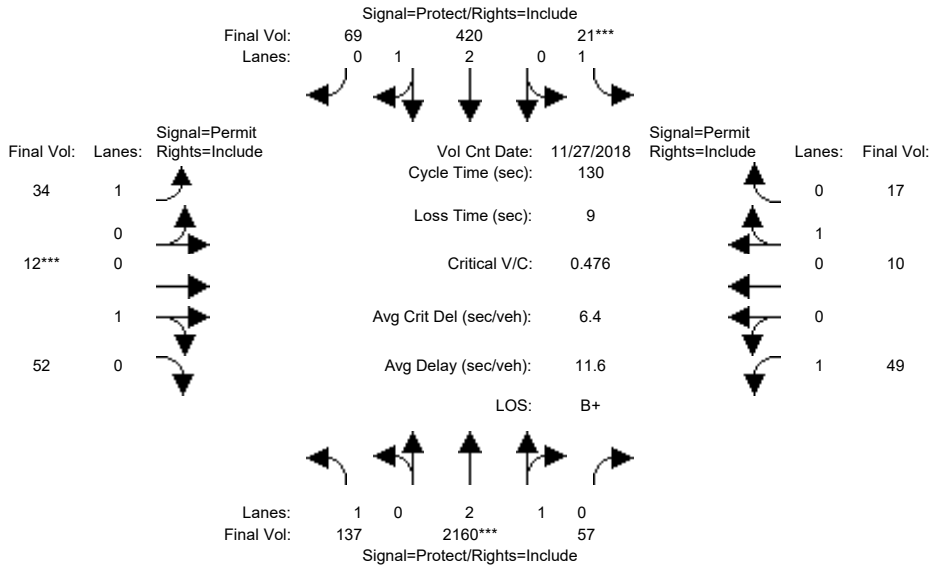
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.89 | 0.11 | 1.00 | 2.95 | 0.05 | 1.00 | 0.07 | 0.93 | 1.00 | 0.28 | 0.72 |
| Final Sat.: | 1750 | 5404 | 196 | 1750 | 5511 | 89 | 1750 | 119 | 1681 | 1750 | 500 | 1300 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.09 | 0.09 | 0.00 | 0.36 | 0.36 | 0.02 | 0.13 | 0.13 | 0.05 | 0.01 | 0.01 |
| Crit Moves: | *** | | | | *** | | | *** | | | | |
| Green Time: | 7.0 | 57.7 | 57.7 | 33.8 | 84.5 | 84.5 | 29.5 | 29.5 | 29.5 | 29.5 | 29.5 | 29.5 |
| Volume/Cap: | 0.37 | 0.21 | 0.21 | 0.02 | 0.55 | 0.55 | 0.07 | 0.55 | 0.55 | 0.21 | 0.04 | 0.04 |
| Uniform Del: | 59.4 | 22.2 | 22.2 | 35.7 | 12.4 | 12.4 | 39.4 | 44.4 | 44.4 | 40.8 | 39.2 | 39.2 |
| IncrcmntDel: | 2.5 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | 0.1 | 1.6 | 1.6 | 0.3 | 0.0 | 0.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 61.8 | 22.2 | 22.2 | 35.7 | 12.6 | 12.6 | 39.5 | 46.1 | 46.1 | 41.0 | 39.3 | 39.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 61.8 | 22.2 | 22.2 | 35.7 | 12.6 | 12.6 | 39.5 | 46.1 | 46.1 | 41.0 | 39.3 | 39.3 |
| LOS by Move: | E | C+ | C+ | D+ | B | B | D | D | D | D | D | D |
| HCM2kAvgQ: | 2 | 4 | 4 | 0 | 14 | 14 | 1 | 9 | 9 | 3 | 1 | 1 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (AM)

Intersection #3: REED ST/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | REED ST | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 8-9 AM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------|------|------|------|------|------|------|
| Base Vol: | 127 | 2160 | 57 | 21 | 420 | 68 | 33 | 12 | 42 | 49 | 10 | 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: | 127 | 2160 | 57 | 21 | 420 | 68 | 33 | 12 | 42 | 49 | 10 | 17 |
| Added Vol: | 10 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 10 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 137 | 2160 | 57 | 21 | 420 | 69 | 34 | 12 | 52 | 49 | 10 | 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: | 137 | 2160 | 57 | 21 | 420 | 69 | 34 | 12 | 52 | 49 | 10 | 17 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 137 | 2160 | 57 | 21 | 420 | 69 | 34 | 12 | 52 | 49 | 10 | 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 |
| Final Volume: | 137 | 2160 | 57 | 21 | 420 | 69 | 34 | 12 | 52 | 49 | 10 | 17 |

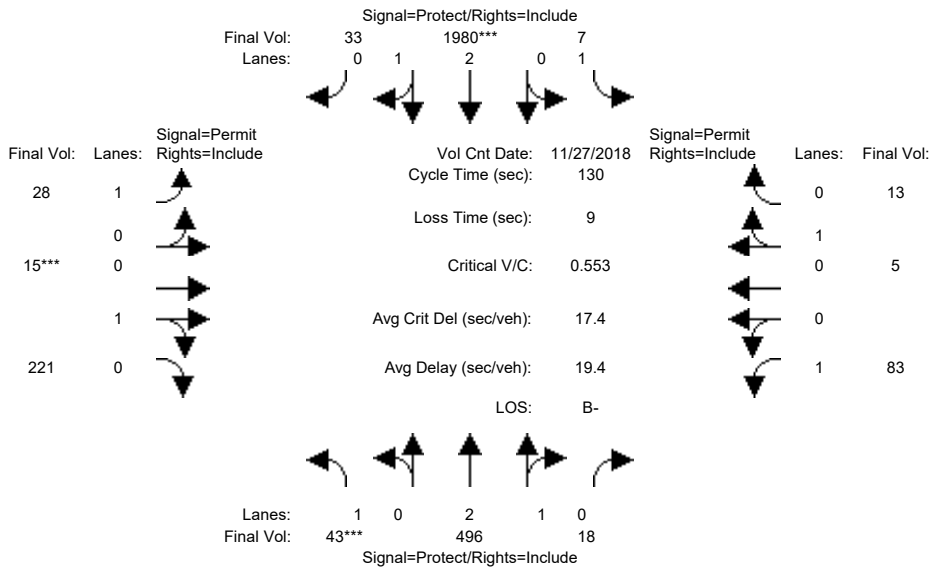
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.92 | 0.08 | 1.00 | 2.56 | 0.44 | 1.00 | 0.19 | 0.81 | 1.00 | 0.37 | 0.63 |
| Final Sat.: | 1750 | 5456 | 144 | 1750 | 4809 | 790 | 1750 | 337 | 1462 | 1750 | 667 | 1133 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|-------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.40 | 0.40 | 0.01 | 0.09 | 0.09 | 0.02 | 0.04 | 0.04 | 0.03 | 0.02 | 0.02 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 52.5 | 104 | 104.0 | 7.0 | 58.5 | 58.5 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.19 | 0.49 | 0.49 | 0.22 | 0.19 | 0.19 | 0.25 | 0.46 | 0.46 | 0.36 | 0.20 | 0.20 |
| Uniform Del: | 25.1 | 4.3 | 4.3 | 58.9 | 21.5 | 21.5 | 56.5 | 57.4 | 57.4 | 57.0 | 56.2 | 56.2 |
| IncrcmntDel: | 0.1 | 0.1 | 0.1 | 1.2 | 0.0 | 0.0 | 1.0 | 2.4 | 2.4 | 1.7 | 0.7 | 0.7 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 25.2 | 4.4 | 4.4 | 60.1 | 21.6 | 21.6 | 57.5 | 59.9 | 59.9 | 58.7 | 56.9 | 56.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 25.2 | 4.4 | 4.4 | 60.1 | 21.6 | 21.6 | 57.5 | 59.9 | 59.9 | 58.7 | 56.9 | 56.9 |
| LOS by Move: | C | A | A | E | C+ | C+ | E+ | E+ | E+ | E+ | E+ | E+ |
| HCM2kAvgQ: | 4 | 10 | 10 | 1 | 4 | 4 | 2 | 3 | 3 | 2 | 1 | 1 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (PM)

Intersection #3: REED ST/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | REED ST | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 4:45-5:45 PM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------------|------|------|------|------|------|------|
| Base Vol: | 35 | 496 | 18 | 7 | 1980 | 32 | 27 | 15 | 211 | 83 | 5 | 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: | 35 | 496 | 18 | 7 | 1980 | 32 | 27 | 15 | 211 | 83 | 5 | 13 |
| Added Vol: | 8 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 10 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 43 | 496 | 18 | 7 | 1980 | 33 | 28 | 15 | 221 | 83 | 5 | 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: | 43 | 496 | 18 | 7 | 1980 | 33 | 28 | 15 | 221 | 83 | 5 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 43 | 496 | 18 | 7 | 1980 | 33 | 28 | 15 | 221 | 83 | 5 | 13 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 43 | 496 | 18 | 7 | 1980 | 33 | 28 | 15 | 221 | 83 | 5 | 13 |

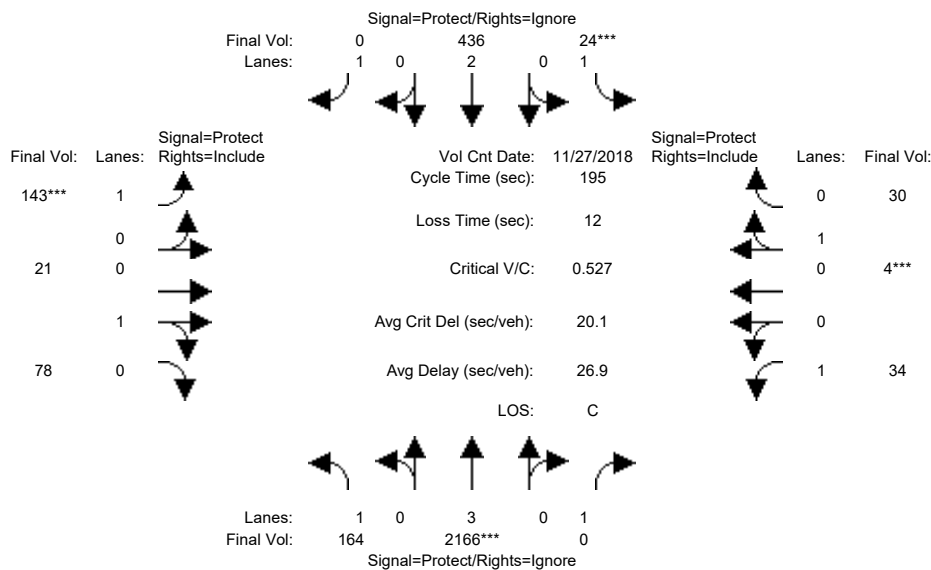
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.89 | 0.11 | 1.00 | 2.95 | 0.05 | 1.00 | 0.06 | 0.94 | 1.00 | 0.28 | 0.72 |
| Final Sat.: | 1750 | 5404 | 196 | 1750 | 5508 | 92 | 1750 | 114 | 1686 | 1750 | 500 | 1300 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.09 | 0.09 | 0.00 | 0.36 | 0.36 | 0.02 | 0.13 | 0.13 | 0.05 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | | | **** | | | | | |
| Green Time: | 7.0 | 57.1 | 57.1 | 33.5 | 83.5 | 83.5 | 30.5 | 30.5 | 30.5 | 30.5 | 30.5 | 30.5 |
| Volume/Cap: | 0.46 | 0.21 | 0.21 | 0.02 | 0.56 | 0.56 | 0.07 | 0.56 | 0.56 | 0.20 | 0.04 | 0.04 |
| Uniform Del: | 59.7 | 22.5 | 22.5 | 36.0 | 13.0 | 13.0 | 38.7 | 43.9 | 43.9 | 40.0 | 38.5 | 38.5 |
| IncrementDel: | 3.5 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | 0.1 | 1.7 | 1.7 | 0.2 | 0.0 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 63.1 | 22.6 | 22.6 | 36.0 | 13.2 | 13.2 | 38.8 | 45.5 | 45.5 | 40.2 | 38.5 | 38.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 63.1 | 22.6 | 22.6 | 36.0 | 13.2 | 13.2 | 38.8 | 45.5 | 45.5 | 40.2 | 38.5 | 38.5 |
| LOS by Move: | E | C+ | C+ | D+ | B | B | D+ | D | D | D | D+ | D+ |
| HCM2kAvgQ: | 2 | 4 | 4 | 0 | 15 | 15 | 1 | 9 | 9 | 3 | 1 | 1 |

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

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

Intersection #4: BROKAW RD/COLEMAN AVE



| Street Name: | COLEMAN AVE | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 7:30-8:30 AM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------------|------|------|------|------|------|------|
| Base Vol: | 164 | 2166 | 283 | 24 | 436 | 19 | 143 | 21 | 78 | 34 | 4 | 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: | 164 | 2166 | 283 | 24 | 436 | 19 | 143 | 21 | 78 | 34 | 4 | 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: | 164 | 2166 | 283 | 24 | 436 | 19 | 143 | 21 | 78 | 34 | 4 | 30 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 164 | 2166 | 0 | 24 | 436 | 0 | 143 | 21 | 78 | 34 | 4 | 30 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 164 | 2166 | 0 | 24 | 436 | 0 | 143 | 21 | 78 | 34 | 4 | 30 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 164 | 2166 | 0 | 24 | 436 | 0 | 143 | 21 | 78 | 34 | 4 | 30 |

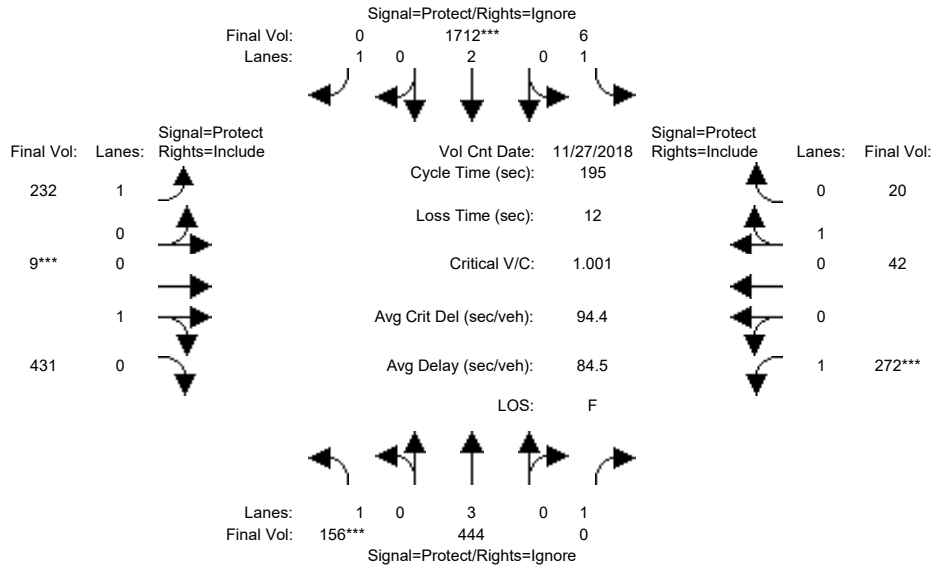
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 0.21 | 0.79 | 1.00 | 0.12 | 0.88 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 382 | 1418 | 1750 | 212 | 1588 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.38 | 0.00 | 0.01 | 0.11 | 0.00 | 0.08 | 0.06 | 0.06 | 0.02 | 0.02 | 0.02 |
| Crit Moves: | | **** | | **** | | | **** | | | **** | | |
| Green Time: | 64.6 | 137 | 0.0 | 7.0 | 79.1 | 0.0 | 29.4 | 23.8 | 23.8 | 15.6 | 10.0 | 10.0 |
| Volume/Cap: | 0.28 | 0.54 | 0.00 | 0.38 | 0.28 | 0.00 | 0.54 | 0.45 | 0.45 | 0.24 | 0.37 | 0.37 |
| Uniform Del: | 48.1 | 14.1 | 0.0 | 91.9 | 38.9 | 0.0 | 76.6 | 79.5 | 79.5 | 84.2 | 89.4 | 89.4 |
| IncrementDel: | 0.3 | 0.2 | 0.0 | 3.8 | 0.1 | 0.0 | 2.3 | 1.5 | 1.5 | 0.9 | 2.5 | 2.5 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 48.4 | 14.2 | 0.0 | 95.7 | 39.0 | 0.0 | 78.9 | 81.0 | 81.0 | 85.1 | 91.9 | 91.9 |
| 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: | 48.4 | 14.2 | 0.0 | 95.7 | 39.0 | 0.0 | 78.9 | 81.0 | 81.0 | 85.1 | 91.9 | 91.9 |
| LOS by Move: | D | B | A | F | D | A | E- | F | F | F | F | F |
| HCM2kAvgQ: | 8 | 20 | 0 | 2 | 8 | 0 | 9 | 6 | 6 | 2 | 2 | 2 |

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

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

Intersection #4: BROKAW RD/COLEMAN AVE



| Street Name: | COLEMAN AVE | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | Date: 27 Nov 2018 << 4:15-5:15 PM | | | | | | | | | | | |
|----------------|-----------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 156 | 444 | 51 | 6 | 1712 | 66 | 232 | 9 | 431 | 272 | 42 | 20 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 156 | 444 | 51 | 6 | 1712 | 66 | 232 | 9 | 431 | 272 | 42 | 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: | 156 | 444 | 51 | 6 | 1712 | 66 | 232 | 9 | 431 | 272 | 42 | 20 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 156 | 444 | 0 | 6 | 1712 | 0 | 232 | 9 | 431 | 272 | 42 | 20 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 156 | 444 | 0 | 6 | 1712 | 0 | 232 | 9 | 431 | 272 | 42 | 20 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 156 | 444 | 0 | 6 | 1712 | 0 | 232 | 9 | 431 | 272 | 42 | 20 |

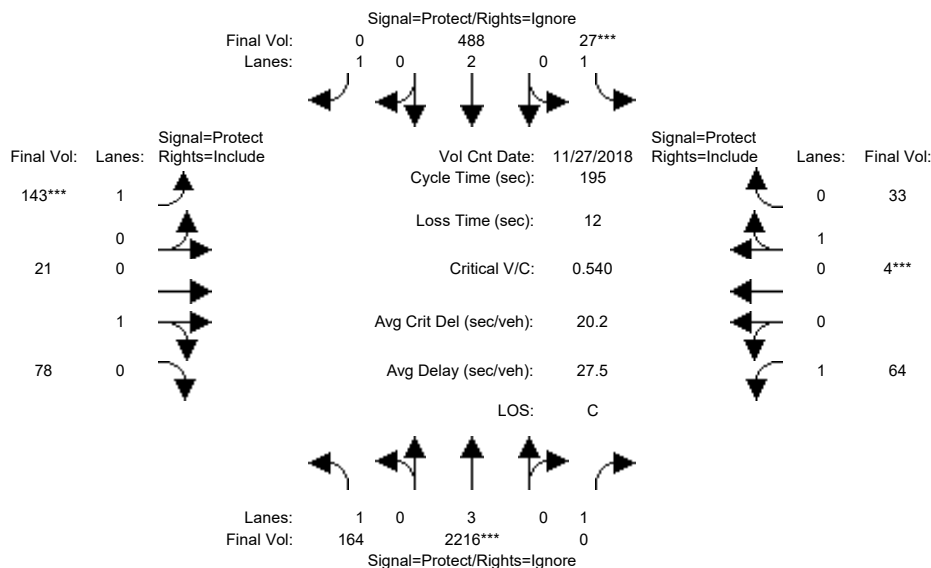
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 0.02 | 0.98 | 1.00 | 0.68 | 0.32 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 37 | 1763 | 1750 | 1219 | 581 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|-------|------|------|------|------|------|------|------|-------|-------|------|------|
| Vol/Sat: | 0.09 | 0.08 | 0.00 | 0.00 | 0.45 | 0.00 | 0.13 | 0.24 | 0.24 | 0.16 | 0.03 | 0.03 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green Time: | 17.4 | 72.0 | 0.0 | 33.2 | 87.8 | 0.0 | 56.2 | 47.6 | 47.6 | 30.3 | 21.7 | 21.7 |
| Volume/Cap: | 1.00 | 0.21 | 0.00 | 0.02 | 1.00 | 0.00 | 0.46 | 1.00 | 1.00 | 1.00 | 0.31 | 0.31 |
| Uniform Del: | 88.8 | 42.1 | 0.0 | 67.4 | 53.6 | 0.0 | 57.0 | 73.7 | 73.7 | 82.4 | 79.7 | 79.7 |
| IncrcmntDel: | 72.4 | 0.1 | 0.0 | 0.0 | 22.0 | 0.0 | 0.7 | 43.2 | 43.2 | 54.9 | 0.9 | 0.9 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 161.2 | 42.2 | 0.0 | 67.4 | 75.7 | 0.0 | 57.6 | 117 | 116.9 | 137.3 | 80.6 | 80.6 |
| 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: | 161.2 | 42.2 | 0.0 | 67.4 | 75.7 | 0.0 | 57.6 | 117 | 116.9 | 137.3 | 80.6 | 80.6 |
| LOS by Move: | F | D | A | E | E- | A | E+ | F | F | F | F | F |
| HCM2kAvgQ: | 14 | 6 | 0 | 0 | 57 | 0 | 12 | 33 | 33 | 22 | 4 | 4 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (AM)

Intersection #4: BROKAW RD/COLEMAN AVE



| Street Name: | COLEMAN AVE | | | | | | BROKAW RD | | | | | |
|--------------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 7:30-8:30 AM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------------|------|------|------|------|------|------|
| Base Vol: | 164 | 2166 | 283 | 24 | 436 | 19 | 143 | 21 | 78 | 34 | 4 | 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: | 164 | 2166 | 283 | 24 | 436 | 19 | 143 | 21 | 78 | 34 | 4 | 30 |
| Added Vol: | 0 | 50 | 31 | 3 | 52 | 0 | 0 | 0 | 0 | 30 | 0 | 3 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 164 | 2216 | 314 | 27 | 488 | 19 | 143 | 21 | 78 | 64 | 4 | 33 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 164 | 2216 | 0 | 27 | 488 | 0 | 143 | 21 | 78 | 64 | 4 | 33 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 164 | 2216 | 0 | 27 | 488 | 0 | 143 | 21 | 78 | 64 | 4 | 33 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 164 | 2216 | 0 | 27 | 488 | 0 | 143 | 21 | 78 | 64 | 4 | 33 |

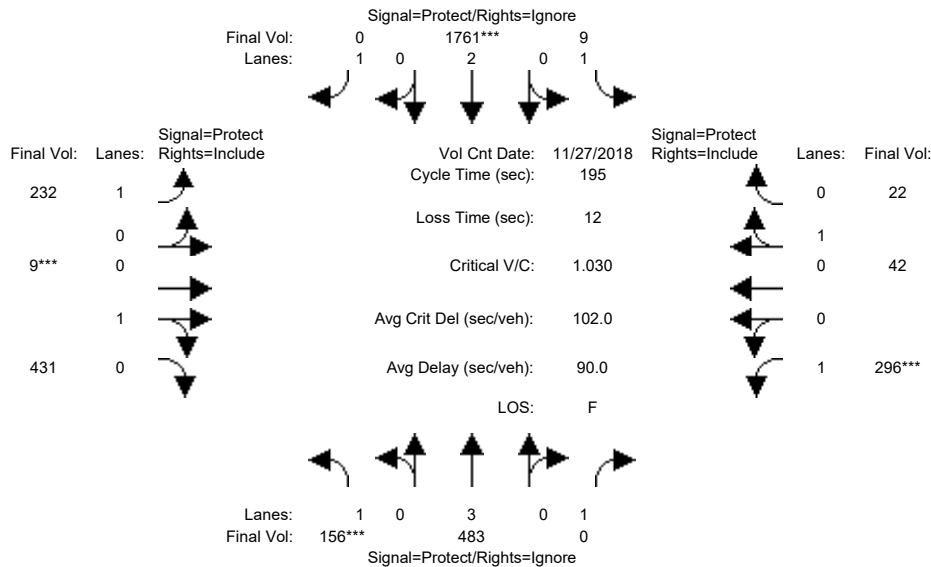
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 0.21 | 0.79 | 1.00 | 0.11 | 0.89 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 382 | 1418 | 1750 | 195 | 1605 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.39 | 0.00 | 0.02 | 0.13 | 0.00 | 0.08 | 0.06 | 0.06 | 0.04 | 0.02 | 0.02 |
| Crit Moves: | | **** | | **** | | | **** | | | **** | | |
| Green Time: | 60.8 | 137 | 0.0 | 7.0 | 83.3 | 0.0 | 28.8 | 23.3 | 23.3 | 15.5 | 10.0 | 10.0 |
| Volume/Cap: | 0.30 | 0.55 | 0.00 | 0.43 | 0.30 | 0.00 | 0.55 | 0.46 | 0.46 | 0.46 | 0.40 | 0.40 |
| Uniform Del: | 50.9 | 14.0 | 0.0 | 92.0 | 36.7 | 0.0 | 77.1 | 80.0 | 80.0 | 85.7 | 89.6 | 89.6 |
| IncrementDel: | 0.3 | 0.2 | 0.0 | 4.7 | 0.1 | 0.0 | 2.6 | 1.6 | 1.6 | 2.4 | 2.8 | 2.8 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 51.2 | 14.2 | 0.0 | 96.7 | 36.8 | 0.0 | 79.7 | 81.5 | 81.5 | 88.1 | 92.4 | 92.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.2 | 14.2 | 0.0 | 96.7 | 36.8 | 0.0 | 79.7 | 81.5 | 81.5 | 88.1 | 92.4 | 92.4 |
| LOS by Move: | D- | B | A | F | D+ | A | E- | F | F | F | F | F |
| HCM2kAvgQ: | 8 | 21 | 0 | 2 | 9 | 0 | 9 | 6 | 6 | 4 | 3 | 3 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (PM)

Intersection #4: BROKAW RD/COLEMAN AVE



| Street Name: | COLEMAN AVE | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 4:15-5:15 PM |
|----------------|------|-------|-------|-------------|------|--------------|
| Base Vol: | 156 | 444 | 51 | 6 | 1712 | 66 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 156 | 444 | 51 | 6 | 1712 | 66 |
| Added Vol: | 0 | 39 | 30 | 3 | 49 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 156 | 483 | 81 | 9 | 1761 | 66 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 156 | 483 | 0 | 9 | 1761 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 156 | 483 | 0 | 9 | 1761 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 156 | 483 | 0 | 9 | 1761 | 0 |

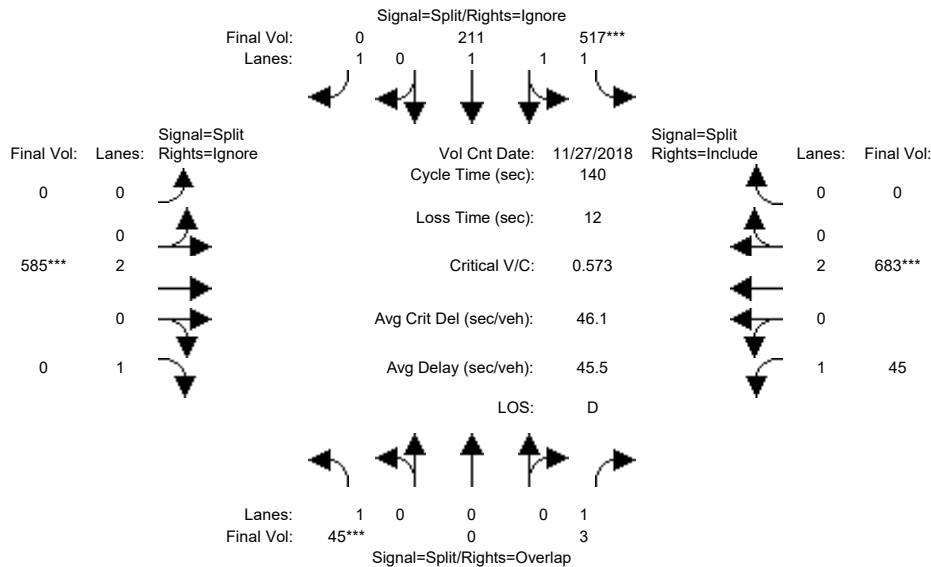
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 0.02 | 0.98 | 1.00 | 0.66 | 0.34 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 37 | 1763 | 1750 | 1181 | 619 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|-------|------|------|------|------|------|------|------|-------|-------|------|------|
| Vol/Sat: | 0.09 | 0.08 | 0.00 | 0.01 | 0.46 | 0.00 | 0.13 | 0.24 | 0.24 | 0.17 | 0.04 | 0.04 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 16.9 | 73.5 | 0.0 | 31.1 | 87.8 | 0.0 | 56.5 | 46.3 | 46.3 | 32.0 | 21.9 | 21.9 |
| Volume/Cap: | 1.03 | 0.22 | 0.00 | 0.03 | 1.03 | 0.00 | 0.46 | 1.03 | 1.03 | 1.03 | 0.32 | 0.32 |
| Uniform Del: | 89.1 | 41.3 | 0.0 | 69.2 | 53.6 | 0.0 | 56.7 | 74.3 | 74.3 | 81.5 | 79.7 | 79.7 |
| IncrcmntDel: | 81.1 | 0.1 | 0.0 | 0.0 | 29.7 | 0.0 | 0.7 | 51.3 | 51.3 | 60.9 | 0.9 | 0.9 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 170.2 | 41.4 | 0.0 | 69.2 | 83.3 | 0.0 | 57.4 | 126 | 125.7 | 142.4 | 80.6 | 80.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 170.2 | 41.4 | 0.0 | 69.2 | 83.3 | 0.0 | 57.4 | 126 | 125.7 | 142.4 | 80.6 | 80.6 |
| LOS by Move: | F | D | A | E | F | A | E+ | F | F | F | F | F |
| HCM2kAvgQ: | 14 | 6 | 0 | 0 | 60 | 0 | 12 | 34 | 34 | 24 | 4 | 4 |

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

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

Intersection #7: BROKAW RD/US 101 SB OFF-RAMP [CSJ 3222]



| Street Name: | US 101 SB OFF-RAMP | | | | | | BROKAW RD | | | | | |
|--------------|--------------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 8-9 AM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------|------|------|------|------|------|------|
| Base Vol: | 45 | 0 | 3 | 517 | 211 | 385 | 0 | 585 | 164 | 45 | 683 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 45 | 0 | 3 | 517 | 211 | 385 | 0 | 585 | 164 | 45 | 683 | 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: | 45 | 0 | 3 | 517 | 211 | 385 | 0 | 585 | 164 | 45 | 683 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 45 | 0 | 3 | 517 | 211 | 0 | 0 | 585 | 0 | 45 | 683 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 45 | 0 | 3 | 517 | 211 | 0 | 0 | 585 | 0 | 45 | 683 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 45 | 0 | 3 | 517 | 211 | 0 | 0 | 585 | 0 | 45 | 683 | 0 |

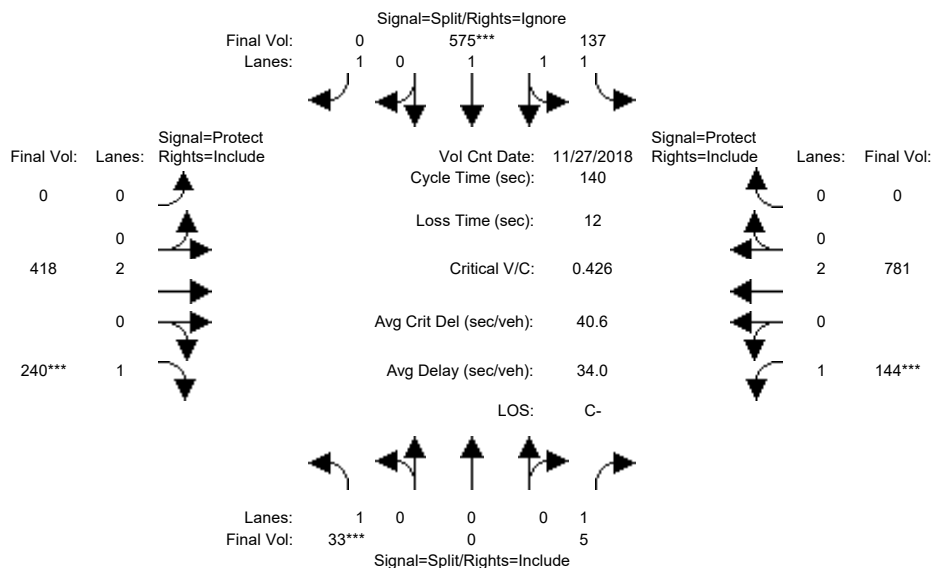
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 0.00 | 1.00 | 2.00 | 1.00 | 1.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 3150 | 1900 | 1750 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.00 | 0.00 | 0.16 | 0.11 | 0.00 | 0.00 | 0.15 | 0.00 | 0.03 | 0.18 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 10.0 | 0.0 | 52.6 | 38.9 | 38.9 | 0.0 | 0.0 | 36.5 | 0.0 | 42.6 | 42.6 | 0.0 |
| Volume/Cap: | 0.36 | 0.00 | 0.00 | 0.59 | 0.40 | 0.00 | 0.00 | 0.59 | 0.00 | 0.08 | 0.59 | 0.00 |
| Uniform Del: | 62.0 | 0.0 | 27.3 | 43.7 | 41.1 | 0.0 | 0.0 | 45.2 | 0.0 | 34.8 | 41.3 | 0.0 |
| IncrementDel: | 7.9 | 0.0 | 0.0 | 2.1 | 0.7 | 0.0 | 0.0 | 2.6 | 0.0 | 0.3 | 2.2 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 69.8 | 0.0 | 27.3 | 45.8 | 41.7 | 0.0 | 0.0 | 47.8 | 0.0 | 35.1 | 43.5 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 69.8 | 0.0 | 27.3 | 45.8 | 41.7 | 0.0 | 0.0 | 47.8 | 0.0 | 35.1 | 43.5 | 0.0 |
| LOS by Move: | E | A | C | D | D | A | A | D | A | D+ | D | A |
| HCM2kAvgQ: | 2 | 0 | 0 | 12 | 7 | 0 | 0 | 11 | 0 | 1 | 13 | 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 #7: BROKAW RD/US 101 SB OFF-RAMP [CSJ 3222]



Street Name: US 101 SB OFF-RAMP BROKAW RD
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 10 | 0 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

Volume Module: >> Count Date: 27 Nov 2018 << 5-6 PM

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 33 | 0 | 5 | 137 | 575 | 125 | 0 | 418 | 240 | 144 | 781 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 33 | 0 | 5 | 137 | 575 | 125 | 0 | 418 | 240 | 144 | 781 | 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: | 33 | 0 | 5 | 137 | 575 | 125 | 0 | 418 | 240 | 144 | 781 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 33 | 0 | 5 | 137 | 575 | 0 | 0 | 418 | 240 | 144 | 781 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 33 | 0 | 5 | 137 | 575 | 0 | 0 | 418 | 240 | 144 | 781 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 33 | 0 | 5 | 137 | 575 | 0 | 0 | 418 | 240 | 144 | 781 | 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 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 0.00 | 1.00 | 1.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 1750 | 3800 | 1750 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |

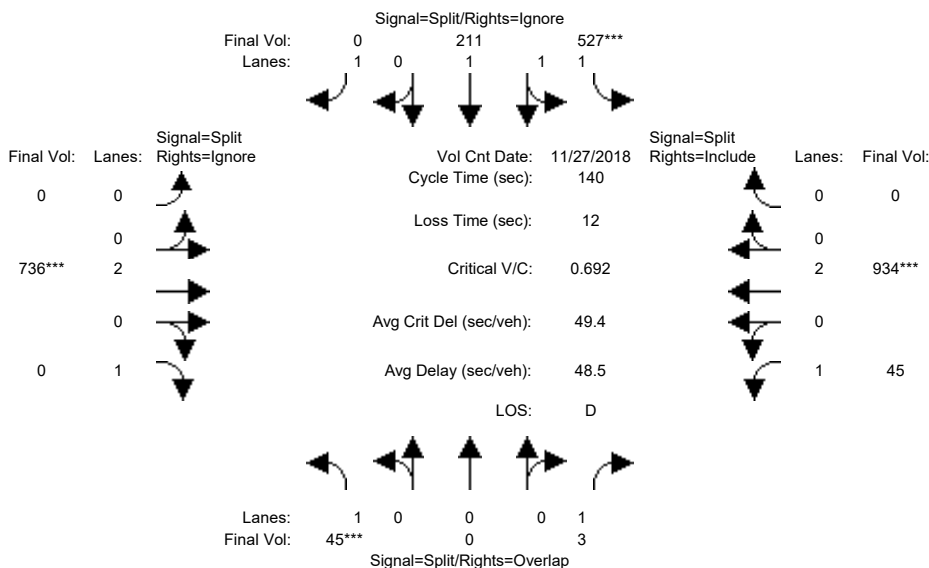
Capacity Analysis Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.00 | 0.00 | 0.08 | 0.15 | 0.00 | 0.00 | 0.11 | 0.14 | 0.08 | 0.21 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 10.0 | 0.0 | 10.0 | 48.2 | 48.2 | 0.0 | 0.0 | 43.6 | 43.6 | 26.2 | 69.8 | 0.0 |
| Volume/Cap: | 0.26 | 0.00 | 0.04 | 0.23 | 0.44 | 0.00 | 0.00 | 0.35 | 0.44 | 0.44 | 0.41 | 0.00 |
| Uniform Del: | 61.5 | 0.0 | 60.5 | 32.7 | 35.5 | 0.0 | 0.0 | 37.3 | 38.4 | 50.4 | 22.1 | 0.0 |
| IncrementDel: | 5.1 | 0.0 | 0.6 | 0.2 | 0.9 | 0.0 | 0.0 | 0.8 | 2.6 | 4.2 | 0.7 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 66.6 | 0.0 | 61.1 | 32.9 | 36.4 | 0.0 | 0.0 | 38.1 | 41.0 | 54.7 | 22.8 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 66.6 | 0.0 | 61.1 | 32.9 | 36.4 | 0.0 | 0.0 | 38.1 | 41.0 | 54.7 | 22.8 | 0.0 |
| LOS by Move: | E | A | E | C- | D+ | A | A | D+ | D | D- | C+ | A |
| HCM2kAvgQ: | 2 | 0 | 0 | 4 | 9 | 0 | 0 | 7 | 9 | 6 | 10 | 0 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (AM)

Intersection #7: BROKAW RD/US 101 SB OFF-RAMP [CSJ 3222]



Street Name: US 101 SB OFF-RAMP BROKAW RD
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 10 | 0 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

Volume Module: >> Count Date: 27 Nov 2018 << 8-9 AM

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 45 | 0 | 3 | 517 | 211 | 385 | 0 | 585 | 164 | 45 | 683 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 45 | 0 | 3 | 517 | 211 | 385 | 0 | 585 | 164 | 45 | 683 | 0 |
| Added Vol: | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 151 | 91 | 0 | 251 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 45 | 0 | 3 | 527 | 211 | 385 | 0 | 736 | 255 | 45 | 934 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 45 | 0 | 3 | 527 | 211 | 0 | 0 | 736 | 0 | 45 | 934 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 45 | 0 | 3 | 527 | 211 | 0 | 0 | 736 | 0 | 45 | 934 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 45 | 0 | 3 | 527 | 211 | 0 | 0 | 736 | 0 | 45 | 934 | 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 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 0.00 | 1.00 | 2.00 | 1.00 | 1.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 3150 | 1900 | 1750 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |

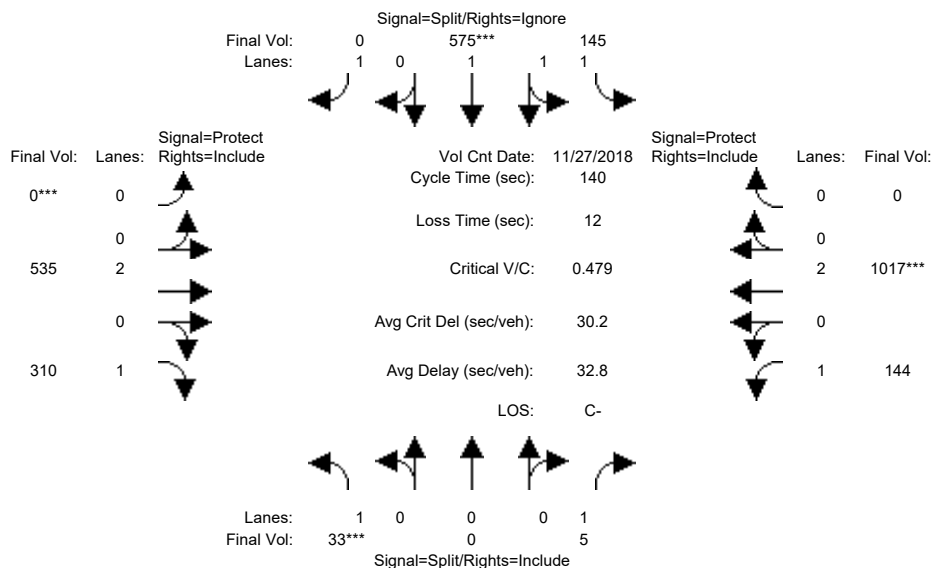
Capacity Analysis Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.00 | 0.00 | 0.17 | 0.11 | 0.00 | 0.00 | 0.19 | 0.00 | 0.03 | 0.25 | 0.00 |
| Crit Moves: | **** | | | **** | | | | **** | | | **** | |
| Green Time: | 10.0 | 0.0 | 57.8 | 32.5 | 32.5 | 0.0 | 0.0 | 37.7 | 0.0 | 47.8 | 47.8 | 0.0 |
| Volume/Cap: | 0.36 | 0.00 | 0.00 | 0.72 | 0.48 | 0.00 | 0.00 | 0.72 | 0.00 | 0.08 | 0.72 | 0.00 |
| Uniform Del: | 62.0 | 0.0 | 24.2 | 49.5 | 46.4 | 0.0 | 0.0 | 46.4 | 0.0 | 31.2 | 40.3 | 0.0 |
| IncrementDel: | 7.9 | 0.0 | 0.0 | 4.4 | 1.1 | 0.0 | 0.0 | 4.4 | 0.0 | 0.2 | 3.5 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 69.8 | 0.0 | 24.2 | 53.9 | 47.5 | 0.0 | 0.0 | 50.8 | 0.0 | 31.4 | 43.7 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 69.8 | 0.0 | 24.2 | 53.9 | 47.5 | 0.0 | 0.0 | 50.8 | 0.0 | 31.4 | 43.7 | 0.0 |
| LOS by Move: | E | A | C | D- | D | A | A | D | A | C | D | A |
| HCM2kAvgQ: | 2 | 0 | 0 | 14 | 8 | 0 | 0 | 15 | 0 | 1 | 18 | 0 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (PM)

Intersection #7: BROKAW RD/US 101 SB OFF-RAMP [CSJ 3222]



Street Name: US 101 SB OFF-RAMP BROKAW RD
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 10 | 0 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

Volume Module: >> Count Date: 27 Nov 2018 << 5-6 PM

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 33 | 0 | 5 | 137 | 575 | 125 | 0 | 418 | 240 | 144 | 781 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 33 | 0 | 5 | 137 | 575 | 125 | 0 | 418 | 240 | 144 | 781 | 0 |
| Added Vol: | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 117 | 70 | 0 | 236 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 33 | 0 | 5 | 145 | 575 | 125 | 0 | 535 | 310 | 144 | 1017 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 33 | 0 | 5 | 145 | 575 | 0 | 0 | 535 | 310 | 144 | 1017 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 33 | 0 | 5 | 145 | 575 | 0 | 0 | 535 | 310 | 144 | 1017 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 33 | 0 | 5 | 145 | 575 | 0 | 0 | 535 | 310 | 144 | 1017 | 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 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 0.00 | 1.00 | 1.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 1750 | 3800 | 1750 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |

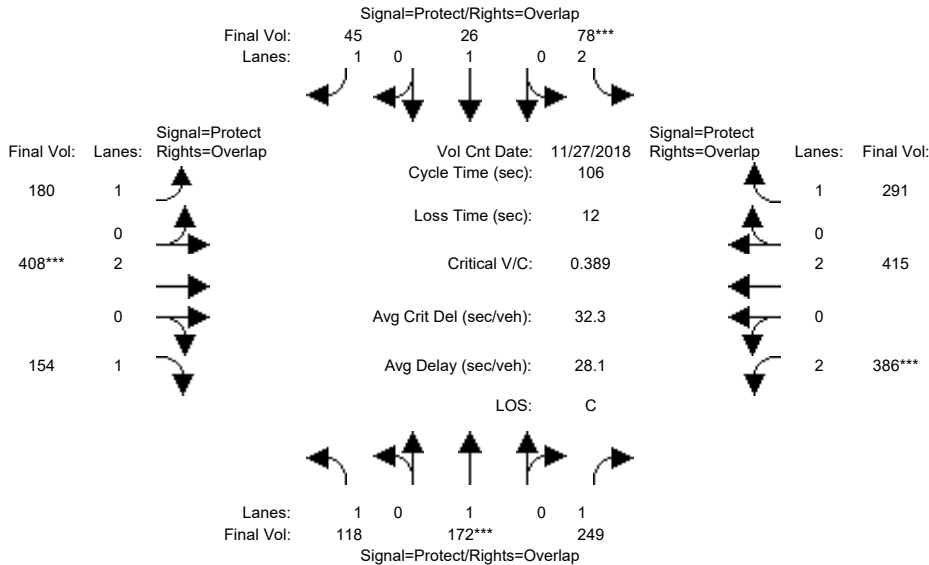
Capacity Analysis Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.00 | 0.00 | 0.08 | 0.15 | 0.00 | 0.00 | 0.14 | 0.18 | 0.08 | 0.27 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 10.0 | 0.0 | 10.0 | 42.6 | 42.6 | 0.0 | 0.0 | 51.5 | 51.5 | 23.9 | 75.4 | 0.0 |
| Volume/Cap: | 0.26 | 0.00 | 0.04 | 0.27 | 0.50 | 0.00 | 0.00 | 0.38 | 0.48 | 0.48 | 0.50 | 0.00 |
| Uniform Del: | 61.5 | 0.0 | 60.5 | 36.9 | 39.9 | 0.0 | 0.0 | 32.6 | 34.0 | 52.4 | 20.4 | 0.0 |
| IncrementDel: | 5.1 | 0.0 | 0.6 | 0.3 | 1.2 | 0.0 | 0.0 | 0.8 | 2.6 | 5.5 | 0.9 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 66.6 | 0.0 | 61.1 | 37.2 | 41.1 | 0.0 | 0.0 | 33.4 | 36.6 | 57.9 | 21.2 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 66.6 | 0.0 | 61.1 | 37.2 | 41.1 | 0.0 | 0.0 | 33.4 | 36.6 | 57.9 | 21.2 | 0.0 |
| LOS by Move: | E | A | E | D+ | D | A | A | C- | D+ | E+ | C+ | A |
| HCM2kAvgQ: | 2 | 0 | 0 | 5 | 10 | 0 | 0 | 8 | 11 | 6 | 13 | 0 |

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

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

Intersection #8: AIRPORT PKWY/TECHNOLOGY DR [CSJ 3225]



| Street Name: | TECHNOLOGY DR | | | | | | AIRPORT PKWY | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|--------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 8-9 AM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------|------|------|------|------|------|------|
| Base Vol: | 118 | 172 | 249 | 78 | 26 | 45 | 180 | 408 | 154 | 386 | 415 | 291 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 118 | 172 | 249 | 78 | 26 | 45 | 180 | 408 | 154 | 386 | 415 | 291 |
| 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: | 118 | 172 | 249 | 78 | 26 | 45 | 180 | 408 | 154 | 386 | 415 | 291 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 118 | 172 | 249 | 78 | 26 | 45 | 180 | 408 | 154 | 386 | 415 | 291 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 118 | 172 | 249 | 78 | 26 | 45 | 180 | 408 | 154 | 386 | 415 | 291 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 118 | 172 | 249 | 78 | 26 | 45 | 180 | 408 | 154 | 386 | 415 | 291 |

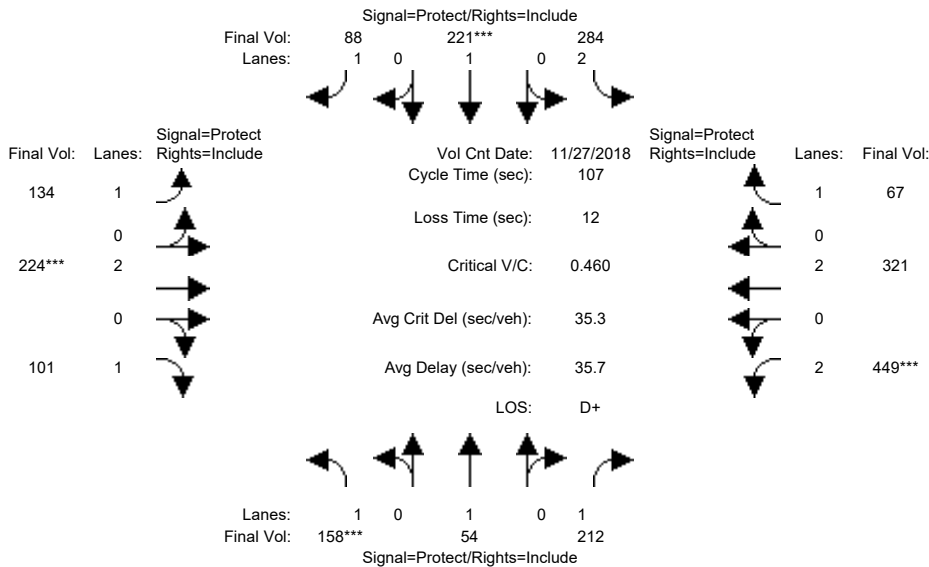
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1900 | 1750 | 1750 | 3800 | 1750 | 3150 | 3800 | 1750 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.09 | 0.14 | 0.02 | 0.01 | 0.03 | 0.10 | 0.11 | 0.09 | 0.12 | 0.11 | 0.17 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 13.2 | 24.6 | 57.8 | 7.0 | 18.4 | 44.7 | 26.3 | 29.2 | 42.3 | 33.3 | 36.1 | 43.1 |
| Volume/Cap: | 0.54 | 0.39 | 0.26 | 0.37 | 0.08 | 0.06 | 0.41 | 0.39 | 0.22 | 0.39 | 0.32 | 0.41 |
| Uniform Del: | 43.6 | 34.4 | 12.8 | 47.4 | 36.7 | 18.2 | 33.4 | 31.2 | 21.0 | 28.4 | 25.8 | 22.3 |
| IncrementDel: | 2.8 | 0.6 | 0.1 | 1.1 | 0.1 | 0.0 | 0.6 | 0.2 | 0.2 | 0.3 | 0.1 | 0.4 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 46.4 | 35.0 | 12.9 | 48.5 | 36.8 | 18.2 | 34.1 | 31.5 | 21.1 | 28.7 | 26.0 | 22.7 |
| 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: | 46.4 | 35.0 | 12.9 | 48.5 | 36.8 | 18.2 | 34.1 | 31.5 | 21.1 | 28.7 | 26.0 | 22.7 |
| LOS by Move: | D | C- | B | D | D+ | B- | C- | C | C+ | C | C | C+ |
| HCM2kAvgQ: | 5 | 5 | 5 | 2 | 1 | 1 | 6 | 6 | 4 | 6 | 5 | 7 |

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

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

Intersection #8: AIRPORT PKWY/TECHNOLOGY DR [CSJ 3225]



| Street Name: | TECHNOLOGY DR | | | | | | AIRPORT PKWY | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|--------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 4:30-5:30 PM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------------|------|------|------|------|------|------|
| Base Vol: | 158 | 54 | 212 | 284 | 221 | 88 | 134 | 224 | 101 | 449 | 321 | 67 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 158 | 54 | 212 | 284 | 221 | 88 | 134 | 224 | 101 | 449 | 321 | 67 |
| 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: | 158 | 54 | 212 | 284 | 221 | 88 | 134 | 224 | 101 | 449 | 321 | 67 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 158 | 54 | 212 | 284 | 221 | 88 | 134 | 224 | 101 | 449 | 321 | 67 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 158 | 54 | 212 | 284 | 221 | 88 | 134 | 224 | 101 | 449 | 321 | 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: | 158 | 54 | 212 | 284 | 221 | 88 | 134 | 224 | 101 | 449 | 321 | 67 |

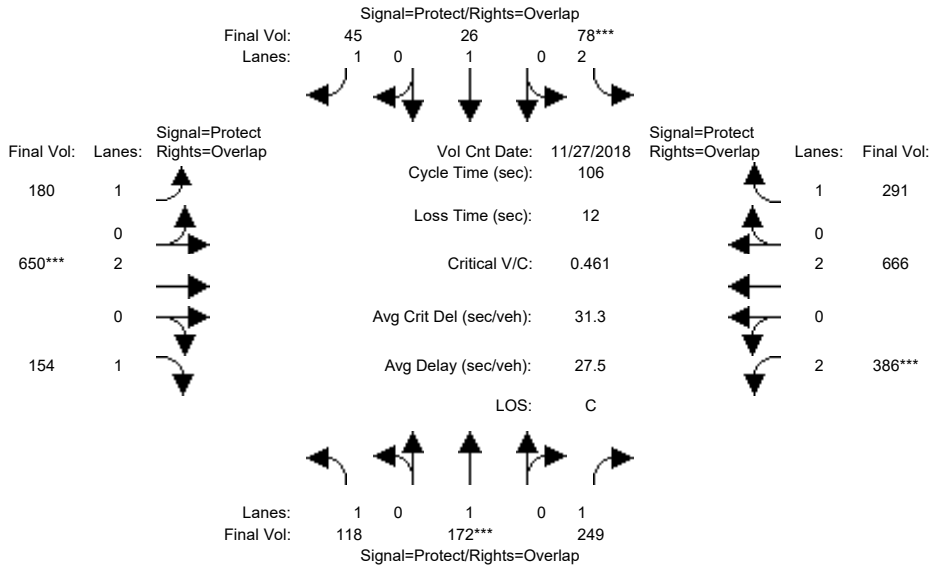
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1900 | 1750 | 1750 | 3800 | 1750 | 3150 | 3800 | 1750 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.03 | 0.12 | 0.09 | 0.12 | 0.05 | 0.08 | 0.06 | 0.06 | 0.14 | 0.08 | 0.04 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 21.0 | 27.6 | 27.6 | 20.5 | 27.1 | 27.1 | 21.1 | 13.7 | 13.7 | 33.2 | 25.8 | 25.8 |
| Volume/Cap: | 0.46 | 0.11 | 0.47 | 0.47 | 0.46 | 0.20 | 0.39 | 0.46 | 0.45 | 0.46 | 0.35 | 0.16 |
| Uniform Del: | 38.0 | 30.3 | 33.5 | 38.4 | 33.8 | 31.4 | 37.3 | 43.2 | 43.1 | 29.7 | 33.7 | 32.1 |
| IncrementDel: | 1.0 | 0.1 | 0.8 | 0.6 | 0.7 | 0.2 | 0.7 | 0.7 | 1.4 | 0.3 | 0.2 | 0.2 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 39.0 | 30.4 | 34.3 | 39.0 | 34.5 | 31.7 | 38.0 | 43.9 | 44.6 | 30.0 | 33.9 | 32.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 39.0 | 30.4 | 34.3 | 39.0 | 34.5 | 31.7 | 38.0 | 43.9 | 44.6 | 30.0 | 33.9 | 32.2 |
| LOS by Move: | D+ | C | C- | D+ | C- | C | D+ | D | D | C | C- | C- |
| HCM2kAvgQ: | 5 | 1 | 7 | 5 | 6 | 2 | 4 | 4 | 4 | 7 | 4 | 2 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (AM)

Intersection #8: AIRPORT PKWY/TECHNOLOGY DR [CSJ 3225]



| Street Name: | TECHNOLOGY DR | | | | | | AIRPORT PKWY | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|--------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 8-9 AM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------|------|------|------|------|------|------|
| Base Vol: | 118 | 172 | 249 | 78 | 26 | 45 | 180 | 408 | 154 | 386 | 415 | 291 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 118 | 172 | 249 | 78 | 26 | 45 | 180 | 408 | 154 | 386 | 415 | 291 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 242 | 0 | 0 | 251 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 118 | 172 | 249 | 78 | 26 | 45 | 180 | 650 | 154 | 386 | 666 | 291 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 118 | 172 | 249 | 78 | 26 | 45 | 180 | 650 | 154 | 386 | 666 | 291 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 118 | 172 | 249 | 78 | 26 | 45 | 180 | 650 | 154 | 386 | 666 | 291 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 118 | 172 | 249 | 78 | 26 | 45 | 180 | 650 | 154 | 386 | 666 | 291 |

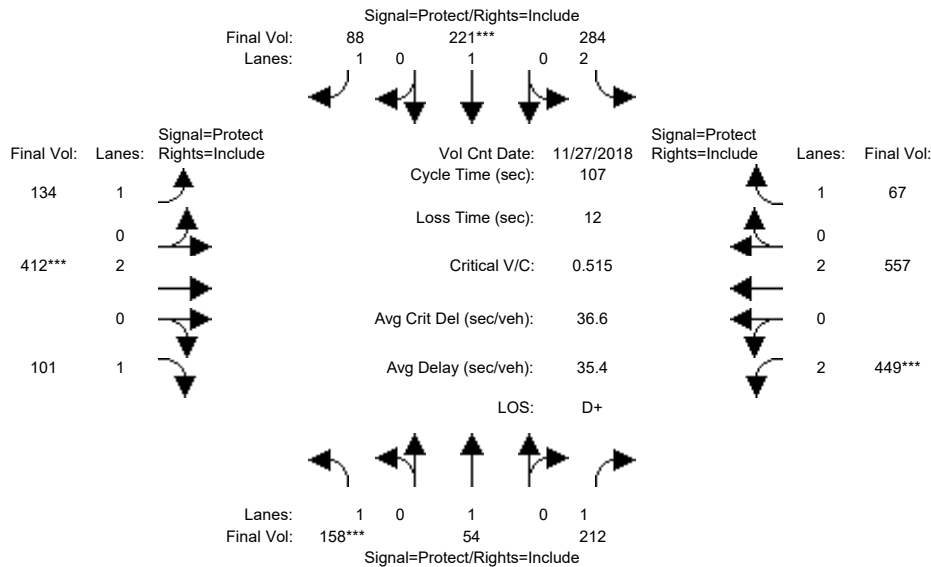
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1900 | 1750 | 1750 | 3800 | 1750 | 3150 | 3800 | 1750 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.09 | 0.14 | 0.02 | 0.01 | 0.03 | 0.10 | 0.17 | 0.09 | 0.12 | 0.18 | 0.17 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 11.5 | 20.5 | 48.3 | 7.0 | 16.0 | 40.6 | 24.6 | 38.7 | 50.2 | 27.8 | 41.9 | 48.9 |
| Volume/Cap: | 0.62 | 0.47 | 0.31 | 0.37 | 0.09 | 0.07 | 0.44 | 0.47 | 0.19 | 0.47 | 0.44 | 0.36 |
| Uniform Del: | 45.2 | 37.9 | 18.3 | 47.4 | 38.7 | 20.7 | 34.8 | 25.7 | 16.1 | 32.9 | 23.5 | 18.4 |
| IncrcmntDel: | 6.3 | 0.9 | 0.2 | 1.1 | 0.1 | 0.0 | 0.8 | 0.3 | 0.1 | 0.4 | 0.2 | 0.3 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 51.5 | 38.9 | 18.6 | 48.5 | 38.8 | 20.7 | 35.6 | 26.0 | 16.2 | 33.3 | 23.7 | 18.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.5 | 38.9 | 18.6 | 48.5 | 38.8 | 20.7 | 35.6 | 26.0 | 16.2 | 33.3 | 23.7 | 18.7 |
| LOS by Move: | D- | D+ | B- | D | D+ | C+ | D+ | C | B | C- | C | B- |
| HCM2kAvgQ: | 5 | 5 | 6 | 2 | 1 | 1 | 6 | 8 | 3 | 6 | 8 | 6 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (PM)

Intersection #8: AIRPORT PKWY/TECHNOLOGY DR [CSJ 3225]



| Street Name: | TECHNOLOGY DR | | | | | | AIRPORT PKWY | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|--------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 4:30-5:30 PM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------------|------|------|------|------|------|------|
| Base Vol: | 158 | 54 | 212 | 284 | 221 | 88 | 134 | 224 | 101 | 449 | 321 | 67 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 158 | 54 | 212 | 284 | 221 | 88 | 134 | 224 | 101 | 449 | 321 | 67 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 | 0 | 0 | 236 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 158 | 54 | 212 | 284 | 221 | 88 | 134 | 412 | 101 | 449 | 557 | 67 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 158 | 54 | 212 | 284 | 221 | 88 | 134 | 412 | 101 | 449 | 557 | 67 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 158 | 54 | 212 | 284 | 221 | 88 | 134 | 412 | 101 | 449 | 557 | 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 |
| Final Volume: | 158 | 54 | 212 | 284 | 221 | 88 | 134 | 412 | 101 | 449 | 557 | 67 |

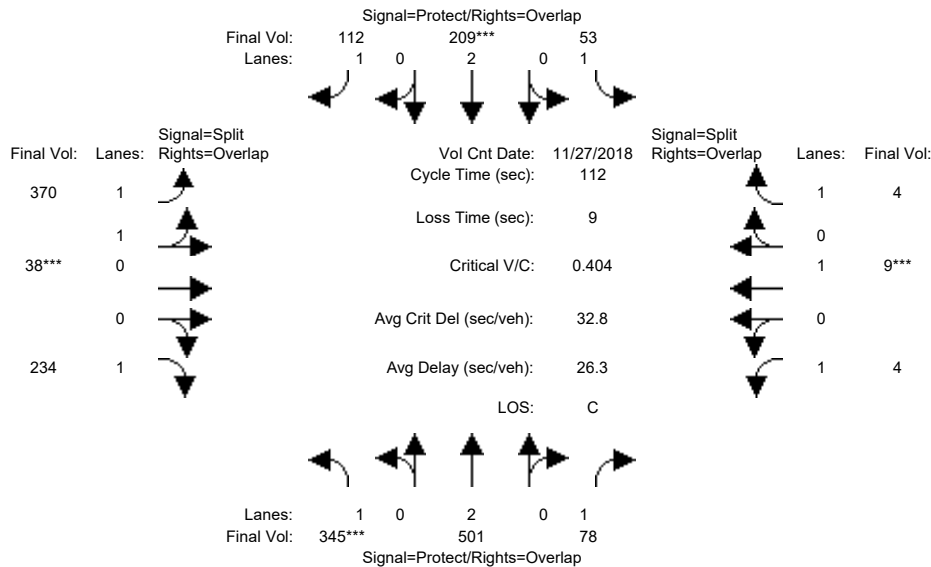
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1900 | 1750 | 1750 | 3800 | 1750 | 3150 | 3800 | 1750 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.03 | 0.12 | 0.09 | 0.12 | 0.05 | 0.08 | 0.11 | 0.06 | 0.14 | 0.15 | 0.04 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 18.7 | 24.6 | 24.6 | 18.3 | 24.1 | 24.1 | 17.9 | 22.5 | 22.5 | 29.6 | 34.2 | 34.2 |
| Volume/Cap: | 0.52 | 0.12 | 0.53 | 0.53 | 0.52 | 0.22 | 0.46 | 0.52 | 0.27 | 0.52 | 0.46 | 0.12 |
| Uniform Del: | 40.0 | 32.7 | 36.1 | 40.4 | 36.3 | 33.8 | 40.2 | 37.4 | 35.4 | 32.7 | 29.0 | 25.7 |
| IncrementDel: | 1.5 | 0.1 | 1.3 | 1.0 | 1.1 | 0.3 | 1.1 | 0.6 | 0.4 | 0.5 | 0.3 | 0.1 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 41.5 | 32.8 | 37.4 | 41.4 | 37.4 | 34.1 | 41.3 | 38.0 | 35.8 | 33.2 | 29.3 | 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: | 41.5 | 32.8 | 37.4 | 41.4 | 37.4 | 34.1 | 41.3 | 38.0 | 35.8 | 33.2 | 29.3 | 25.8 |
| LOS by Move: | D | C- | D+ | D | D+ | C- | D | D+ | D+ | C- | C | C |
| HCM2kAvgQ: | 6 | 1 | 7 | 6 | 7 | 3 | 5 | 6 | 3 | 7 | 7 | 2 |

