Appendix H

Transportation Analysis

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Market Park South Village Development

Draft Transportation Analysis

Prepared for:

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Executive Summary

This report presents the results of a Transportation Analysis (TA) for the proposed Market Park South Village development. The 61.5 +/- acre project site is comprised of five parcels (APN 254-17-052, 053, 007, 084, 095) located south of Berryessa Road and north of Mabury Road, between Coyote Creek and the Berryessa BART station in the City of San José.

Project Description

The project site is part of a larger 120-acre development site (The San Jose Flea Market Property) that was approved for development of a total of 2,818 residential units and 365,622 s.f. of commercial space in 2007. A TIA report for the approved development was completed in 2006. Since the 2007 approval, 1,000 residential units and 138,514 sf of commercial uses have been constructed or are currently under construction on the north side of Berryessa Road.

The project as proposed on the remaining undeveloped portion of the site, south of Berryessa Road, will consist of approximately 2.2 million square feet (m.s.f.) of commercial space and 3,450 residential units. The existing entitlement on the project site includes the remaining 1,818 residential units and 227,108 s.f. of commercial space also located south of Berryessa Road. A new southerly extension of Sierra Road will bisect the site and provide access from Berryessa Road at its northern terminus via a single bridge over Upper Penitencia Creek, aligning with Sierra Road to the north and a connection at Mabury Road at its southern terminus. The intersection of six new private streets along the east side of the Sierra Road extension would provide access to the project site's residential parking garages. In addition, a new public north-south roadway running parallel to and east of the extension of Sierra Road would connect to Berryessa Road at the existing Flea Market entrance to the north and transition into sharp curve to connect to the extension of Sierra Road to the south. This new roadway would provide an alternative access point to the extension of Sierra Road and provide access to the project site's office parking garages via five intersections. All parking for the proposed residential and office uses would be provided on-site within parking structures.

In addition to the proposed development for the project site, City staff requested that an additional site development scenario be evaluated. Therefore, the transportation analysis evaluates both the "Proposed" and "City Preferred" development scenarios to the same level. Each of the development scenarios evaluated within this study are described below:

Proposed Development Scenario - As proposed, the project would consist of approximately 2.2 m.s.f. of commercial space and 3,450 residential units.

City Preferred Development Scenario - The City's preferred development scenario consists of the intensification of the site development to allow up to 3.4 m.s.f. of commercial space on site. The proposed 3,450 residential units would remain under the City's development scenario. In addition, and

at the direction of City staff, the evaluation of the City preferred development scenario includes manual adjustments to the TDF model's default mode-share percentages to reflect the City's goal-based mode-share per the Berryessa Multi-Modal Transportation Improvement Plan (MTIP). City staff provided the mode-share adjustments that were input in the TDF model's Home-Based Work (HBW) mode-share tables. The City's goal-based adjustments result in significant increase in transit mode-share percentage and significant reduction in the drive-alone mode-share percentage.

The project site also is located within a designated Urban Village (Berryessa BART) per the Envision San Jose 2040 General Plan and the US-101/Oakland/Mabury Area Development Policy (ADP) area for which a Transportation Development Policy ("TDP") exists.

The US-101/Mabury Road interchange has long been identified in the City's General Plan as a needed freeway gateway to alleviate congestion at the US-101/Oakland Road interchange. However, the design of a full interchange at Mabury Road as identified in the TDP has not progressed due to the lack of acceptance of interchange spacing and ramp operations by the California Department of Transportation (Caltrans). The City of San Jose is currently working cooperatively with the Santa Clara Valley Transportation Authority and Caltrans to develop an alternative interchange design option that improves access, addresses traffic operations, and relieves congestion. After considering several interchange design options the City has developed a preferred interchange plan that is centered around the implementation of a full interchange (southbound and northbound on and off ramps) at Berryessa Road rather than Mabury Road. Therefore, this traffic analysis includes the evaluation of the proposed project under assuming each the planned US 101 interchange alternatives at both Mabury Road and Berryessa Road.

Transportation Analysis Scope

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), The City of San Jose *Transportation Analysis Handbook 2018*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Based on the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2018*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists a project-level VMT impact analysis using the City's Transportation Demand Forecasting (TDF) model and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan. The City's TDF model was utilized to project VMT for the proposed residential and employment uses. A project's VMT is compared to established thresholds of significance based on the project location and each of the proposed land uses. When assessing residential use, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing office or industrial use, the project's VMT is divided by the number of employees.

Local Transportation Analysis Scope

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determines whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

The proposed project will meet most of the City's VMT analysis screening criteria based on its location within a planned Growth Area (Berryessa BART Urban Village), proximity to High-Quality Transit, its transit-supporting density, and the amount of parking limited by parking management policies to serve the planned development. However, the project site is not located in an area that currently has low VMT per capita or worker and thus the proposed residential and commercial uses do not meet the City's screening criteria. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required.

Project-Level VMT Impact Analysis

Per the City's Transportation Policy, the proposed project would result in a significant impact if it results in VMT that exceeds per capita VMT of 10.12 and per employee VMT of 12.21.

The results of the VMT evaluation, using the City's Model, indicate that the proposed project is projected to generate VMT per capita (8.03) and VMT per employee (8.40) under Year 2040 conditions that are both below the established thresholds. In addition, the City preferred project is projected to generate VMT per capita (4.80) and VMT per employee (7.51) under Year 2040 conditions that also are both below the established thresholds. Therefore, both the proposed project and City preferred project would not result in an impact on the transportation system under Year 2040 conditions based on the City's VMT impact criteria.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

The Berryessa BART Urban Village is generally bounded by Coyote Creek to the west, Shore Drive to the north, Mabury Road to the south, and Lundy Avenue to the east. Urban villages were developed as one of the major strategies of the *Envision San José 2040 General Plan*. Urban villages are defined as walkable, bicycle-friendly, transit-oriented, mixed use settings that provide both housing and jobs, thus supporting the policies and goals of the General Plan.

The Berryessa/North San José BART station is centrally located within the Berryessa BART Urban Village. According to the Envision San Jose 2040 General Plan, the Urban Village strategy fosters:

- Mixed residential and employment activities that are attractive to an innovative workforce
- Revitalization of underutilized properties that have access to existing infrastructure
- Densities that support transit use, bicycling, and walking
- High-quality urban design

The Berryessa BART Urban Village is the first regional transit urban village plan to be developed in San José. Regional transit urban villages are locations with access to major transit facilities of regional significance. Recognizing its emerging role as a gateway to the City, the design of new development within this urban village aims for high-quality environments for public circulation and gathering.

The project is consistent with the General Plan and Berryessa BART Urban Village goals and policies for the following reasons:

- The proposed residential uses for the project site are consistent with the Residential Neighborhood land use designation per the Berryessa BART Urban Village plan.
- The planned on-site street network will be consistent with planned streetscape design features of Complete Streets and the Berryessa BART Urban Village Plan.
- The project frontage along Berryessa Road will be designed to accommodate the planned Berryessa Road Complete Street improvements including protected bicycle lanes, wider sidewalks, and other pedestrian safety features.
- The project site is adjacent to a planned major transit station, bus stops and bicycle lanes on Berryessa Road.

Therefore, based on the project description, the proposed project would be consistent with the *Urban Village Planning Concepts* and the *Envision San José 2040 General Plan*. Thus, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

The LTA includes the analysis of AM and PM peak-hour traffic conditions for 25 signalized intersections, following the standards and methodology set forth by the City of San Jose.

Trip Generation

The CSJ Model was used to produce projections of AM and PM peak hour traffic generation for the project based on the proposed type and amount of land uses on the project site. The forecasts indicate that the proposed development scenario will generate 2,891 trips during the AM peak hour and 3,805 trips during the PM peak hour based on the projected trips that start and/or end in the Traffic Analysis Zones (TAZs) that correspond to the project site. The City preferred scenario will generate 2,978 trips during the AM peak hour and 4,231 trips during the PM peak hour.

Mode Share

Auto Based Travel

The mode-share results indicate that all Year 2040 scenarios are projected to result in a lower mode share for the automobile mode when compared to Year 2015 Existing Conditions. When compared to Year 2040 GP conditions, the proposed project and City preferred project scenarios would result in an approximately 12% and 18% reductions of the auto travel mode, respectively.

Non-Auto Based Travel

Under Year 2015 Existing Conditions, the alternative modes of travel (transit, bikes, and walking) account for only 4 percent of the total trips generated by the project site. When compared to Year 2040 GP conditions, trips generated by the project site for the proposed project and City preferred project scenarios are projected to result in increases of approximately 13 and 17 percent in the use of transit, bikes, and walking as travel modes, respectively.

When compared to the Year 2040 GP conditions, the proposed project and City preferred project scenarios would result in approximately 7% and 10% increase in transit usage, respectively. The increase would be due to increased development density near a major transit facility, the Berryessa BART Station, which would make the use of transit a more attractive travel option for tenants and employees of the project.

Year 2030 Intersection Operation Conditions

The results show that the following intersections are projected to operate at an unacceptable level of service during at least one peak hour under Year 2030 with Project conditions, according to the City of San Jose level of service standards:

Mabury Interchange Alternative

(5) US 101 and Mabury Road (E) (AM peak hour – Proposed project only; PM peak hour – both project scenarios)
(7) Eleventh Street and Taylor Street (AM & PM peak hours – Proposed project only)
(8) Tenth Street and Taylor Street) (AM peak hour – Proposed project only; PM peak hour – both project scenarios)
(**Adverse Effect**: AM peak hour – Proposed project only)
(12) Oakland Road and Commercial Street (PM peak hour – both project scenarios)
(13) Commercial Street and Berryessa Road (AM peak hour – both project scenarios)

Berryessa Interchange Alternative

(4) Berryessa Road and US 101 (S) (PM peak hour – Proposed project only)
(7) Eleventh Street and Taylor Street (AM peak hour – Proposed project only)
(8) Tenth Street and Taylor Street (AM & PM peak hours – Proposed project only)
(23) Flea Market Entrance/Sierra Road and Mabury Road (AM and PM peak hours – both project scenarios)
(**Adverse Effect**: AM and PM peak hours – both project scenarios)

Year 2040 Intersection Operation Conditions

The results also show that the following intersections are projected to operate at an unacceptable level of service during at least one peak hour under Year 2040 with Project conditions, according to the City of San Jose level of service standards:

Mabury Interchange Alternative

(5) US 101 and Mabury Road (E) (AM & PM peak hours – both project scenarios)
(**Adverse Effect**: AM and PM peak hours – Proposed project only)
(7) Eleventh Street and Taylor Street (AM & PM peak hours – Proposed project only)
(8) Tenth Street and Taylor Street (AM peak hour – Proposed project only; PM peak hours – both project scenarios)
(**Adverse Effect**: AM peak hour – Proposed project only)
(12) Oakland Road and Commercial Street (PM peak hour – both project scenarios)

(13) Commercial Street and Berryessa Road (AM peak hour – both project scenarios)
(21) King Road and Mabury Road (AM peak hour – Proposed project only)

Berryessa Interchange Alternative

(3) Berryessa Road and US 101 (N) (AM peak hour – Proposed project only)
(4) Berryessa Road and US 101 (S) (PM peak hour – Proposed project only)
(7) Eleventh Street and Taylor Street (AM and PM peak hours – Proposed project only)
(**Adverse Effect**: PM peak hour – Proposed project only)
(8) Tenth Street and Taylor Street (AM peak hour – Proposed project only; PM peak hour – both project scenarios)
(12) Oakland Road and Commercial Street (PM peak hour – both project scenarios)
(17) Lundy Avenue and Sierra Road (PM peak hour – Proposed project only)
(23) Flea Market Entrance/Sierra Road and Mabury Road (AM and PM peak hours – both project scenarios)
(**Adverse Effect**: AM and PM peak hours – both project scenarios)

Adverse Intersection Operations Effects and Potential Improvements

(5) US 101 and Mabury Road (E) – Mabury Road Interchange Alternative

(Year 2040 Adverse Effect: AM and PM peak hours – Proposed project only)

This intersection would operate at LOS F during the AM and PM peak hours under Year 2040 conditions. The added trips as a result of the proposed project with the Mabury Road interchange alternative would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during both the AM and PM peak hours. Based on City of San Jose guidelines, this constitutes an adverse effect on intersection operations.

The US-101/Oakland/Mabury Area Development Policy (ADP) area for which a Transportation Development Policy ("TDP") exists has been established to alleviate traffic congestion at the US 101 interchange area. The project will be required to pay applicable TDP traffic fees. The fees will be determined based on a nexus study. The US-101/Oakland/Mabury TDP is described in more detail below.

(7) Eleventh Street and Taylor Street – Berryessa Road Interchange Alternative

(Year 2040 Adverse Effect: PM peak hour – Proposed project only)

This intersection would operate at LOS E during the PM peak hour under Year 2040 conditions. The added trips as a result of the proposed project with the Berryessa Road interchange alternative would decrease the intersection's critical-movement delay and would increase the intersection's critical v/c value by 0.01 or more during the PM peak-hour. Based on City of San Jose's guidelines, this constitutes an adverse effect on intersection operations.

(8) Tenth Street and Taylor Street – Mabury Road Interchange Alternative

(Year 2030 Adverse Effect: AM peak hour – Proposed project only)

This intersection would operate at LOS E during the AM peak hour under Year 2030 conditions. The added trips as a result of the proposed project with the Mabury Road interchange alternative would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour. Based on City of San Jose's guidelines, this constitutes an adverse effect on intersection operations.

(Year 2040 Adverse Effect: AM peak hour – Proposed project only)

This intersection would operate at LOS E during the AM peak hour under Year 2040 conditions. The added trips as a result of the proposed project with the Mabury Road interchange alternative would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour. Based on City of San Jose guidelines, this constitutes an adverse effect on intersection operations.

The future Year 2030 and 2040 analysis includes the conversion of both 10th and 11th Streets from one-way to two-way operations between Santa Clara Street and Hedding Street as identified in the Downtown Circulation and Access Study. The intention of the roadway conversions is to enhance the livability of the neighborhoods through which the roadways pass.

Vehicular capacity improvements at the intersections would require narrowing sidewalks and removing bus stops along Taylor Street, in addition to modifying pedestrian bulb-outs at each corner of the intersections. These types of vehicular capacity improvements are not consistent with the City's transportation policies and would inhibit improvement of multi-modal facilities intended to increase alternative modes of travel (transit, bicycling, and walking) and reduce auto-based travel mode-share in the area. Therefore, improvement of the 10th Street or 11th Street intersections with Taylor Street is not feasible and the adverse effects are determined to be unavoidable. Since physical improvements at these two intersections are not feasible, the project will be required to provide offsetting multi-modal improvements within the Berryessa BART Urban Village (BBUV) Area. Possible offsetting improvements may include contribution towards or construction of improvements included in the draft BBUV Multi-Modal Transportation Improvement Plan (MTIP).

(23) Flea Market Entrance/Sierra Road and Mabury Road – Berryessa Road Interchange Alternative

(Year 2030 and 2040 Adverse Effect: AM and PM peak hours – both project scenarios)

This intersection would operate at LOS C during both the AM and PM peak hours under Year 2030 and 2040 conditions. The added trips as a result of both project scenarios with the Berryessa Road interchange alternative would cause the levels of service to degrade to LOS E or F during both the AM and PM peak hours. Based on City of San Jose's guidelines, this constitutes an adverse effect on intersection operations.

The necessary improvements at this intersection are be discussed in the Site Access section below.

US-101/Oakland Road/Mabury Road TDP Traffic Impact Fee

The project site is located within the US-101/Oakland/Mabury Area Development Policy (ADP) area for which a Transportation Development Policy ("TDP") exists. A TIF in the amount of approximately $16,000,000 for the approved entitlement on the project site consisting of 2,818 residential units and 365,622 s.f. of commercial space has already been collected by the City and is considered mitigation for the project site development as approved in 2007. Since the 2007 approval, 1,000 residential units and 138,514 s.f. of commercial uses have been constructed or are currently under construction on the north side of Berryessa Road.

The proposed project is subject to additional TIF payment for the additional residential units and office space now proposed on the site. The estimated TDP fees, based on the current fee of $39,625, for each of the project alternatives is presented in Chapter 5. However, the City will ultimately determine the method by which required TDP fees for the proposed project will be determined.

Year 2040 Freeway Segment Levels of Service

The results show that the same freeway segments would operate at an unacceptable LOS F under each of the Year 2040 scenarios evaluated. Of the 58 freeway segments that were analyzed, 49 directional mixed-flow freeway segments and 9 directional HOV freeway segments operate at an unacceptable level of service based on the CMP's level of service standards.

Site Access and On-Site Circulation

An evaluation of operations at the primary site access points along Berryessa Road and Mabury Road as well as on-site roadways identified several operational issues. The study includes the identification of necessary intersection and roadway configurations at the site access points and on-site roadways that consist of significant capacity expansions to meet the projected vehicular demand and alleviate queuing issues. However, it will not be feasible to provide the identified intersection capacity and queue storage for the entirety of the projected project generated traffic volumes at the site access points due to physical constraints at these locations. Furthermore, providing the identified necessary roadway and intersection configurations to serve vehicular traffic will not be consistent with goals and policies of the forthcoming Berryessa Bart Urban Village (BBUV) Plan.

Evaluation of BBUV Roadway Network and Reduced Project Trips

The planned BBUV transportation system will facilitate multimodal circulation within the Urban Village and will establish roadway network design guidelines for the development of a transportation network that prioritizes non-auto travel modes (transit, bicycling, and walking). The goals and polices of the BBUV will ensure that all roadway improvements to the street system enhance multimodal mobility. The BBUV Plan will require the implementation of Travel Demand Management (TDM) measures and parking management policies that will significantly reduce the projected traffic volumes generated by the project site and the identified operational issues.

Potential Trip Reduction Measures (TDM Program)

The BBUV Plan will include strategies and policies to increase the use of public transit and alternative modes of transportation and support efficient use of valuable parking resources using TDM measures. TDM measures will include design-based and program-based strategies to manage mode of travel and significantly reduce on-site parking. It is anticipated that the BBUV Plan policies could require reductions in on-site parking and traffic generated by the project by as much as 50 percent.

Therefore, at the request of City staff, the site access operations analysis was re-evaluated to determine effects of reducing project trips and implementation of a future roadway network that aligns with the planned BBUV transportation network configurations as identified by City of San Jose staff. The evaluation indicates that most of the operational issues that were identified under each of the project scenarios and interchange alternatives assuming a roadway network configuration that aligns with the planned BBUV transportation network would be alleviated with the reduction of project traffic by approximately 50 percent.

Based on the re-evaluation of the site access operations, the project should consider, if not required by the City and its forthcoming BBUV Plan, implementing single-occupant auto trip reduction measures, via a TDM plan to reduce the vehicular trips generated by the project site and reduce the operational issues identified in this report. The TDM program should focus on providing opportunities for multimodal travel and use of the extensive transit services and pedestrian/bicycle facilities in the immediate project area to the maximum extent possible.

Pedestrian, Bicycle, and Transit Analysis

The proposed project site is located within the Berryessa BART Urban Village Boundary. Development within Urban Villages must incorporate additional urban design and architectural elements that will facilitate buildings with pedestrian orientated design and activate the pedestrian public right-of-way. The Berryessa BART Urban Village Plan also will include policies that will provide for the enhancement of the pedestrian and bicycle environment and greater connectivity to the overall transportation network.

Pedestrian Facilities

Pedestrian generators in the project vicinity include the Berryessa Transit Station, commercial areas on the north side of Berryessa Road, and bus stops along Berryessa Road and Mabury Road. Proposed pedestrian connections between the project site and the Berryessa Transit Station are described in the transit section below. The project also will allow for the construction of two bridges over Upper Penitencia Creek that would provide pedestrian access to and from Berryessa Road.

The project site is within the service boundaries of Vinci Park Elementary School and Piedmont Middle School which are part of the Berryessa Union School District. Vinci Park Elementary school is located approximately 1.0 mile east of the project site along Vinci Park Way while Piedmont Middle School is located approximately 2.7 miles east of the project site near Piedmont Road and Penitencia Creek Road. Independence High School also is located approximately 1.0-mile east of the project site.

Existing sidewalks along Berryessa Road and Mabury Road provide a pedestrian connection between the project site and pedestrian destinations in the project vicinity. A missing segment of sidewalk is located along the north side of Commercial Street extending 600 feet west of its intersection with Berryessa Road. A sidewalk is provided along only the east side of King Road between Commodore Drive and Salamoni Court. Sidewalks are not provided along the south side of Mabury Road between Oakland Road and 800 feet west of Taylor Street since the roadway fronts US-101 with no adjacent uses.

Bicycle Facilities

The bikeways within the vicinity of the project site would remain unchanged under project conditions. There are bike lanes provided along Berryessa Road and Mabury Road, including the segments along the project's frontages, between Mabury Road and Lundy Avenue.

The City's General Plan identifies a bicycle commute mode split target of 15 percent or more by the year 2040. It is projected that the use of a bicycle will account for only a 2 percent mode share for the project. However, the number bicycle trips would nearly triple those that are projected for the project site under the current General Plan conditions. The low projected mode-share for bicycle usage in the project area is likely due to its proximity to the Berryessa Transit Station and its connections to bus routes and BART. The ease of access to transit results in a greater mode split of transit usage and walking, approximately 14 to 18 percent for each mode, that will meet or exceed the General Plan mode share targets.

Bicycle and Pedestrian Facility Improvements

The Envision 2040 General Plan identifies the following goals in regard to bicycling and pedestrians:

- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments.
- Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- Give priority to pedestrian improvement projects that improve pedestrian safety, improve pedestrian access to and within the Urban Villages and other growth areas.

The planned improvements discussed below are intended to reduce the identified adverse effects to the roadway system by providing the project site with viable connections to surrounding pedestrian/bike and transit facilities and provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. However, the full implementation of the improvements are beyond the means of the proposed project given that they may require right-of-way from adjacent properties. The project could be required to make a fair-share contribution towards the cost of the improvements since the identified improvements would be of benefit to the project.

The draft San Jose Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class I bike trail improvements are planned for:

- Coyote Creek Trail, between Montague Expressway and Empire Street
- Five Wounds Trail, between Mabury Road and William Street
- Penitencia Creek Trail, between Station Way and the planned Coyote Creek Trail

Class II bike lanes are planned for:

- Gish Road, between Old Bayshore Highway and Oakland Road
- Hostetter Road, between Capitol Avenue and Morrill Avenue
- Sierra Road, between Capitol Avenue and Piedmont Road
- Sierra Road, between Flickinger Avenue and Chessington Drive
- Taylor Street, between 1st Street and 21st Street
- Lenfest Road, along its entire length
- Las Plumas Avenue, between Lenfest Road and Educational Park Drive
- Educational Park Drive, along its entire length

Class III bike route improvements are planned for:

- Commodore Drive, along its entire length
- Vinci Park Way, along its entire length
- Ringwood Avenue to Townsend Avenue, between Murphy Avenue and Lundy Avenue
- Hazlett Way, between Sierra Road and Coyote Creek Trail

In addition, the Berryessa BART Urban Village Plan will identify further improvement of the surrounding roadways, including Berryessa Road and Mabury Road, to incorporate complete street concepts that may include protected bike lanes along both sides of the streets. The project would also provide a bicycle connection between the project site and the Berryessa BART Station.

Transit Services

The Envision 2040 General Plan identifies the following goals in regard to public transit:

- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development be designed to accommodate and to provide direct access to transit facilities.
- Pursue development of BRT, bus, shuttle, and fixed guideway services on designated streets and connections to major destinations.

The project site is located adjacent to the Berryessa Transit Center & Berryessa/North San Jose BART Station located along the project's eastern boundary between Berryessa Road and Mabury Road. Station facilities include a parking structure for park-and-ride (PNR) commuters, surface parking lots, kiss-and-ride (KNR) drop-off points, bus transfer bays, and bikeshare stations. Phase 1 of the BART extension project included the extension of service to the Berryessa Transit Center & Berryessa/North San Jose BART Station and began operation in June 2020. Phase II would extend service six-miles from the Berryessa Transit Center into downtown San José with termination in Santa Clara with planned completion in 2030.

The nearest bus stops to the project site are currently along Berryessa Road, near Sierra Road along the north project frontage and Mabury Road near Taylor Street and Lenfest Road along the south project frontage. As part of the VTA's 2019 New Transit Service Plan and extension of BART service to Santa Clara County, frequent bus routes 61, 70, 77 and frequent rapid routes 500 and 523 provide service at the Berryessa Transit Center. The new transit trips generated by the project are not expected to create demand in excess of the existing and planned transit service.

Access to the Berryessa Transit Station from the project site as currently planned will be restricted to the use of Berryessa Road and Mabury Road. However, the Berryessa BART Urban Village Plan will likely identify the improvement of multi-modal access to the Berryessa Transit Station. In advance of the adoption of a Berryessa BART Urban Village Plan, the project is proposing to provide for pedestrian and bicycle connections to the station as well as provide for potential future vehicular connections between the Sierra Road extension and the transit station. The pedestrian and bicycle connections will focus on connecting the proposed open spaces on the project site to the transit station and will provide for centralized access form the project to the station and BART platforms. The proposed pedestrian and bicycle connections to the transit station along with enhancements to pedestrian routes via the controlled crossing points along Berryessa Road, improvements to sidewalks and the pedestrian environment along the project's Berryessa Road and Mabury Road frontages, pedestrian trail that will run along the western perimeter of the site, and park/plaza within the project site will provide safe and more direct routes to and from the transit station and transit services along Berryessa Road and Mabury Road that will encourage increased usage of transit and be consistent with the General Plan and forthcoming Berryessa BART Urban Village Plan strategies and policies.

1. Introduction

This report presents the results of a Transportation Analysis (TA) for the proposed Market Park South Village development. The 61.5 +/- acre project site is comprised of five parcels (APN 254-17-052, 053, 007, 084, 095) located south of Berryessa Road and north of Mabury Road, between Coyote Creek and the Berryessa BART station in the City of San José.

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The project as proposed on the remaining undeveloped portion of the site, south of Berryessa Road, will consist of approximately 2.2 million square feet (m.s.f.) of commercial space and 3,450 residential units. The existing entitlement on the project site includes the remaining 1,818 residential units and 227,108 s.f. of commercial space also located south of Berryessa Road. A new southerly extension of Sierra Road will bisect the site and provide access from Berryessa Road at its northern terminus via a single bridge over Upper Penitencia Creek, aligning with Sierra Road to the north and a connection at Mabury Road at its southern terminus. The intersection of six new private streets along the east side of the Sierra Road extension would provide access to the project site's residential parking garages. In addition, a new public north-south roadway running parallel to and east of the extension of Sierra Road would connect to Berryessa Road at the existing Flea Market entrance to the north and transition into sharp curve to connect to the extension of Sierra Road to the south. This new roadway would provide an alternative access point to the extension of Sierra Road and provide access to the project site's office parking garages via five intersections. All parking for the proposed residential and office uses would be provided on-site within parking structures.

In addition to the proposed development for the project site, City staff requested that an additional site development scenario be evaluated. Therefore, the transportation analysis evaluates both the "Proposed" and "City Preferred" development scenarios to the same level. Each of the development scenarios evaluated within this study are described below:

Proposed Development Scenario - As proposed, the project would consist of approximately 2.2 m.s.f. of commercial space and 3,450 residential units.

City Preferred Development Scenario - The City's preferred development scenario consists of the intensification of the site development to allow up to 3.4 m.s.f. of commercial space on site. The

proposed 3,450 residential units would remain under the City's development scenario. In addition, and at the direction of City staff, the evaluation of the City preferred development scenario includes manual adjustments to the TDF model's default mode-share percentages to reflect the City's goal-based mode-share per the Berryessa Multi-Modal Transportation Improvement Plan (MTIP). City staff provided the mode-share adjustments that were input in the TDF model's Home-Based Work (HBW) mode-share tables. The City's goal-based adjustments result in significant increase in transit mode-share percentage and significant reduction in the drive-alone mode-share percentage.

The project site also is located within a designated Urban Village (Berryessa BART) per the Envision San Jose 2040 General Plan. The project site location and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

Scope of Work

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), The City of San Jose *Transportation Analysis Handbook 2018*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2018*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

Transportation Policies

Historically, transportation analysis has utilized delay and congestion on the roadway system as the primary metric for the identification of traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. With the adoption of SB 743 legislation, public agencies are now required to base the determination of transportation impacts on Vehicle Miles Traveled (VMT) rather than level of service.

In adherence to SB 743, the City of San Jose adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Policy 5-3) and establishes the thresholds for transportation impacts under the CEQA based on vehicle miles traveled (VMT) instead of levels of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. The new transportation policy aligns with the currently adopted General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and supporting service land uses to internalize trips and reduce VMT. All new development projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1.

The Circulation Element of the *Envision San José 2040 General Plan* includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. The Envision San Jose

Figure 1
Site Location

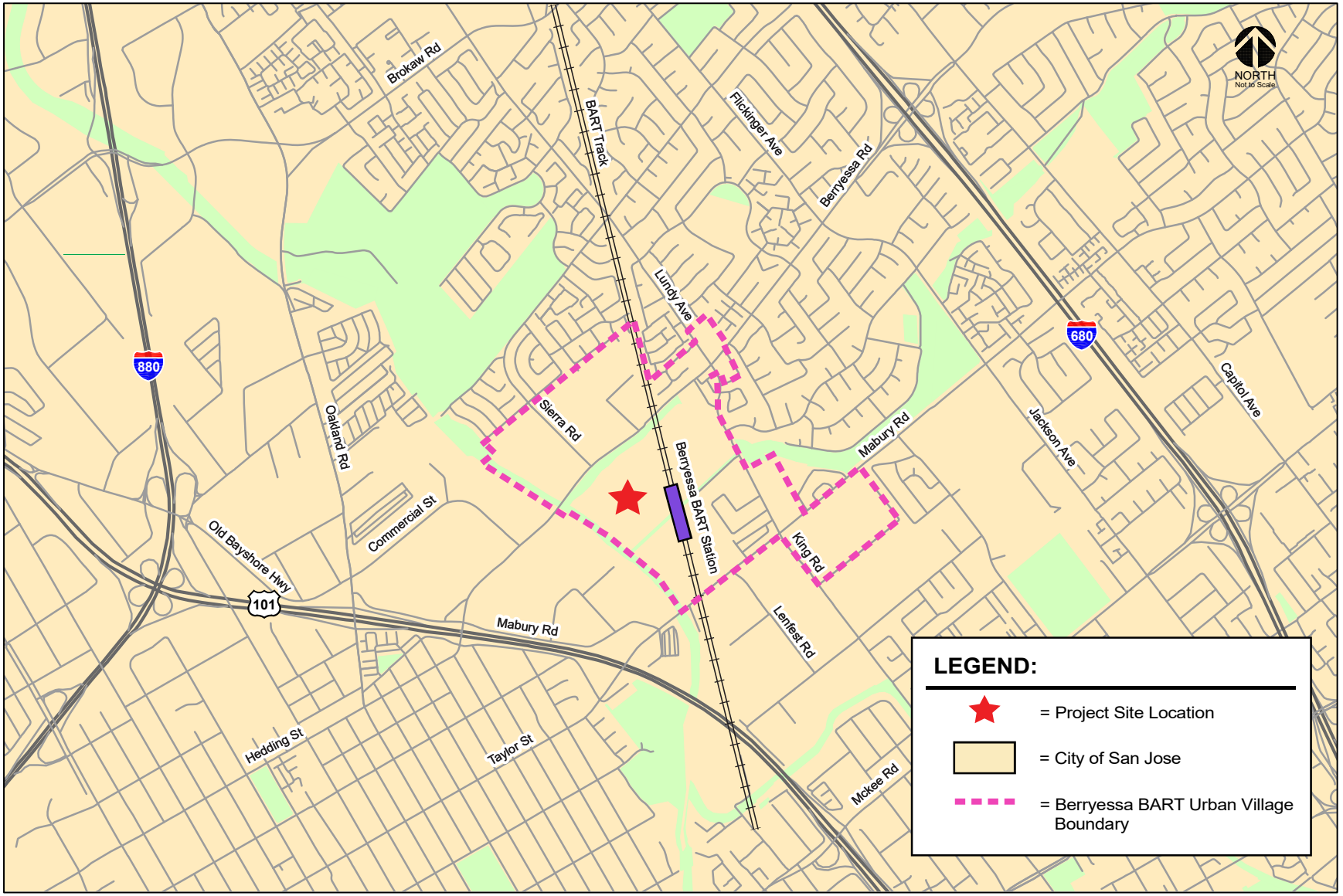
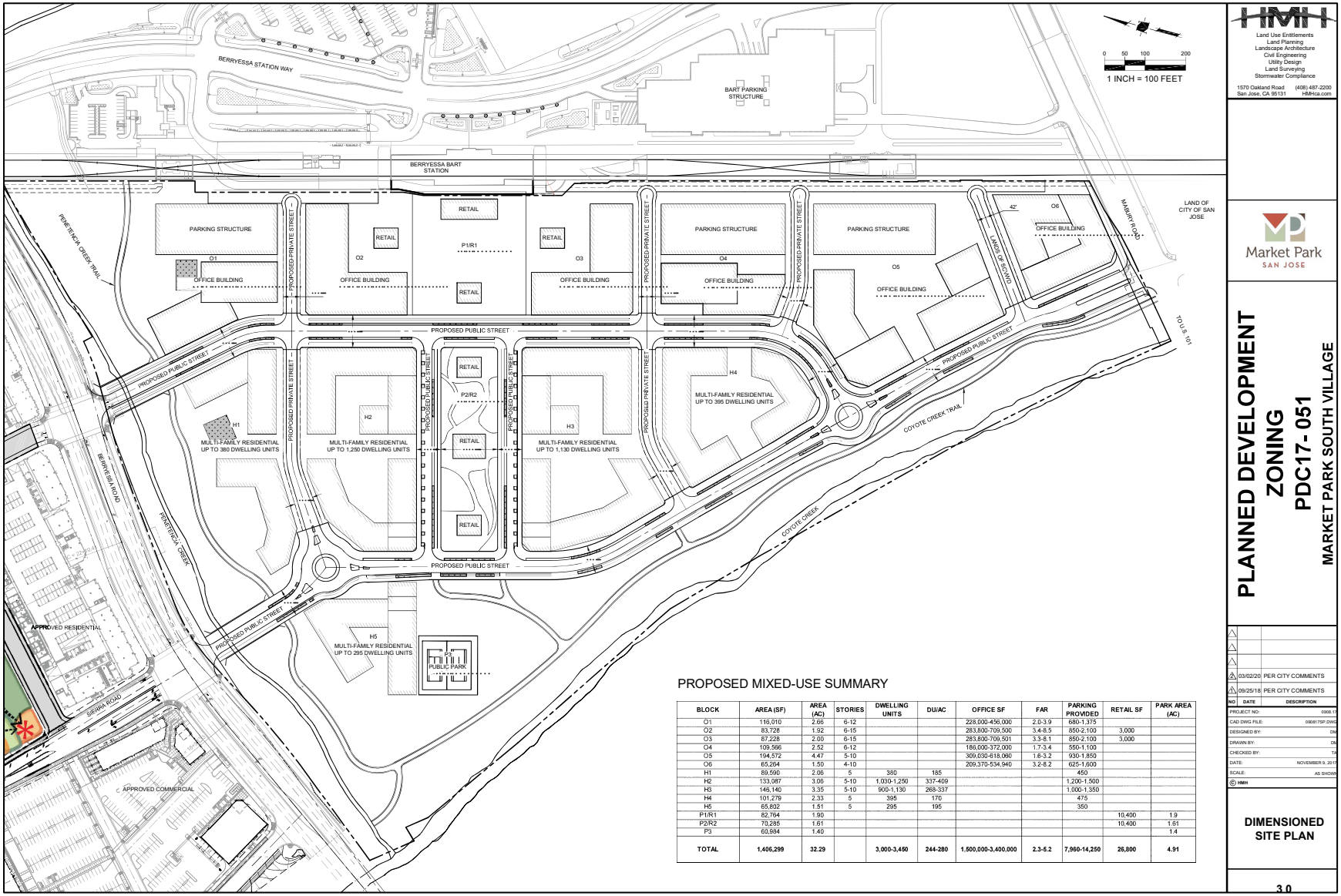


Figure 2
Proposed Site Plan



PROPOSED MIXED-USE SUMMARY

BLOCK	AREA (SF)	AREA (AC)	STORIES	DWELLING UNITS	DU/AC	OFFICE SF	FAR	PARKING PROVIDED	RETAIL SF	PARK AREA (AC)
O1	116,010	2.66	6-12			228,000-456,000	2.0-3.9	680-1,375		
O2	83,728	1.92	6-15			283,800-709,500	3.4-8.5	850-2,100	3,000	
O3	87,228	2.00	6-15			283,800-709,501	3.3-8.1	850-2,100	3,000	
O4	109,566	2.52	6-12			186,000-372,000	1.7-3.4	550-1,100		
O5	194,572	4.47	5-10			309,030-618,060	1.6-3.2	930-1,850		
O6	65,264	1.50	4-10			209,370-534,940	3.2-8.2	625-1,600		
H1	89,590	2.06	5	380	185			450		
H2	133,087	3.06	5-10	1,030-1,250	337-409			1,200-1,500		
H3	146,140	3.35	5-10	900-1,130	268-337			1,000-1,350		
H4	101,276	2.33	5	395	170			475		
H5	65,802	1.51	5	295	195			350		
P1/R1	82,764	1.90							10,400	1.9
P2/R2	70,285	1.61							10,400	1.61
P3	60,984	1.40								1.4
TOTAL	**1,406,299**	**32.29**		**3,000-3,450**	**244-280**	**1,500,000-3,400,000**	**2.3-5.2**	**7,960-14,250**	**26,800**	**4.91**

HMH
Land Use Entitlements
Land Planning
Landscape Architecture
Civil Engineering
Utility Design
Land Surveying
Stormwater Compliance
1570 Oakland Road San Jose, CA 95131 (408) 487-2200 HMHca.com

Market Park SAN JOSE

PLANNED DEVELOPMENT ZONING PDC17- 051
MARKET PARK SOUTH VILLAGE

NO	DATE	DESCRIPTION
2	03/02/20	PER CITY COMMENTS
1	09/25/18	PER CITY COMMENTS

PROJECT NO: 0908.15
CAD DWG FILE: 090815SP.DWG
DESIGNED BY: DM
DRAWN BY: DM
CHECKED BY: TM
DATE: NOVEMBER 9, 2017
SCALE: AS SHOWN
© HMH

DIMENSIONED SITE PLAN

3.0

2040 General Plan contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of biking, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities (TR-3.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Villages and Corridors and other growth areas (TR-8.6);
- Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments (TR-8.7);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

US-101/Oakland/Mabury Transportation Development Policy

The project site is located within the US-101/Oakland/Mabury Area Development Policy (ADP) area for which a Transportation Development Policy ("TDP") exists. The US-101/Oakland/Mabury TDP provides for additional capacity in the immediate area of the US-101/Oakland interchange. The TDP is intended to achieve the following goals:

1. Management of traffic congestion generated by near-term new development in the vicinity of the US-101/Oakland Road interchange
2. Promotion of General Plan goals for economic development and housing; and
3. Improvement of the US-101/Oakland Road interchange and construction of the new US-101/Mabury Road interchange to accommodate new development

The US-101/Oakland interchange serves as the primary access points to regional freeway facilities in the project area. As such, the Oakland Road and Commercial Street corridors that serve the US-101/Oakland interchange currently experience traffic congestion during the peak commute hours. The US-101/Oakland interchange and Oakland Road/Commercial Street intersections are currently and projected to continue to operate below the City's standard Level of Service standards. The TDP identified existing operations and the required improvements for future development along the US-101/Oakland Road and US-101/Mabury Road corridors. A key element of the TDP was the establishment of a traffic impact fee (TIF) program on new development in the area to fund the identified transportation network improvements.

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of an evaluation of the proposed project's effect on VMT. The City of San Jose's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location.

The City's VMT methodology also includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not exceed the CEQA thresholds of significance. If a project or a component of a mixed-use project meets the screening criteria, it is then presumed that the project or the component would result in a less-than-significant VMT impact and a VMT analysis is not required. The project site is located within a planned Growth Area (Berryessa BART Urban Village). However, the proposed project will not meet all of the applicable VMT screening criteria as described in further detail in Chapter 4. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required and is presented in Chapter 4.

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for development projects. For non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns, the City's Travel Demand Forecasting (TDF) model can be used to determine project VMT. Given the large scale of the proposed project and its proximity to a major transit facility, the City's TDF model was utilized to complete the VMT evaluation for the proposed project.

Based on the project location, type of development and project description, the TDF model is used to calculate the project VMT. Average per-capita and per-employee VMT for all the existing developments within ½ mile buffer of each parcel in the City serves as the baseline from which a project is evaluated. The thresholds of significance for development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. The VMT in the proposed project site vicinity is presented in further detail in Chapter 4.

Local Transportation Analysis Scope

A local transportation analysis (LTA) supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The LTA includes an evaluation of the effects of the project on transportation, access, circulation, and related safety elements in the proximate area of the project.

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most weekday traffic congestion occurs on the roadways in the study area.

Intersection operations conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing conditions were represented by existing peak-hour traffic volumes on the existing roadway network. Existing traffic counts were obtained from the City of San Jose and recent traffic studies and supplemented with new peak-hour turning movement counts at locations where recent counts were not available. Note that all traffic data utilized in this analysis reflects Pre-Covid-19 traffic conditions.

Scenario 2: *Year 2030 No Project Conditions*. Year 2030 no project conditions represents a near-term buildout horizon for the proposed project. The City's TDF model was used to forecast traffic growth associated with the planned development growth within the project area. Year 2030 condition traffic volumes were produced by applying traffic growth forecasted by the model (future condition forecasts minus base year (2015) forecasts) to the existing traffic volumes. Year 2030 No Project conditions includes the planned BART extension, which is planned to reach Diridon Station by 2030, as well as the planned US 101 Mabury interchange, or other identified future access points to US 101. The entitled residential units on the project site also are accounted for under Year 2030 conditions. Year 2030 No Project conditions represents the baseline conditions to which project conditions are compared for the purpose of determining project impacts.

Scenario 3: *Year 2040 General Plan No Project Conditions*. The City's TDF model was used to forecast traffic growth associated with the adopted Envision San Jose 2040 General Plan land uses as well as the proposed project. Year 2040 condition traffic volumes are produced by applying traffic growth forecasted by the model (future condition forecasts minus base year (2015) forecasts) to the existing traffic volumes. Year 2040 General Plan conditions includes all transportation system improvements as identified in the General Plan. Year 2040 No Project conditions also includes the planned BART extension, which is planned to reach Diridon Station by 2030, as well as the planned US 101 Mabury interchange, or other identified future access points to US 101. The entitled residential units on the project site also are be accounted for under Year 2040 conditions. Year 2040 No Project conditions represent the baseline conditions to which project conditions are compared for the purpose of determining project impacts.

Each of the site development scenarios were evaluated for the following project conditions:

Scenario 4: *Year 2030 Conditions with Project Conditions*. The City's TDF model was used to forecast traffic growth associated with the proposed project under Year 2030 conditions. Year 2030 condition traffic volumes, for the purpose of level of service operations analysis, were produced by applying traffic growth forecasted by the model (future condition forecasts minus base year (2015) forecasts) to the existing traffic volumes.

Scenario 5: Year 2040 General Plan with Project Conditions. The City's TDF model was used to forecast traffic growth associated with the proposed project under Year 2040 conditions. Year 2040 General Plan conditions traffic volumes, for the purpose of level of service analysis, were produced by applying traffic growth forecasted by the model (future condition forecasts minus base year (2015) forecasts) to the existing traffic volumes.

The LTA also includes a vehicle queuing analysis, an evaluation of potential project impacts on bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes the existing transportation system including the existing roadway network, transit service, bicycle, and pedestrian facilities. Improvements to the future Year 2040 transportation system including planned roadways, transit system and bicycle network are described in Chapter 3. Chapter 4 describes the CEQA transportation analysis, including VMT analysis methodology, baseline and potential project VMT impacts, mitigation measures to reduce the VMT impact, and potential cumulative transportation impacts. Chapter 5 describes the LTA including the method by which project traffic is estimated, intersection operations analysis methodology, any adverse intersection traffic effects caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 6 presents the conclusions of the transportation analysis.

2. Existing Transportation Setting

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project site, including the roadway network, transit services, and pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the project site is provided via US-101, I-880 and I-680. These facilities are described below.

US-101 is an eight-lane freeway (6 mixed-flow and 2 high-occupancy vehicle lanes) in the vicinity of the project area. US 101 provides connections to I-880, I-680/280, SR 237, and SR 87. Access to the project area is provided via an interchange at Oakland Road.

I-880 is an eight-lane freeway (6 mixed-flow and 2 high-occupancy vehicle lanes) in the vicinity of the project area. It extends along the eastern side of San Francisco Bay from San Jose to Oakland. South of its interchange with I-280 in west San Jose, I-880 becomes SR 17 and extends southward to Santa Cruz. Access to and from the project site from I-880 is provided via its interchanges with US 101 and Old Bayshore Highway/Gish Road.

I-680 is an eight-lane freeway in the vicinity of the site. It extends north to Sacramento and south to an interchange with US-101 in San Jose, at which point it makes a transition into I-280 to San Francisco. North of SR 237, I-680 has toll express lanes in the southbound direction. Express toll lanes in the northbound direction are currently under construction. Access to and from I-680 to the site is provided via its interchange with Berryessa Road.

Local access to the site is provided by Berryessa Road, Mabury Road, Lundy Avenue/King Road, Hedding Street, Taylor Street, Jackson Avenue/ Flickinger Avenue, McKee Road, Commercial Street, Oakland Road, and Sierra Road. These roadways are described below.

Berryessa Road is a divided six-lane east-west roadway in the vicinity of the project site, east of Commercial Street to an interchange with I-680. Berryessa Road is a four-lane roadway between Commercial Street west to Mabury Road, where it transitions into Hedding Street. In the project vicinity, Berryessa Road has a posted speed limit of 40 mph with sidewalks on both sides of the street and on-street bike lanes between Mabury Road and Piedmont Road. Berryessa Road will provide direct access to the project site via a new south leg addition to the signalized Sierra Road intersection. As wells as a secondary access point at the location of the existing Flea Market access point.

Mabury Road is a four-lane east-west roadway that runs between the Flea Market site access point and White Road. West of the Flea Market site access point, Mabury Road is a two-lane roadway where it intersects Taylor Street. From this intersection, Mabury Road runs parallel to the north side of US-101 and continues west to its intersection with Oakland Road. In the project vicinity, Mabury Road has a posted speed limit of 35 mph with sidewalks on both sides of the street and on-street bike lanes between the Flea Market access point and White Road. Mabury Road provides direct access to the project site via a signalized intersection.

Lundy Avenue/King Road is generally a divided four-lane north-south roadway that runs from Trade Zone Boulevard in Milpitas south to Mabury Road, where it transitions to King Road. King Road runs from Mabury Road south to Aborn Road, where it transitions to Silver Creek Road. Sidewalks on both sides of the roadway are present throughout the entire length of Lundy Avenue/King Road, with the exception of a segment between Commodore Drive and Salamoni Court, where only a sidewalk along the east side of the road if provided. On-street bike lanes are present on Lundy Avenue/King Road north of Berryessa Road and south of Salamoni Court. Access to the project site is provided via its signalized intersections with Berryessa Road and Mabury Road.

Hedding Street is generally a two-lane east-west roadway that runs west from Mabury Road to Winchester Boulevard, where it transitions to Pruneridge Avenue. North of Mabury Road, Hedding Street transitions to Berryessa Road. On-street bike lanes and sidewalks on both sides of the roadway are present throughout the entire length of Hedding Street. Access to the project site is provided via Berryessa Road.

Taylor Street is generally a two-lane east-west roadway that runs west from Mabury Road to The Alameda, where it transitions to Naglee Avenue. Sidewalks on both sides of the roadway are present west of 23rd Street. Between 23rd Street and Mabury Road, only a sidewalk along the north side of the road is available. Access to the project site is provided via Mabury Road.

Jackson Avenue/Flickinger Avenue is a north-south four-lane roadway that extends from Story Road to Berryessa Road where it becomes Flickinger Avenue. Jackson Avenue has a two-lane segment between Alum Rock Avenue and Story Road. Major cross streets include Alum Rock Avenue, McKee Road, Mabury Road, and Berryessa Road. Jackson Avenue has a posted speed limit of 35 mph and sidewalks on both sides of the street. Access to the project site is provided via Berryessa Road and Mabury Road.

McKee Road is a six-lane east-west roadway that extends east from US 101 to east San José. McKee Road has full access interchanges with US 101 and I-680. Major north-south cross streets include King Road, Jackson Avenue, Capitol Avenue, and White Road. McKee Road becomes Julian Street just east of US 101 and has a posted speed limit of 40 mph with sidewalks on both sides of the street. Access to the project site is provided via Lundy Avenue, Berryessa Road, and Mabury Road.

Commercial Street is a three-lane lane (two westbound travel lanes and one eastbound travel lane) east-west roadway that runs between Berryessa Road and 13th Street, approximately 750 feet west of Oakland Road, where it transitions to Old Bayshore Highway. Sidewalks are present on both sides of Commercial Street, with the exception of a missing segment extending 600 feet west of its intersection with Berryessa Road along the north side of the roadway. Access to the project site is provided via Berryessa Road.

Oakland Road is north-south roadway consisting of four lanes between Hedding Street and Commercial Street and six lanes north of Commercial Street until Montague Expressway, where it transitions to Main Street. On-street bike lanes and sidewalks on both sides of the roadway are present

throughout the entire length of Oakland Road. Access to the project site is provided via Commercial Street and Berryessa Road.

Sierra Road is generally a two-lane east-west roadway that extends north from Berryessa Road and continues east to Flickinger Avenue. Sidewalks on both sides of the roadway are present throughout the entire length of Sierra Road. On-street bike lanes on Sierra Road are present approximately 500 feet west and east of its intersections with Lundy Avenue and Flickinger Avenue. Access to the project site is provided via its intersection with Berryessa Road.

Existing Pedestrian, Bicycle and Transit Facilities

San Jose desires to provide a safe, efficient, fiscally, economically, and environmentally sustainable transportation system that balances the need of bicyclists, pedestrians, and public transit riders with those of automobiles and trucks. The existing bicycle, pedestrian, and transit facilities in the study area are described below.

Existing Pedestrian Facilities

Pedestrian facilities near the project site consist mostly of sidewalks along the streets in the study area. Sidewalks are found along both sides of all streets near the project site including Berryessa Road and Mabury Road. Other pedestrian facilities in the project area include crosswalks and pedestrian push buttons at all signalized study intersections.

Pedestrian generators in the project vicinity include commercial uses east of the project site along Lundy Avenue and on the north side of Berryessa Road. The project site is within the service boundaries of Vinci Park Elementary School located approximately 0.8-mile north of the project site and Independence High School located approximately 1.0-mile east of the project site. Additionally, Challenger School is located at the intersection of Oakland Road and Gish Road, approximately 1.3-mile west of the project site.

Existing sidewalks along Berryessa Road and Mabury Road provide a pedestrian connection between the project site and pedestrian destinations in the project vicinity. A missing segment of sidewalk is located along the north side of Commercial Street extending 600 feet west of its intersection with Berryessa Road. A sidewalk is provided along only the east side of King Road between Commodore Drive and Salamoni Court. Sidewalks are not provided along the south side of Mabury Road between Oakland Road and 800 feet west of Taylor Street since the roadway fronts US-101 with no adjacent uses. The existing pedestrian facilities are shown in Figure 3.

Overall, the existing network of sidewalks and crosswalks provides good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

Existing Bicycle Facilities

Class I Bikeway (Bike Path). Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. The Penitencia Creek Trail is located in the project area and is a continuous multi-purpose pathway for pedestrians and bicycles that is separated from motor vehicles. It begins at the Berryessa/North San Jose BART Station and extends to the east of I-680 to Alum Rock Park.

Class II Bikeway (Bike Lane). Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Within the vicinity of the project site, striped bike lanes are present on the following roadway segments.

Figure 3
Existing Pedestrian Facilities

- Berryessa Road – Between Mabury Road and Piedmont Road
- Lundy Avenue – North of Berryessa Road to Trade Zone Boulevard
- Sierra Road – Between Pietro Drive/Briarberry Court and Mossland Drive
- King Road – South of Salamoni Court/Penitencia Creek Trail
- Mabury Road – 21st Street to White Road
- Commercial Street – North of Berryessa Road to Zanker Road

Within the Berryessa/North San Jose BART Station, a bike-only path is provided along the east side of Berryessa BART Way between Berryessa Road and Mabury Road. An additional bike path starts approximately 280 feet south of the BART Way/Berryessa Road intersection and provides direct access to the east frontage of the project site. A third bike path located between the BART tracks and station parking garage provides access between Mabury Road and the station entrance. Bike lockers and bike racks will be provided at the BART Station.

Although most of the residential streets near the project site do not have striped bike lanes or are designated as bike routes, due to their low traffic volumes, many of them are conducive to bicycle usage. The existing bicycle facilities are shown in Figure 4.

Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority (VTA) and Bay Area Rapid Transit (BART) and are shown on Figure 5. The project site is located adjacent to the recently completed Berryessa Transit Center at which the Berryessa/North San Jose BART Station is located. Figure 1 shows the Berryessa Station location. The transit center provides connections to VTA bus service and BART services. Station facilities are located along Berryessa Station Way that provides a connection to Berryessa Road to the north and Mabury Road to the south. Station facilities include a parking structure for park-and-ride (PNR) commuters, surface parking lots, kiss-and-ride (KNR) drop-off points, and bus transfer bays.

VTA Bus Service

The project site is primarily served by five VTA bus routes (61, 64A, 64B, 66, 70, 77, and 523). These bus lines are listed in Table 1, including their terminus points, closest scheduled stop, and commute hour headways. The nearest existing bus stops to the project site are located at the Berryessa Transit Center and Sierra Road along the north project frontage, and are served by Routes 61, 70, 77, and 523.

VTA Light Rail Transit (LRT) Service

The VTA currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale. The Alum Rock-Santa Teresa LRT line (Route 901) runs within the median of Capitol Avenue from Alum Rock Avenue to Montague Expressway. The Penitencia Creek LRT Station is located approximately two miles east of the project site.

Additionally, the Penitencia Creek Transit Center is located approximately two miles east of the project site along Capitol Avenue. The Penitencia Creek Transit Center is served by two bus routes, Route 45 and Route 61 and the Alum Rock-Santa Teresa LRT line.

Bay Area Rapid Transit (BART) Service

The Berryessa/North San Jose BART Station, which opened in June 2020, is served by the Richmond – Berryessa/North San Jose line (Orange line) and the Berryessa/North San Jose – Daly City line (Green line).

Table 1
Existing Transit Services

Transit Service	Route Description	Nearest Stop	Headway[1]
Frequent Route 61	Sierra Road and Piedmont Road to Good Samaritan Hosptial	Berryessa Transit Center	20-60 mins
Frequent Route 64A	McKee Road and White Road to Ohlone-Chynoweth Station	King Road/McKee Road	30-40 mins
Frequent Route 64B	McKee Road and White Road to Almaden Expressway and Camden Avenue	King Road/McKee Road	30-40 mins
Frequent Route 66	North Milpitas to Kasier Hospital in San Jose	Oakland Road and Commercial Street	20-30 mins
Frequent Route 70	Milpitas BART to Eastridge Mall via Jackson Street	Berryessa Transit Center	20-30 mins
Frequent Route 77	Milpitas BART to Eastridge Mall via King Road	Berryessa Transit Center	30 mins
Frequent Rapid Route 500	Berryessa BART to San Jose Diridon Station	Berryessa Transit Center	10-20 mins
Frequent Rapid Route 523	Berryessa BART to Lockheed Martin	Berryessa Transit Center	15-20 mins

[1]Headway during peak commute periods in the project area.