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

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

Intersection #9: SKYPORT DR/1ST ST [CSJ 3515]



| Street Name: | 1ST ST | | | | | | SKYPORT DR | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 8-9 AM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------|------|------|------|------|------|------|
| Base Vol: | 345 | 501 | 78 | 53 | 209 | 112 | 370 | 38 | 234 | 4 | 9 | 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: | 345 | 501 | 78 | 53 | 209 | 112 | 370 | 38 | 234 | 4 | 9 | 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: | 345 | 501 | 78 | 53 | 209 | 112 | 370 | 38 | 234 | 4 | 9 | 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: | 345 | 501 | 78 | 53 | 209 | 112 | 370 | 38 | 234 | 4 | 9 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 345 | 501 | 78 | 53 | 209 | 112 | 370 | 38 | 234 | 4 | 9 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 345 | 501 | 78 | 53 | 209 | 112 | 370 | 38 | 234 | 4 | 9 | 4 |

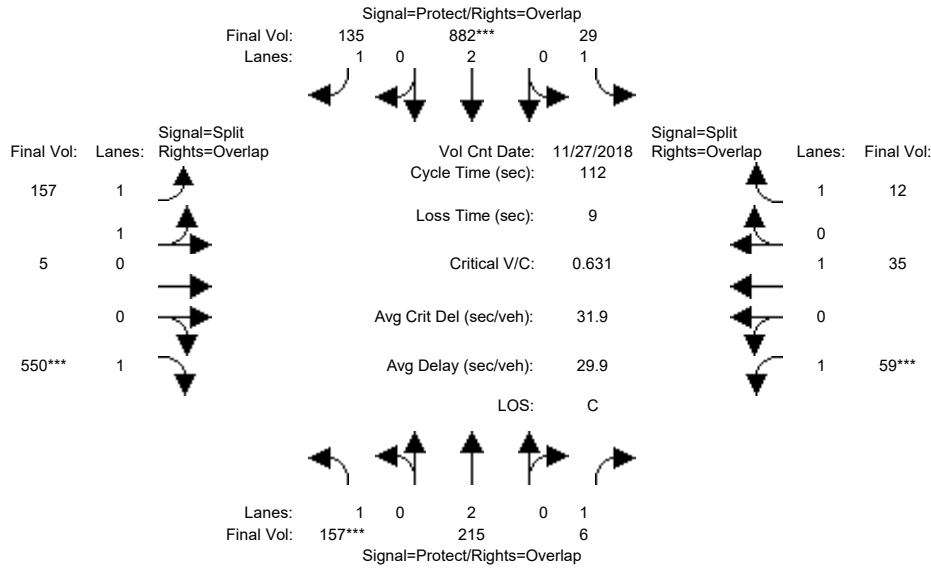
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.82 | 0.18 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 3219 | 331 | 1750 | 1750 | 1900 | 1750 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.20 | 0.13 | 0.04 | 0.03 | 0.06 | 0.06 | 0.11 | 0.11 | 0.13 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | **** | | |
| Green Time: | 49.9 | 43.3 | 53.3 | 20.5 | 13.9 | 43.1 | 29.1 | 29.1 | 79.1 | 10.0 | 10.0 | 30.5 |
| Volume/Cap: | 0.44 | 0.34 | 0.09 | 0.17 | 0.44 | 0.17 | 0.44 | 0.44 | 0.19 | 0.03 | 0.05 | 0.01 |
| Uniform Del: | 21.4 | 24.2 | 16.1 | 38.5 | 45.4 | 22.7 | 34.6 | 34.6 | 5.6 | 46.6 | 46.7 | 29.7 |
| IncrementDel: | 0.4 | 0.1 | 0.0 | 0.2 | 0.7 | 0.1 | 0.3 | 0.3 | 0.1 | 0.1 | 0.1 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 21.8 | 24.4 | 16.1 | 38.8 | 46.1 | 22.8 | 35.0 | 35.0 | 5.7 | 46.6 | 46.8 | 29.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 21.8 | 24.4 | 16.1 | 38.8 | 46.1 | 22.8 | 35.0 | 35.0 | 5.7 | 46.6 | 46.8 | 29.7 |
| LOS by Move: | C+ | C | B | D+ | D | C+ | C- | C- | A | D | D | C |
| HCM2kAvgQ: | 9 | 6 | 2 | 2 | 3 | 3 | 6 | 6 | 3 | 0 | 0 | 0 |

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

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

Intersection #9: SKYPORT DR/1ST ST [CSJ 3515]



| Street Name: | 1ST ST | | | | | | SKYPORT DR | | | | | |
|--------------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 4:45-5:45 PM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------------|------|------|------|------|------|------|
| Base Vol: | 157 | 215 | 6 | 29 | 882 | 135 | 157 | 5 | 550 | 59 | 35 | 12 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 157 | 215 | 6 | 29 | 882 | 135 | 157 | 5 | 550 | 59 | 35 | 12 |
| 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: | 157 | 215 | 6 | 29 | 882 | 135 | 157 | 5 | 550 | 59 | 35 | 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: | 157 | 215 | 6 | 29 | 882 | 135 | 157 | 5 | 550 | 59 | 35 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 157 | 215 | 6 | 29 | 882 | 135 | 157 | 5 | 550 | 59 | 35 | 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 |
| Final Volume: | 157 | 215 | 6 | 29 | 882 | 135 | 157 | 5 | 550 | 59 | 35 | 12 |

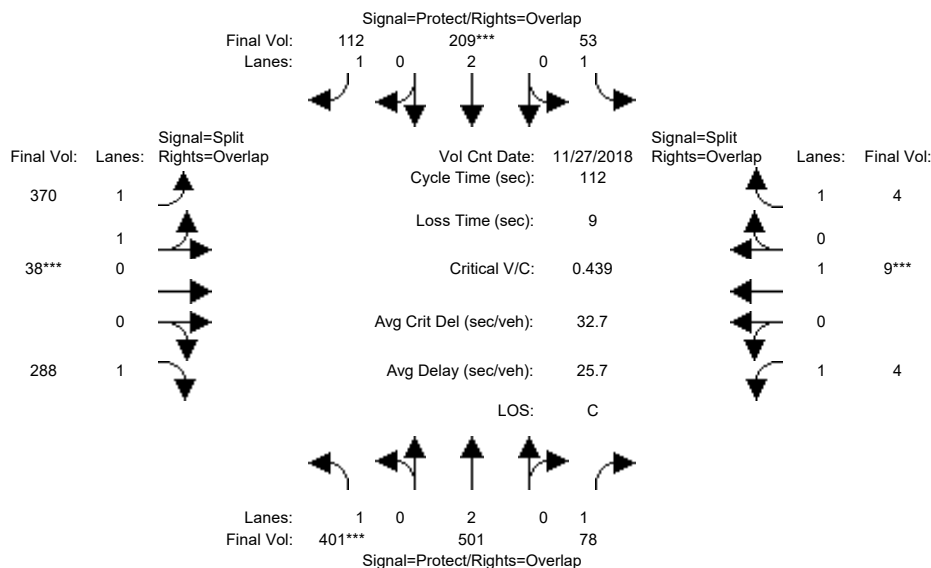
| Saturation Flow Module: | |
|-------------------------|---|
| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 0.92 1.00 0.92 0.92 1.00 0.92 0.93 0.95 0.92 0.92 1.00 0.92 |
| Lanes: | 1.00 2.00 1.00 1.00 2.00 1.00 1.94 0.06 1.00 1.00 1.00 1.00 |
| Final Sat.: | 1750 3800 1750 1750 3800 1750 3440 110 1750 1750 1900 1750 |

| Capacity Analysis Module: | |
|---------------------------|---|
| Vol/Sat: | 0.09 0.06 0.00 0.02 0.23 0.08 0.05 0.05 0.31 0.03 0.02 0.01 |
| Crit Moves: | **** **** **** |
| Green Time: | 15.3 32.2 42.2 22.6 39.5 77.7 38.2 38.2 53.5 10.0 10.0 32.6 |
| Volume/Cap: | 0.66 0.20 0.01 0.08 0.66 0.11 0.13 0.13 0.66 0.38 0.21 0.02 |
| Uniform Del: | 45.9 30.1 21.8 36.3 30.6 5.7 25.5 25.5 22.3 48.1 47.3 28.4 |
| IncrementDel: | 6.6 0.1 0.0 0.1 1.2 0.0 0.1 0.1 1.9 1.5 0.6 0.0 |
| InitQueueDel: | 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 |
| Delay Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Delay/Veh: | 52.5 30.2 21.8 36.4 31.8 5.7 25.5 25.5 24.2 49.6 47.9 28.4 |
| User DelAdj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: | 52.5 30.2 21.8 36.4 31.8 5.7 25.5 25.5 24.2 49.6 47.9 28.4 |
| LOS by Move: | D- C C+ D+ C A C C D D C |
| HCM2kAvgQ: | 7 3 0 1 12 2 2 2 15 2 1 0 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (AM)

Intersection #9: SKYPORT DR/1ST ST [CSJ 3515]



Street Name: 1ST ST SKYPORT DR
 Approach: North Bound South Bound East Bound West Bound
 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 |
| 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: >> Count Date: 27 Nov 2018 << 8-9 AM

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 345 | 501 | 78 | 53 | 209 | 112 | 370 | 38 | 234 | 4 | 9 | 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: | 345 | 501 | 78 | 53 | 209 | 112 | 370 | 38 | 234 | 4 | 9 | 4 |
| Added Vol: | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 401 | 501 | 78 | 53 | 209 | 112 | 370 | 38 | 288 | 4 | 9 | 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: | 401 | 501 | 78 | 53 | 209 | 112 | 370 | 38 | 288 | 4 | 9 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 401 | 501 | 78 | 53 | 209 | 112 | 370 | 38 | 288 | 4 | 9 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 401 | 501 | 78 | 53 | 209 | 112 | 370 | 38 | 288 | 4 | 9 | 4 |

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 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.82 | 0.18 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 3219 | 331 | 1750 | 1750 | 1900 | 1750 |

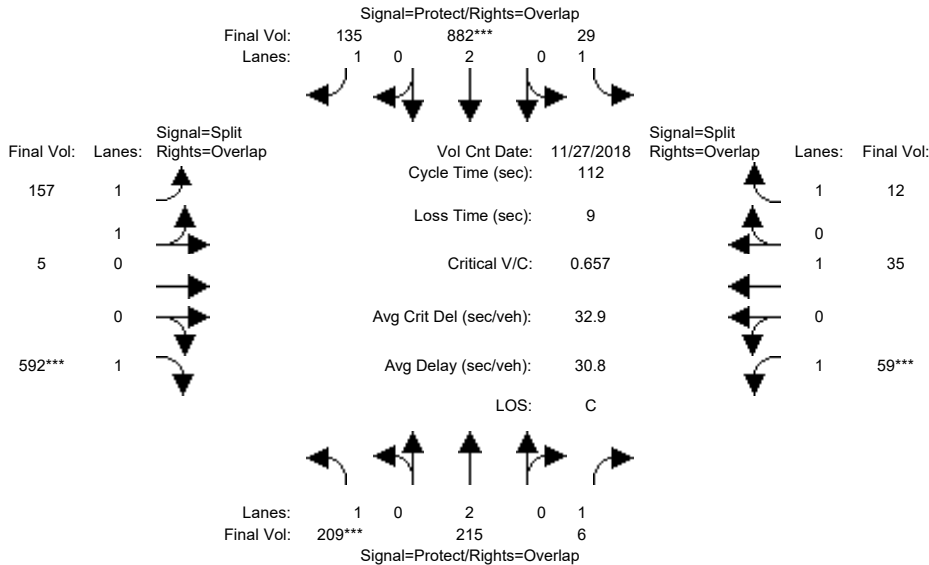
Capacity Analysis Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.23 | 0.13 | 0.04 | 0.03 | 0.06 | 0.06 | 0.11 | 0.11 | 0.16 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | **** | | |
| Green Time: | 53.4 | 44.9 | 54.9 | 21.3 | 12.8 | 39.6 | 26.8 | 26.8 | 80.2 | 10.0 | 10.0 | 31.3 |
| Volume/Cap: | 0.48 | 0.33 | 0.09 | 0.16 | 0.48 | 0.18 | 0.48 | 0.48 | 0.23 | 0.03 | 0.05 | 0.01 |
| Uniform Del: | 19.9 | 23.1 | 15.2 | 37.9 | 46.5 | 25.0 | 36.6 | 36.6 | 5.4 | 46.6 | 46.7 | 29.1 |
| IncrementDel: | 0.4 | 0.1 | 0.0 | 0.2 | 0.8 | 0.1 | 0.4 | 0.4 | 0.1 | 0.1 | 0.1 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 20.3 | 23.3 | 15.3 | 38.1 | 47.3 | 25.1 | 37.1 | 37.1 | 5.5 | 46.6 | 46.8 | 29.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 20.3 | 23.3 | 15.3 | 38.1 | 47.3 | 25.1 | 37.1 | 37.1 | 5.5 | 46.6 | 46.8 | 29.2 |
| LOS by Move: | C+ | C | B | D+ | D | C | D+ | D+ | A | D | D | C |
| HCM2kAvgQ: | 10 | 6 | 2 | 2 | 3 | 3 | 6 | 6 | 4 | 0 | 0 | 0 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (PM)

Intersection #9: SKYPORT DR/1ST ST [CSJ 3515]



| Street Name: | 1ST ST | | | | | | SKYPORT DR | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 4:45-5:45 PM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------------|------|------|------|------|------|------|
| Base Vol: | 157 | 215 | 6 | 29 | 882 | 135 | 157 | 5 | 550 | 59 | 35 | 12 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 157 | 215 | 6 | 29 | 882 | 135 | 157 | 5 | 550 | 59 | 35 | 12 |
| Added Vol: | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 209 | 215 | 6 | 29 | 882 | 135 | 157 | 5 | 592 | 59 | 35 | 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: | 209 | 215 | 6 | 29 | 882 | 135 | 157 | 5 | 592 | 59 | 35 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 209 | 215 | 6 | 29 | 882 | 135 | 157 | 5 | 592 | 59 | 35 | 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 |
| Final Volume: | 209 | 215 | 6 | 29 | 882 | 135 | 157 | 5 | 592 | 59 | 35 | 12 |

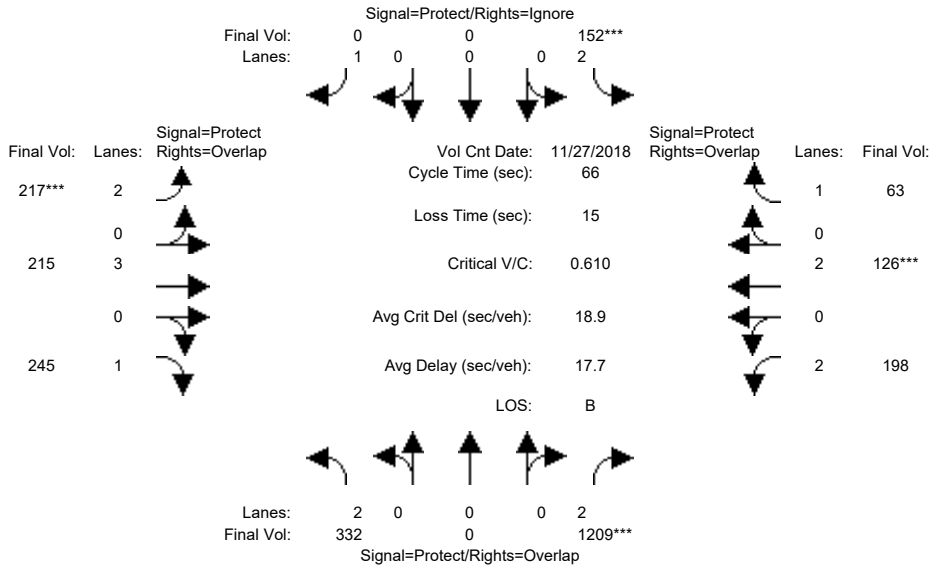
| Saturation Flow Module: | |
|-------------------------|---|
| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 0.92 1.00 0.92 0.92 1.00 0.92 0.93 0.95 0.92 0.92 1.00 0.92 |
| Lanes: | 1.00 2.00 1.00 1.00 2.00 1.00 1.94 0.06 1.00 1.00 1.00 1.00 |
| Final Sat.: | 1750 3800 1750 1750 3800 1750 3440 110 1750 1750 1900 1750 |

| Capacity Analysis Module: | |
|---------------------------|---|
| Vol/Sat: | 0.12 0.06 0.00 0.02 0.23 0.08 0.05 0.05 0.34 0.03 0.02 0.01 |
| Crit Moves: | **** **** **** **** |
| Green Time: | 19.5 33.7 43.7 23.6 37.8 73.5 35.7 35.7 55.2 10.0 10.0 33.6 |
| Volume/Cap: | 0.69 0.19 0.01 0.08 0.69 0.12 0.14 0.14 0.69 0.38 0.21 0.02 |
| Uniform Del: | 43.4 29.0 20.9 35.5 32.0 7.2 27.2 27.2 21.8 48.1 47.3 27.6 |
| IncrcmntDel: | 6.4 0.1 0.0 0.1 1.6 0.0 0.1 0.1 2.3 1.5 0.6 0.0 |
| InitQueuDel: | 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 |
| Delay Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Delay/Veh: | 49.8 29.1 20.9 35.6 33.5 7.2 27.3 27.3 24.1 49.6 47.9 27.6 |
| User DelAdj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: | 49.8 29.1 20.9 35.6 33.5 7.2 27.3 27.3 24.1 49.6 47.9 27.6 |
| LOS by Move: | D C C+ D+ C- A C C D D C |
| HCM2kAvgQ: | 9 3 0 1 13 2 2 2 17 2 1 0 |

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

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

Intersection #10: SKYPORT DR/SR 87 [CSJ 4039]



| Street Name: | SR 87 | | | | | | SKYPORT DR | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 0 | 10 | 7 | 0 | 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 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 8-9 AM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------|------|------|------|------|------|------|
| Base Vol: | 332 | 0 | 1209 | 152 | 0 | 227 | 217 | 215 | 245 | 198 | 126 | 63 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 332 | 0 | 1209 | 152 | 0 | 227 | 217 | 215 | 245 | 198 | 126 | 63 |
| 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: | 332 | 0 | 1209 | 152 | 0 | 227 | 217 | 215 | 245 | 198 | 126 | 63 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 332 | 0 | 1209 | 152 | 0 | 0 | 217 | 215 | 245 | 198 | 126 | 63 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 332 | 0 | 1209 | 152 | 0 | 0 | 217 | 215 | 245 | 198 | 126 | 63 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 332 | 0 | 1209 | 152 | 0 | 0 | 217 | 215 | 245 | 198 | 126 | 63 |

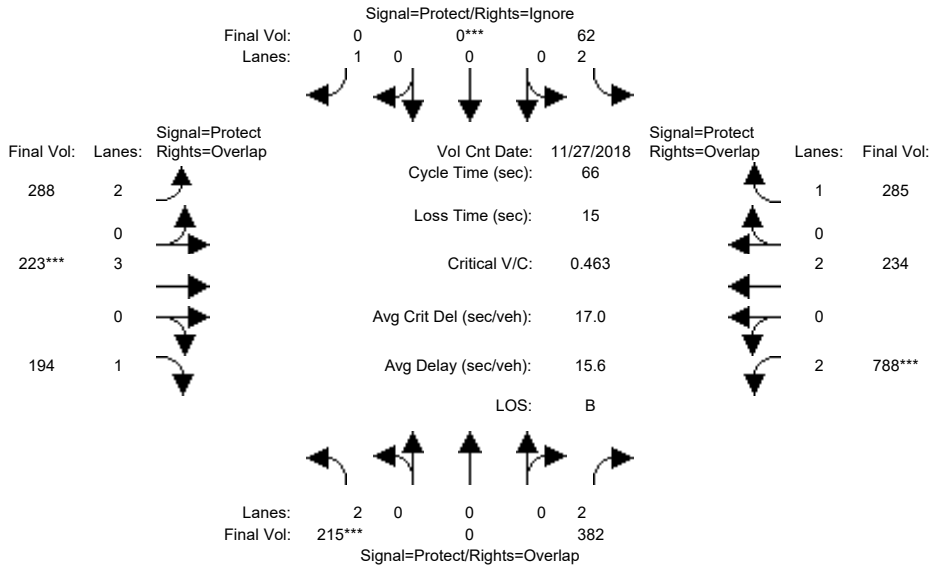
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.83 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.00 | 2.00 | 2.00 | 0.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 0 | 3150 | 3150 | 0 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.11 | 0.00 | 0.38 | 0.05 | 0.00 | 0.00 | 0.07 | 0.04 | 0.14 | 0.06 | 0.03 | 0.04 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |
| Green Time: | 34.0 | 0.0 | 34.0 | 7.0 | 0.0 | 0.0 | 7.0 | 10.0 | 44.0 | 7.0 | 10.0 | 17.0 |
| Volume/Cap: | 0.20 | 0.00 | 0.75 | 0.45 | 0.00 | 0.00 | 0.65 | 0.25 | 0.21 | 0.59 | 0.22 | 0.14 |
| Uniform Del: | 8.7 | 0.0 | 12.6 | 27.7 | 0.0 | 0.0 | 28.3 | 24.7 | 4.3 | 28.1 | 24.6 | 18.9 |
| IncrementDel: | 0.1 | 0.0 | 1.9 | 1.0 | 0.0 | 0.0 | 4.5 | 0.2 | 0.1 | 2.8 | 0.2 | 0.1 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 8.7 | 0.0 | 14.5 | 28.7 | 0.0 | 0.0 | 32.8 | 24.8 | 4.4 | 31.0 | 24.8 | 19.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 8.7 | 0.0 | 14.5 | 28.7 | 0.0 | 0.0 | 32.8 | 24.8 | 4.4 | 31.0 | 24.8 | 19.0 |
| LOS by Move: | A | A | B | C | A | A | C- | C | A | C | C | B- |
| HCM2kAvgQ: | 2 | 0 | 13 | 2 | 0 | 0 | 4 | 1 | 2 | 2 | 1 | 1 |

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

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

Intersection #10: SKYPORT DR/SR 87 [CSJ 4039]



| Street Name: | SR 87 | | | | | | SKYPORT DR | | | | | |
|--------------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 7 | 0 | 10 | 7 | 0 | 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 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 4:30-5:30 PM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------------|------|------|------|------|------|------|
| Base Vol: | 215 | 0 | 382 | 62 | 0 | 208 | 288 | 223 | 194 | 788 | 234 | 285 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 215 | 0 | 382 | 62 | 0 | 208 | 288 | 223 | 194 | 788 | 234 | 285 |
| 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: | 215 | 0 | 382 | 62 | 0 | 208 | 288 | 223 | 194 | 788 | 234 | 285 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 215 | 0 | 382 | 62 | 0 | 0 | 288 | 223 | 194 | 788 | 234 | 285 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 215 | 0 | 382 | 62 | 0 | 0 | 288 | 223 | 194 | 788 | 234 | 285 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 215 | 0 | 382 | 62 | 0 | 0 | 288 | 223 | 194 | 788 | 234 | 285 |

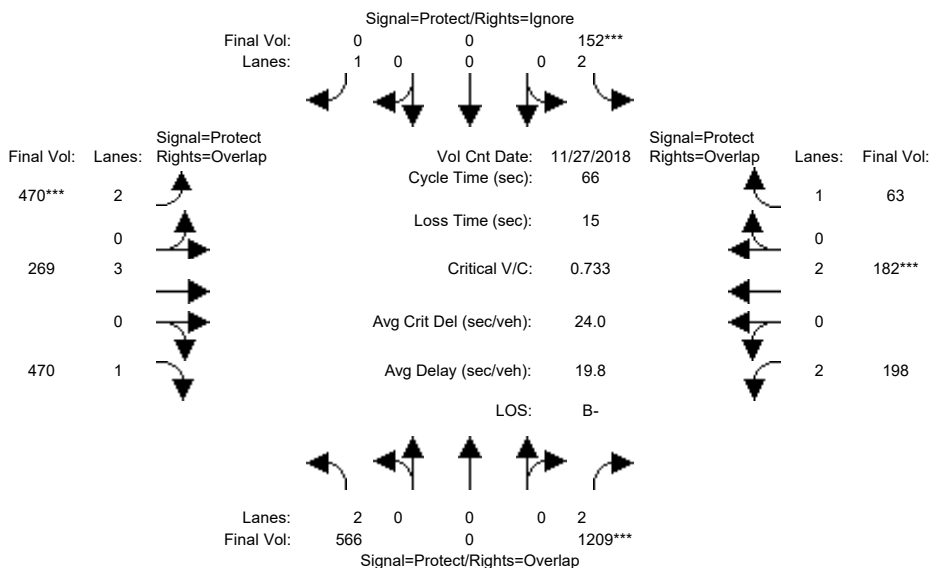
| Saturation Flow Module: | |
|-------------------------|---|
| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 0.83 1.00 0.83 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92 |
| Lanes: | 2.00 0.00 2.00 2.00 0.00 1.00 2.00 3.00 1.00 2.00 2.00 1.00 |
| Final Sat.: | 3150 0 3150 3150 0 1750 3150 5700 1750 3150 3800 1750 |

| Capacity Analysis Module: | |
|---------------------------|---|
| Vol/Sat: | 0.07 0.00 0.12 0.02 0.00 0.00 0.09 0.04 0.11 0.25 0.06 0.16 |
| Crit Moves: | **** **** **** **** |
| Green Time: | 8.8 0.0 32.2 8.8 0.0 0.0 17.4 10.0 18.8 32.2 24.8 33.6 |
| Volume/Cap: | 0.51 0.00 0.25 0.15 0.00 0.00 0.35 0.26 0.39 0.51 0.16 0.32 |
| Uniform Del: | 26.6 0.0 9.8 25.3 0.0 0.0 19.7 24.7 19.0 11.5 13.7 9.5 |
| IncrementDel: | 1.1 0.0 0.1 0.2 0.0 0.0 0.3 0.2 0.5 0.3 0.1 0.2 |
| InitQueueDel: | 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 |
| Delay Adj: | 1.00 0.00 1.00 1.00 0.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Delay/Veh: | 27.7 0.0 9.9 25.5 0.0 0.0 20.0 24.9 19.5 11.8 13.7 9.7 |
| User DelAdj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: | 27.7 0.0 9.9 25.5 0.0 0.0 20.0 24.9 19.5 11.8 13.7 9.7 |
| LOS by Move: | C A A C A A B- C B- B+ B A |
| HCM2kAvgQ: | 3 0 3 1 0 0 3 2 4 7 2 4 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (AM)

Intersection #10: SKYPORT DR/SR 87 [CSJ 4039]



| Street Name: | SR 87 | | | | | | SKYPORT DR | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 0 | 10 | 7 | 0 | 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 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 8-9 AM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------|------|------|------|------|------|------|
| Base Vol: | 332 | 0 | 1209 | 152 | 0 | 227 | 217 | 215 | 245 | 198 | 126 | 63 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 332 | 0 | 1209 | 152 | 0 | 227 | 217 | 215 | 245 | 198 | 126 | 63 |
| Added Vol: | 234 | 0 | 0 | 0 | 0 | 262 | 253 | 54 | 225 | 0 | 56 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 566 | 0 | 1209 | 152 | 0 | 489 | 470 | 269 | 470 | 198 | 182 | 63 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 566 | 0 | 1209 | 152 | 0 | 0 | 470 | 269 | 470 | 198 | 182 | 63 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 566 | 0 | 1209 | 152 | 0 | 0 | 470 | 269 | 470 | 198 | 182 | 63 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 566 | 0 | 1209 | 152 | 0 | 0 | 470 | 269 | 470 | 198 | 182 | 63 |

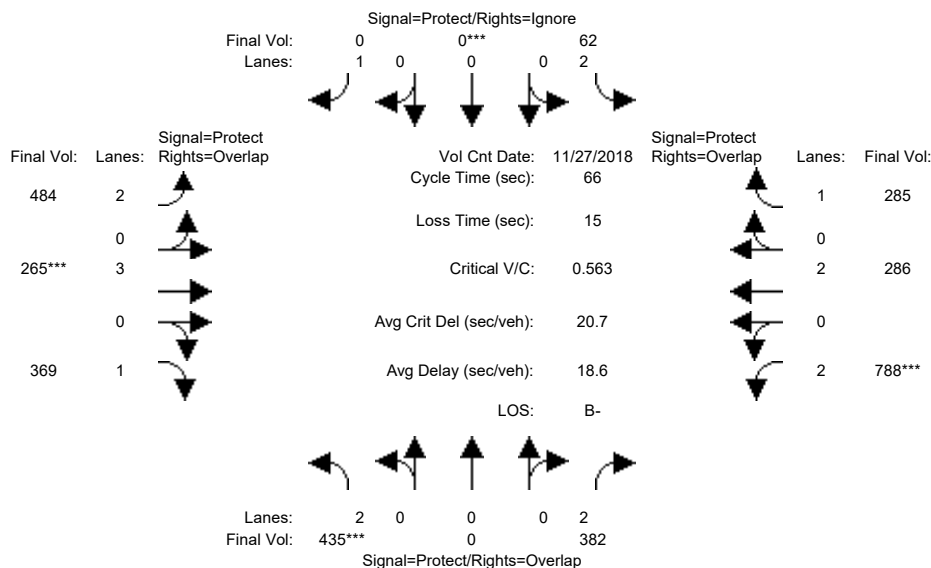
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.83 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.00 | 2.00 | 2.00 | 0.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 0 | 3150 | 3150 | 0 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.18 | 0.00 | 0.38 | 0.05 | 0.00 | 0.00 | 0.15 | 0.05 | 0.27 | 0.06 | 0.05 | 0.04 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |
| Green Time: | 29.1 | 0.0 | 31.1 | 7.0 | 0.0 | 0.0 | 11.9 | 12.9 | 42.0 | 9.0 | 10.0 | 17.0 |
| Volume/Cap: | 0.41 | 0.00 | 0.81 | 0.45 | 0.00 | 0.00 | 0.83 | 0.24 | 0.42 | 0.46 | 0.32 | 0.14 |
| Uniform Del: | 12.6 | 0.0 | 15.0 | 27.7 | 0.0 | 0.0 | 26.1 | 22.4 | 6.0 | 26.3 | 25.0 | 18.9 |
| IncrementDel: | 0.2 | 0.0 | 3.6 | 1.0 | 0.0 | 0.0 | 9.9 | 0.1 | 0.3 | 0.8 | 0.3 | 0.1 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 12.8 | 0.0 | 18.5 | 28.7 | 0.0 | 0.0 | 36.0 | 22.6 | 6.2 | 27.0 | 25.3 | 19.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 12.8 | 0.0 | 18.5 | 28.7 | 0.0 | 0.0 | 36.0 | 22.6 | 6.2 | 27.0 | 25.3 | 19.0 |
| LOS by Move: | B | A | B- | C | A | A | D+ | C+ | A | C | C | B- |
| HCM2kAvgQ: | 5 | 0 | 15 | 2 | 0 | 0 | 8 | 2 | 5 | 2 | 2 | 1 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (PM)

Intersection #10: SKYPORT DR/SR 87 [CSJ 4039]



Street Name: SR 87 SKYPORT DR
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 7 | 0 | 10 | 7 | 0 | 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 | 4.0 | 4.0 |

Volume Module: >> Count Date: 27 Nov 2018 << 4:30-5:30 PM

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 215 | 0 | 382 | 62 | 0 | 208 | 288 | 223 | 194 | 788 | 234 | 285 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 215 | 0 | 382 | 62 | 0 | 208 | 288 | 223 | 194 | 788 | 234 | 285 |
| Added Vol: | 220 | 0 | 0 | 0 | 0 | 246 | 196 | 42 | 175 | 0 | 52 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 435 | 0 | 382 | 62 | 0 | 454 | 484 | 265 | 369 | 788 | 286 | 285 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 435 | 0 | 382 | 62 | 0 | 0 | 484 | 265 | 369 | 788 | 286 | 285 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 435 | 0 | 382 | 62 | 0 | 0 | 484 | 265 | 369 | 788 | 286 | 285 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 435 | 0 | 382 | 62 | 0 | 0 | 484 | 265 | 369 | 788 | 286 | 285 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.83 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.00 | 2.00 | 2.00 | 0.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 0 | 3150 | 3150 | 0 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 |

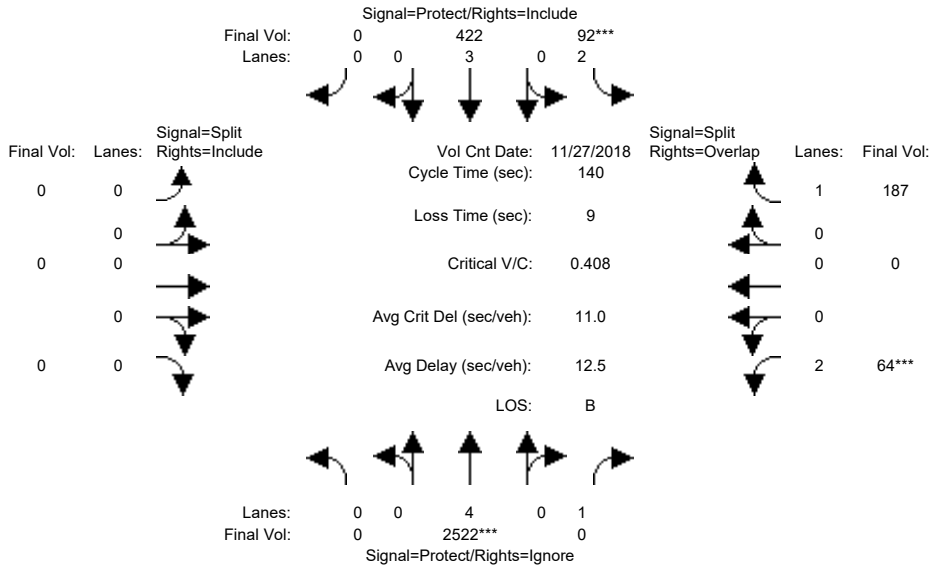
Capacity Analysis Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.14 | 0.00 | 0.12 | 0.02 | 0.00 | 0.00 | 0.15 | 0.05 | 0.21 | 0.25 | 0.08 | 0.16 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 14.6 | 0.0 | 26.4 | 14.6 | 0.0 | 0.0 | 18.3 | 10.0 | 24.6 | 26.4 | 18.1 | 32.7 |
| Volume/Cap: | 0.62 | 0.00 | 0.30 | 0.09 | 0.00 | 0.00 | 0.55 | 0.31 | 0.57 | 0.62 | 0.27 | 0.33 |
| Uniform Del: | 23.2 | 0.0 | 13.5 | 20.4 | 0.0 | 0.0 | 20.3 | 24.9 | 16.5 | 15.8 | 18.8 | 10.1 |
| IncrementDel: | 1.8 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 0.8 | 0.2 | 1.2 | 1.0 | 0.1 | 0.2 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 25.0 | 0.0 | 13.6 | 20.5 | 0.0 | 0.0 | 21.1 | 25.1 | 17.6 | 16.8 | 19.0 | 10.3 |
| 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: | 25.0 | 0.0 | 13.6 | 20.5 | 0.0 | 0.0 | 21.1 | 25.1 | 17.6 | 16.8 | 19.0 | 10.3 |
| LOS by Move: | C | A | B | C+ | A | A | C+ | C | B | B | B- | B+ |
| HCM2kAvgQ: | 6 | 0 | 3 | 1 | 0 | 0 | 6 | 2 | 7 | 8 | 2 | 4 |

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

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

Intersection #11: AIRPORT BLVD/COLEMAN AVE [CSJ 3223]



| Street Name: | COLEMAN AVE | | | | | | AIRPORT BLVD | | | | | |
|--------------|-------------|---|---|-------------|---|---|--------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 0 | 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 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 7:30-8:30 AM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------------|------|------|------|------|------|------|
| Base Vol: | 0 | 2522 | 657 | 92 | 422 | 0 | 0 | 0 | 0 | 64 | 0 | 187 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2522 | 657 | 92 | 422 | 0 | 0 | 0 | 0 | 64 | 0 | 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: | 0 | 2522 | 657 | 92 | 422 | 0 | 0 | 0 | 0 | 64 | 0 | 187 |
| 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: | 0 | 2522 | 0 | 92 | 422 | 0 | 0 | 0 | 0 | 64 | 0 | 187 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2522 | 0 | 92 | 422 | 0 | 0 | 0 | 0 | 64 | 0 | 187 |
| 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 | 2522 | 0 | 92 | 422 | 0 | 0 | 0 | 0 | 64 | 0 | 187 |

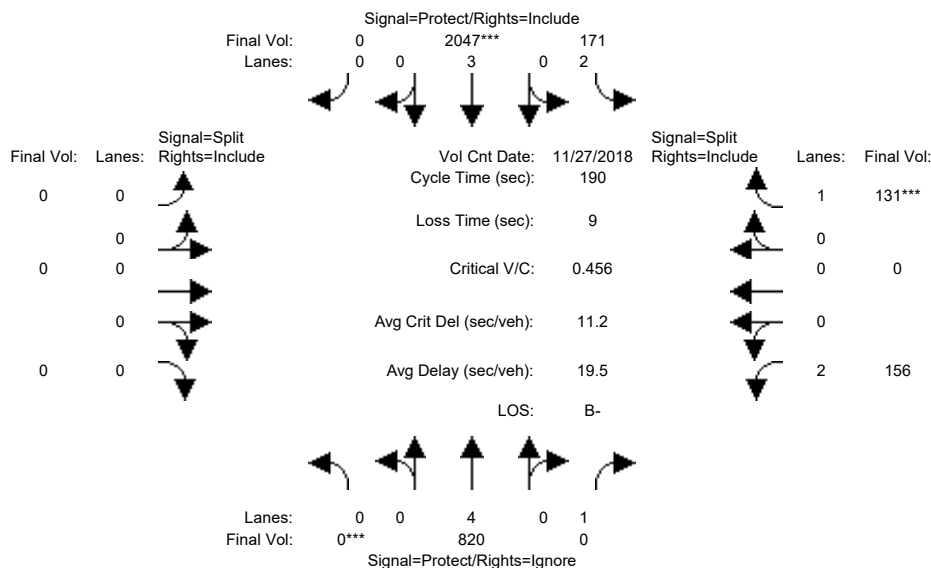
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 4.00 | 1.00 | 2.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 7600 | 1750 | 3150 | 5700 | 0 | 0 | 0 | 0 | 3150 | 0 | 1750 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.33 | 0.00 | 0.03 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.11 |
| Crit Moves: | | **** | | **** | | | | | | **** | | |
| Green Time: | 0.0 | 102 | 0.0 | 9.0 | 111 | 0.0 | 0.0 | 0.0 | 0.0 | 19.5 | 0.0 | 28.5 |
| Volume/Cap: | 0.00 | 0.45 | 0.00 | 0.45 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.52 |
| Uniform Del: | 0.0 | 7.5 | 0.0 | 63.1 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 52.9 | 0.0 | 49.7 |
| IncrementDel: | 0.0 | 0.3 | 0.0 | 7.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 5.4 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 7.8 | 0.0 | 70.3 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 53.6 | 0.0 | 55.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 7.8 | 0.0 | 70.3 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 53.6 | 0.0 | 55.1 |
| LOS by Move: | A | A | A | E | A | A | A | A | A | D- | A | E+ |
| HCM2kAvgQ: | 0 | 11 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 8 |

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

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

Intersection #11: AIRPORT BLVD/COLEMAN AVE [CSJ 3223]



| Street Name: | COLEMAN AVE | | | | | | AIRPORT BLVD | | | | | |
|--------------|-------------|---|---|-------------|---|---|--------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 0 | 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 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 4:15-5:15 PM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------------|------|------|------|------|------|------|
| Base Vol: | 0 | 820 | 387 | 171 | 2047 | 0 | 0 | 0 | 0 | 156 | 0 | 131 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 820 | 387 | 171 | 2047 | 0 | 0 | 0 | 0 | 156 | 0 | 131 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 820 | 387 | 171 | 2047 | 0 | 0 | 0 | 0 | 156 | 0 | 131 |
| 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: | 0 | 820 | 0 | 171 | 2047 | 0 | 0 | 0 | 0 | 156 | 0 | 131 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 820 | 0 | 171 | 2047 | 0 | 0 | 0 | 0 | 156 | 0 | 131 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 820 | 0 | 171 | 2047 | 0 | 0 | 0 | 0 | 156 | 0 | 131 |

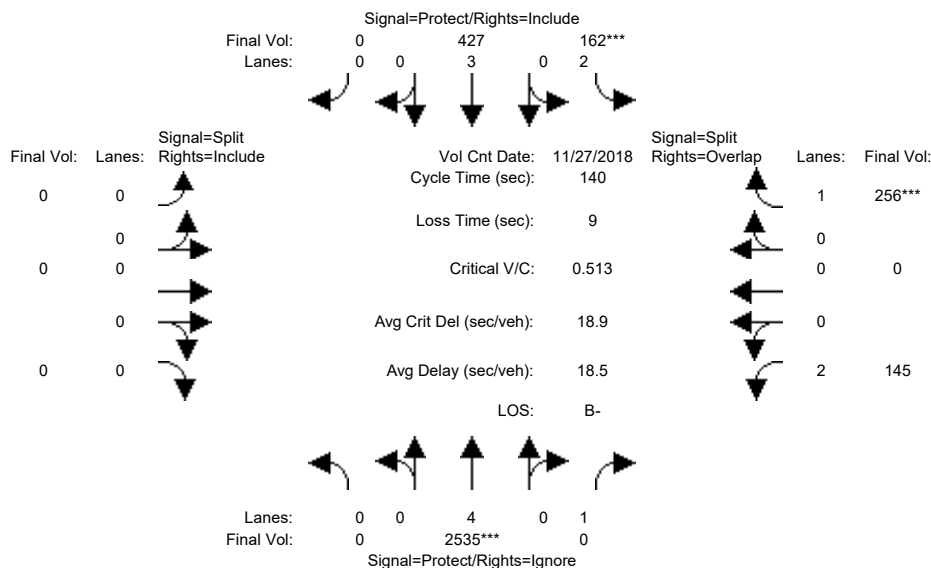
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | |
| Lanes: | 0.00 | 4.00 | 1.00 | 2.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 7600 | 1750 | 3150 | 5700 | 0 | 0 | 0 | 0 | 3150 | 0 | 1750 | |

| Capacity Analysis Module: | Vol/Sat: | 0.00 | 0.11 | 0.00 | 0.05 | 0.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.07 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | **** | | | | | **** | | | | | | | **** |
| Green Time: | 0.0 | 99.6 | 0.0 | 50.1 | 150 | 0.0 | 0.0 | 0.0 | 0.0 | 31.2 | 0.0 | 31.2 | |
| Volume/Cap: | 0.00 | 0.21 | 0.00 | 0.21 | 0.46 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.46 | |
| Uniform Del: | 0.0 | 24.1 | 0.0 | 54.4 | 6.6 | 0.0 | 0.0 | 0.0 | 0.0 | 69.8 | 0.0 | 71.7 | |
| IncrementDel: | 0.0 | 0.1 | 0.0 | 0.6 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 5.1 | |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 24.2 | 0.0 | 55.0 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 71.3 | 0.0 | 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: | 0.0 | 24.2 | 0.0 | 55.0 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 71.3 | 0.0 | 76.8 | |
| LOS by Move: | A | C | A | D- | A | A | A | A | A | E | A | E- | |
| HCM2kAvgQ: | 0 | 6 | 0 | 4 | 13 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (AM)

Intersection #11: AIRPORT BLVD/COLEMAN AVE [CSJ 3223]



| Street Name: | COLEMAN AVE | | | | | | AIRPORT BLVD | | | | | |
|--------------|-------------|---|---|-------------|---|---|--------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 0 | 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 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 7:30-8:30 AM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------------|------|------|------|------|------|------|
| Base Vol: | 0 | 2522 | 657 | 92 | 422 | 0 | 0 | 0 | 0 | 64 | 0 | 187 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2522 | 657 | 92 | 422 | 0 | 0 | 0 | 0 | 64 | 0 | 187 |
| Added Vol: | 0 | 13 | 209 | 70 | 5 | 0 | 0 | 0 | 0 | 81 | 0 | 69 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 2535 | 866 | 162 | 427 | 0 | 0 | 0 | 0 | 145 | 0 | 256 |
| 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: | 0 | 2535 | 0 | 162 | 427 | 0 | 0 | 0 | 0 | 145 | 0 | 256 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2535 | 0 | 162 | 427 | 0 | 0 | 0 | 0 | 145 | 0 | 256 |
| 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 | 2535 | 0 | 162 | 427 | 0 | 0 | 0 | 0 | 145 | 0 | 256 |

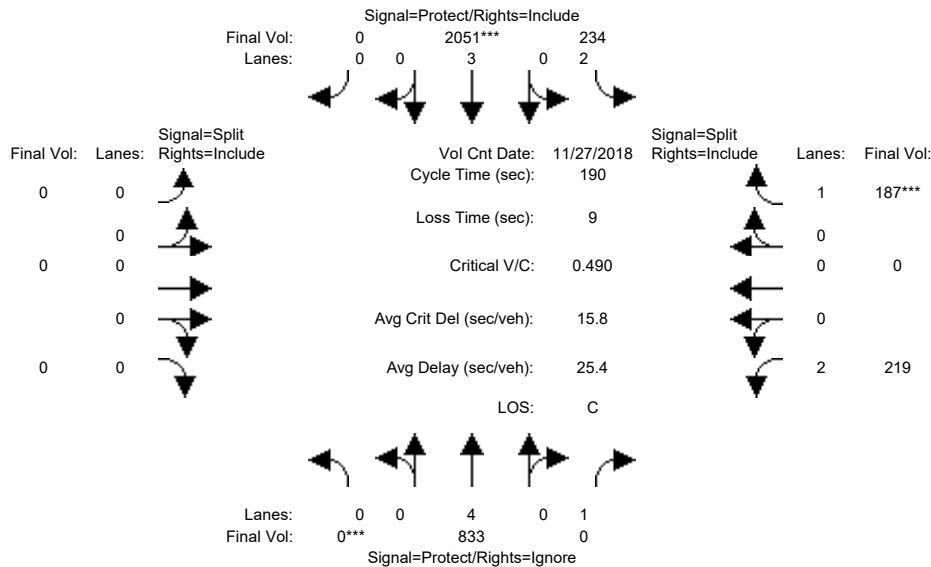
| Saturation Flow Module: | |
|-------------------------|---|
| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 0.92 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92 0.83 1.00 0.92 |
| Lanes: | 0.00 4.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 2.00 0.00 1.00 |
| Final Sat.: | 0 7600 1750 3150 5700 0 0 0 0 3150 0 1750 |

| Capacity Analysis Module: | |
|---------------------------|---|
| Vol/Sat: | 0.00 0.33 0.00 0.05 0.07 0.00 0.00 0.00 0.00 0.05 0.00 0.15 |
| Crit Moves: | **** **** **** |
| Green Time: | 0.0 91.1 0.0 14.0 105 0.0 0.0 0.0 0.0 25.9 0.0 39.9 |
| Volume/Cap: | 0.00 0.51 0.00 0.51 0.10 0.00 0.00 0.00 0.00 0.25 0.00 0.51 |
| Uniform Del: | 0.0 12.8 0.0 59.7 4.7 0.0 0.0 0.0 0.0 48.7 0.0 41.9 |
| IncrementDel: | 0.0 0.4 0.0 5.8 0.0 0.0 0.0 0.0 0.0 1.0 0.0 3.7 |
| InitQueueDel: | 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 |
| Delay Adj: | 0.00 1.00 0.00 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00 |
| Delay/Veh: | 0.0 13.2 0.0 65.6 4.7 0.0 0.0 0.0 0.0 49.8 0.0 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: | 0.0 13.2 0.0 65.6 4.7 0.0 0.0 0.0 0.0 49.8 0.0 45.6 |
| LOS by Move: | A B A E A A A A D A D |
| HCM2kAvgQ: | 0 14 0 5 2 0 0 0 0 3 0 10 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (PM)

Intersection #11: AIRPORT BLVD/COLEMAN AVE [CSJ 3223]



| Street Name: | COLEMAN AVE | | | | | | AIRPORT BLVD | | | | | |
|--------------|-------------|---|---|-------------|---|---|--------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 0 | 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 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 4:15-5:15 PM |
|----------------|------|-------|-------|-------------|------|--------------|
| Base Vol: | 0 | 820 | 387 | 171 | 2047 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 820 | 387 | 171 | 2047 | 0 |
| Added Vol: | 0 | 13 | 197 | 63 | 4 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 833 | 584 | 234 | 2051 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 833 | 0 | 234 | 2051 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 833 | 0 | 234 | 2051 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 833 | 0 | 234 | 2051 | 0 |

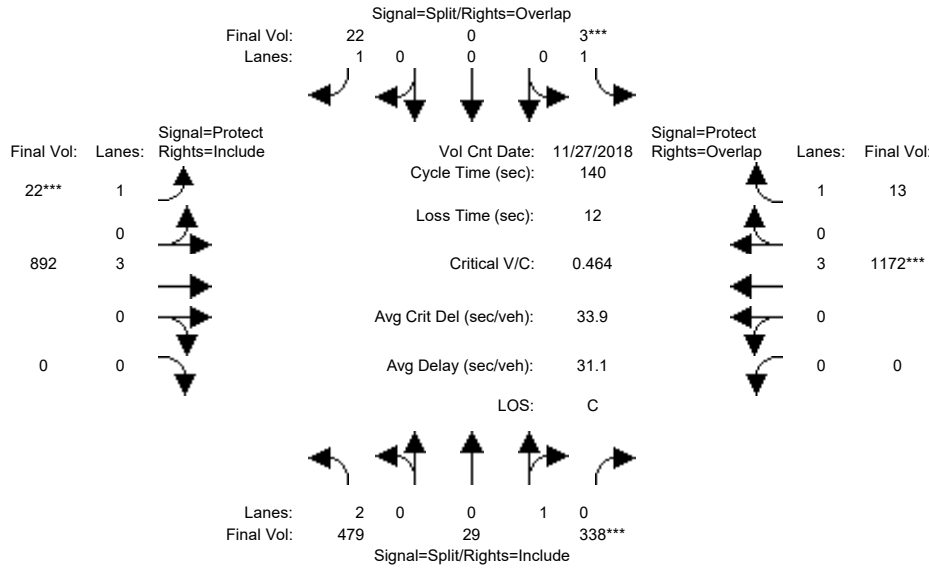
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 4.00 | 1.00 | 2.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 7600 | 1750 | 3150 | 5700 | 0 | 0 | 0 | 0 | 3150 | 0 | 1750 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.11 | 0.00 | 0.07 | 0.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.11 |
| Crit Moves: | *** | | | | *** | | | | | | | *** |
| Green Time: | 0.0 | 83.2 | 0.0 | 56.4 | 140 | 0.0 | 0.0 | 0.0 | 0.0 | 41.4 | 0.0 | 41.4 |
| Volume/Cap: | 0.00 | 0.25 | 0.00 | 0.25 | 0.49 | 0.00 | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.49 |
| Uniform Del: | 0.0 | 33.7 | 0.0 | 50.8 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 62.4 | 0.0 | 65.0 |
| IncrementDel: | 0.0 | 0.2 | 0.0 | 0.6 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 4.4 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 33.9 | 0.0 | 51.4 | 10.9 | 0.0 | 0.0 | 0.0 | 0.0 | 63.6 | 0.0 | 69.5 |
| 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 | 33.9 | 0.0 | 51.4 | 10.9 | 0.0 | 0.0 | 0.0 | 0.0 | 63.6 | 0.0 | 69.5 |
| LOS by Move: | A | C- | A | D- | B+ | A | A | A | A | E | A | E |
| HCM2kAvgQ: | 0 | 7 | 0 | 6 | 16 | 0 | 0 | 0 | 0 | 6 | 0 | 10 |

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

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

Intersection #3020: 101/BROKAW



| Street Name: | US 101 | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 0 | 10 | 7 | 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 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 8-9AM | | | | | | |
|----------------|------|-------|-------|-------------|------|-------|------|------|------|------|------|------|
| Base Vol: | 479 | 29 | 338 | 3 | 0 | 22 | 22 | 892 | 0 | 0 | 1172 | 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: | 479 | 29 | 338 | 3 | 0 | 22 | 22 | 892 | 0 | 0 | 1172 | 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: | 479 | 29 | 338 | 3 | 0 | 22 | 22 | 892 | 0 | 0 | 1172 | 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: | 479 | 29 | 338 | 3 | 0 | 22 | 22 | 892 | 0 | 0 | 1172 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 479 | 29 | 338 | 3 | 0 | 22 | 22 | 892 | 0 | 0 | 1172 | 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: | 479 | 29 | 338 | 3 | 0 | 22 | 22 | 892 | 0 | 0 | 1172 | 13 |

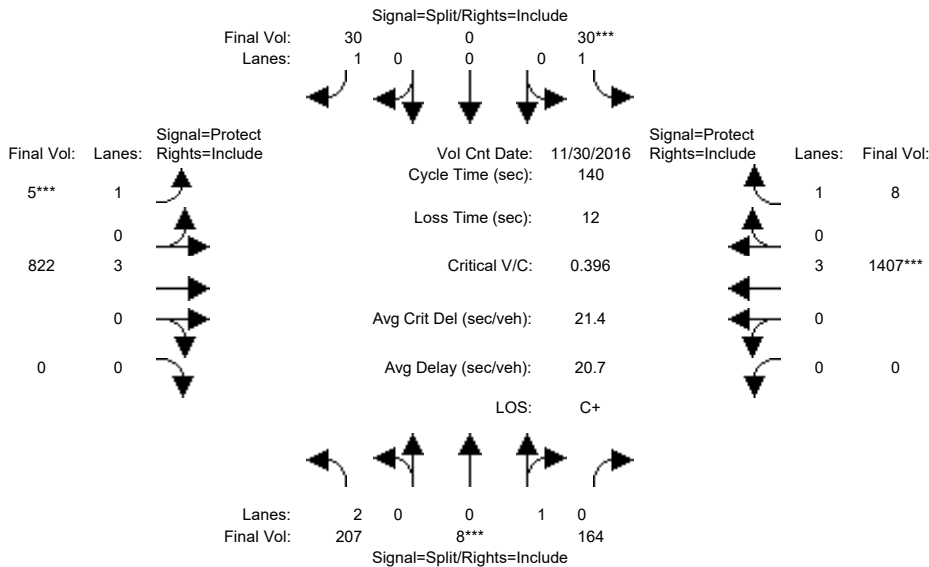
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.08 | 0.92 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 3150 | 142 | 1658 | 1750 | 0 | 1750 | 1750 | 5700 | 0 | 0 | 5700 | 1750 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.15 | 0.20 | 0.20 | 0.00 | 0.00 | 0.01 | 0.01 | 0.16 | 0.00 | 0.00 | 0.21 | 0.01 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |
| Green Time: | 55.3 | 55.3 | 55.3 | 10.0 | 0.0 | 17.0 | 7.0 | 62.7 | 0.0 | 0.0 | 55.7 | 65.7 |
| Volume/Cap: | 0.39 | 0.52 | 0.52 | 0.02 | 0.00 | 0.10 | 0.25 | 0.35 | 0.00 | 0.00 | 0.52 | 0.02 |
| Uniform Del: | 30.2 | 32.2 | 32.2 | 60.5 | 0.0 | 54.7 | 64.0 | 25.3 | 0.0 | 0.0 | 31.9 | 19.8 |
| IncrementDel: | 0.9 | 2.7 | 2.7 | 0.4 | 0.0 | 1.0 | 6.8 | 0.4 | 0.0 | 0.0 | 0.8 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 31.1 | 34.9 | 34.9 | 60.8 | 0.0 | 55.7 | 70.8 | 25.7 | 0.0 | 0.0 | 32.8 | 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: | 31.1 | 34.9 | 34.9 | 60.8 | 0.0 | 55.7 | 70.8 | 25.7 | 0.0 | 0.0 | 32.8 | 19.9 |
| LOS by Move: | C | C- | C- | E | A | E+ | E | C | A | A | C- | B- |
| HCM2kAvgQ: | 9 | 12 | 12 | 0 | 0 | 1 | 1 | 8 | 0 | 0 | 13 | 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 #3020: 101/BROKAW



Street Name: US 101 BROKAW RD
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 10 | 10 | 10 | 10 | 0 | 10 | 7 | 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 | 4.0 |

Volume Module: >> Count Date: 30 Nov 2016 << 4:15 - 5:15 PM

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 207 | 8 | 164 | 30 | 0 | 30 | 5 | 822 | 0 | 0 | 1407 | 8 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 207 | 8 | 164 | 30 | 0 | 30 | 5 | 822 | 0 | 0 | 1407 | 8 |
| 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: | 207 | 8 | 164 | 30 | 0 | 30 | 5 | 822 | 0 | 0 | 1407 | 8 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 207 | 8 | 164 | 30 | 0 | 30 | 5 | 822 | 0 | 0 | 1407 | 8 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 207 | 8 | 164 | 30 | 0 | 30 | 5 | 822 | 0 | 0 | 1407 | 8 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 207 | 8 | 164 | 30 | 0 | 30 | 5 | 822 | 0 | 0 | 1407 | 8 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.05 | 0.95 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 3150 | 84 | 1716 | 1750 | 0 | 1750 | 1750 | 5700 | 0 | 0 | 5700 | 1750 |

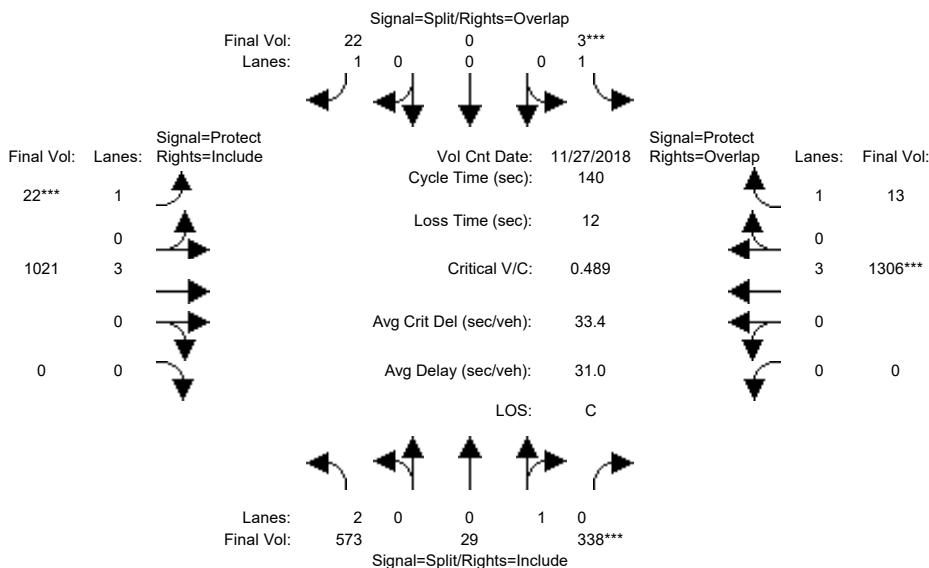
Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.10 | 0.10 | 0.02 | 0.00 | 0.02 | 0.00 | 0.14 | 0.00 | 0.00 | 0.25 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 31.0 | 31.0 | 31.0 | 10.0 | 0.0 | 10.0 | 7.0 | 87.0 | 0.0 | 0.0 | 80.0 | 80.0 |
| Volume/Cap: | 0.30 | 0.43 | 0.43 | 0.24 | 0.00 | 0.24 | 0.06 | 0.23 | 0.00 | 0.00 | 0.43 | 0.01 |
| Uniform Del: | 45.4 | 46.9 | 46.9 | 61.4 | 0.0 | 61.4 | 63.4 | 11.7 | 0.0 | 0.0 | 17.1 | 12.9 |
| IncrcmntDel: | 0.2 | 0.8 | 0.8 | 1.0 | 0.0 | 1.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 45.7 | 47.7 | 47.7 | 62.4 | 0.0 | 62.4 | 63.6 | 11.7 | 0.0 | 0.0 | 17.2 | 12.9 |
| 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: | 45.7 | 47.7 | 47.7 | 62.4 | 0.0 | 62.4 | 63.6 | 11.7 | 0.0 | 0.0 | 17.2 | 12.9 |
| LOS by Move: | D | D | D | E | A | E | E | B+ | A | A | B | B |
| HCM2kAvgQ: | 4 | 7 | 7 | 2 | 0 | 2 | 0 | 5 | 0 | 0 | 11 | 0 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (AM)

Intersection #3020: 101/BROKAW



Street Name: US 101 BROKAW RD
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 10 | 10 | 10 | 10 | 0 | 10 | 7 | 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 | 4.0 |

Volume Module: >> Count Date: 27 Nov 2018 << 8-9AM

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 479 | 29 | 338 | 3 | 0 | 22 | 22 | 892 | 0 | 0 | 1172 | 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: | 479 | 29 | 338 | 3 | 0 | 22 | 22 | 892 | 0 | 0 | 1172 | 13 |
| Added Vol: | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 0 | 0 | 134 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 573 | 29 | 338 | 3 | 0 | 22 | 22 | 1021 | 0 | 0 | 1306 | 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: | 573 | 29 | 338 | 3 | 0 | 22 | 22 | 1021 | 0 | 0 | 1306 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 573 | 29 | 338 | 3 | 0 | 22 | 22 | 1021 | 0 | 0 | 1306 | 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: | 573 | 29 | 338 | 3 | 0 | 22 | 22 | 1021 | 0 | 0 | 1306 | 13 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.08 | 0.92 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 3150 | 142 | 1658 | 1750 | 0 | 1750 | 1750 | 5700 | 0 | 0 | 5700 | 1750 |