Figure 4
Existing Bicycle Facilities

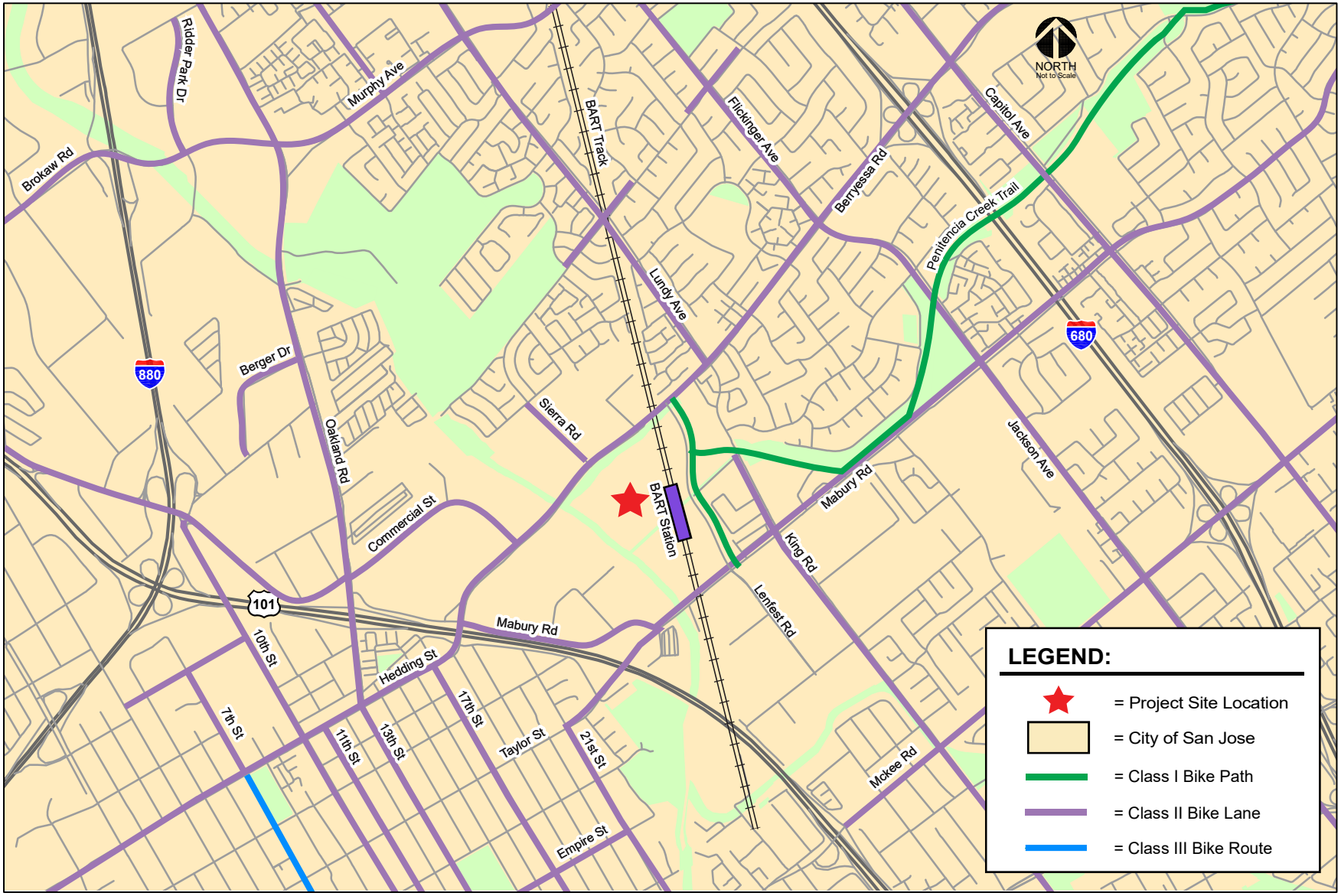
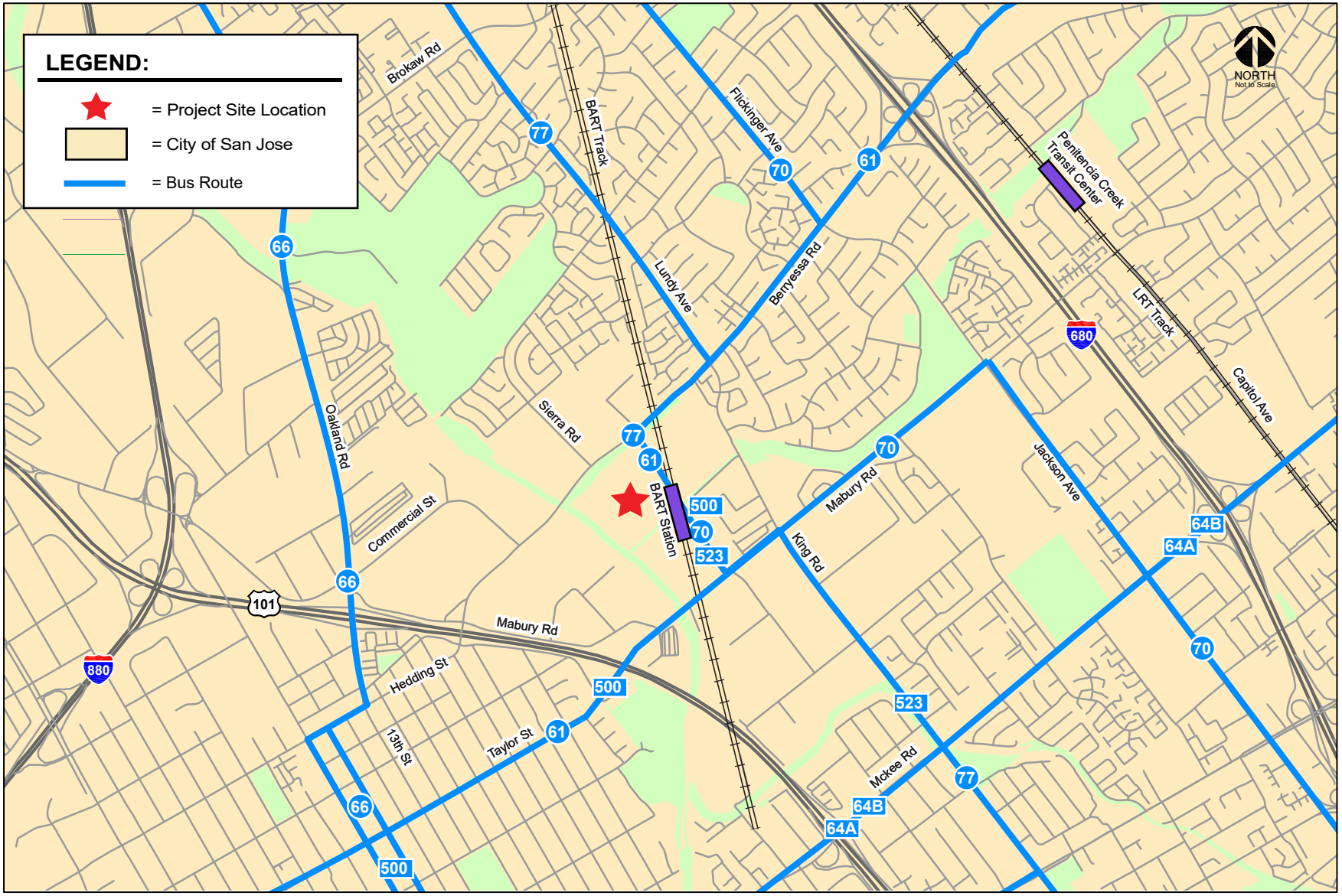


Figure 5
Existing Transit Services



3.
Year 2040 Land Use and Analysis Methodologies

This chapter describes the travel demand forecasting modeling methodology used for the analysis and the methods used to determine the traffic conditions for the study scenarios described in the previous chapter. It also includes descriptions of the General Plan 2040 and proposed project land use data and transportation system assumptions used in the analysis.

City of San Jose Travel Demand Forecasting Model

This analysis utilizes a travel demand forecasting model to project long-term traffic growth and VMT data. The model has the ability to estimate the diversion of traffic and change in traffic patterns due to roadway/transit system changes as well as large land use changes similar to those proposed by the project. Hexagon utilized the recently updated City of San Jose Travel Demand Forecasting (TDF) Model, hereafter referred to as the CSJ Model. The CSJ Model is a refinement of the C/CAG VTA Bi-County transportation model (VTA Model). The CSJ Model provides more analytical detail and a higher level of accuracy of simulated travel in the City of San Jose.

The CSJ Model represents all motorized modes of travel used within the Bay Area, including the major transit modes such as Caltrain, BART, ACE and all VTA's bus routes and LRT lines. The CSJ Model focuses on trip making in the larger San Jose area and its mode-choice model is used to estimate the number of people traveling by car (drive alone, 2-person carpool, 3+ person carpool), transit (Caltrain, BART, LRT, and bus) and non- motorized (walk and bike).

Envision San Jose 2040 General Plan

The CSJ model relies on the land use plan per the City's General Plan (GP). The current City of San Jose GP, *Envision San Jose 2040,* was adopted in 2011 and was based on planned land uses within the City projected to the Year 2035. In 2016, the City completed its GP Four-Year Review that included minor adjustments to the adopted 2040 General Plan planned growth that resulted in the reduction in the total planned employment within the City. The GP Four-Year Review also included an update of the City's projected land uses between 2008 and 2015to reflect the actual development that has occurred in the period since the adoption of the GP and its base year of 2008. In addition, the horizon year of the planned land uses, and regional growth were updated from Year 2035 to Year 2040 to be consistent with projections provided in the most recent, Plan Bay Area 2040, or ABAG 2013.

Land Use Assumptions

Year 2015 Land Use

Existing land use data was utilized to adjust the existing 2008 land uses coded in the model traffic analysis zones that are located in the project area. The 2015 land use data contained in the model was

then used to produce baseline (Year 2015) traffic conditions for the analysis. Year 2015 ABAG-consistent land use data for the TAZ's representing other counties in the region were obtained from the VTA.

Year 2040 GP Land Use

The 2040 land use forecast for the City of San Jose is different from the ABAG projections since it represents the City's General Plan land uses. The CSJ General Plan assumes slightly fewer housing units but significantly more jobs in San Jose. In order to maintain regional consistency with the 2040 ABAG projections, the number of housing units and jobs for the TAZ outside Santa Clara County were adjusted accordingly (housing units were increased and jobs were reduced) to match ABAG's regional control totals.

Project Land Use

Land use data prepared by Department of Planning, Building, and Code Enforcement were used to complete all model traffic forecasts for this analysis. The project land uses were aggregated to the TAZ level in the CSJ Model to represent the proposed increases in jobs and housing units for the project area.

The adopted General Plan currently includes a buildout projection of 1,818 housing units, 4,054 residents, and 757 jobs for the project site. The proposed project land use intensification would increase the total number of housing units on the project site by 1,632 units for a total of 3,450 housing units. The increase in households will result in an increase in population of 3,659 within the project area. An increase of 6,880 jobs also is proposed within the project for a total of 7,637 jobs.

The city preferred development scenario will not result in an increase in the number of households on the project site, however it will result in an increase of 10,577 jobs within the project area when compared to the General Plan. Table 2 summarizes planned growth for the project site per the Existing General Plan (GP 2040) and growth for the proposed project and the city preferred development alternative.

Table 2
Proposed Project Site Land Use

	Residential		Employment	
Scenario	**Housing Units**	**Population**	**s.f.**	**Jobs**
Year 2015	0	0	0	50
Year 2040 General Plan	1,818	4,054	227,108	757
Change vs. Year 2015	**1,818**	**4,054**	**227,108**	**707**
Year 2040 Proposed Project	3,450	7,693	2,291,000	7,637
Change vs. Year 2040 GP	**1,632**	**3,639**	**2,063,892**	**6,880**
Year 2040 City Preferred Project	3,450	7,693	3,400,000	11,334
Change vs. Year 2040 GP	**1,632**	**3,639**	**3,172,892**	**10,577**

Per land use data provided by the City of San Jose Planning Staff, April 2019.

Model Refinement and Calibration

The model baseline conditions at the time the Envision San Jose 2040 General Plan model was developed were validated to reflect traffic volumes and land use in 2008. The projection of future traffic volumes on the roadway system is based on a comparison of model baseline conditions and the projected traffic associated with land use growth represented in each of the land use zones in the traffic model. Thus, accurate projections of future traffic volumes are highly dependent on model baseline conditions that are calibrated to existing land use and traffic volumes and patterns. Therefore, Hexagon completed a limited update/validation of the model baseline conditions in the immediate project area to reflect a base year of 2015. The model refinement and calibration were completed in March 2019 and involved the following tasks:

1) Review and refinement of VTA's most recent trip-based model
2) Refinement of the traffic analysis zones (TAZ's) in the project area and Flea Market Urban Village area
3) Review of VTA's 2018 highway and transit networks, with focus on the roadway network affecting the project area, and making updates where necessary
4) Updating the modeling program (script) files to accommodate the new zone system
5) Recalibration of the home-based-work trip generation and distribution models against county-to-county travel movements obtained from the most recent American Community Survey (2009-2013).
6) Validation of the highway and transit assignments based on recent year traffic counts and transit boardings. The highway traffic counts are mostly derived from Year 2018 intersection and roadway segment ADT. Freeway volumes were obtained from the 2018 VTA CMP data and Caltrans Performance Measurements Systems (PeMS). The VTA transit ridership data was obtained from 2018 daily boardings by route provided by the VTA. Daily boardings from Caltrain and BART were obtained from their 2018 ridership reports.

Turning Movement Adjustments

Although the model was validated against existing traffic counts, the model estimated future intersection turning movements were not directly used to perform the subsequent intersection and freeway segment level of service analysis. The model volumes were adjusted using the Difference Method, which is a function of the existing counts (2018), the base year modeled volume (2015), and the future year modeled volume (2040). The adjustment process is outlined below:

Adjusted 2040 Volume = Existing Count + (2040 Modeled Volume - 2015 Modeled Volume)

It should be noted that as a conservative approach, it was assumed in this analysis that, unless a major change in the roadway network, existing land use, or travel behavior is projected for the future conditions scenario, all future model forecast volumes would be no less than the existing traffic counts.

Year 2040 Transportation Network

The CSJ model includes all major transportation infrastructure identified in the Envision San Jose 2040 *Land Use/Transportation Diagram* and the *Valley Transportation Plan 2040* (VTP 2040), adopted by VTA in October 2013. The improvements include several new roadways that will provide for enhanced connectivity and circulation throughout the City.

Information on local intersection and roadway improvements/adjustments were obtained from the City of San Jose's Capital Improvement Program (CIP) list of improvements. These include funded improvements at intersections that will be in place by the year 2040. Though there are other improvements outside of the project area represented in the model, they are not described in detail

within this report. The VTP 2040 improvements consist of freeway widenings and interchange improvements as well as improvements to regional and local facilities. The planned major roadway improvements near the project area are identified in Table 3 and Figure 6. The list does not include minor intersection level improvements that were assumed complete by 2040. Refer to the intersection level of service calculations in Appendix C for intersection level improvements.

Table 3
Year 2040 Roadway Network Improvements

#	Improvement
1	**US 101/Oakland Road/Mabury Road** - new interchange.
2	**US 101/Zanker Road** - new interchange and Skyport Drive connection to 4th Street.
3	**Charcot Avenue** overcrossing at I-880.
4	**Montague Expressway** Improvements - Widen Montague Expressway from six to eight lanes from I-880 to Trade Zone Boulevard.
5	Widen **Commercial Street** from two to three lanes NW direction between Berryessa Road and Oakland Road.
6	**King Road** Bridge Replacement and Widening at Penitencia Creek
7	Conversion of one-way couplets to two-way streets along **10th and 11th Streets,** north of Santa Clara Street.
8	Widen **Gish Road** from two to four lanes between I-880 and Oakland Road

Source: City of San Jose staff, 2008 County's Expressway Plan, and VTP 2040.

US-101/Oakland/Mabury Transportation Development Policy

The TDP identifies the following two major regional transportation improvement projects to provide adequate access to the US-101 freeway:

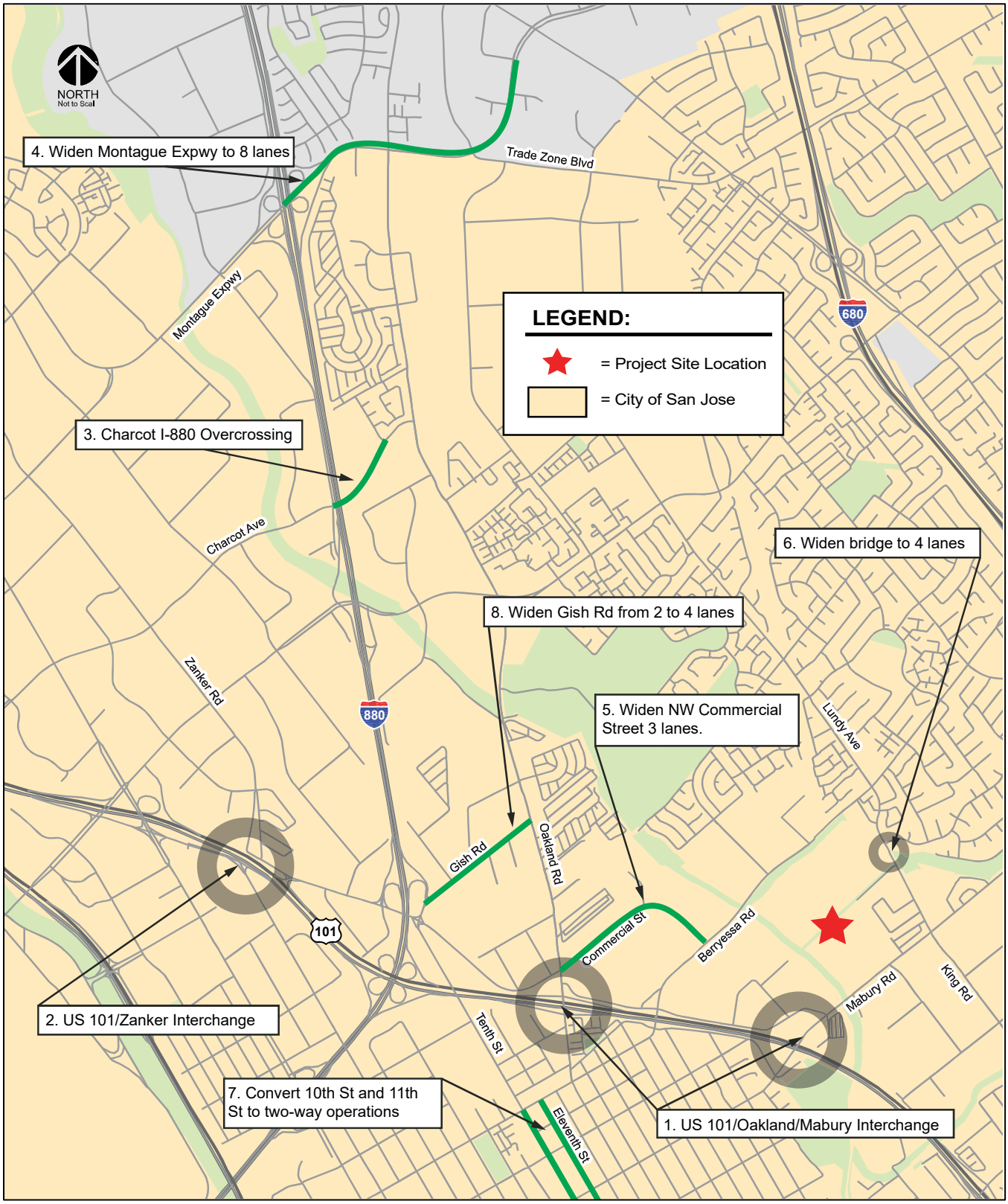
Modification of the US-101/Oakland Road Interchange

- Widening of Oakland Road between Commercial Street and US-101 freeway, including the US-101 over-crossing to 8 lanes across, including dual left turn lanes for both northbound and southbound directions.
- Widening of US-101 on-ramps and off-ramps to accommodate additional turning lanes.
- Widening of eastbound Commercial Street to provide additional lanes.
- Signal modifications at intersections of the US-101/Oakland Road (N), the US-101/Oakland Road (S), and the Oakland Road/Commercial Street
- Intersection improvement at Berryessa Road and Commercial Street intersection for an additional westbound to northbound right turn lane.

Construction of the US-101/Mabury Road Interchange

- Construction of a new northbound US-101 diagonal off-ramp and a new US-101 loop on-ramp on the southeast quadrant of the US-101/Mabury Road interchange.
- Construction of a new southbound US-101 diagonal off ramp and a new US-101 loop on-ramp on the southwest quadrant of the US-101/Mabury Road interchange.
- Installation of new traffic signals at the Mabury Road intersections with the northbound ramps and southbound ramps.

Figure 6
Year 2040 Project Area Roadway Improvements



The US-101/Mabury Road interchange has long been identified in the City's General Plan as a needed freeway gateway to alleviate congestion at the US-101/Oakland Road interchange. However, the design of a full interchange at Mabury Road as identified in the TDP has not progressed due to the lack of acceptance of interchange spacing and ramp operations by the California Department of Transportation (Caltrans). The City of San Jose is currently working cooperatively with the Santa Clara Valley Transportation Authority and Caltrans to develop an alternative interchange design option that improves access, addresses traffic operations, and relieves congestion. After considering several interchange design options that included partial interchanges at Mabury Road, Oakland Road, and Berryessa Road the City has developed a preferred interchange plan that is centered around the implementation of a full interchange (southbound and northbound on and off ramps) at Berryessa Road rather than Mabury Road. Along with the ramps at Berryessa Road, the northbound on-ramp and southbound off-ramp at Oakland Road would be removed. Figures 7 and 8 present conceptual improvement plans for both the Mabury Road and Berryessa Road interchange alternatives. This traffic analysis includes the evaluation of the proposed project under assuming each the planned US 101 interchange alternatives at both Mabury Road and Berryessa Road.

2040 Bicycle and Pedestrian Facilities

The San Jose Bike Plan 2020 and the City's CIP program indicate that a variety of bicycle facilities are planned in the project area. At the time of completion of this study, the City of San Jose was in the process of developing the San Jose 2025 Better Bike Plan and was scheduled for completion in the Fall of 2019. The planned improvements to the bicycle network will provide improved connections to surrounding pedestrian/bike and transit facilities and a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. In addition, the Santa Clara Countywide Bicycle Plan, adopted by VTA in August 2018 and VTP 2040, identify various existing and/or planned cross county bicycle corridors in the project area. The planned facilities that are relevant to the project area and assumed to be in place by the year 2040 are listed in Table 4 and shown in Figure 9.

2040 Transit Service

Transit improvements for the year 2040 primarily consist of enhancement of regional bus lines and commuter trains that serve the City. Some of these improvements include Bus Rapid Transit (BRT) projects, Light Rail Transit (LRT) extensions and service improvements, and rail service upgrades.

The Year 2040 transit system includes the implementation of both Phases 1 and 2 of the San Francisco Bay Area Rapid Transit (BART) Extension to Milpitas, San Jose, and Santa Clara in the Silicon Valley Rapid Transit Corridor (SVRTC). The BART Extension Project would begin at the BART Warm Springs Station in Fremont and proceed on the former Union Pacific Railroad (UPRR) right-of-way (ROW) through Milpitas to near Las Plumas Avenue in San Jose. The extension would then descend into a subway tunnel, continue through downtown San Jose, and terminate at grade in Santa Clara near the Caltrain Station. The total length of the alignment would be 16.1 miles. Six stations are proposed with an additional station in Milpitas. Phase 1 of the BART extension project which include the extension of service to the Berryessa Transit Center & Berryessa/North San Jose BART Station become operational in June 2020. Phase II will then extend service six miles from the Berryessa Transit Center into downtown San José with termination in Santa Clara with planned completion in 2030. Figure 10 presents the proposed SVRTC alignment and stations.

Future improvement of VTA's transit system are based on its transit operations plan, the 2019 New Transit Service Plan shown in Figures 11 and 12. The new service plan was implemented at the end of 2019 and is a refinement of the Next Network Plan that was adopted in 2017. The new service plan better connects VTA transit with the Milpitas and Berryessa BART station and increase overall system ridership. The future transit operations plan includes the following:

- Increases to service levels in high-ridership areas and decreases service levels in low-ridership areas.
- Increases frequencies on many routes.
- Expands the number of Rapid Routes.
- Increases the number of residents and jobs with access to frequent service by 150,000 and 160,000, respectively.
- Extends service later in the evening on many routes and adds more service on weekends

Since the CSJ Model is a refinement of VTA's model it includes all future transit operations identified by the 2019 New Transit Service Plan and the transit system improvements identified in the VTP 2040. Table 5 presents the numerous new transit service improvements identified in the VTP 2040 that would affect travel in the project area.

Table 4
Year 2040 Bicycle Network Improvements

VTP ID	Project	Description
VTP 2040 Improvements		
B100	Coyote Creek Trail (Montague Expressway to Oakland Road)	Complete the creek trail in the North San Jose segment.
B101	Coyote Creek Trail (Oakland Road to Watson Park)	Complete the creek trail in the Berryessa BART station segment.
B102	Coyote Creek Trail (Watson Park to Williams Street Park)	Complete the creek trail of the Northside to Naglee Park Neighborhood segment.
San Jose 2020 Bike Plan Improvements		
	Add Class II Bike Lanes	on Gish Road, between Old Bayshore Highway and Oakland Road. on Hostetter Road, between Capitol Avenue and Morrill Avenue. on Sierra Road, between Capitol Avenue and Piedmont Road. on Sierra Road, between Flickinger Avenue and Chessington Drive. on Taylor Street, between 1st Street and 21st Street.

Source: VTP 2040 and San Jose Bike Plan 2020

Table 5
Year 2040 Transit Network Improvements

VTP ID	Project	Description
T1	BART Silicon Valley: The Berryessa Extension	Project connects the existing BART system from the Warm Springs Station in Southern Fremont through Milpitas to the Berryessa District of San Jose.
T2	BART Silicon Valley: The Santa Clara Extension	Project continues the BART extension in a tunnel under downtown San Jose ending near the Santa Clara Caltrain Station and builds four new stations.
T6	BART Berryessa Connector	The BART Berryessa Connector will link BART riders to there ultimate destination as well as provide a premium service for Santa Clara County residents for the Berryessa BART station.
T17	North San Jose Transit Improvements	Transit improvement projects included in the North San Jose Development Area Deficiency Plan.

Source: VTP 2040

Figure 7
Mabury Road/Oakland Road Interchange Conceptual Plans

Source: US 101 Implemntation Plan Report prepared byTYLIN International, November 2009

Figure 7 (Continued)
Mabury Road/Oakland Road Interchange Conceptual Plans

Source: US 101 Implemntation Plan Report prepared by TYLIN International, November 2009

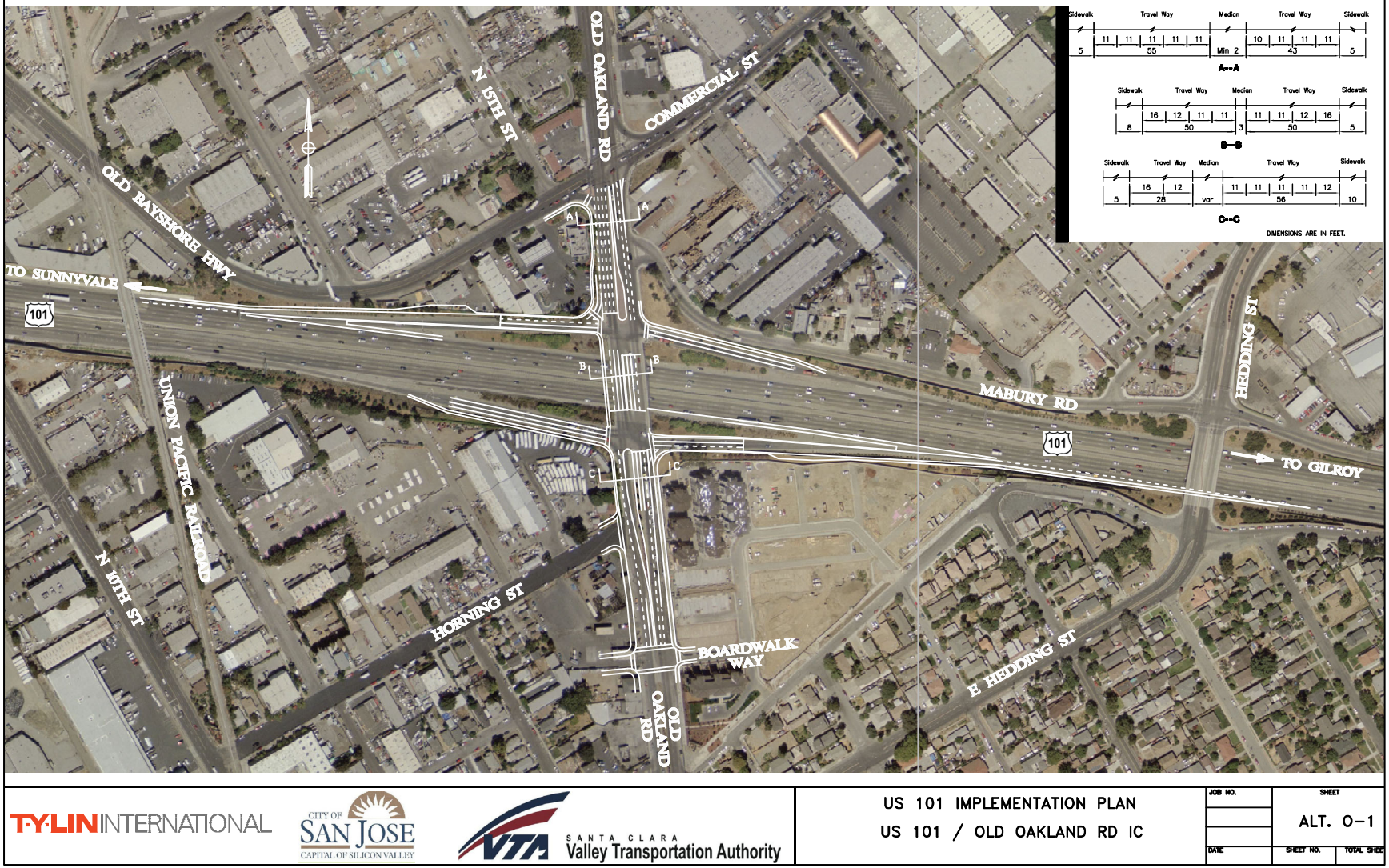


Figure 8
Berryessa Road Interchange Conceptual Plans

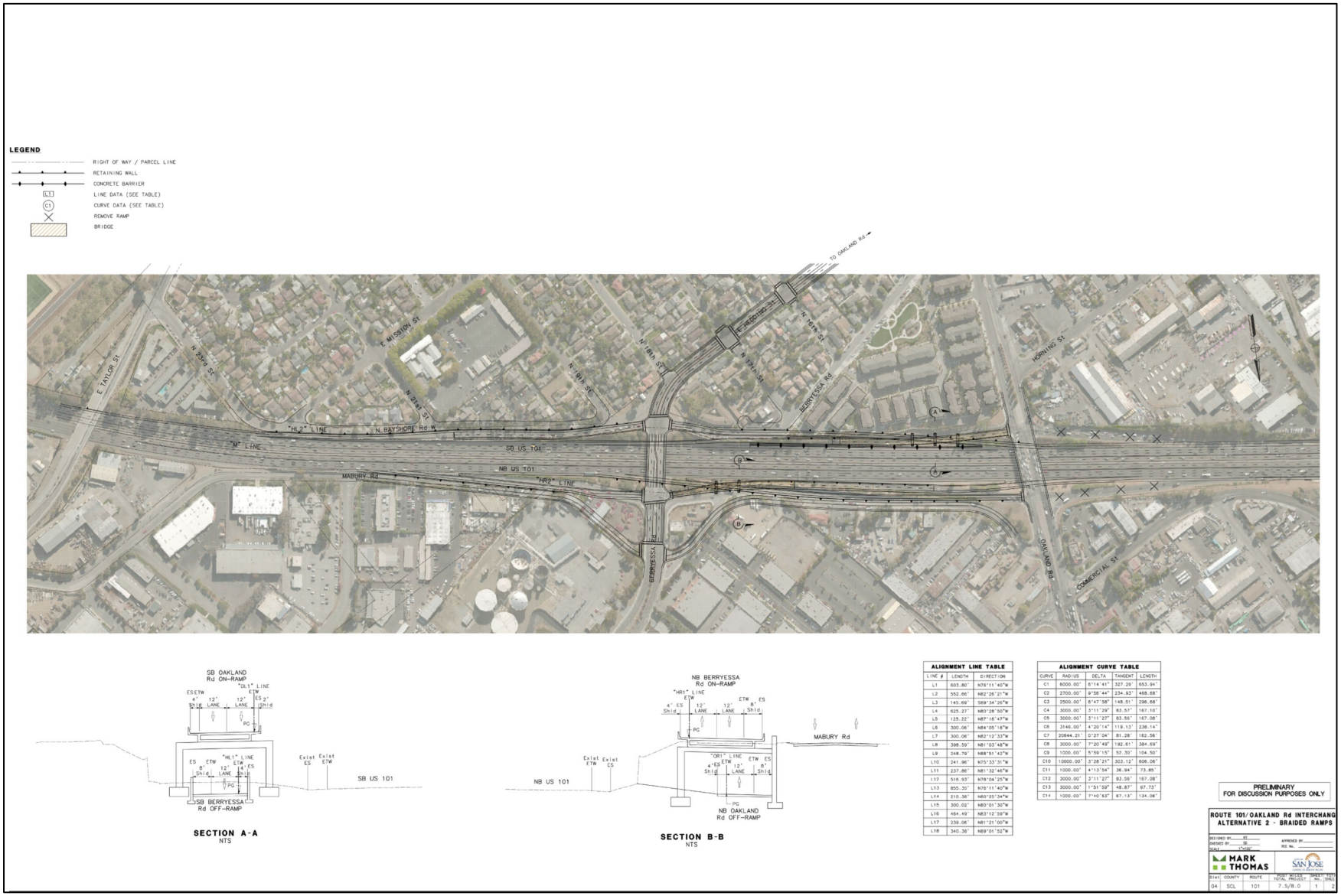
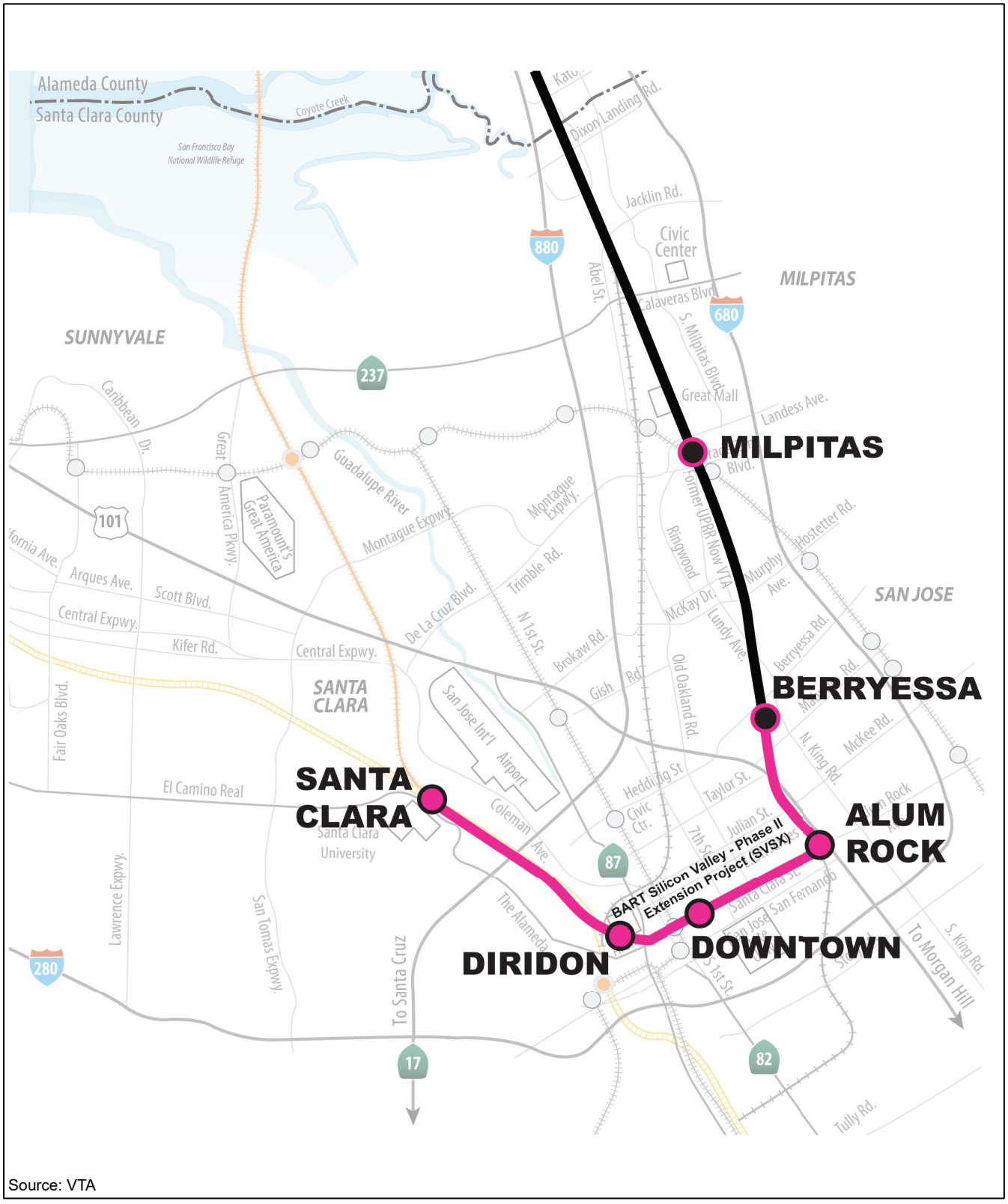


Figure 9
Year 2040 Project Area Bicycle Network Improvements

Figure 10
Silicon Valley Rapid Transit Corridor (SVRTC) Alignment and Stations



Source: VTA

Figure 11
VTA 2019 New Transit Service Plan

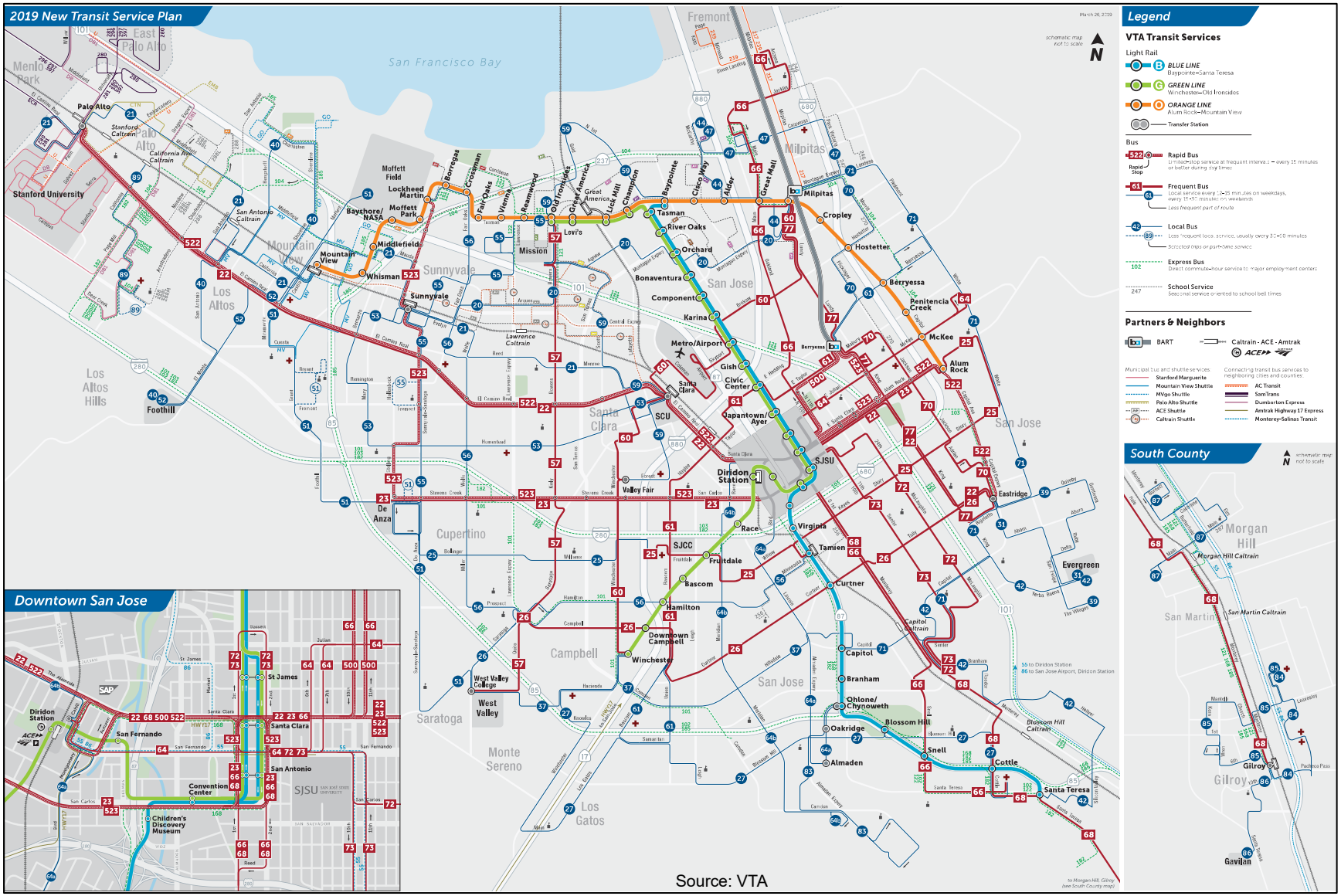
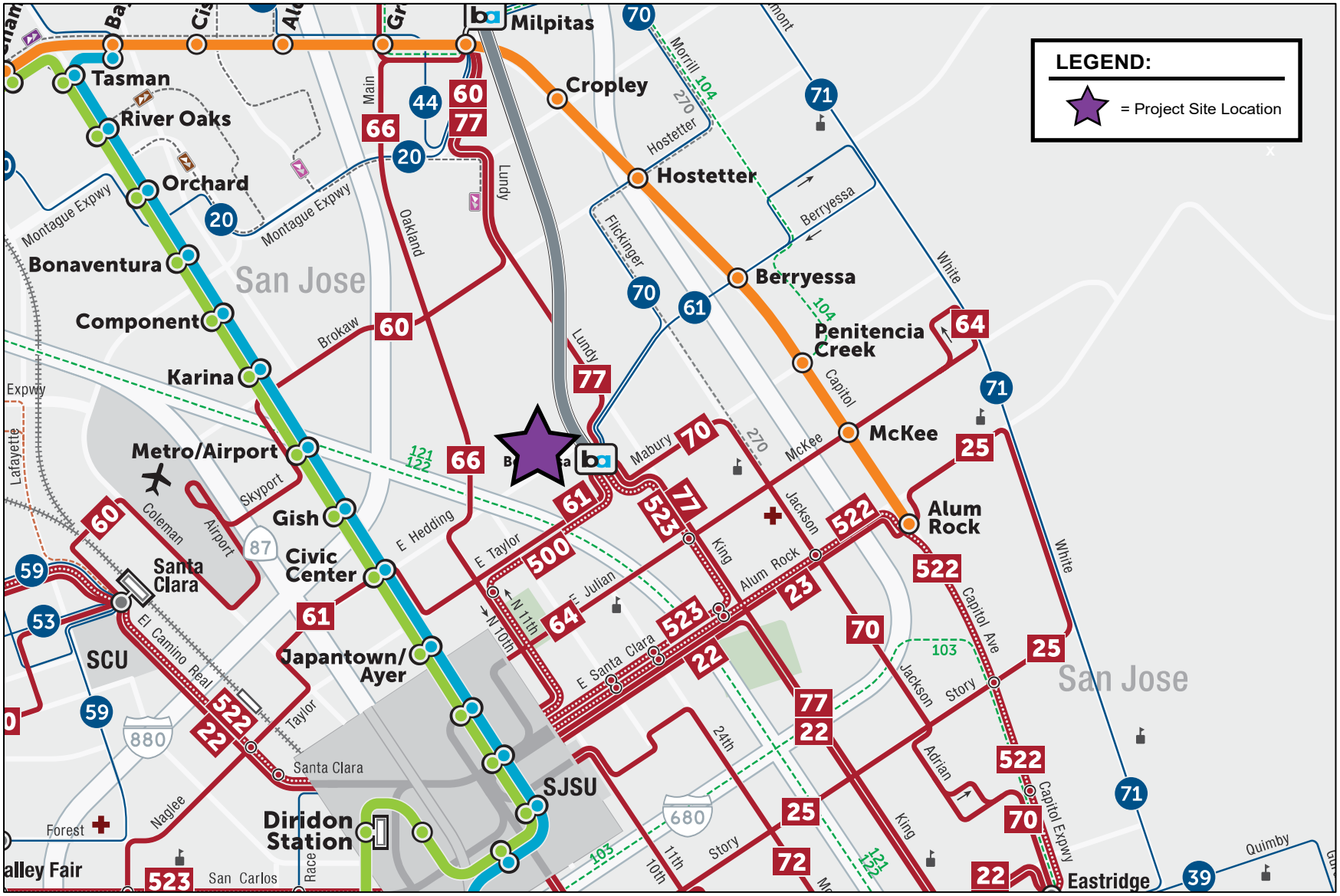


Figure 12
VTA 2019 New Transit Service Plan – Berryessa BART Urban Village Area



4. CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, potential project impacts on VMT, mitigation measures recommended to reduce significant impacts, and an evaluation of consistency with the City of San Jose's General Plan.

CEQA Transportation Analysis Exemption Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determines whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed VMT analysis is not required. The type of development projects that may meet the screening criteria include the following:

(1) small infill projects
(2) local-serving retail
(3) local-serving public facilities
(4) projects located in *Planned Growth Areas* with low VMT and *High-Quality Transit*
(5) deed-restricted affordable housing located in *Planned Growth Areas* with *High-Quality Transit*

Table 6 summarizes the screening criteria for each type of development project as identified in the in the City of San Jose Transportation Analysis Handbook. Figures 13 and 14 identify areas within the City that currently have low VMT levels estimated by the City for residents and workers, respectively, for which transit supportive development located within a priority growth area would be screened out of the evaluation of VMT.

Evaluation of Screening Criteria

A detailed evaluation of the screening criteria is outlined below. The proposed project will meet most of the City's VMT analysis screening criteria based on its location within a planned Growth Area (Berryessa BART Urban Village), proximity to High-Quality Transit, its transit-supporting density, and the amount of parking limited by parking management policies to serve the planned development. However, the project site is not located in an area that currently has low VMT per capita or worker and thus the proposed residential and commercial uses do not meet the City's screening criteria. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required.

Table 6
CEQA VMT Analysis Screening Criteria for Development Projects

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or less; OR • Single-family attached or multi-family housing of 25 units or less; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less
Local-Serving Retail	• 100,000 square feet of total gross floor area or less without drive-through operations
Local-Serving Public Facilities	• Local-serving public facilities
Residential/Office Projects or Components	• **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High-Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; AND • **Low VMT:** Located in an area in which the per capita VMT is less than or equal to the CEQA significance threshold for the land use; AND • **Transit-Supporting Project Density**: o Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has a maximum density below 0.75 FAR or 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Parking:** o No more than the minimum number of parking spaces required; o If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum; AND • **Active Transportation**: Not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Transportation Demand Management (TDM):** If located in an area in which the per capita VMT is higher than the CEQA significance threshold, a robust TDM plan must be included; AND • **Parking:** o No more than the minimum number of parking spaces required; o If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum; AND • **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure.

Source: City of San José Transportation Analysis Handbook, April 2018.

Figure 13
Low VMT per Capita Areas in San Jose

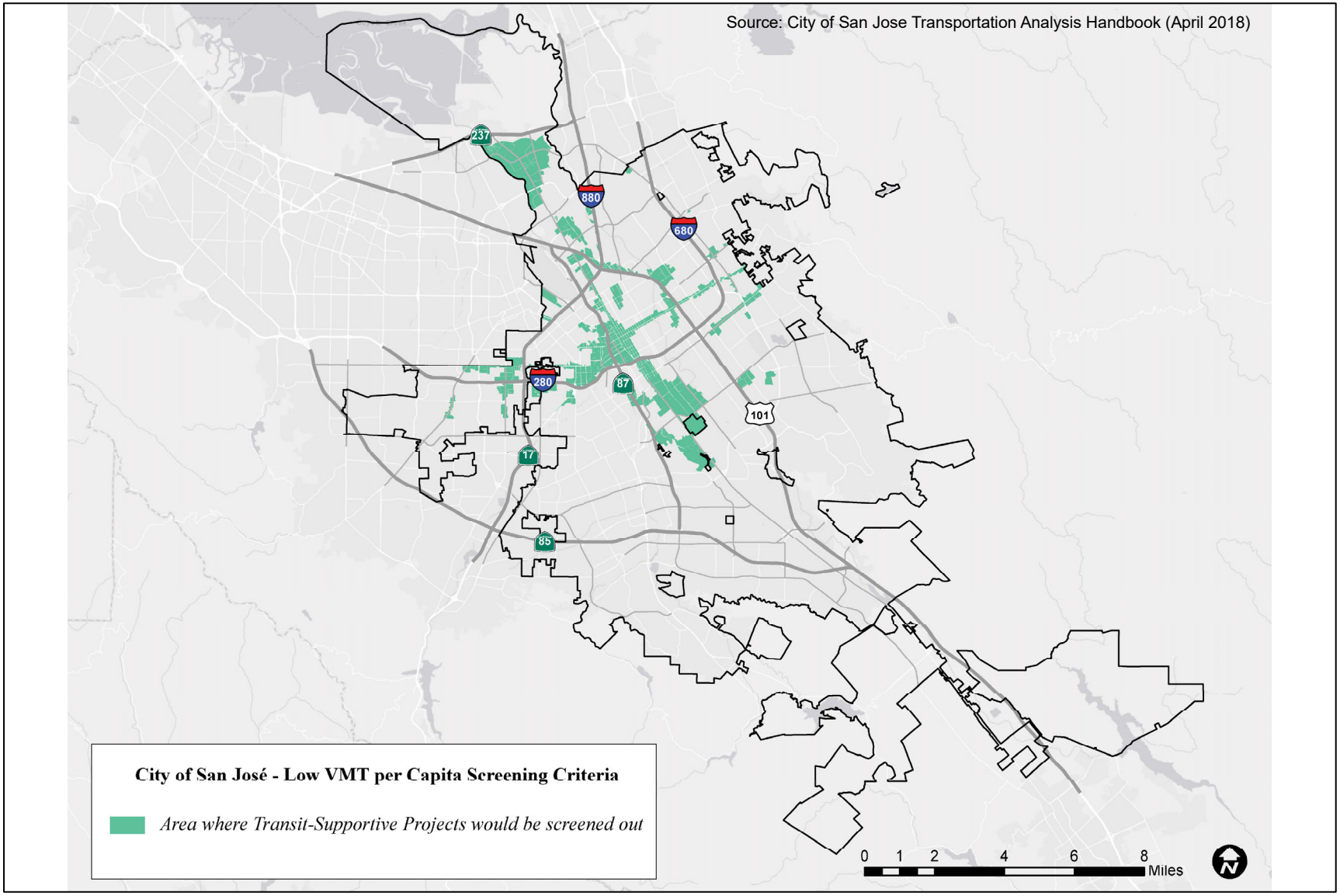
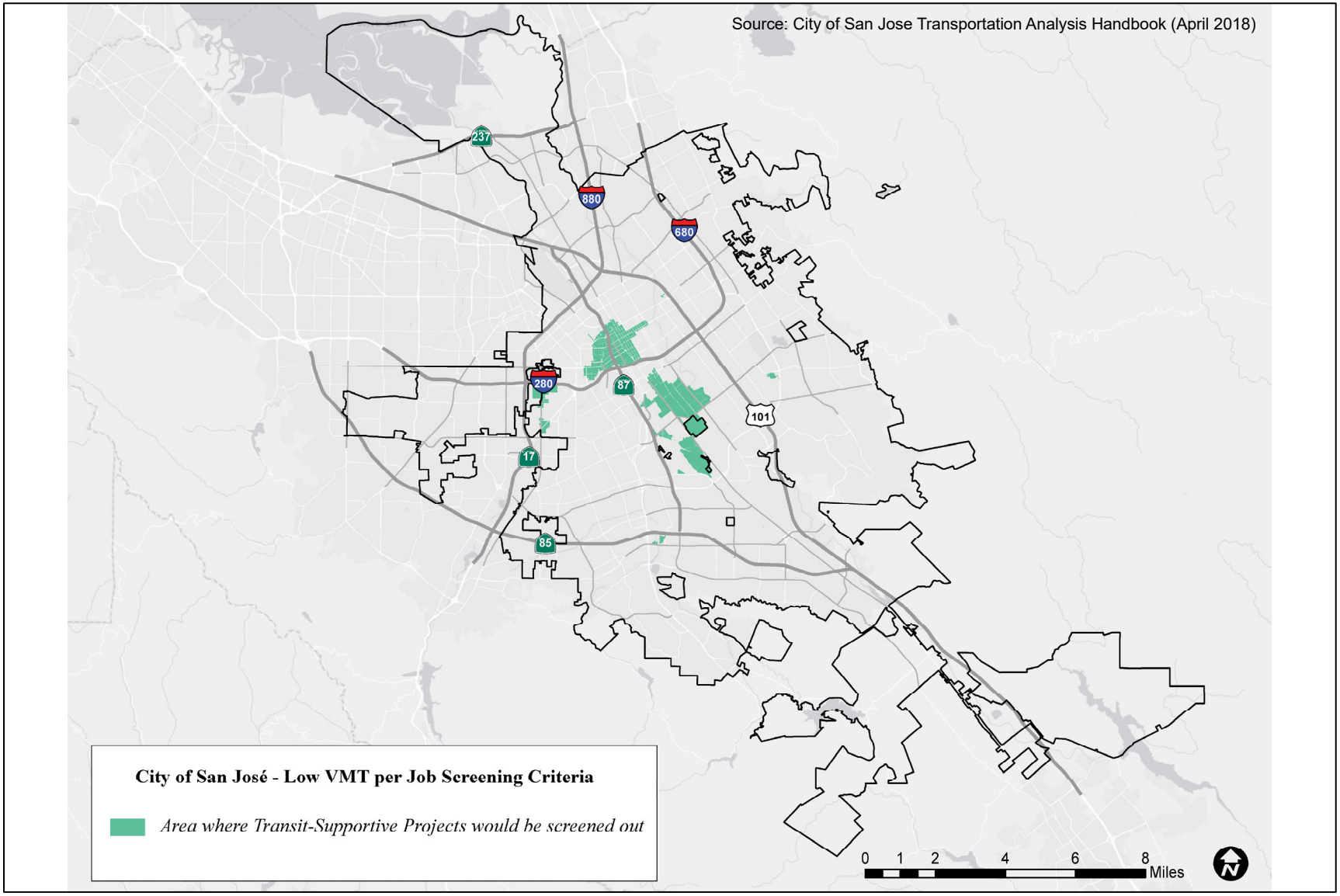


Figure 14
Low VMT per Job Areas in San Jose



Planned Growth Areas

Requirement: *Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan.*

The project site is located within the Berryessa BART Station Urban Village.