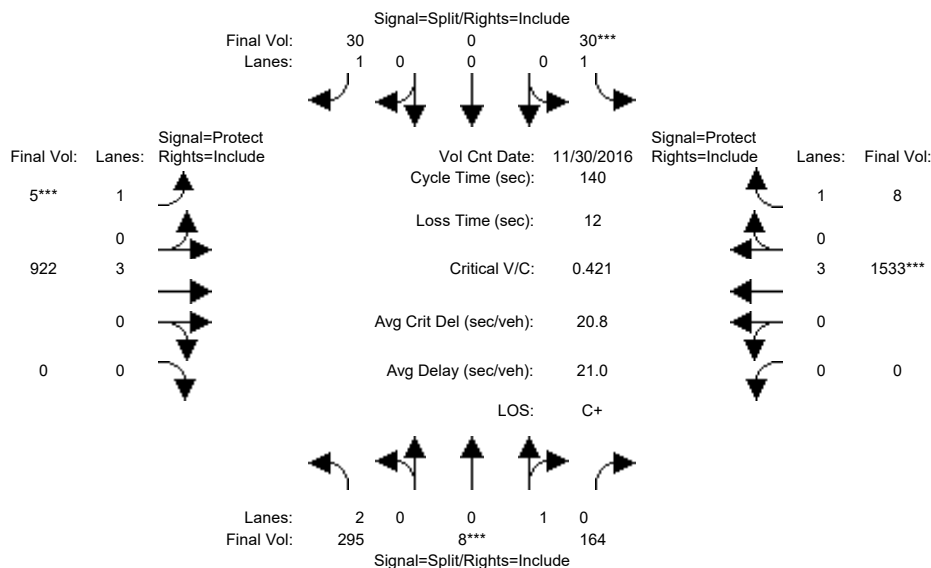
Capacity Analysis Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.18 | 0.20 | 0.20 | 0.00 | 0.00 | 0.01 | 0.01 | 0.18 | 0.00 | 0.00 | 0.23 | 0.01 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |
| Green Time: | 52.3 | 52.3 | 52.3 | 10.0 | 0.0 | 17.0 | 7.0 | 65.7 | 0.0 | 0.0 | 58.7 | 68.7 |
| Volume/Cap: | 0.49 | 0.55 | 0.55 | 0.02 | 0.00 | 0.10 | 0.25 | 0.38 | 0.00 | 0.00 | 0.55 | 0.02 |
| Uniform Del: | 33.6 | 34.5 | 34.5 | 60.5 | 0.0 | 54.7 | 64.0 | 24.0 | 0.0 | 0.0 | 30.6 | 18.3 |
| IncrementDel: | 1.4 | 3.2 | 3.2 | 0.4 | 0.0 | 1.0 | 6.8 | 0.4 | 0.0 | 0.0 | 0.9 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 35.0 | 37.7 | 37.7 | 60.8 | 0.0 | 55.7 | 70.8 | 24.4 | 0.0 | 0.0 | 31.5 | 18.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.0 | 37.7 | 37.7 | 60.8 | 0.0 | 55.7 | 70.8 | 24.4 | 0.0 | 0.0 | 31.5 | 18.3 |
| LOS by Move: | D+ | D+ | D+ | E | A | E+ | E | C | A | A | C | B- |
| HCM2kAvgQ: | 11 | 13 | 13 | 0 | 0 | 1 | 1 | 9 | 0 | 0 | 14 | 0 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (PM)

Intersection #3020: 101/BROKAW



Street Name: US 101 BROKAW RD
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 10 | 10 | 10 | 10 | 0 | 10 | 7 | 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 | 4.0 |

| | | | | | | | | | | | | |
|---|------|------|------|------|------|------|------|------|------|------|------|------|
| Volume Module: >> Count Date: 30 Nov 2016 << 4:15 - 5:15 PM | | | | | | | | | | | | |
| Base Vol: | 207 | 8 | 164 | 30 | 0 | 30 | 5 | 822 | 0 | 0 | 1407 | 8 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 207 | 8 | 164 | 30 | 0 | 30 | 5 | 822 | 0 | 0 | 1407 | 8 |
| Added Vol: | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 126 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 295 | 8 | 164 | 30 | 0 | 30 | 5 | 922 | 0 | 0 | 1533 | 8 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 295 | 8 | 164 | 30 | 0 | 30 | 5 | 922 | 0 | 0 | 1533 | 8 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 295 | 8 | 164 | 30 | 0 | 30 | 5 | 922 | 0 | 0 | 1533 | 8 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 295 | 8 | 164 | 30 | 0 | 30 | 5 | 922 | 0 | 0 | 1533 | 8 |

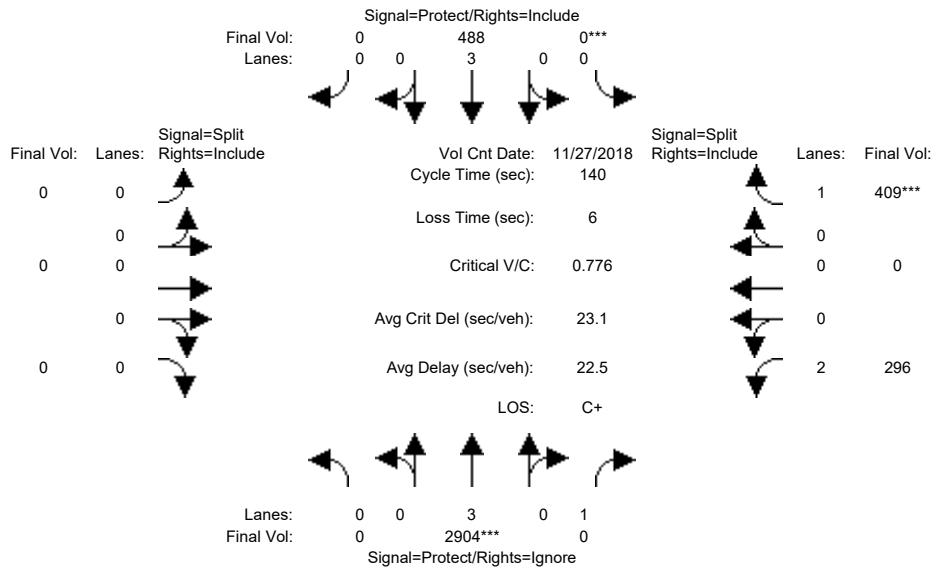
| | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.05 | 0.95 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 3150 | 84 | 1716 | 1750 | 0 | 1750 | 1750 | 5700 | 0 | 0 | 5700 | 1750 |

| | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.10 | 0.10 | 0.02 | 0.00 | 0.02 | 0.00 | 0.16 | 0.00 | 0.00 | 0.27 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 29.1 | 29.1 | 29.1 | 10.0 | 0.0 | 10.0 | 7.0 | 88.9 | 0.0 | 0.0 | 81.9 | 81.9 |
| Volume/Cap: | 0.45 | 0.46 | 0.46 | 0.24 | 0.00 | 0.24 | 0.06 | 0.25 | 0.00 | 0.00 | 0.46 | 0.01 |
| Uniform Del: | 48.5 | 48.6 | 48.6 | 61.4 | 0.0 | 61.4 | 63.4 | 11.1 | 0.0 | 0.0 | 16.5 | 12.1 |
| IncrcmntDel: | 0.5 | 0.9 | 0.9 | 1.0 | 0.0 | 1.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 49.0 | 49.5 | 49.5 | 62.4 | 0.0 | 62.4 | 63.6 | 11.2 | 0.0 | 0.0 | 16.6 | 12.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.0 | 49.5 | 49.5 | 62.4 | 0.0 | 62.4 | 63.6 | 11.2 | 0.0 | 0.0 | 16.6 | 12.1 |
| LOS by Move: | D | D | D | E | A | E | E | B+ | A | A | B | B |
| HCM2kAvgQ: | 7 | 7 | 7 | 2 | 0 | 2 | 0 | 5 | 0 | 0 | 12 | 0 |

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

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

Intersection #3052: 880/COLEMAN (N)



Street Name: COLEMAN AVE (N) I-880
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 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 | 4.0 | 4.0 |

Volume Module: >> Count Date: 27 Nov 2018 << 7:30-8:30AM

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 2904 | 198 | 0 | 488 | 0 | 0 | 0 | 0 | 296 | 0 | 409 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2904 | 198 | 0 | 488 | 0 | 0 | 0 | 0 | 296 | 0 | 409 |
| 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 | 2904 | 198 | 0 | 488 | 0 | 0 | 0 | 0 | 296 | 0 | 409 |
| 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: | 0 | 2904 | 0 | 0 | 488 | 0 | 0 | 0 | 0 | 296 | 0 | 409 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2904 | 0 | 0 | 488 | 0 | 0 | 0 | 0 | 296 | 0 | 409 |
| 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 | 2904 | 0 | 0 | 488 | 0 | 0 | 0 | 0 | 296 | 0 | 409 |

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 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 5700 | 0 | 0 | 0 | 0 | 3150 | 0 | 1750 |

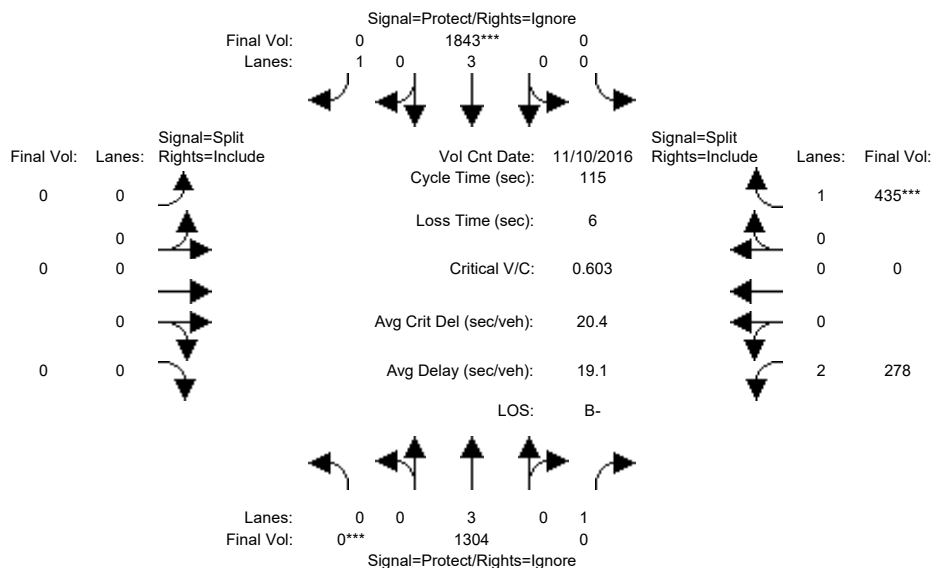
Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.51 | 0.00 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.23 |
| Crit Moves: | | **** | | **** | | | | | | | | **** |
| Green Time: | 0.0 | 91.9 | 0.0 | 0.0 | 91.9 | 0.0 | 0.0 | 0.0 | 0.0 | 42.1 | 0.0 | 42.1 |
| Volume/Cap: | 0.00 | 0.78 | 0.00 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 | 0.00 | 0.78 |
| Uniform Del: | 0.0 | 16.9 | 0.0 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 37.7 | 0.0 | 44.6 |
| IncrcmntDel: | 0.0 | 1.6 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 10.7 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 18.5 | 0.0 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 38.6 | 0.0 | 55.4 |
| 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 | 18.5 | 0.0 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 38.6 | 0.0 | 55.4 |
| LOS by Move: | A | B- | A | A | A | A | A | A | A | D+ | A | E+ |
| HCM2kAvgQ: | 0 | 30 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 6 | 0 | 19 |

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

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

Intersection #3052: 880/COLEMAN (N)



Street Name: COLEMAN AVE (N) I-880
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 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 | 4.0 | 4.0 |

| | | | | | | | | | | | | |
|---|------|------|------|------|------|------|------|------|------|------|------|------|
| Volume Module: >> Count Date: 10 Nov 2016 << 4:00 - 5:00 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 1304 | 268 | 0 | 1843 | 525 | 0 | 0 | 0 | 278 | 0 | 435 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1304 | 268 | 0 | 1843 | 525 | 0 | 0 | 0 | 278 | 0 | 435 |
| 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 | 1304 | 268 | 0 | 1843 | 525 | 0 | 0 | 0 | 278 | 0 | 435 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1304 | 0 | 0 | 1843 | 0 | 0 | 0 | 0 | 278 | 0 | 435 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1304 | 0 | 0 | 1843 | 0 | 0 | 0 | 0 | 278 | 0 | 435 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1304 | 0 | 0 | 1843 | 0 | 0 | 0 | 0 | 278 | 0 | 435 |

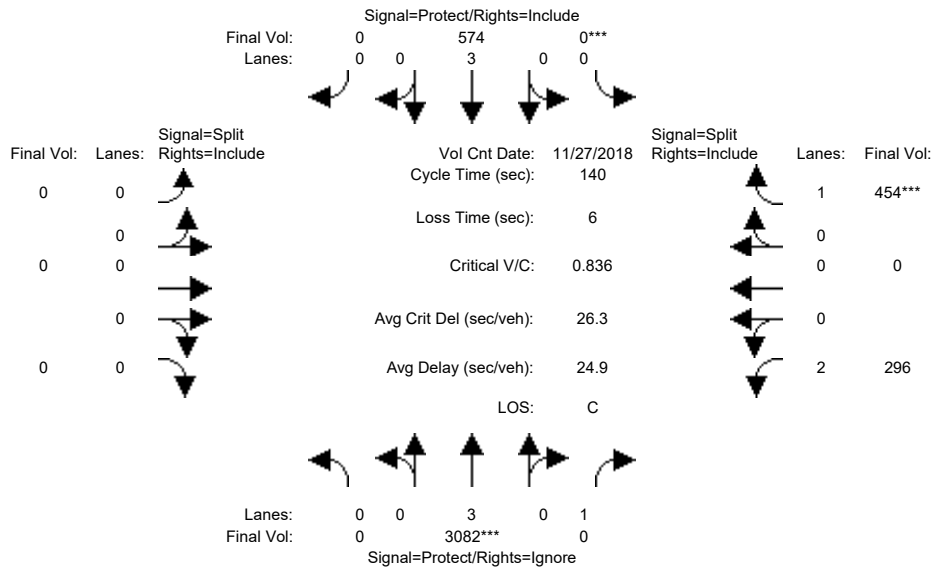
| | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 5700 | 1750 | 0 | 0 | 0 | 3150 | 0 | 1750 |

| | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.23 | 0.00 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.25 |
| Crit Moves: | *** | | | | *** | | | | | | | *** |
| Green Time: | 0.0 | 61.6 | 0.0 | 0.0 | 61.6 | 0.0 | 0.0 | 0.0 | 0.0 | 47.4 | 0.0 | 47.4 |
| Volume/Cap: | 0.00 | 0.43 | 0.00 | 0.00 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.60 |
| Uniform Del: | 0.0 | 16.1 | 0.0 | 0.0 | 18.3 | 0.0 | 0.0 | 0.0 | 0.0 | 21.8 | 0.0 | 26.5 |
| IncrcmntDel: | 0.0 | 0.1 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 1.5 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 16.2 | 0.0 | 0.0 | 18.7 | 0.0 | 0.0 | 0.0 | 0.0 | 21.9 | 0.0 | 27.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 16.2 | 0.0 | 0.0 | 18.7 | 0.0 | 0.0 | 0.0 | 0.0 | 21.9 | 0.0 | 27.9 |
| LOS by Move: | A | B | A | A | B- | A | A | A | A | C+ | A | C |
| HCM2kAvgQ: | 0 | 9 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 4 | 0 | 13 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (AM)

Intersection #3052: 880/COLEMAN (N)



Street Name: COLEMAN AVE (N) I-880
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 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 | 4.0 | 4.0 |

Volume Module: >> Count Date: 27 Nov 2018 << 7:30-8:30AM

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 2904 | 198 | 0 | 488 | 0 | 0 | 0 | 0 | 296 | 0 | 409 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2904 | 198 | 0 | 488 | 0 | 0 | 0 | 0 | 296 | 0 | 409 |
| Added Vol: | 0 | 178 | 0 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 3082 | 198 | 0 | 574 | 0 | 0 | 0 | 0 | 296 | 0 | 454 |
| 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: | 0 | 3082 | 0 | 0 | 574 | 0 | 0 | 0 | 0 | 296 | 0 | 454 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3082 | 0 | 0 | 574 | 0 | 0 | 0 | 0 | 296 | 0 | 454 |
| 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 | 3082 | 0 | 0 | 574 | 0 | 0 | 0 | 0 | 296 | 0 | 454 |

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 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 5700 | 0 | 0 | 0 | 0 | 3150 | 0 | 1750 |

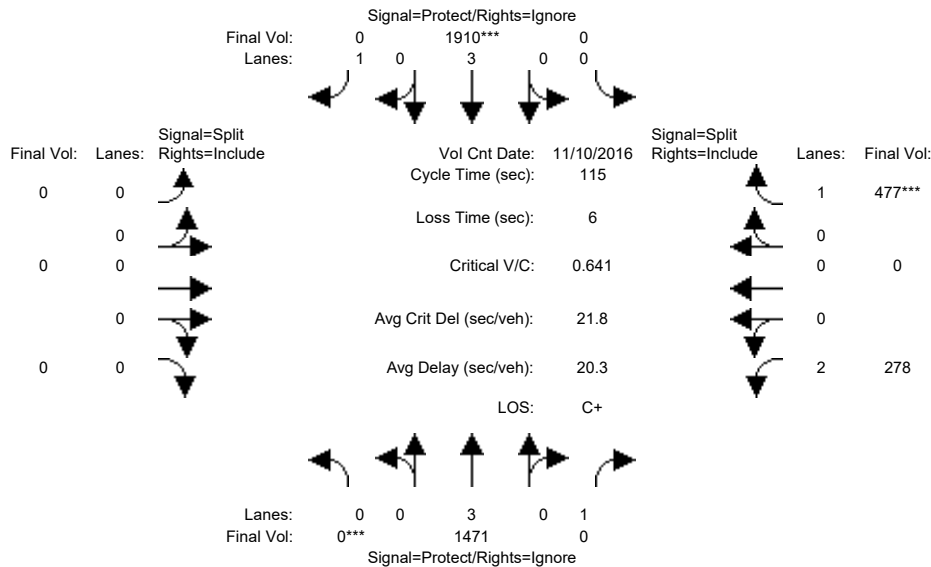
Capacity Analysis Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.54 | 0.00 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.26 |
| Crit Moves: | | **** | | **** | | | | | | | | **** |
| Green Time: | 0.0 | 90.6 | 0.0 | 0.0 | 90.6 | 0.0 | 0.0 | 0.0 | 0.0 | 43.4 | 0.0 | 43.4 |
| Volume/Cap: | 0.00 | 0.84 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.84 |
| Uniform Del: | 0.0 | 19.0 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 | 0.0 | 0.0 | 36.7 | 0.0 | 45.0 |
| IncrementDel: | 0.0 | 2.4 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 14.2 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 21.4 | 0.0 | 0.0 | 9.8 | 0.0 | 0.0 | 0.0 | 0.0 | 37.5 | 0.0 | 59.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 21.4 | 0.0 | 0.0 | 9.8 | 0.0 | 0.0 | 0.0 | 0.0 | 37.5 | 0.0 | 59.1 |
| LOS by Move: | A | C+ | A | A | A | A | A | A | A | D+ | A | E+ |
| HCM2kAvgQ: | 0 | 35 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 6 | 0 | 22 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (PM)

Intersection #3052: 880/COLEMAN (N)



| Street Name: | COLEMAN AVE (N) | | | | | | I-880 | | | | | |
|--------------|-----------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 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 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 10 Nov 2016 | << | 4:00 - 5:00 PM | | | | | | |
|----------------|------|-------|-------|-------------|------|----------------|------|------|------|------|------|------|
| Base Vol: | 0 | 1304 | 268 | 0 | 1843 | 525 | 0 | 0 | 0 | 278 | 0 | 435 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1304 | 268 | 0 | 1843 | 525 | 0 | 0 | 0 | 278 | 0 | 435 |
| Added Vol: | 0 | 167 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1471 | 268 | 0 | 1910 | 525 | 0 | 0 | 0 | 278 | 0 | 477 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1471 | 0 | 0 | 1910 | 0 | 0 | 0 | 0 | 278 | 0 | 477 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1471 | 0 | 0 | 1910 | 0 | 0 | 0 | 0 | 278 | 0 | 477 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1471 | 0 | 0 | 1910 | 0 | 0 | 0 | 0 | 278 | 0 | 477 |

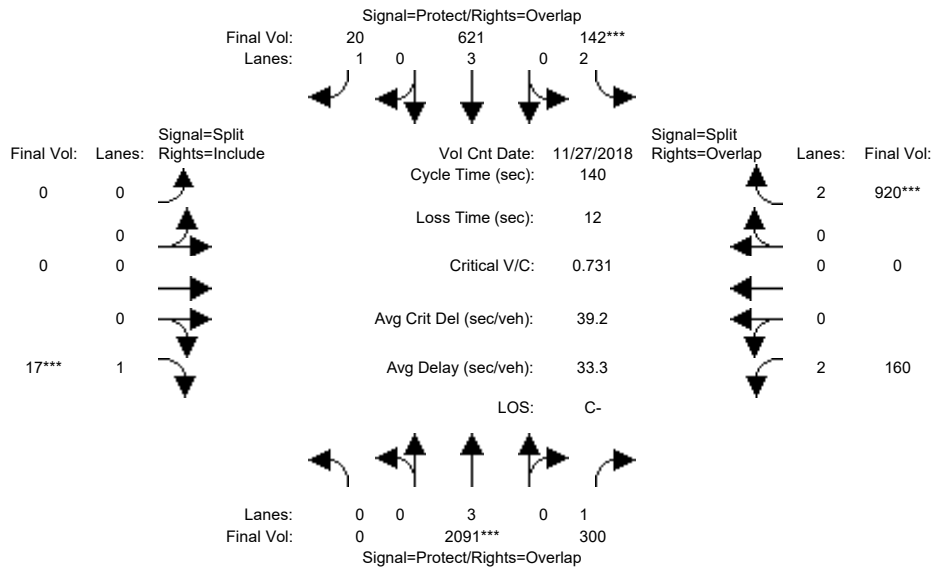
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 5700 | 1750 | 0 | 0 | 0 | 3150 | 0 | 1750 | |

| Capacity Analysis Module: | Vol/Sat: | 0.00 | 0.26 | 0.00 | 0.00 | 0.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.27 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | **** | | | | | **** | | | | | | | **** |
| Green Time: | 0.0 | 60.1 | 0.0 | 0.0 | 60.1 | 0.0 | 0.0 | 0.0 | 0.0 | 48.9 | 0.0 | 48.9 | |
| Volume/Cap: | 0.00 | 0.49 | 0.00 | 0.00 | 0.64 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.64 | |
| Uniform Del: | 0.0 | 17.7 | 0.0 | 0.0 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20.8 | 0.0 | 26.1 | |
| IncrementDel: | 0.0 | 0.1 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 1.9 | |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 17.8 | 0.0 | 0.0 | 20.2 | 0.0 | 0.0 | 0.0 | 0.0 | 20.9 | 0.0 | 28.0 | |
| User DelAdj: | 1.00 | 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 | 17.8 | 0.0 | 0.0 | 20.2 | 0.0 | 0.0 | 0.0 | 0.0 | 20.9 | 0.0 | 28.0 | |
| LOS by Move: | A | B | A | A | C+ | A | A | A | A | C+ | A | C | |
| HCM2kAvgQ: | 0 | 11 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 4 | 0 | 15 | |

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

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

Intersection #3053: 880/COLEMAN (S)



Street Name: COLEMAN AVE (S) I-880
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 10 | 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 | 4.0 | 4.0 |

Volume Module: >> Count Date: 27 Nov 2018 << 7:30-8:30AM

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 2091 | 300 | 142 | 621 | 20 | 0 | 0 | 17 | 160 | 0 | 920 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2091 | 300 | 142 | 621 | 20 | 0 | 0 | 17 | 160 | 0 | 920 |
| 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 | 2091 | 300 | 142 | 621 | 20 | 0 | 0 | 17 | 160 | 0 | 920 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 2091 | 300 | 142 | 621 | 20 | 0 | 0 | 17 | 160 | 0 | 920 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2091 | 300 | 142 | 621 | 20 | 0 | 0 | 17 | 160 | 0 | 920 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 2091 | 300 | 142 | 621 | 20 | 0 | 0 | 17 | 160 | 0 | 920 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 1750 | 3150 | 5700 | 1750 | 0 | 0 | 1750 | 3150 | 0 | 3150 |

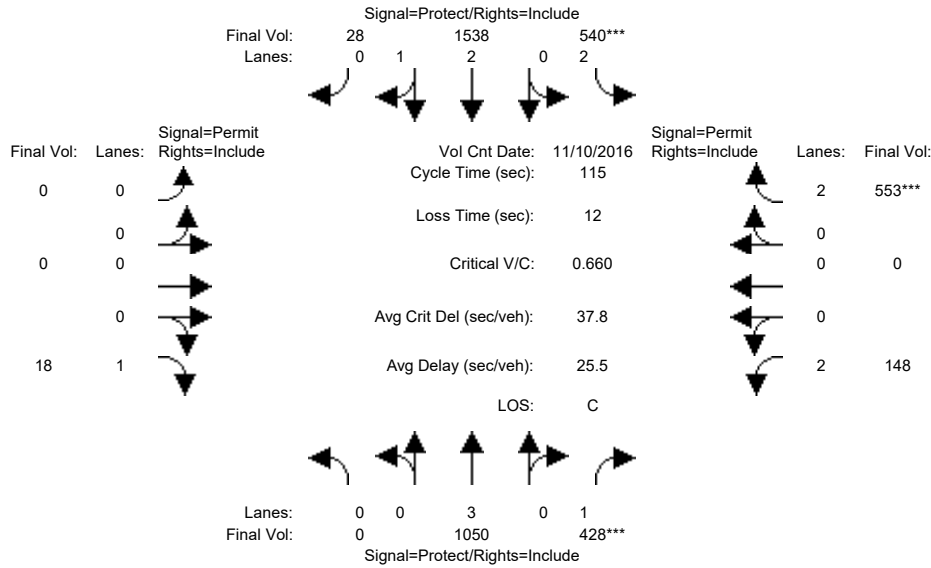
Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|-------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.37 | 0.17 | 0.05 | 0.11 | 0.01 | 0.00 | 0.00 | 0.01 | 0.05 | 0.00 | 0.29 |
| Crit Moves: | | **** | | **** | | | | | **** | | | **** |
| Green Time: | 0.0 | 66.2 | 109.9 | 8.1 | 74.3 | 84.3 | 0.0 | 0.0 | 10.0 | 43.7 | 0.0 | 51.8 |
| Volume/Cap: | 0.00 | 0.78 | 0.22 | 0.78 | 0.21 | 0.02 | 0.00 | 0.00 | 0.14 | 0.16 | 0.00 | 0.79 |
| Uniform Del: | 0.0 | 30.7 | 3.9 | 65.0 | 17.3 | 11.2 | 0.0 | 0.0 | 60.9 | 34.9 | 0.0 | 39.2 |
| IncrcmntDel: | 0.0 | 2.3 | 0.4 | 26.9 | 0.2 | 0.0 | 0.0 | 0.0 | 2.3 | 0.4 | 0.0 | 5.5 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 33.0 | 4.3 | 91.9 | 17.4 | 11.2 | 0.0 | 0.0 | 63.2 | 35.3 | 0.0 | 44.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 33.0 | 4.3 | 91.9 | 17.4 | 11.2 | 0.0 | 0.0 | 63.2 | 35.3 | 0.0 | 44.7 |
| LOS by Move: | A | C- | A | F | B | B+ | A | A | E | D+ | A | D |
| HCM2kAvgQ: | 0 | 26 | 4 | 5 | 4 | 0 | 0 | 0 | 1 | 3 | 0 | 22 |

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

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

Intersection #3053: 880/COLEMAN (S)



| Street Name: | COLEMAN AVE (S) | | | | | | I-880 | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 10 | 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 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 10 Nov 2016 | << | 4:15 - 5:15 PM | | | | | | |
|----------------|------|-------|-------|-------------|------|----------------|------|------|------|------|------|------|
| Base Vol: | 0 | 1050 | 428 | 540 | 1538 | 28 | 0 | 0 | 18 | 148 | 0 | 553 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1050 | 428 | 540 | 1538 | 28 | 0 | 0 | 18 | 148 | 0 | 553 |
| 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 | 1050 | 428 | 540 | 1538 | 28 | 0 | 0 | 18 | 148 | 0 | 553 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 1050 | 428 | 540 | 1538 | 28 | 0 | 0 | 18 | 148 | 0 | 553 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1050 | 428 | 540 | 1538 | 28 | 0 | 0 | 18 | 148 | 0 | 553 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 1050 | 428 | 540 | 1538 | 28 | 0 | 0 | 18 | 148 | 0 | 553 |

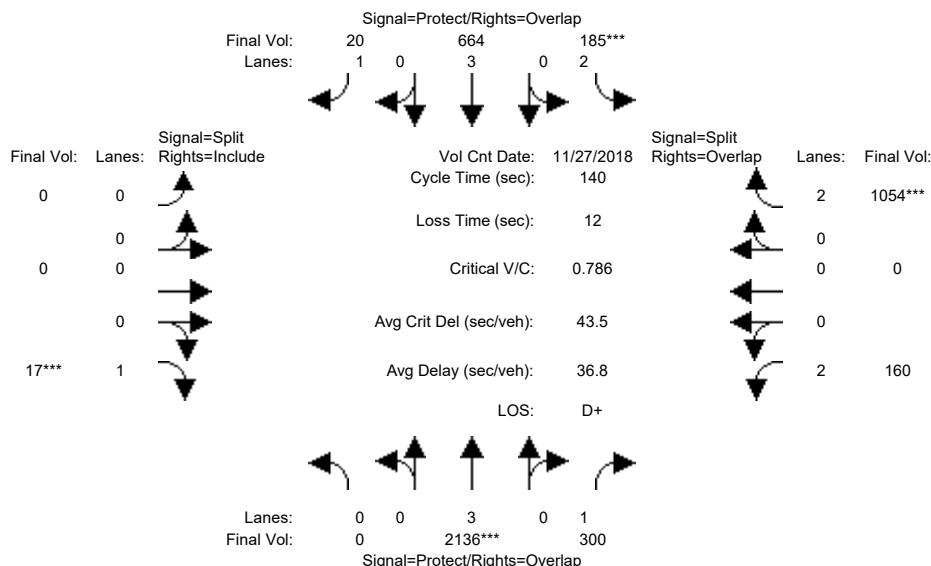
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 2.94 | 0.06 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 1750 | 3150 | 5500 | 100 | 0 | 0 | 1750 | 3150 | 0 | 3150 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.18 | 0.24 | 0.17 | 0.28 | 0.28 | 0.00 | 0.00 | 0.01 | 0.05 | 0.00 | 0.18 |
| Crit Moves: | | | **** | **** | | | | | | | | **** |
| Green Time: | 0.0 | 42.6 | 42.6 | 29.8 | 72.4 | 72.4 | 0.0 | 0.0 | 30.6 | 30.6 | 0.0 | 30.6 |
| Volume/Cap: | 0.00 | 0.50 | 0.66 | 0.66 | 0.44 | 0.44 | 0.00 | 0.00 | 0.04 | 0.18 | 0.00 | 0.66 |
| Uniform Del: | 0.0 | 27.9 | 30.2 | 38.0 | 10.9 | 10.9 | 0.0 | 0.0 | 31.3 | 32.5 | 0.0 | 37.6 |
| IncrementDel: | 0.0 | 0.2 | 2.5 | 2.0 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 2.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 28.1 | 32.7 | 40.1 | 11.0 | 11.0 | 0.0 | 0.0 | 31.4 | 32.6 | 0.0 | 39.6 |
| 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 | 28.1 | 32.7 | 40.1 | 11.0 | 11.0 | 0.0 | 0.0 | 31.4 | 32.6 | 0.0 | 39.6 |
| LOS by Move: | A | C | C- | D | B+ | B+ | A | A | C | C- | A | D |
| HCM2kAvgQ: | 0 | 10 | 14 | 11 | 10 | 10 | 0 | 0 | 1 | 2 | 0 | 11 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (AM)

Intersection #3053: 880/COLEMAN (S)



Street Name: COLEMAN AVE (S) I-880
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 10 | 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 | 4.0 | 4.0 |

Volume Module: >> Count Date: 27 Nov 2018 << 7:30-8:30AM

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 2091 | 300 | 142 | 621 | 20 | 0 | 0 | 17 | 160 | 0 | 920 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2091 | 300 | 142 | 621 | 20 | 0 | 0 | 17 | 160 | 0 | 920 |
| Added Vol: | 0 | 45 | 0 | 43 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 2136 | 300 | 185 | 664 | 20 | 0 | 0 | 17 | 160 | 0 | 1054 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 2136 | 300 | 185 | 664 | 20 | 0 | 0 | 17 | 160 | 0 | 1054 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2136 | 300 | 185 | 664 | 20 | 0 | 0 | 17 | 160 | 0 | 1054 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 2136 | 300 | 185 | 664 | 20 | 0 | 0 | 17 | 160 | 0 | 1054 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 1750 | 3150 | 5700 | 1750 | 0 | 0 | 1750 | 3150 | 0 | 3150 |

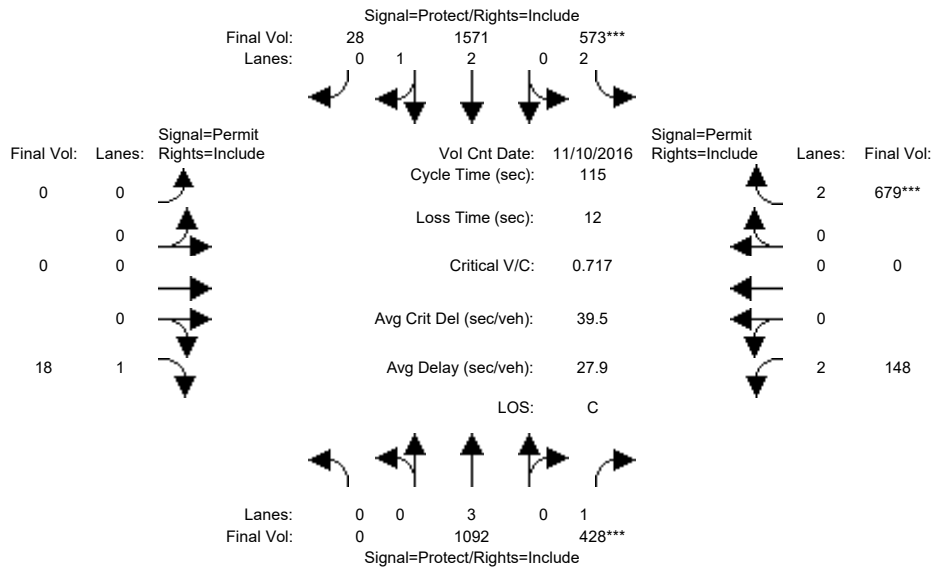
Capacity Analysis Module:

| | | | | | | | | | | | | |
|---------------|------|------|-------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.37 | 0.17 | 0.06 | 0.12 | 0.01 | 0.00 | 0.00 | 0.01 | 0.05 | 0.00 | 0.33 |
| Crit Moves: | | **** | | **** | | | | | **** | | | **** |
| Green Time: | 0.0 | 62.3 | 108.2 | 9.8 | 72.1 | 82.1 | 0.0 | 0.0 | 10.0 | 45.9 | 0.0 | 55.7 |
| Volume/Cap: | 0.00 | 0.84 | 0.22 | 0.84 | 0.23 | 0.02 | 0.00 | 0.00 | 0.14 | 0.15 | 0.00 | 0.84 |
| Uniform Del: | 0.0 | 34.5 | 4.4 | 64.4 | 18.6 | 12.1 | 0.0 | 0.0 | 60.9 | 33.3 | 0.0 | 38.2 |
| IncrementDel: | 0.0 | 3.6 | 0.4 | 30.5 | 0.2 | 0.0 | 0.0 | 0.0 | 2.3 | 0.3 | 0.0 | 7.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 38.0 | 4.7 | 94.8 | 18.8 | 12.1 | 0.0 | 0.0 | 63.2 | 33.6 | 0.0 | 45.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 38.0 | 4.7 | 94.8 | 18.8 | 12.1 | 0.0 | 0.0 | 63.2 | 33.6 | 0.0 | 45.1 |
| LOS by Move: | A | D+ | A | F | B- | B | A | A | E | C- | A | D |
| HCM2kAvgQ: | 0 | 29 | 4 | 7 | 5 | 0 | 0 | 0 | 1 | 3 | 0 | 27 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (PM)

Intersection #3053: 880/COLEMAN (S)



| Street Name: | COLEMAN AVE (S) | | | | | | I-880 | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 10 | 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 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 10 Nov 2016 | << | 4:15 - 5:15 PM | | | | | | |
|----------------|------|-------|-------|-------------|------|----------------|------|------|------|------|------|------|
| Base Vol: | 0 | 1050 | 428 | 540 | 1538 | 28 | 0 | 0 | 18 | 148 | 0 | 553 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1050 | 428 | 540 | 1538 | 28 | 0 | 0 | 18 | 148 | 0 | 553 |
| Added Vol: | 0 | 42 | 0 | 33 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1092 | 428 | 573 | 1571 | 28 | 0 | 0 | 18 | 148 | 0 | 679 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 1092 | 428 | 573 | 1571 | 28 | 0 | 0 | 18 | 148 | 0 | 679 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1092 | 428 | 573 | 1571 | 28 | 0 | 0 | 18 | 148 | 0 | 679 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 1092 | 428 | 573 | 1571 | 28 | 0 | 0 | 18 | 148 | 0 | 679 |

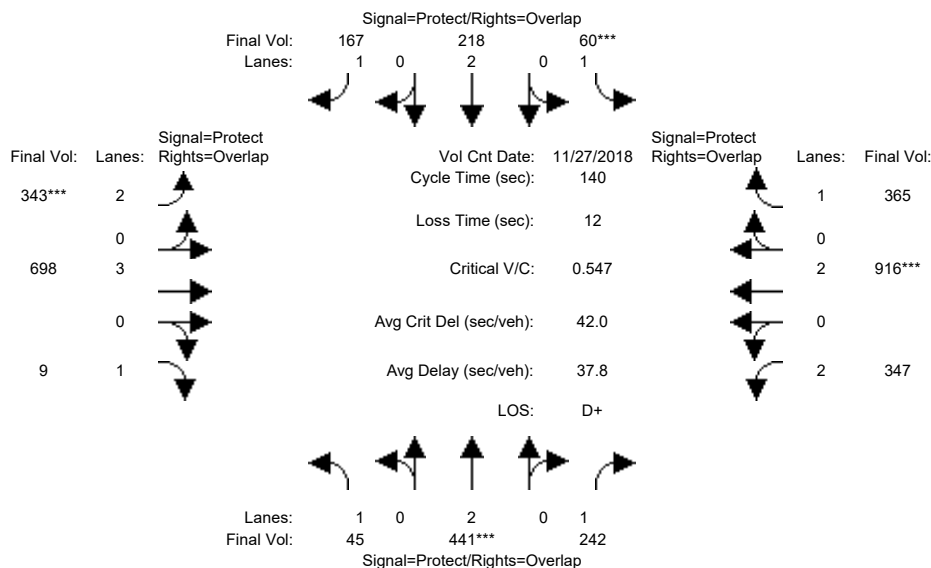
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 2.95 | 0.05 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 1750 | 3150 | 5502 | 98 | 0 | 0 | 1750 | 3150 | 0 | 3150 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.19 | 0.24 | 0.18 | 0.29 | 0.29 | 0.00 | 0.00 | 0.01 | 0.05 | 0.00 | 0.22 |
| Crit Moves: | | | **** | **** | | | | | | | | **** |
| Green Time: | 0.0 | 39.2 | 39.2 | 29.2 | 68.4 | 68.4 | 0.0 | 0.0 | 34.6 | 34.6 | 0.0 | 34.6 |
| Volume/Cap: | 0.00 | 0.56 | 0.72 | 0.72 | 0.48 | 0.48 | 0.00 | 0.00 | 0.03 | 0.16 | 0.00 | 0.72 |
| Uniform Del: | 0.0 | 30.9 | 33.0 | 39.1 | 13.2 | 13.2 | 0.0 | 0.0 | 28.4 | 29.5 | 0.0 | 35.8 |
| IncrementDel: | 0.0 | 0.4 | 4.2 | 3.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 2.7 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 31.2 | 37.2 | 42.3 | 13.3 | 13.3 | 0.0 | 0.0 | 28.4 | 29.6 | 0.0 | 38.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 31.2 | 37.2 | 42.3 | 13.3 | 13.3 | 0.0 | 0.0 | 28.4 | 29.6 | 0.0 | 38.5 |
| LOS by Move: | A | C | D+ | D | B | B | A | A | C | C | A | D+ |
| HCM2kAvgQ: | 0 | 11 | 15 | 12 | 11 | 11 | 0 | 0 | 0 | 2 | 0 | 14 |

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

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

Intersection #3083: BROKAW/FIRST



Street Name: FIRST ST BROKAW RD

Approach: North Bound South Bound East Bound 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

Volume Module: >> Count Date: 27 Nov 2018 << 8-9AM

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 45 | 441 | 242 | 60 | 218 | 167 | 343 | 698 | 9 | 347 | 916 | 365 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 45 | 441 | 242 | 60 | 218 | 167 | 343 | 698 | 9 | 347 | 916 | 365 |
| 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: | 45 | 441 | 242 | 60 | 218 | 167 | 343 | 698 | 9 | 347 | 916 | 365 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 45 | 441 | 242 | 60 | 218 | 167 | 343 | 698 | 9 | 347 | 916 | 365 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 45 | 441 | 242 | 60 | 218 | 167 | 343 | 698 | 9 | 347 | 916 | 365 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 45 | 441 | 242 | 60 | 218 | 167 | 343 | 698 | 9 | 347 | 916 | 365 |

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 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 |

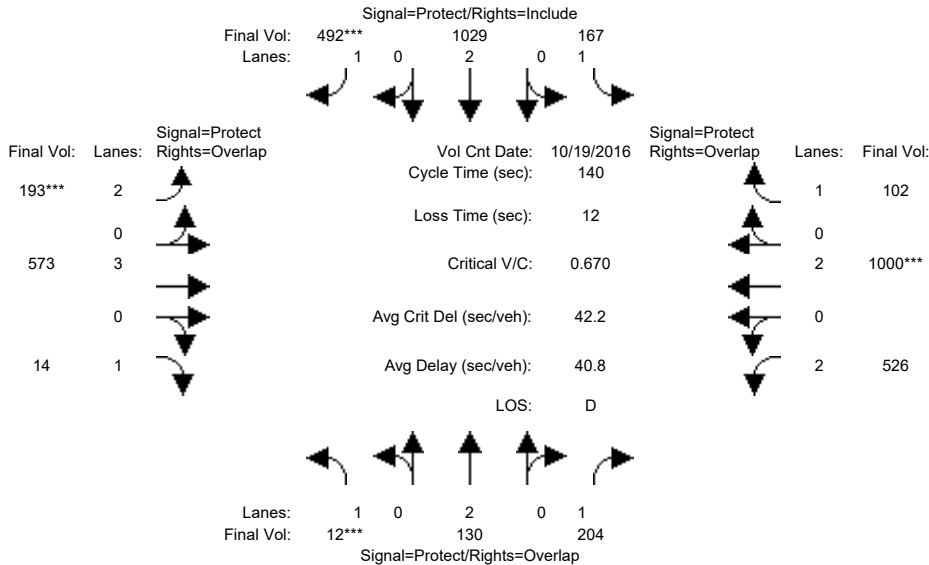
Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.12 | 0.14 | 0.03 | 0.06 | 0.10 | 0.11 | 0.12 | 0.01 | 0.11 | 0.24 | 0.21 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 15.8 | 29.7 | 72.1 | 8.8 | 22.6 | 50.5 | 27.9 | 47.1 | 63.0 | 42.4 | 61.7 | 70.4 |
| Volume/Cap: | 0.23 | 0.55 | 0.27 | 0.55 | 0.35 | 0.26 | 0.55 | 0.36 | 0.01 | 0.36 | 0.55 | 0.41 |
| Uniform Del: | 56.5 | 49.2 | 19.1 | 63.7 | 52.2 | 31.6 | 50.4 | 35.1 | 21.3 | 38.2 | 28.9 | 21.8 |
| IncrcmntDel: | 2.7 | 2.7 | 0.7 | 18.2 | 1.6 | 1.0 | 3.4 | 0.5 | 0.0 | 1.1 | 1.3 | 1.4 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 59.2 | 51.8 | 19.8 | 81.9 | 53.8 | 32.7 | 53.8 | 35.6 | 21.3 | 39.3 | 30.2 | 23.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 59.2 | 51.8 | 19.8 | 81.9 | 53.8 | 32.7 | 53.8 | 35.6 | 21.3 | 39.3 | 30.2 | 23.3 |
| LOS by Move: | E+ | D- | B- | F | D- | C- | D- | D+ | C+ | D | C | C |
| HCM2kAvgQ: | 2 | 9 | 6 | 4 | 4 | 5 | 8 | 7 | 0 | 7 | 14 | 11 |

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

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

Intersection #3083: BROKAW/FIRST



| Street Name: | FIRST ST | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 19 Oct 2016 | << | 5:00-6:00PM | | | | | | |
|----------------|------|-------|-------|-------------|------|-------------|------|------|------|------|------|------|
| Base Vol: | 12 | 130 | 204 | 167 | 1029 | 492 | 193 | 573 | 14 | 526 | 1000 | 102 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 12 | 130 | 204 | 167 | 1029 | 492 | 193 | 573 | 14 | 526 | 1000 | 102 |
| 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: | 12 | 130 | 204 | 167 | 1029 | 492 | 193 | 573 | 14 | 526 | 1000 | 102 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 12 | 130 | 204 | 167 | 1029 | 492 | 193 | 573 | 14 | 526 | 1000 | 102 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 12 | 130 | 204 | 167 | 1029 | 492 | 193 | 573 | 14 | 526 | 1000 | 102 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 12 | 130 | 204 | 167 | 1029 | 492 | 193 | 573 | 14 | 526 | 1000 | 102 |

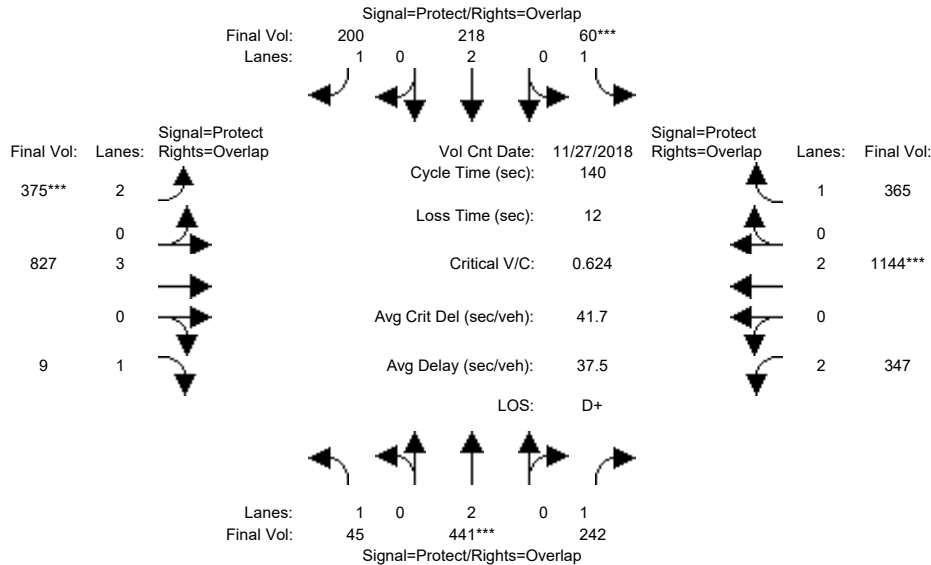
| Saturation Flow Module: | |
|-------------------------|---|
| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 0.92 1.00 0.92 0.92 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92 |
| Lanes: | 1.00 2.00 1.00 1.00 2.00 1.00 2.00 3.00 1.00 2.00 2.00 1.00 |
| Final Sat.: | 1750 3800 1750 1750 3800 1750 3150 5700 1750 3150 3800 1750 |

| Capacity Analysis Module: | |
|---------------------------|---|
| Vol/Sat: | 0.01 0.03 0.12 0.10 0.27 0.28 0.06 0.10 0.01 0.17 0.26 0.06 |
| Crit Moves: | **** **** **** |
| Green Time: | 7.0 27.0 67.5 36.1 56.2 56.2 12.2 24.4 31.4 40.5 52.6 88.7 |
| Volume/Cap: | 0.14 0.18 0.24 0.37 0.67 0.70 0.70 0.58 0.04 0.58 0.70 0.09 |
| Uniform Del: | 63.6 47.2 21.2 42.6 34.4 34.9 62.1 53.1 42.5 42.5 37.0 10.0 |
| IncrementDel: | 0.7 0.1 0.1 0.5 1.2 3.2 7.8 0.9 0.0 0.9 1.6 0.0 |
| InitQueueDel: | 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 |
| Delay Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Delay/Veh: | 64.3 47.3 21.4 43.1 35.6 38.1 69.9 53.9 42.5 43.4 38.6 10.0 |
| User DelAdj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: | 64.3 47.3 21.4 43.1 35.6 38.1 69.9 53.9 42.5 43.4 38.6 10.0 |
| LOS by Move: | E D C+ D D+ D+ E D- D D+ B+ |
| HCM2kAvgQ: | 1 2 5 6 18 19 6 8 0 11 18 2 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (AM)

Intersection #3083: BROKAW/FIRST



| Street Name: | FIRST ST | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 8-9AM | | | | | | |
|----------------|------|-------|-------|-------------|------|-------|------|------|------|------|------|------|
| Base Vol: | 45 | 441 | 242 | 60 | 218 | 167 | 343 | 698 | 9 | 347 | 916 | 365 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 45 | 441 | 242 | 60 | 218 | 167 | 343 | 698 | 9 | 347 | 916 | 365 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 33 | 32 | 129 | 0 | 0 | 228 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 45 | 441 | 242 | 60 | 218 | 200 | 375 | 827 | 9 | 347 | 1144 | 365 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 45 | 441 | 242 | 60 | 218 | 200 | 375 | 827 | 9 | 347 | 1144 | 365 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 45 | 441 | 242 | 60 | 218 | 200 | 375 | 827 | 9 | 347 | 1144 | 365 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 45 | 441 | 242 | 60 | 218 | 200 | 375 | 827 | 9 | 347 | 1144 | 365 |

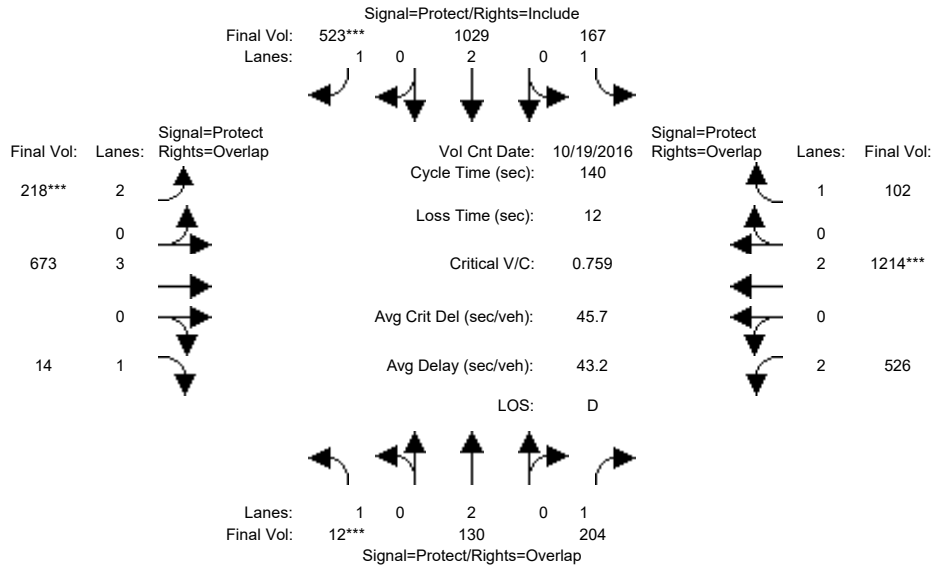
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.12 | 0.14 | 0.03 | 0.06 | 0.11 | 0.12 | 0.15 | 0.01 | 0.11 | 0.30 | 0.21 |
| Crit Moves: | | **** | | **** | | | **** | | | **** | | |
| Green Time: | 13.9 | 26.0 | 66.7 | 7.7 | 19.8 | 46.6 | 26.7 | 53.6 | 67.5 | 40.7 | 67.6 | 75.2 |
| Volume/Cap: | 0.26 | 0.62 | 0.29 | 0.62 | 0.40 | 0.34 | 0.62 | 0.38 | 0.01 | 0.38 | 0.62 | 0.39 |
| Uniform Del: | 58.3 | 52.5 | 22.3 | 64.7 | 54.7 | 35.2 | 52.0 | 31.2 | 18.9 | 39.6 | 26.8 | 18.9 |
| IncrcmntDel: | 3.6 | 4.1 | 0.9 | 26.8 | 2.3 | 1.6 | 4.8 | 0.5 | 0.0 | 1.2 | 1.6 | 1.2 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 61.9 | 56.6 | 23.1 | 91.5 | 57.0 | 36.8 | 56.9 | 31.7 | 18.9 | 40.8 | 28.4 | 20.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 61.9 | 56.6 | 23.1 | 91.5 | 57.0 | 36.8 | 56.9 | 31.7 | 18.9 | 40.8 | 28.4 | 20.1 |
| LOS by Move: | E | E+ | C | F | E+ | D+ | E+ | C | B- | D | C | C+ |
| HCM2kAvgQ: | 2 | 9 | 7 | 4 | 5 | 7 | 10 | 8 | 0 | 7 | 18 | 10 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (PM)

Intersection #3083: BROKAW/FIRST



| Street Name: | FIRST ST | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 19 Oct 2016 | << | 5:00-6:00PM | | | | | | |
|----------------|------|-------|-------|-------------|------|-------------|------|------|------|------|------|------|
| Base Vol: | 12 | 130 | 204 | 167 | 1029 | 492 | 193 | 573 | 14 | 526 | 1000 | 102 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 12 | 130 | 204 | 167 | 1029 | 492 | 193 | 573 | 14 | 526 | 1000 | 102 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 31 | 25 | 100 | 0 | 0 | 214 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 12 | 130 | 204 | 167 | 1029 | 523 | 218 | 673 | 14 | 526 | 1214 | 102 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 12 | 130 | 204 | 167 | 1029 | 523 | 218 | 673 | 14 | 526 | 1214 | 102 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 12 | 130 | 204 | 167 | 1029 | 523 | 218 | 673 | 14 | 526 | 1214 | 102 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 12 | 130 | 204 | 167 | 1029 | 523 | 218 | 673 | 14 | 526 | 1214 | 102 |

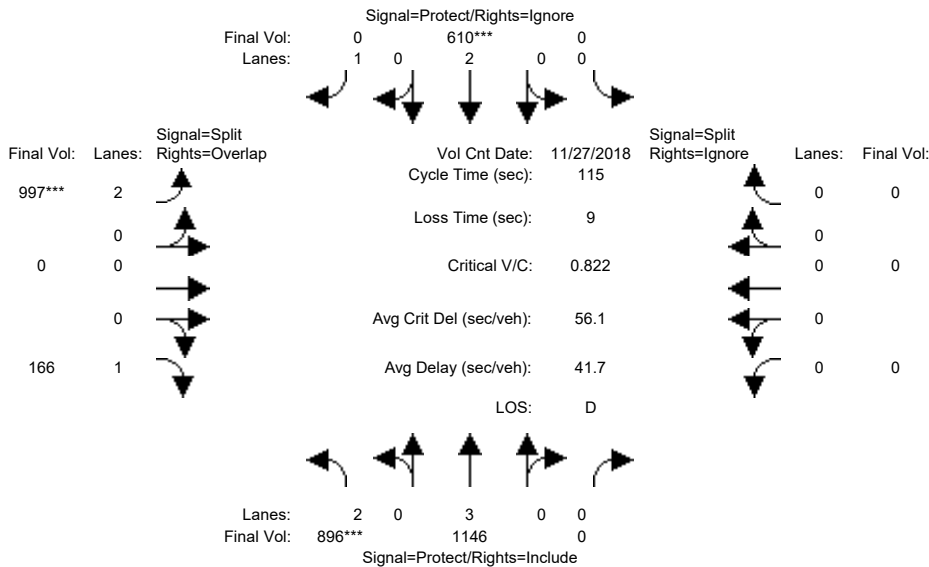
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.03 | 0.12 | 0.10 | 0.27 | 0.30 | 0.07 | 0.12 | 0.01 | 0.17 | 0.32 | 0.06 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |
| Green Time: | 7.0 | 25.5 | 65.6 | 34.1 | 52.6 | 52.6 | 12.2 | 28.3 | 35.3 | 40.1 | 56.2 | 90.3 |
| Volume/Cap: | 0.14 | 0.19 | 0.25 | 0.39 | 0.72 | 0.80 | 0.80 | 0.58 | 0.03 | 0.58 | 0.80 | 0.09 |
| Uniform Del: | 63.6 | 48.5 | 22.4 | 44.3 | 37.4 | 38.9 | 62.7 | 50.5 | 39.4 | 42.8 | 36.8 | 9.4 |
| IncrementDel: | 0.7 | 0.1 | 0.2 | 0.6 | 1.8 | 6.7 | 14.8 | 0.8 | 0.0 | 1.0 | 3.0 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 64.3 | 48.6 | 22.5 | 44.9 | 39.2 | 45.6 | 77.5 | 51.3 | 39.5 | 43.8 | 39.8 | 9.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 64.3 | 48.6 | 22.5 | 44.9 | 39.2 | 45.6 | 77.5 | 51.3 | 39.5 | 43.8 | 39.8 | 9.4 |
| LOS by Move: | E | D | C+ | D | D | D | E- | D- | D | D | D | A |
| HCM2kAvgQ: | 1 | 2 | 5 | 7 | 19 | 23 | 7 | 9 | 0 | 11 | 23 | 2 |

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

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | CENTRAL EXPWY | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|---------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 34 | 69 | 0 | 0 | 35 | 35 | 45 | 0 | 45 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 8-9AM | | | | | | |
|----------------|------|-------|-------|-------------|------|-------|------|------|------|------|------|------|
| Base Vol: | 896 | 1146 | 0 | 0 | 610 | 1726 | 997 | 0 | 166 | 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: | 896 | 1146 | 0 | 0 | 610 | 1726 | 997 | 0 | 166 | 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: | 896 | 1146 | 0 | 0 | 610 | 1726 | 997 | 0 | 166 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 896 | 1146 | 0 | 0 | 610 | 0 | 997 | 0 | 166 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 896 | 1146 | 0 | 0 | 610 | 0 | 997 | 0 | 166 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 896 | 1146 | 0 | 0 | 610 | 0 | 997 | 0 | 166 | 0 | 0 | 0 |

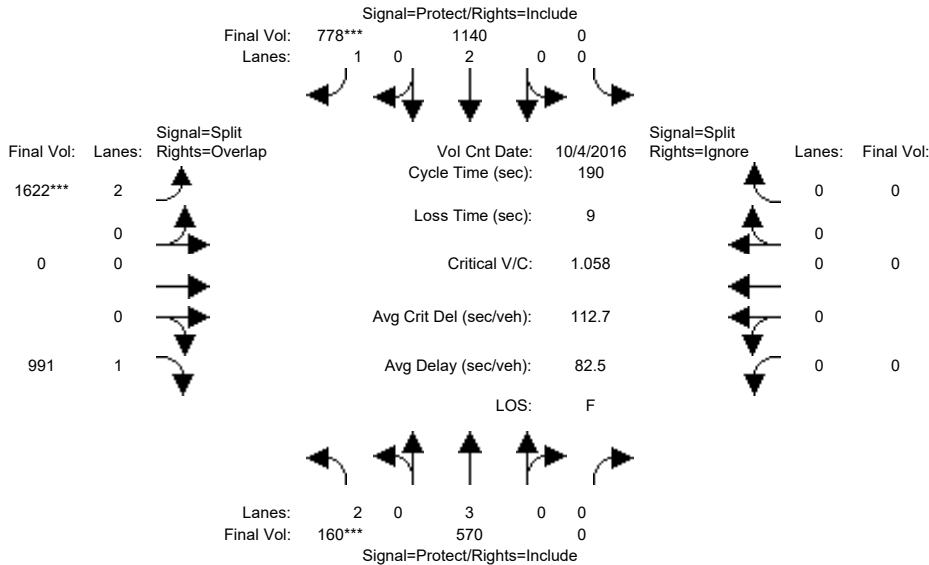
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 5700 | 0 | 0 | 3800 | 1750 | 3150 | 0 | 1750 | 0 | 0 | 0 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.28 | 0.20 | 0.00 | 0.00 | 0.16 | 0.00 | 0.32 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green Time: | 31.8 | 64.5 | 0.0 | 0.0 | 32.7 | 0.0 | 42.1 | 0.0 | 73.9 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 1.03 | 0.36 | 0.00 | 0.00 | 0.56 | 0.00 | 0.87 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 44.5 | 14.8 | 0.0 | 0.0 | 37.5 | 0.0 | 36.2 | 0.0 | 8.7 | 0.0 | 0.0 | 0.0 |
| IncrcmntDel: | 38.2 | 0.1 | 0.0 | 0.0 | 0.7 | 0.0 | 7.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 82.7 | 14.9 | 0.0 | 0.0 | 38.2 | 0.0 | 43.2 | 0.0 | 8.8 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 82.7 | 14.9 | 0.0 | 0.0 | 38.2 | 0.0 | 43.2 | 0.0 | 8.8 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | B | A | A | D+ | A | D | A | A | A | A | A |
| HCM2kAvgQ: | 25 | 8 | 0 | 0 | 10 | 0 | 23 | 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 (PM)

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | CENTRAL EXPWY | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|---------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 17 | 77 | 0 | 0 | 61 | 61 | 112 | 0 | 112 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> Count | Date: | 4 Oct 2016 | << 5:00-6:00PM |
|----------------|----------------|----------------|----------------|----------------|
| Base Vol: | 160 570 0 | 0 1140 778 | 2134 0 991 | 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: | 160 570 0 | 0 1140 778 | 2134 0 991 | 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: | 160 570 0 | 0 1140 778 | 2134 0 991 | 0 0 0 |
| User Adj: | 1.00 1.00 1.00 | 1.00 1.00 1.00 | 0.76 1.00 1.00 | 1.00 1.00 0.00 |
| PHF Adj: | 1.00 1.00 1.00 | 1.00 1.00 1.00 | 1.00 1.00 1.00 | 1.00 1.00 0.00 |
| PHF Volume: | 160 570 0 | 0 1140 778 | 1622 0 991 | 0 0 0 |
| Reduct Vol: | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 |
| Reduced Vol: | 160 570 0 | 0 1140 778 | 1622 0 991 | 0 0 0 |
| PCE Adj: | 1.00 1.00 1.00 | 1.00 1.00 1.00 | 1.00 1.00 1.00 | 1.00 1.00 0.00 |
| MLF Adj: | 1.00 1.00 1.00 | 1.00 1.00 1.00 | 1.00 1.00 1.00 | 1.00 1.00 0.00 |
| Final Volume: | 160 570 0 | 0 1140 778 | 1622 0 991 | 0 0 0 |