High-Quality Transit

Requirement: *Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor*

The project site is located within ½ mile of the Berryessa BART station. Direct access to the BART station is proposed from the project site.

Transit-Supporting Project Density

Requirement: *Minimum of 35 units per acre for residential projects or components; if located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met.*

A total of 3,450 units are proposed to be constructed on the 61.5-acre project site. The proposed development density will equate to 100-200 units per acre, exceeding 35 units per acre.

Parking

Requirement: *No more than the minimum number of parking spaces required; if located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum.*

The site is within the Berryessa BART Station Urban Village, which is subject to city-wide parking rates. The project proposes on-site parking in accordance with the parking standards of the City of San José's Commercial and Residential Design Guidelines, including a 15 percent reduction in spaces due to the proximity of the proposed project to the planned Berryessa BART Station.

Active Transportation

Requirement: *Not negatively impact transit, bike, or pedestrian infrastructure*

No negative impacts to transit, bike or pedestrian infrastructure are anticipated with the proposed development. Potential impacts to transit services, bike and pedestrian facilities within the project study area are discussed in Chapter 4.

Low VMT

Requirement: *Located in an area in which the per capita VMT is less than or equal to the CEQA significance threshold for the land use.*

As shown in Figures 15 and 16, the project site is located within an Urban Village Area (Berryessa BART Station) with VMT per capita and worker that are higher than the CEQA thresholds of 10.12 VMT per capita and 12.22 VMT per worker. **Therefore, the project does not meet the low VMT criterion and will be required to complete a VMT analysis.** However, it is important to note that the existing VMT for residential and commercial uses in the project area are reflective of transportation conditions as of March 2018. Therefore, the current VMT levels do not reflect the planned BART extension and Berryessa BART Station which will not be active until late 2019.

Figure 15
Low VMT per Capita Areas

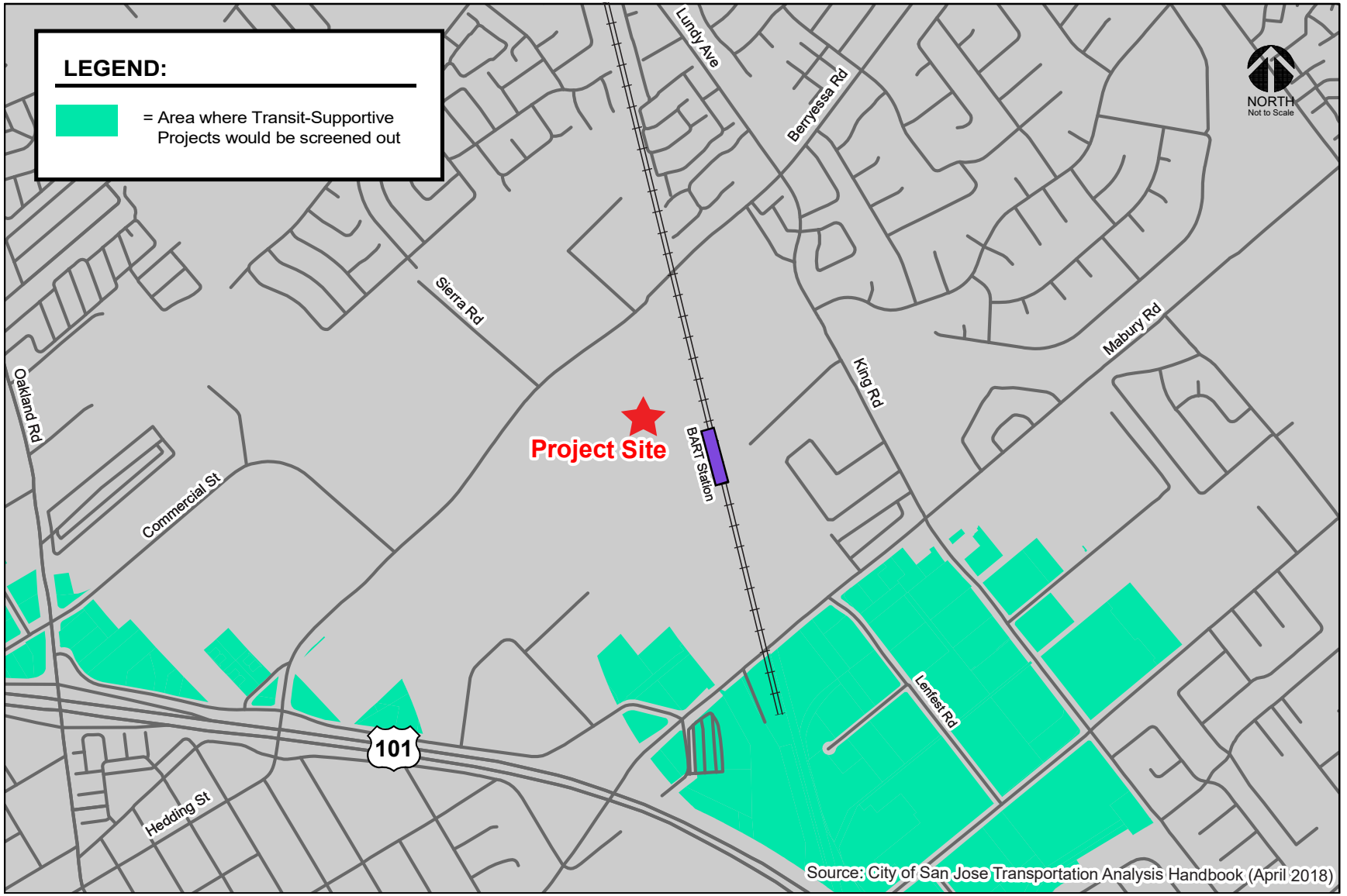
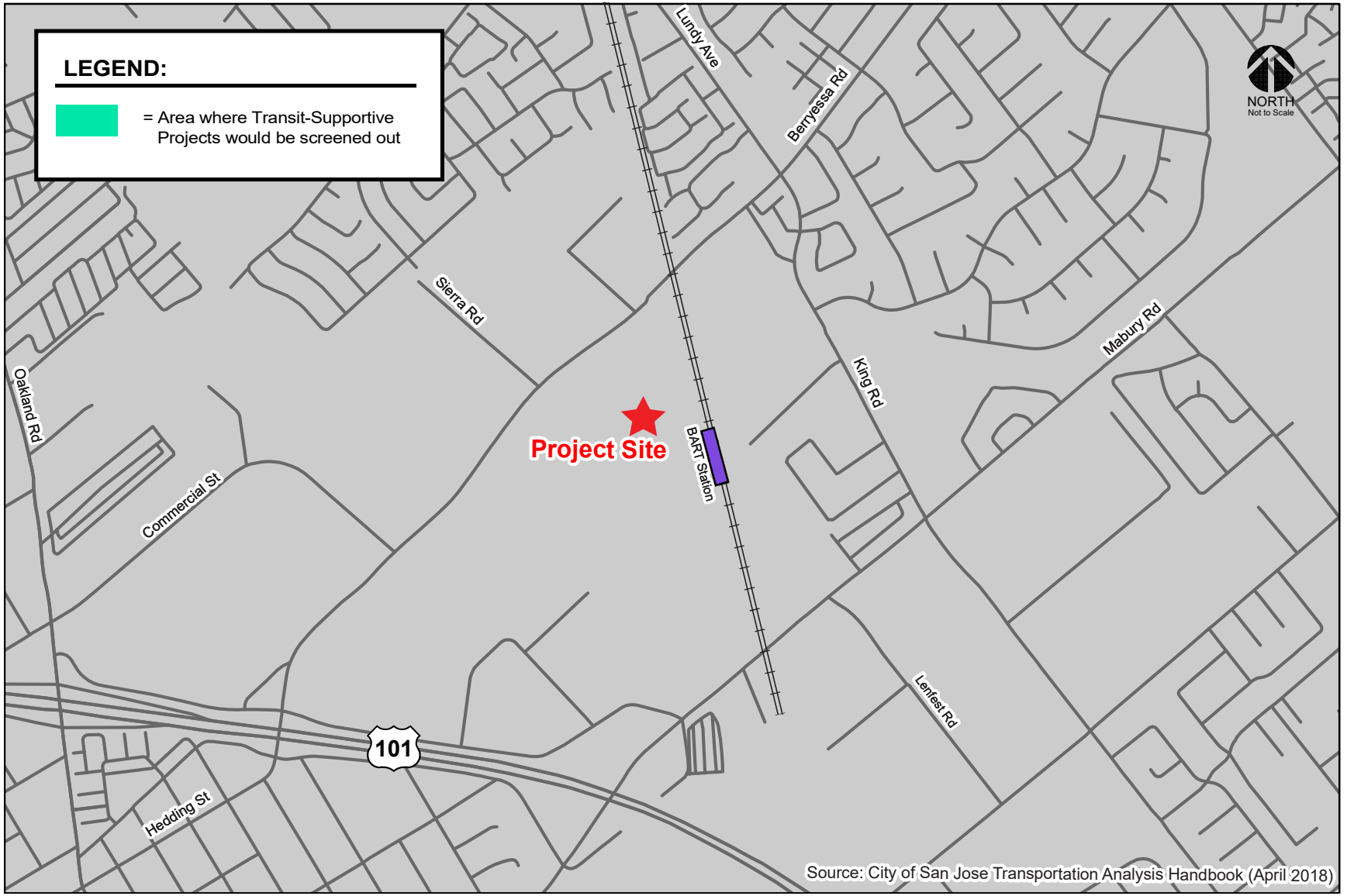


Figure 16
Low VMT per Employee Areas



VMT Evaluation Methodology and Criteria

Per Council Policy 5-1, the effects of the proposed project on VMT was evaluated using the methodology outlined in the City's *Transportation Analysis Handbook*. The City of San Jose defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated for residential, office, and industrial projects using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle-trips with one end within the project. A project's VMT is compared to established thresholds of significance based on the project location and type of development. When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees.

Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for development projects. However, for non-residential or non-office projects, very large projects, or projects that can potentially result in a major shift in travel patterns, the City's Travel Demand Forecasting (TDF) model can be used to determine project VMT. Given the large scale of the proposed project and its proximity to a major planned transit facility, the City's TDF model was utilized to complete the VMT evaluation for the proposed project. The TDF model includes the planned extension of BART service to the Berryessa/North San José BART station that is expected to significantly alter modes of travel in the project area. Along with other major roadway network changes, including access to US 101, the new BART service and large scale of the project necessitate the use of the multi-modal CSJ model to project the effects of the transportation system improvements and proposed project on VMT and the transportation system.

Baseline VMT Estimates

The thresholds of significance for development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. Figures 17 and 18 show the current VMT levels estimated by the City for residents and workers, respectively. Areas are color-coded based on the level of existing VMT:

- Green-filled areas are parcels with existing VMT less than the City's residential and employee thresholds of 10.12 VMT per capita and 12.21 per employee. The thresholds are calculated by subtracting 15 percent from the citywide average of 11.91 VMT per capita and regional average of 14.37 per employee.
- Yellow-filled areas are parcels with existing VMT between the residential and employee thresholds and the city-wide average of 11.91 VMT per capita and regional average 14.37 VMT per employee.

Figure 17
VMT per Capita Heat Map in San Jose

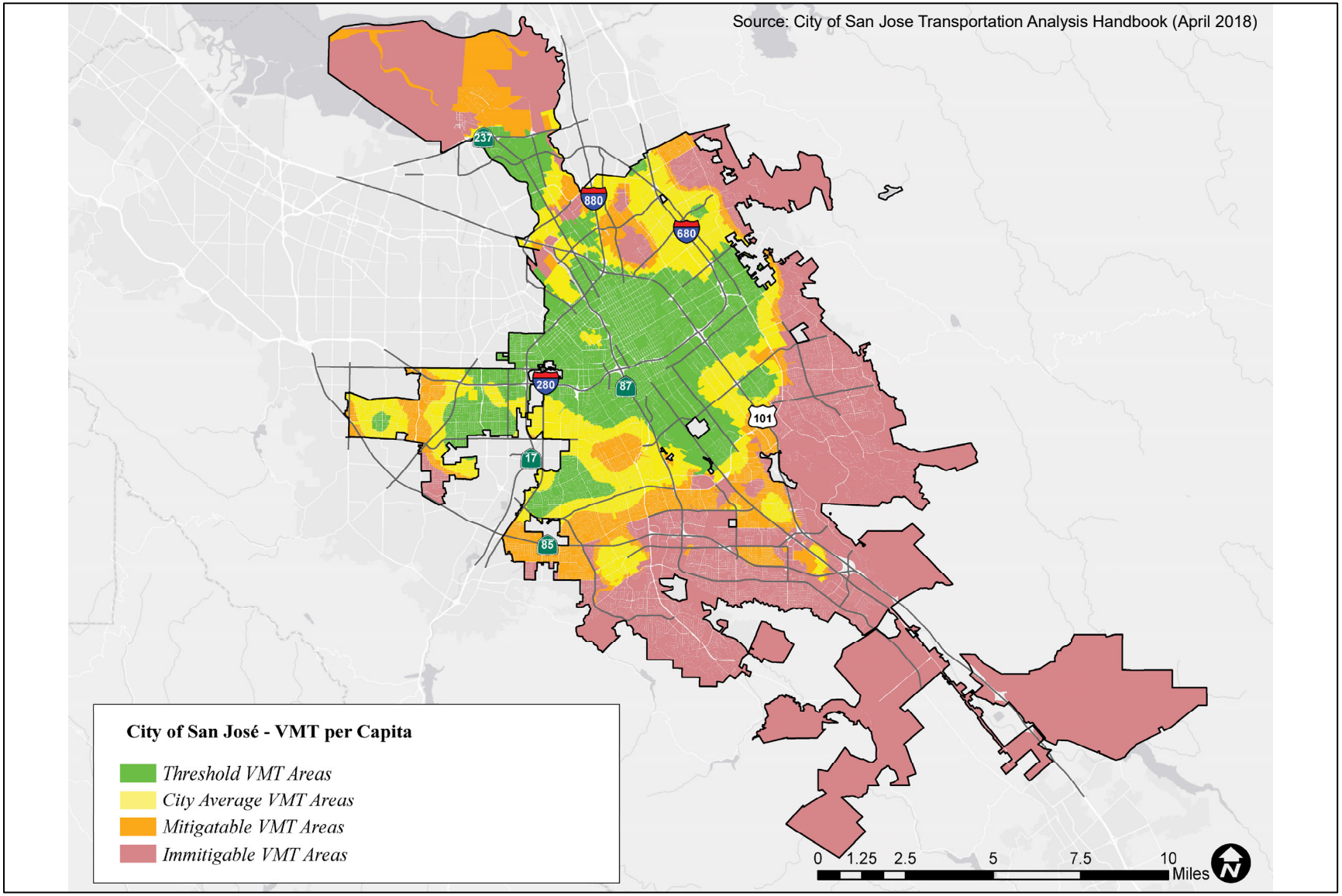
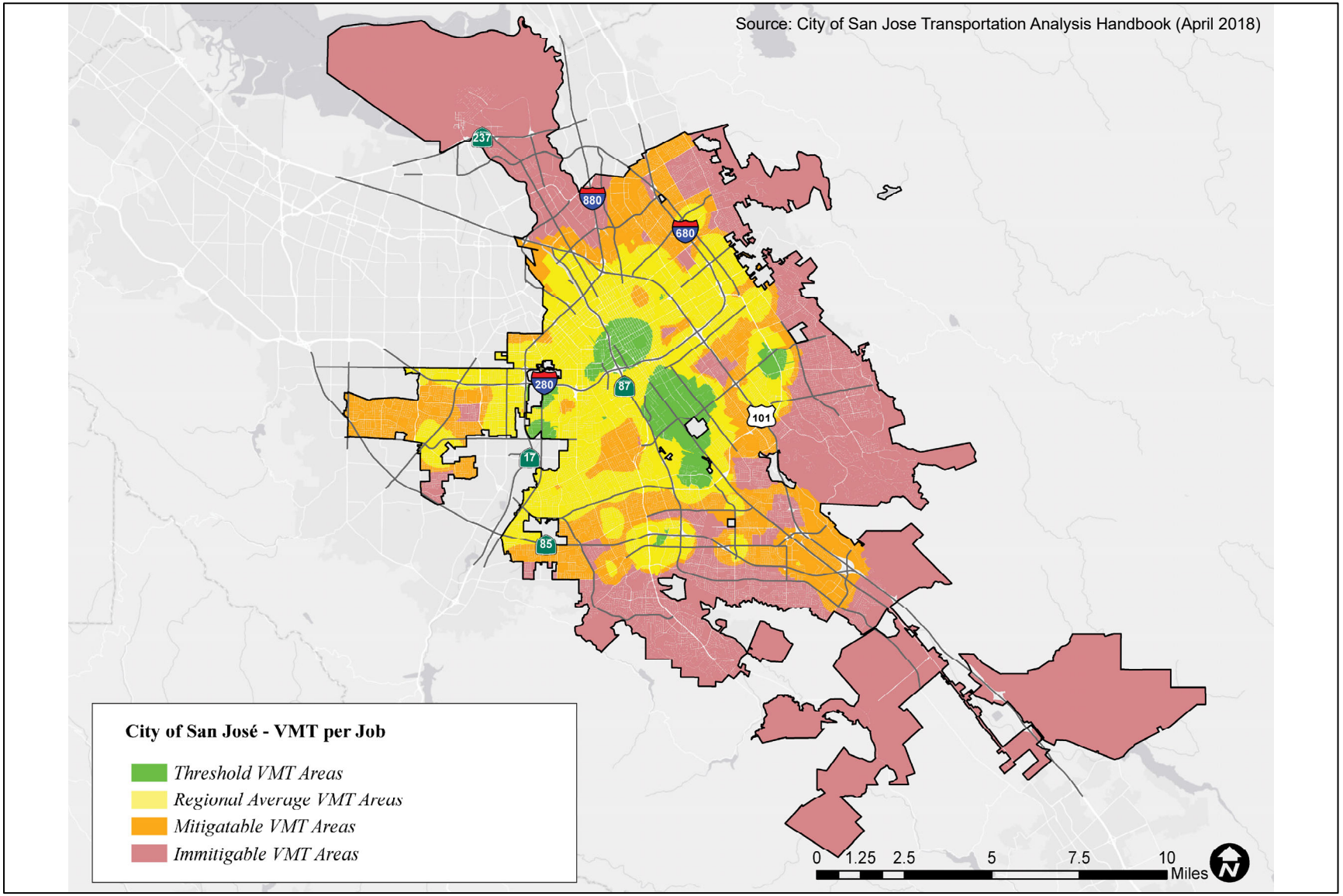


Figure 18
VMT per Job Heat Map in San Jose



- Orange-filled areas are parcels with existing VMT greater than the residential and employee thresholds. However, a project's VMT impact may be mitigated by implementing VMT-reducing measures.
- Red-filled areas are parcels with existing VMT greater than the residential and employee threshold. Implementing VMT-reducing measures will not be sufficient to reduce a project's VMT to less than the threshold of significance.

Average per-capita and per-employee VMT for all the existing developments within ½ mile buffer of each parcel in the City serves as the baseline from which a project is evaluated. Figures 19 and 20 show the current VMT levels estimated by the City for residents and workers in the immediate project area, respectively.

Thresholds of Significance

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through multimodal transportation improvements or establishing a Trip Cap. Table 7 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy. The two criteria applicable for the proposed project are described below.

1. Projects that include general employment uses (office) are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing regional average VMT per employee minus 15 percent. Currently, the reported regional average is 14.37 VMT per employee. This equates to a significant impact threshold of 12.21 VMT per employee.

2. Projects that include residential uses are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing citywide average VMT per capita minus 15 percent or existing regional average VMT per capita minus 15 percent, whichever is lower. Currently, the reported citywide average is 11.94 VMT per capita, which is less than the regional average. This equates to a significant impact threshold of 10.12 VMT per capita.

VMT Evaluation

Existing Land Uses VMT

The results of the VMT analysis using the San Jose VMT Evaluation Tool indicate that the existing VMT for residential uses in the project vicinity is 12.63 per capita and employment uses is 13.1 per employee. As shown in Table 7, the current citywide average VMT for residential uses is 11.91 per capita and the regional average VMT for employment uses is 14.37 per employee. Therefore, the VMT levels of existing employment uses in the project vicinity are currently greater than the average VMT per employee levels.

Project VMT Impact Analysis

The City's Transportation Policy identifies an impact threshold of 15% below the citywide average per-capita VMT of 11.91 and regional average per employee VMT of 14.37. Thus, the proposed project would result in a significant impact if it results in VMT that exceeds per capita VMT of 10.12 and per employee VMT of 12.21.

Figure 19
VMT per Capita Heat Map in Project Area

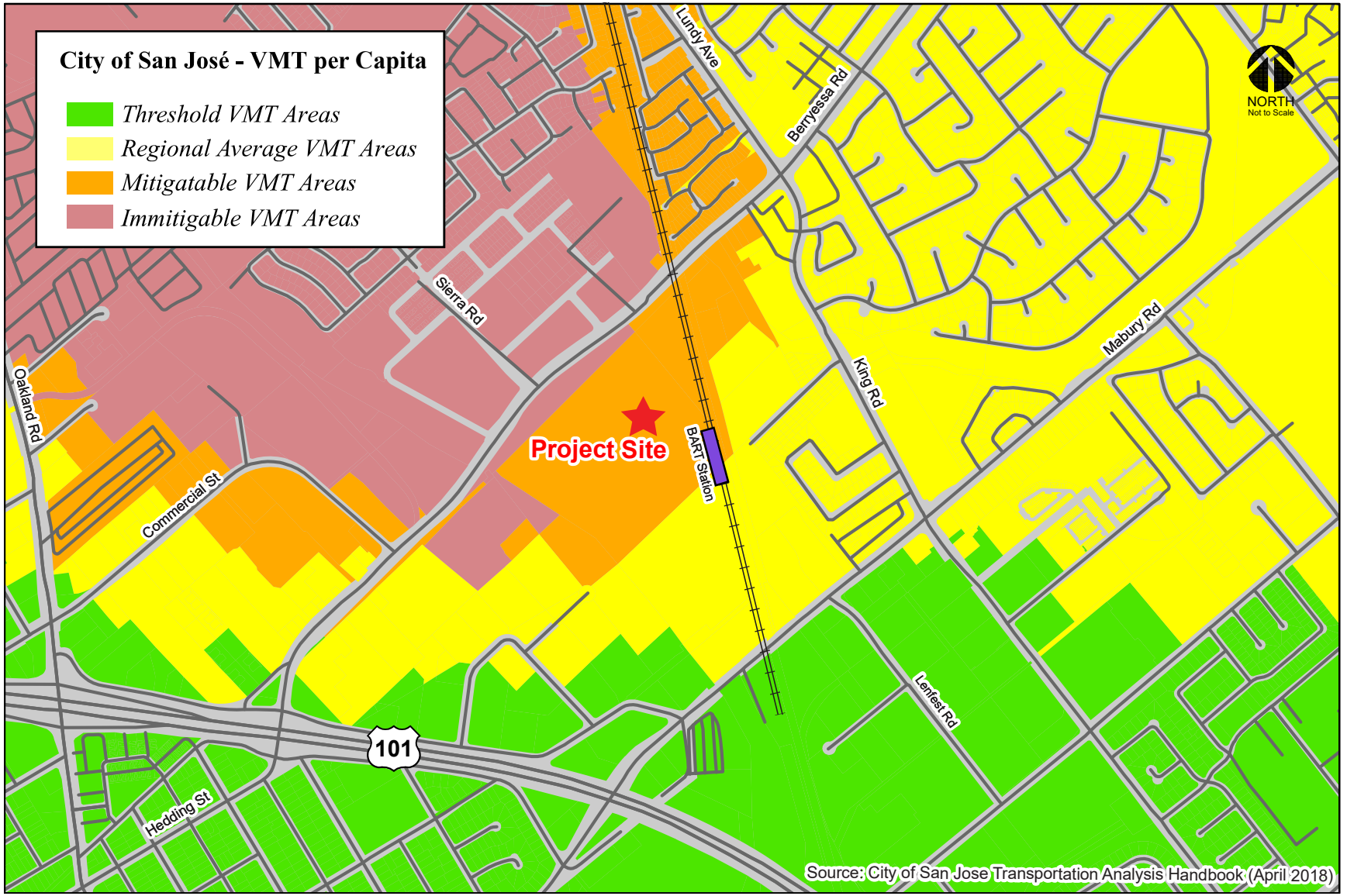


Figure 20
VMT per Worker Heat Map in Project Area

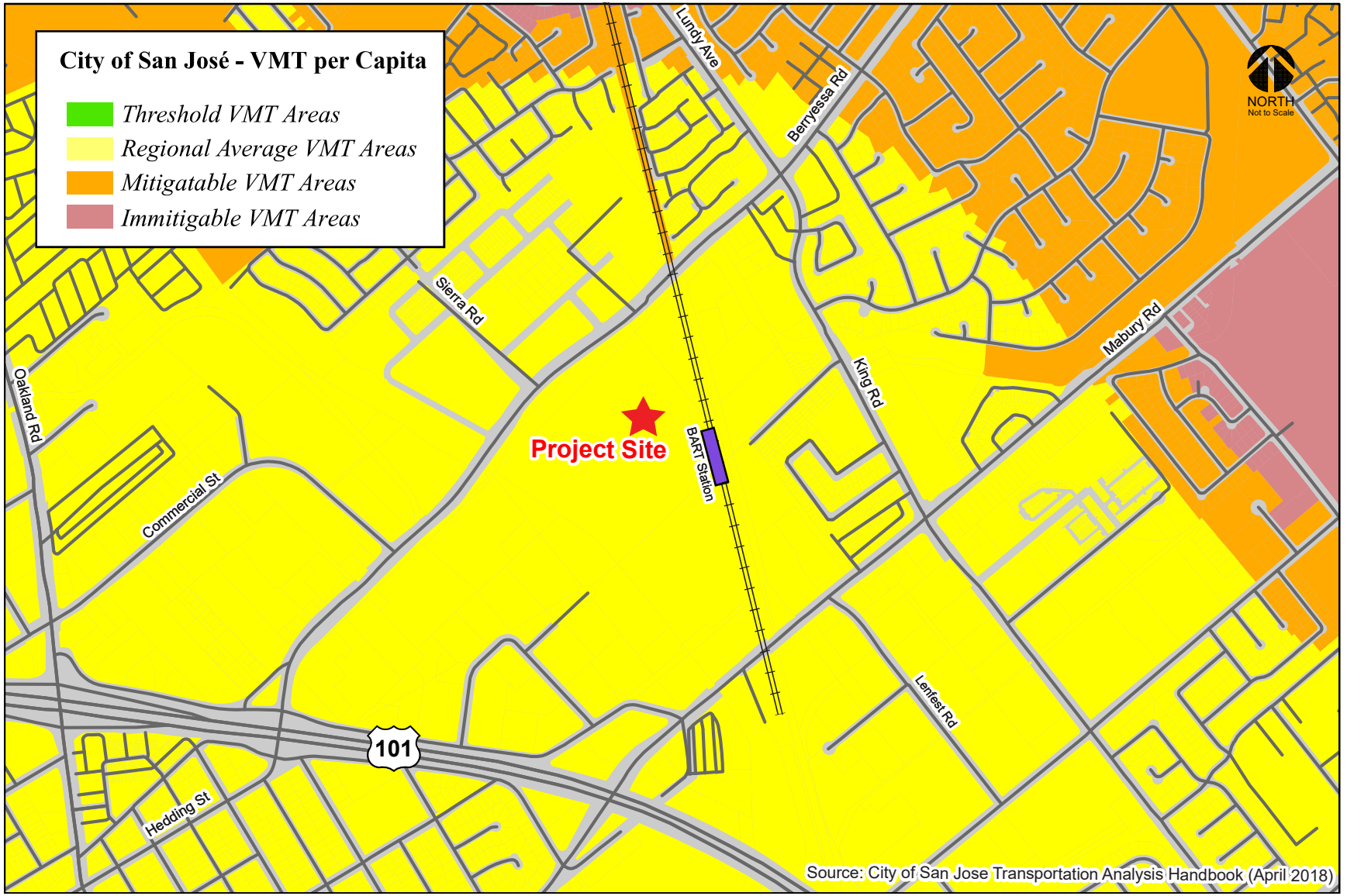


Table 7
CEQA VMT Analysis Significant Impact Criteria for Development Projects

Type	Significance Criteria	Current Level	Threshold
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent OR existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per capita (Citywide Average)	10.12 VMT per capita
General Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent	14.37 VMT per employee (Regional Average)	12.21 VMT per employee
Industrial Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
Retail/ Hotel/ School Uses	Net increase in existing regional total VMT	Regional Total VMT	Net Increase
Public/Quasi-Public Uses	In accordance with the most appropriate type(s) as determined by Public Works Director	Appropriate levels listed above	Appropriate thresholds listed above
Mixed Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use or Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included	Appropriate levels listed above	Appropriate thresholds listed above
Area Plans	Evaluate each land use component of the area plan independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above

Source: City of San José Transportation Analysis Handbook, April 2018.

The results of the VMT evaluation, using the City's Model, indicate that the proposed project is projected to generate VMT per capita (8.03) and VMT per employee (8.40) under Year 2040 conditions that are both below the established thresholds. In addition, the City preferred project is projected to generate VMT per capita (4.80) and VMT per employee (7.51) under Year 2040 conditions that also are both below the established thresholds. Therefore, both the proposed project and City preferred project would not result in an impact on the transportation system under Year 2040 conditions based on the City's VMT impact criteria. The VMT per capita and VMT per employee for each development scenario are presented in Table 8.

When compared to the existing VMT within the project area, each development scenario would result in a reduction of VMT per capita and VMT per employee under Year 2040 conditions. In addition, when compared to Year 2040 GP conditions, each development scenario would result in a reduction of VMT per capita and VMT per employee.

Table 8
VMT Evaluation Summary

	Residential					Employment				
Scenario	Housing Units	Population	VMT [1]	VMT per Capita [2]	Exceeds Threshold?	s.f.	Jobs	VMT [3]	VMT per Job [4]	Exceeds Threshold?
Impact Threshold				**10.12**					**12.21**	
Year 2025 Baseline [5]	--	--	--	12.63	Yes	--	--	--	13.10	Yes
Year 2040 General Plan [6]	1,818	4,054	45,072	11.12	Yes	227,108	757	10,363	13.69	Yes
Year 2040 Proposed Project [6]	3,450	7,693	61,776	8.03	No	2,291,000	7,637	64,153	8.40	No
Year 2040 City Preferred Project [6]	3,450	7,693	36,899	4.80	No	3,400,000	11,334	85,087	7.51	No

[1] Residential VMT = Home-Based Trip Productions * Distance

[2] Residential VMT per Capita = Residential VMT / Population

[3] Employment VMT = Home-Based Work Trip Attractions * Distance

[4] Employment VMT per Job = Employment VMT / Jobs

[5] VMT per capita and per job were obtained from the City of San Jose VMT Evaluation Tool dated 02/29/2019.

[6] VMT per capita and per job for Year 2040 were calculated using the City's TDF model.

This reduction in per-capita VMT and per-employee VMT could be indicative of increased development of both households and jobs as well as greater development density of the project site. Also changes in VMT per capita are generally sensitive to the relative forecast changes in jobs compared to the relative forecast changes in households. The addition of residents and jobs in close proximity to one another and in an area with extensive opportunities for the use of transit, bicycles, and other non-auto modes of travel will result in less and a reduction of length of those trips that are added to the roadway system due to the planned growth. In addition, the development growth due to the proposed project, specifically job growth, adjacent to the proposed Berryessa BART station, will result in a larger percentage of the residents and employees who live and work within the project site to use transit more regularly than the average transit usage for these land uses in Bay Area.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

The project site is located within the Berryessa BART Urban Village, as shown in Figure 1. The Berryessa BART Urban Village is generally bounded by Coyote Creek to the west, Shore Drive to the north, Mabury Road to the south, and Lundy Avenue to the east. Urban villages were developed as one of the major strategies of the *Envision San José 2040 General Plan*. Urban villages are defined as walkable, bicycle-friendly, transit-oriented, mixed use settings that provide both housing and jobs, thus supporting the policies and goals of the General Plan.

The Berryessa/North San José BART station is centrally located within the Berryessa BART Urban Village. According to the Envision San Jose 2040 General Plan, the Urban Village strategy fosters:

- Mixed residential and employment activities that are attractive to an innovative workforce
- Revitalization of underutilized properties that have access to existing infrastructure
- Densities that support transit use, bicycling, and walking
- High-quality urban design

The Berryessa BART Urban Village is the first regional transit urban village plan to be developed in San José. Regional transit urban villages are locations with access to major transit facilities of regional significance. Recognizing its emerging role as a gateway to the City, the design of new development within this urban village aims for high-quality environments for public circulation and gathering.

The project is consistent with the General Plan and Berryessa BART Urban Village goals and policies for the following reasons:

- The proposed residential uses for the project site are consistent with the Residential Neighborhood land use designation per the Berryessa BART Urban Village plan.
- The planned on-site street network will be consistent with planned streetscape design features of Complete Streets and the Berryessa BART Urban Village Plan.
- The project frontage along Berryessa Road will be designed to accommodate the planned Berryessa Road Complete Street improvements including protected bicycle lanes, wider sidewalks, and other pedestrian safety features.
- The project site is adjacent to a planned major transit station, bus stops and bicycle lanes on Berryessa Road.

Therefore, based on the project description, the proposed project would be consistent with the *Urban Village Planning Concepts* and the *Envision San José 2040 General Plan*. Thus, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

5.
Local Transportation Analysis (LTA)

This chapter describes the local transportation analysis including the method by which project traffic is estimated, intersection operations analysis for existing, background, background plus project, and cumulative scenarios, any adverse effects on study intersections caused by the project, intersection vehicle queuing analysis, freeway segment capacity, freeway ramp analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking. In addition, the LTA also includes an evaluation of average daily traffic (ADT) volumes for the primary on-site roadways.

Project Description

The project site is part of a larger 120-acre development site (The San Jose Flea Market Property) that was approved for development of a total of 2,818 residential units and 365,622 square feet (s.f.) of commercial space in 2007. A TIA report for the approved development was completed in 2006. Since the 2007 approval, 1,000 residential units and 138,514 s.f. of commercial uses have been constructed or are currently under construction on the north side of Berryessa Road.

The project as proposed on the remaining undeveloped portion of the site, south of Berryessa Road, will consist of approximately 2.2 m.s.f. of commercial space and 3,450 residential units. The existing entitlement on the project site includes the remaining 1,818 residential units and 227,108 s.f. of commercial space also located south of Berryessa Road. A new southerly extension of Sierra Road will bisect the site and provide access from Berryessa Road at its northern terminus via a single bridge over Upper Penitencia Creek, aligning with Sierra Road to the north and a connection at Mabury Road at its southern terminus. The intersection of six new private streets along the east side of the Sierra Road extension would provide access to the project site's residential parking garages. In addition, a new public north-south roadway running parallel to and east of the extension of Sierra Road would connect to Berryessa Road at the existing Flea Market entrance to the north and transition into sharp curve to connect to the extension of Sierra Road to the south. This new roadway would provide an alternative access point to the extension of Sierra Road and provide access to the project site's office parking garages via five intersections. All parking for the proposed residential and office uses would be provided on-site within parking structures.

In addition to the proposed development for the project site, City staff requested that an additional site development scenario be evaluated. Therefore, the transportation analysis evaluates both the "Proposed" and "City Preferred" development scenarios to the same level. Each of the development scenarios evaluated within this study are described below:

Proposed Development Scenario - As proposed, the project would consist of approximately 2.2 m.s.f. of commercial space and 3,450 residential units.

City Preferred Development Scenario - The City's preferred development scenario consists of the intensification of the site development to allow up to 3.4 m.s.f. of commercial space on site. The proposed 3,450 residential units would remain under the City's development scenario.

The project site also is located within a designated Urban Village (Berryessa BART) per the Envision San Jose 2040 General Plan and the US-101/Oakland/Mabury Area Development Policy (ADP) area for which a Transportation Development Policy ("TDP") exists.

The US-101/Mabury Road interchange has long been identified in the City's General Plan as a needed freeway gateway to alleviate congestion at the US-101/Oakland Road interchange. However, the design of a full interchange at Mabury Road as identified in the TDP has not progressed due to the lack of acceptance of interchange spacing and ramp operations by the California Department of Transportation (Caltrans). The City of San Jose is currently working cooperatively with the Santa Clara Valley Transportation Authority and Caltrans to develop an alternative interchange design option that improves access, addresses traffic operations, and relieves congestion. After considering several interchange design options the City has developed a preferred interchange plan that is centered around the implementation of a full interchange (southbound and northbound on and off ramps) at Berryessa Road rather than Mabury Road. Therefore, this traffic analysis includes the evaluation of the proposed project assuming each the planned US 101 interchange alternatives at both Mabury Road and Berryessa Road.

Project Traffic Projections

The CSJ Model was used to produce projections of AM and PM peak hour traffic generation for the project based on the proposed type and amount of land uses on the project site. The forecasted trip generation estimates are based on the trip making characteristics of the proposed land uses and reflect the mode of travel and interaction of trips between land uses and use of non-auto-based modes of travel, including BART. The forecasts indicate that the proposed development scenario will generate 2,891 trips during the AM peak hour and 3,805 trips during the PM peak hour based on the projected trips that start and/or end in the Traffic Analysis Zones (TAZs) that correspond to the project site. The City preferred scenario will generate 2,978 trips during the AM peak hour and 4,231 trips during the PM peak hour. Table 9 presents the estimates of peak hour trips for each of the development scenarios.

Table 9
Project Trip Generation Estimates

Scenario	AM Peak-Hour			PM Peak-Hour		
	In	Out	Total	In	Out	Total
Proposed Project	1,444	1,447	2,891	1,871	1,934	3,805
City Preferred Project Alternative	1,694	1,284	2,978	1,902	2,329	4,231

AM and PM trip estimates were based on the City of San Jose travel demand forecasting model runs completed in April 2020 by Hexagon.

Mode-Share

Mode share refers to the percentage of person-trips made by each of the primary modes of transportation: autos, transit, bicycling, and walking. The CSJ model calculates the mode share based on input factors

taken from survey data or other sources that have been validated. For example, the factors for calculating the transit mode share include residential development density, proximity to transit, household income, the cost of using transit versus automobile, and travel times for transit versus automobile.

At the direction of City staff, the evaluation of the City preferred development scenario includes manual adjustments to the TDF model's default mode-share percentages to reflect the City's goal-based mode-share per the Berryessa Multi-Modal Transportation Improvement Plan (MTIP). City staff provided the mode-share adjustments that were input in the TDF model's Home-Based Work (HBW) mode-share tables. The City's goal-based adjustments result in significant increase in transit mode-share percentage and significant reduction in the drive-alone mode-share percentage.

There were no adjustments made to the TDF model for the purpose of evaluating the Proposed Project alternative. By analyzing the mode share under each of the Year 2040 scenarios, the effects of each scenario on travel mode usage of vehicles, transit, biking, and walking can be reviewed. Table 10 presents a breakdown of mode-share percentages for all person trips generated by the project.

Table 10
Project Person Trip Mode Share

	Existing 2015		2040 General Plan		Year 2040 Proposed Project		Year 2040 City Preferred Project	
Mode	Person Trips	Percent Mode Share	Person Trips	Percent Mode Share	Person Trips	Percent Mode Share	Person Trips	Percent Mode Share
Drive	153	72%	9,519	52%	23,814	46%	24,729	38%
Carpool	51	24%	5,526	30%	12,418	24%	16,531	26%
Transit	2	1%	1,491	8%	7,566	15%	11,957	18%
Bike	3	1%	302	2%	805	2%	1,517	2%
Walk	5	2%	1,469	8%	7,462	14%	9,989	15%
Sum	**213**	**100%**	**18,307**	**100%**	**52,064**	**100%**	**64,724**	**100%**

Auto Based Travel

The mode-share results indicate that all Year 2040 scenarios are projected to result in a lower mode share for the automobile mode when compared to Year 2015 Existing Conditions. When compared to Year 2040 GP conditions, the proposed project and City preferred project scenarios would result in an approximately 12% and 18% reductions of the auto travel mode, respectively.

Non-Auto Based Travel

Under Year 2015 Existing Conditions, the alternative modes of travel (transit, bikes, and walking) account for only 4 percent of the total trips generated by the project site. When compared to Year 2040 GP conditions, trips generated by the project site for the proposed project and City preferred project scenarios are projected to result in increases of approximately 13 and 17 percent in the use of transit, bikes, and walking as travel modes, respectively.

When compared to the Year 2040 GP conditions, the proposed project and City preferred project scenarios would result in approximately 7% and 10% increase in transit usage, respectively. The increase would be due to increased development density near a major transit facility, the Berryessa BART Station, which would make the use of transit a more attractive travel option for tenants and employees of the project.

CSJ Model Trip Assignment

Figures 21 and 22 show the project trip distribution pattern with the Berryessa Road interchange alternative and the Mabury Road interchange alternative, respectively.

The assignment of project site traffic to the roadway network and each of the study intersections was completed by the CSJ model. The model assignment process uses a route selection procedure based on minimum travel time paths (as opposed to minimum travel distance paths) between TAZs. The model assigns traffic based on roadways and intersection constraints due to congestion and capacity. This capacity-constrained traffic assignment process enables the model to reflect diversion of traffic, including existing traffic already on the roadway network, around congested areas of the overall street system.

Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining adverse effects at the study intersections.

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

Study Intersections

The study includes an analysis of AM and PM peak-hour traffic conditions for 25 signalized intersections within the City of San Jose. Intersections were selected for study if the project is expected to add 10 vehicle trips per hour per lane to a signalized intersection that meets one of the following criteria as outlined in the *Transportation Analysis Handbook.*

- Within a ½-mile buffer from the project's property line;
- Outside a ½-mile buffer but within a one-mile buffer from the project AND currently operating at D or worse;
- Designated Congestion Management Program (CMP) facility outside of the City's Infill Opportunity Zones;
- Outside the City limits with the potential to be affected by the project, per the transportation standards of the corresponding external jurisdiction;
- With the potential to be affected by the project, per engineering judgement of Public Works.

The ½ a mile and 1-mile radii from the project site are shown in Figure 23. Based on the above criteria, the following City of San Jose study intersections were selected and are shown in Figure 23.

1. Oakland Road and US 101 (N) *
2. Oakland Road and US 101 (S) *
3. Berryessa Road and US 101 (N)
4. Berryessa Road and US 101 (S)
5. US 101 and Mabury Road (E)
6. US 101 and Mabury Road (W)
7. Eleventh Street and Taylor Street
8. Tenth Street and Taylor Street
9. Tenth Street and Hedding Street

Figure 21
Project Trip Distribution (Berryessa Road Interchange)

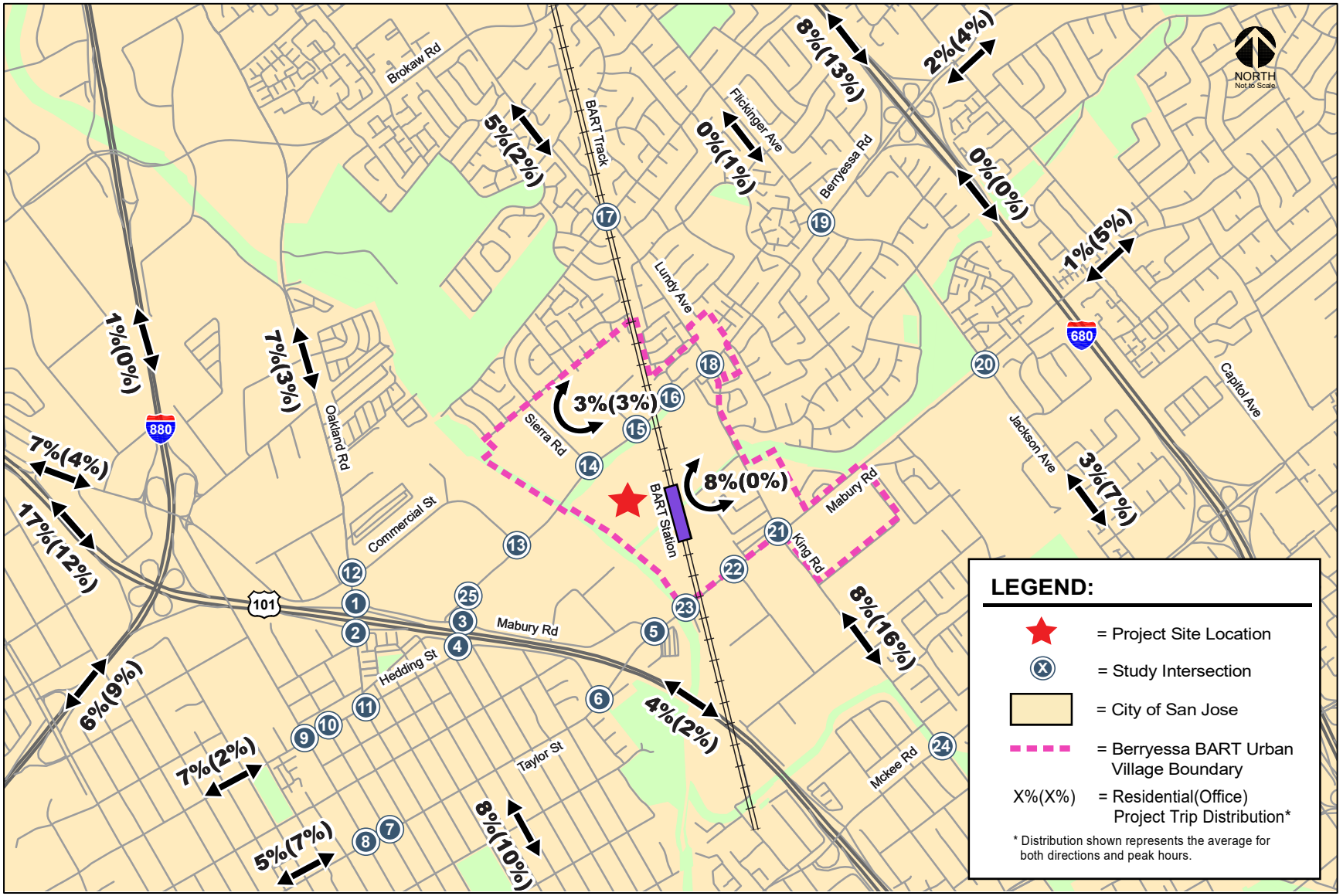


Figure 22
Project Trip Distribution (Mabury Road Interchange)

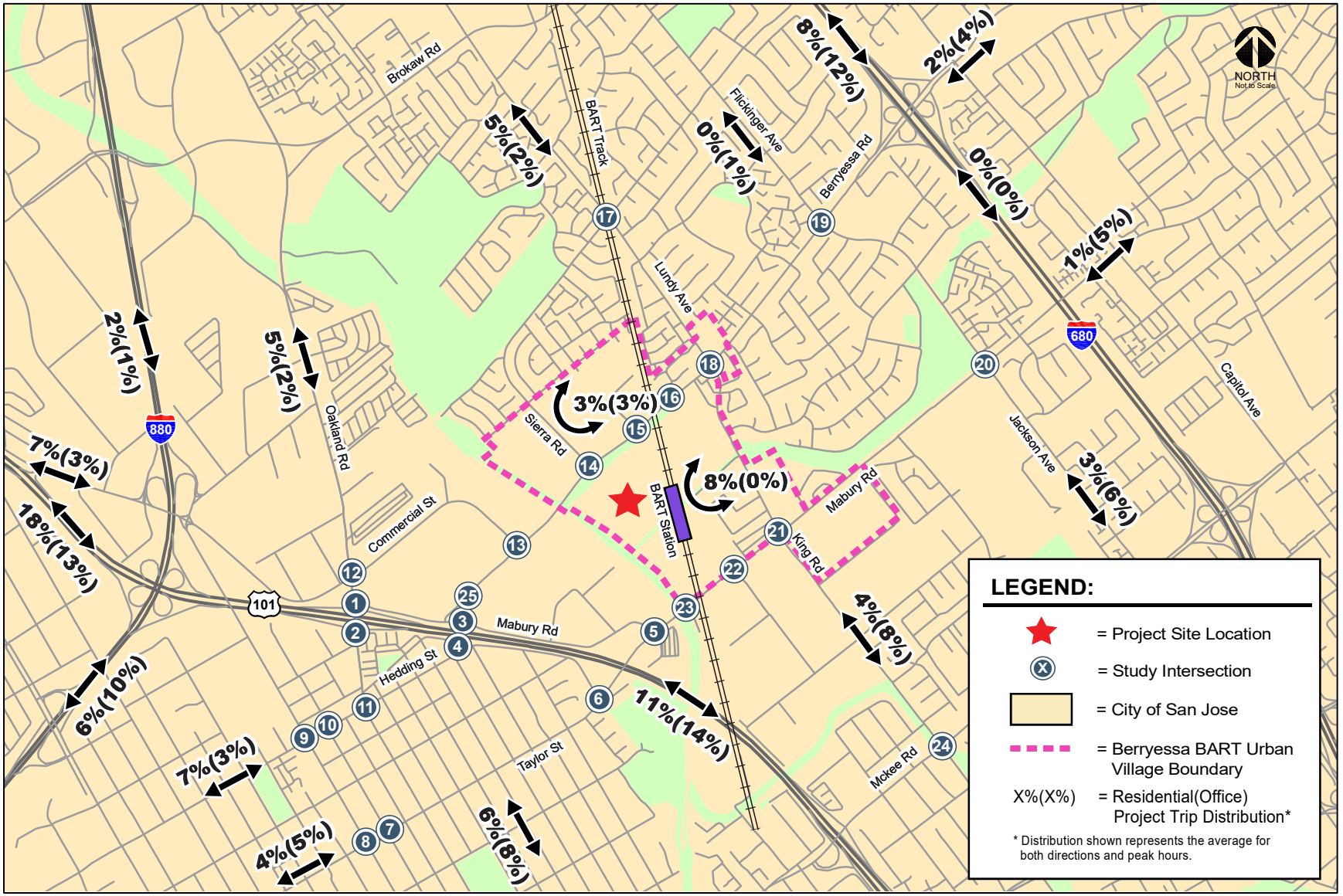
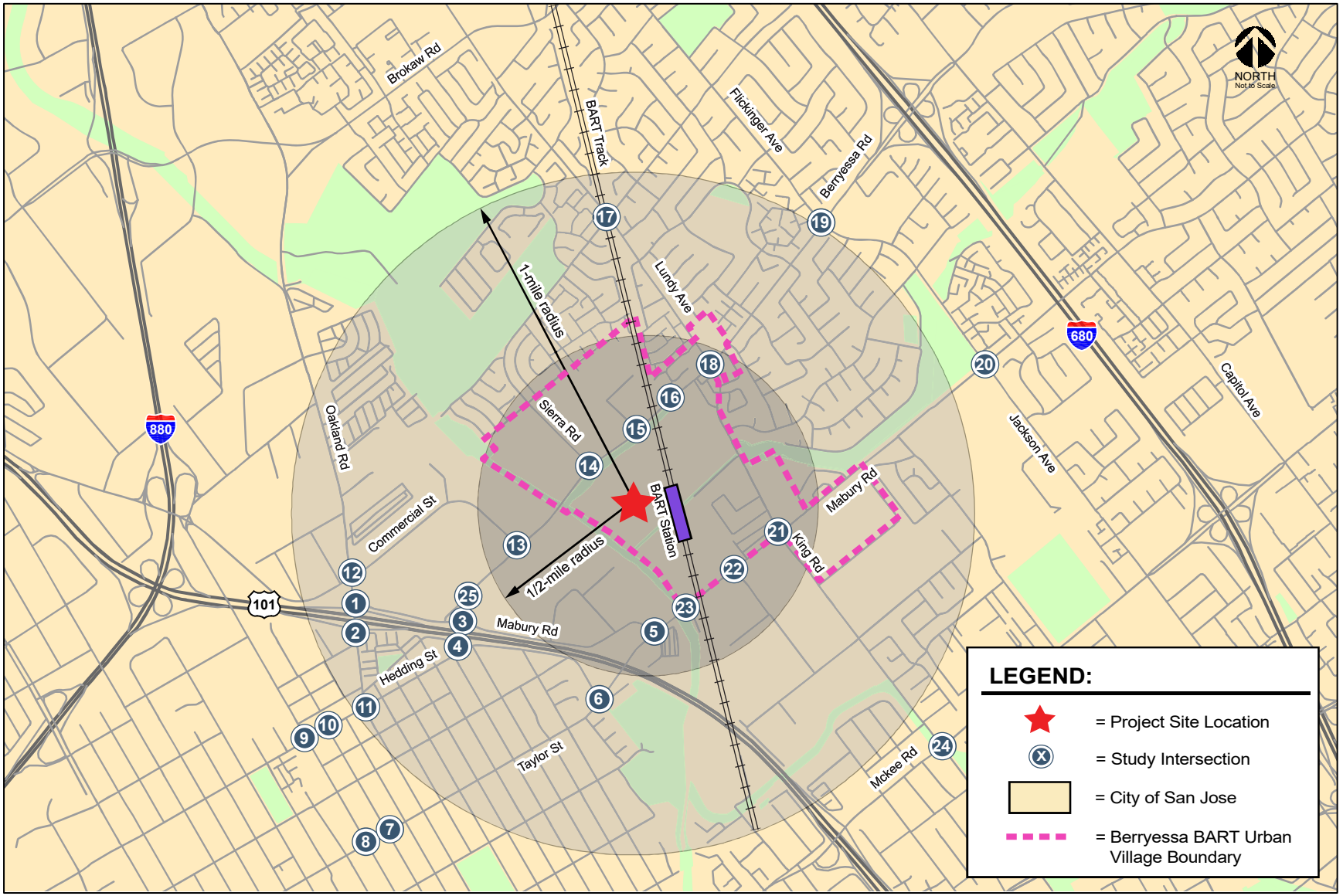


Figure 23
½-Mile and 1-Mile Radii from Project Site



10. Eleventh Street and Hedding Street
11. Oakland Road/Thirteenth Street and Hedding Street
12. Oakland Road and Commercial Street
13. Commercial Street and Berryessa Road
14. Sierra Road and Berryessa Road
15. Flea Market Entrance and Berryessa Road
16. BART Entrance and Berryessa Road
17. Lundy Avenue and Sierra Road
18. Lundy Avenue and Berryessa Road *
19. Flickinger Avenue/Jackson Avenue and Berryessa Road
20. Jackson Avenue and Mabury Road
21. King Road and Mabury Road
22. Lenfest Road/BART Entrance and Mabury Road
23. Flea Market Entrance and Mabury Road
24. King Road and McKee Road
25. Berryessa Road and Mabury Road

*Denotes CMP Intersections

Data Requirements

The data required for the analysis were obtained from new traffic counts, the City of San Jose, and field observations. The following data were collected from these sources:

- existing traffic volumes
- existing lane configurations
- signal timing and phasing

Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are provided in Appendix C. It is assumed in this analysis that the transportation network under the Year 2030 scenarios would have the same transportation improvements included under Year 2040 scenarios. As described in Chapter 3, this study evaluates future roadway networks with both the US 101 interchange improvements as identified in the US-101/Oakland/Mabury TDP as well as the US 101/Berryessa interchange alternative.

Traffic Volumes

Existing Conditions

Existing peak hour traffic volumes at all study intersections were obtained from the City of San Jose, the 2018 CMP Annual Monitoring Report, recently completed traffic studies, and supplemented with new manual turning-movement counts conducted in May 2018. Note that all existing traffic data used in this analysis was collected prior to the County's COVID-19 shelter in place order. Therefore, existing conditions presented in this study reflect greater traffic volumes on the roadway system than current March-July 2020 conditions. Intersection turning-movement counts conducted for this analysis are presented in Appendix A. Peak hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix B.