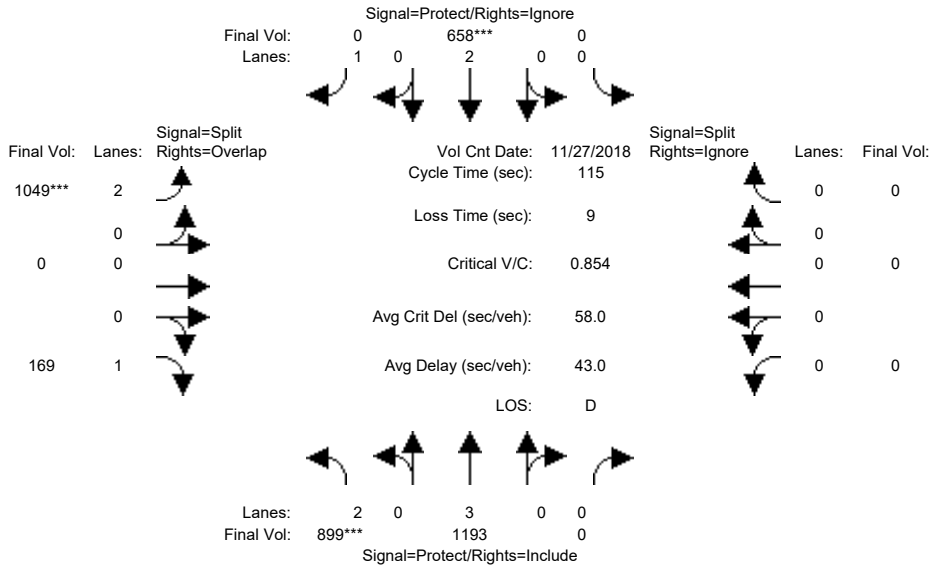
| Saturation Flow Module: | |
|-------------------------|---|
| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 0.83 1.00 0.92 0.92 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92 |
| Lanes: | 2.00 3.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00 |
| Final Sat.: | 3150 5700 0 0 3800 1750 3150 0 1750 0 0 0 |

| Capacity Analysis Module: | |
|---------------------------|---|
| Vol/Sat: | 0.05 0.10 0.00 0.00 0.30 0.44 0.51 0.00 0.57 0.00 0.00 0.00 |
| Crit Moves: | **** **** |
| Green Time: | 16.2 74.5 0.0 0.0 58.2 58.2 106.9 0.0 123.2 0.0 0.0 0.0 |
| Volume/Cap: | 0.59 0.26 0.00 0.00 0.98 1.45 0.91 0.00 0.87 0.00 0.00 0.00 |
| Uniform Del: | 87.7 40.9 0.0 0.0 68.4 69.0 39.2 0.0 28.4 0.0 0.0 0.0 |
| IncrcmntDel: | 3.6 0.1 0.0 0.0 21.3 212.9 7.8 0.0 7.7 0.0 0.0 0.0 |
| InitQueuDel: | 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 |
| Delay Adj: | 1.00 1.00 0.00 0.00 1.00 1.00 0.66 0.00 0.44 0.00 0.00 0.00 |
| Delay/Veh: | 91.3 40.9 0.0 0.0 89.6 281.9 33.6 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: | 91.3 40.9 0.0 0.0 89.6 281.9 33.6 0.0 20.3 0.0 0.0 0.0 |
| LOS by Move: | F D A A F F C- A C+ A A A |
| HCM2kAvgQ: | 6 7 0 0 39 82 50 0 38 0 0 0 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Exist+Proj (AM)

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | CENTRAL EXPWY | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|---------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 34 | 69 | 0 | 0 | 35 | 35 | 45 | 0 | 45 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 27 Nov 2018 | << | 8-9AM | | | | | | |
|----------------|------|-------|-------|-------------|------|-------|------|------|------|------|------|------|
| Base Vol: | 896 | 1146 | 0 | 0 | 610 | 1726 | 997 | 0 | 166 | 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: | 896 | 1146 | 0 | 0 | 610 | 1726 | 997 | 0 | 166 | 0 | 0 | 0 |
| Added Vol: | 3 | 47 | 0 | 0 | 48 | 50 | 52 | 0 | 3 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 899 | 1193 | 0 | 0 | 658 | 1776 | 1049 | 0 | 169 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 899 | 1193 | 0 | 0 | 658 | 0 | 1049 | 0 | 169 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 899 | 1193 | 0 | 0 | 658 | 0 | 1049 | 0 | 169 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 899 | 1193 | 0 | 0 | 658 | 0 | 1049 | 0 | 169 | 0 | 0 | 0 |

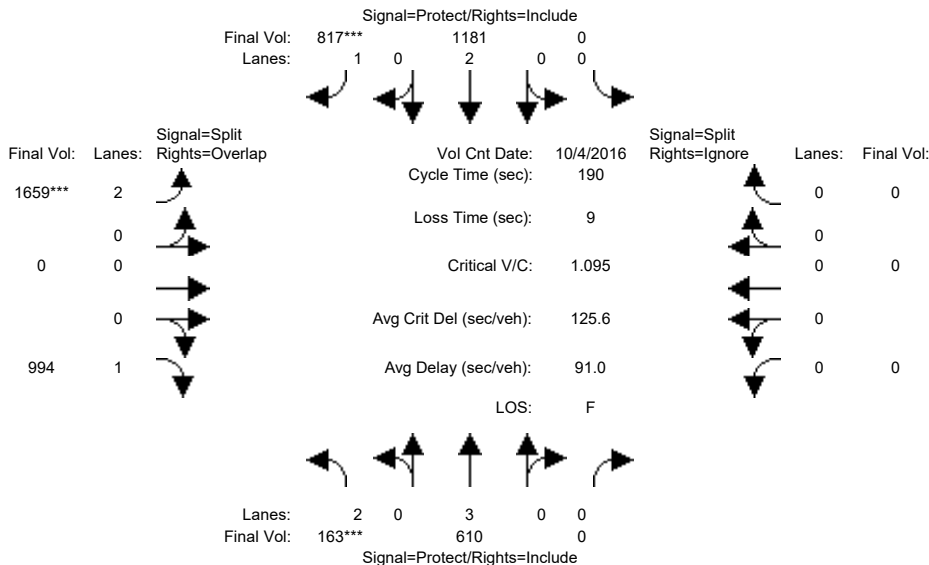
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 5700 | 0 | 0 | 3800 | 1750 | 3150 | 0 | 1750 | 0 | 0 | 0 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.29 | 0.21 | 0.00 | 0.00 | 0.17 | 0.00 | 0.33 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green Time: | 31.8 | 64.5 | 0.0 | 0.0 | 32.7 | 0.0 | 42.1 | 0.0 | 73.9 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 1.03 | 0.37 | 0.00 | 0.00 | 0.61 | 0.00 | 0.91 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 44.5 | 15.0 | 0.0 | 0.0 | 38.1 | 0.0 | 37.1 | 0.0 | 8.7 | 0.0 | 0.0 | 0.0 |
| IncrementDel: | 39.1 | 0.1 | 0.0 | 0.0 | 1.0 | 0.0 | 10.7 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 83.6 | 15.1 | 0.0 | 0.0 | 39.1 | 0.0 | 47.8 | 0.0 | 8.8 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 83.6 | 15.1 | 0.0 | 0.0 | 39.1 | 0.0 | 47.8 | 0.0 | 8.8 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | B | A | A | D | A | D | A | A | A | A | A |
| HCM2kAvgQ: | 25 | 8 | 0 | 0 | 11 | 0 | 26 | 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)
 Exist+Proj (PM)

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | CENTRAL EXPWY | | | | | |
|--------------|-----------------|---|---|-------------|---|---|---------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 17 | 77 | 0 | 0 | 61 | 61 | 112 | 0 | 112 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 4 Oct 2016 | << | 5:00-6:00PM | | | | | | |
|----------------|------|-------|-------|------------|------|-------------|------|------|------|------|------|------|
| Base Vol: | 160 | 570 | 0 | 0 | 1140 | 778 | 2134 | 0 | 991 | 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: | 160 | 570 | 0 | 0 | 1140 | 778 | 2134 | 0 | 991 | 0 | 0 | 0 |
| Added Vol: | 3 | 40 | 0 | 0 | 41 | 39 | 49 | 0 | 3 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 163 | 610 | 0 | 0 | 1181 | 817 | 2183 | 0 | 994 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.76 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 163 | 610 | 0 | 0 | 1181 | 817 | 1659 | 0 | 994 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 163 | 610 | 0 | 0 | 1181 | 817 | 1659 | 0 | 994 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 163 | 610 | 0 | 0 | 1181 | 817 | 1659 | 0 | 994 | 0 | 0 | 0 |

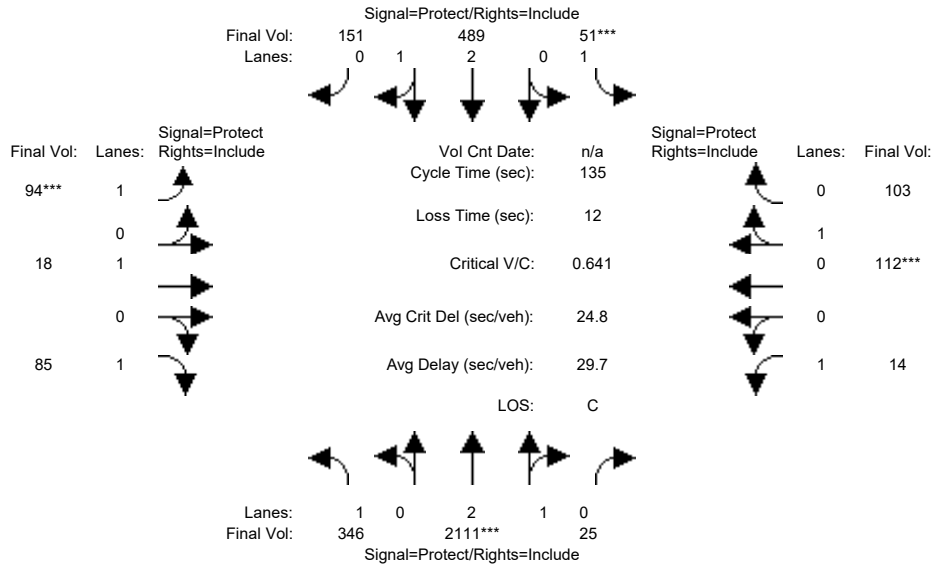
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 5700 | 0 | 0 | 3800 | 1750 | 3150 | 0 | 1750 | 0 | 0 | 0 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|-------|-------|------|-------|------|------|------|
| Vol/Sat: | 0.05 | 0.11 | 0.00 | 0.00 | 0.31 | 0.47 | 0.53 | 0.00 | 0.57 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | *** | | | | | **** | **** | | | | | |
| Green Time: | 16.2 | 74.5 | 0.0 | 0.0 | 58.2 | 58.2 | 106.9 | 0.0 | 123.2 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.61 | 0.27 | 0.00 | 0.00 | 1.01 | 1.52 | 0.94 | 0.00 | 0.88 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 87.8 | 41.2 | 0.0 | 0.0 | 69.0 | 69.0 | 40.2 | 0.0 | 28.5 | 0.0 | 0.0 | 0.0 |
| IncrcmntDel: | 3.9 | 0.1 | 0.0 | 0.0 | 29.9 | 244.8 | 9.9 | 0.0 | 7.9 | 0.0 | 0.0 | 0.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.66 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 91.7 | 41.3 | 0.0 | 0.0 | 98.9 | 313.8 | 36.3 | 0.0 | 20.5 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 91.7 | 41.3 | 0.0 | 0.0 | 98.9 | 313.8 | 36.3 | 0.0 | 20.5 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | D | A | A | F | F | D+ | A | C+ | A | A | A |
| HCM2kAvgQ: | 6 | 8 | 0 | 0 | 42 | 90 | 54 | 0 | 39 | 0 | 0 | 0 |

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

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

Intersection #2: MARTIN AVE/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | MARTIN AVE | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 346 | 2111 | 25 | 51 | 489 | 151 | 94 | 18 | 85 | 14 | 112 | 103 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 346 | 2111 | 25 | 51 | 489 | 151 | 94 | 18 | 85 | 14 | 112 | 103 |
| 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: | 346 | 2111 | 25 | 51 | 489 | 151 | 94 | 18 | 85 | 14 | 112 | 103 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 346 | 2111 | 25 | 51 | 489 | 151 | 94 | 18 | 85 | 14 | 112 | 103 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 346 | 2111 | 25 | 51 | 489 | 151 | 94 | 18 | 85 | 14 | 112 | 103 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 346 | 2111 | 25 | 51 | 489 | 151 | 94 | 18 | 85 | 14 | 112 | 103 |

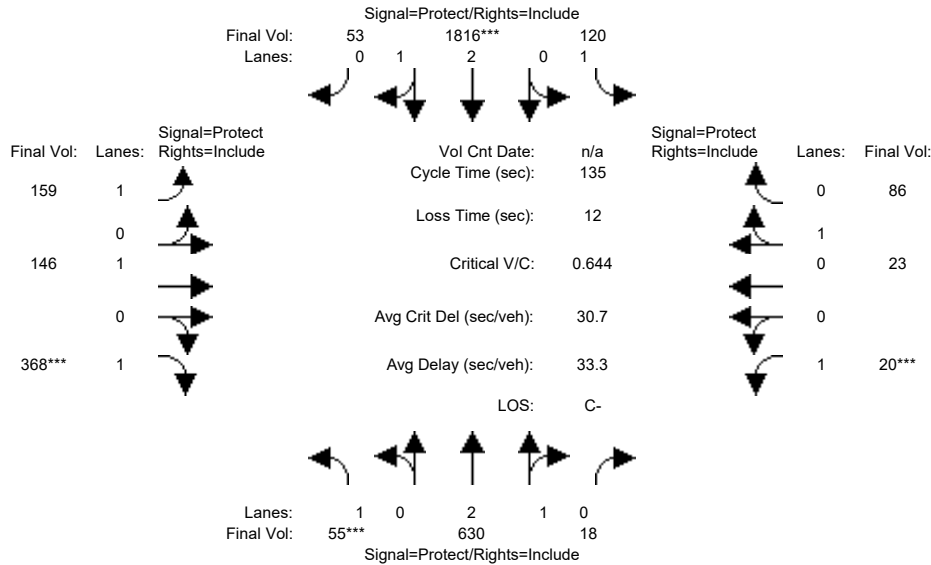
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.96 | 0.04 | 1.00 | 2.27 | 0.73 | 1.00 | 1.00 | 1.00 | 1.00 | 0.52 | 0.48 |
| Final Sat.: | 1750 | 5534 | 66 | 1750 | 4277 | 1321 | 1750 | 1900 | 1750 | 1750 | 938 | 862 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.20 | 0.38 | 0.38 | 0.03 | 0.11 | 0.11 | 0.05 | 0.01 | 0.05 | 0.01 | 0.12 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 55.0 | 79.8 | 79.8 | 7.0 | 31.8 | 31.8 | 11.2 | 21.3 | 21.3 | 14.9 | 25.0 | 25.0 |
| Volume/Cap: | 0.49 | 0.65 | 0.65 | 0.56 | 0.49 | 0.49 | 0.65 | 0.06 | 0.31 | 0.07 | 0.65 | 0.65 |
| Uniform Del: | 29.6 | 18.3 | 18.3 | 62.5 | 44.5 | 44.5 | 60.0 | 48.3 | 50.3 | 53.8 | 50.9 | 50.9 |
| IncrementDel: | 0.5 | 0.4 | 0.4 | 7.8 | 0.3 | 0.3 | 9.6 | 0.1 | 0.6 | 0.2 | 4.3 | 4.3 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 30.1 | 18.7 | 18.7 | 70.3 | 44.8 | 44.8 | 69.6 | 48.4 | 51.0 | 54.0 | 55.2 | 55.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 30.1 | 18.7 | 18.7 | 70.3 | 44.8 | 44.8 | 69.6 | 48.4 | 51.0 | 54.0 | 55.2 | 55.2 |
| LOS by Move: | C | B- | B- | E | D | D | E | D | D | D- | E+ | E+ |
| HCM2kAvgQ: | 11 | 19 | 19 | 2 | 7 | 7 | 5 | 1 | 4 | 1 | 10 | 10 |

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

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

Intersection #2: MARTIN AVE/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | MARTIN AVE | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 55 | 630 | 18 | 120 | 1816 | 53 | 159 | 146 | 368 | 20 | 23 | 86 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 55 | 630 | 18 | 120 | 1816 | 53 | 159 | 146 | 368 | 20 | 23 | 86 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 55 | 630 | 18 | 120 | 1816 | 53 | 159 | 146 | 368 | 20 | 23 | 86 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 55 | 630 | 18 | 120 | 1816 | 53 | 159 | 146 | 368 | 20 | 23 | 86 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 55 | 630 | 18 | 120 | 1816 | 53 | 159 | 146 | 368 | 20 | 23 | 86 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 55 | 630 | 18 | 120 | 1816 | 53 | 159 | 146 | 368 | 20 | 23 | 86 |

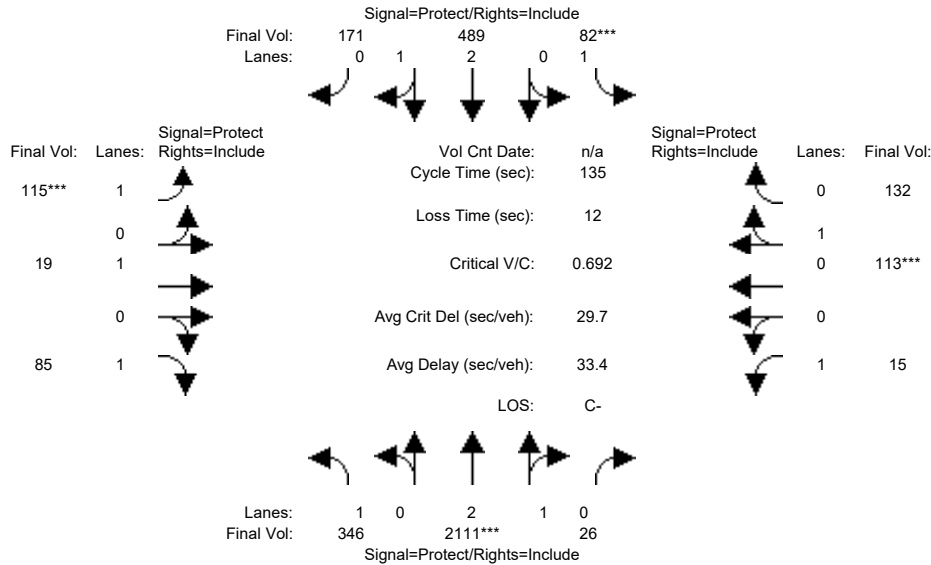
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.91 | 0.09 | 1.00 | 2.91 | 0.09 | 1.00 | 1.00 | 1.00 | 1.00 | 0.21 | 0.79 |
| Final Sat.: | 1750 | 5444 | 156 | 1750 | 5441 | 159 | 1750 | 1900 | 1750 | 1750 | 380 | 1420 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.03 | 0.12 | 0.12 | 0.07 | 0.33 | 0.33 | 0.09 | 0.08 | 0.21 | 0.01 | 0.06 | 0.06 |
| Crit Moves: | *** | | | *** | | | *** | | | *** | | |
| Green Time: | 7.0 | 46.4 | 46.4 | 27.5 | 66.9 | 66.9 | 27.1 | 42.1 | 42.1 | 7.0 | 22.1 | 22.1 |
| Volume/Cap: | 0.61 | 0.34 | 0.34 | 0.34 | 0.67 | 0.67 | 0.45 | 0.25 | 0.67 | 0.22 | 0.37 | 0.37 |
| Uniform Del: | 62.7 | 32.9 | 32.9 | 46.0 | 25.8 | 25.8 | 47.5 | 34.6 | 40.4 | 61.4 | 50.3 | 50.3 |
| IncrementDel: | 11.2 | 0.1 | 0.1 | 0.6 | 0.7 | 0.7 | 0.9 | 0.2 | 3.3 | 1.2 | 0.8 | 0.8 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 73.8 | 33.0 | 33.0 | 46.5 | 26.5 | 26.5 | 48.4 | 34.8 | 43.8 | 62.6 | 51.1 | 51.1 |
| 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: | 73.8 | 33.0 | 33.0 | 46.5 | 26.5 | 26.5 | 48.4 | 34.8 | 43.8 | 62.6 | 51.1 | 51.1 |
| LOS by Move: | E | C- | C- | D | C | C | D | C- | D | E | D- | D- |
| HCM2kAvgQ: | 3 | 6 | 6 | 4 | 18 | 18 | 6 | 4 | 15 | 1 | 4 | 4 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (AM)

Intersection #2: MARTIN AVE/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | MARTIN AVE | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 346 | 2111 | 25 | 51 | 489 | 151 | 94 | 18 | 85 | 14 | 112 | 103 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 346 | 2111 | 25 | 51 | 489 | 151 | 94 | 18 | 85 | 14 | 112 | 103 |
| Added Vol: | 0 | 0 | 1 | 31 | 0 | 20 | 21 | 1 | 0 | 1 | 1 | 29 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 346 | 2111 | 26 | 82 | 489 | 171 | 115 | 19 | 85 | 15 | 113 | 132 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 346 | 2111 | 26 | 82 | 489 | 171 | 115 | 19 | 85 | 15 | 113 | 132 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 346 | 2111 | 26 | 82 | 489 | 171 | 115 | 19 | 85 | 15 | 113 | 132 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 346 | 2111 | 26 | 82 | 489 | 171 | 115 | 19 | 85 | 15 | 113 | 132 |

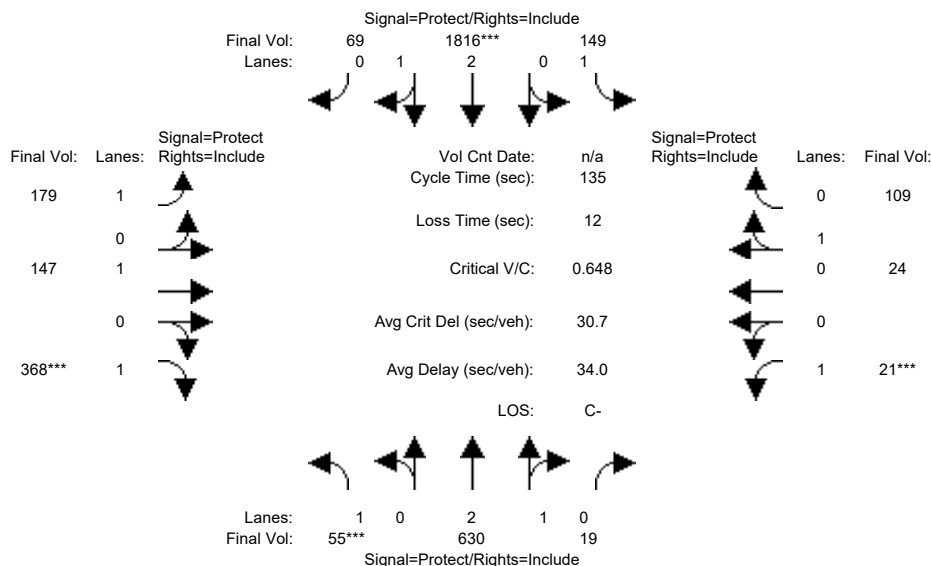
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.96 | 0.04 | 1.00 | 2.19 | 0.81 | 1.00 | 1.00 | 1.00 | 1.00 | 0.46 | 0.54 |
| Final Sat.: | 1750 | 5532 | 68 | 1750 | 4147 | 1450 | 1750 | 1900 | 1750 | 1750 | 830 | 970 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.20 | 0.38 | 0.38 | 0.05 | 0.12 | 0.12 | 0.07 | 0.01 | 0.05 | 0.01 | 0.14 | 0.14 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 52.4 | 74.5 | 74.5 | 9.1 | 31.2 | 31.2 | 12.8 | 23.2 | 23.2 | 16.2 | 26.6 | 26.6 |
| Volume/Cap: | 0.51 | 0.69 | 0.69 | 0.69 | 0.51 | 0.51 | 0.69 | 0.06 | 0.28 | 0.07 | 0.69 | 0.69 |
| Uniform Del: | 31.5 | 21.9 | 21.9 | 61.5 | 45.2 | 45.2 | 59.2 | 46.8 | 48.7 | 52.7 | 50.4 | 50.4 |
| IncrcmntDel: | 0.6 | 0.7 | 0.7 | 16.1 | 0.3 | 0.3 | 11.8 | 0.1 | 0.5 | 0.1 | 5.8 | 5.8 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 32.2 | 22.6 | 22.6 | 77.6 | 45.5 | 45.5 | 71.0 | 46.9 | 49.2 | 52.9 | 56.2 | 56.2 |
| 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: | 32.2 | 22.6 | 22.6 | 77.6 | 45.5 | 45.5 | 71.0 | 46.9 | 49.2 | 52.9 | 56.2 | 56.2 |
| LOS by Move: | C- | C+ | C+ | E- | D | D | E | D | D | D- | E+ | E+ |
| HCM2kAvgQ: | 11 | 21 | 21 | 4 | 8 | 8 | 6 | 1 | 3 | 1 | 11 | 11 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (PM)

Intersection #2: MARTIN AVE/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | MARTIN AVE | | | | | |
|--------------|-----------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 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 | 4.0 | 4.0 |

Volume Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 55 | 630 | 18 | 120 | 1816 | 53 | 159 | 146 | 368 | 20 | 23 | 86 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 55 | 630 | 18 | 120 | 1816 | 53 | 159 | 146 | 368 | 20 | 23 | 86 |
| Added Vol: | 0 | 0 | 1 | 29 | 0 | 16 | 20 | 1 | 0 | 1 | 1 | 23 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 55 | 630 | 19 | 149 | 1816 | 69 | 179 | 147 | 368 | 21 | 24 | 109 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 55 | 630 | 19 | 149 | 1816 | 69 | 179 | 147 | 368 | 21 | 24 | 109 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 55 | 630 | 19 | 149 | 1816 | 69 | 179 | 147 | 368 | 21 | 24 | 109 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 55 | 630 | 19 | 149 | 1816 | 69 | 179 | 147 | 368 | 21 | 24 | 109 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| 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 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.91 | 0.09 | 1.00 | 2.89 | 0.11 | 1.00 | 1.00 | 1.00 | 1.00 | 0.18 | 0.82 |
| Final Sat.: | 1750 | 5436 | 164 | 1750 | 5395 | 205 | 1750 | 1900 | 1750 | 1750 | 325 | 1475 |

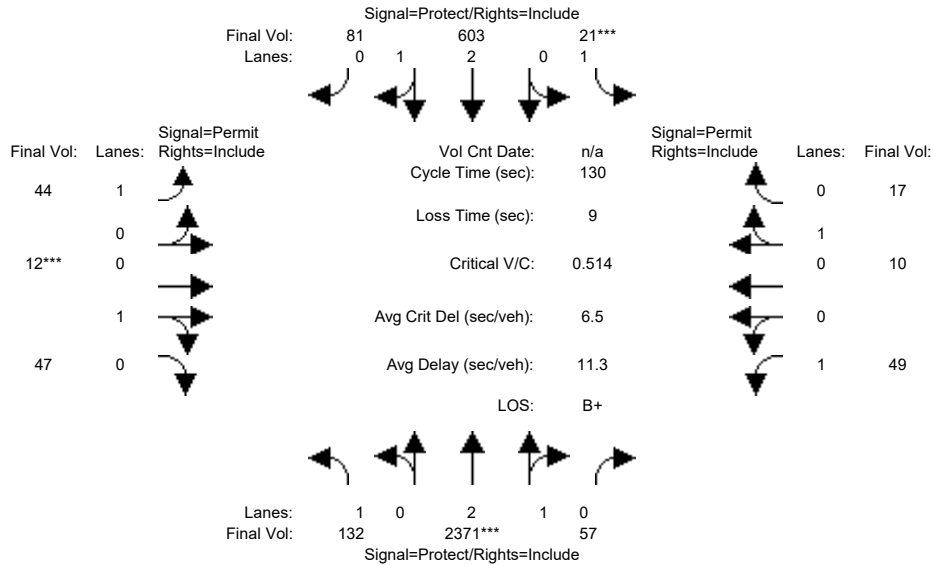
Capacity Analysis Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.12 | 0.12 | 0.09 | 0.34 | 0.34 | 0.10 | 0.08 | 0.21 | 0.01 | 0.07 | 0.07 |
| Crit Moves: | *** | | | | *** | | | | *** | *** | | |
| Green Time: | 7.0 | 42.7 | 42.7 | 31.4 | 67.1 | 67.1 | 28.4 | 41.9 | 41.9 | 7.0 | 20.5 | 20.5 |
| Volume/Cap: | 0.61 | 0.37 | 0.37 | 0.37 | 0.68 | 0.68 | 0.49 | 0.25 | 0.68 | 0.23 | 0.49 | 0.49 |
| Uniform Del: | 62.7 | 35.7 | 35.7 | 43.5 | 25.7 | 25.7 | 46.9 | 34.8 | 40.6 | 61.4 | 52.4 | 52.4 |
| IncrcmntDel: | 11.2 | 0.1 | 0.1 | 0.6 | 0.7 | 0.7 | 1.0 | 0.2 | 3.4 | 1.3 | 1.4 | 1.4 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 73.8 | 35.8 | 35.8 | 44.0 | 26.4 | 26.4 | 47.9 | 35.0 | 44.1 | 62.7 | 53.7 | 53.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 73.8 | 35.8 | 35.8 | 44.0 | 26.4 | 26.4 | 47.9 | 35.0 | 44.1 | 62.7 | 53.7 | 53.7 |
| LOS by Move: | E | D+ | D+ | D | C | C | D | D+ | D | E | D- | D- |
| HCM2kAvgQ: | 3 | 7 | 7 | 5 | 18 | 18 | 7 | 4 | 15 | 1 | 6 | 6 |

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

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

Intersection #3: REED ST/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | REED ST | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 132 | 2371 | 57 | 21 | 603 | 81 | 44 | 12 | 47 | 49 | 10 | 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: | 132 | 2371 | 57 | 21 | 603 | 81 | 44 | 12 | 47 | 49 | 10 | 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: | 132 | 2371 | 57 | 21 | 603 | 81 | 44 | 12 | 47 | 49 | 10 | 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: | 132 | 2371 | 57 | 21 | 603 | 81 | 44 | 12 | 47 | 49 | 10 | 17 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 132 | 2371 | 57 | 21 | 603 | 81 | 44 | 12 | 47 | 49 | 10 | 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 |
| Final Volume: | 132 | 2371 | 57 | 21 | 603 | 81 | 44 | 12 | 47 | 49 | 10 | 17 |

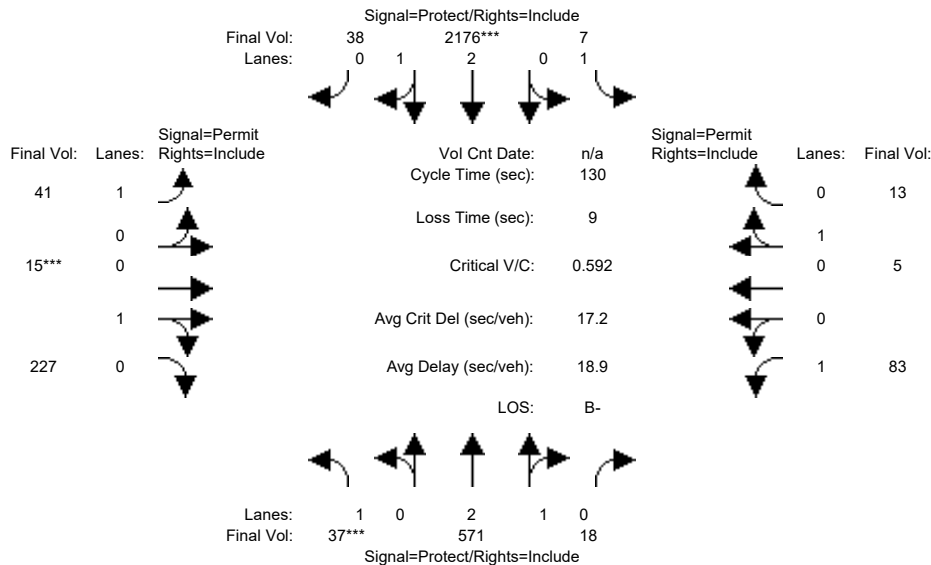
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.93 | 0.07 | 1.00 | 2.63 | 0.37 | 1.00 | 0.20 | 0.80 | 1.00 | 0.37 | 0.63 |
| Final Sat.: | 1750 | 5468 | 131 | 1750 | 4936 | 663 | 1750 | 366 | 1434 | 1750 | 667 | 1133 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.08 | 0.43 | 0.43 | 0.01 | 0.12 | 0.12 | 0.03 | 0.03 | 0.03 | 0.03 | 0.02 | 0.02 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 42.4 | 104 | 104.0 | 7.0 | 68.6 | 68.6 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.23 | 0.54 | 0.54 | 0.22 | 0.23 | 0.23 | 0.33 | 0.43 | 0.43 | 0.36 | 0.20 | 0.20 |
| Uniform Del: | 31.9 | 4.6 | 4.6 | 58.9 | 16.5 | 16.5 | 56.8 | 57.3 | 57.3 | 57.0 | 56.2 | 56.2 |
| IncrcmntDel: | 0.2 | 0.1 | 0.1 | 1.2 | 0.0 | 0.0 | 1.4 | 2.1 | 2.1 | 1.7 | 0.7 | 0.7 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 32.2 | 4.7 | 4.7 | 60.1 | 16.5 | 16.5 | 58.2 | 59.4 | 59.4 | 58.7 | 56.9 | 56.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 32.2 | 4.7 | 4.7 | 60.1 | 16.5 | 16.5 | 58.2 | 59.4 | 59.4 | 58.7 | 56.9 | 56.9 |
| LOS by Move: | C- | A | A | E | B | B | E+ | E+ | E+ | E+ | E+ | E+ |
| HCM2kAvgQ: | 4 | 12 | 12 | 1 | 5 | 5 | 2 | 3 | 3 | 2 | 1 | 1 |

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

Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background (PM)

Intersection #3: REED ST/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | REED ST | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 37 | 571 | 18 | 7 | 2176 | 38 | 41 | 15 | 227 | 83 | 5 | 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: | 37 | 571 | 18 | 7 | 2176 | 38 | 41 | 15 | 227 | 83 | 5 | 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: | 37 | 571 | 18 | 7 | 2176 | 38 | 41 | 15 | 227 | 83 | 5 | 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: | 37 | 571 | 18 | 7 | 2176 | 38 | 41 | 15 | 227 | 83 | 5 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 37 | 571 | 18 | 7 | 2176 | 38 | 41 | 15 | 227 | 83 | 5 | 13 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 37 | 571 | 18 | 7 | 2176 | 38 | 41 | 15 | 227 | 83 | 5 | 13 |

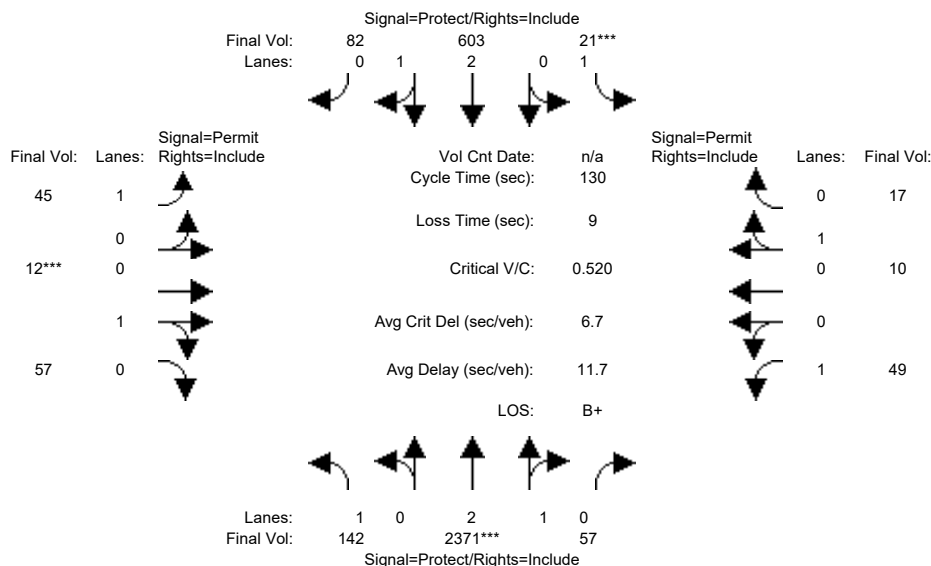
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.90 | 0.10 | 1.00 | 2.95 | 0.05 | 1.00 | 0.06 | 0.94 | 1.00 | 0.28 | 0.72 |
| Final Sat.: | 1750 | 5429 | 171 | 1750 | 5504 | 96 | 1750 | 112 | 1688 | 1750 | 500 | 1300 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.02 | 0.11 | 0.11 | 0.00 | 0.40 | 0.40 | 0.02 | 0.13 | 0.13 | 0.05 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 7.0 | 60.9 | 60.9 | 31.2 | 85.1 | 85.1 | 28.9 | 28.9 | 28.9 | 28.9 | 28.9 | 28.9 |
| Volume/Cap: | 0.39 | 0.22 | 0.22 | 0.02 | 0.60 | 0.60 | 0.11 | 0.60 | 0.60 | 0.21 | 0.04 | 0.04 |
| Uniform Del: | 59.4 | 20.5 | 20.5 | 37.7 | 12.8 | 12.8 | 40.2 | 45.4 | 45.4 | 41.2 | 39.7 | 39.7 |
| IncrementDel: | 2.7 | 0.0 | 0.0 | 0.0 | 0.3 | 0.3 | 0.1 | 2.6 | 2.6 | 0.3 | 0.0 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 62.1 | 20.6 | 20.6 | 37.7 | 13.1 | 13.1 | 40.4 | 48.0 | 48.0 | 41.5 | 39.7 | 39.7 |
| 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: | 62.1 | 20.6 | 20.6 | 37.7 | 13.1 | 13.1 | 40.4 | 48.0 | 48.0 | 41.5 | 39.7 | 39.7 |
| LOS by Move: | E | C+ | C+ | D+ | B | B | D | D | D | D | D | D |
| HCM2kAvgQ: | 2 | 5 | 5 | 0 | 17 | 17 | 1 | 10 | 10 | 3 | 1 | 1 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (AM)

Intersection #3: REED ST/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | REED ST | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 132 | 2371 | 57 | 21 | 603 | 81 | 44 | 12 | 47 | 49 | 10 | 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: | 132 | 2371 | 57 | 21 | 603 | 81 | 44 | 12 | 47 | 49 | 10 | 17 |
| Added Vol: | 10 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 10 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 142 | 2371 | 57 | 21 | 603 | 82 | 45 | 12 | 57 | 49 | 10 | 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: | 142 | 2371 | 57 | 21 | 603 | 82 | 45 | 12 | 57 | 49 | 10 | 17 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 142 | 2371 | 57 | 21 | 603 | 82 | 45 | 12 | 57 | 49 | 10 | 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 |
| Final Volume: | 142 | 2371 | 57 | 21 | 603 | 82 | 45 | 12 | 57 | 49 | 10 | 17 |

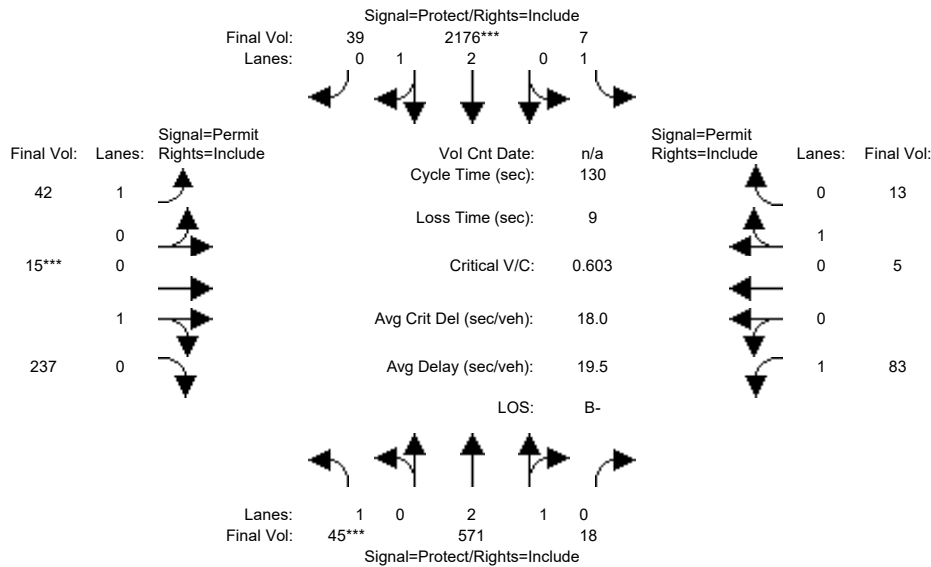
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.93 | 0.07 | 1.00 | 2.63 | 0.37 | 1.00 | 0.17 | 0.83 | 1.00 | 0.37 | 0.63 |
| Final Sat.: | 1750 | 5468 | 131 | 1750 | 4929 | 670 | 1750 | 313 | 1487 | 1750 | 667 | 1133 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.08 | 0.43 | 0.43 | 0.01 | 0.12 | 0.12 | 0.03 | 0.04 | 0.04 | 0.03 | 0.02 | 0.02 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 44.3 | 104 | 104.0 | 7.0 | 66.7 | 66.7 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.24 | 0.54 | 0.54 | 0.22 | 0.24 | 0.24 | 0.33 | 0.50 | 0.50 | 0.36 | 0.20 | 0.20 |
| Uniform Del: | 30.8 | 4.6 | 4.6 | 58.9 | 17.5 | 17.5 | 56.8 | 57.6 | 57.6 | 57.0 | 56.2 | 56.2 |
| IncrementDel: | 0.2 | 0.1 | 0.1 | 1.2 | 0.0 | 0.0 | 1.5 | 2.8 | 2.8 | 1.7 | 0.7 | 0.7 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 31.0 | 4.7 | 4.7 | 60.1 | 17.6 | 17.6 | 58.3 | 60.4 | 60.4 | 58.7 | 56.9 | 56.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 31.0 | 4.7 | 4.7 | 60.1 | 17.6 | 17.6 | 58.3 | 60.4 | 60.4 | 58.7 | 56.9 | 56.9 |
| LOS by Move: | C | A | A | E | B | B | E+ | E | E | E+ | E+ | E+ |
| HCM2kAvgQ: | 4 | 12 | 12 | 1 | 5 | 5 | 2 | 3 | 3 | 2 | 1 | 1 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (PM)

Intersection #3: REED ST/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | REED ST | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 37 | 571 | 18 | 7 | 2176 | 38 | 41 | 15 | 227 | 83 | 5 | 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: | 37 | 571 | 18 | 7 | 2176 | 38 | 41 | 15 | 227 | 83 | 5 | 13 |
| Added Vol: | 8 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 10 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 45 | 571 | 18 | 7 | 2176 | 39 | 42 | 15 | 237 | 83 | 5 | 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: | 45 | 571 | 18 | 7 | 2176 | 39 | 42 | 15 | 237 | 83 | 5 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 45 | 571 | 18 | 7 | 2176 | 39 | 42 | 15 | 237 | 83 | 5 | 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: | 45 | 571 | 18 | 7 | 2176 | 39 | 42 | 15 | 237 | 83 | 5 | 13 |

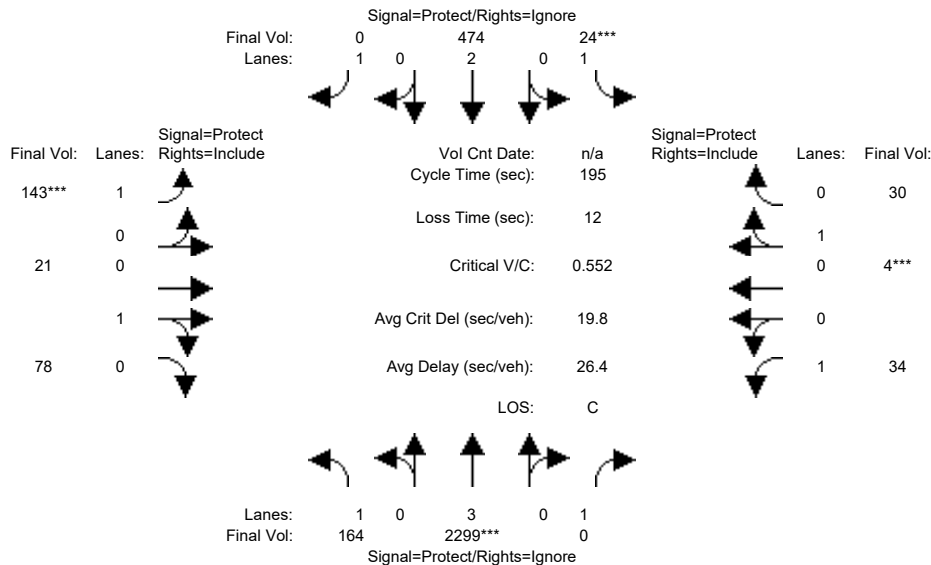
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.90 | 0.10 | 1.00 | 2.95 | 0.05 | 1.00 | 0.06 | 0.94 | 1.00 | 0.28 | 0.72 |
| Final Sat.: | 1750 | 5429 | 171 | 1750 | 5501 | 99 | 1750 | 107 | 1693 | 1750 | 500 | 1300 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.11 | 0.11 | 0.00 | 0.40 | 0.40 | 0.02 | 0.14 | 0.14 | 0.05 | 0.01 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 7.0 | 60.3 | 60.3 | 30.9 | 84.2 | 84.2 | 29.8 | 29.8 | 29.8 | 29.8 | 29.8 | 29.8 |
| Volume/Cap: | 0.48 | 0.23 | 0.23 | 0.02 | 0.61 | 0.61 | 0.10 | 0.61 | 0.61 | 0.21 | 0.04 | 0.04 |
| Uniform Del: | 59.7 | 20.9 | 20.9 | 37.9 | 13.3 | 13.3 | 39.6 | 44.9 | 44.9 | 40.5 | 39.0 | 39.0 |
| IncrementDel: | 3.8 | 0.0 | 0.0 | 0.0 | 0.3 | 0.3 | 0.1 | 2.7 | 2.7 | 0.3 | 0.0 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 63.5 | 20.9 | 20.9 | 38.0 | 13.7 | 13.7 | 39.7 | 47.6 | 47.6 | 40.8 | 39.0 | 39.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 63.5 | 20.9 | 20.9 | 38.0 | 13.7 | 13.7 | 39.7 | 47.6 | 47.6 | 40.8 | 39.0 | 39.0 |
| LOS by Move: | E | C+ | C+ | D+ | B | B | D | D | D | D | D | D |
| HCM2kAvgQ: | 3 | 5 | 5 | 0 | 17 | 17 | 1 | 10 | 10 | 3 | 1 | 1 |

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

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

Intersection #4: BROKAW RD/COLEMAN AVE



| Street Name: | COLEMAN AVE | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 164 | 2299 | 283 | 24 | 474 | 19 | 143 | 21 | 78 | 34 | 4 | 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: | 164 | 2299 | 283 | 24 | 474 | 19 | 143 | 21 | 78 | 34 | 4 | 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: | 164 | 2299 | 283 | 24 | 474 | 19 | 143 | 21 | 78 | 34 | 4 | 30 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 164 | 2299 | 0 | 24 | 474 | 0 | 143 | 21 | 78 | 34 | 4 | 30 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 164 | 2299 | 0 | 24 | 474 | 0 | 143 | 21 | 78 | 34 | 4 | 30 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 164 | 2299 | 0 | 24 | 474 | 0 | 143 | 21 | 78 | 34 | 4 | 30 |

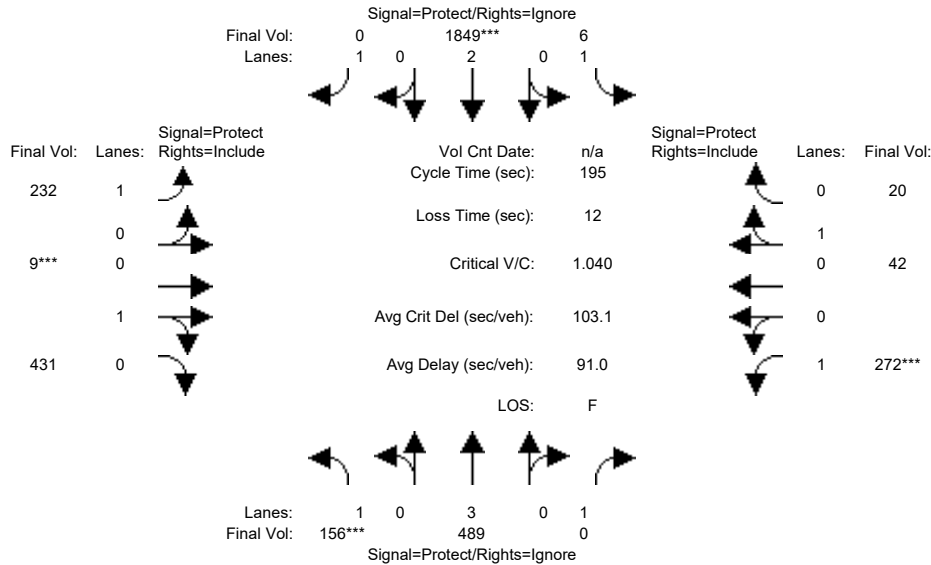
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 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 | 2.00 | 1.00 | 1.00 | 0.21 | 0.79 | 1.00 | 0.12 | 0.88 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 382 | 1418 | 1750 | 212 | 1588 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.09 | 0.40 | 0.00 | 0.01 | 0.12 | 0.00 | 0.08 | 0.06 | 0.06 | 0.02 | 0.02 | 0.02 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 62.2 | 138 | 0.0 | 7.0 | 82.8 | 0.0 | 28.0 | 23.0 | 23.0 | 15.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.29 | 0.57 | 0.00 | 0.38 | 0.29 | 0.00 | 0.57 | 0.47 | 0.47 | 0.25 | 0.37 | 0.37 |
| Uniform Del: | 49.9 | 13.9 | 0.0 | 91.9 | 36.9 | 0.0 | 77.9 | 80.3 | 80.3 | 84.7 | 89.4 | 89.4 |
| IncrcmntDel: | 0.3 | 0.2 | 0.0 | 3.8 | 0.1 | 0.0 | 3.1 | 1.6 | 1.6 | 1.0 | 2.5 | 2.5 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 50.2 | 14.1 | 0.0 | 95.7 | 37.0 | 0.0 | 81.0 | 81.9 | 81.9 | 85.7 | 91.9 | 91.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.2 | 14.1 | 0.0 | 95.7 | 37.0 | 0.0 | 81.0 | 81.9 | 81.9 | 85.7 | 91.9 | 91.9 |
| LOS by Move: | D | B | A | F | D+ | A | F | F | F | F | F | F |
| HCM2kAvgQ: | 8 | 22 | 0 | 2 | 9 | 0 | 9 | 6 | 6 | 2 | 2 | 2 |

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

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

Intersection #4: BROKAW RD/COLEMAN AVE



| Street Name: | COLEMAN AVE | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 156 | 489 | 51 | 6 | 1849 | 66 | 232 | 9 | 431 | 272 | 42 | 20 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 156 | 489 | 51 | 6 | 1849 | 66 | 232 | 9 | 431 | 272 | 42 | 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: | 156 | 489 | 51 | 6 | 1849 | 66 | 232 | 9 | 431 | 272 | 42 | 20 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 156 | 489 | 0 | 6 | 1849 | 0 | 232 | 9 | 431 | 272 | 42 | 20 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 156 | 489 | 0 | 6 | 1849 | 0 | 232 | 9 | 431 | 272 | 42 | 20 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 156 | 489 | 0 | 6 | 1849 | 0 | 232 | 9 | 431 | 272 | 42 | 20 |

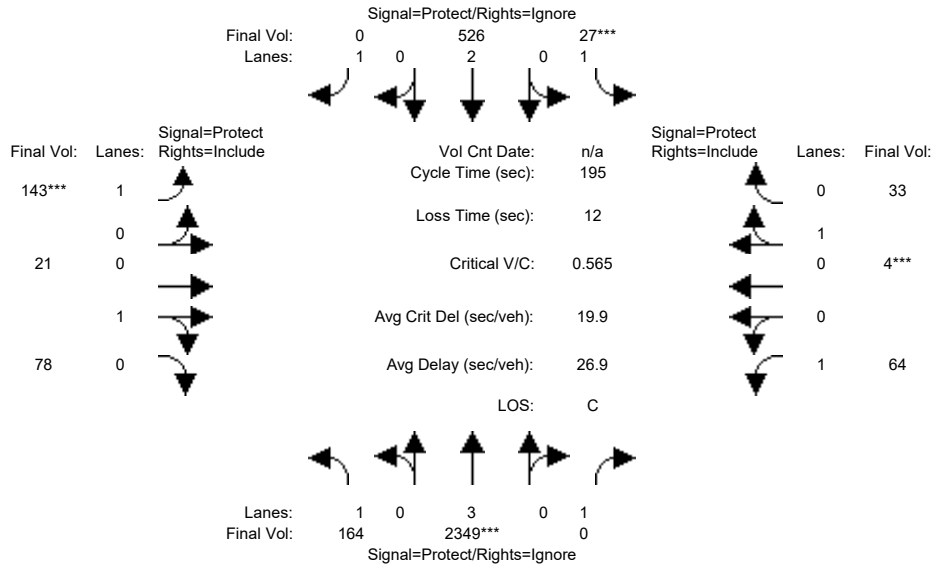
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 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 | 2.00 | 1.00 | 1.00 | 0.02 | 0.98 | 1.00 | 0.68 | 0.32 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 37 | 1763 | 1750 | 1219 | 581 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| Vol/Sat: | 0.09 | 0.09 | 0.00 | 0.00 | 0.49 | 0.00 | 0.13 | 0.24 | 0.24 | 0.16 | 0.03 | 0.03 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 16.7 | 76.1 | 0.0 | 31.9 | 91.3 | 0.0 | 54.1 | 45.9 | 45.9 | 29.2 | 20.9 | 20.9 |
| Volume/Cap: | 1.04 | 0.22 | 0.00 | 0.02 | 1.04 | 0.00 | 0.48 | 1.04 | 1.04 | 1.04 | 0.32 | 0.32 |
| Uniform Del: | 89.1 | 39.6 | 0.0 | 68.5 | 51.9 | 0.0 | 58.7 | 74.6 | 74.6 | 82.9 | 80.5 | 80.5 |
| IncrcmntDel: | 84.3 | 0.1 | 0.0 | 0.0 | 32.4 | 0.0 | 0.7 | 54.4 | 54.4 | 66.3 | 1.0 | 1.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 173.5 | 39.7 | 0.0 | 68.5 | 84.3 | 0.0 | 59.4 | 129 | 129.0 | 149.2 | 81.4 | 81.4 |
| 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: | 173.5 | 39.7 | 0.0 | 68.5 | 84.3 | 0.0 | 59.4 | 129 | 129.0 | 149.2 | 81.4 | 81.4 |
| LOS by Move: | F | D | A | E | F | A | E+ | F | F | F | F | F |
| HCM2kAvgQ: | 14 | 6 | 0 | 0 | 63 | 0 | 12 | 34 | 34 | 23 | 4 | 4 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (AM)

Intersection #4: BROKAW RD/COLEMAN AVE



| Street Name: | COLEMAN AVE | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 164 | 2299 | 283 | 24 | 474 | 19 | 143 | 21 | 78 | 34 | 4 | 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: | 164 | 2299 | 283 | 24 | 474 | 19 | 143 | 21 | 78 | 34 | 4 | 30 |
| Added Vol: | 0 | 50 | 31 | 3 | 52 | 0 | 0 | 0 | 0 | 30 | 0 | 3 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 164 | 2349 | 314 | 27 | 526 | 19 | 143 | 21 | 78 | 64 | 4 | 33 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 164 | 2349 | 0 | 27 | 526 | 0 | 143 | 21 | 78 | 64 | 4 | 33 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 164 | 2349 | 0 | 27 | 526 | 0 | 143 | 21 | 78 | 64 | 4 | 33 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 164 | 2349 | 0 | 27 | 526 | 0 | 143 | 21 | 78 | 64 | 4 | 33 |

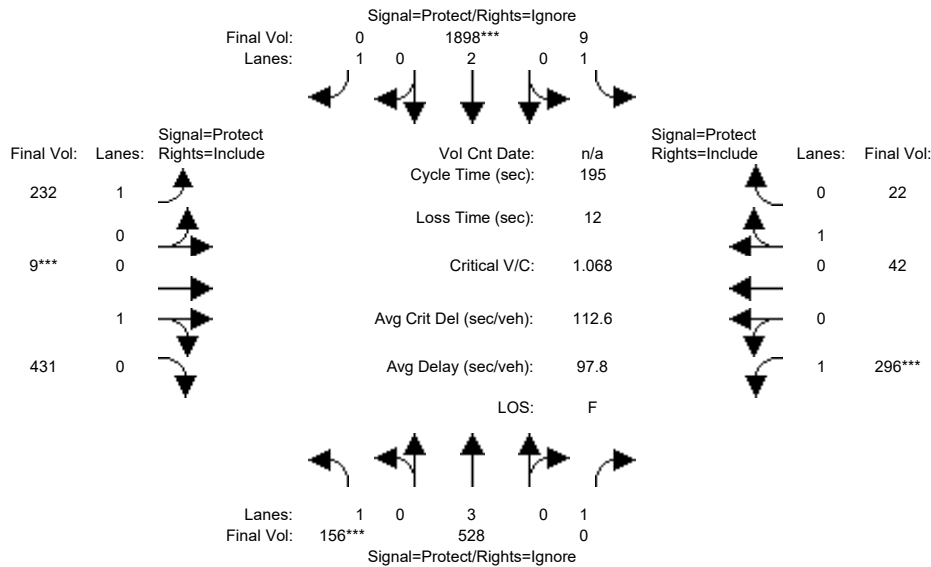
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 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 | 2.00 | 1.00 | 1.00 | 0.21 | 0.79 | 1.00 | 0.11 | 0.89 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 382 | 1418 | 1750 | 195 | 1605 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.09 | 0.41 | 0.00 | 0.02 | 0.14 | 0.00 | 0.08 | 0.06 | 0.06 | 0.04 | 0.02 | 0.02 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 58.8 | 139 | 0.0 | 7.0 | 86.8 | 0.0 | 27.5 | 22.5 | 22.5 | 15.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.31 | 0.58 | 0.00 | 0.43 | 0.31 | 0.00 | 0.58 | 0.48 | 0.48 | 0.48 | 0.40 | 0.40 |
| Uniform Del: | 52.5 | 13.9 | 0.0 | 92.0 | 34.9 | 0.0 | 78.4 | 80.7 | 80.7 | 86.3 | 89.6 | 89.6 |
| IncrementDel: | 0.3 | 0.2 | 0.0 | 4.7 | 0.1 | 0.0 | 3.4 | 1.7 | 1.7 | 2.7 | 2.8 | 2.8 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 52.9 | 14.1 | 0.0 | 96.7 | 35.0 | 0.0 | 81.8 | 82.5 | 82.5 | 88.9 | 92.4 | 92.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.9 | 14.1 | 0.0 | 96.7 | 35.0 | 0.0 | 81.8 | 82.5 | 82.5 | 88.9 | 92.4 | 92.4 |
| LOS by Move: | D- | B | A | F | C- | A | F | F | F | F | F | F |
| HCM2kAvgQ: | 8 | 22 | 0 | 2 | 10 | 0 | 9 | 6 | 6 | 4 | 3 | 3 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (PM)

Intersection #4: BROKAW RD/COLEMAN AVE



| Street Name: | COLEMAN AVE | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 156 | 489 | 51 | 6 | 1849 | 66 | 232 | 9 | 431 | 272 | 42 | 20 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 156 | 489 | 51 | 6 | 1849 | 66 | 232 | 9 | 431 | 272 | 42 | 20 |
| Added Vol: | 0 | 39 | 30 | 3 | 49 | 0 | 0 | 0 | 0 | 24 | 0 | 2 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 156 | 528 | 81 | 9 | 1898 | 66 | 232 | 9 | 431 | 296 | 42 | 22 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 156 | 528 | 0 | 9 | 1898 | 0 | 232 | 9 | 431 | 296 | 42 | 22 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 156 | 528 | 0 | 9 | 1898 | 0 | 232 | 9 | 431 | 296 | 42 | 22 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 156 | 528 | 0 | 9 | 1898 | 0 | 232 | 9 | 431 | 296 | 42 | 22 |

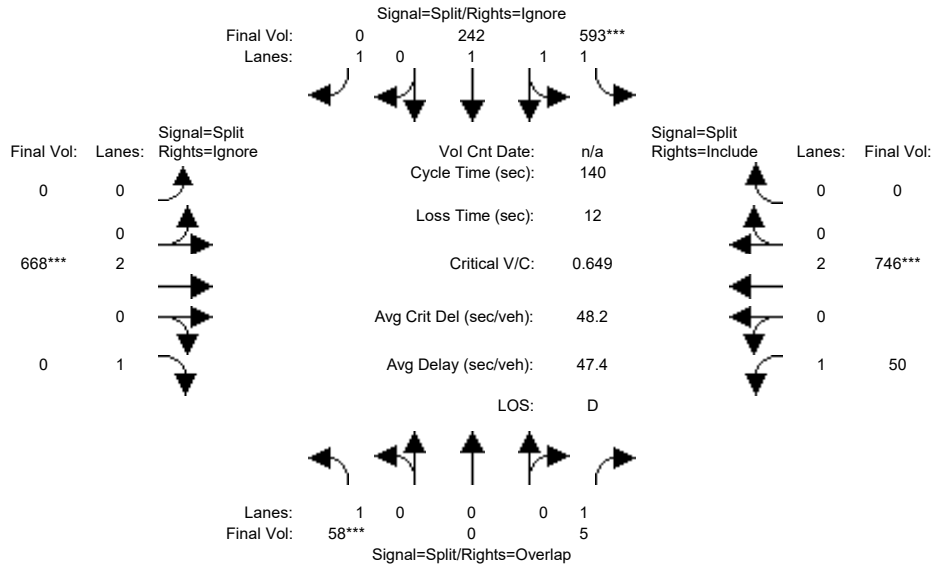
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 0.02 | 0.98 | 1.00 | 0.66 | 0.34 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 37 | 1763 | 1750 | 1181 | 619 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|-------|------|------|------|------|------|------|------|-------|-------|------|------|
| Vol/Sat: | 0.09 | 0.09 | 0.00 | 0.01 | 0.50 | 0.00 | 0.13 | 0.24 | 0.24 | 0.17 | 0.04 | 0.04 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 16.3 | 77.5 | 0.0 | 30.0 | 91.2 | 0.0 | 54.5 | 44.6 | 44.6 | 30.9 | 21.1 | 21.1 |
| Volume/Cap: | 1.07 | 0.23 | 0.00 | 0.03 | 1.07 | 0.00 | 0.47 | 1.07 | 1.07 | 1.07 | 0.33 | 0.33 |
| Uniform Del: | 89.4 | 39.0 | 0.0 | 70.2 | 51.9 | 0.0 | 58.4 | 75.2 | 75.2 | 82.1 | 80.4 | 80.4 |
| IncrcmntDel: | 93.7 | 0.1 | 0.0 | 0.1 | 42.1 | 0.0 | 0.7 | 63.6 | 63.6 | 73.2 | 1.0 | 1.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 183.1 | 39.1 | 0.0 | 70.2 | 94.0 | 0.0 | 59.1 | 139 | 138.8 | 155.3 | 81.4 | 81.4 |
| 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: | 183.1 | 39.1 | 0.0 | 70.2 | 94.0 | 0.0 | 59.1 | 139 | 138.8 | 155.3 | 81.4 | 81.4 |
| LOS by Move: | F | D | A | E | F | A | E+ | F | F | F | F | F |
| HCM2kAvgQ: | 14 | 7 | 0 | 0 | 67 | 0 | 12 | 35 | 35 | 25 | 4 | 4 |

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

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

Intersection #7: BROKAW RD/US 101 SB OFF-RAMP [CSJ 3222]



| Street Name: | US 101 SB OFF-RAMP | | | | | | BROKAW RD | | | | | |
|--------------|--------------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 58 | 0 | 5 | 593 | 242 | 411 | 0 | 668 | 201 | 50 | 746 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 58 | 0 | 5 | 593 | 242 | 411 | 0 | 668 | 201 | 50 | 746 | 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: | 58 | 0 | 5 | 593 | 242 | 411 | 0 | 668 | 201 | 50 | 746 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 58 | 0 | 5 | 593 | 242 | 0 | 0 | 668 | 0 | 50 | 746 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 58 | 0 | 5 | 593 | 242 | 0 | 0 | 668 | 0 | 50 | 746 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 58 | 0 | 5 | 593 | 242 | 0 | 0 | 668 | 0 | 50 | 746 | 0 |