Future Conditions

Peak-hour Year 2040 traffic volumes were obtained from traffic forecasts produced using the CSJ Model using the methods described earlier in this report. The Year 2030 and Year 2040 traffic volumes

include traffic associated with future development in the region and the projected future transportation network, as described in Chapter 3. Traffic volumes for each of the Year 2030 and Year 2040 study scenarios are tabulated in Appendix B.

Level of Service Standards and Analysis Methodologies

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

All study intersections were evaluated based on the *2000 Highway Capacity Manual* (HCM) level of service methodology using the TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. TRAFFIX is also the CMP-designated intersection level of service methodology, thus, the City of San Jose employs the CMP default values for the analysis parameters. The correlation between average control delay and level of service at signalized intersections is shown in Table 11.

Table 11
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Sources: Transportation Research Board, *2000 Highway Capacity Manual*. *Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

Signalized study intersections are subject to the City of San Jose level of service standards. The City of San Jose has established LOS D as the minimum acceptable intersection operations standard for all signalized intersections unless superseded by an Area Development Policy.

City of San Jose Definition of Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook 2018*, an adverse effect on intersection operations occurs if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better) under background conditions to an unacceptable level under background plus project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F) under background conditions and the addition of project trips cause both the critical-movement delay at the intersection to increase by four or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements are negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more. An adverse intersection operations effect by City of San Jose standards may be addressed by implementing measures that would restore intersection level of service to background conditions or better. The City recommends prioritizing improvements related to alternative transportation modes, parking measures, and/or TDM measures. Improvements that increase vehicle capacity are secondary and must not have unacceptable effects on existing or planned transportation facilities. Unacceptable effects on existing or planned transportation facilities include the following:

- Inconsistent with the General Plan Transportation Network and Street Typologies;
- Reduction of any physical dimension of a transportation facility below the minimum design standards per the *San José Complete Streets Design Standards and Guidelines*; OR
- Substantial deterioration in the quality of existing or planned transportation facilities, including pedestrian, bicycle, and transit systems and facilities, as determined by the Director of Transportation.

Intersection Operations Analysis Results

Existing Intersection Operation Conditions

The results of the intersection level of service analysis under existing conditions is summarized in Table 12. Intersection levels of service were evaluated against applicable City of San Jose operations standards. The results of the level of service analysis show that all study intersections currently operate at an acceptable LOS D or better during both the AM and PM peak hours, based on the City of San Jose intersection operations standard of LOS D. The level of service calculation sheets are included in Appendix C.

Table 12
Existing Intersection Level of Service Results

Int. #	Intersection	LOS Standard	Peak Hour	Count Date	Avg. Delay	LOS
1	Oakland Road and US 101 (N) *	D	AM	06/04/19	33.6	C
			PM	12/11/18	21.4	C
2	Oakland Road and US 101 (S) *	D	AM	06/04/19	27.0	C
			PM	12/11/18	23.7	C
3	Berryessa Road and US 101 (N)	D	AM	--	--	--
			PM	--	--	--
4	Berryessa Road and US 101 (S)	D	AM	--	--	--
			PM	--	--	--
5	US 101 and Mabury Road (E)	D	AM	05/09/18	--	--
			PM	05/09/18	--	--
6	US 101 and Mabury Road (W)	D	AM	05/09/18	--	--
			PM	05/09/18	--	--
7	Eleventh Street and Taylor Street	D	AM	01/10/19	18.2	B
			PM	01/10/19	14.1	B
8	Tenth Street and Taylor Street	D	AM	01/10/19	10.1	B
			PM	01/10/19	22.3	C
9	Tenth Street and Hedding Street	D	AM	01/10/19	17.4	B
			PM	01/10/19	37.1	D
10	Eleventh Street and Hedding Street	D	AM	01/10/19	30.0	C
			PM	01/10/19	17.1	B
11	Oakland Road/Thirteenth Street and Hedding Street	D	AM	05/09/18	44.1	D
			PM	05/09/18	42.7	D
12	Oakland Road and Commercial Street	D	AM	05/09/18	39.9	D
			PM	05/09/18	51.0	D
13	Commercial Street and Berryessa Road	D	AM	05/09/18	25.2	C
			PM	05/09/18	30.2	C
14	Sierra Road and Berryessa Road	D	AM	05/09/18	20.6	C
			PM	05/09/18	12.8	B
15	Flea Market Entrance/Green Street and Berryessa Road	D	AM	05/09/18	7.2	A
			PM	05/09/18	7.9	A
16	BART Entrance and Berryessa Road	D	AM	05/09/18	--	--
			PM	05/09/18	--	--
17	Lundy Avenue and Sierra Road	D	AM	11/15/18	29.2	C
			PM	11/15/18	20.0	B
18	Lundy Avenue and Berryessa Road *	D	AM	01/23/19	37.2	D
			PM	12/11/18	41.8	D
19	Flickinger Avenue/Jackson Avenue and Berryessa Road	D	AM	05/09/18	39.3	D
			PM	05/09/18	38.2	D

Table 12 (continued)
Existing Intersection Level of Service Results

Int. #	Intersection	LOS Standard	Peak Hour	Count Date	Avg. Delay	LOS
20	Jackson Avenue and Mabury Road	D	AM	05/09/18	35.0	C
			PM	05/09/18	31.5	C
21	King Road and Mabury Road	D	AM	05/09/18	29.6	C
			PM	05/09/18	30.5	C
22	Lenfest Road/BART Entrance and Mabury Road	D	AM	05/09/18	9.0	A
			PM	05/09/18	7.1	A
23	Flea Market Entrance/Sierra Road and Mabury Road	D	AM	05/09/18	44.9	D
			PM	05/09/18	10.9	B
24	King Road and McKee Road	D	AM	05/09/18	39.6	D
			PM	05/09/18	39.9	D
25	Berryessa Road and Mabury Road	D	AM	11/15/18	18.4	B
			PM	11/15/18	17.1	B

* Denotes CMP Intersection

Year 2030 Intersection Operation Conditions

The results of the level of service analysis under each of the Year 2030 scenarios are summarized in Table 13. The results show that the following five study intersections are projected to operate at unacceptable levels of service (LOS E or F) during at least one peak hour under Year 2030 no project conditions, according to the City of San Jose level of service standards.

(5) US 101 and Mabury Road (E) (PM peak hour)
(7) Eleventh Street and Taylor Street (AM & PM peak hours)
(8) Tenth Street and Taylor Street (AM & PM peak hours)
(12) Oakland Road and Commercial Street (PM peak hour)
(13) Commercial Street and Berryessa Road (AM peak hour)

The results also show that the following intersections are projected to operate at an unacceptable level of service during at least one peak hour under Year 2030 with Project conditions, according to the City of San Jose level of service standards:

Mabury Interchange Alternative

(5) US 101 and Mabury Road (E) (AM peak hour – Proposed project only; PM peak hour – both project scenarios)
(7) Eleventh Street and Taylor Street (AM & PM peak hours – Proposed project only)
(8) Tenth Street and Taylor Street) (AM peak hour – Proposed project only; PM peak hour – both project scenarios)
(**Adverse Effect**: AM peak hour – Proposed project only)
(12) Oakland Road and Commercial Street (PM peak hour – both project scenarios)
(13) Commercial Street and Berryessa Road (AM peak hour – both project scenarios)

Berryessa Interchange Alternative

(4) Berryessa Road and US 101 (S) (PM peak hour – Proposed project only)
(7) Eleventh Street and Taylor Street (AM peak hour – Proposed project only)

Table 13
Year 2030 Intersection Levels of Service

Int. #	Intersection	LOS Standard	Peak Hour	Year 2030 No Project		Mabury Interchange Alternative								Berryessa Interchange Alternative							
						Year 2030 Proposed Project				Year 2030 City Preferred Project				Year 2030 Proposed Project				Year 2030 City Preferred Project			
				Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Oakland Road and US 101 (N) *	D	AM	24.9	C	24.4	C	-0.7	-0.017	26.3	C	-0.2	-0.021	20.1	C	-13.6	0.027	20.8	C	-13.7	-0.036
			PM	22.6	C	22.5	C	-0.1	-0.001	22.8	C	0.3	-0.034	16.0	B	-5.3	0.193	15.4	B	-6.5	0.090
2	Oakland Road and US 101 (S) *	D	AM	28.4	C	27.9	C	-0.5	-0.011	29.8	C	1.3	-0.004	8.7	A	-19.3	-0.033	9.2	A	-18.5	-0.145
			PM	24.0	C	24.2	C	0.2	0.005	24.0	C	-0.5	-0.017	8.8	A	-14.3	-0.399	9.1	A	-14.9	-0.447
3	Berryessa Road and US 101 (N)	D	AM	--	--	--	--	--	--	--	--	--	--	53.9	D	--	--	21.1	C	--	--
			PM	--	--	--	--	--	--	--	--	--	--	18.4	B	--	--	17.2	B	--	--
4	Berryessa Road and US 101 (S)	D	AM	--	--	--	--	--	--	--	--	--	--	26.9	C	--	--	25.2	C	--	--
			PM	--	--	--	--	--	--	--	--	--	--	**70.5**	**E**	--	--	37.8	D	--	--
5	US 101 and Mabury Road (E)	D	AM	54.6	D	**56.2**	**E**	**0.9**	**0.008**	39.7	D	-21.5	-0.129	--	--	--	--	--	--	--	--
			PM	**95.1**	**F**	**96.7**	**F**	**2.6**	**0.007**	**60.9**	**E**	**-42.9**	**-0.133**	--	--	--	--	--	--	--	--
6	US 101 and Mabury Road (W)	D	AM	23.1	C	23.2	C	-0.2	-0.006	22.5	C	-2.5	-0.102	--	--	--	--	--	--	--	--
			PM	36.3	D	36.3	D	0.0	0.000	31.8	C	-5.6	-0.116	--	--	--	--	--	--	--	--
7	Eleventh Street and Taylor Street	D	AM	**64.7**	**E**	**64.7**	**E**	**-2.9**	**-0.007**	35.3	D	-44.3	-0.227	**61.6**	**E**	**-7.8**	**-0.023**	33.4	C	-44.6	-0.218
			PM	**63.6**	**E**	**64.0**	**E**	**1.0**	**-0.008**	41.3	D	-36.0	-0.106	53.2	D	-16.9	-0.009	42.4	D	-33.5	-0.105
8	Tenth Street and Taylor Street	D	AM	**74.0**	**E**	**78.5**	**E**	**6.7**	**0.013**	41.9	D	-51.6	-0.161	**74.9**	**E**	**0.9**	**-0.001**	41.2	D	-55.1	-0.176
			PM	**75.6**	**E**	**69.6**	**E**	**-7.8**	**-0.003**	**58.3**	**E**	**-26.8**	**-0.073**	**71.8**	**E**	**-4.4**	**-0.004**	53.5	D	-33.1	-0.106
9	Tenth Street and Hedding Street	D	AM	36.2	D	36.4	D	0.1	0.000	28.1	C	-11.8	-0.219	37.3	D	0.4	0.006	28.4	C	-10.3	-0.160
			PM	35.2	D	37.1	D	4.5	0.019	39.4	D	8.4	-0.050	38.1	D	2.9	0.011	37.7	D	1.9	-0.084
10	Eleventh Street and Hedding Street	D	AM	24.3	C	24.4	C	0.1	0.001	21.8	C	-3.4	-0.149	23.8	C	0.2	0.009	20.8	C	-3.3	-0.118
			PM	27.6	C	27.1	C	-0.5	-0.005	22.8	C	-6.6	-0.139	24.9	C	-2.6	-0.034	23.3	C	-5.8	-0.134
11	Oakland Road/Thirteenth Street and Hedding Street	D	AM	42.6	D	41.4	D	-2.0	-0.027	39.1	D	-5.5	-0.106	44.5	D	-7.7	-0.066	42.8	D	-10.4	-0.139
			PM	44.4	D	44.5	D	0.3	0.008	44.1	D	8.4	-0.014	43.9	D	-7.1	-0.040	42.8	D	-8.8	-0.097
12	Oakland Road and Commercial Street	D	AM	39.8	D	40.1	D	0.7	-0.002	38.6	D	-1.7	-0.081	38.3	D	-3.9	-0.063	36.3	D	-4.7	-0.139
			PM	**62.4**	**E**	**61.3**	**E**	**-1.0**	**-0.013**	**63.1**	**E**	**1.9**	**-0.028**	54.4	D	-2.7	-0.067	52.9	D	-6.6	-0.138
13	Commercial Street and Berryessa Road	D	AM	**109.2**	**F**	**112.0**	**F**	**1.8**	**0.001**	**78.7**	**E**	**-57.9**	**-0.127**	37.0	D	-113.4	-0.298	29.1	C	-130.0	-0.426
			PM	33.1	C	33.2	C	-0.1	-0.003	30.8	C	-2.3	-0.093	38.1	D	6.2	0.120	34.8	C	2.3	0.043
14	Sierra Road and Berryessa Road	D	AM	38.7	D	35.7	D	-4.9	-0.050	32.0	C	-8.7	-0.134	37.0	D	-2.4	-0.037	32.3	C	-7.7	-0.128
			PM	35.5	D	31.3	C	-4.3	-0.079	30.0	C	-5.0	-0.136	30.1	C	-3.7	-0.103	28.7	C	-6.3	-0.171
15	Flea Market Entrance/Green Street and Berryessa Road	D	AM	15.0	B	19.0	B	3.0	0.014	17.8	B	1.5	-0.029	20.8	C	4.1	0.006	19.7	B	3.2	-0.030
			PM	16.7	B	23.8	C	8.1	0.090	25.3	C	8.4	0.043	26.9	C	11.5	0.118	25.6	C	9.0	0.053
16	BART Entrance and Berryessa Road	D	AM	7.4	A	7.5	A	0.1	0.007	7.6	A	0.1	-0.031	7.6	A	0.2	0.000	7.6	A	0.1	-0.045
			PM	10.9	B	11.1	B	0.4	0.029	11.1	B	-0.1	-0.015	11.4	B	0.5	0.025	11.9	B	0.9	-0.015
17	Lundy Avenue and Sierra Road	D	AM	34.7	C	33.4	C	-1.2	-0.032	29.1	C	-8.0	-0.162	33.9	C	-0.8	-0.032	28.8	C	-8.5	-0.186
			PM	40.4	D	28.2	C	-16.6	-0.121	22.4	C	-24.0	-0.251	28.3	C	-15.6	-0.130	21.1	C	-24.7	-0.272
18	Lundy Avenue and Berryessa Road *	D	AM	42.4	D	41.6	D	-1.9	-0.018	40.0	D	-5.3	-0.102	41.2	D	-1.4	-0.031	39.6	D	-3.3	-0.101
			PM	42.7	D	42.4	D	0.4	0.017	41.0	D	-1.7	-0.048	45.6	D	6.0	0.064	43.8	D	3.4	-0.004
19	Flickinger Avenue/Jackson Avenue and Berryessa Road	D	AM	39.5	D	39.5	D	0.0	0.003	38.5	D	-2.9	-0.019	39.1	D	-0.2	-0.011	36.8	D	-3.5	-0.110
			PM	40.2	D	40.5	D	0.3	0.006	37.2	D	-3.4	-0.092	39.2	D	-2.2	-0.046	34.7	C	-8.4	-0.190
20	Jackson Avenue and Mabury Road	D	AM	40.5	D	40.6	D	0.6	0.002	36.3	D	-7.4	-0.117	39.1	D	-1.5	-0.031	35.0	C	-9.3	-0.175
			PM	34.3	C	34.8	C	0.8	0.011	31.9	C	-4.4	-0.095	35.8	D	2.2	0.016	33.5	C	-2.1	-0.085
21	King Road and Mabury Road	D	AM	40.8	D	40.0	D	-1.8	-0.016	34.7	C	-10.9	-0.133	35.2	D	-8.8	-0.098	32.7	C	-12.0	-0.179
			PM	34.1	C	33.7	C	-0.8	-0.016	31.4	C	-4.1	-0.102	34.1	C	0.4	-0.023	31.1	C	-3.6	-0.129
22	Lenfest Road/BART Entrance and Mabury Road	D	AM	19.2	B	19.4	B	0.2	0.004	19.1	B	-0.6	-0.014	19.5	B	-0.8	-0.019	19.0	B	-1.6	-0.043
			PM	20.8	C	20.8	C	0.0	-0.001	20.2	C	-1.2	-0.041	18.8	B	-3.4	-0.069	18.1	B	-4.3	-0.114
23	Flea Market Entrance/Sierra Road and Mabury Road	D	AM	26.0	C	27.2	C	2.1	0.039	26.9	C	3.3	0.045	**135.8**	**F**	**158.3**	**0.562**	**85.3**	**F**	**92.5**	**0.439**
			PM	21.1	C	23.4	C	3.1	0.019	23.5	C	3.4	-0.001	**80.8**	**F**	**101.0**	**0.437**	**68.5**	**E**	**82.3**	**0.397**
24	King Road and McKee Road	D	AM	42.6	D	42.5	D	-0.2	0.003	39.4	D	-3.7	-0.086	43.6	D	1.7	0.039	40.8	D	-1.3	-0.053
			PM	43.1	D	43.2	D	-0.1	-0.003	40.9	D	-1.7	-0.052	44.1	D	3.9	-0.017	41.5	D	-2.4	-0.063
25	Berryessa Road and Mabury Road	D	AM	21.9	C	22.5	C	1.1	0.051	20.5	C	-1.2	-0.076	26.2	C	8.7	0.240	26.1	C	8.2	0.231
			PM	20.8	C	20.4	C	-0.6	-0.009	19.3	B	-2.4	-0.109	16.1	B	-3.8	0.106	16.8	B	-1.5	0.028

* Denotes CMP Intersection
Bold indicates unacceptable level of service.
Bold and boxed indicate adverse operations

(8) Tenth Street and Taylor Street (AM & PM peak hours – Proposed project only)
(23) Flea Market Entrance/Sierra Road and Mabury Road (AM and PM peak hours – both project scenarios)
(**Adverse Effect**: AM and PM peak hours – Both project scenarios)

At the intersections of Tenth Street/Taylor Street under the Mabury interchange alternative and Flea Market Entrance/Sierra Road and Mabury Road under the Berryessa interchange alternative, the added trips as a result of the proposed project development scenarios would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during at least one peak hour. Based on City of San Jose guidelines, this constitutes an adverse effect on intersection operations.

All other study intersections are projected to meet the City's LOS D standard. The level of service calculation sheets are included in Appendix C.

Year 2040 Intersection Operation Conditions

The results of the level of service analysis under each of the Year 2040 scenarios are summarized in Table 14. The results show that the following seven study intersections are projected to operate at unacceptable levels of service (LOS E or F) during at least one peak hour under Year 2040 no project conditions, according to the City of San Jose level of service standards.

(5) US 101 and Mabury Road (E) (AM & PM peak hours)
(7) Eleventh Street and Taylor Street (AM & PM peak hours)
(8) Tenth Street and Taylor Street (AM & PM peak hours)
(12) Oakland Road and Commercial Street (PM peak hour)
(13) Commercial Street and Berryessa Road (AM peak hour)
(17) Lundy Avenue and Sierra Road (PM peak hour)
(21) King Road and Mabury Road (AM peak hour)

The results also show that the following intersections are projected to operate at an unacceptable level of service during at least one peak hour under Year 2040 with Project conditions, according to the City of San Jose level of service standards:

Mabury Interchange Alternative

(5) US 101 and Mabury Road (E) (AM & PM peak hours – both project scenarios)
(**Adverse Effect**: AM and PM peak hours – Proposed project only)
(7) Eleventh Street and Taylor Street (AM & PM peak hours – Proposed project only)
(8) Tenth Street and Taylor Street (AM peak hour – Proposed project only; PM peak hours – both project scenarios)
(**Adverse Effect**: AM peak hour – Proposed project only)
(12) Oakland Road and Commercial Street (PM peak hour – both project scenarios)
(13) Commercial Street and Berryessa Road (AM peak hour – both project scenarios)
(21) King Road and Mabury Road (AM peak hour – Proposed project only)

Berryessa Interchange Alternative

(3) Berryessa Road and US 101 (N) (AM peak hour – Proposed project only)
(4) Berryessa Road and US 101 (S) (PM peak hour – Proposed project only)
(7) Eleventh Street and Taylor Street (AM and PM peak hours – Proposed project only)
(**Adverse Effect**: PM peak hour – Proposed project only)
(8) Tenth Street and Taylor Street (AM peak hour – Proposed project only; PM peak hour – both project scenarios)

Table 14
Year 2040 Intersection Levels of Service

Int. #	Intersection	LOS Standard	Peak Hour	Year 2040 No Project Avg. Delay	LOS	Mabury Interchange Alternative: Year 2040 Proposed Project Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Mabury Interchange Alternative: Year 2040 City Preferred Project Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Berryessa Interchange Alternative: Year 2040 Proposed Project Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Berryessa Interchange Alternative: Year 2040 City Preferred Project Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Oakland Road and US 101 (N) *	D	AM	24.9	C	23.9	C	-1.4	-0.031	27.0	C	-0.4	-0.039	21.2	C	-11.6	0.134	21.5	C	-13.2	0.020
			PM	23.5	C	23.0	C	-0.1	0.005	23.8	C	-1.5	-0.100	24.0	C	8.8	0.222	17.9	B	-0.2	0.034
2	Oakland Road and US 101 (S) *	D	AM	29.9	C	29.1	C	-0.7	-0.020	31.8	C	1.0	-0.007	9.1	A	-20.4	-0.010	9.3	A	-19.8	-0.217
			PM	24.8	C	25.2	C	0.6	0.011	24.4	C	-1.1	-0.032	10.0	A	-14.5	-0.296	10.7	B	-15.2	-0.385
3	Berryessa Road and US 101 (N)	D	AM	--	--	--	--	--	--	--	--	--	--	**78.6**	**E**	--	--	29.8	C	--	--
			PM	--	--	--	--	--	--	--	--	--	--	33.9	C	--	--	26.7	C	--	--
4	Berryessa Road and US 101 (S)	D	AM	--	--	--	--	--	--	--	--	--	--	31.0	C	--	--	27.3	C	--	--
			PM	--	--	--	--	--	--	--	--	--	--	**81.1**	**F**	--	--	43.2	D	--	--
5	US 101 and Mabury Road (E)	D	AM	**114.2**	**F**	**121.9**	**F**	**6.7**	**0.020**	**56.4**	**E**	**-83.4**	**-0.204**	--	--	--	--	--	--	--	--
			PM	**174.6**	**F**	**178.0**	**F**	**5.4**	**0.012**	**104.0**	**F**	**-85.6**	**-0.203**	--	--	--	--	--	--	--	--
6	US 101 and Mabury Road (W)	D	AM	26.3	C	26.4	C	-0.6	-0.012	24.9	C	0.9	-0.071	--	--	--	--	--	--	--	--
			PM	38.1	D	38.2	D	0.2	0.003	31.3	C	-8.8	-0.156	--	--	--	--	--	--	--	--
7	Eleventh Street and Taylor Street	D	AM	**71.6**	**E**	**70.0**	**E**	**-6.3**	**-0.014**	36.4	D	-57.9	-0.260	**69.6**	**E**	**-8.2**	**-0.017**	33.2	C	-59.2	-0.258
			PM	**76.3**	**E**	**78.0**	**E**	**2.2**	**-0.006**	43.9	D	-52.3	-0.140	**66.7**	**E**	**-15.4**	**0.026**	43.2	D	-52.2	-0.148
8	Tenth Street and Taylor Street	D	AM	**78.8**	**E**	**85.1**	**F**	**9.4**	**0.014**	45.4	D	-57.6	-0.178	**83.4**	**F**	**6.9**	**0.007**	46.7	D	-55.1	-0.153
			PM	**91.9**	**F**	**80.0**	**F**	**-14.6**	**-0.013**	**61.2**	**E**	**-46.5**	**-0.119**	**86.9**	**F**	**-5.8**	**-0.011**	**58.0**	**E**	**-52.7**	**-0.153**
9	Tenth Street and Hedding Street	D	AM	47.3	D	48.7	D	3.8	0.017	28.8	C	-32.0	-0.218	51.6	D	11.4	0.040	29.8	C	-30.0	-0.164
			PM	41.9	D	44.3	D	8.6	0.026	40.9	D	2.9	-0.085	49.2	D	17.0	0.054	40.3	D	0.0	-0.096
10	Eleventh Street and Hedding Street	D	AM	27.7	C	27.7	C	-0.1	-0.003	22.6	C	-14.1	-0.220	26.8	C	-9.0	-0.013	21.4	C	-14.0	-0.189
			PM	34.6	C	33.5	C	-1.5	-0.008	25.0	C	-14.9	-0.184	32.0	C	-2.0	-0.002	24.5	C	-15.5	-0.192
11	Oakland Road/Thirteenth Street and Hedding Street	D	AM	50.2	D	46.5	D	-6.1	-0.049	40.3	D	-15.8	-0.194	47.1	D	-16.4	-0.092	43.0	D	-22.3	-0.225
			PM	50.1	D	49.9	D	-0.6	-0.004	49.9	D	0.9	-0.002	47.6	D	-8.8	-0.097	46.5	D	-12.2	-0.153
12	Oakland Road and Commercial Street	D	AM	45.7	D	46.0	D	0.8	-0.004	42.0	D	-5.1	-0.156	44.9	D	-3.6	-0.053	37.5	D	-13.4	-0.267
			PM	**67.3**	**E**	**64.6**	**E**	**-2.5**	**-0.022**	**66.4**	**E**	**-0.7**	**-0.025**	**60.3**	**E**	**-3.9**	**-0.035**	**55.0**	**E**	**-13.4**	**-0.166**
13	Commercial Street and Berryessa Road	D	AM	**129.5**	**F**	**134.1**	**F**	**2.4**	**0.002**	**75.5**	**E**	**-107.2**	**-0.234**	51.5	D	-132.8	-0.294	30.1	C	-179.2	-0.530
			PM	36.9	D	37.1	D	-0.3	-0.005	30.6	C	-6.1	-0.171	44.1	D	11.7	0.123	34.4	C	-1.0	-0.019
14	Sierra Road and Berryessa Road	D	AM	53.2	D	43.4	D	-13.8	-0.104	36.2	D	-22.7	-0.245	43.4	D	-15.0	-0.118	35.1	D	-23.8	-0.279
			PM	51.6	D	38.8	D	-14.7	-0.130	36.3	D	-21.2	-0.258	40.1	D	-14.1	-0.123	36.9	D	-19.5	-0.248
15	Flea Market Entrance/Green Street and Berryessa Road	D	AM	20.0	C	26.0	C	4.5	0.025	24.1	C	1.9	-0.053	28.6	C	6.2	0.023	26.8	C	4.4	-0.043
			PM	20.6	C	32.2	C	13.8	0.165	32.9	C	12.4	0.080	38.5	D	21.9	0.234	34.3	C	14.6	0.116
16	BART Entrance and Berryessa Road	D	AM	10.4	B	10.7	B	0.2	0.012	10.8	B	0.3	-0.056	10.8	B	0.3	0.009	10.9	B	0.2	-0.072
			PM	17.0	B	17.4	B	-0.1	0.030	17.1	B	-3.9	-0.060	17.8	B	-0.2	0.022	18.4	B	-2.3	-0.054
17	Lundy Avenue and Sierra Road	D	AM	48.4	D	41.1	D	-6.6	-0.057	32.1	C	-19.0	-0.297	42.2	D	-6.4	-0.057	31.3	C	-20.4	-0.339
			PM	**123.1**	**F**	54.8	D	-99.3	-0.224	29.3	C	-135.9	-0.462	**55.5**	**E**	**-98.1**	**-0.226**	27.6	C	-137.2	-0.487
18	Lundy Avenue and Berryessa Road *	D	AM	47.1	D	45.6	D	-3.7	-0.033	42.3	D	-7.5	-0.141	45.8	D	-1.7	-0.037	42.0	D	-5.8	-0.165
			PM	47.2	D	46.6	D	1.5	0.031	42.0	D	-4.5	-0.089	50.3	D	7.7	0.063	44.4	D	0.0	-0.063
19	Flickinger Avenue/Jackson Avenue and Berryessa Road	D	AM	41.9	D	42.0	D	0.2	0.005	38.1	D	-7.7	-0.095	41.6	D	-0.4	-0.011	35.9	D	-8.7	-0.192
			PM	45.0	D	45.7	D	1.0	0.011	37.6	D	-9.4	-0.170	44.2	D	-2.0	-0.021	35.7	D	-12.2	-0.229
20	Jackson Avenue and Mabury Road	D	AM	49.9	D	50.6	D	1.5	0.004	36.8	D	-23.0	-0.214	49.4	D	-0.4	-0.007	35.6	D	-25.1	-0.271
			PM	38.9	D	40.4	D	2.5	0.020	32.9	C	-10.9	-0.173	41.4	D	3.5	0.024	34.7	C	-8.5	-0.160
21	King Road and Mabury Road	D	AM	**72.0**	**E**	**66.7**	**E**	**-10.8**	**-0.029**	38.2	D	-55.9	-0.246	43.4	D	-47.7	-0.152	34.6	C	-58.7	-0.300
			PM	39.5	D	38.1	D	-2.4	-0.029	32.5	C	-11.2	-0.187	40.2	D	2.2	-0.009	32.3	C	-9.9	-0.202
22	Lenfest Road/BART Entrance and Mabury Road	D	AM	19.5	B	19.9	B	0.3	0.008	19.2	B	-1.0	-0.025	20.2	C	-0.5	-0.010	19.3	B	-1.9	-0.054
			PM	25.2	C	25.2	C	-0.1	-0.001	23.3	C	-3.1	-0.075	23.0	C	-3.5	-0.064	21.6	C	-5.7	-0.145
23	Flea Market Entrance/Sierra Road and Mabury Road	D	AM	32.1	C	35.1	D	2.0	-0.005	34.9	C	3.6	0.005	**198.8**	**F**	**235.2**	**0.589**	**111.3**	**F**	**122.1**	**0.363**
			PM	25.6	C	28.3	C	5.1	0.055	28.2	C	4.5	0.040	**157.2**	**F**	**194.5**	**0.569**	**115.9**	**F**	**118.5**	**0.410**
24	King Road and McKee Road	D	AM	46.8	D	47.0	D	-0.1	0.004	39.5	D	-9.2	-0.157	48.8	D	3.2	0.038	41.8	D	-5.9	-0.129
			PM	49.0	D	49.5	D	0.5	0.002	42.4	D	-12.3	-0.114	50.4	D	-1.3	-0.021	42.8	D	-14.3	-0.159
25	Berryessa Road and Mabury Road	D	AM	23.3	C	25.6	C	0.6	-0.006	20.6	C	-4.7	-0.184	28.2	C	7.1	0.134	27.1	C	5.9	0.116
			PM	25.9	C	23.6	C	-2.9	-0.016	19.6	B	-9.0	-0.199	21.8	C	-4.2	0.092	21.1	C	-2.4	-0.015

* Denotes CMP Intersection
Bold indicates unacceptable level of service.
Bold and boxed indicate adverse operations

(12) Oakland Road and Commercial Street (PM peak hour – both project scenarios)
(17) Lundy Avenue and Sierra Road (PM peak hour – Proposed project only)
(23) Flea Market Entrance/Sierra Road and Mabury Road (AM and PM peak hours – both project scenarios)
(**Adverse Effect**: AM and PM peak hours – both project scenarios)

At the intersections of US 101/Mabury Road (E) and Taylor Street/Tenth Street under the Mabury interchange alternative and Eleventh Street/Taylor Street and Flea Market Entrance/Sierra Road/ Mabury Road under the Berryessa interchange alternative, the added trips as a result of the proposed project development scenario would cause the intersections' critical-movement delay to either decrease or increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during at least one of the peak hours. Based on City of San Jose guidelines, this constitutes an adverse effect on intersection operations.