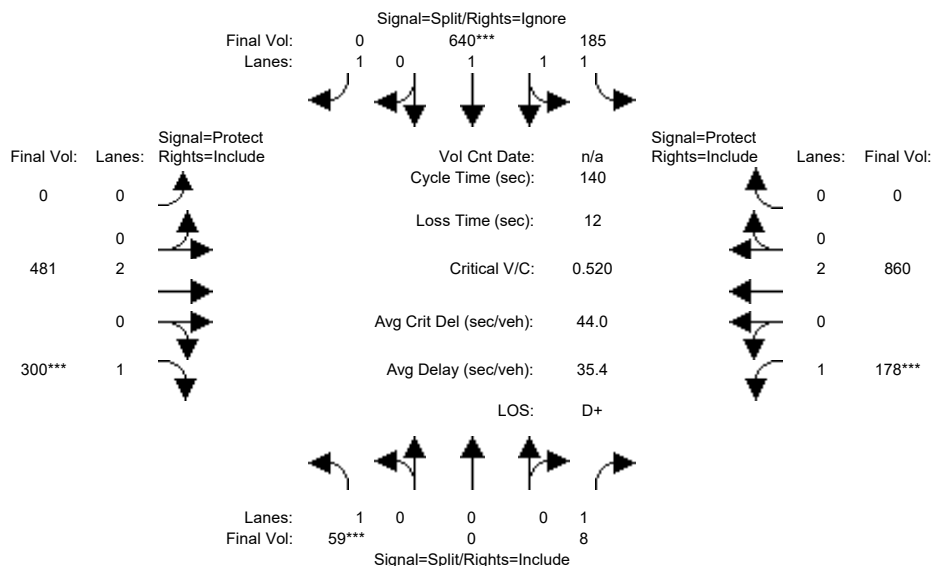
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 0.00 | 1.00 | 2.00 | 1.00 | 1.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 3150 | 1900 | 1750 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.00 | 0.00 | 0.19 | 0.13 | 0.00 | 0.00 | 0.18 | 0.00 | 0.03 | 0.20 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 10.0 | 0.0 | 51.3 | 39.6 | 39.6 | 0.0 | 0.0 | 37.0 | 0.0 | 41.3 | 41.3 | 0.0 |
| Volume/Cap: | 0.46 | 0.00 | 0.01 | 0.66 | 0.45 | 0.00 | 0.00 | 0.66 | 0.00 | 0.10 | 0.66 | 0.00 |
| Uniform Del: | 62.4 | 0.0 | 28.2 | 44.3 | 41.2 | 0.0 | 0.0 | 46.0 | 0.0 | 35.8 | 43.3 | 0.0 |
| IncrementDel: | 11.9 | 0.0 | 0.0 | 2.8 | 0.8 | 0.0 | 0.0 | 3.5 | 0.0 | 0.4 | 3.1 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 74.3 | 0.0 | 28.2 | 47.1 | 42.0 | 0.0 | 0.0 | 49.4 | 0.0 | 36.2 | 46.4 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 74.3 | 0.0 | 28.2 | 47.1 | 42.0 | 0.0 | 0.0 | 49.4 | 0.0 | 36.2 | 46.4 | 0.0 |
| LOS by Move: | E | A | C | D | D | A | A | D | A | D+ | D | A |
| HCM2kAvgQ: | 3 | 0 | 0 | 14 | 9 | 0 | 0 | 13 | 0 | 2 | 15 | 0 |

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

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

Intersection #7: BROKAW RD/US 101 SB OFF-RAMP [CSJ 3222]



Street Name: US 101 SB OFF-RAMP BROKAW RD
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 10 | 0 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 59 | 0 | 8 | 185 | 640 | 132 | 0 | 481 | 300 | 178 | 860 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 59 | 0 | 8 | 185 | 640 | 132 | 0 | 481 | 300 | 178 | 860 | 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: | 59 | 0 | 8 | 185 | 640 | 132 | 0 | 481 | 300 | 178 | 860 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 59 | 0 | 8 | 185 | 640 | 0 | 0 | 481 | 300 | 178 | 860 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 59 | 0 | 8 | 185 | 640 | 0 | 0 | 481 | 300 | 178 | 860 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 59 | 0 | 8 | 185 | 640 | 0 | 0 | 481 | 300 | 178 | 860 | 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 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 0.00 | 1.00 | 1.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 1750 | 3800 | 1750 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |

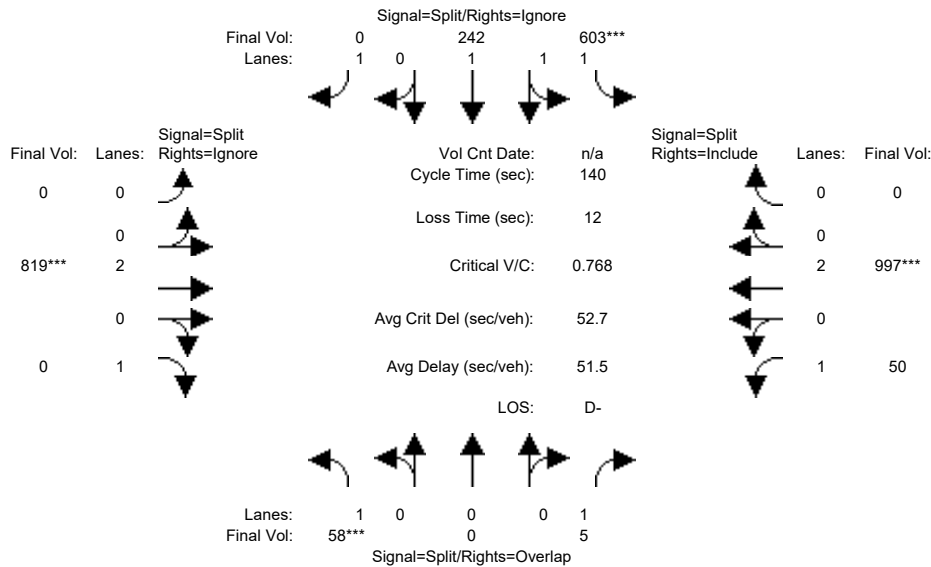
Capacity Analysis Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.00 | 0.00 | 0.11 | 0.17 | 0.00 | 0.00 | 0.13 | 0.17 | 0.10 | 0.23 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 10.0 | 0.0 | 10.0 | 45.0 | 45.0 | 0.0 | 0.0 | 45.8 | 45.8 | 27.2 | 73.0 | 0.0 |
| Volume/Cap: | 0.47 | 0.00 | 0.06 | 0.33 | 0.52 | 0.00 | 0.00 | 0.39 | 0.52 | 0.52 | 0.43 | 0.00 |
| Uniform Del: | 62.5 | 0.0 | 60.6 | 36.0 | 38.8 | 0.0 | 0.0 | 36.3 | 38.2 | 50.6 | 20.7 | 0.0 |
| IncrcmntDel: | 12.2 | 0.0 | 1.0 | 0.4 | 1.3 | 0.0 | 0.0 | 0.9 | 3.4 | 5.7 | 0.7 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 74.7 | 0.0 | 61.6 | 36.4 | 40.0 | 0.0 | 0.0 | 37.2 | 41.6 | 56.3 | 21.4 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 74.7 | 0.0 | 61.6 | 36.4 | 40.0 | 0.0 | 0.0 | 37.2 | 41.6 | 56.3 | 21.4 | 0.0 |
| LOS by Move: | E | A | E | D+ | D | A | A | D+ | D | E+ | C+ | A |
| HCM2kAvgQ: | 3 | 0 | 0 | 6 | 11 | 0 | 0 | 8 | 11 | 8 | 11 | 0 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (AM)

Intersection #7: BROKAW RD/US 101 SB OFF-RAMP [CSJ 3222]



| Street Name: | US 101 SB OFF-RAMP | | | | | | BROKAW RD | | | | | |
|--------------|--------------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 58 | 0 | 5 | 593 | 242 | 411 | 0 | 668 | 201 | 50 | 746 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 58 | 0 | 5 | 593 | 242 | 411 | 0 | 668 | 201 | 50 | 746 | 0 |
| Added Vol: | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 151 | 91 | 0 | 251 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 58 | 0 | 5 | 603 | 242 | 411 | 0 | 819 | 292 | 50 | 997 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 58 | 0 | 5 | 603 | 242 | 0 | 0 | 819 | 0 | 50 | 997 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 58 | 0 | 5 | 603 | 242 | 0 | 0 | 819 | 0 | 50 | 997 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 58 | 0 | 5 | 603 | 242 | 0 | 0 | 819 | 0 | 50 | 997 | 0 |

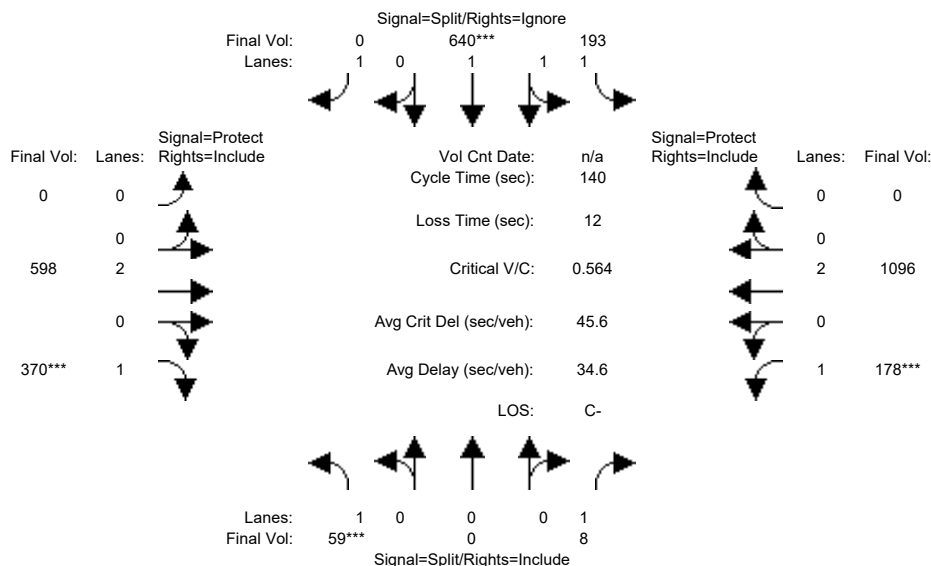
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 0.00 | 1.00 | 2.00 | 1.00 | 1.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 3150 | 1900 | 1750 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.00 | 0.00 | 0.19 | 0.13 | 0.00 | 0.00 | 0.22 | 0.00 | 0.03 | 0.26 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 10.0 | 0.0 | 56.3 | 33.7 | 33.7 | 0.0 | 0.0 | 38.0 | 0.0 | 46.3 | 46.3 | 0.0 |
| Volume/Cap: | 0.46 | 0.00 | 0.01 | 0.79 | 0.53 | 0.00 | 0.00 | 0.79 | 0.00 | 0.09 | 0.79 | 0.00 |
| Uniform Del: | 62.4 | 0.0 | 25.1 | 49.9 | 46.2 | 0.0 | 0.0 | 47.4 | 0.0 | 32.3 | 42.6 | 0.0 |
| IncrcmntDel: | 11.9 | 0.0 | 0.0 | 6.1 | 1.3 | 0.0 | 0.0 | 6.3 | 0.0 | 0.3 | 5.2 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 74.3 | 0.0 | 25.1 | 56.0 | 47.5 | 0.0 | 0.0 | 53.7 | 0.0 | 32.6 | 47.8 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 74.3 | 0.0 | 25.1 | 56.0 | 47.5 | 0.0 | 0.0 | 53.7 | 0.0 | 32.6 | 47.8 | 0.0 |
| LOS by Move: | E | A | C | E+ | D | A | A | D- | A | C- | D | A |
| HCM2kAvgQ: | 3 | 0 | 0 | 16 | 9 | 0 | 0 | 17 | 0 | 2 | 21 | 0 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (PM)

Intersection #7: BROKAW RD/US 101 SB OFF-RAMP [CSJ 3222]



Street Name: US 101 SB OFF-RAMP BROKAW RD
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 10 | 0 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 59 | 0 | 8 | 185 | 640 | 132 | 0 | 481 | 300 | 178 | 860 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 59 | 0 | 8 | 185 | 640 | 132 | 0 | 481 | 300 | 178 | 860 | 0 |
| Added Vol: | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 117 | 70 | 0 | 236 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 59 | 0 | 8 | 193 | 640 | 132 | 0 | 598 | 370 | 178 | 1096 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 59 | 0 | 8 | 193 | 640 | 0 | 0 | 598 | 370 | 178 | 1096 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 59 | 0 | 8 | 193 | 640 | 0 | 0 | 598 | 370 | 178 | 1096 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 59 | 0 | 8 | 193 | 640 | 0 | 0 | 598 | 370 | 178 | 1096 | 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 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 0.00 | 1.00 | 1.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 1750 | 3800 | 1750 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |

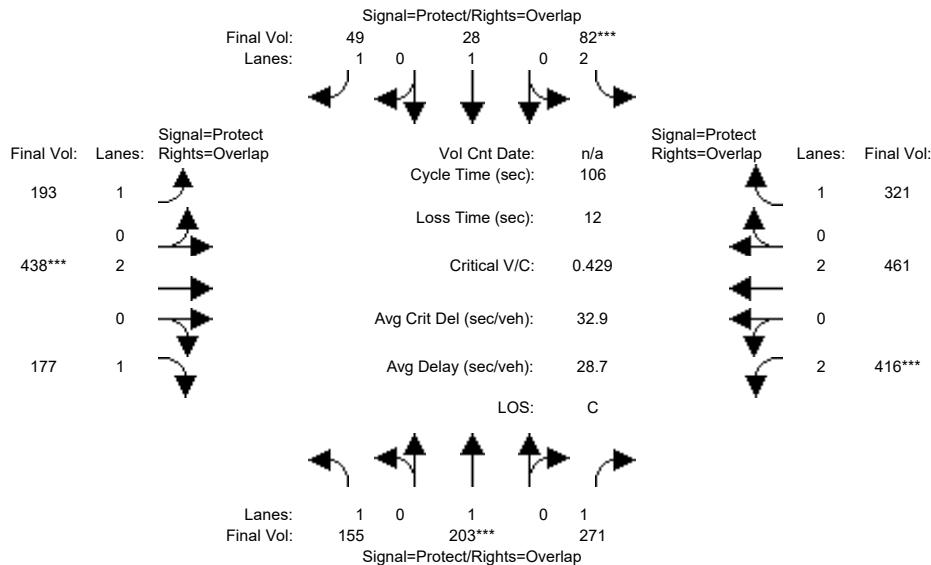
Capacity Analysis Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.00 | 0.00 | 0.11 | 0.17 | 0.00 | 0.00 | 0.16 | 0.21 | 0.10 | 0.29 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 10.0 | 0.0 | 10.0 | 41.3 | 41.3 | 0.0 | 0.0 | 51.8 | 51.8 | 24.9 | 76.7 | 0.0 |
| Volume/Cap: | 0.47 | 0.00 | 0.06 | 0.37 | 0.57 | 0.00 | 0.00 | 0.43 | 0.57 | 0.57 | 0.53 | 0.00 |
| Uniform Del: | 62.5 | 0.0 | 60.6 | 39.1 | 41.9 | 0.0 | 0.0 | 33.0 | 35.2 | 52.7 | 20.1 | 0.0 |
| IncrcmntDel: | 12.2 | 0.0 | 1.0 | 0.5 | 1.6 | 0.0 | 0.0 | 0.9 | 3.6 | 7.4 | 1.0 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 74.7 | 0.0 | 61.6 | 39.6 | 43.5 | 0.0 | 0.0 | 33.9 | 38.9 | 60.1 | 21.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 74.7 | 0.0 | 61.6 | 39.6 | 43.5 | 0.0 | 0.0 | 33.9 | 38.9 | 60.1 | 21.0 | 0.0 |
| LOS by Move: | E | A | E | D | D | A | A | C- | D+ | E | C+ | A |
| HCM2kAvgQ: | 3 | 0 | 0 | 7 | 12 | 0 | 0 | 9 | 14 | 8 | 15 | 0 |

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

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

Intersection #8: AIRPORT PKWY/TECHNOLOGY DR [CSJ 3225]



| Street Name: | TECHNOLOGY DR | | | | | | AIRPORT PKWY | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|--------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 155 | 203 | 271 | 82 | 28 | 49 | 193 | 438 | 177 | 416 | 461 | 321 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 155 | 203 | 271 | 82 | 28 | 49 | 193 | 438 | 177 | 416 | 461 | 321 |
| 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: | 155 | 203 | 271 | 82 | 28 | 49 | 193 | 438 | 177 | 416 | 461 | 321 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 155 | 203 | 271 | 82 | 28 | 49 | 193 | 438 | 177 | 416 | 461 | 321 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 155 | 203 | 271 | 82 | 28 | 49 | 193 | 438 | 177 | 416 | 461 | 321 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 155 | 203 | 271 | 82 | 28 | 49 | 193 | 438 | 177 | 416 | 461 | 321 |

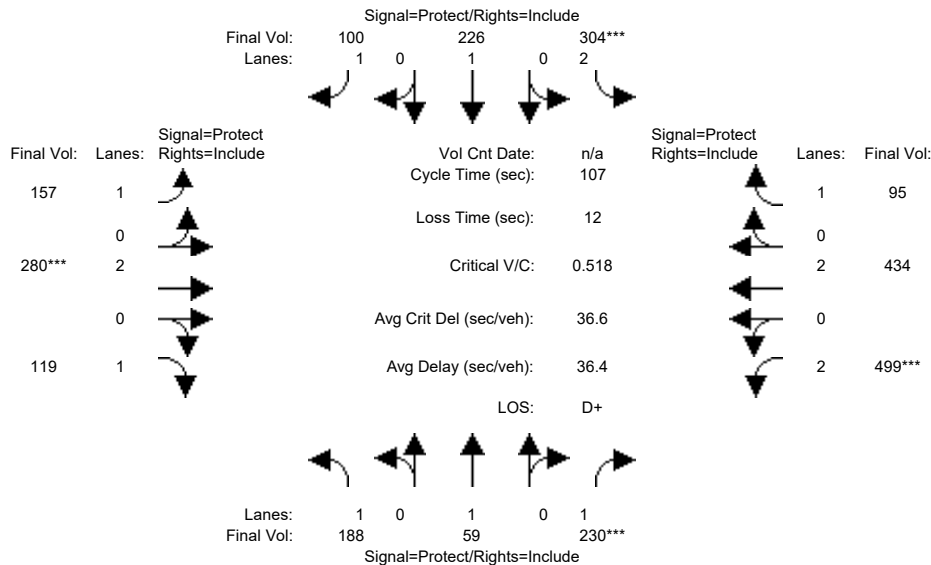
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1900 | 1750 | 1750 | 3800 | 1750 | 3150 | 3800 | 1750 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.09 | 0.11 | 0.15 | 0.03 | 0.01 | 0.03 | 0.11 | 0.12 | 0.10 | 0.13 | 0.12 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 16.1 | 26.2 | 58.7 | 7.0 | 17.1 | 42.2 | 25.0 | 28.3 | 44.4 | 32.4 | 35.7 | 42.7 |
| Volume/Cap: | 0.58 | 0.43 | 0.28 | 0.39 | 0.09 | 0.07 | 0.47 | 0.43 | 0.24 | 0.43 | 0.36 | 0.46 |
| Uniform Del: | 41.8 | 33.6 | 12.5 | 47.5 | 37.8 | 19.8 | 34.8 | 32.2 | 19.9 | 29.4 | 26.5 | 23.1 |
| IncrementDel: | 3.3 | 0.6 | 0.2 | 1.2 | 0.1 | 0.0 | 0.8 | 0.3 | 0.2 | 0.3 | 0.2 | 0.5 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 45.1 | 34.2 | 12.7 | 48.7 | 37.9 | 19.8 | 35.6 | 32.5 | 20.1 | 29.7 | 26.7 | 23.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 45.1 | 34.2 | 12.7 | 48.7 | 37.9 | 19.8 | 35.6 | 32.5 | 20.1 | 29.7 | 26.7 | 23.6 |
| LOS by Move: | D | C- | B | D | D+ | B- | D+ | C- | C+ | C | C | C |
| HCM2kAvgQ: | 6 | 6 | 5 | 2 | 1 | 1 | 6 | 6 | 4 | 6 | 5 | 8 |

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

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

Intersection #8: AIRPORT PKWY/TECHNOLOGY DR [CSJ 3225]



| Street Name: | TECHNOLOGY DR | | | | | | AIRPORT PKWY | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|--------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 188 | 59 | 230 | 304 | 226 | 100 | 157 | 280 | 119 | 499 | 434 | 95 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 188 | 59 | 230 | 304 | 226 | 100 | 157 | 280 | 119 | 499 | 434 | 95 |
| 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: | 188 | 59 | 230 | 304 | 226 | 100 | 157 | 280 | 119 | 499 | 434 | 95 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 188 | 59 | 230 | 304 | 226 | 100 | 157 | 280 | 119 | 499 | 434 | 95 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 188 | 59 | 230 | 304 | 226 | 100 | 157 | 280 | 119 | 499 | 434 | 95 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 188 | 59 | 230 | 304 | 226 | 100 | 157 | 280 | 119 | 499 | 434 | 95 |

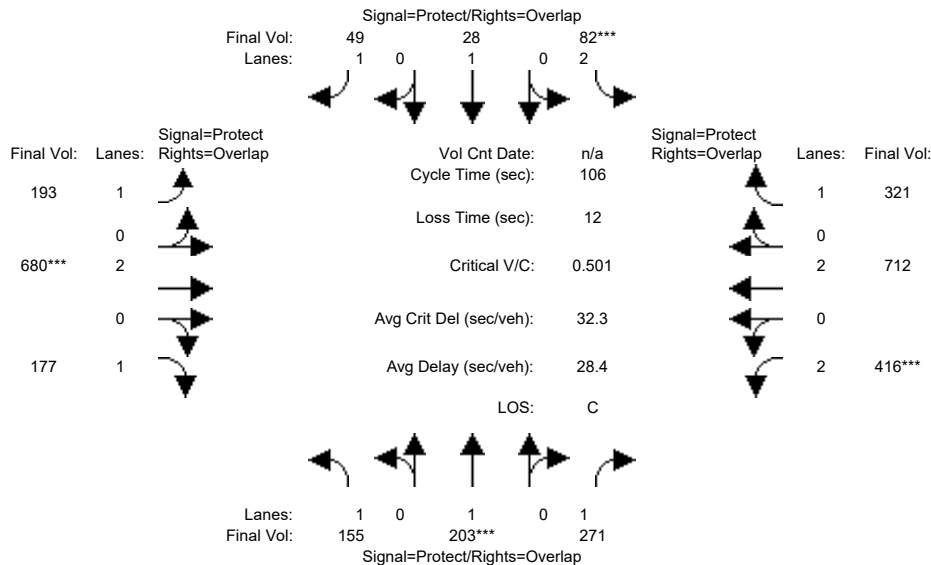
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1900 | 1750 | 1750 | 3800 | 1750 | 3150 | 3800 | 1750 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.11 | 0.03 | 0.13 | 0.10 | 0.12 | 0.06 | 0.09 | 0.07 | 0.07 | 0.16 | 0.11 | 0.05 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green Time: | 22.3 | 27.1 | 27.1 | 19.9 | 24.7 | 24.7 | 21.1 | 15.2 | 15.2 | 32.7 | 26.8 | 26.8 |
| Volume/Cap: | 0.51 | 0.12 | 0.52 | 0.52 | 0.51 | 0.25 | 0.46 | 0.52 | 0.48 | 0.52 | 0.46 | 0.22 |
| Uniform Del: | 37.5 | 30.8 | 34.3 | 39.2 | 35.9 | 33.5 | 37.9 | 42.5 | 42.2 | 30.6 | 33.9 | 31.7 |
| IncrementDel: | 1.3 | 0.1 | 1.1 | 0.8 | 1.1 | 0.3 | 1.0 | 0.9 | 1.4 | 0.5 | 0.3 | 0.2 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 38.8 | 30.9 | 35.4 | 40.0 | 36.9 | 33.9 | 38.8 | 43.4 | 43.7 | 31.1 | 34.2 | 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: | 38.8 | 30.9 | 35.4 | 40.0 | 36.9 | 33.9 | 38.8 | 43.4 | 43.7 | 31.1 | 34.2 | 32.0 |
| LOS by Move: | D+ | C | D+ | D | D+ | C- | D+ | D | D | C | C- | C |
| HCM2kAvgQ: | 6 | 1 | 7 | 6 | 7 | 3 | 5 | 5 | 4 | 8 | 6 | 3 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (AM)

Intersection #8: AIRPORT PKWY/TECHNOLOGY DR [CSJ 3225]



| Street Name: | TECHNOLOGY DR | | | | | | AIRPORT PKWY | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|--------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 155 | 203 | 271 | 82 | 28 | 49 | 193 | 438 | 177 | 416 | 461 | 321 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 155 | 203 | 271 | 82 | 28 | 49 | 193 | 438 | 177 | 416 | 461 | 321 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 242 | 0 | 0 | 251 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 155 | 203 | 271 | 82 | 28 | 49 | 193 | 680 | 177 | 416 | 712 | 321 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 155 | 203 | 271 | 82 | 28 | 49 | 193 | 680 | 177 | 416 | 712 | 321 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 155 | 203 | 271 | 82 | 28 | 49 | 193 | 680 | 177 | 416 | 712 | 321 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 155 | 203 | 271 | 82 | 28 | 49 | 193 | 680 | 177 | 416 | 712 | 321 |

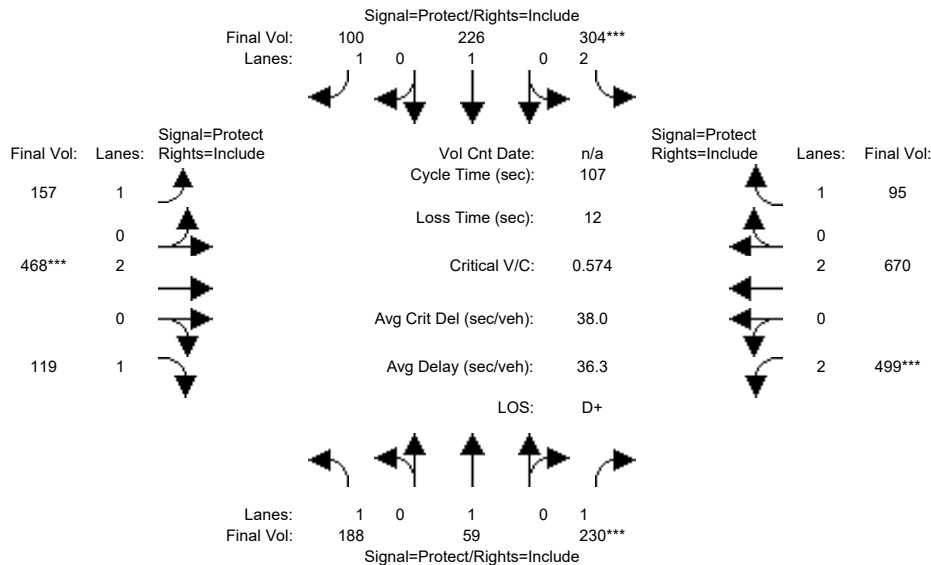
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1900 | 1750 | 1750 | 3800 | 1750 | 3150 | 3800 | 1750 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.11 | 0.15 | 0.03 | 0.01 | 0.03 | 0.11 | 0.18 | 0.10 | 0.13 | 0.19 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 14.2 | 22.2 | 49.7 | 7.0 | 15.1 | 39.1 | 24.0 | 37.3 | 51.4 | 27.5 | 40.8 | 47.8 |
| Volume/Cap: | 0.66 | 0.51 | 0.33 | 0.39 | 0.10 | 0.08 | 0.49 | 0.51 | 0.21 | 0.51 | 0.49 | 0.41 |
| Uniform Del: | 43.7 | 37.0 | 17.7 | 47.5 | 39.6 | 21.7 | 35.7 | 27.1 | 15.6 | 33.5 | 24.7 | 19.6 |
| IncrementDel: | 7.0 | 1.1 | 0.2 | 1.2 | 0.2 | 0.1 | 0.9 | 0.3 | 0.1 | 0.5 | 0.3 | 0.3 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 50.6 | 38.1 | 17.9 | 48.7 | 39.7 | 21.8 | 36.6 | 27.5 | 15.8 | 34.0 | 25.0 | 19.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.6 | 38.1 | 17.9 | 48.7 | 39.7 | 21.8 | 36.6 | 27.5 | 15.8 | 34.0 | 25.0 | 19.9 |
| LOS by Move: | D | D+ | B | D | D | C+ | D+ | C | B | C- | C | B- |
| HCM2kAvgQ: | 6 | 6 | 6 | 2 | 1 | 1 | 6 | 9 | 4 | 7 | 8 | 7 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (PM)

Intersection #8: AIRPORT PKWY/TECHNOLOGY DR [CSJ 3225]



| Street Name: | TECHNOLOGY DR | | | | | | AIRPORT PKWY | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|--------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 |

| Volume Module: | TECHNOLOGY DR NB | | | TECHNOLOGY DR SB | | | AIRPORT PKWY EB | | | AIRPORT PKWY WB | | |
|----------------|------------------|------|------|------------------|------|------|-----------------|------|------|-----------------|------|------|
| Base Vol: | 188 | 59 | 230 | 304 | 226 | 100 | 157 | 280 | 119 | 499 | 434 | 95 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 188 | 59 | 230 | 304 | 226 | 100 | 157 | 280 | 119 | 499 | 434 | 95 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 | 0 | 0 | 236 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 188 | 59 | 230 | 304 | 226 | 100 | 157 | 468 | 119 | 499 | 670 | 95 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 188 | 59 | 230 | 304 | 226 | 100 | 157 | 468 | 119 | 499 | 670 | 95 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 188 | 59 | 230 | 304 | 226 | 100 | 157 | 468 | 119 | 499 | 670 | 95 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 188 | 59 | 230 | 304 | 226 | 100 | 157 | 468 | 119 | 499 | 670 | 95 |

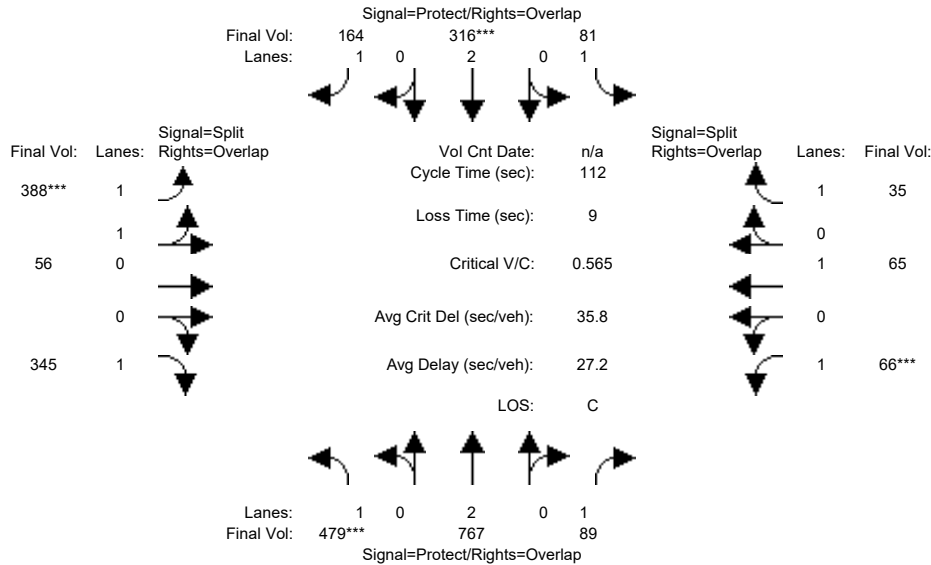
| Saturation Flow Module: | TECHNOLOGY DR NB | | | TECHNOLOGY DR SB | | | AIRPORT PKWY EB | | | AIRPORT PKWY WB | | |
|-------------------------|------------------|------|------|------------------|------|------|-----------------|------|------|-----------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1900 | 1750 | 1750 | 3800 | 1750 | 3150 | 3800 | 1750 |

| Capacity Analysis Module: | TECHNOLOGY DR NB | | | TECHNOLOGY DR SB | | | AIRPORT PKWY EB | | | AIRPORT PKWY WB | | |
|---------------------------|------------------|------|------|------------------|------|------|-----------------|------|------|-----------------|------|------|
| Vol/Sat: | 0.11 | 0.03 | 0.13 | 0.10 | 0.12 | 0.06 | 0.09 | 0.12 | 0.07 | 0.16 | 0.18 | 0.05 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |
| Green Time: | 20.2 | 24.5 | 24.5 | 18.0 | 22.3 | 22.3 | 17.7 | 23.0 | 23.0 | 29.5 | 34.8 | 34.8 |
| Volume/Cap: | 0.57 | 0.14 | 0.57 | 0.57 | 0.57 | 0.27 | 0.54 | 0.57 | 0.32 | 0.57 | 0.54 | 0.17 |
| Uniform Del: | 39.5 | 32.8 | 36.6 | 41.0 | 38.0 | 35.5 | 40.9 | 37.6 | 35.4 | 33.3 | 29.6 | 25.8 |
| IncrcmntDel: | 2.4 | 0.1 | 2.0 | 1.5 | 2.0 | 0.4 | 2.1 | 1.0 | 0.5 | 0.9 | 0.5 | 0.1 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 41.8 | 33.0 | 38.6 | 42.5 | 40.0 | 35.9 | 43.0 | 38.6 | 35.9 | 34.3 | 30.1 | 25.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 41.8 | 33.0 | 38.6 | 42.5 | 40.0 | 35.9 | 43.0 | 38.6 | 35.9 | 34.3 | 30.1 | 25.9 |
| LOS by Move: | D | C- | D+ | D | D | D+ | D | D+ | D+ | C- | C | C |
| HCM2kAvgQ: | 7 | 2 | 8 | 6 | 7 | 3 | 6 | 8 | 4 | 8 | 9 | 2 |

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

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

Intersection #9: SKYPORT DR/1ST ST [CSJ 3515]



| Street Name: | 1ST ST | | | | | | SKYPORT DR | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 479 | 767 | 89 | 81 | 316 | 164 | 388 | 56 | 345 | 66 | 65 | 35 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 479 | 767 | 89 | 81 | 316 | 164 | 388 | 56 | 345 | 66 | 65 | 35 |
| 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: | 479 | 767 | 89 | 81 | 316 | 164 | 388 | 56 | 345 | 66 | 65 | 35 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 479 | 767 | 89 | 81 | 316 | 164 | 388 | 56 | 345 | 66 | 65 | 35 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 479 | 767 | 89 | 81 | 316 | 164 | 388 | 56 | 345 | 66 | 65 | 35 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 479 | 767 | 89 | 81 | 316 | 164 | 388 | 56 | 345 | 66 | 65 | 35 |

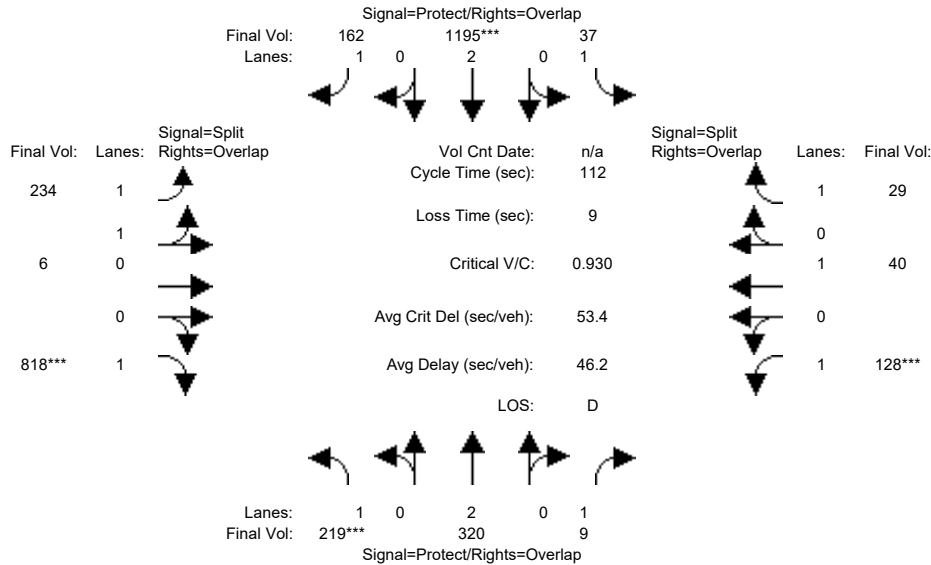
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.75 | 0.25 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 3102 | 448 | 1750 | 1750 | 1900 | 1750 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.27 | 0.20 | 0.05 | 0.05 | 0.08 | 0.09 | 0.13 | 0.13 | 0.20 | 0.04 | 0.03 | 0.02 |
| Crit Moves: | **** | | | | **** | | **** | | | **** | | |
| Green Time: | 52.8 | 52.6 | 62.6 | 16.3 | 16.0 | 40.2 | 24.1 | 24.1 | 77.0 | 10.0 | 10.0 | 26.3 |
| Volume/Cap: | 0.58 | 0.43 | 0.09 | 0.32 | 0.58 | 0.26 | 0.58 | 0.58 | 0.29 | 0.42 | 0.38 | 0.09 |
| Uniform Del: | 21.5 | 19.7 | 11.5 | 42.9 | 44.8 | 25.4 | 39.4 | 39.4 | 6.8 | 48.3 | 48.1 | 33.5 |
| IncrcmntDel: | 1.0 | 0.2 | 0.0 | 0.7 | 1.6 | 0.2 | 1.1 | 1.1 | 0.1 | 1.8 | 1.4 | 0.1 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 22.6 | 19.9 | 11.5 | 43.6 | 46.4 | 25.6 | 40.5 | 40.5 | 7.0 | 50.1 | 49.5 | 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: | 22.6 | 19.9 | 11.5 | 43.6 | 46.4 | 25.6 | 40.5 | 40.5 | 7.0 | 50.1 | 49.5 | 33.6 |
| LOS by Move: | C+ | B- | B+ | D | D | C | D | D | A | D | D | C- |
| HCM2kAvgQ: | 13 | 9 | 1 | 3 | 5 | 4 | 7 | 7 | 5 | 3 | 3 | 1 |

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: SKYPORT DR/1ST ST [CSJ 3515]



| Street Name: | 1ST ST | | | | | | SKYPORT DR | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 219 | 320 | 9 | 37 | 1195 | 162 | 234 | 6 | 818 | 128 | 40 | 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: | 219 | 320 | 9 | 37 | 1195 | 162 | 234 | 6 | 818 | 128 | 40 | 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: | 219 | 320 | 9 | 37 | 1195 | 162 | 234 | 6 | 818 | 128 | 40 | 29 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 219 | 320 | 9 | 37 | 1195 | 162 | 234 | 6 | 818 | 128 | 40 | 29 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 219 | 320 | 9 | 37 | 1195 | 162 | 234 | 6 | 818 | 128 | 40 | 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 |
| Final Volume: | 219 | 320 | 9 | 37 | 1195 | 162 | 234 | 6 | 818 | 128 | 40 | 29 |

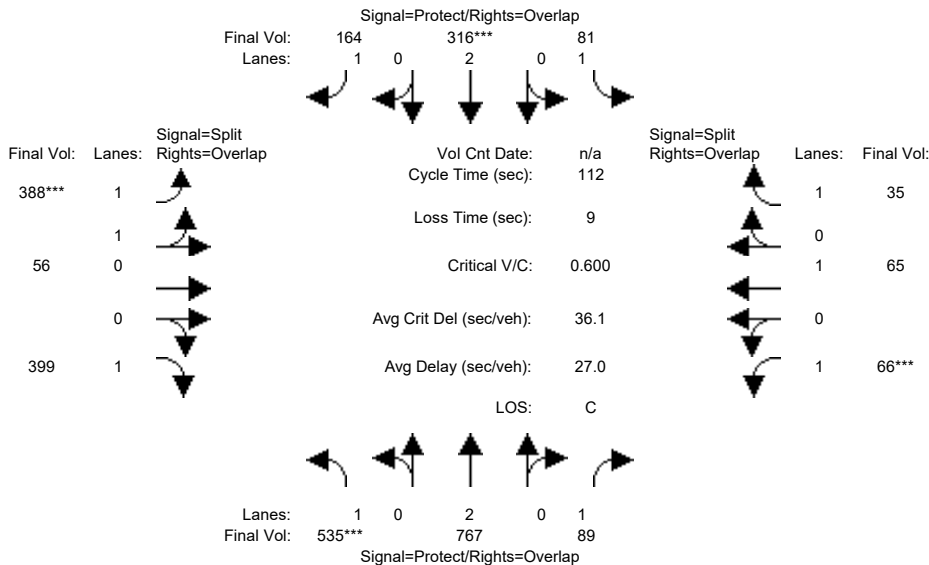
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.95 | 0.05 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 3461 | 89 | 1750 | 1750 | 1900 | 1750 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.13 | 0.08 | 0.01 | 0.02 | 0.31 | 0.09 | 0.07 | 0.07 | 0.47 | 0.07 | 0.02 | 0.02 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 14.9 | 30.8 | 40.8 | 21.5 | 37.4 | 78.1 | 40.7 | 40.7 | 55.6 | 10.0 | 10.0 | 31.5 |
| Volume/Cap: | 0.94 | 0.31 | 0.01 | 0.11 | 0.94 | 0.13 | 0.19 | 0.19 | 0.94 | 0.82 | 0.24 | 0.06 |
| Uniform Del: | 48.1 | 32.2 | 22.8 | 37.3 | 36.2 | 5.6 | 24.3 | 24.3 | 26.7 | 50.1 | 47.4 | 29.4 |
| IncrcmntDel: | 43.0 | 0.2 | 0.0 | 0.1 | 13.7 | 0.0 | 0.1 | 0.1 | 18.0 | 27.7 | 0.7 | 0.1 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 91.1 | 32.3 | 22.8 | 37.5 | 49.9 | 5.7 | 24.4 | 24.4 | 44.7 | 77.8 | 48.2 | 29.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 91.1 | 32.3 | 22.8 | 37.5 | 49.9 | 5.7 | 24.4 | 24.4 | 44.7 | 77.8 | 48.2 | 29.4 |
| LOS by Move: | F | C- | C+ | D+ | D | A | C | C | D | E- | D | C |
| HCM2kAvgQ: | 12 | 4 | 0 | 1 | 19 | 2 | 3 | 3 | 32 | 7 | 1 | 1 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (AM)

Intersection #9: SKYPORT DR/1ST ST [CSJ 3515]



| Street Name: | 1ST ST | | | | | | SKYPORT DR | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 479 | 767 | 89 | 81 | 316 | 164 | 388 | 56 | 345 | 66 | 65 | 35 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 479 | 767 | 89 | 81 | 316 | 164 | 388 | 56 | 345 | 66 | 65 | 35 |
| Added Vol: | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 535 | 767 | 89 | 81 | 316 | 164 | 388 | 56 | 399 | 66 | 65 | 35 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 535 | 767 | 89 | 81 | 316 | 164 | 388 | 56 | 399 | 66 | 65 | 35 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 535 | 767 | 89 | 81 | 316 | 164 | 388 | 56 | 399 | 66 | 65 | 35 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 535 | 767 | 89 | 81 | 316 | 164 | 388 | 56 | 399 | 66 | 65 | 35 |

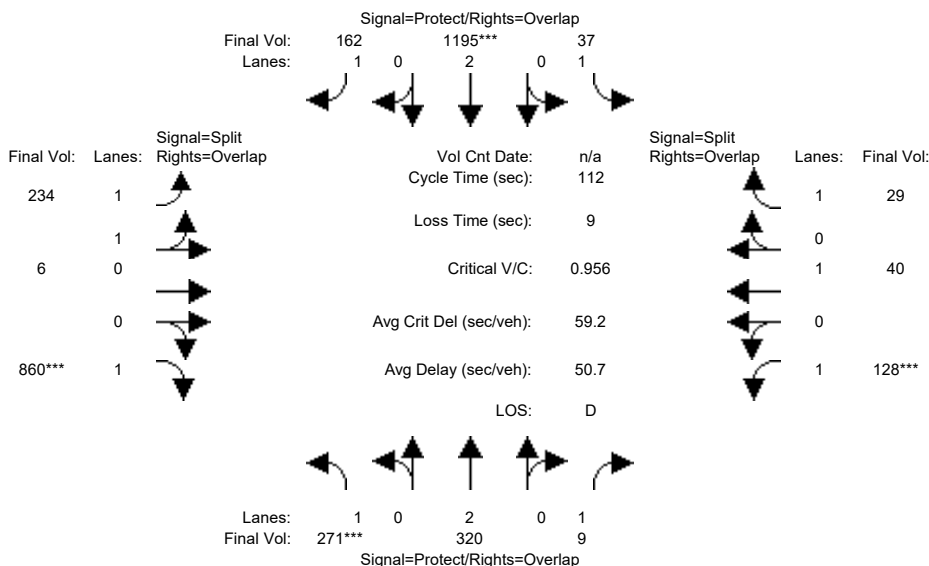
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.75 | 0.25 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 3102 | 448 | 1750 | 1750 | 1900 | 1750 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.31 | 0.20 | 0.05 | 0.05 | 0.08 | 0.09 | 0.13 | 0.13 | 0.23 | 0.04 | 0.03 | 0.02 |
| Crit Moves: | **** | | | | **** | | **** | | | **** | | |
| Green Time: | 55.3 | 53.7 | 63.7 | 16.6 | 15.0 | 37.7 | 22.6 | 22.6 | 78.0 | 10.0 | 10.0 | 26.6 |
| Volume/Cap: | 0.62 | 0.42 | 0.09 | 0.31 | 0.62 | 0.28 | 0.62 | 0.62 | 0.33 | 0.42 | 0.38 | 0.08 |
| Uniform Del: | 20.7 | 19.0 | 11.0 | 42.6 | 45.8 | 27.2 | 40.8 | 40.8 | 6.7 | 48.3 | 48.1 | 33.2 |
| IncrcmntDel: | 1.4 | 0.2 | 0.0 | 0.7 | 2.3 | 0.3 | 1.7 | 1.7 | 0.2 | 1.8 | 1.4 | 0.1 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 22.0 | 19.1 | 11.0 | 43.3 | 48.1 | 27.5 | 42.4 | 42.4 | 6.9 | 50.1 | 49.5 | 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: | 22.0 | 19.1 | 11.0 | 43.3 | 48.1 | 27.5 | 42.4 | 42.4 | 6.9 | 50.1 | 49.5 | 33.3 |
| LOS by Move: | C+ | B- | B+ | D | D | C | D | D | A | D | D | C- |
| HCM2kAvgQ: | 15 | 8 | 1 | 3 | 5 | 4 | 7 | 7 | 6 | 3 | 3 | 1 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (PM)

Intersection #9: SKYPORT DR/1ST ST [CSJ 3515]



| Street Name: | 1ST ST | | | | | | SKYPORT DR | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 219 | 320 | 9 | 37 | 1195 | 162 | 234 | 6 | 818 | 128 | 40 | 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: | 219 | 320 | 9 | 37 | 1195 | 162 | 234 | 6 | 818 | 128 | 40 | 29 |
| Added Vol: | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 271 | 320 | 9 | 37 | 1195 | 162 | 234 | 6 | 860 | 128 | 40 | 29 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 271 | 320 | 9 | 37 | 1195 | 162 | 234 | 6 | 860 | 128 | 40 | 29 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 271 | 320 | 9 | 37 | 1195 | 162 | 234 | 6 | 860 | 128 | 40 | 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 |
| Final Volume: | 271 | 320 | 9 | 37 | 1195 | 162 | 234 | 6 | 860 | 128 | 40 | 29 |

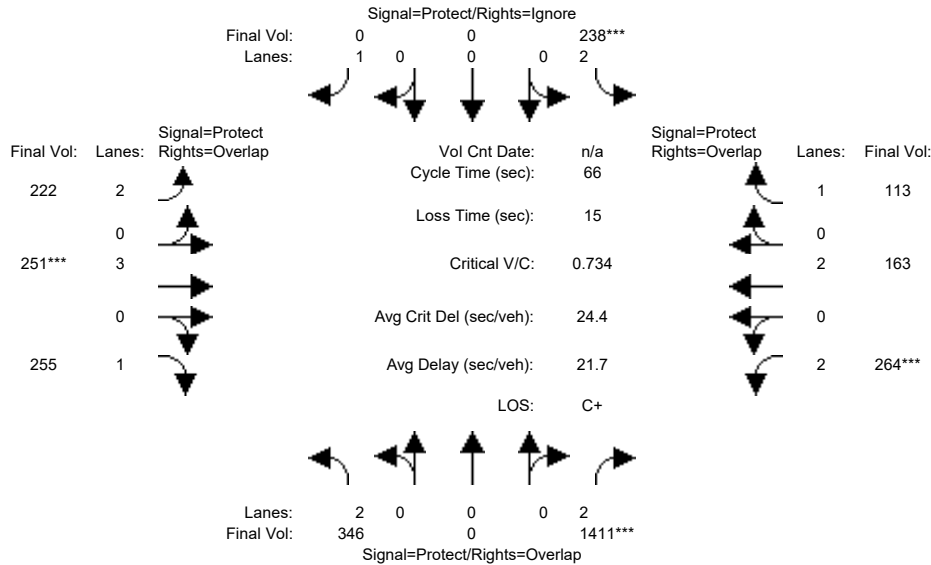
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.95 | 0.05 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 3461 | 89 | 1750 | 1750 | 1900 | 1750 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.15 | 0.08 | 0.01 | 0.02 | 0.31 | 0.09 | 0.07 | 0.07 | 0.49 | 0.07 | 0.02 | 0.02 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 17.9 | 31.9 | 41.9 | 22.3 | 36.3 | 75.1 | 38.8 | 38.8 | 56.7 | 10.0 | 10.0 | 32.3 |
| Volume/Cap: | 0.97 | 0.30 | 0.01 | 0.11 | 0.97 | 0.14 | 0.19 | 0.19 | 0.97 | 0.82 | 0.24 | 0.06 |
| Uniform Del: | 46.8 | 31.3 | 22.1 | 36.7 | 37.3 | 6.7 | 25.6 | 25.6 | 26.8 | 50.1 | 47.4 | 28.8 |
| IncrcmntDel: | 45.6 | 0.2 | 0.0 | 0.1 | 18.9 | 0.1 | 0.1 | 0.1 | 23.2 | 27.7 | 0.7 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 92.4 | 31.5 | 22.1 | 36.8 | 56.2 | 6.7 | 25.7 | 25.7 | 50.0 | 77.8 | 48.2 | 28.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 92.4 | 31.5 | 22.1 | 36.8 | 56.2 | 6.7 | 25.7 | 25.7 | 50.0 | 77.8 | 48.2 | 28.9 |
| LOS by Move: | F | C | C+ | D+ | E+ | A | C | C | D | E- | D | C |
| HCM2kAvgQ: | 15 | 4 | 0 | 1 | 19 | 2 | 3 | 3 | 36 | 7 | 1 | 1 |

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

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

Intersection #10: SKYPORT DR/SR 87 [CSJ 4039]



| Street Name: | SR 87 | | | | | | SKYPORT DR | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 0 | 10 | 7 | 0 | 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 | 4.0 | 4.0 |

| Volume Module: | SR 87 NB | | | SR 87 SB | | | SKYPORT DR EB | | | SKYPORT DR WB | | |
|----------------|----------|------|------|----------|------|------|---------------|------|------|---------------|------|------|
| Base Vol: | 346 | 0 | 1411 | 238 | 0 | 280 | 222 | 251 | 255 | 264 | 163 | 113 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 346 | 0 | 1411 | 238 | 0 | 280 | 222 | 251 | 255 | 264 | 163 | 113 |
| 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: | 346 | 0 | 1411 | 238 | 0 | 280 | 222 | 251 | 255 | 264 | 163 | 113 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 346 | 0 | 1411 | 238 | 0 | 0 | 222 | 251 | 255 | 264 | 163 | 113 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 346 | 0 | 1411 | 238 | 0 | 0 | 222 | 251 | 255 | 264 | 163 | 113 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 346 | 0 | 1411 | 238 | 0 | 0 | 222 | 251 | 255 | 264 | 163 | 113 |

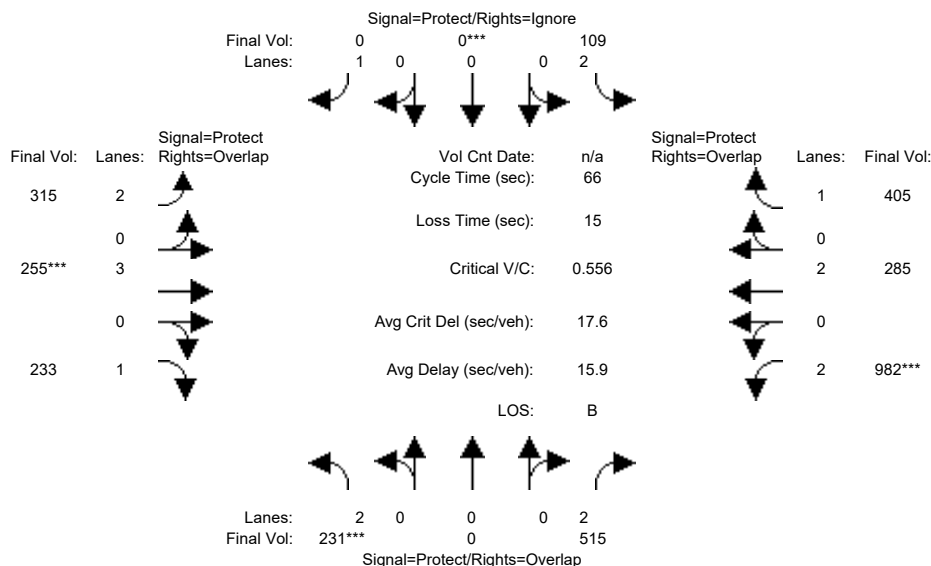
| Saturation Flow Module: | SR 87 NB | | | SR 87 SB | | | SKYPORT DR EB | | | SKYPORT DR WB | | |
|-------------------------|----------|------|------|----------|------|------|---------------|------|------|---------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.83 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.00 | 2.00 | 2.00 | 0.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 0 | 3150 | 3150 | 0 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 |

| Capacity Analysis Module: | SR 87 NB | | | SR 87 SB | | | SKYPORT DR EB | | | SKYPORT DR WB | | |
|---------------------------|----------|------|------|----------|------|------|---------------|------|------|---------------|------|------|
| Vol/Sat: | 0.11 | 0.00 | 0.45 | 0.08 | 0.00 | 0.00 | 0.07 | 0.04 | 0.15 | 0.08 | 0.04 | 0.06 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |
| Green Time: | 34.0 | 0.0 | 34.0 | 7.0 | 0.0 | 0.0 | 7.0 | 10.0 | 44.0 | 7.0 | 10.0 | 17.0 |
| Volume/Cap: | 0.21 | 0.00 | 0.87 | 0.71 | 0.00 | 0.00 | 0.66 | 0.29 | 0.22 | 0.79 | 0.28 | 0.25 |
| Uniform Del: | 8.7 | 0.0 | 14.1 | 28.5 | 0.0 | 0.0 | 28.4 | 24.9 | 4.3 | 28.8 | 24.8 | 19.4 |
| IncrementDel: | 0.1 | 0.0 | 5.4 | 7.1 | 0.0 | 0.0 | 5.0 | 0.2 | 0.1 | 12.0 | 0.3 | 0.3 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 8.8 | 0.0 | 19.4 | 35.6 | 0.0 | 0.0 | 33.4 | 25.0 | 4.4 | 40.8 | 25.1 | 19.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 8.8 | 0.0 | 19.4 | 35.6 | 0.0 | 0.0 | 33.4 | 25.0 | 4.4 | 40.8 | 25.1 | 19.7 |
| LOS by Move: | A | A | B- | D+ | A | A | C- | C | A | D | C | B- |
| HCM2kAvgQ: | 2 | 0 | 19 | 4 | 0 | 0 | 4 | 2 | 2 | 4 | 1 | 2 |

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

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

Intersection #10: SKYPORT DR/SR 87 [CSJ 4039]



| Street Name: | SR 87 | | | | | | SKYPORT DR | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 0 | 10 | 7 | 0 | 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 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 231 | 0 | 515 | 109 | 0 | 232 | 315 | 255 | 233 | 982 | 285 | 405 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 231 | 0 | 515 | 109 | 0 | 232 | 315 | 255 | 233 | 982 | 285 | 405 |
| 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: | 231 | 0 | 515 | 109 | 0 | 232 | 315 | 255 | 233 | 982 | 285 | 405 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 231 | 0 | 515 | 109 | 0 | 0 | 315 | 255 | 233 | 982 | 285 | 405 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 231 | 0 | 515 | 109 | 0 | 0 | 315 | 255 | 233 | 982 | 285 | 405 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 231 | 0 | 515 | 109 | 0 | 0 | 315 | 255 | 233 | 982 | 285 | 405 |

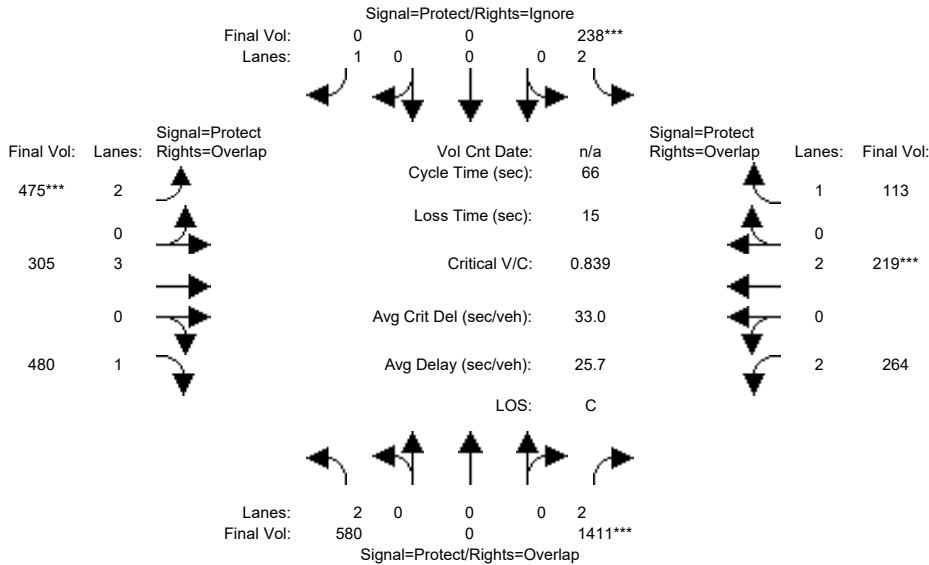
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.83 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.00 | 2.00 | 2.00 | 0.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 0 | 3150 | 3150 | 0 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.07 | 0.00 | 0.16 | 0.03 | 0.00 | 0.00 | 0.10 | 0.04 | 0.13 | 0.31 | 0.08 | 0.23 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 7.8 | 0.0 | 33.2 | 7.8 | 0.0 | 0.0 | 15.1 | 10.0 | 17.8 | 33.2 | 28.1 | 35.9 |
| Volume/Cap: | 0.62 | 0.00 | 0.33 | 0.29 | 0.00 | 0.00 | 0.44 | 0.30 | 0.49 | 0.62 | 0.18 | 0.43 |
| Uniform Del: | 27.7 | 0.0 | 9.7 | 26.6 | 0.0 | 0.0 | 21.8 | 24.9 | 20.3 | 11.8 | 11.8 | 8.9 |
| IncrementDel: | 3.2 | 0.0 | 0.1 | 0.4 | 0.0 | 0.0 | 0.4 | 0.2 | 0.8 | 0.8 | 0.1 | 0.3 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 30.9 | 0.0 | 9.9 | 27.0 | 0.0 | 0.0 | 22.2 | 25.1 | 21.1 | 12.6 | 11.8 | 9.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 30.9 | 0.0 | 9.9 | 27.0 | 0.0 | 0.0 | 22.2 | 25.1 | 21.1 | 12.6 | 11.8 | 9.3 |
| LOS by Move: | C | A | A | C | A | A | C+ | C | C+ | B | B+ | A |
| HCM2kAvgQ: | 4 | 0 | 4 | 2 | 0 | 0 | 4 | 2 | 5 | 9 | 2 | 5 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (AM)

Intersection #10: SKYPORT DR/SR 87 [CSJ 4039]



| Street Name: | SR 87 | | | | | | SKYPORT DR | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 0 | 10 | 7 | 0 | 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 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 346 | 0 | 1411 | 238 | 0 | 280 | 222 | 251 | 255 | 264 | 163 | 113 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 346 | 0 | 1411 | 238 | 0 | 280 | 222 | 251 | 255 | 264 | 163 | 113 |
| Added Vol: | 234 | 0 | 0 | 0 | 0 | 262 | 253 | 54 | 225 | 0 | 56 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 580 | 0 | 1411 | 238 | 0 | 542 | 475 | 305 | 480 | 264 | 219 | 113 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 580 | 0 | 1411 | 238 | 0 | 0 | 475 | 305 | 480 | 264 | 219 | 113 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 580 | 0 | 1411 | 238 | 0 | 0 | 475 | 305 | 480 | 264 | 219 | 113 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 580 | 0 | 1411 | 238 | 0 | 0 | 475 | 305 | 480 | 264 | 219 | 113 |

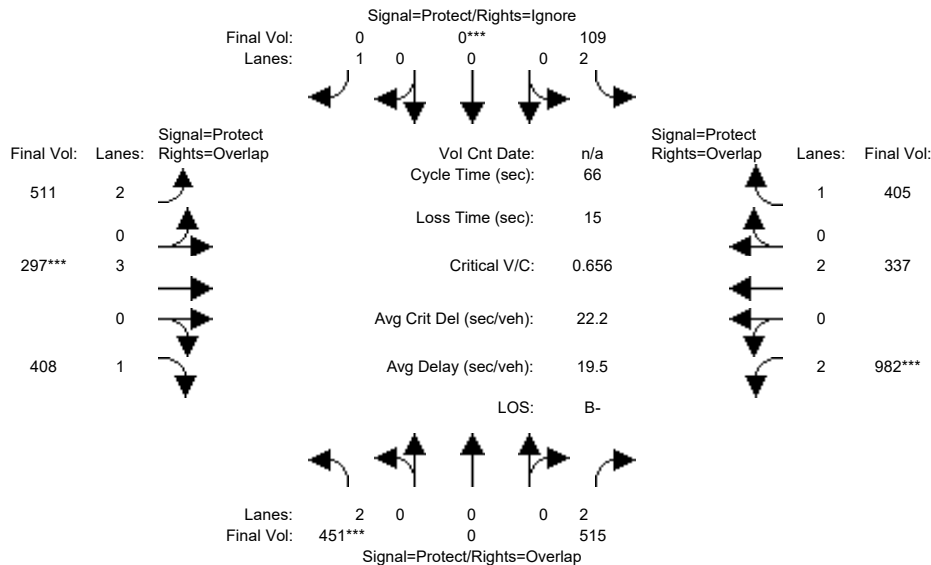
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.83 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.00 | 2.00 | 2.00 | 0.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 0 | 3150 | 3150 | 0 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.18 | 0.00 | 0.45 | 0.08 | 0.00 | 0.00 | 0.15 | 0.05 | 0.27 | 0.08 | 0.06 | 0.06 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |
| Green Time: | 30.6 | 0.0 | 32.0 | 7.0 | 0.0 | 0.0 | 10.4 | 12.0 | 42.6 | 8.4 | 10.0 | 17.0 |
| Volume/Cap: | 0.40 | 0.00 | 0.92 | 0.71 | 0.00 | 0.00 | 0.96 | 0.29 | 0.42 | 0.66 | 0.38 | 0.25 |
| Uniform Del: | 11.6 | 0.0 | 15.9 | 28.5 | 0.0 | 0.0 | 27.6 | 23.3 | 5.7 | 27.4 | 25.2 | 19.4 |
| IncrementDel: | 0.2 | 0.0 | 9.8 | 7.1 | 0.0 | 0.0 | 29.5 | 0.2 | 0.3 | 4.0 | 0.4 | 0.3 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 11.8 | 0.0 | 25.7 | 35.6 | 0.0 | 0.0 | 57.1 | 23.5 | 6.0 | 31.4 | 25.6 | 19.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 11.8 | 0.0 | 25.7 | 35.6 | 0.0 | 0.0 | 57.1 | 23.5 | 6.0 | 31.4 | 25.6 | 19.7 |
| LOS by Move: | B+ | A | C | D+ | A | A | E+ | C | A | C | C | B- |
| HCM2kAvgQ: | 5 | 0 | 21 | 4 | 0 | 0 | 10 | 2 | 5 | 3 | 2 | 2 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (PM)

Intersection #10: SKYPORT DR/SR 87 [CSJ 4039]



| Street Name: | SR 87 | | | | | | SKYPORT DR | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 0 | 10 | 7 | 0 | 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 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 231 | 0 | 515 | 109 | 0 | 232 | 315 | 255 | 233 | 982 | 285 | 405 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 231 | 0 | 515 | 109 | 0 | 232 | 315 | 255 | 233 | 982 | 285 | 405 |
| Added Vol: | 220 | 0 | 0 | 0 | 0 | 246 | 196 | 42 | 175 | 0 | 52 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 451 | 0 | 515 | 109 | 0 | 478 | 511 | 297 | 408 | 982 | 337 | 405 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 451 | 0 | 515 | 109 | 0 | 0 | 511 | 297 | 408 | 982 | 337 | 405 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 451 | 0 | 515 | 109 | 0 | 0 | 511 | 297 | 408 | 982 | 337 | 405 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 451 | 0 | 515 | 109 | 0 | 0 | 511 | 297 | 408 | 982 | 337 | 405 |

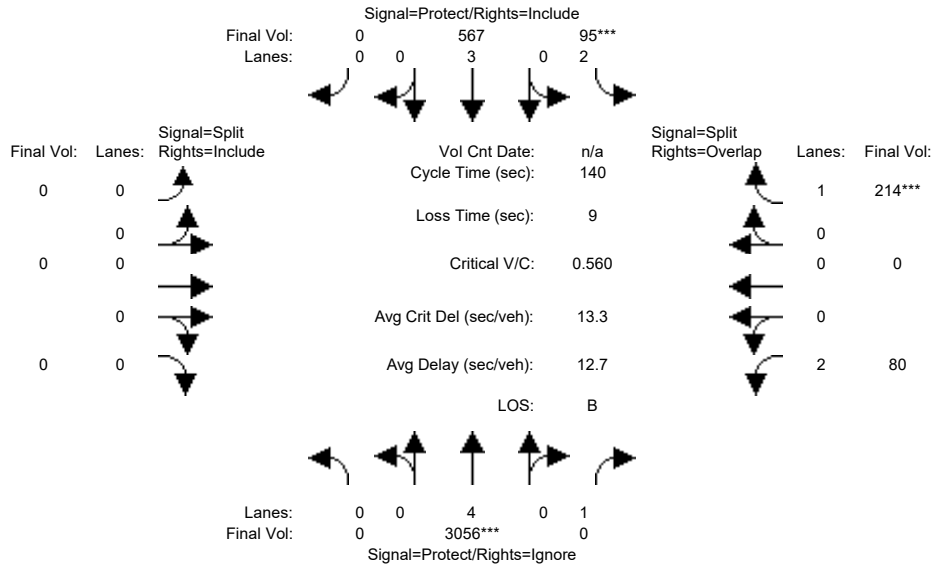
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.83 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.00 | 2.00 | 2.00 | 0.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 0 | 3150 | 3150 | 0 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.14 | 0.00 | 0.16 | 0.03 | 0.00 | 0.00 | 0.16 | 0.05 | 0.23 | 0.31 | 0.09 | 0.23 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green Time: | 12.9 | 0.0 | 28.1 | 12.9 | 0.0 | 0.0 | 17.2 | 10.0 | 22.9 | 28.1 | 20.9 | 33.8 |
| Volume/Cap: | 0.73 | 0.00 | 0.38 | 0.18 | 0.00 | 0.00 | 0.62 | 0.34 | 0.67 | 0.73 | 0.28 | 0.45 |
| Uniform Del: | 24.9 | 0.0 | 13.0 | 22.1 | 0.0 | 0.0 | 21.5 | 25.1 | 18.3 | 15.8 | 16.9 | 10.2 |
| IncrementDel: | 4.5 | 0.0 | 0.2 | 0.1 | 0.0 | 0.0 | 1.5 | 0.2 | 2.9 | 2.1 | 0.1 | 0.4 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 29.4 | 0.0 | 13.2 | 22.3 | 0.0 | 0.0 | 23.0 | 25.3 | 21.3 | 17.9 | 17.0 | 10.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 29.4 | 0.0 | 13.2 | 22.3 | 0.0 | 0.0 | 23.0 | 25.3 | 21.3 | 17.9 | 17.0 | 10.6 |
| LOS by Move: | C | A | B | C+ | A | A | C | C | C+ | B | B | B+ |
| HCM2kAvgQ: | 7 | 0 | 5 | 1 | 0 | 0 | 7 | 2 | 9 | 10 | 2 | 6 |

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

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

Intersection #11: AIRPORT BLVD/COLEMAN AVE [CSJ 3223]



| Street Name: | COLEMAN AVE | | | | | | AIRPORT BLVD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|--------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 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 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 0 | 3056 | 665 | 95 | 567 | 0 | 0 | 0 | 0 | 80 | 0 | 214 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 3056 | 665 | 95 | 567 | 0 | 0 | 0 | 0 | 80 | 0 | 214 |
| 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 | 3056 | 665 | 95 | 567 | 0 | 0 | 0 | 0 | 80 | 0 | 214 |
| 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: | 0 | 3056 | 0 | 95 | 567 | 0 | 0 | 0 | 0 | 80 | 0 | 214 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3056 | 0 | 95 | 567 | 0 | 0 | 0 | 0 | 80 | 0 | 214 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 3056 | 0 | 95 | 567 | 0 | 0 | 0 | 0 | 80 | 0 | 214 |

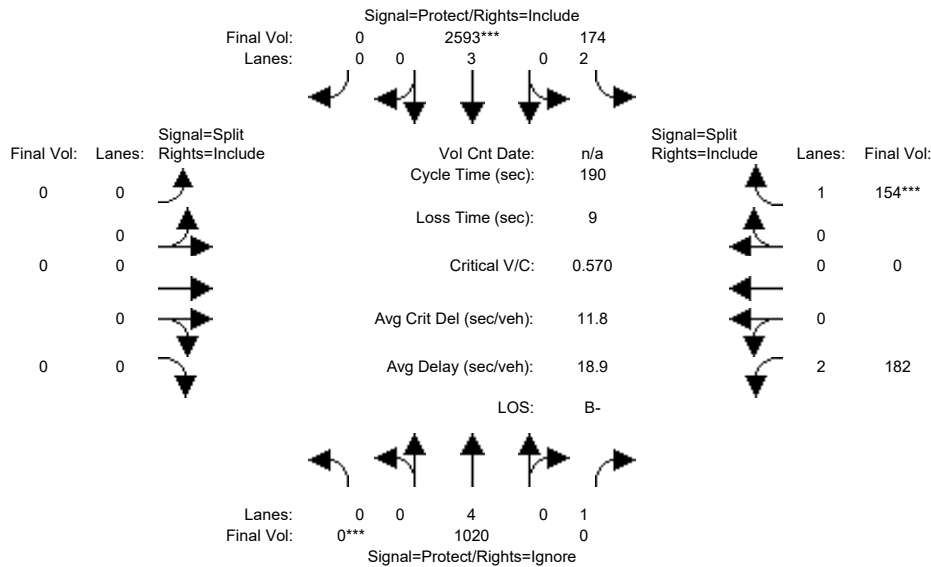
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 4.00 | 1.00 | 2.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 7600 | 1750 | 3150 | 5700 | 0 | 0 | 0 | 0 | 3150 | 0 | 1750 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.40 | 0.00 | 0.03 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.12 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |
| Green Time: | 0.0 | 104 | 0.0 | 7.8 | 112 | 0.0 | 0.0 | 0.0 | 0.0 | 18.8 | 0.0 | 26.6 |
| Volume/Cap: | 0.00 | 0.54 | 0.00 | 0.54 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.00 | 0.64 |
| Uniform Del: | 0.0 | 7.6 | 0.0 | 64.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 53.9 | 0.0 | 52.3 |
| IncrementDel: | 0.0 | 0.4 | 0.0 | 11.3 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 9.2 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 7.9 | 0.0 | 75.7 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 54.9 | 0.0 | 61.6 |
| 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 | 7.9 | 0.0 | 75.7 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 54.9 | 0.0 | 61.6 |
| LOS by Move: | A | A | A | E- | A | A | A | A | A | D- | A | E |
| HCM2kAvgQ: | 0 | 13 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 10 |

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

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

Intersection #11: AIRPORT BLVD/COLEMAN AVE [CSJ 3223]



| Street Name: | COLEMAN AVE | | | | | | AIRPORT BLVD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|--------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 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 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 0 | 1020 | 391 | 174 | 2593 | 0 | 0 | 0 | 0 | 182 | 0 | 154 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1020 | 391 | 174 | 2593 | 0 | 0 | 0 | 0 | 182 | 0 | 154 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1020 | 391 | 174 | 2593 | 0 | 0 | 0 | 0 | 182 | 0 | 154 |
| 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: | 0 | 1020 | 0 | 174 | 2593 | 0 | 0 | 0 | 0 | 182 | 0 | 154 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1020 | 0 | 174 | 2593 | 0 | 0 | 0 | 0 | 182 | 0 | 154 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 1020 | 0 | 174 | 2593 | 0 | 0 | 0 | 0 | 182 | 0 | 154 |

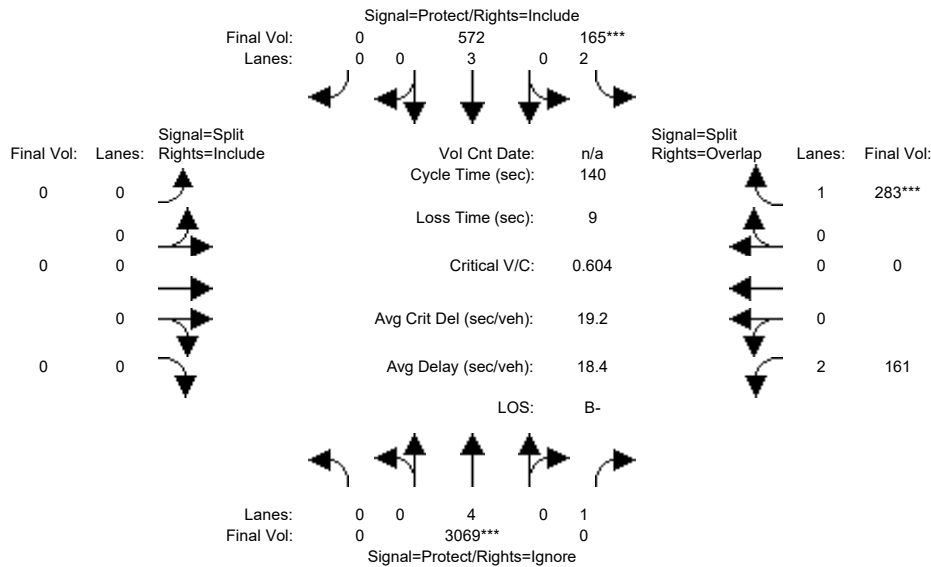
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 4.00 | 1.00 | 2.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 7600 | 1750 | 3150 | 5700 | 0 | 0 | 0 | 0 | 3150 | 0 | 1750 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.13 | 0.00 | 0.06 | 0.45 | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.09 |
| Crit Moves: | **** | | | | **** | | | | | | | **** |
| Green Time: | 0.0 | 107 | 0.0 | 44.2 | 152 | 0.0 | 0.0 | 0.0 | 0.0 | 29.3 | 0.0 | 29.3 |
| Volume/Cap: | 0.00 | 0.24 | 0.00 | 0.24 | 0.57 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.00 | 0.57 |
| Uniform Del: | 0.0 | 20.7 | 0.0 | 59.2 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 72.1 | 0.0 | 74.5 |
| IncrementDel: | 0.0 | 0.1 | 0.0 | 0.8 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 0.0 | 8.5 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 20.8 | 0.0 | 60.0 | 7.6 | 0.0 | 0.0 | 0.0 | 0.0 | 74.3 | 0.0 | 82.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 20.8 | 0.0 | 60.0 | 7.6 | 0.0 | 0.0 | 0.0 | 0.0 | 74.3 | 0.0 | 82.9 |
| LOS by Move: | A | C+ | A | E+ | A | A | A | A | A | E | A | F |
| HCM2kAvgQ: | 0 | 7 | 0 | 5 | 18 | 0 | 0 | 0 | 0 | 6 | 0 | 9 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (AM)

Intersection #11: AIRPORT BLVD/COLEMAN AVE [CSJ 3223]



| Street Name: | COLEMAN AVE | | | | | | AIRPORT BLVD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|--------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 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 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 0 | 3056 | 665 | 95 | 567 | 0 | 0 | 0 | 0 | 80 | 0 | 214 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 3056 | 665 | 95 | 567 | 0 | 0 | 0 | 0 | 80 | 0 | 214 |
| Added Vol: | 0 | 13 | 209 | 70 | 5 | 0 | 0 | 0 | 0 | 81 | 0 | 69 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 3069 | 874 | 165 | 572 | 0 | 0 | 0 | 0 | 161 | 0 | 283 |
| 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: | 0 | 3069 | 0 | 165 | 572 | 0 | 0 | 0 | 0 | 161 | 0 | 283 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3069 | 0 | 165 | 572 | 0 | 0 | 0 | 0 | 161 | 0 | 283 |
| 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 | 3069 | 0 | 165 | 572 | 0 | 0 | 0 | 0 | 161 | 0 | 283 |

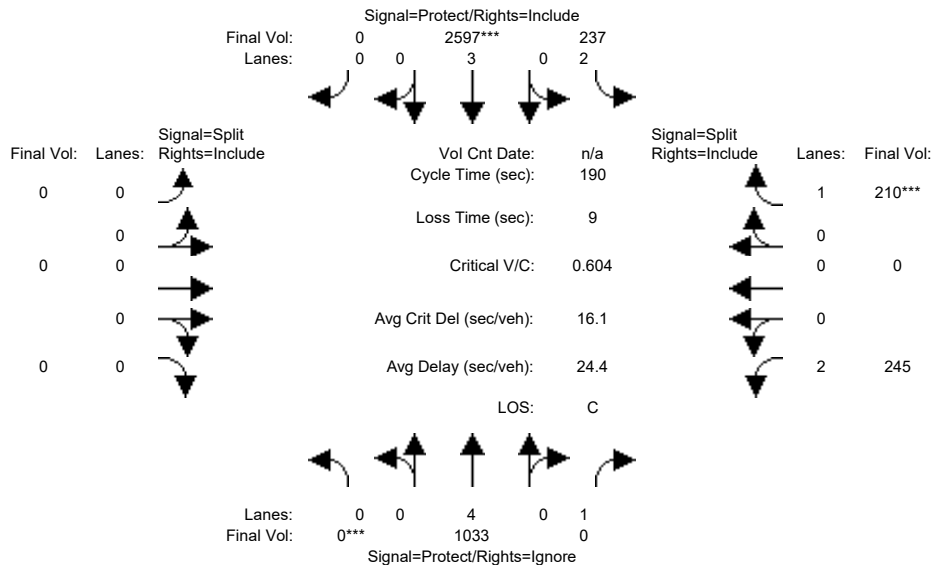
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 4.00 | 1.00 | 2.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 7600 | 1750 | 3150 | 5700 | 0 | 0 | 0 | 0 | 3150 | 0 | 1750 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.40 | 0.00 | 0.05 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.16 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |
| Green Time: | 0.0 | 93.5 | 0.0 | 12.1 | 106 | 0.0 | 0.0 | 0.0 | 0.0 | 25.3 | 0.0 | 37.5 |
| Volume/Cap: | 0.00 | 0.60 | 0.00 | 0.60 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.28 | 0.00 | 0.60 |
| Uniform Del: | 0.0 | 12.9 | 0.0 | 61.6 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 49.5 | 0.0 | 44.8 |
| IncrementDel: | 0.0 | 0.5 | 0.0 | 9.6 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 5.7 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 13.5 | 0.0 | 71.2 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 50.7 | 0.0 | 50.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 13.5 | 0.0 | 71.2 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 50.7 | 0.0 | 50.5 |
| LOS by Move: | A | B | A | E | A | A | A | A | A | D | A | D |
| HCM2kAvgQ: | 0 | 17 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 12 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (PM)

Intersection #11: AIRPORT BLVD/COLEMAN AVE [CSJ 3223]



| Street Name: | COLEMAN AVE | | | | | | AIRPORT BLVD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|--------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 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 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 1020 | 391 | 174 | 2593 | 0 | 0 | 0 | 0 | 182 | 0 | 154 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1020 | 391 | 174 | 2593 | 0 | 0 | 0 | 0 | 182 | 0 | 154 |
| Added Vol: | 0 | 13 | 197 | 63 | 4 | 0 | 0 | 0 | 0 | 63 | 0 | 56 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1033 | 588 | 237 | 2597 | 0 | 0 | 0 | 0 | 245 | 0 | 210 |
| 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: | 0 | 1033 | 0 | 237 | 2597 | 0 | 0 | 0 | 0 | 245 | 0 | 210 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1033 | 0 | 237 | 2597 | 0 | 0 | 0 | 0 | 245 | 0 | 210 |
| 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 | 1033 | 0 | 237 | 2597 | 0 | 0 | 0 | 0 | 245 | 0 | 210 |

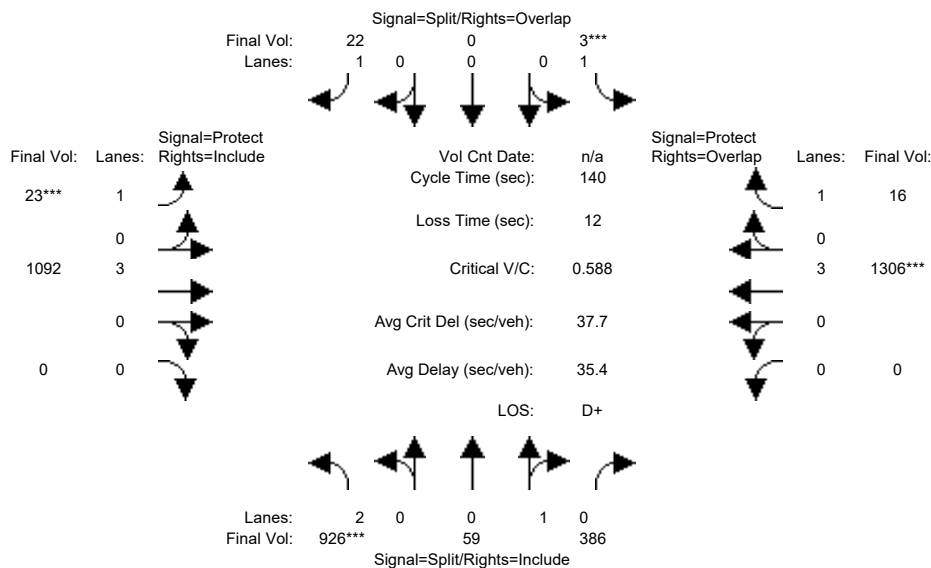
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 4.00 | 1.00 | 2.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 7600 | 1750 | 3150 | 5700 | 0 | 0 | 0 | 0 | 3150 | 0 | 1750 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.14 | 0.00 | 0.08 | 0.46 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.12 |
| Crit Moves: | **** | | | | **** | | | | | | | **** |
| Green Time: | 0.0 | 92.2 | 0.0 | 51.0 | 143 | 0.0 | 0.0 | 0.0 | 0.0 | 37.7 | 0.0 | 37.7 |
| Volume/Cap: | 0.00 | 0.28 | 0.00 | 0.28 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.39 | 0.00 | 0.60 |
| Uniform Del: | 0.0 | 29.1 | 0.0 | 54.9 | 10.6 | 0.0 | 0.0 | 0.0 | 0.0 | 66.2 | 0.0 | 69.3 |
| IncrcmntDel: | 0.0 | 0.2 | 0.0 | 0.8 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 7.6 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 29.3 | 0.0 | 55.8 | 11.2 | 0.0 | 0.0 | 0.0 | 0.0 | 68.0 | 0.0 | 76.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 29.3 | 0.0 | 55.8 | 11.2 | 0.0 | 0.0 | 0.0 | 0.0 | 68.0 | 0.0 | 76.9 |
| LOS by Move: | A | C | A | E+ | B+ | A | A | A | A | E | A | E- |
| HCM2kAvgQ: | 0 | 9 | 0 | 6 | 22 | 0 | 0 | 0 | 0 | 7 | 0 | 12 |

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

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

Intersection #3020: 101/BROKAW



| Street Name: | US 101 | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 0 | 10 | 7 | 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 | 4.0 |

| Volume Module: | US 101 NB | | | US 101 SB | | | BROKAW RD EB | | | BROKAW RD WB | | |
|----------------|-----------|------|------|-----------|------|------|--------------|------|------|--------------|------|------|
| Base Vol: | 926 | 59 | 386 | 3 | 0 | 22 | 23 | 1092 | 0 | 0 | 1306 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 926 | 59 | 386 | 3 | 0 | 22 | 23 | 1092 | 0 | 0 | 1306 | 16 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 926 | 59 | 386 | 3 | 0 | 22 | 23 | 1092 | 0 | 0 | 1306 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 926 | 59 | 386 | 3 | 0 | 22 | 23 | 1092 | 0 | 0 | 1306 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 926 | 59 | 386 | 3 | 0 | 22 | 23 | 1092 | 0 | 0 | 1306 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 926 | 59 | 386 | 3 | 0 | 22 | 23 | 1092 | 0 | 0 | 1306 | 16 |

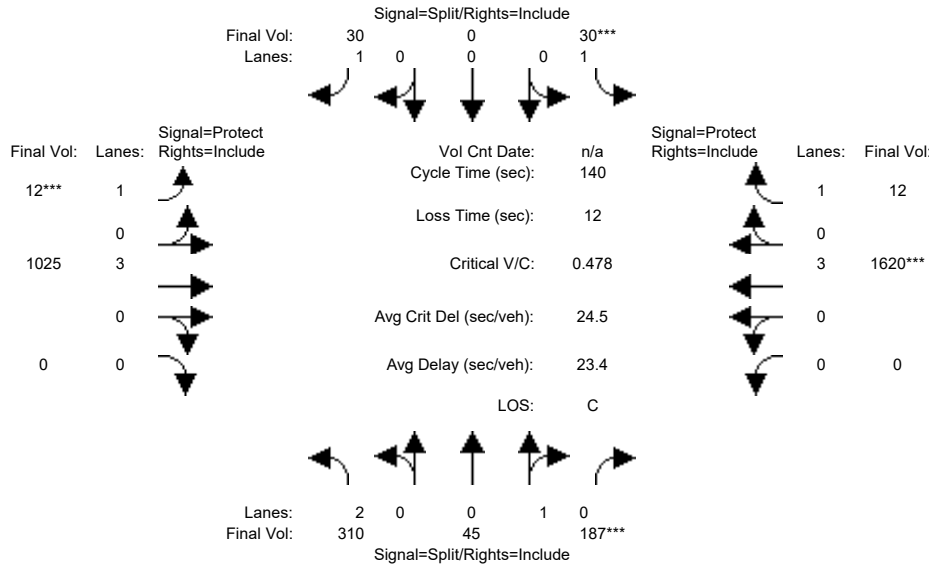
| Saturation Flow Module: | US 101 NB | | | US 101 SB | | | BROKAW RD EB | | | BROKAW RD WB | | |
|-------------------------|-----------|------|------|-----------|------|------|--------------|------|------|--------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.13 | 0.87 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 3150 | 239 | 1561 | 1750 | 0 | 1750 | 1750 | 5700 | 0 | 0 | 5700 | 1750 |

| Capacity Analysis Module: | US 101 NB | | | US 101 SB | | | BROKAW RD EB | | | BROKAW RD WB | | |
|---------------------------|-----------|------|------|-----------|------|------|--------------|------|------|--------------|------|------|
| Vol/Sat: | 0.29 | 0.25 | 0.25 | 0.00 | 0.00 | 0.01 | 0.01 | 0.19 | 0.00 | 0.00 | 0.23 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 62.4 | 62.4 | 62.4 | 10.0 | 0.0 | 17.0 | 7.0 | 55.6 | 0.0 | 0.0 | 48.6 | 58.6 |
| Volume/Cap: | 0.66 | 0.55 | 0.55 | 0.02 | 0.00 | 0.10 | 0.26 | 0.48 | 0.00 | 0.00 | 0.66 | 0.02 |
| Uniform Del: | 30.5 | 28.6 | 28.6 | 60.5 | 0.0 | 54.7 | 64.0 | 31.5 | 0.0 | 0.0 | 38.7 | 23.9 |
| IncrcmntDel: | 2.4 | 2.8 | 2.8 | 0.4 | 0.0 | 1.0 | 7.2 | 0.7 | 0.0 | 0.0 | 1.7 | 0.1 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 32.9 | 31.3 | 31.3 | 60.8 | 0.0 | 55.7 | 71.2 | 32.2 | 0.0 | 0.0 | 40.4 | 23.9 |
| 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: | 32.9 | 31.3 | 31.3 | 60.8 | 0.0 | 55.7 | 71.2 | 32.2 | 0.0 | 0.0 | 40.4 | 23.9 |
| LOS by Move: | C- | C | C | E | A | E+ | E | C- | A | A | D | C |
| HCM2kAvgQ: | 19 | 15 | 15 | 0 | 0 | 1 | 1 | 12 | 0 | 0 | 16 | 0 |

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

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

Intersection #3020: 101/BROKAW



| Street Name: | US 101 | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 0 | 10 | 7 | 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 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 310 | 45 | 187 | 30 | 0 | 30 | 12 | 1025 | 0 | 0 | 1620 | 12 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 310 | 45 | 187 | 30 | 0 | 30 | 12 | 1025 | 0 | 0 | 1620 | 12 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 310 | 45 | 187 | 30 | 0 | 30 | 12 | 1025 | 0 | 0 | 1620 | 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: | 310 | 45 | 187 | 30 | 0 | 30 | 12 | 1025 | 0 | 0 | 1620 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 310 | 45 | 187 | 30 | 0 | 30 | 12 | 1025 | 0 | 0 | 1620 | 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: | 310 | 45 | 187 | 30 | 0 | 30 | 12 | 1025 | 0 | 0 | 1620 | 12 |

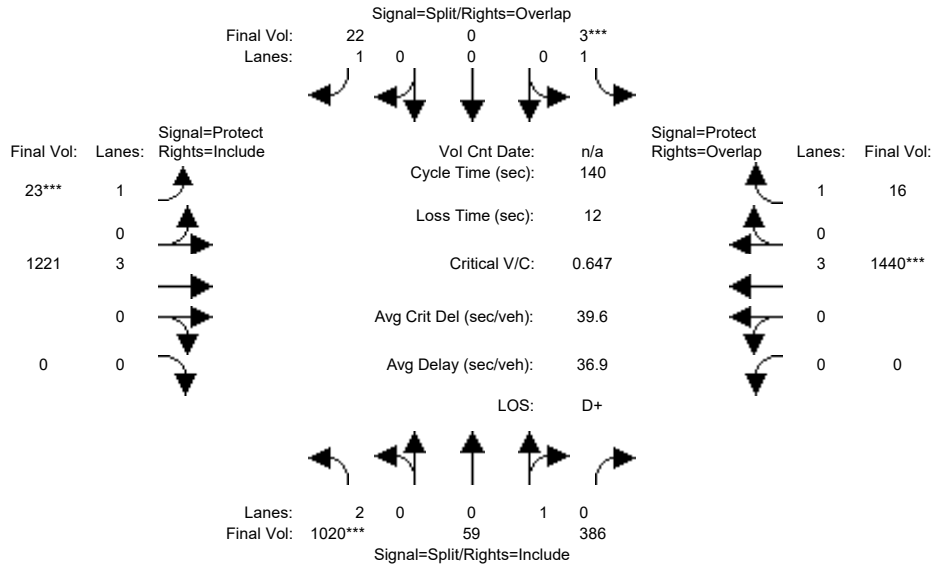
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.19 | 0.81 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 3150 | 349 | 1451 | 1750 | 0 | 1750 | 1750 | 5700 | 0 | 0 | 5700 | 1750 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.10 | 0.13 | 0.13 | 0.02 | 0.00 | 0.02 | 0.01 | 0.18 | 0.00 | 0.00 | 0.28 | 0.01 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |
| Green Time: | 34.6 | 34.6 | 34.6 | 10.0 | 0.0 | 10.0 | 7.0 | 83.4 | 0.0 | 0.0 | 76.4 | 76.4 |
| Volume/Cap: | 0.40 | 0.52 | 0.52 | 0.24 | 0.00 | 0.24 | 0.14 | 0.30 | 0.00 | 0.00 | 0.52 | 0.01 |
| Uniform Del: | 44.0 | 45.5 | 45.5 | 61.4 | 0.0 | 61.4 | 63.6 | 14.0 | 0.0 | 0.0 | 20.2 | 14.6 |
| IncrcmntDel: | 0.3 | 1.1 | 1.1 | 1.0 | 0.0 | 1.0 | 0.7 | 0.1 | 0.0 | 0.0 | 0.2 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 44.3 | 46.6 | 46.6 | 62.4 | 0.0 | 62.4 | 64.3 | 14.0 | 0.0 | 0.0 | 20.4 | 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 |
| AdjDel/Veh: | 44.3 | 46.6 | 46.6 | 62.4 | 0.0 | 62.4 | 64.3 | 14.0 | 0.0 | 0.0 | 20.4 | 14.6 |
| LOS by Move: | D | D | D | E | A | E | E | B | A | A | C+ | B |
| HCM2kAvgQ: | 7 | 9 | 9 | 2 | 0 | 2 | 1 | 7 | 0 | 0 | 14 | 0 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (AM)

Intersection #3020: 101/BROKAW



| Street Name: | US 101 | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 0 | 10 | 7 | 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 | 4.0 |

| Volume Module: | US 101 NB | | | US 101 SB | | | BROKAW RD EB | | | BROKAW RD WB | | |
|----------------|-----------|------|------|-----------|------|------|--------------|------|------|--------------|------|------|
| Base Vol: | 926 | 59 | 386 | 3 | 0 | 22 | 23 | 1092 | 0 | 0 | 1306 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 926 | 59 | 386 | 3 | 0 | 22 | 23 | 1092 | 0 | 0 | 1306 | 16 |
| Added Vol: | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 0 | 0 | 134 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 1020 | 59 | 386 | 3 | 0 | 22 | 23 | 1221 | 0 | 0 | 1440 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1020 | 59 | 386 | 3 | 0 | 22 | 23 | 1221 | 0 | 0 | 1440 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1020 | 59 | 386 | 3 | 0 | 22 | 23 | 1221 | 0 | 0 | 1440 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 1020 | 59 | 386 | 3 | 0 | 22 | 23 | 1221 | 0 | 0 | 1440 | 16 |

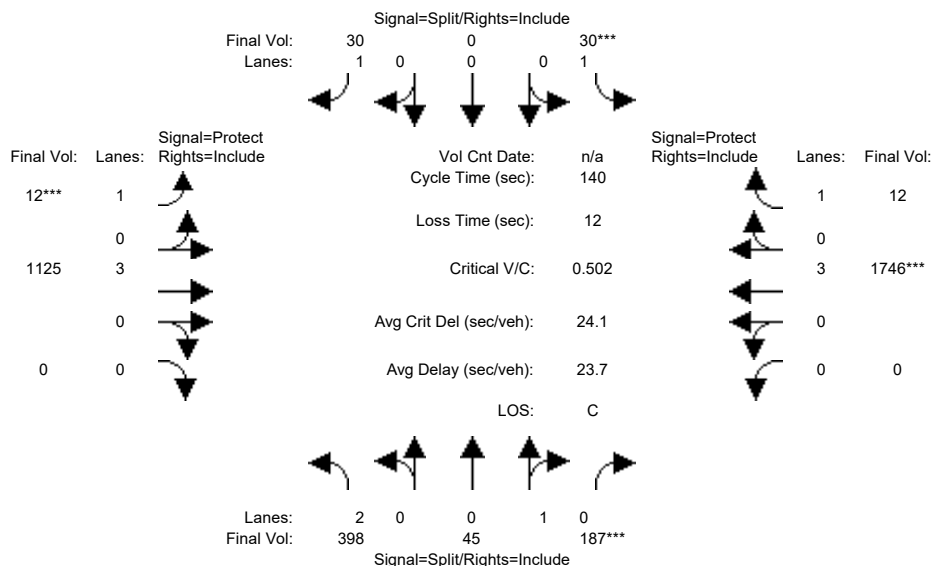
| Saturation Flow Module: | US 101 NB | | | US 101 SB | | | BROKAW RD EB | | | BROKAW RD WB | | |
|-------------------------|-----------|------|------|-----------|------|------|--------------|------|------|--------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.13 | 0.87 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 3150 | 239 | 1561 | 1750 | 0 | 1750 | 1750 | 5700 | 0 | 0 | 5700 | 1750 |

| Capacity Analysis Module: | US 101 NB | | | US 101 SB | | | BROKAW RD EB | | | BROKAW RD WB | | |
|---------------------------|-----------|------|------|-----------|------|------|--------------|------|------|--------------|------|------|
| Vol/Sat: | 0.32 | 0.25 | 0.25 | 0.00 | 0.00 | 0.01 | 0.01 | 0.21 | 0.00 | 0.00 | 0.25 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 62.4 | 62.4 | 62.4 | 10.0 | 0.0 | 17.0 | 7.0 | 55.6 | 0.0 | 0.0 | 48.6 | 58.6 |
| Volume/Cap: | 0.73 | 0.56 | 0.56 | 0.02 | 0.00 | 0.10 | 0.26 | 0.54 | 0.00 | 0.00 | 0.73 | 0.02 |
| Uniform Del: | 31.8 | 28.6 | 28.6 | 60.5 | 0.0 | 54.7 | 64.0 | 32.3 | 0.0 | 0.0 | 39.9 | 23.9 |
| IncrcmntDel: | 3.3 | 2.8 | 2.8 | 0.4 | 0.0 | 1.0 | 7.2 | 0.9 | 0.0 | 0.0 | 2.4 | 0.1 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 35.2 | 31.4 | 31.4 | 60.8 | 0.0 | 55.7 | 71.2 | 33.3 | 0.0 | 0.0 | 42.3 | 23.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.2 | 31.4 | 31.4 | 60.8 | 0.0 | 55.7 | 71.2 | 33.3 | 0.0 | 0.0 | 42.3 | 23.9 |
| LOS by Move: | D+ | C | C | E | A | E+ | E | C- | A | A | D | C |
| HCM2kAvgQ: | 22 | 15 | 15 | 0 | 0 | 1 | 1 | 13 | 0 | 0 | 19 | 0 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (PM)

Intersection #3020: 101/BROKAW



| Street Name: | US 101 | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 0 | 10 | 7 | 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 | 4.0 |

| Volume Module: | US 101 NB | | | US 101 SB | | | BROKAW RD EB | | | BROKAW RD WB | | |
|----------------|-----------|------|------|-----------|------|------|--------------|------|------|--------------|------|------|
| Base Vol: | 310 | 45 | 187 | 30 | 0 | 30 | 12 | 1025 | 0 | 0 | 1620 | 12 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 310 | 45 | 187 | 30 | 0 | 30 | 12 | 1025 | 0 | 0 | 1620 | 12 |
| Added Vol: | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 126 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 398 | 45 | 187 | 30 | 0 | 30 | 12 | 1125 | 0 | 0 | 1746 | 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: | 398 | 45 | 187 | 30 | 0 | 30 | 12 | 1125 | 0 | 0 | 1746 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 398 | 45 | 187 | 30 | 0 | 30 | 12 | 1125 | 0 | 0 | 1746 | 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 |
| Final Volume: | 398 | 45 | 187 | 30 | 0 | 30 | 12 | 1125 | 0 | 0 | 1746 | 12 |

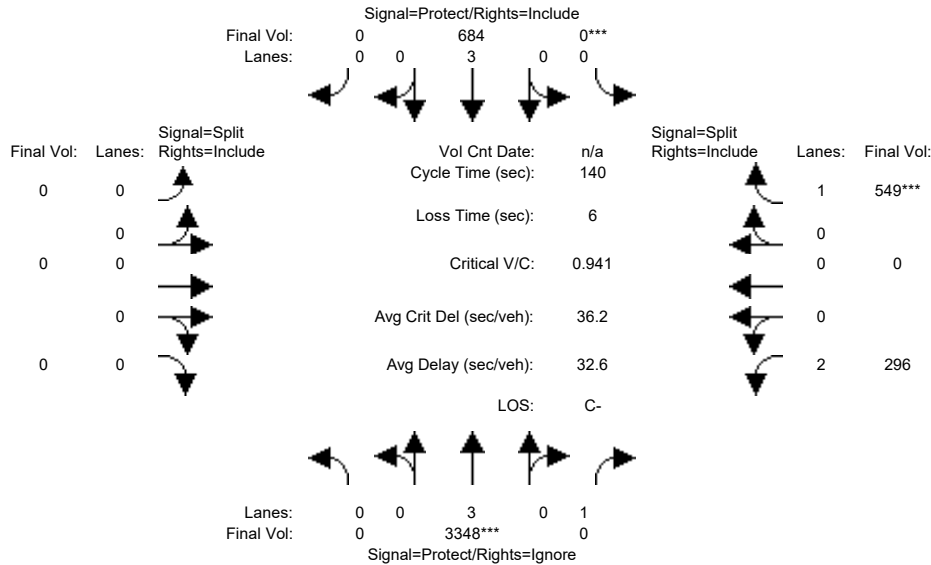
| Saturation Flow Module: | US 101 NB | | | US 101 SB | | | BROKAW RD EB | | | BROKAW RD WB | | |
|-------------------------|-----------|------|------|-----------|------|------|--------------|------|------|--------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.19 | 0.81 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 3150 | 349 | 1451 | 1750 | 0 | 1750 | 1750 | 5700 | 0 | 0 | 5700 | 1750 |

| Capacity Analysis Module: | US 101 NB | | | US 101 SB | | | BROKAW RD EB | | | BROKAW RD WB | | |
|---------------------------|-----------|------|------|-----------|------|------|--------------|------|------|--------------|------|------|
| Vol/Sat: | 0.13 | 0.13 | 0.13 | 0.02 | 0.00 | 0.02 | 0.01 | 0.20 | 0.00 | 0.00 | 0.31 | 0.01 |
| Crit Moves: | | | **** | **** | | | **** | | | **** | | |
| Green Time: | 32.9 | 32.9 | 32.9 | 10.0 | 0.0 | 10.0 | 7.0 | 85.1 | 0.0 | 0.0 | 78.1 | 78.1 |
| Volume/Cap: | 0.54 | 0.55 | 0.55 | 0.24 | 0.00 | 0.24 | 0.14 | 0.32 | 0.00 | 0.00 | 0.55 | 0.01 |
| Uniform Del: | 46.9 | 47.1 | 47.1 | 61.4 | 0.0 | 61.4 | 63.6 | 13.4 | 0.0 | 0.0 | 19.7 | 13.8 |
| IncrementDel: | 0.8 | 1.5 | 1.5 | 1.0 | 0.0 | 1.0 | 0.7 | 0.1 | 0.0 | 0.0 | 0.2 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 47.7 | 48.6 | 48.6 | 62.4 | 0.0 | 62.4 | 64.3 | 13.5 | 0.0 | 0.0 | 19.9 | 13.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 47.7 | 48.6 | 48.6 | 62.4 | 0.0 | 62.4 | 64.3 | 13.5 | 0.0 | 0.0 | 19.9 | 13.8 |
| LOS by Move: | D | D | D | E | A | E | E | B | A | A | B- | B |
| HCM2kAvgQ: | 9 | 10 | 10 | 2 | 0 | 2 | 1 | 7 | 0 | 0 | 16 | 0 |

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

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

Intersection #3052: 880/COLEMAN (N)



| Street Name: | COLEMAN AVE (N) | | | | | | I-880 | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 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 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 3348 | 199 | 0 | 684 | 0 | 0 | 0 | 0 | 296 | 0 | 549 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 3348 | 199 | 0 | 684 | 0 | 0 | 0 | 0 | 296 | 0 | 549 |
| 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 | 3348 | 199 | 0 | 684 | 0 | 0 | 0 | 0 | 296 | 0 | 549 |
| 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: | 0 | 3348 | 0 | 0 | 684 | 0 | 0 | 0 | 0 | 296 | 0 | 549 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3348 | 0 | 0 | 684 | 0 | 0 | 0 | 0 | 296 | 0 | 549 |
| 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 | 3348 | 0 | 0 | 684 | 0 | 0 | 0 | 0 | 296 | 0 | 549 |

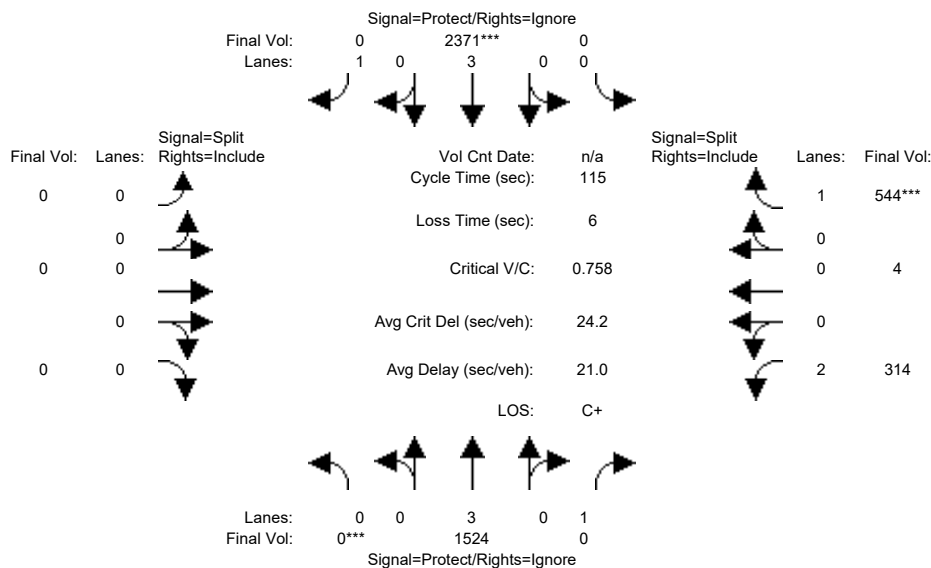
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 5700 | 0 | 0 | 0 | 0 | 3150 | 0 | 1750 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.59 | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.31 |
| Crit Moves: | | **** | | | **** | | | | | | | **** |
| Green Time: | 0.0 | 87.3 | 0.0 | 0.0 | 87.3 | 0.0 | 0.0 | 0.0 | 0.0 | 46.7 | 0.0 | 46.7 |
| Volume/Cap: | 0.00 | 0.94 | 0.00 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.28 | 0.00 | 0.94 |
| Uniform Del: | 0.0 | 24.0 | 0.0 | 0.0 | 11.3 | 0.0 | 0.0 | 0.0 | 0.0 | 34.3 | 0.0 | 45.3 |
| IncrementDel: | 0.0 | 6.5 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 25.3 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 30.5 | 0.0 | 0.0 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 35.0 | 0.0 | 70.7 |
| 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 | 30.5 | 0.0 | 0.0 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 35.0 | 0.0 | 70.7 |
| LOS by Move: | A | C | A | A | B+ | A | A | A | A | D+ | A | E |
| HCM2kAvgQ: | 0 | 48 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 5 | 0 | 29 |

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

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

Intersection #3052: 880/COLEMAN (N)



Street Name: COLEMAN AVE (N) I-880
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 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 | 4.0 | 4.0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 1524 | 271 | 0 | 2371 | 525 | 0 | 0 | 0 | 314 | 4 | 544 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1524 | 271 | 0 | 2371 | 525 | 0 | 0 | 0 | 314 | 4 | 544 |
| 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 | 1524 | 271 | 0 | 2371 | 525 | 0 | 0 | 0 | 314 | 4 | 544 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1524 | 0 | 0 | 2371 | 0 | 0 | 0 | 0 | 314 | 4 | 544 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1524 | 0 | 0 | 2371 | 0 | 0 | 0 | 0 | 314 | 4 | 544 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1524 | 0 | 0 | 2371 | 0 | 0 | 0 | 0 | 314 | 4 | 544 |

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 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.98 | 0.02 | 1.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 5700 | 1750 | 0 | 0 | 0 | 3465 | 44 | 1800 |

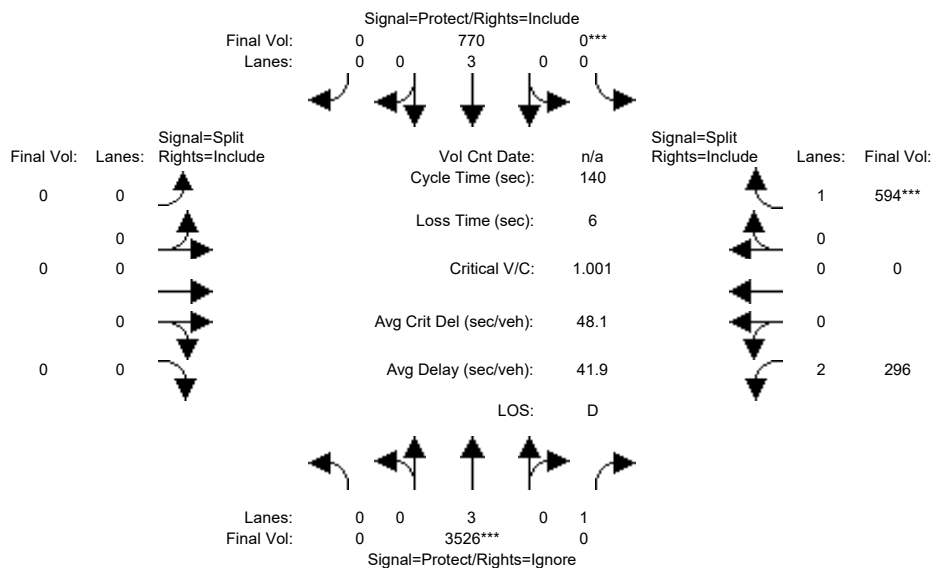
Capacity Analysis Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.27 | 0.00 | 0.00 | 0.42 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.09 | 0.30 |
| Crit Moves: | **** | | | | **** | | | | | | | **** |
| Green Time: | 0.0 | 63.1 | 0.0 | 0.0 | 63.1 | 0.0 | 0.0 | 0.0 | 0.0 | 45.9 | 45.9 | 45.9 |
| Volume/Cap: | 0.00 | 0.49 | 0.00 | 0.00 | 0.76 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 | 0.23 | 0.76 |
| Uniform Del: | 0.0 | 16.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22.8 | 22.8 | 29.8 |
| IncrementDel: | 0.0 | 0.1 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 16.1 | 0.0 | 0.0 | 21.1 | 0.0 | 0.0 | 0.0 | 0.0 | 22.9 | 22.9 | 32.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 16.1 | 0.0 | 0.0 | 21.1 | 0.0 | 0.0 | 0.0 | 0.0 | 22.9 | 22.9 | 32.8 |
| LOS by Move: | A | B | A | A | C+ | A | A | A | A | C+ | C+ | C- |
| HCM2kAvgQ: | 0 | 11 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 4 | 4 | 19 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (AM)

Intersection #3052: 880/COLEMAN (N)



| Street Name: | COLEMAN AVE (N) | | | | | | I-880 | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 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 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 3348 | 199 | 0 | 684 | 0 | 0 | 0 | 0 | 296 | 0 | 549 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 3348 | 199 | 0 | 684 | 0 | 0 | 0 | 0 | 296 | 0 | 549 |
| Added Vol: | 0 | 178 | 0 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 3526 | 199 | 0 | 770 | 0 | 0 | 0 | 0 | 296 | 0 | 594 |
| 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: | 0 | 3526 | 0 | 0 | 770 | 0 | 0 | 0 | 0 | 296 | 0 | 594 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3526 | 0 | 0 | 770 | 0 | 0 | 0 | 0 | 296 | 0 | 594 |
| 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 | 3526 | 0 | 0 | 770 | 0 | 0 | 0 | 0 | 296 | 0 | 594 |

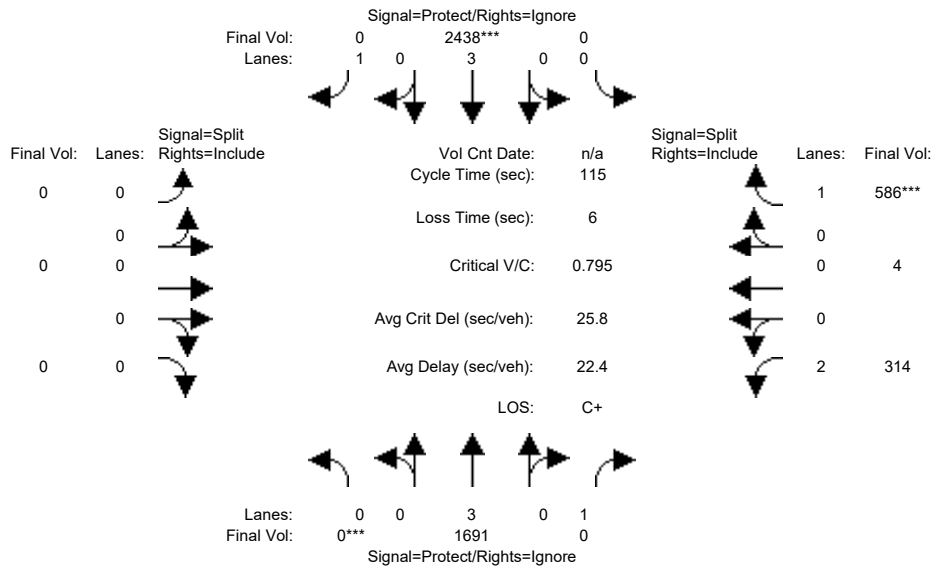
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 5700 | 0 | 0 | 0 | 0 | 3150 | 0 | 1750 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.62 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.34 |
| Crit Moves: | | **** | | | **** | | | | | | | **** |
| Green Time: | 0.0 | 86.5 | 0.0 | 0.0 | 86.5 | 0.0 | 0.0 | 0.0 | 0.0 | 47.5 | 0.0 | 47.5 |
| Volume/Cap: | 0.00 | 1.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.28 | 0.00 | 1.00 |
| Uniform Del: | 0.0 | 26.7 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 33.7 | 0.0 | 46.3 |
| IncrementDel: | 0.0 | 15.4 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 37.2 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 42.1 | 0.0 | 0.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34.4 | 0.0 | 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: | 0.0 | 42.1 | 0.0 | 0.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34.4 | 0.0 | 83.4 |
| LOS by Move: | A | D | A | A | B+ | A | A | A | A | C- | A | F |
| HCM2kAvgQ: | 0 | 58 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 34 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (PM)

Intersection #3052: 880/COLEMAN (N)



| Street Name: | COLEMAN AVE (N) | | | | | | I-880 | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 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 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 1524 | 271 | 0 | 2371 | 525 | 0 | 0 | 0 | 314 | 4 | 544 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1524 | 271 | 0 | 2371 | 525 | 0 | 0 | 0 | 314 | 4 | 544 |
| Added Vol: | 0 | 167 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1691 | 271 | 0 | 2438 | 525 | 0 | 0 | 0 | 314 | 4 | 586 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1691 | 0 | 0 | 2438 | 0 | 0 | 0 | 0 | 314 | 4 | 586 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1691 | 0 | 0 | 2438 | 0 | 0 | 0 | 0 | 314 | 4 | 586 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1691 | 0 | 0 | 2438 | 0 | 0 | 0 | 0 | 314 | 4 | 586 |

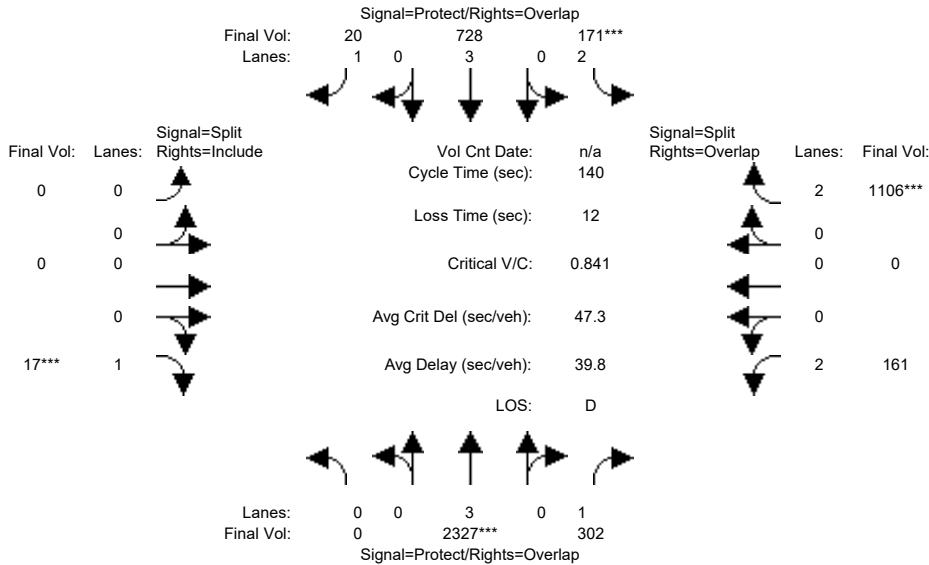
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.98 | 0.02 | 1.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 5700 | 1750 | 0 | 0 | 0 | 3461 | 44 | 1800 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.30 | 0.00 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.09 | 0.33 |
| Crit Moves: | *** | | | *** | | | | | | | | *** |
| Green Time: | 0.0 | 61.9 | 0.0 | 0.0 | 61.9 | 0.0 | 0.0 | 0.0 | 0.0 | 47.1 | 47.1 | 47.1 |
| Volume/Cap: | 0.00 | 0.55 | 0.00 | 0.00 | 0.79 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.22 | 0.79 |
| Uniform Del: | 0.0 | 17.4 | 0.0 | 0.0 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 | 22.0 | 22.0 | 29.7 |
| IncrcmntDel: | 0.0 | 0.2 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 17.7 | 0.0 | 0.0 | 22.9 | 0.0 | 0.0 | 0.0 | 0.0 | 22.1 | 22.1 | 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 | 17.7 | 0.0 | 0.0 | 22.9 | 0.0 | 0.0 | 0.0 | 0.0 | 22.1 | 22.1 | 33.7 |
| LOS by Move: | A | B | A | A | C+ | A | A | A | A | C+ | C+ | C- |
| HCM2kAvgQ: | 0 | 13 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 4 | 4 | 21 |

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

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

Intersection #3053: 880/COLEMAN (S)



| Street Name: | COLEMAN AVE (S) | | | | | | I-880 | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 10 | 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 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 0 | 2327 | 302 | 171 | 728 | 20 | 0 | 0 | 17 | 161 | 0 | 1106 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2327 | 302 | 171 | 728 | 20 | 0 | 0 | 17 | 161 | 0 | 1106 |
| 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 | 2327 | 302 | 171 | 728 | 20 | 0 | 0 | 17 | 161 | 0 | 1106 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 2327 | 302 | 171 | 728 | 20 | 0 | 0 | 17 | 161 | 0 | 1106 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2327 | 302 | 171 | 728 | 20 | 0 | 0 | 17 | 161 | 0 | 1106 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 2327 | 302 | 171 | 728 | 20 | 0 | 0 | 17 | 161 | 0 | 1106 |

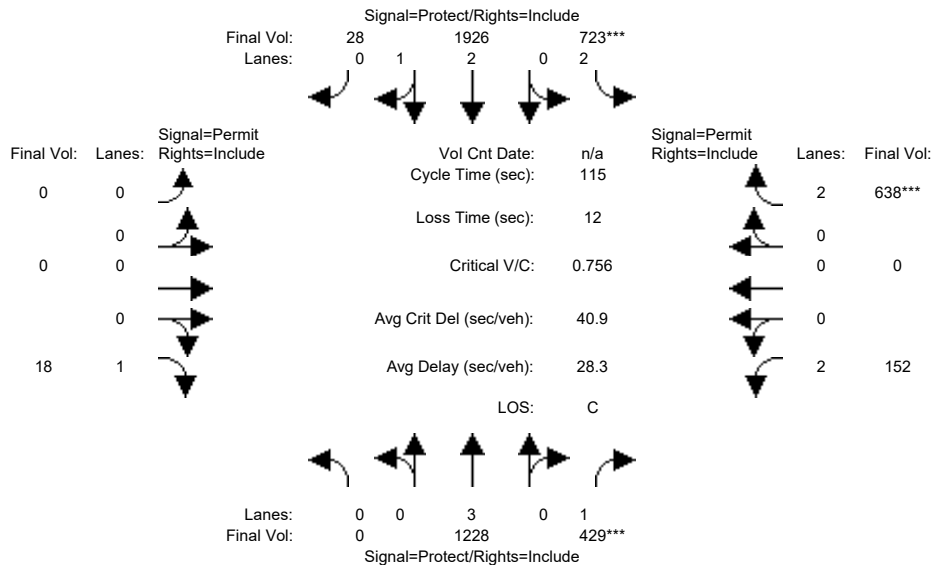
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 1750 | 3150 | 5700 | 1750 | 0 | 0 | 1750 | 3150 | 0 | 3150 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.41 | 0.17 | 0.05 | 0.13 | 0.01 | 0.00 | 0.00 | 0.01 | 0.05 | 0.00 | 0.35 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 63.4 | 109.6 | 8.4 | 71.9 | 81.9 | 0.0 | 0.0 | 10.0 | 46.1 | 0.0 | 54.6 |
| Volume/Cap: | 0.00 | 0.90 | 0.22 | 0.90 | 0.25 | 0.02 | 0.00 | 0.00 | 0.14 | 0.16 | 0.00 | 0.90 |
| Uniform Del: | 0.0 | 35.4 | 4.0 | 65.4 | 19.0 | 12.2 | 0.0 | 0.0 | 60.9 | 33.2 | 0.0 | 40.2 |
| IncrcmntDel: | 0.0 | 5.6 | 0.4 | 43.6 | 0.2 | 0.0 | 0.0 | 0.0 | 2.3 | 0.3 | 0.0 | 10.7 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 41.0 | 4.4 | 109.0 | 19.2 | 12.2 | 0.0 | 0.0 | 63.2 | 33.5 | 0.0 | 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: | 0.0 | 41.0 | 4.4 | 109.0 | 19.2 | 12.2 | 0.0 | 0.0 | 63.2 | 33.5 | 0.0 | 50.9 |
| LOS by Move: | A | D | A | F | B- | B | A | A | E | C- | A | D |
| HCM2kAvgQ: | 0 | 34 | 4 | 7 | 6 | 0 | 0 | 0 | 1 | 3 | 0 | 30 |

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

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

Intersection #3053: 880/COLEMAN (S)



| Street Name: | COLEMAN AVE (S) | | | | | | I-880 | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 10 | 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 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 0 | 1228 | 429 | 723 | 1926 | 28 | 0 | 0 | 18 | 152 | 0 | 638 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1228 | 429 | 723 | 1926 | 28 | 0 | 0 | 18 | 152 | 0 | 638 |
| 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 | 1228 | 429 | 723 | 1926 | 28 | 0 | 0 | 18 | 152 | 0 | 638 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 1228 | 429 | 723 | 1926 | 28 | 0 | 0 | 18 | 152 | 0 | 638 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1228 | 429 | 723 | 1926 | 28 | 0 | 0 | 18 | 152 | 0 | 638 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1228 | 429 | 723 | 1926 | 28 | 0 | 0 | 18 | 152 | 0 | 638 |

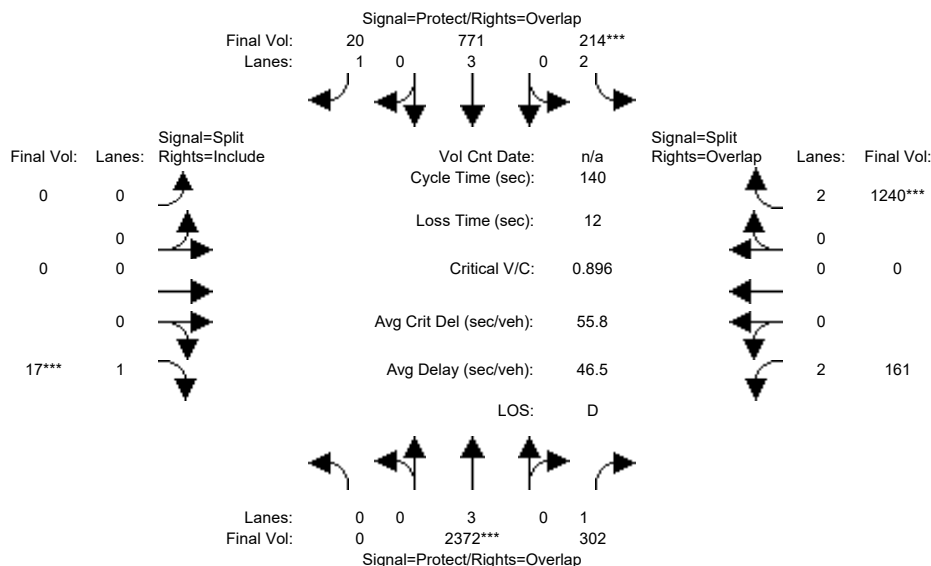
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 2.96 | 0.04 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 1750 | 3150 | 5520 | 80 | 0 | 0 | 1750 | 3150 | 0 | 3150 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.22 | 0.25 | 0.23 | 0.35 | 0.35 | 0.00 | 0.00 | 0.01 | 0.05 | 0.00 | 0.20 |
| Crit Moves: | | **** | **** | **** | **** | | | | | | | **** |
| Green Time: | 0.0 | 37.3 | 37.3 | 34.9 | 72.2 | 72.2 | 0.0 | 0.0 | 30.8 | 30.8 | 0.0 | 30.8 |
| Volume/Cap: | 0.00 | 0.66 | 0.76 | 0.76 | 0.56 | 0.56 | 0.00 | 0.00 | 0.04 | 0.18 | 0.00 | 0.76 |
| Uniform Del: | 0.0 | 33.5 | 34.8 | 36.2 | 12.2 | 12.2 | 0.0 | 0.0 | 31.1 | 32.4 | 0.0 | 38.6 |
| IncrementDel: | 0.0 | 0.9 | 5.8 | 3.5 | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 3.9 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 34.4 | 40.6 | 39.7 | 12.4 | 12.4 | 0.0 | 0.0 | 31.2 | 32.5 | 0.0 | 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: | 0.0 | 34.4 | 40.6 | 39.7 | 12.4 | 12.4 | 0.0 | 0.0 | 31.2 | 32.5 | 0.0 | 42.6 |
| LOS by Move: | A | C- | D | D | B | B | A | A | C | C- | A | D |
| HCM2kAvgQ: | 0 | 13 | 16 | 15 | 13 | 13 | 0 | 0 | 1 | 2 | 0 | 14 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (AM)

Intersection #3053: 880/COLEMAN (S)



| Street Name: | COLEMAN AVE (S) | | | | | | I-880 | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 10 | 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 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 0 | 2327 | 302 | 171 | 728 | 20 | 0 | 0 | 17 | 161 | 0 | 1106 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2327 | 302 | 171 | 728 | 20 | 0 | 0 | 17 | 161 | 0 | 1106 |
| Added Vol: | 0 | 45 | 0 | 43 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 2372 | 302 | 214 | 771 | 20 | 0 | 0 | 17 | 161 | 0 | 1240 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 2372 | 302 | 214 | 771 | 20 | 0 | 0 | 17 | 161 | 0 | 1240 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2372 | 302 | 214 | 771 | 20 | 0 | 0 | 17 | 161 | 0 | 1240 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 2372 | 302 | 214 | 771 | 20 | 0 | 0 | 17 | 161 | 0 | 1240 |

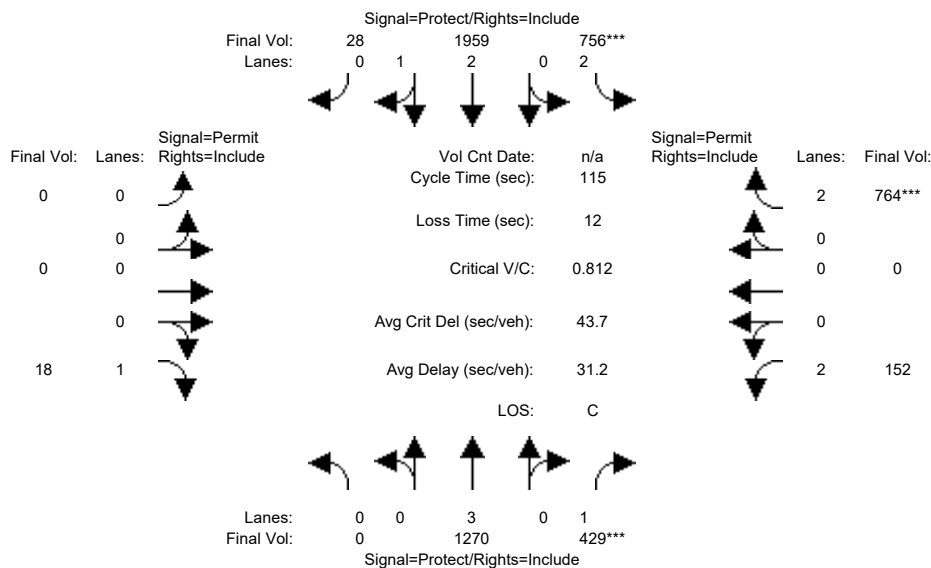
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 1750 | 3150 | 5700 | 1750 | 0 | 0 | 1750 | 3150 | 0 | 3150 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.42 | 0.17 | 0.07 | 0.14 | 0.01 | 0.00 | 0.00 | 0.01 | 0.05 | 0.00 | 0.39 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 60.6 | 108.1 | 9.9 | 70.5 | 80.5 | 0.0 | 0.0 | 10.0 | 47.5 | 0.0 | 57.4 |
| Volume/Cap: | 0.00 | 0.96 | 0.22 | 0.96 | 0.27 | 0.02 | 0.00 | 0.00 | 0.14 | 0.15 | 0.00 | 0.96 |
| Uniform Del: | 0.0 | 38.5 | 4.4 | 64.9 | 19.9 | 12.8 | 0.0 | 0.0 | 60.9 | 32.2 | 0.0 | 40.2 |
| IncrcmntDel: | 0.0 | 11.0 | 0.4 | 50.9 | 0.2 | 0.0 | 0.0 | 0.0 | 2.3 | 0.3 | 0.0 | 17.3 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 49.5 | 4.8 | 115.8 | 20.2 | 12.8 | 0.0 | 0.0 | 63.2 | 32.5 | 0.0 | 57.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 49.5 | 4.8 | 115.8 | 20.2 | 12.8 | 0.0 | 0.0 | 63.2 | 32.5 | 0.0 | 57.5 |
| LOS by Move: | A | D | A | F | C+ | B | A | A | E | C- | A | E+ |
| HCM2kAvgQ: | 0 | 38 | 4 | 9 | 6 | 0 | 0 | 0 | 1 | 3 | 0 | 36 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (PM)

Intersection #3053: 880/COLEMAN (S)



| Street Name: | COLEMAN AVE (S) | | | | | | I-880 | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 10 | 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 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 0 | 1228 | 429 | 723 | 1926 | 28 | 0 | 0 | 18 | 152 | 0 | 638 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1228 | 429 | 723 | 1926 | 28 | 0 | 0 | 18 | 152 | 0 | 638 |
| Added Vol: | 0 | 42 | 0 | 33 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1270 | 429 | 756 | 1959 | 28 | 0 | 0 | 18 | 152 | 0 | 764 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 1270 | 429 | 756 | 1959 | 28 | 0 | 0 | 18 | 152 | 0 | 764 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1270 | 429 | 756 | 1959 | 28 | 0 | 0 | 18 | 152 | 0 | 764 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 1270 | 429 | 756 | 1959 | 28 | 0 | 0 | 18 | 152 | 0 | 764 |

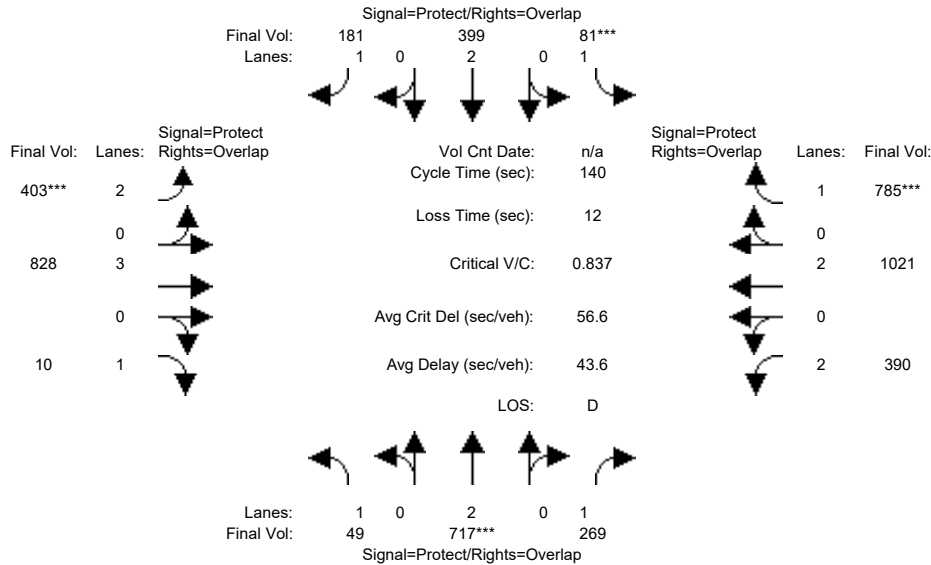
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 2.96 | 0.04 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 1750 | 3150 | 5521 | 79 | 0 | 0 | 1750 | 3150 | 0 | 3150 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.22 | 0.25 | 0.24 | 0.35 | 0.35 | 0.00 | 0.00 | 0.01 | 0.05 | 0.00 | 0.24 |
| Crit Moves: | | **** | **** | **** | **** | **** | | | | | | **** |
| Green Time: | 0.0 | 34.7 | 34.7 | 34.0 | 68.7 | 68.7 | 0.0 | 0.0 | 34.3 | 34.3 | 0.0 | 34.3 |
| Volume/Cap: | 0.00 | 0.74 | 0.81 | 0.81 | 0.59 | 0.59 | 0.00 | 0.00 | 0.03 | 0.16 | 0.00 | 0.81 |
| Uniform Del: | 0.0 | 36.1 | 37.1 | 37.6 | 14.5 | 14.5 | 0.0 | 0.0 | 28.6 | 29.7 | 0.0 | 37.4 |
| IncrcmntDel: | 0.0 | 1.7 | 9.3 | 5.5 | 0.3 | 0.3 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 5.5 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 37.8 | 46.5 | 43.1 | 14.8 | 14.8 | 0.0 | 0.0 | 28.6 | 29.8 | 0.0 | 42.8 |
| 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 | 37.8 | 46.5 | 43.1 | 14.8 | 14.8 | 0.0 | 0.0 | 28.6 | 29.8 | 0.0 | 42.8 |
| LOS by Move: | A | D+ | D | D | B | B | A | A | C | C | A | D |
| HCM2kAvgQ: | 0 | 15 | 17 | 17 | 15 | 15 | 0 | 0 | 0 | 2 | 0 | 17 |

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

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

Intersection #3083: BROKAW/FIRST



| Street Name: | FIRST ST | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 49 | 717 | 269 | 81 | 399 | 181 | 403 | 828 | 10 | 390 | 1021 | 785 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 49 | 717 | 269 | 81 | 399 | 181 | 403 | 828 | 10 | 390 | 1021 | 785 |
| 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: | 49 | 717 | 269 | 81 | 399 | 181 | 403 | 828 | 10 | 390 | 1021 | 785 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 49 | 717 | 269 | 81 | 399 | 181 | 403 | 828 | 10 | 390 | 1021 | 785 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 49 | 717 | 269 | 81 | 399 | 181 | 403 | 828 | 10 | 390 | 1021 | 785 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 49 | 717 | 269 | 81 | 399 | 181 | 403 | 828 | 10 | 390 | 1021 | 785 |

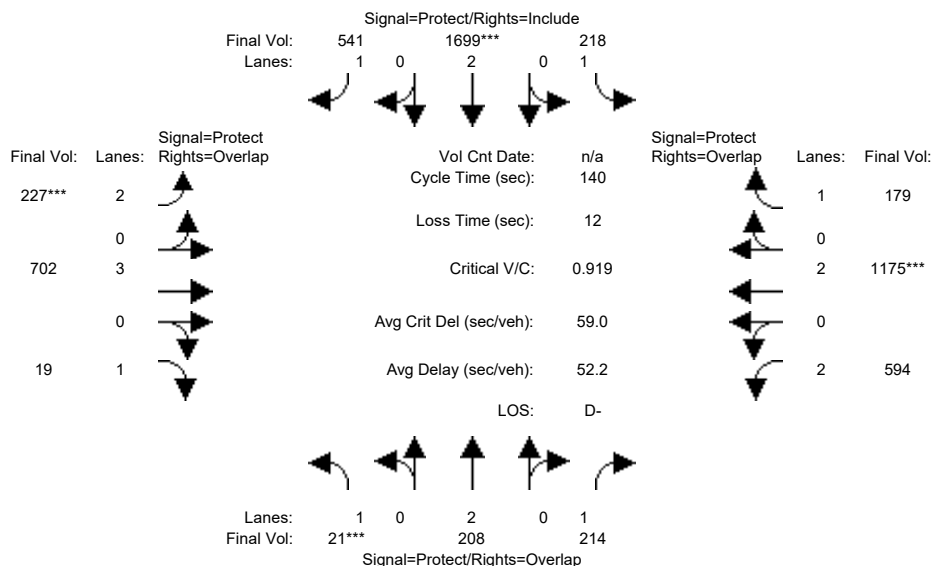
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.03 | 0.19 | 0.15 | 0.05 | 0.11 | 0.10 | 0.13 | 0.15 | 0.01 | 0.12 | 0.27 | 0.45 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 12.7 | 31.6 | 72.1 | 7.7 | 26.6 | 48.0 | 21.4 | 47.5 | 60.2 | 40.5 | 66.7 | 74.4 |
| Volume/Cap: | 0.31 | 0.84 | 0.30 | 0.84 | 0.55 | 0.30 | 0.84 | 0.43 | 0.01 | 0.43 | 0.56 | 0.84 |
| Uniform Del: | 59.6 | 51.8 | 19.5 | 65.5 | 51.3 | 33.7 | 57.6 | 35.7 | 22.9 | 40.3 | 26.3 | 27.9 |
| IncrementDel: | 5.0 | 9.5 | 0.8 | 54.7 | 3.0 | 1.3 | 15.8 | 0.7 | 0.0 | 1.5 | 1.3 | 9.2 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 64.6 | 61.3 | 20.3 | 120.2 | 54.3 | 35.0 | 73.4 | 36.4 | 22.9 | 41.8 | 27.5 | 37.1 |
| 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: | 64.6 | 61.3 | 20.3 | 120.2 | 54.3 | 35.0 | 73.4 | 36.4 | 22.9 | 41.8 | 27.5 | 37.1 |
| LOS by Move: | E | E | C+ | F | D- | C- | E | D+ | C+ | D | C | D+ |
| HCM2kAvgQ: | 2 | 16 | 7 | 6 | 8 | 6 | 12 | 9 | 0 | 8 | 16 | 33 |

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

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

Intersection #3083: BROKAW/FIRST



| Street Name: | FIRST ST | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 21 | 208 | 214 | 218 | 1699 | 541 | 227 | 702 | 19 | 594 | 1175 | 179 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 21 | 208 | 214 | 218 | 1699 | 541 | 227 | 702 | 19 | 594 | 1175 | 179 |
| 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: | 21 | 208 | 214 | 218 | 1699 | 541 | 227 | 702 | 19 | 594 | 1175 | 179 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 21 | 208 | 214 | 218 | 1699 | 541 | 227 | 702 | 19 | 594 | 1175 | 179 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 21 | 208 | 214 | 218 | 1699 | 541 | 227 | 702 | 19 | 594 | 1175 | 179 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 21 | 208 | 214 | 218 | 1699 | 541 | 227 | 702 | 19 | 594 | 1175 | 179 |

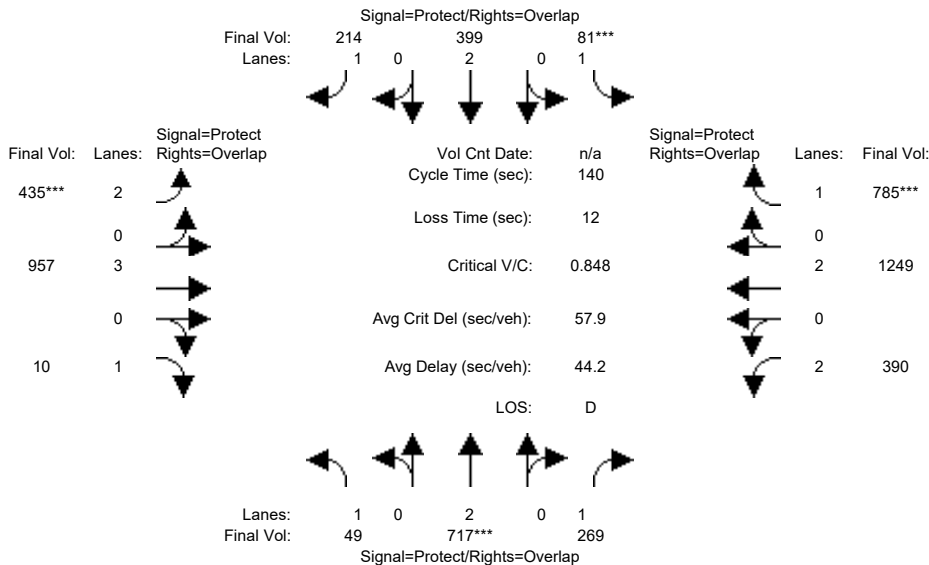
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.01 | 0.05 | 0.12 | 0.12 | 0.45 | 0.31 | 0.07 | 0.12 | 0.01 | 0.19 | 0.31 | 0.10 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 7.0 | 26.4 | 60.0 | 46.0 | 65.3 | 65.3 | 10.5 | 22.0 | 29.0 | 33.7 | 45.2 | 91.1 |
| Volume/Cap: | 0.24 | 0.29 | 0.29 | 0.38 | 0.96 | 0.66 | 0.96 | 0.78 | 0.05 | 0.78 | 0.96 | 0.16 |
| Uniform Del: | 63.9 | 48.8 | 26.0 | 36.1 | 36.0 | 28.8 | 64.5 | 56.7 | 44.5 | 49.7 | 46.5 | 9.5 |
| IncrcmntDel: | 1.4 | 0.2 | 0.2 | 0.4 | 12.9 | 2.1 | 46.8 | 4.6 | 0.1 | 5.4 | 16.7 | 0.1 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 65.4 | 49.0 | 26.2 | 36.5 | 49.0 | 30.9 | 111.3 | 61.3 | 44.5 | 55.1 | 63.2 | 9.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 65.4 | 49.0 | 26.2 | 36.5 | 49.0 | 30.9 | 111.3 | 61.3 | 44.5 | 55.1 | 63.2 | 9.6 |
| LOS by Move: | E | D | C | D+ | D | C | F | E | D | E+ | E | A |
| HCM2kAvgQ: | 1 | 4 | 6 | 8 | 40 | 20 | 9 | 11 | 1 | 15 | 27 | 3 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (AM)

Intersection #3083: BROKAW/FIRST



| Street Name: | FIRST ST | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 49 | 717 | 269 | 81 | 399 | 181 | 403 | 828 | 10 | 390 | 1021 | 785 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 49 | 717 | 269 | 81 | 399 | 181 | 403 | 828 | 10 | 390 | 1021 | 785 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 33 | 32 | 129 | 0 | 0 | 228 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 49 | 717 | 269 | 81 | 399 | 214 | 435 | 957 | 10 | 390 | 1249 | 785 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 49 | 717 | 269 | 81 | 399 | 214 | 435 | 957 | 10 | 390 | 1249 | 785 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 49 | 717 | 269 | 81 | 399 | 214 | 435 | 957 | 10 | 390 | 1249 | 785 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 49 | 717 | 269 | 81 | 399 | 214 | 435 | 957 | 10 | 390 | 1249 | 785 |

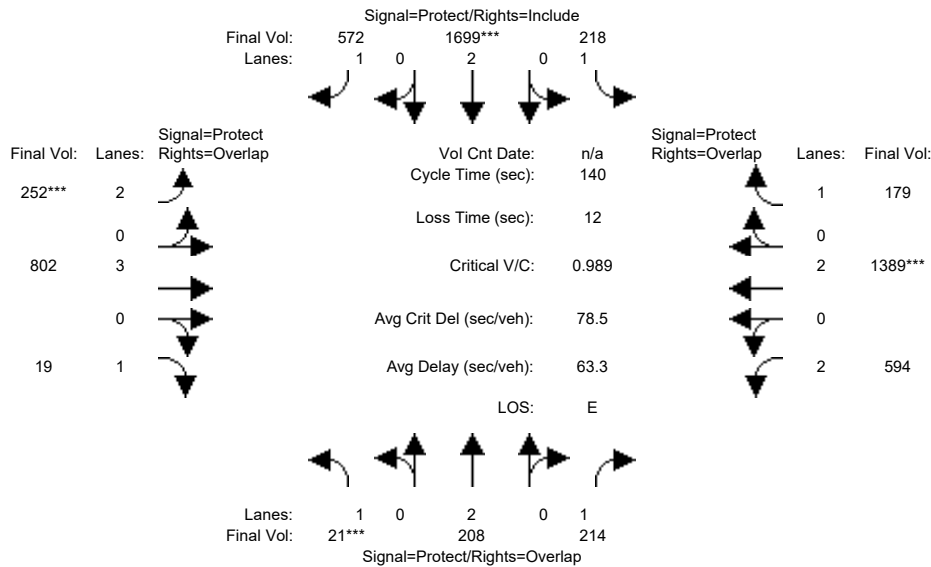
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.03 | 0.19 | 0.15 | 0.05 | 0.11 | 0.12 | 0.14 | 0.17 | 0.01 | 0.12 | 0.33 | 0.45 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 12.5 | 31.1 | 68.8 | 7.6 | 26.3 | 49.1 | 22.8 | 51.0 | 63.5 | 37.6 | 65.8 | 73.4 |
| Volume/Cap: | 0.31 | 0.85 | 0.31 | 0.85 | 0.56 | 0.35 | 0.85 | 0.46 | 0.01 | 0.46 | 0.70 | 0.86 |
| Uniform Del: | 59.7 | 52.2 | 21.4 | 65.6 | 51.6 | 33.6 | 56.9 | 34.0 | 21.0 | 42.7 | 29.3 | 28.7 |
| IncrementDel: | 5.2 | 10.3 | 1.0 | 57.2 | 3.2 | 1.6 | 15.9 | 0.7 | 0.0 | 1.8 | 2.3 | 10.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 64.9 | 62.5 | 22.4 | 122.8 | 54.8 | 35.2 | 72.8 | 34.7 | 21.0 | 44.5 | 31.6 | 38.7 |
| 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: | 64.9 | 62.5 | 22.4 | 122.8 | 54.8 | 35.2 | 72.8 | 34.7 | 21.0 | 44.5 | 31.6 | 38.7 |
| LOS by Move: | E | E | C+ | F | D- | D+ | E | C- | C+ | D | C | D+ |
| HCM2kAvgQ: | 2 | 16 | 7 | 6 | 8 | 7 | 13 | 10 | 0 | 8 | 21 | 33 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (PM)

Intersection #3083: BROKAW/FIRST



| Street Name: | FIRST ST | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 21 | 208 | 214 | 218 | 1699 | 541 | 227 | 702 | 19 | 594 | 1175 | 179 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 21 | 208 | 214 | 218 | 1699 | 541 | 227 | 702 | 19 | 594 | 1175 | 179 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 31 | 25 | 100 | 0 | 0 | 214 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 21 | 208 | 214 | 218 | 1699 | 572 | 252 | 802 | 19 | 594 | 1389 | 179 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 21 | 208 | 214 | 218 | 1699 | 572 | 252 | 802 | 19 | 594 | 1389 | 179 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 21 | 208 | 214 | 218 | 1699 | 572 | 252 | 802 | 19 | 594 | 1389 | 179 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 21 | 208 | 214 | 218 | 1699 | 572 | 252 | 802 | 19 | 594 | 1389 | 179 |

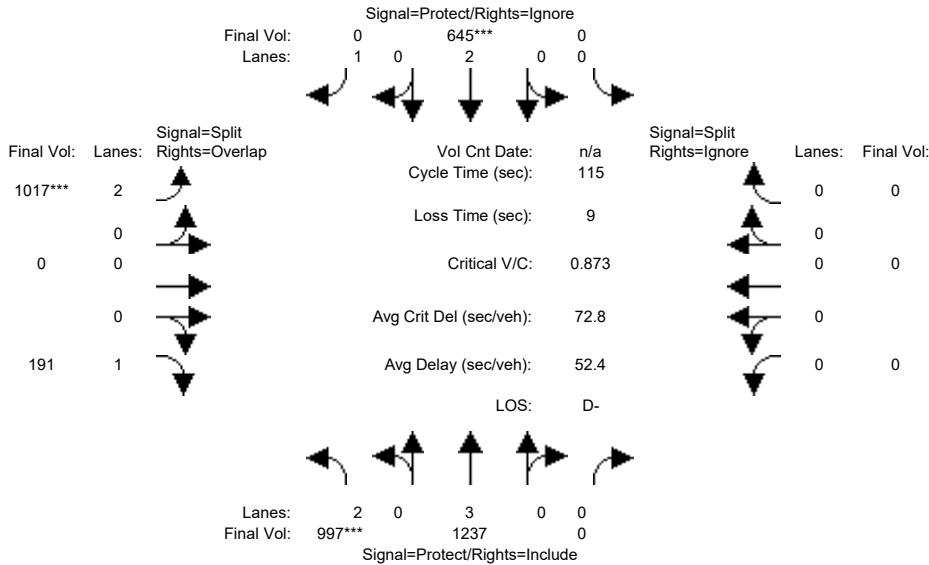
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.01 | 0.05 | 0.12 | 0.12 | 0.45 | 0.33 | 0.08 | 0.14 | 0.01 | 0.19 | 0.37 | 0.10 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 7.0 | 24.6 | 59.2 | 43.0 | 60.6 | 60.6 | 10.8 | 25.8 | 32.8 | 34.6 | 49.5 | 92.5 |
| Volume/Cap: | 0.24 | 0.31 | 0.29 | 0.41 | 1.03 | 0.76 | 1.03 | 0.76 | 0.05 | 0.76 | 1.03 | 0.15 |
| Uniform Del: | 63.9 | 50.3 | 26.5 | 38.4 | 39.7 | 33.4 | 64.6 | 54.2 | 41.5 | 48.9 | 45.2 | 9.0 |
| IncrcmntDel: | 1.4 | 0.3 | 0.2 | 0.5 | 31.1 | 4.3 | 66.4 | 3.4 | 0.0 | 4.5 | 33.4 | 0.1 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 65.4 | 50.5 | 26.8 | 38.9 | 70.8 | 37.8 | 131.0 | 57.6 | 41.5 | 53.4 | 78.6 | 9.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 65.4 | 50.5 | 26.8 | 38.9 | 70.8 | 37.8 | 131.0 | 57.6 | 41.5 | 53.4 | 78.6 | 9.0 |
| LOS by Move: | E | D | C | D+ | E | D+ | F | E+ | D | D- | E- | A |
| HCM2kAvgQ: | 1 | 4 | 6 | 8 | 45 | 23 | 11 | 12 | 1 | 14 | 36 | 3 |

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

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | CENTRAL EXPWY | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|---------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 34 | 69 | 0 | 0 | 35 | 35 | 45 | 0 | 45 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 997 | 1237 | 0 | 0 | 645 | 1840 | 1017 | 0 | 191 | 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: | 997 | 1237 | 0 | 0 | 645 | 1840 | 1017 | 0 | 191 | 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: | 997 | 1237 | 0 | 0 | 645 | 1840 | 1017 | 0 | 191 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 997 | 1237 | 0 | 0 | 645 | 0 | 1017 | 0 | 191 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 997 | 1237 | 0 | 0 | 645 | 0 | 1017 | 0 | 191 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 997 | 1237 | 0 | 0 | 645 | 0 | 1017 | 0 | 191 | 0 | 0 | 0 |

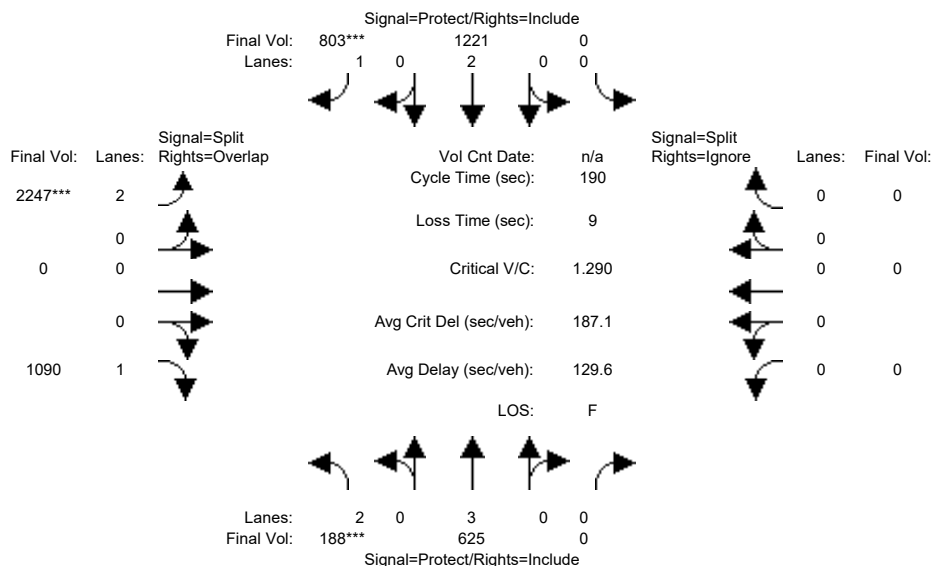
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 5700 | 0 | 0 | 3800 | 1750 | 3150 | 0 | 1750 | 0 | 0 | 0 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.32 | 0.22 | 0.00 | 0.00 | 0.17 | 0.00 | 0.32 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green Time: | 31.8 | 64.5 | 0.0 | 0.0 | 32.7 | 0.0 | 42.1 | 0.0 | 73.9 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 1.15 | 0.39 | 0.00 | 0.00 | 0.60 | 0.00 | 0.88 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 44.5 | 15.1 | 0.0 | 0.0 | 37.9 | 0.0 | 36.5 | 0.0 | 8.8 | 0.0 | 0.0 | 0.0 |
| IncrementDel: | 78.8 | 0.1 | 0.0 | 0.0 | 0.9 | 0.0 | 8.2 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 123.3 | 15.2 | 0.0 | 0.0 | 38.8 | 0.0 | 44.8 | 0.0 | 8.9 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 123.3 | 15.2 | 0.0 | 0.0 | 38.8 | 0.0 | 44.8 | 0.0 | 8.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | B | A | A | D+ | A | D | A | A | A | A | A |
| HCM2kAvgQ: | 33 | 8 | 0 | 0 | 11 | 0 | 24 | 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)
 Background (PM)

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | CENTRAL EXPWY | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|---------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 17 | 77 | 0 | 0 | 61 | 61 | 112 | 0 | 112 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 188 | 625 | 0 | 0 | 1221 | 803 | 2247 | 0 | 1090 | 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: | 188 | 625 | 0 | 0 | 1221 | 803 | 2247 | 0 | 1090 | 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: | 188 | 625 | 0 | 0 | 1221 | 803 | 2247 | 0 | 1090 | 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 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 188 | 625 | 0 | 0 | 1221 | 803 | 2247 | 0 | 1090 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 188 | 625 | 0 | 0 | 1221 | 803 | 2247 | 0 | 1090 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 188 | 625 | 0 | 0 | 1221 | 803 | 2247 | 0 | 1090 | 0 | 0 | 0 |

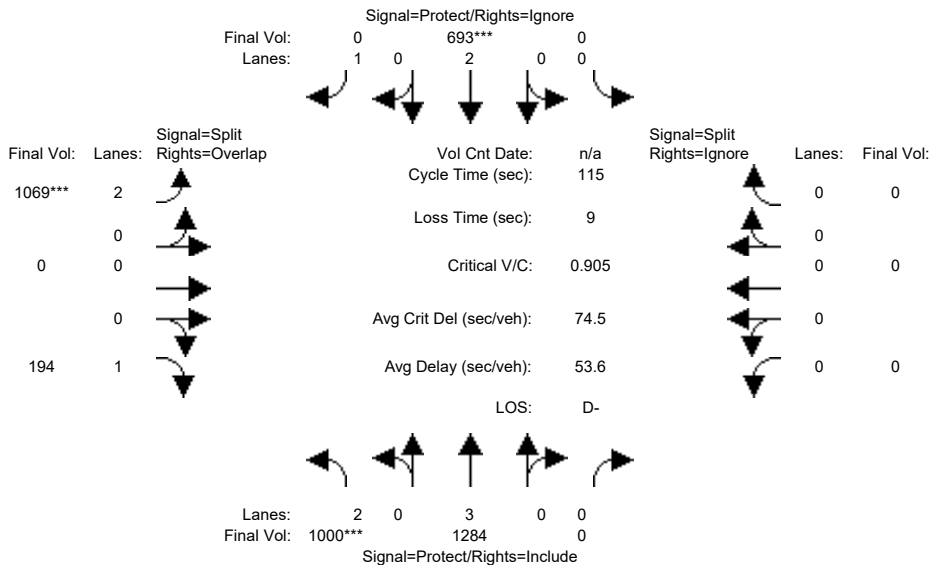
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 5700 | 0 | 0 | 3800 | 1750 | 3150 | 0 | 1750 | 0 | 0 | 0 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|-------|------------|------|-------|------------|------|------|
| Vol/Sat: | 0.06 | 0.11 | 0.00 | 0.00 | 0.32 | 0.46 | 0.71 | 0.00 | 0.62 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | | **** | **** | | | | | |
| Green Time: | 16.2 | 74.5 | 0.0 | 0.0 | 58.2 | 58.2 | 106.9 | 0.0 | 123.2 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.70 | 0.28 | 0.00 | 0.00 | 1.05 | 1.50 | 1.27 | 0.00 | 0.96 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 88.5 | 41.3 | 0.0 | 0.0 | 69.0 | 69.0 | 43.5 | 0.0 | 32.6 | 0.0 | 0.0 | 0.0 |
| IncrementDel: | 7.9 | 0.1 | 0.0 | 0.0 | 39.9 | 233.3 | 125.0 | 0.0 | 18.0 | 0.0 | 0.0 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.66 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 96.4 | 41.4 | 0.0 | 0.0 | 109 | 302.3 | 153.5 | 0.0 | 32.5 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 96.4 | 41.4 | 0.0 | 0.0 | 109 | 302.3 | 153.5 | 0.0 | 32.5 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | D | A | A | F | F | F | A | C- | A | A | A |
| HCM2kAvgQ: | 7 | 8 | 0 | 0 | 44 | 87 | 115 | 0 | 62 | 0 | 0 | 0 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd+Proj (AM)

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | CENTRAL EXPWY | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|---------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 34 | 69 | 0 | 0 | 35 | 35 | 45 | 0 | 45 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 997 | 1237 | 0 | 0 | 645 | 1840 | 1017 | 0 | 191 | 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: | 997 | 1237 | 0 | 0 | 645 | 1840 | 1017 | 0 | 191 | 0 | 0 | 0 |
| Added Vol: | 3 | 47 | 0 | 0 | 48 | 50 | 52 | 0 | 3 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 1000 | 1284 | 0 | 0 | 693 | 1890 | 1069 | 0 | 194 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 1000 | 1284 | 0 | 0 | 693 | 0 | 1069 | 0 | 194 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1000 | 1284 | 0 | 0 | 693 | 0 | 1069 | 0 | 194 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 1000 | 1284 | 0 | 0 | 693 | 0 | 1069 | 0 | 194 | 0 | 0 | 0 |

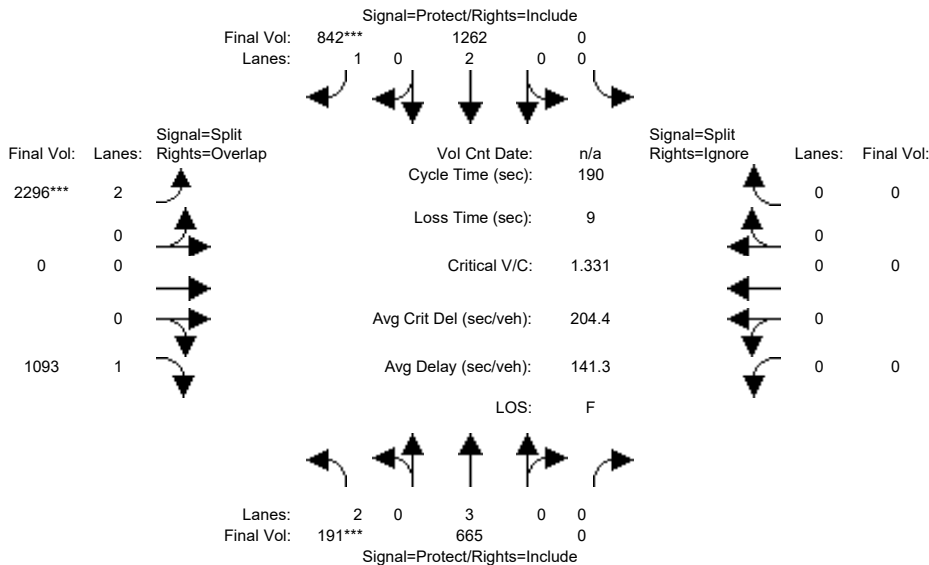
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 5700 | 0 | 0 | 3800 | 1750 | 3150 | 0 | 1750 | 0 | 0 | 0 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.32 | 0.23 | 0.00 | 0.00 | 0.18 | 0.00 | 0.34 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green Time: | 31.8 | 64.5 | 0.0 | 0.0 | 32.7 | 0.0 | 42.1 | 0.0 | 73.9 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 1.15 | 0.40 | 0.00 | 0.00 | 0.64 | 0.00 | 0.93 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 44.5 | 15.3 | 0.0 | 0.0 | 38.5 | 0.0 | 37.4 | 0.0 | 8.9 | 0.0 | 0.0 | 0.0 |
| IncrementDel: | 80.1 | 0.1 | 0.0 | 0.0 | 1.3 | 0.0 | 12.7 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 124.6 | 15.4 | 0.0 | 0.0 | 39.8 | 0.0 | 50.2 | 0.0 | 8.9 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 124.6 | 15.4 | 0.0 | 0.0 | 39.8 | 0.0 | 50.2 | 0.0 | 8.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | B | A | A | D | A | D | A | A | A | A | A |
| HCM2kAvgQ: | 33 | 9 | 0 | 0 | 12 | 0 | 27 | 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)
 Bkgd+Proj (PM)

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | CENTRAL EXPWY | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|---------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 17 | 77 | 0 | 0 | 61 | 61 | 112 | 0 | 112 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 188 | 625 | 0 | 0 | 1221 | 803 | 2247 | 0 | 1090 | 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: | 188 | 625 | 0 | 0 | 1221 | 803 | 2247 | 0 | 1090 | 0 | 0 | 0 |
| Added Vol: | 3 | 40 | 0 | 0 | 41 | 39 | 49 | 0 | 3 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 191 | 665 | 0 | 0 | 1262 | 842 | 2296 | 0 | 1093 | 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 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 191 | 665 | 0 | 0 | 1262 | 842 | 2296 | 0 | 1093 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 191 | 665 | 0 | 0 | 1262 | 842 | 2296 | 0 | 1093 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 191 | 665 | 0 | 0 | 1262 | 842 | 2296 | 0 | 1093 | 0 | 0 | 0 |

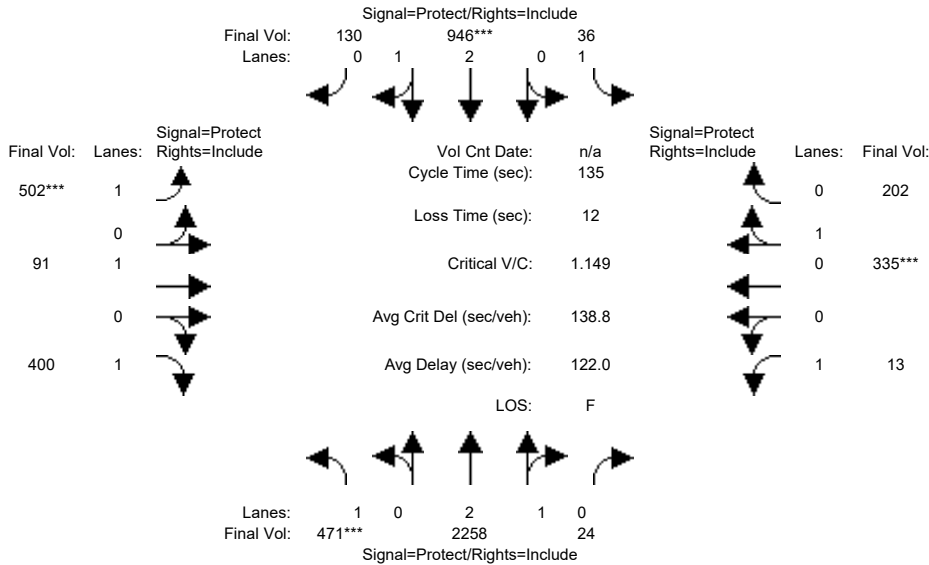
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 5700 | 0 | 0 | 3800 | 1750 | 3150 | 0 | 1750 | 0 | 0 | 0 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|-------|------------|------|-------|------------|------|------|
| Vol/Sat: | 0.06 | 0.12 | 0.00 | 0.00 | 0.33 | 0.48 | 0.73 | 0.00 | 0.62 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | | **** | **** | | | | | |
| Green Time: | 16.2 | 74.5 | 0.0 | 0.0 | 58.2 | 58.2 | 106.9 | 0.0 | 123.2 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.71 | 0.30 | 0.00 | 0.00 | 1.08 | 1.57 | 1.30 | 0.00 | 0.96 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 88.6 | 41.6 | 0.0 | 0.0 | 69.0 | 69.0 | 43.5 | 0.0 | 32.8 | 0.0 | 0.0 | 0.0 |
| IncrcmntDel: | 8.5 | 0.1 | 0.0 | 0.0 | 52.0 | 265.3 | 137.1 | 0.0 | 18.5 | 0.0 | 0.0 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.66 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 97.1 | 41.7 | 0.0 | 0.0 | 121 | 334.3 | 165.7 | 0.0 | 33.1 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 97.1 | 41.7 | 0.0 | 0.0 | 121 | 334.3 | 165.7 | 0.0 | 33.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | D | A | A | F | F | F | A | C- | A | A | A |
| HCM2kAvgQ: | 7 | 9 | 0 | 0 | 47 | 95 | 120 | 0 | 63 | 0 | 0 | 0 |

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

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

Intersection #2: MARTIN AVE/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | MARTIN AVE | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 471 | 2258 | 24 | 36 | 946 | 130 | 502 | 91 | 400 | 13 | 335 | 202 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 471 | 2258 | 24 | 36 | 946 | 130 | 502 | 91 | 400 | 13 | 335 | 202 |
| 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: | 471 | 2258 | 24 | 36 | 946 | 130 | 502 | 91 | 400 | 13 | 335 | 202 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 471 | 2258 | 24 | 36 | 946 | 130 | 502 | 91 | 400 | 13 | 335 | 202 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 471 | 2258 | 24 | 36 | 946 | 130 | 502 | 91 | 400 | 13 | 335 | 202 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 471 | 2258 | 24 | 36 | 946 | 130 | 502 | 91 | 400 | 13 | 335 | 202 |

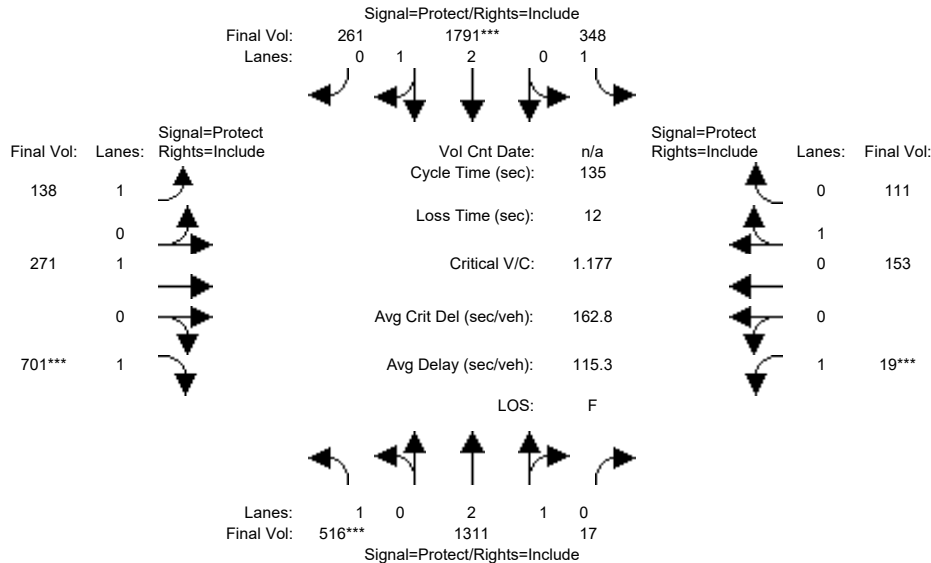
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.97 | 0.03 | 1.00 | 2.62 | 0.38 | 1.00 | 1.00 | 1.00 | 1.00 | 0.62 | 0.38 |
| Final Sat.: | 1750 | 5541 | 59 | 1750 | 4923 | 676 | 1750 | 1900 | 1750 | 1750 | 1123 | 677 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|-------|-------------|------|-------|------------|------|------|------------|------|-------|
| Vol/Sat: | 0.27 | 0.41 | 0.41 | 0.02 | 0.19 | 0.19 | 0.29 | 0.05 | 0.23 | 0.01 | 0.30 | 0.30 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 31.6 | 47.2 | 47.2 | 7.0 | 22.6 | 22.6 | 33.7 | 56.1 | 56.1 | 12.7 | 35.1 | 35.1 |
| Volume/Cap: | 1.15 | 1.17 | 1.17 | 0.40 | 1.15 | 1.15 | 1.15 | 0.12 | 0.55 | 0.08 | 1.15 | 1.15 |
| Uniform Del: | 51.7 | 43.9 | 43.9 | 62.0 | 56.2 | 56.2 | 50.6 | 24.2 | 29.9 | 55.8 | 50.0 | 50.0 |
| IncemntDel: | 91.6 | 80.3 | 80.3 | 2.8 | 79.4 | 79.4 | 90.4 | 0.1 | 0.9 | 0.2 | 89.2 | 89.2 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 143.3 | 124 | 124.2 | 64.8 | 136 | 135.6 | 141.1 | 24.3 | 30.8 | 56.0 | 139 | 139.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 143.3 | 124 | 124.2 | 64.8 | 136 | 135.6 | 141.1 | 24.3 | 30.8 | 56.0 | 139 | 139.2 |
| LOS by Move: | F | F | F | E | F | F | F | C | C | E+ | F | F |
| HCM2kAvgQ: | 30 | 46 | 46 | 2 | 22 | 22 | 34 | 2 | 14 | 1 | 35 | 35 |

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

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

Intersection #2: MARTIN AVE/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | MARTIN AVE | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 516 | 1311 | 17 | 348 | 1791 | 261 | 138 | 271 | 701 | 19 | 153 | 111 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 516 | 1311 | 17 | 348 | 1791 | 261 | 138 | 271 | 701 | 19 | 153 | 111 |
| 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: | 516 | 1311 | 17 | 348 | 1791 | 261 | 138 | 271 | 701 | 19 | 153 | 111 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 516 | 1311 | 17 | 348 | 1791 | 261 | 138 | 271 | 701 | 19 | 153 | 111 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 516 | 1311 | 17 | 348 | 1791 | 261 | 138 | 271 | 701 | 19 | 153 | 111 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 516 | 1311 | 17 | 348 | 1791 | 261 | 138 | 271 | 701 | 19 | 153 | 111 |

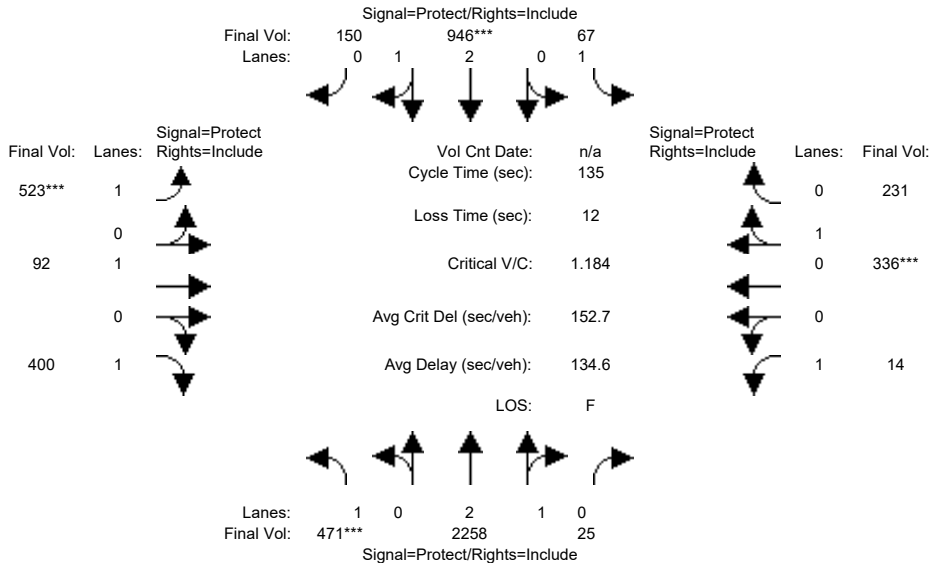
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.96 | 0.04 | 1.00 | 2.60 | 0.40 | 1.00 | 1.00 | 1.00 | 1.00 | 0.58 | 0.42 |
| Final Sat.: | 1750 | 5528 | 72 | 1750 | 4887 | 712 | 1750 | 1900 | 1750 | 1750 | 1043 | 757 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|-------|------------|------|-------|------------|------|------|
| Vol/Sat: | 0.29 | 0.24 | 0.24 | 0.20 | 0.37 | 0.37 | 0.08 | 0.14 | 0.40 | 0.01 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 32.2 | 39.3 | 39.3 | 32.9 | 40.0 | 40.0 | 17.7 | 43.8 | 43.8 | 7.0 | 33.0 | 33.0 |
| Volume/Cap: | 1.24 | 0.81 | 0.81 | 0.81 | 1.24 | 1.24 | 0.60 | 0.44 | 1.24 | 0.21 | 0.60 | 0.60 |
| Uniform Del: | 51.4 | 44.5 | 44.5 | 48.1 | 47.5 | 47.5 | 55.3 | 36.0 | 45.6 | 61.3 | 45.1 | 45.1 |
| IncrcmntDel: | 125.3 | 3.3 | 3.3 | 11.5 | 112 | 111.5 | 4.3 | 0.5 | 120.8 | 1.2 | 2.3 | 2.3 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 176.7 | 47.8 | 47.8 | 59.6 | 159 | 159.0 | 59.6 | 36.5 | 166.4 | 62.5 | 47.4 | 47.4 |
| 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: | 176.7 | 47.8 | 47.8 | 59.6 | 159 | 159.0 | 59.6 | 36.5 | 166.4 | 62.5 | 47.4 | 47.4 |
| LOS by Move: | F | D | D | E+ | F | F | E+ | D+ | F | E | D | D |
| HCM2kAvgQ: | 36 | 18 | 18 | 14 | 43 | 43 | 7 | 9 | 51 | 1 | 11 | 11 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cum+Proj (AM)

Intersection #2: MARTIN AVE/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | MARTIN AVE | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 471 | 2258 | 24 | 36 | 946 | 130 | 502 | 91 | 400 | 13 | 335 | 202 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 471 | 2258 | 24 | 36 | 946 | 130 | 502 | 91 | 400 | 13 | 335 | 202 |
| Added Vol: | 0 | 0 | 1 | 31 | 0 | 20 | 21 | 1 | 0 | 1 | 1 | 29 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 471 | 2258 | 25 | 67 | 946 | 150 | 523 | 92 | 400 | 14 | 336 | 231 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 471 | 2258 | 25 | 67 | 946 | 150 | 523 | 92 | 400 | 14 | 336 | 231 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 471 | 2258 | 25 | 67 | 946 | 150 | 523 | 92 | 400 | 14 | 336 | 231 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 471 | 2258 | 25 | 67 | 946 | 150 | 523 | 92 | 400 | 14 | 336 | 231 |

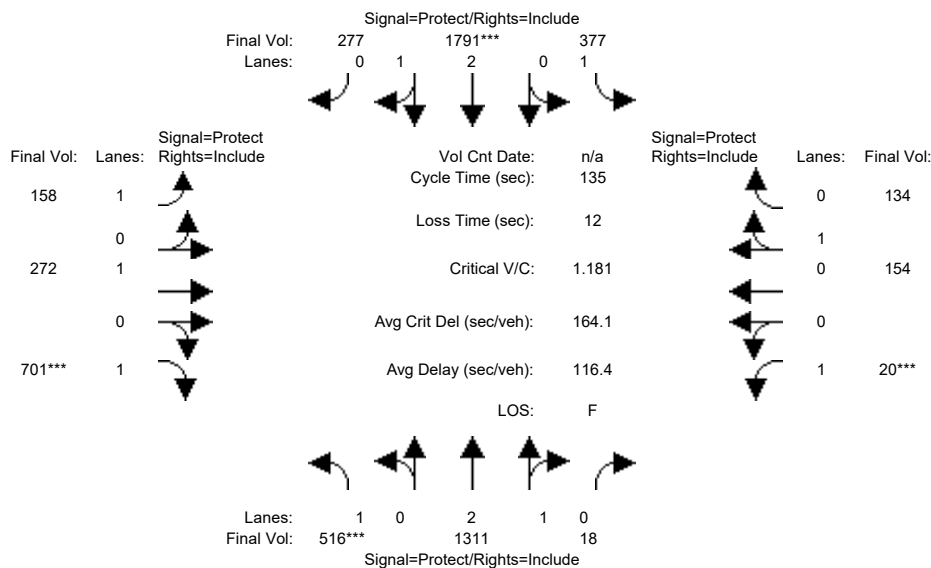
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.97 | 0.03 | 1.00 | 2.57 | 0.43 | 1.00 | 1.00 | 1.00 | 1.00 | 0.59 | 0.41 |
| Final Sat.: | 1750 | 5539 | 61 | 1750 | 4833 | 766 | 1750 | 1900 | 1750 | 1750 | 1067 | 733 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|-------|------|-------|------|------|-------|-------|------|------|------|------|-------|
| Vol/Sat: | 0.27 | 0.41 | 0.41 | 0.04 | 0.20 | 0.20 | 0.30 | 0.05 | 0.23 | 0.01 | 0.32 | 0.32 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 30.7 | 46.0 | 46.0 | 7.0 | 22.3 | 22.3 | 34.1 | 57.1 | 57.1 | 12.9 | 35.9 | 35.9 |
| Volume/Cap: | 1.18 | 1.20 | 1.20 | 0.74 | 1.18 | 1.18 | 1.18 | 0.11 | 0.54 | 0.08 | 1.18 | 1.18 |
| Uniform Del: | 52.2 | 44.5 | 44.5 | 63.1 | 56.3 | 56.3 | 50.5 | 23.6 | 29.2 | 55.6 | 49.5 | 49.5 |
| IncrcmntDel: | 105.6 | 93.7 | 93.7 | 27.0 | 93.8 | 93.8 | 103.7 | 0.1 | 0.8 | 0.2 | 102 | 102.4 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 157.8 | 138 | 138.2 | 90.1 | 150 | 150.2 | 154.2 | 23.7 | 30.0 | 55.8 | 152 | 151.9 |
| 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: | 157.8 | 138 | 138.2 | 90.1 | 150 | 150.2 | 154.2 | 23.7 | 30.0 | 55.8 | 152 | 151.9 |
| LOS by Move: | F | F | F | F | F | F | F | C | C | E+ | F | F |
| HCM2kAvgQ: | 31 | 48 | 48 | 3 | 23 | 23 | 37 | 2 | 13 | 1 | 39 | 39 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cum+Proj (PM)

Intersection #2: MARTIN AVE/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | MARTIN AVE | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 516 | 1311 | 17 | 348 | 1791 | 261 | 138 | 271 | 701 | 19 | 153 | 111 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 516 | 1311 | 17 | 348 | 1791 | 261 | 138 | 271 | 701 | 19 | 153 | 111 |
| Added Vol: | 0 | 0 | 1 | 29 | 0 | 16 | 20 | 1 | 0 | 1 | 1 | 23 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 516 | 1311 | 18 | 377 | 1791 | 277 | 158 | 272 | 701 | 20 | 154 | 134 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 516 | 1311 | 18 | 377 | 1791 | 277 | 158 | 272 | 701 | 20 | 154 | 134 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 516 | 1311 | 18 | 377 | 1791 | 277 | 158 | 272 | 701 | 20 | 154 | 134 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 516 | 1311 | 18 | 377 | 1791 | 277 | 158 | 272 | 701 | 20 | 154 | 134 |

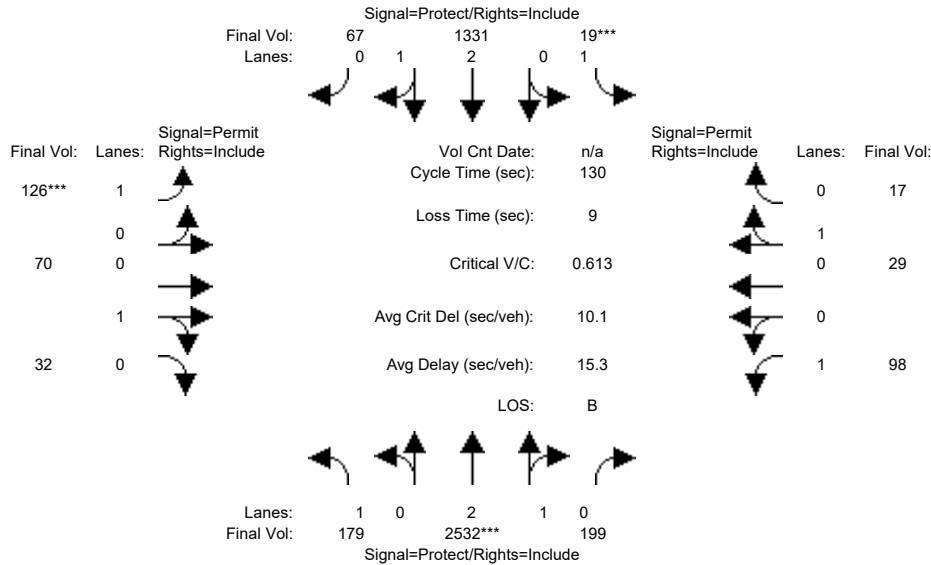
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.96 | 0.04 | 1.00 | 2.58 | 0.42 | 1.00 | 1.00 | 1.00 | 1.00 | 0.53 | 0.47 |
| Final Sat.: | 1750 | 5524 | 76 | 1750 | 4849 | 750 | 1750 | 1900 | 1750 | 1750 | 962 | 837 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|-------|------------|------|-------|------------|------|------|
| Vol/Sat: | 0.29 | 0.24 | 0.24 | 0.22 | 0.37 | 0.37 | 0.09 | 0.14 | 0.40 | 0.01 | 0.16 | 0.16 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 32.1 | 37.9 | 37.9 | 34.4 | 40.2 | 40.2 | 18.3 | 43.6 | 43.6 | 7.0 | 32.4 | 32.4 |
| Volume/Cap: | 1.24 | 0.84 | 0.84 | 0.84 | 1.24 | 1.24 | 0.67 | 0.44 | 1.24 | 0.22 | 0.67 | 0.67 |
| Uniform Del: | 51.4 | 45.8 | 45.8 | 47.7 | 47.4 | 47.4 | 55.5 | 36.1 | 45.7 | 61.4 | 46.4 | 46.4 |
| IncrcmntDel: | 126.7 | 4.4 | 4.4 | 13.8 | 113 | 113.0 | 7.1 | 0.5 | 122.2 | 1.2 | 4.0 | 4.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 178.1 | 50.2 | 50.2 | 61.5 | 160 | 160.3 | 62.6 | 36.6 | 167.8 | 62.6 | 50.4 | 50.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 178.1 | 50.2 | 50.2 | 61.5 | 160 | 160.3 | 62.6 | 36.6 | 167.8 | 62.6 | 50.4 | 50.4 |
| LOS by Move: | F | D | D | E | F | F | E | D+ | F | E | D | D |
| HCM2kAvgQ: | 36 | 18 | 18 | 15 | 44 | 44 | 8 | 9 | 51 | 1 | 12 | 12 |

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

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

Intersection #3: REED ST/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | REED ST | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 179 | 2532 | 199 | 19 | 1331 | 67 | 126 | 70 | 32 | 98 | 29 | 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: | 179 | 2532 | 199 | 19 | 1331 | 67 | 126 | 70 | 32 | 98 | 29 | 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: | 179 | 2532 | 199 | 19 | 1331 | 67 | 126 | 70 | 32 | 98 | 29 | 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: | 179 | 2532 | 199 | 19 | 1331 | 67 | 126 | 70 | 32 | 98 | 29 | 17 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 179 | 2532 | 199 | 19 | 1331 | 67 | 126 | 70 | 32 | 98 | 29 | 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 |
| Final Volume: | 179 | 2532 | 199 | 19 | 1331 | 67 | 126 | 70 | 32 | 98 | 29 | 17 |

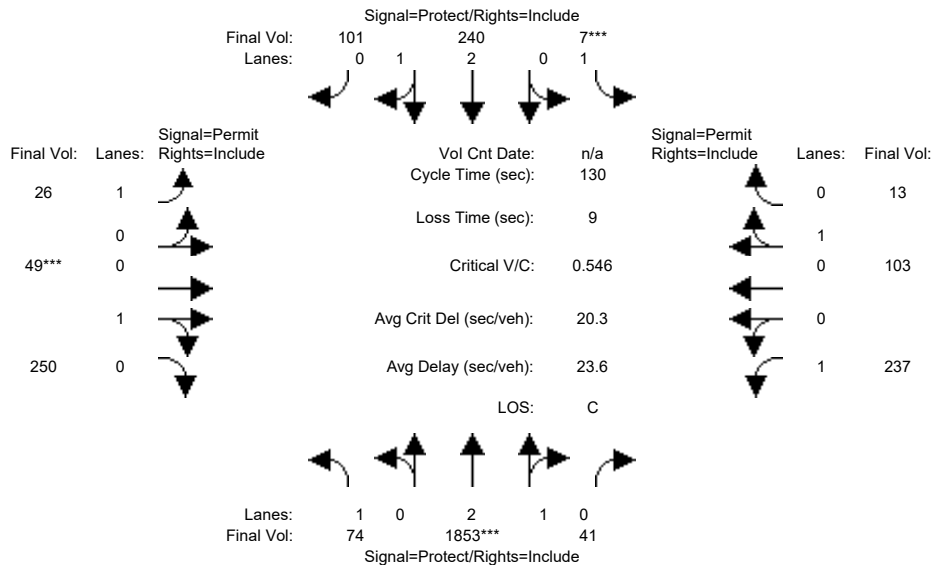
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.77 | 0.23 | 1.00 | 2.85 | 0.15 | 1.00 | 0.69 | 0.31 | 1.00 | 0.63 | 0.37 |
| Final Sat.: | 1750 | 5191 | 408 | 1750 | 5331 | 268 | 1750 | 1235 | 565 | 1750 | 1135 | 665 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.10 | 0.49 | 0.49 | 0.01 | 0.25 | 0.25 | 0.07 | 0.06 | 0.06 | 0.06 | 0.03 | 0.03 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 30.9 | 99.3 | 99.3 | 7.0 | 75.4 | 75.4 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 |
| Volume/Cap: | 0.43 | 0.64 | 0.64 | 0.20 | 0.43 | 0.43 | 0.64 | 0.50 | 0.50 | 0.50 | 0.23 | 0.23 |
| Uniform Del: | 42.1 | 7.1 | 7.1 | 58.8 | 15.3 | 15.3 | 55.1 | 54.2 | 54.2 | 54.2 | 52.5 | 52.5 |
| IncrcmntDel: | 0.7 | 0.3 | 0.3 | 1.1 | 0.1 | 0.1 | 6.8 | 2.0 | 2.0 | 2.0 | 0.6 | 0.6 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 42.8 | 7.4 | 7.4 | 59.9 | 15.4 | 15.4 | 61.9 | 56.2 | 56.2 | 56.2 | 53.1 | 53.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.8 | 7.4 | 7.4 | 59.9 | 15.4 | 15.4 | 61.9 | 56.2 | 56.2 | 56.2 | 53.1 | 53.1 |
| LOS by Move: | D | A | A | E+ | B | B | E | E+ | E+ | E+ | D- | D- |
| HCM2kAvgQ: | 7 | 17 | 17 | 1 | 10 | 10 | 6 | 5 | 5 | 5 | 2 | 2 |

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

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

Intersection #3: REED ST/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | REED ST | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 74 | 1853 | 41 | 7 | 240 | 101 | 26 | 49 | 250 | 237 | 103 | 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: | 74 | 1853 | 41 | 7 | 240 | 101 | 26 | 49 | 250 | 237 | 103 | 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: | 74 | 1853 | 41 | 7 | 240 | 101 | 26 | 49 | 250 | 237 | 103 | 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: | 74 | 1853 | 41 | 7 | 240 | 101 | 26 | 49 | 250 | 237 | 103 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 74 | 1853 | 41 | 7 | 240 | 101 | 26 | 49 | 250 | 237 | 103 | 13 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 74 | 1853 | 41 | 7 | 240 | 101 | 26 | 49 | 250 | 237 | 103 | 13 |

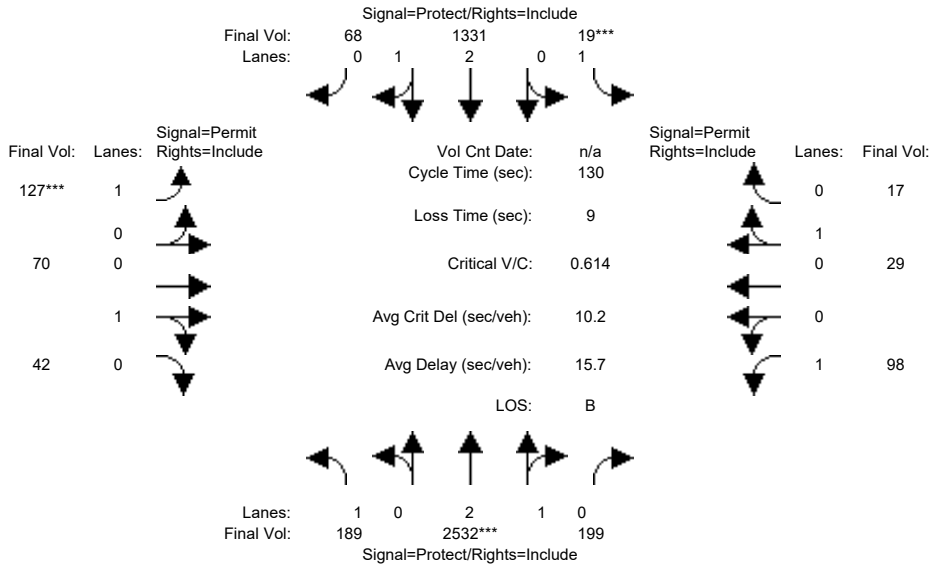
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 1.00 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.93 | 0.07 | 1.00 | 2.08 | 0.92 | 1.00 | 0.16 | 0.84 | 1.00 | 0.89 | 0.11 |
| Final Sat.: | 1750 | 5479 | 121 | 1750 | 3939 | 1658 | 1750 | 295 | 1505 | 1750 | 1598 | 202 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.04 | 0.34 | 0.34 | 0.00 | 0.06 | 0.06 | 0.01 | 0.17 | 0.17 | 0.14 | 0.06 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 34.4 | 76.5 | 76.5 | 7.0 | 49.1 | 49.1 | 37.5 | 37.5 | 37.5 | 37.5 | 37.5 | 37.5 |
| Volume/Cap: | 0.16 | 0.58 | 0.58 | 0.07 | 0.16 | 0.16 | 0.05 | 0.58 | 0.58 | 0.47 | 0.22 | 0.22 |
| Uniform Del: | 36.7 | 16.7 | 16.7 | 58.4 | 26.8 | 26.8 | 33.4 | 39.4 | 39.4 | 38.0 | 35.1 | 35.1 |
| IncrementDel: | 0.2 | 0.3 | 0.3 | 0.3 | 0.0 | 0.0 | 0.0 | 1.6 | 1.6 | 0.7 | 0.2 | 0.2 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 36.9 | 16.9 | 16.9 | 58.8 | 26.8 | 26.8 | 33.4 | 41.0 | 41.0 | 38.7 | 35.4 | 35.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 36.9 | 16.9 | 16.9 | 58.8 | 26.8 | 26.8 | 33.4 | 41.0 | 41.0 | 38.7 | 35.4 | 35.4 |
| LOS by Move: | D+ | B | B | E+ | C | C | C- | D | D | D+ | D+ | D+ |
| HCM2kAvgQ: | 2 | 16 | 16 | 0 | 3 | 3 | 1 | 11 | 11 | 9 | 4 | 4 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cum+Proj (AM)

Intersection #3: REED ST/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | REED ST | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 179 | 2532 | 199 | 19 | 1331 | 67 | 126 | 70 | 32 | 98 | 29 | 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: | 179 | 2532 | 199 | 19 | 1331 | 67 | 126 | 70 | 32 | 98 | 29 | 17 |
| Added Vol: | 10 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 10 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 189 | 2532 | 199 | 19 | 1331 | 68 | 127 | 70 | 42 | 98 | 29 | 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: | 189 | 2532 | 199 | 19 | 1331 | 68 | 127 | 70 | 42 | 98 | 29 | 17 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 189 | 2532 | 199 | 19 | 1331 | 68 | 127 | 70 | 42 | 98 | 29 | 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 |
| Final Volume: | 189 | 2532 | 199 | 19 | 1331 | 68 | 127 | 70 | 42 | 98 | 29 | 17 |

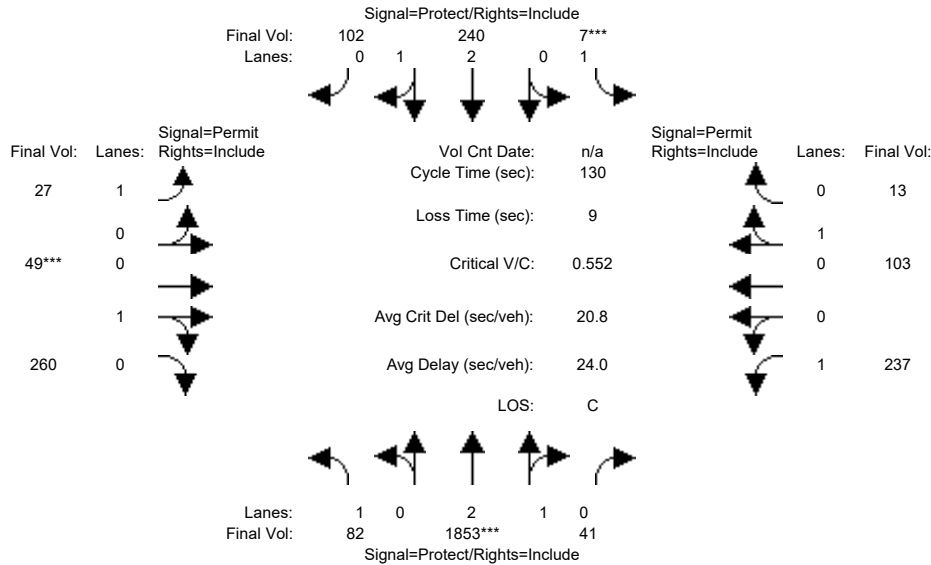
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.77 | 0.23 | 1.00 | 2.85 | 0.15 | 1.00 | 0.62 | 0.38 | 1.00 | 0.63 | 0.37 |
| Final Sat.: | 1750 | 5191 | 408 | 1750 | 5327 | 272 | 1750 | 1125 | 675 | 1750 | 1135 | 665 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.11 | 0.49 | 0.49 | 0.01 | 0.25 | 0.25 | 0.07 | 0.06 | 0.06 | 0.06 | 0.03 | 0.03 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 32.1 | 99.2 | 99.2 | 7.0 | 74.2 | 74.2 | 14.8 | 14.8 | 14.8 | 14.8 | 14.8 | 14.8 |
| Volume/Cap: | 0.44 | 0.64 | 0.64 | 0.20 | 0.44 | 0.44 | 0.64 | 0.55 | 0.55 | 0.49 | 0.22 | 0.22 |
| Uniform Del: | 41.4 | 7.1 | 7.1 | 58.8 | 16.0 | 16.0 | 55.1 | 54.5 | 54.5 | 54.1 | 52.4 | 52.4 |
| IncrementDel: | 0.7 | 0.3 | 0.3 | 1.1 | 0.1 | 0.1 | 6.8 | 3.1 | 3.1 | 1.9 | 0.6 | 0.6 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 42.1 | 7.4 | 7.4 | 59.9 | 16.1 | 16.1 | 61.9 | 57.6 | 57.6 | 56.0 | 53.0 | 53.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.1 | 7.4 | 7.4 | 59.9 | 16.1 | 16.1 | 61.9 | 57.6 | 57.6 | 56.0 | 53.0 | 53.0 |
| LOS by Move: | D | A | A | E+ | B | B | E | E+ | E+ | E+ | D- | D- |
| HCM2kAvgQ: | 7 | 17 | 17 | 1 | 10 | 10 | 6 | 5 | 5 | 5 | 2 | 2 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cum+Proj (PM)

Intersection #3: REED ST/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | REED ST | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 74 | 1853 | 41 | 7 | 240 | 101 | 26 | 49 | 250 | 237 | 103 | 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: | 74 | 1853 | 41 | 7 | 240 | 101 | 26 | 49 | 250 | 237 | 103 | 13 |
| Added Vol: | 8 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 10 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 82 | 1853 | 41 | 7 | 240 | 102 | 27 | 49 | 260 | 237 | 103 | 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: | 82 | 1853 | 41 | 7 | 240 | 102 | 27 | 49 | 260 | 237 | 103 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 82 | 1853 | 41 | 7 | 240 | 102 | 27 | 49 | 260 | 237 | 103 | 13 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 82 | 1853 | 41 | 7 | 240 | 102 | 27 | 49 | 260 | 237 | 103 | 13 |

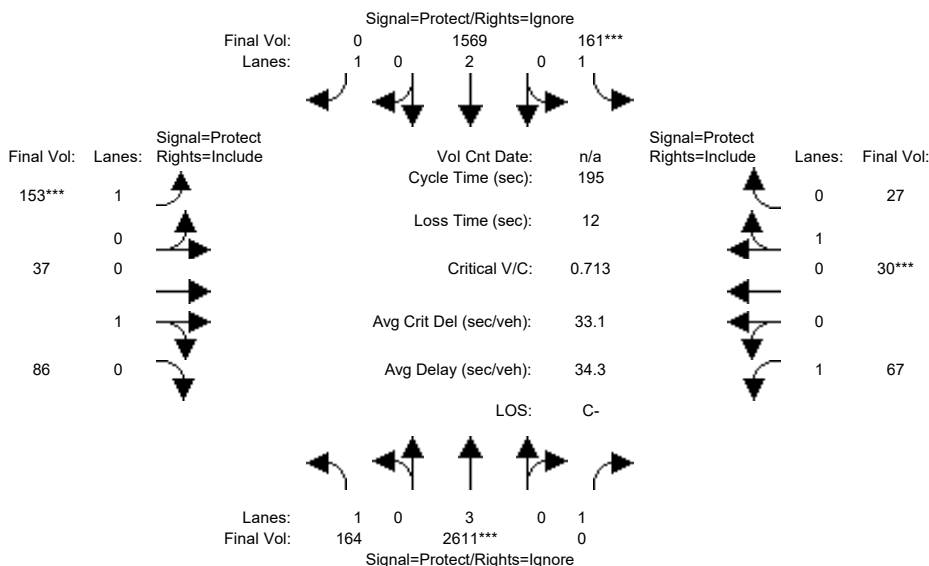
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 1.00 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.93 | 0.07 | 1.00 | 2.07 | 0.93 | 1.00 | 0.16 | 0.84 | 1.00 | 0.89 | 0.11 |
| Final Sat.: | 1750 | 5479 | 121 | 1750 | 3928 | 1669 | 1750 | 285 | 1515 | 1750 | 1598 | 202 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.05 | 0.34 | 0.34 | 0.00 | 0.06 | 0.06 | 0.02 | 0.17 | 0.17 | 0.14 | 0.06 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 34.0 | 75.6 | 75.6 | 7.0 | 48.6 | 48.6 | 38.4 | 38.4 | 38.4 | 38.4 | 38.4 | 38.4 |
| Volume/Cap: | 0.18 | 0.58 | 0.58 | 0.07 | 0.16 | 0.16 | 0.05 | 0.58 | 0.58 | 0.46 | 0.22 | 0.22 |
| Uniform Del: | 37.2 | 17.2 | 17.2 | 58.4 | 27.1 | 27.1 | 32.8 | 39.0 | 39.0 | 37.3 | 34.5 | 34.5 |
| IncrcmntDel: | 0.2 | 0.3 | 0.3 | 0.3 | 0.0 | 0.0 | 0.0 | 1.6 | 1.6 | 0.6 | 0.2 | 0.2 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 37.4 | 17.5 | 17.5 | 58.8 | 27.2 | 27.2 | 32.8 | 40.6 | 40.6 | 38.0 | 34.7 | 34.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 37.4 | 17.5 | 17.5 | 58.8 | 27.2 | 27.2 | 32.8 | 40.6 | 40.6 | 38.0 | 34.7 | 34.7 |
| LOS by Move: | D+ | B | B | E+ | C | C | C- | D | D | D+ | C- | C- |
| HCM2kAvgQ: | 3 | 16 | 16 | 0 | 3 | 3 | 1 | 11 | 11 | 8 | 4 | 4 |

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

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

Intersection #4: BROKAW RD/COLEMAN AVE



| Street Name: | COLEMAN AVE | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | COLEMAN AVE NB | | | COLEMAN AVE SB | | | BROKAW RD EB | | | BROKAW RD WB | | |
|----------------|----------------|------|------|----------------|------|------|--------------|------|------|--------------|------|------|
| Base Vol: | 164 | 2611 | 343 | 161 | 1569 | 65 | 153 | 37 | 86 | 67 | 30 | 27 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 164 | 2611 | 343 | 161 | 1569 | 65 | 153 | 37 | 86 | 67 | 30 | 27 |
| 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: | 164 | 2611 | 343 | 161 | 1569 | 65 | 153 | 37 | 86 | 67 | 30 | 27 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 164 | 2611 | 0 | 161 | 1569 | 0 | 153 | 37 | 86 | 67 | 30 | 27 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 164 | 2611 | 0 | 161 | 1569 | 0 | 153 | 37 | 86 | 67 | 30 | 27 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 164 | 2611 | 0 | 161 | 1569 | 0 | 153 | 37 | 86 | 67 | 30 | 27 |

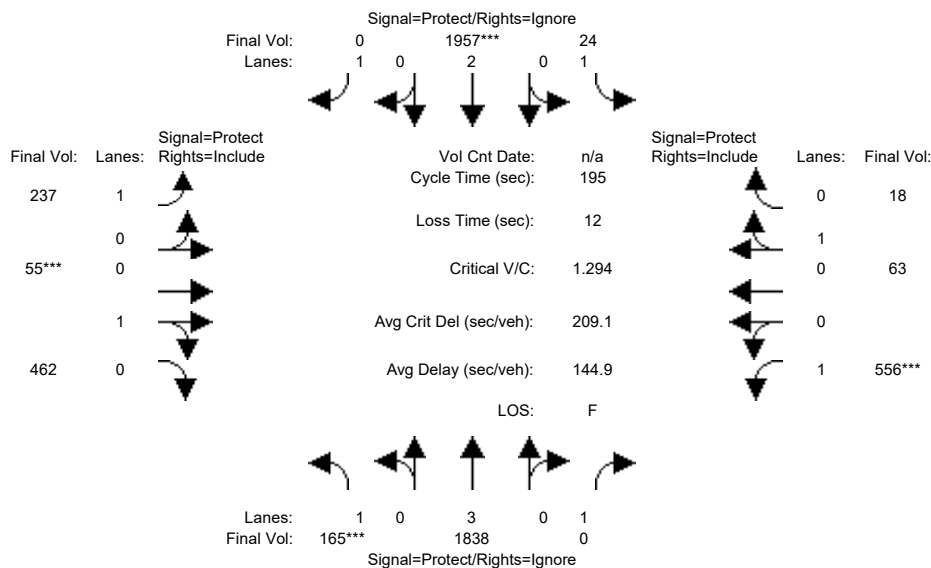
| Saturation Flow Module: | COLEMAN AVE NB | | | COLEMAN AVE SB | | | BROKAW RD EB | | | BROKAW RD WB | | |
|-------------------------|----------------|------|------|----------------|------|------|--------------|------|------|--------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 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 | 2.00 | 1.00 | 1.00 | 0.30 | 0.70 | 1.00 | 0.53 | 0.47 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 541 | 1259 | 1750 | 947 | 853 |

| Capacity Analysis Module: | COLEMAN AVE NB | | | COLEMAN AVE SB | | | BROKAW RD EB | | | BROKAW RD WB | | |
|---------------------------|----------------|------|------|----------------|------|------|--------------|------|------|--------------|------|-------|
| Vol/Sat: | 0.09 | 0.46 | 0.00 | 0.09 | 0.41 | 0.00 | 0.09 | 0.07 | 0.07 | 0.04 | 0.03 | 0.03 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 27.6 | 124 | 0.0 | 25.0 | 122 | 0.0 | 23.7 | 21.6 | 21.6 | 12.1 | 10.0 | 10.0 |
| Volume/Cap: | 0.66 | 0.72 | 0.00 | 0.72 | 0.66 | 0.00 | 0.72 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 |
| Uniform Del: | 79.3 | 23.6 | 0.0 | 81.6 | 23.5 | 0.0 | 82.4 | 82.7 | 82.7 | 89.2 | 90.6 | 90.6 |
| IncrementDel: | 6.5 | 0.7 | 0.0 | 10.7 | 0.7 | 0.0 | 11.2 | 5.7 | 5.7 | 10.2 | 12.0 | 12.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 85.8 | 24.4 | 0.0 | 92.3 | 24.2 | 0.0 | 93.6 | 88.4 | 88.4 | 99.4 | 103 | 102.6 |
| 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: | 85.8 | 24.4 | 0.0 | 92.3 | 24.2 | 0.0 | 93.6 | 88.4 | 88.4 | 99.4 | 103 | 102.6 |
| LOS by Move: | F | C | A | F | C | A | F | F | F | F | F | F |
| HCM2kAvgQ: | 11 | 34 | 0 | 11 | 29 | 0 | 11 | 8 | 8 | 5 | 4 | 4 |

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

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

Intersection #4: BROKAW RD/COLEMAN AVE



| Street Name: | COLEMAN AVE | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 165 | 1838 | 126 | 24 | 1957 | 83 | 237 | 55 | 462 | 556 | 63 | 18 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 165 | 1838 | 126 | 24 | 1957 | 83 | 237 | 55 | 462 | 556 | 63 | 18 |
| 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: | 165 | 1838 | 126 | 24 | 1957 | 83 | 237 | 55 | 462 | 556 | 63 | 18 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 165 | 1838 | 0 | 24 | 1957 | 0 | 237 | 55 | 462 | 556 | 63 | 18 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 165 | 1838 | 0 | 24 | 1957 | 0 | 237 | 55 | 462 | 556 | 63 | 18 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 165 | 1838 | 0 | 24 | 1957 | 0 | 237 | 55 | 462 | 556 | 63 | 18 |

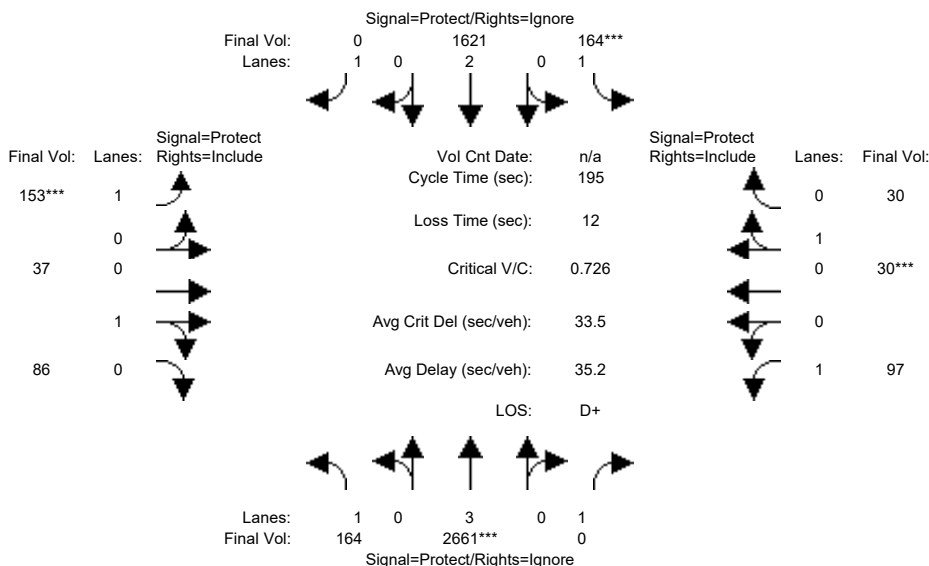
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 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 | 2.00 | 1.00 | 1.00 | 0.11 | 0.89 | 1.00 | 0.78 | 0.22 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 191 | 1609 | 1750 | 1400 | 400 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| Vol/Sat: | 0.09 | 0.32 | 0.00 | 0.01 | 0.52 | 0.00 | 0.14 | 0.29 | 0.29 | 0.32 | 0.05 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 14.2 | 82.6 | 0.0 | 9.2 | 77.6 | 0.0 | 66.1 | 43.3 | 43.3 | 47.9 | 25.0 | 25.0 |
| Volume/Cap: | 1.29 | 0.76 | 0.00 | 0.29 | 1.29 | 0.00 | 0.40 | 1.29 | 1.29 | 1.29 | 0.35 | 0.35 |
| Uniform Del: | 90.4 | 47.8 | 0.0 | 89.7 | 58.7 | 0.0 | 49.3 | 75.9 | 75.9 | 73.6 | 77.6 | 77.6 |
| IncrcmntDel: | 178.3 | 1.5 | 0.0 | 2.0 | 137 | 0.0 | 0.4 | 150 | 149.7 | 148.6 | 0.9 | 0.9 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 268.7 | 49.3 | 0.0 | 91.7 | 196 | 0.0 | 49.7 | 226 | 225.6 | 222.2 | 78.5 | 78.5 |
| 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: | 268.7 | 49.3 | 0.0 | 91.7 | 196 | 0.0 | 49.7 | 226 | 225.6 | 222.2 | 78.5 | 78.5 |
| LOS by Move: | F | D | A | F | F | A | D | F | F | F | E- | E- |
| HCM2kAvgQ: | 18 | 31 | 0 | 2 | 85 | 0 | 11 | 49 | 49 | 53 | 5 | 5 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cum+Proj (AM)

Intersection #4: BROKAW RD/COLEMAN AVE



| Street Name: | COLEMAN AVE | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 164 | 2611 | 343 | 161 | 1569 | 65 | 153 | 37 | 86 | 67 | 30 | 27 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 164 | 2611 | 343 | 161 | 1569 | 65 | 153 | 37 | 86 | 67 | 30 | 27 |
| Added Vol: | 0 | 50 | 31 | 3 | 52 | 0 | 0 | 0 | 0 | 30 | 0 | 3 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 164 | 2661 | 374 | 164 | 1621 | 65 | 153 | 37 | 86 | 97 | 30 | 30 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 164 | 2661 | 0 | 164 | 1621 | 0 | 153 | 37 | 86 | 97 | 30 | 30 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 164 | 2661 | 0 | 164 | 1621 | 0 | 153 | 37 | 86 | 97 | 30 | 30 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 164 | 2661 | 0 | 164 | 1621 | 0 | 153 | 37 | 86 | 97 | 30 | 30 |

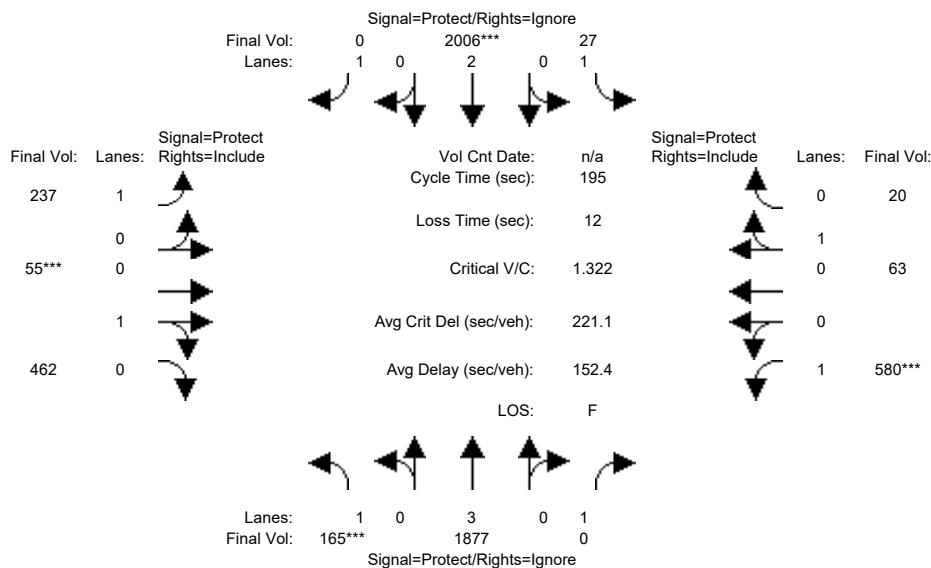
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 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 | 2.00 | 1.00 | 1.00 | 0.30 | 0.70 | 1.00 | 0.50 | 0.50 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 541 | 1259 | 1750 | 900 | 900 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|-------|
| Vol/Sat: | 0.09 | 0.47 | 0.00 | 0.09 | 0.43 | 0.00 | 0.09 | 0.07 | 0.07 | 0.06 | 0.03 | 0.03 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 27.0 | 125 | 0.0 | 25.0 | 123 | 0.0 | 23.3 | 18.4 | 18.4 | 14.9 | 10.0 | 10.0 |
| Volume/Cap: | 0.68 | 0.73 | 0.00 | 0.73 | 0.68 | 0.00 | 0.73 | 0.72 | 0.72 | 0.72 | 0.65 | 0.65 |
| Uniform Del: | 79.9 | 23.8 | 0.0 | 81.7 | 23.4 | 0.0 | 82.8 | 85.8 | 85.8 | 88.0 | 90.8 | 90.8 |
| IncrementDel: | 7.5 | 0.8 | 0.0 | 11.6 | 0.8 | 0.0 | 12.3 | 14.3 | 14.3 | 17.7 | 15.2 | 15.2 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 87.4 | 24.6 | 0.0 | 93.3 | 24.2 | 0.0 | 95.1 | 100 | 100.1 | 105.7 | 106 | 106.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 87.4 | 24.6 | 0.0 | 93.3 | 24.2 | 0.0 | 95.1 | 100 | 100.1 | 105.7 | 106 | 106.0 |
| LOS by Move: | F | C | A | F | C | A | F | F | F | F | F | F |
| HCM2kAvgQ: | 11 | 35 | 0 | 11 | 30 | 0 | 11 | 9 | 9 | 7 | 5 | 5 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cum+Proj (PM)

Intersection #4: BROKAW RD/COLEMAN AVE



| Street Name: | COLEMAN AVE | | | | | | BROKAW RD | | | | | |
|--------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | COLEMAN AVE NB | | | COLEMAN AVE SB | | | BROKAW RD EB | | | BROKAW RD WB | | |
|----------------|----------------|------|------|----------------|------|------|--------------|------|------|--------------|------|------|
| Base Vol: | 165 | 1838 | 126 | 24 | 1957 | 83 | 237 | 55 | 462 | 556 | 63 | 18 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 165 | 1838 | 126 | 24 | 1957 | 83 | 237 | 55 | 462 | 556 | 63 | 18 |
| Added Vol: | 0 | 39 | 30 | 3 | 49 | 0 | 0 | 0 | 0 | 24 | 0 | 2 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 165 | 1877 | 156 | 27 | 2006 | 83 | 237 | 55 | 462 | 580 | 63 | 20 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 165 | 1877 | 0 | 27 | 2006 | 0 | 237 | 55 | 462 | 580 | 63 | 20 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 165 | 1877 | 0 | 27 | 2006 | 0 | 237 | 55 | 462 | 580 | 63 | 20 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 165 | 1877 | 0 | 27 | 2006 | 0 | 237 | 55 | 462 | 580 | 63 | 20 |

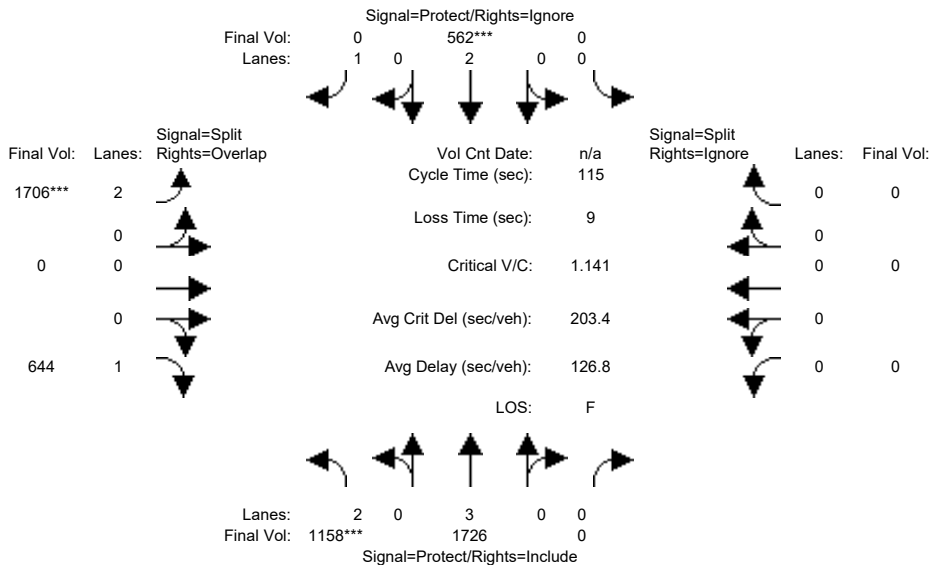
| Saturation Flow Module: | COLEMAN AVE NB | | | COLEMAN AVE SB | | | BROKAW RD EB | | | BROKAW RD WB | | |
|-------------------------|----------------|------|------|----------------|------|------|--------------|------|------|--------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 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 | 2.00 | 1.00 | 1.00 | 0.11 | 0.89 | 1.00 | 0.76 | 0.24 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 191 | 1609 | 1750 | 1366 | 434 |

| Capacity Analysis Module: | COLEMAN AVE NB | | | COLEMAN AVE SB | | | BROKAW RD EB | | | BROKAW RD WB | | |
|---------------------------|----------------|------|------|----------------|------|------|--------------|------|-------|--------------|------|------|
| Vol/Sat: | 0.09 | 0.33 | 0.00 | 0.02 | 0.53 | 0.00 | 0.14 | 0.29 | 0.29 | 0.33 | 0.05 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 13.9 | 82.7 | 0.0 | 9.0 | 77.9 | 0.0 | 66.2 | 42.4 | 42.4 | 48.9 | 25.1 | 25.1 |
| Volume/Cap: | 1.32 | 0.78 | 0.00 | 0.33 | 1.32 | 0.00 | 0.40 | 1.32 | 1.32 | 1.32 | 0.36 | 0.36 |
| Uniform Del: | 90.5 | 48.2 | 0.0 | 90.1 | 58.6 | 0.0 | 49.2 | 76.3 | 76.3 | 73.1 | 77.6 | 77.6 |
| IncrementDel: | 190.1 | 1.6 | 0.0 | 2.4 | 150 | 0.0 | 0.4 | 162 | 161.9 | 160.2 | 1.0 | 1.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 280.7 | 49.8 | 0.0 | 92.5 | 208 | 0.0 | 49.7 | 238 | 238.2 | 233.3 | 78.6 | 78.6 |
| 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: | 280.7 | 49.8 | 0.0 | 92.5 | 208 | 0.0 | 49.7 | 238 | 238.2 | 233.3 | 78.6 | 78.6 |
| LOS by Move: | F | D | A | F | F | A | D | F | F | F | E- | E- |
| HCM2kAvgQ: | 18 | 32 | 0 | 2 | 89 | 0 | 11 | 50 | 50 | 57 | 5 | 5 |

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

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | CENTRAL EXPWY | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|---------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 34 | 69 | 0 | 0 | 35 | 35 | 45 | 0 | 45 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 1158 | 1726 | 0 | 0 | 562 | 1907 | 1706 | 0 | 644 | 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: | 1158 | 1726 | 0 | 0 | 562 | 1907 | 1706 | 0 | 644 | 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: | 1158 | 1726 | 0 | 0 | 562 | 1907 | 1706 | 0 | 644 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 1158 | 1726 | 0 | 0 | 562 | 0 | 1706 | 0 | 644 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1158 | 1726 | 0 | 0 | 562 | 0 | 1706 | 0 | 644 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 1158 | 1726 | 0 | 0 | 562 | 0 | 1706 | 0 | 644 | 0 | 0 | 0 |

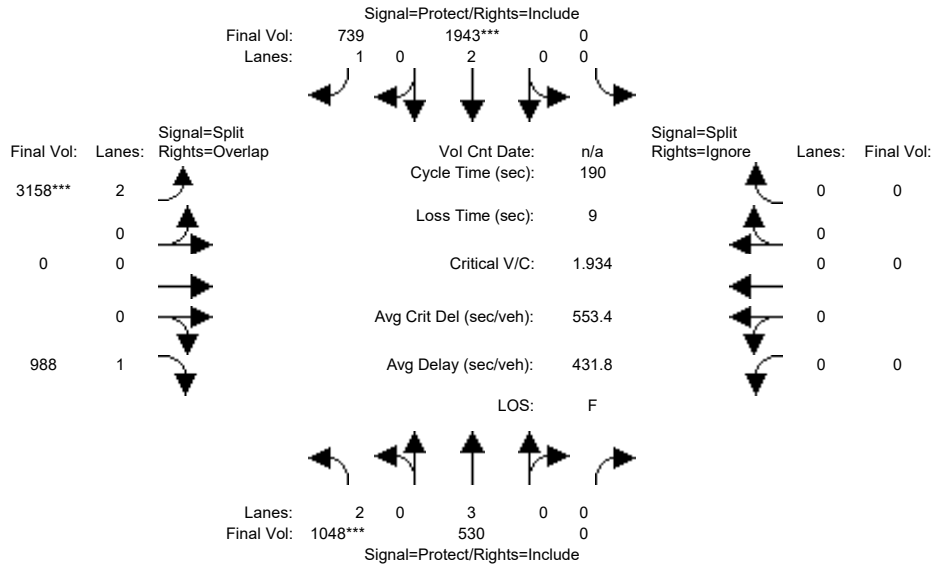
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 5700 | 0 | 0 | 3800 | 1750 | 3150 | 0 | 1750 | 0 | 0 | 0 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.37 | 0.30 | 0.00 | 0.00 | 0.15 | 0.00 | 0.54 | 0.00 | 0.37 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green Time: | 31.8 | 64.5 | 0.0 | 0.0 | 32.7 | 0.0 | 42.1 | 0.0 | 73.9 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 1.33 | 0.54 | 0.00 | 0.00 | 0.52 | 0.00 | 1.48 | 0.00 | 0.57 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 44.5 | 17.0 | 0.0 | 0.0 | 36.9 | 0.0 | 39.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 |
| IncrcmntDel: | 156.4 | 0.2 | 0.0 | 0.0 | 0.5 | 0.0 | 220.9 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 200.9 | 17.2 | 0.0 | 0.0 | 37.4 | 0.0 | 259.9 | 0.0 | 13.2 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 200.9 | 17.2 | 0.0 | 0.0 | 37.4 | 0.0 | 259.9 | 0.0 | 13.2 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | B | A | A | D+ | A | F | A | B | A | A | A |
| HCM2kAvgQ: | 46 | 12 | 0 | 0 | 9 | 0 | 80 | 0 | 8 | 0 | 0 | 0 |

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

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | CENTRAL EXPWY | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|---------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 17 | 77 | 0 | 0 | 61 | 61 | 112 | 0 | 112 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1048 | 530 | 0 | 0 | 1943 | 739 | 3158 | 0 | 988 | 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: | 1048 | 530 | 0 | 0 | 1943 | 739 | 3158 | 0 | 988 | 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: | 1048 | 530 | 0 | 0 | 1943 | 739 | 3158 | 0 | 988 | 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 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 1048 | 530 | 0 | 0 | 1943 | 739 | 3158 | 0 | 988 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1048 | 530 | 0 | 0 | 1943 | 739 | 3158 | 0 | 988 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 1048 | 530 | 0 | 0 | 1943 | 739 | 3158 | 0 | 988 | 0 | 0 | 0 |

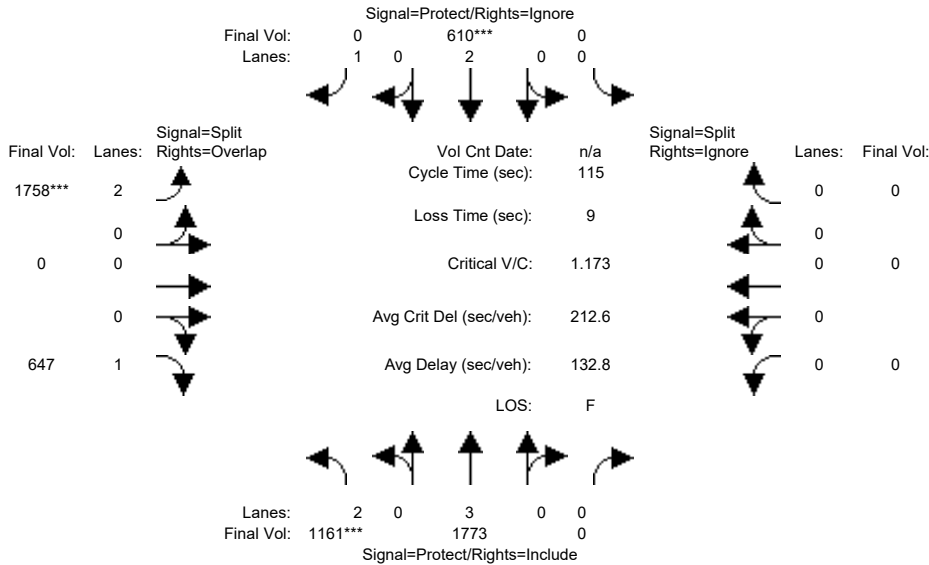
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 5700 | 0 | 0 | 3800 | 1750 | 3150 | 0 | 1750 | 0 | 0 | 0 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|-------|-------|------|-------|------|------|------|
| Vol/Sat: | 0.33 | 0.09 | 0.00 | 0.00 | 0.51 | 0.42 | 1.00 | 0.00 | 0.56 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green Time: | 16.2 | 74.5 | 0.0 | 0.0 | 58.2 | 58.2 | 106.9 | 0.0 | 123.2 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 3.89 | 0.24 | 0.00 | 0.00 | 1.67 | 1.38 | 1.78 | 0.00 | 0.87 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 91.0 | 40.6 | 0.0 | 0.0 | 69.0 | 69.0 | 43.5 | 0.0 | 28.3 | 0.0 | 0.0 | 0.0 |
| IncrcmntDel: | 1311 | 0.1 | 0.0 | 0.0 | 304 | 181.4 | 353.9 | 0.0 | 7.5 | 0.0 | 0.0 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.66 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 1402 | 40.6 | 0.0 | 0.0 | 373 | 250.4 | 382.4 | 0.0 | 20.1 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 1402 | 40.6 | 0.0 | 0.0 | 373 | 250.4 | 382.4 | 0.0 | 20.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | D | A | A | F | F | F | A | C+ | A | A | A |
| HCM2kAvgQ: | 94 | 7 | 0 | 0 | 105 | 75 | 212 | 0 | 38 | 0 | 0 | 0 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cum+Proj (AM)

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | CENTRAL EXPWY | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|---------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 34 | 69 | 0 | 0 | 35 | 35 | 45 | 0 | 45 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

Volume Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1158 | 1726 | 0 | 0 | 562 | 1907 | 1706 | 0 | 644 | 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: | 1158 | 1726 | 0 | 0 | 562 | 1907 | 1706 | 0 | 644 | 0 | 0 | 0 |
| Added Vol: | 3 | 47 | 0 | 0 | 48 | 50 | 52 | 0 | 3 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 1161 | 1773 | 0 | 0 | 610 | 1957 | 1758 | 0 | 647 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 1161 | 1773 | 0 | 0 | 610 | 0 | 1758 | 0 | 647 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1161 | 1773 | 0 | 0 | 610 | 0 | 1758 | 0 | 647 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 1161 | 1773 | 0 | 0 | 610 | 0 | 1758 | 0 | 647 | 0 | 0 | 0 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 5700 | 0 | 0 | 3800 | 1750 | 3150 | 0 | 1750 | 0 | 0 | 0 |

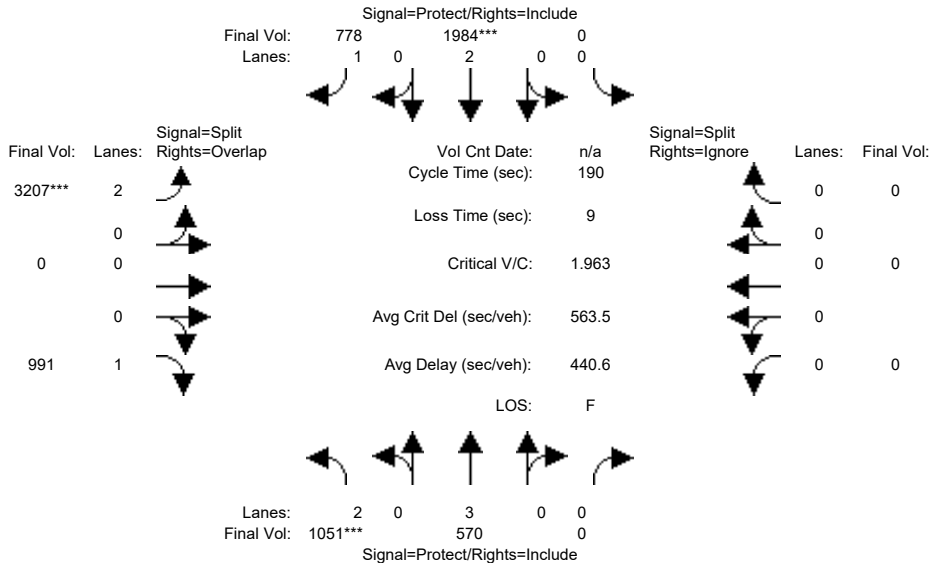
Capacity Analysis Module:

| | | | | | | | | | | | | |
|---------------|-------|------|------|------|------|------|-------|------|------|------|------|------|
| Vol/Sat: | 0.37 | 0.31 | 0.00 | 0.00 | 0.16 | 0.00 | 0.56 | 0.00 | 0.37 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green Time: | 31.8 | 64.5 | 0.0 | 0.0 | 32.7 | 0.0 | 42.1 | 0.0 | 73.9 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 1.33 | 0.55 | 0.00 | 0.00 | 0.56 | 0.00 | 1.53 | 0.00 | 0.58 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 44.5 | 17.2 | 0.0 | 0.0 | 37.5 | 0.0 | 39.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 |
| IncrementDel: | 157.9 | 0.2 | 0.0 | 0.0 | 0.7 | 0.0 | 240.9 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 202.4 | 17.4 | 0.0 | 0.0 | 38.2 | 0.0 | 279.9 | 0.0 | 13.2 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 202.4 | 17.4 | 0.0 | 0.0 | 38.2 | 0.0 | 279.9 | 0.0 | 13.2 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | B | A | A | D+ | A | F | A | B | A | A | A |
| HCM2kAvgQ: | 46 | 13 | 0 | 0 | 10 | 0 | 85 | 0 | 8 | 0 | 0 | 0 |

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

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cum+Proj (PM)

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



| Street Name: | DE LA CRUZ BLVD | | | | | | CENTRAL EXPWY | | | | | |
|--------------|-----------------|-----|-----|-------------|-----|-----|---------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 17 | 77 | 0 | 0 | 61 | 61 | 112 | 0 | 112 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 1048 | 530 | 0 | 0 | 1943 | 739 | 3158 | 0 | 988 | 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: | 1048 | 530 | 0 | 0 | 1943 | 739 | 3158 | 0 | 988 | 0 | 0 | 0 |
| Added Vol: | 3 | 40 | 0 | 0 | 41 | 39 | 49 | 0 | 3 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 1051 | 570 | 0 | 0 | 1984 | 778 | 3207 | 0 | 991 | 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 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 1051 | 570 | 0 | 0 | 1984 | 778 | 3207 | 0 | 991 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1051 | 570 | 0 | 0 | 1984 | 778 | 3207 | 0 | 991 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 1051 | 570 | 0 | 0 | 1984 | 778 | 3207 | 0 | 991 | 0 | 0 | 0 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 5700 | 0 | 0 | 3800 | 1750 | 3150 | 0 | 1750 | 0 | 0 | 0 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|-------|-------|------|-------|------|------|------|
| Vol/Sat: | 0.33 | 0.10 | 0.00 | 0.00 | 0.52 | 0.44 | 1.02 | 0.00 | 0.57 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green Time: | 16.2 | 74.5 | 0.0 | 0.0 | 58.2 | 58.2 | 106.9 | 0.0 | 123.2 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 3.91 | 0.26 | 0.00 | 0.00 | 1.70 | 1.45 | 1.81 | 0.00 | 0.87 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 91.0 | 40.9 | 0.0 | 0.0 | 69.0 | 69.0 | 43.5 | 0.0 | 28.4 | 0.0 | 0.0 | 0.0 |
| IncrcmntDel: | 1316 | 0.1 | 0.0 | 0.0 | 320 | 212.9 | 366.3 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 |
| InitQueueDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.66 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 1407 | 40.9 | 0.0 | 0.0 | 389 | 281.9 | 394.8 | 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: | 1407 | 40.9 | 0.0 | 0.0 | 389 | 281.9 | 394.8 | 0.0 | 20.3 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | D | A | A | F | F | F | A | C+ | A | A | A |
| HCM2kAvgQ: | 94 | 7 | 0 | 0 | 108 | 82 | 217 | 0 | 38 | 0 | 0 | 0 |

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

Appendix D
List of Approved Projects

AM APPROVED TRIPS

04/18/2019

Intersection of: 880/COLEMAN (N)

Page No: 1

Traffic Node Number: 3052

| 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 |
|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT | 0 | 18 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE | 0 | 36 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 4 |
| NSJ NORTH SAN JOSE | 0 | 52 | 1 | 0 | 54 | 0 | 0 | 0 | 0 | 14 | 0 | 27 |
| PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C) | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW | 0 | 39 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW | 0 | 307 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW | 0 | 8 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C) | 0 | 2 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

TOTAL: 0 462 1 0 215 0 0 0 0 16 0 143

| | LEFT | THRU | RIGHT |
|-------|------|------|-------|
| NORTH | 0 | 215 | 0 |
| EAST | 16 | 0 | 143 |
| SOUTH | 0 | 462 | 1 |
| WEST | 0 | 0 | 0 |

PM APPROVED TRIPS

04/18/2019

Intersection of: 880/COLEMAN (N)

Page No: 2

Traffic Node Number: 3052

| Permit No. / Description / Location | M09 | M08 | M07 | M03 | M02 | M01 | M12 | M11 | M10 | M06 | M05 | M04 |
|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT | 0 | 20 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE | 0 | 8 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| NSJ NORTH SAN JOSE | 0 | 14 | 3 | 0 | 47 | 0 | 0 | 0 | 0 | 35 | 4 | 61 |
| PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C) | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW | 0 | 39 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW | 0 | 56 | 0 | 0 | 371 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW | 0 | 53 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| PP10-155 COLEMAN SOCCER COMPLEX TERMINUS | 0 | 23 | 0 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C) | 0 | 23 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

TOTAL: 0 240 3 5 558 0 0 0 0 36 4 112

| | LEFT | THRU | RIGHT |
|-------|------|------|-------|
| NORTH | 5 | 558 | 0 |
| EAST | 36 | 4 | 112 |
| SOUTH | 0 | 240 | 3 |
| WEST | 0 | 0 | 0 |

AM APPROVED TRIPS

04/18/2019

Intersection of: 880/COLEMAN (S)

Page No: 1

Traffic Node Number: 3053

| Permit No. / Description / Location | M09 | M08 | M07 | M03 | M02 | M01 | M12 | M11 | M10 | M06 | M05 | M04 |
|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT | 0 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE | 0 | 9 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| NSJ NORTH SAN JOSE | 0 | 26 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 19 |
| PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C) | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW | 0 | 40 | 0 | 6 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW | 0 | 153 | 0 | 22 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW | 0 | 6 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C) | 0 | 2 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

TOTAL: 0 239 2 31 109 0 0 0 0 1 0 200

| | LEFT | THRU | RIGHT |
|-------|------|------|-------|
| NORTH | 31 | 109 | 0 |
| EAST | 1 | 0 | 200 |
| SOUTH | 0 | 239 | 2 |
| WEST | 0 | 0 | 0 |

PM APPROVED TRIPS

04/18/2019

Intersection of: 880/COLEMAN (S)

Page No: 2

Traffic Node Number: 3053

| 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 |
|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT | 0 | 3 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE | 0 | 36 | 0 | 20 | 91 | 0 | 0 | 0 | 0 | 4 | 0 | 22 |
| NSJ NORTH SAN JOSE | 0 | 5 | 1 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C) | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW | 0 | 40 | 0 | 6 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW | 0 | 28 | 0 | 148 | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW | 0 | 42 | 0 | 7 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| PP10-155 COLEMAN SOCCER COMPLEX TERMINUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C) | 0 | 23 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

TOTAL: 0 181 1 188 392 0 0 0 0 4 0 101

| | LEFT | THRU | RIGHT |
|-------|------|------|-------|
| NORTH | 188 | 392 | 0 |
| EAST | 4 | 0 | 101 |
| SOUTH | 0 | 181 | 1 |
| WEST | 0 | 0 | 0 |

AM APPROVED TRIPS

04/18/2019

Intersection of: BROKAW/FIRST

Page No: 1

Traffic Node Number: 3083

| 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 |
|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 11 | 0 | 0 | 21 | 0 |
| H14-020 SUPERMICRO 750 RIDDER PARK DRIVE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| H83-01-001 ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS JUNCTION AV, N/O PLUMERIA | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H89-01-008 OFC 88,433;IND 88433, WHSE TASMAN & ZANKER (SW/C) | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NSJ NORTH SAN JOSE | 4 | 86 | 27 | 12 | 45 | 11 | 55 | 117 | 1 | 43 | 93 | 46 |
| PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 12 | 0 |
| PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR | 0 | 167 | 0 | 7 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 369 |
| PDC17-026 350/370 W. TRIMBLE ROAD | 0 | 13 | 0 | 2 | 7 | 3 | 5 | 0 | 0 | 0 | 0 | 5 |

TOTAL: 4 276 27 21 181 17 63 141 1 43 126 420

LEFT THRU RIGHT

NORTH 21 181 17
 EAST 43 126 420
 SOUTH 4 276 27
 WEST 63 141 1

PM APPROVED TRIPS

04/18/2019

Intersection of: BROKAW/FIRST

Page No: 2

Traffic Node Number: 3083

| 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 |
|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 13 | 0 | 0 | 26 | 0 |
| H14-020 SUPERMICRO 750 RIDDER PARK DRIVE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 |
| H83-01-001 ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS JUNCTION AV, N/O PLUMERIA | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H89-01-008 OFC 88,433;IND 88433, WHSE TASMAN & ZANKER (SW/C) | 0 | 2 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NSJ NORTH SAN JOSE | 9 | 41 | 10 | 19 | 146 | 43 | 27 | 114 | 5 | 68 | 165 | 31 |
| PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 |
| PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 6 | 0 |
| PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR | 0 | 18 | 0 | 27 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |

PM APPROVED TRIPS

04/18/2019

Intersection of: BROKAW/FIRST

Page No: 3

Traffic Node Number: 3083

| 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 |
|-------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| PDC17-026 | 0 | 17 | 0 | 5 | 14 | 6 | 7 | 0 | 0 | 0 | 0 | 6 |
| 350/370 W. TRIMBLE ROAD | | | | | | | | | | | | |

TOTAL: 9 78 10 51 670 53 37 142 5 68 201 77

| | LEFT | THRU | RIGHT |
|-------|------|------|-------|
| NORTH | 51 | 670 | 53 |
| EAST | 68 | 201 | 77 |
| SOUTH | 9 | 78 | 10 |
| WEST | 37 | 142 | 5 |

AM APPROVED TRIPS

04/18/2019

Intersection of: AIRPORT/BAYSHORE

Page No: 1

Traffic Node Number: 3222

| 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 |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 15 | 10 | 0 | 23 | 0 |
| H14-020 SUPERMICRO 750 RIDDER PARK DRIVE | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NSJ NORTH SAN JOSE | 13 | 0 | 2 | 72 | 31 | 26 | 0 | 83 | 37 | 5 | 63 | 0 |
| PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

TOTAL: 13 0 2 76 32 26 0 98 47 5 86 0

| | LEFT | THRU | RIGHT |
|-------|------|------|-------|
| NORTH | 76 | 32 | 26 |
| EAST | 5 | 86 | 0 |
| SOUTH | 13 | 0 | 2 |
| WEST | 0 | 98 | 47 |

PM APPROVED TRIPS

04/18/2019

Intersection of: AIRPORT/BAYSHORE

Page No: 2

Traffic Node Number: 3222

| 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 |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 17 | 12 | 0 | 30 | 0 |
| H14-020 SUPERMICRO 750 RIDDER PARK DRIVE | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NSJ NORTH SAN JOSE | 26 | 0 | 3 | 46 | 65 | 7 | 0 | 63 | 60 | 34 | 79 | 0 |
| PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

TOTAL: 26 0 3 48 68 7 0 80 72 34 109 0

| | LEFT | THRU | RIGHT |
|-------|------|------|-------|
| NORTH | 48 | 68 | 7 |
| EAST | 34 | 109 | 0 |
| SOUTH | 26 | 0 | 3 |
| WEST | 0 | 80 | 72 |

AM APPROVED TRIPS

04/18/2019

Intersection of: AIRPORT/TECHNOLOGY

Page No: 1

Traffic Node Number: 3225

| Permit No. / Description / Location | M09 | M08 | M07 | M03 | M02 | M01 | M12 | M11 | M10 | M06 | M05 | M04 |
|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 23 | 0 |
| NSJ NORTH SAN JOSE | 37 | 31 | 22 | 4 | 2 | 4 | 13 | 30 | 23 | 30 | 46 | 30 |

TOTAL: 37 31 22 4 2 4 13 55 23 30 69 30

| | LEFT | THRU | RIGHT |
|-------|------|------|-------|
| NORTH | 4 | 2 | 4 |
| EAST | 30 | 69 | 30 |
| SOUTH | 37 | 31 | 22 |
| WEST | 13 | 55 | 23 |

PM APPROVED TRIPS

04/18/2019

Intersection of: AIRPORT/TECHNOLOGY

Page No: 2

Traffic Node Number: 3225

| Permit No. / Description / Location | M09 | M08 | M07 | M03 | M02 | M01 | M12 | M11 | M10 | M06 | M05 | M04 |
|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 30 | 0 |
| NSJ NORTH SAN JOSE | 30 | 5 | 18 | 20 | 5 | 12 | 23 | 56 | 18 | 50 | 113 | 28 |

TOTAL: 30 5 18 20 5 12 23 85 18 50 143 28

| | LEFT | THRU | RIGHT |
|-------|------|------|-------|
| NORTH | 20 | 5 | 12 |
| EAST | 50 | 143 | 28 |
| SOUTH | 30 | 5 | 18 |
| WEST | 23 | 85 | 18 |

AM APPROVED TRIPS

04/18/2019

Intersection of: FIRST/SKYPORT

Page No: 1

Traffic Node Number: 3515

| 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 |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NSJ NORTH SAN JOSE | 47 | 113 | 11 | 28 | 69 | 9 | 6 | 18 | 88 | 62 | 56 | 31 |
| PD15-046 KAISER SKYPORT 1717 TECHNOLOGY DRIVE | 87 | 0 | 0 | 0 | 0 | 43 | 12 | 0 | 23 | 0 | 0 | 0 |
| PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR | 0 | 153 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

TOTAL: 134 266 11 28 107 52 18 18 111 62 56 31

| | LEFT | THRU | RIGHT |
|-------|------|------|-------|
| NORTH | 28 | 107 | 52 |
| EAST | 62 | 56 | 31 |
| SOUTH | 134 | 266 | 11 |
| WEST | 18 | 18 | 111 |

PM APPROVED TRIPS

04/18/2019

Intersection of: FIRST/SKYPORT

Page No: 2

Traffic Node Number: 3515

| 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 |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NSJ NORTH SAN JOSE | 16 | 88 | 3 | 8 | 162 | 4 | 18 | 1 | 150 | 69 | 5 | 17 |
| PD15-046 KAISER SKYPORT 1717 TECHNOLOGY DRIVE | 46 | 0 | 0 | 0 | 0 | 23 | 59 | 0 | 118 | 0 | 0 | 0 |
| PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR | 0 | 17 | 0 | 0 | 151 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

TOTAL: 62 105 3 8 313 27 77 1 268 69 5 17

| | LEFT | THRU | RIGHT |
|-------|------|------|-------|
| NORTH | 8 | 313 | 27 |
| EAST | 69 | 5 | 17 |
| SOUTH | 62 | 105 | 3 |
| WEST | 77 | 1 | 268 |

AM APPROVED TRIPS

04/18/2019

Intersection of: 87/SKYPORT

Page No: 1

Traffic Node Number: 4039

| Permit No. / Description / Location | M09 | M08 | M07 | M03 | M02 | M01 | M12 | M11 | M10 | M06 | M05 | M04 |
|--|-----------|----------|------------|-----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT | 9 | 0 | 0 | 0 | 0 | 18 | 18 | 0 | 11 | 0 | 0 | 0 |
| NSJ NORTH SAN JOSE | 14 | 0 | 115 | 28 | 0 | 53 | 5 | 36 | 10 | 43 | 37 | 35 |
| PD15-046 KAISER SKYPORT 1717 TECHNOLOGY DRIVE | 0 | 0 | 87 | 58 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 15 |
| TOTAL: | 23 | 0 | 202 | 86 | 0 | 71 | 23 | 36 | 21 | 66 | 37 | 50 |
| | | | LEFT | THRU | RIGHT | | | | | | | |
| | | | NORTH | 86 | 0 | 71 | | | | | | |
| | | | EAST | 66 | 37 | 50 | | | | | | |
| | | | SOUTH | 23 | 0 | 202 | | | | | | |
| | | | WEST | 23 | 36 | 21 | | | | | | |

PM APPROVED TRIPS

04/18/2019

Intersection of: 87/SKYPORT

Page No: 2

Traffic Node Number: 4039

| Permit No. / Description / Location | M09 | M08 | M07 | M03 | M02 | M01 | M12 | M11 | M10 | M06 | M05 | M04 |
|--|-----------|----------|------------|-----------|----------|-----------|-----------|-----------|-----------|------------|-----------|------------|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT | 12 | 0 | 0 | 0 | 0 | 24 | 26 | 0 | 13 | 0 | 0 | 0 |
| NSJ NORTH SAN JOSE | 16 | 0 | 88 | 16 | 0 | 24 | 27 | 32 | 39 | 76 | 51 | 41 |
| PD15-046 KAISER SKYPORT 1717 TECHNOLOGY DRIVE | 0 | 0 | 45 | 31 | 0 | 0 | 0 | 0 | 0 | 118 | 0 | 79 |
| TOTAL: | 28 | 0 | 133 | 47 | 0 | 48 | 53 | 32 | 52 | 194 | 51 | 120 |
| | | | LEFT | THRU | RIGHT | | | | | | | |
| | | | NORTH | 47 | 0 | 48 | | | | | | |
| | | | EAST | 194 | 51 | 120 | | | | | | |
| | | | SOUTH | 28 | 0 | 133 | | | | | | |
| | | | WEST | 53 | 32 | 52 | | | | | | |

AM APPROVED TRIPS

04/25/2019

Intersection of: AIRPORT/COLEMAN

Page No: 1

Traffic Node Number: 3223

| 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 |
|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT | 0 | 7 | 14 | 17 | 3 | 0 | 0 | 0 | 0 | 16 | 0 | 20 |
| DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NSJ NORTH SAN JOSE | 0 | 23 | 8 | 3 | 14 | 0 | 0 | 0 | 0 | 16 | 0 | 9 |
| PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW | 0 | 47 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW | 0 | 409 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW | 0 | 9 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD10-155 COLEMAN SOCCER COMPLEX TERMINUS | 0 | 46 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

TOTAL: 0 541 22 20 148 0 0 0 0 32 0 47

| | LEFT | THRU | RIGHT |
|-------|------|------|-------|
| NORTH | 20 | 148 | 0 |
| EAST | 32 | 0 | 47 |
| SOUTH | 0 | 541 | 22 |
| WEST | 0 | 0 | 0 |

PM APPROVED TRIPS

04/25/2019

Intersection of: AIRPORT/COLEMAN

Page No: 2

Traffic Node Number: 3223

| 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 |
|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT | 0 | 7 | 16 | 19 | 13 | 0 | 0 | 0 | 0 | 16 | 0 | 19 |
| DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE | 0 | 8 | 3 | 1 | 27 | 0 | 0 | 0 | 0 | 7 | 0 | 1 |
| NSJ NORTH SAN JOSE | 0 | 5 | 1 | 2 | 61 | 0 | 0 | 0 | 0 | 19 | 0 | 3 |
| PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW | 0 | 48 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW | 0 | 75 | 0 | 0 | 371 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW | 0 | 64 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL: | 0 | 207 | 20 | 22 | 559 | 0 | 0 | 0 | 0 | 42 | 0 | 42 |

| | LEFT | THRU | RIGHT |
|-------|------|------|-------|
| NORTH | 22 | 559 | 0 |
| EAST | 42 | 0 | 42 |
| SOUTH | 0 | 207 | 20 |
| WEST | 0 | 0 | 0 |

AM APPROVED TRIPS

04/25/2019

Intersection of: 101/BROKAW

Page No: 1

Traffic Node Number: 3020

| Permit No. / Description / Location | M09 | M08 | M07 | M03 | M02 | M01 | M12 | M11 | M10 | M06 | M05 | M04 |
|--|------------|-----------|-----------|----------|----------|----------|----------|------------|----------|----------|------------|----------|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| H14-020 SUPERMICRO 750 RIDDER PARK DRIVE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| NSJ NORTH SAN JOSE | 97 | 4 | 48 | 0 | 0 | 0 | 1 | 189 | 0 | 0 | 106 | 3 |
| PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR | 6 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR | 341 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 28 | 0 |
| TOTAL: | 447 | 30 | 48 | 0 | 0 | 0 | 1 | 200 | 0 | 0 | 134 | 3 |

| | LEFT | THRU | RIGHT |
|-------|------|------|-------|
| NORTH | 0 | 0 | 0 |
| EAST | 0 | 134 | 3 |
| SOUTH | 447 | 30 | 48 |
| WEST | 1 | 200 | 0 |

PM APPROVED TRIPS

04/25/2019

Intersection of: 101/BROKAW

Page No: 2

Traffic Node Number: 3020

| Permit No. / Description / Location | M09 | M08 | M07 | M03 | M02 | M01 | M12 | M11 | M10 | M06 | M05 | M04 |
|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| H14-020 SUPERMICRO 750 RIDDER PARK DRIVE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 |
| NSJ NORTH SAN JOSE | 53 | 3 | 23 | 0 | 0 | 0 | 7 | 174 | 0 | 0 | 209 | 4 |
| PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR | 12 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC04-002 BEA SYSTEMS 1ST ST (W/S), B/S OF COMPONENT DR | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 3 | 0 |

TOTAL: 103 37 23 0 0 0 7 203 0 0 213 4

| | LEFT | THRU | RIGHT |
|-------|------|------|-------|
| NORTH | 0 | 0 | 0 |
| EAST | 0 | 213 | 4 |
| SOUTH | 103 | 37 | 23 |
| WEST | 7 | 203 | 0 |