All other study intersections are projected to meet the City's LOS D standard. The level of service calculation sheets are included in Appendix C.

Adverse Intersection Operations Effects and Potential Improvements

This section discusses the adverse intersection operation effects identified under Year 2030 and Year 2040 conditions. Included are descriptions of adverse effects to intersections and potential improvement measures. Some locations were found to have no feasible improvements. As the City redevelops to higher densities, especially around transit nodes such as the Berryessa BART station, the ability of intersections to achieve a certain level of service becomes less relevant to overall mobility. Therefore, other modes of travel must be considered when recommending changes to improve an intersection's motor vehicle level of service.

(5) US 101 and Mabury Road (E) – Mabury Road Interchange Alternative

(Year 2040 Adverse Effect: AM and PM peak hours – Proposed project only)

This intersection would operate at LOS F during the AM and PM peak hours under Year 2040 conditions. The added trips as a result of the proposed project with the Mabury Road interchange alternative would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during both the AM and PM peak hours. Based on City of San Jose guidelines, this constitutes an adverse effect on intersection operations.

The US-101/Oakland/Mabury Area Development Policy (ADP) area for which a Transportation Development Policy ("TDP") exists has been established to alleviate traffic congestion at the US 101 interchange area. The project will be required to pay applicable TDP traffic fees. The fees will be determined based on a nexus study. The US-101/Oakland/Mabury TDP is described in more detail below.

(7) Eleventh Street and Taylor Street – Berryessa Road Interchange Alternative

(Year 2040 Adverse Effect: PM peak hour – Proposed project only)

This intersection would operate at LOS E during the PM peak hour under Year 2040 conditions. The added trips as a result of the proposed project with the Berryessa Road interchange alternative would decrease the intersection's critical-movement delay and would increase the intersection's critical v/c value by 0.01 or more during the PM peak-hour. Based on City of San Jose's guidelines, this constitutes an adverse effect on intersection operations.

(8) Tenth Street and Taylor Street – Mabury Road Interchange Alternative

(Year 2030 Adverse Effect: AM peak hour – Proposed project only)

This intersection would operate at LOS E during the AM peak hour under Year 2030 conditions. The added trips as a result of the proposed project with the Mabury Road interchange alternative would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour. Based on City of San Jose's guidelines, this constitutes an adverse effect on intersection operations.

(Year 2040 Adverse Effect: AM peak hour – Proposed project only)

This intersection would operate at LOS E during the AM peak hour under Year 2040 conditions. The added trips as a result of the proposed project with the Mabury Road interchange alternative would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour. Based on City of San Jose guidelines, this constitutes an adverse effect on intersection operations.

The future Year 2030 and 2040 analysis includes the conversion of both 10th and 11th Streets from one-way to two-way operations between Santa Clara Street and Hedding Street as identified in the Downtown Circulation and Access Study. The intention of the roadway conversions is to enhance the livability of the neighborhoods through which the roadways pass.

Vehicular capacity improvements at the intersections would require narrowing sidewalks and removing bus stops along Taylor Street, in addition to modifying pedestrian bulb-outs at each corner of the intersections. These types of vehicular capacity improvements are not consistent with the City's transportation policies and would inhibit improvement of multi-modal facilities intended to increase alternative modes of travel (transit, bicycling, and walking) and reduce auto-based travel mode-share in the area. Therefore, improvement of the 10th Street or 11th Street intersections with Taylor Street is not feasible and the adverse effects are determined to be unavoidable. Since physical improvements at these two intersections are not feasible, the project will be required to provide offsetting multi-modal improvements within the Berryessa BART Urban Village (BBUV) Area. Possible offsetting improvements may include contribution towards or construction of improvements included in the draft BBUV Multi-Modal Transportation Improvement Plan (MTIP).

(23) Flea Market Entrance/Sierra Road and Mabury Road – Berryessa Road Interchange Alternative

(Year 2030 and 2040 Adverse Effect: AM and PM peak hours – both project scenarios)

This intersection would operate at LOS C during both the AM and PM peak hours under Year 2030 and 2040 conditions. The added trips as a result of both project scenarios with the Berryessa Road interchange alternative would cause the levels of service to degrade to LOS E or F during both the AM and PM peak hours. Based on City of San Jose's guidelines, this constitutes an adverse effect on intersection operations.

The necessary improvements at this intersection are be discussed in the following Site Access section of this report.

US-101/Oakland Road/Mabury Road TDP Traffic Impact Fee

The project site is located within the US-101/Oakland/Mabury Area Development Policy (ADP) area for which a Transportation Development Policy ("TDP") exists. The US-101/Mabury Road/Oakland Road TDP identifies five signalized intersections that are within the sphere of influence of the US-101/Mabury

Road and US-101/Oakland Road interchanges. The intersections are collectively referred to as the "Policy Interchange Intersections" and include the following intersections:

1. US-101 and Oakland Road (N)
2. US-101 and Oakland Road (S)
3. Oakland Road and Commercial Street
4. US 101 and Mabury Road (E)
5. US 101 and Mabury Road (W)

The TDP established a Traffic Impact Fee Program (TIF) based on interchange capacity using PM peak hour vehicles trips as the measurement for capacity. A fee study indicated that an equitable share for every interchange trip would be valued at approximately $47,000, which is achieved by dividing the total improvement cost of $69 million by the total PM peak hour capacity of 1,462 trips. However, City and regional funding sources will provide approximately $38 million of the total improvement cost, thus leaving a balance of $31 million to be funded by the TIF program. The TDP requires new residential and commercial developments to make a fair-share contribution toward the construction cost of $31 million. The TIF for development projects is calculated based on the number of PM peak hour trips traversing through one or more of the Policy Interchange Intersections. With an estimated 1,038 total trips allocated to new residential and commercial developments, the fair share TIF, as adopted in 2007, was estimated to be $30,000 for each interchange trip.

In 2008, after the traffic impact fee program was approved excluding the Flea Market site, the Flea Market site developer notified the City that it desired to be included in the TDP. This request from the developer resulted in the 2009 revision of the TDP to include the Flea Market Site and the phasing of construction of the Flea Market project, phasing of construction of the required US-101/Oakland Road interchange improvements or phased payments for the costs the US 101/Mabury Road interchange improvements. A TIF in the amount of approximately $16,000,000 for the approved entitlement on the project site consisting of 2,818 residential units and 365,622 s.f. of commercial space has already been collected by the City and is considered mitigation for the project site development as approved in 2007. Since the 2007 approval, 1,000 residential units and 138,514 s.f. of commercial uses have been constructed or are currently under construction on the north side of Berryessa Road.

Estimate of TDP Fees

The proposed project is subject to additional TIF payment for the additional residential units and office space now proposed on the site. The potential additional TDP fees that could be required for the proposed project were estimated based on an escalated TDP fee and projected peak hour trips.

Projected project trips at the established TDP intersections listed above were developed for the proposed development levels for both the US 101 interchange alternatives (Mabury and Berryessa Interchanges). The same City of San Jose Traffic Model used to develop the peak hour traffic volumes for the VMT and intersection analysis for the proposed project was used to develop peak hour trips at each of the TDP intersections and for each of the development scenarios. The projected volumes through each of the TDP intersections indicate that less project trips would travel through the TDP intersections with the potential US 101/Berryessa interchange when compared to those with the Mabury interchange alternative. The reduction in trips is due to the model's trip assignment and projected congestion on US 101. The model assignment is based on the shortest travel time for vehicles and may assign traffic to alternative routes when travel time may be reduced. The model assignment indicates that the relocation of the US 101 access point further north, from Mabury Road to Berryessa Road will result in the use of alternate routes that do not result in the travel through the TDP intersections, such as McKee Road and King Road.

The estimated TDP fees, based on the current fee of $39,625 per PM peak hour trip, for each of the project alternatives is presented in Table 15. However, the City will ultimately determine the method by which required TDP fees for the proposed project will be determined.

Table 15
Estimate of Potential US 101/Mabury/Oakland TDP Fee

			Mabury Int. Alt.			Berryessa Int. Alt.		
	Project Description		Project	Fee Per		Project	Fee Per	
Scenario	D.U.	S.F.	Trips	PM Trip	Fee	Trips	PM Trip	Fee
Proposed Project	3,450	2,291,000	1,410	$39,625	$55,871,250	957	$39,625	$37,921,125

Freeway Segment Evaluation

The City is still required to conform to the requirements of the Valley Transit Authority (VTA) which establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. The VTA's Congestion Management Program (CMP) has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the proposed project on freeway segments in the vicinity of the project area following the current methodologies as outlined in the *VTA Transportation Impact Analysis Guidelines*, was completed. However, this analysis is presented for informational purposes only.

Freeway Segment Level of Service Methodology

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

D = V / (N*S)
Where:
D= density, in vehicles per mile per lane (vpmpl)
V= peak hour volume, in vehicles per hour (vph)
N= number of travel lanes
S= average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to level of service as shown in Table 16. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,650 vphpl was used for high occupancy vehicle (HOV) lanes. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Study Freeway Segments

Freeway segments included in the analysis were selected based on their proximity to the project area and include the following 58 segments along SR 87, US 101, I-280, I-680, and I-880.

1. SR 87 Northbound from Alma Avenue to I-280
2. SR 87 Northbound from I-280 to Julian Street
3. SR 87 Northbound from Julian Street to Taylor Street
4. SR 87 Southbound from Taylor Street to Julian Street
5. SR 87 Southbound from Julian Street to I-280
6. SR 87 Southbound from I-280 to Alma Avenue
7. I-280 Eastbound from Bird Avenue to SR 87

Table 16
Freeway Level of Service Based on Density

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	0-11
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	>11-18
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	>18-26
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	>26-46
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	>46-58
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	>58

Sources: Transportation Research Board, *2000 Highway Capacity Manual. Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

8. I-280 Eastbound from SR 87 to Tenth Street
9. I-280 Eastbound from Tenth Street to McLaughlin Avenue
10. I-280 Eastbound from McLaughlin Avenue to US 101
11. I-280 Westbound from US 101 to McLaughlin Avenue
12. I-280 Westbound from McLaughlin Avenue to Tenth Street
13. I-280 Westbound from Tenth Street to SR 87
14. I-280 Westbound from SR 87 to Bird Avenue
15. I-680 Northbound from US 101 to King Road
16. I-680 Northbound from King Road to Capitol Expressway
17. I-680 Northbound from Capitol Expressway to Alum Rock Avenue
18. I-680 Northbound from Alum Rock Avenue to McKee Road
19. I-680 Northbound from McKee Road to Berryessa Road
20. I-680 Northbound from Berryessa Road to Hostetter Road
21. I-680 Northbound from Hostetter Road to Capitol Avenue
22. I-680 Northbound from Capitol Avenue to Montague Expressway
23. I-680 Southbound from Montague Expressway to Capitol Avenue
24. I-680 Southbound from Capitol Avenue to Hostetter Road
25. I-680 Southbound from Hostetter Road to Berryessa Road
26. I-680 Southbound from Berryessa Road to McKee Road
27. I-680 Southbound from McKee Road to Alum Rock Avenue

28. I-680 Southbound from Alum Rock Avenue to Capitol Expressway
29. I-680 Southbound from Capitol Expressway to King Road
30. I-680 Southbound from King Road to US 101
31. I-880 Northbound from The Alameda to Coleman Avenue
32. I-880 Northbound from Coleman Avenue to North First Street
33. I-880 Northbound from North First Street to US 101
34. I-880 Northbound from US 101 to East Brokaw Road
35. I-880 Northbound from East Brokaw Road to Montague Expressway
36. I-880 Southbound from Montague Expressway to East Brokaw Road
37. I-880 Southbound from East Brokaw Road to US 101
38. I-880 Southbound from US 101 to North First Street
39. I-880 Southbound from North First Street to Coleman Avenue
40. I-880 Southbound from Coleman Avenue to The Alameda
41. US 101 Northbound from Tully Road to Story Road
42. US 101 Northbound from Story Road to I-280
43. US 101 Northbound from I-280 to Santa Clara Street
44. US 101 Northbound from Santa Clara Street to McKee Road
45. US 101 Northbound from McKee Road to Oakland Road
46. US 101 Northbound from Oakland Road to I-880
47. US 101 Northbound from I-880 to Old Bayshore Highway
48. US 101 Northbound from Old Bayshore Highway to North First Street
49. US 101 Northbound from North First Street to Guadalupe Parkway (SR 87)
50. US 101 Southbound from Guadalupe Parkway (SR 87) to North First Street
51. US 101 Southbound from North First Street to Old Bayshore Highway
52. US 101 Southbound from Old Bayshore Highway to I-880
53. US 101 Southbound from I-880 to Oakland Road
54. US 101 Southbound from Oakland Road to McKee Road
55. US 101 Southbound from McKee Road to Santa Clara Street
56. US 101 Southbound from Santa Clara Street to I-280
57. US 101 Southbound from I-280 to Story Road
58. US 101 Southbound from Story Road to Tully Road

Existing Freeway Segment Levels of Service Analysis

Traffic volumes and levels of service for the subject freeway segments were taken from the 2018 CMP Annual Monitoring Report. Based on the monitoring report:

- All of the directional mixed-flow segments and none of the HOV segments on SR 87 currently operate at an unacceptable LOS F during at least one peak hour.
- 6 of the 8 directional mixed-flow segments on I-280 currently operate at an unacceptable LOS F during at least one peak hour.
- 9 of the 16 directional mixed-flow segments on I-680 currently operate at an unacceptable LOS F during at least one peak hour.
- 9 of 10 directional mixed-flow segments and 2 HOV segments on I-880 currently operate at an unacceptable LOS F during at least one peak hour.
- 15 of the 18 directional mixed-flow segments and 7 HOV segments on US 101 currently operate at an unacceptable LOS F during at least one peak hour.

In summary, of the 58 freeway segments that were analyzed, 45 directional mixed flow freeway segments and 9 directional HOV freeway segments operate at an unacceptable level of service based

on the CMP's level of service standards. Those segments operating at LOS F conditions during at least one peak hour are identified in Figure 24. Summary tables of the freeway segment analysis are presented in Appendix D.

Year 2040 Freeway Segment Levels of Service

Year 2040 conditions traffic volumes for the subject freeway segments were estimated with the use of the traffic model. Projected 2040 freeway volumes were calculated the same way as the intersection volumes. The following segments are projected to operate at an acceptable LOS F:

- All of the directional mixed-flow segments and none of the HOV segments on SR 87 are projected to operate at an unacceptable LOS F during at least one peak hour under both development scenarios and interchange alternatives.
- 6 of the 8 directional mixed-flow segments and none of the HOV segments on I-280 are projected to operate at an unacceptable LOS F during at least one peak hour under both development scenarios and interchange alternatives.

  At most, 11 of the 16 directional mixed-flow segments and none of the HOV segments on I-680 are projected to operate at an unacceptable LOS F during at least one peak hour under the proposed project scenario for both interchange alternatives. The City preferred project scenario for both interchange alternatives would have one less or 10 directional mixed-flow segments projecting to operate at an unacceptable LOS F during at least one peak hour.
- At most, 9 of 10 directional mixed-flow segments and 2 HOV segments on I-880 are projected to operate at an unacceptable LOS F during at least one peak hour under the proposed project scenario for both interchange alternatives. The City preferred project scenario for both interchange alternatives would have only one directional HOV segment projecting to operate at an unacceptable LOS F during at least one peak hour.
- At most, 17 of the 18 directional mixed-flow segments and 7 HOV segments on US 101 are projected to operate at an unacceptable LOS F during at least one peak hour under the proposed project scenario for both interchange alternatives. The City preferred project scenario for both interchange alternatives would have one less or 16 directional mixed-flow segments under both interchange alternatives and one less or six HOV segments under the Berryessa Road interchange alternative projecting to operate at an unacceptable LOS F during at least one peak hour.

In summary, of the 58 freeway segments that were analyzed, at most, 49 directional mixed-flow freeway segments and 9 directional HOV freeway segments operate at an unacceptable level of service based on the CMP's level of service standards. Those segments operating at LOS F conditions during at least one peak hour are identified in Figure 25. Summary tables of the freeway segment analysis are presented in Appendix D.

Figure 24
Existing Freeway Segment Levels of Service

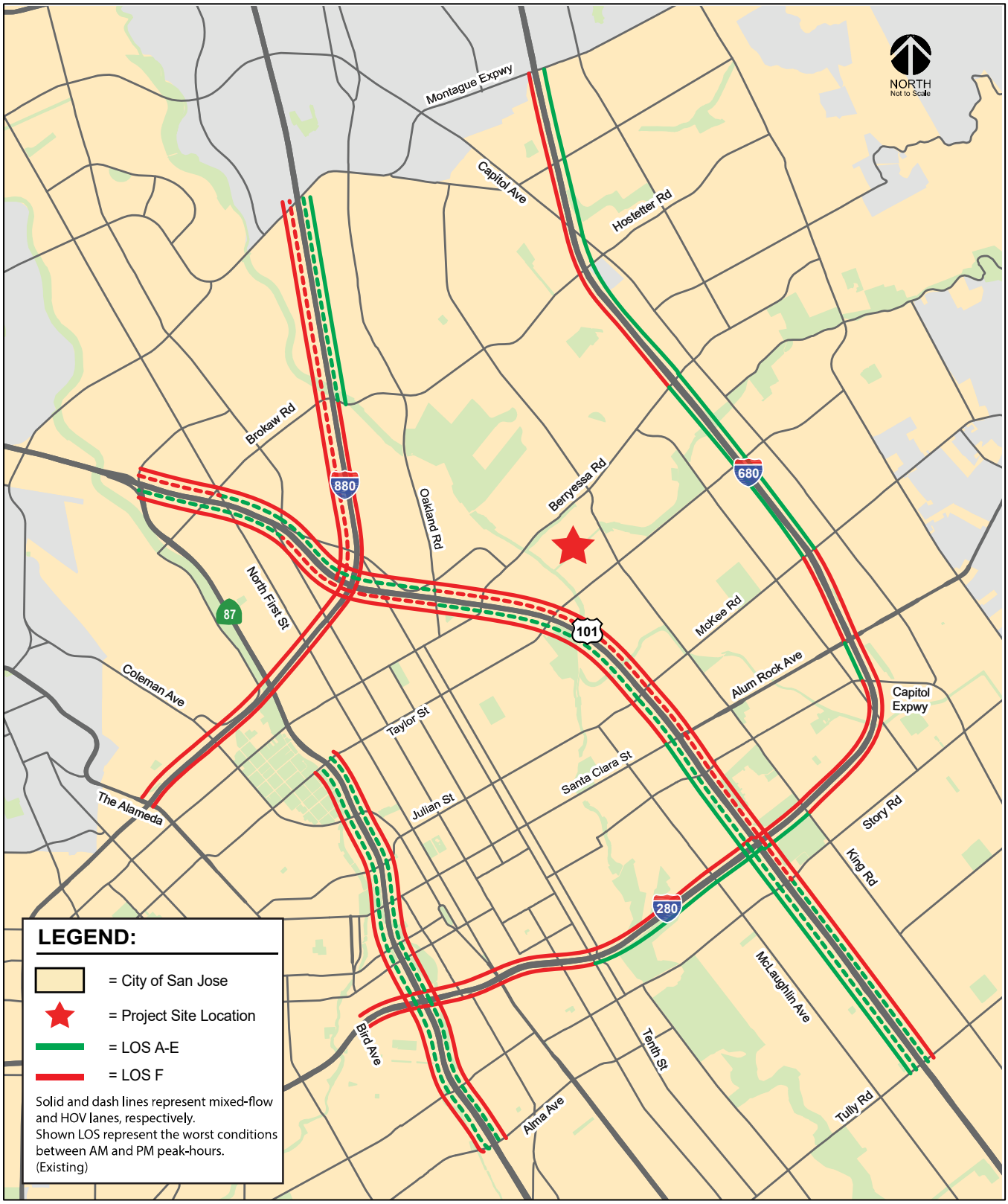
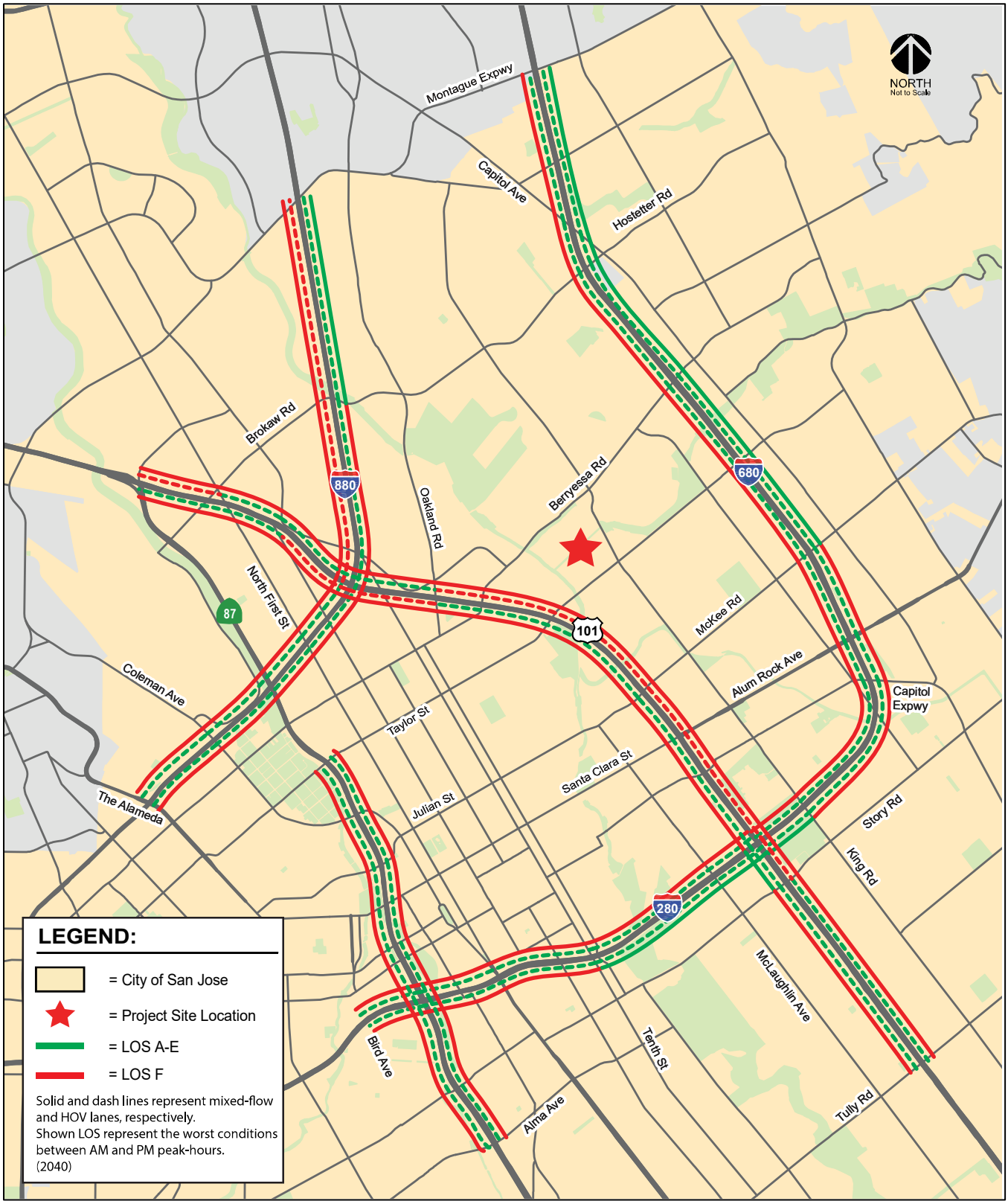


Figure 25
Year 2040 CMP Freeway Segment Levels of Service



Site Access

A review of the illustrative project site layout was performed to determine if adequate site access would be provided and to identify any access or circulation issues that should be improved. A new southerly extension of Sierra Road will bisect the site and provide access from Berryessa Road at its northern terminus via a single bridge over Upper Penitencia Creek, aligning with Sierra Road to the north and a connection at Mabury Road at its southern terminus. The intersection of six new private streets along the east side of the Sierra Road extension would primarily provide access to the project site's residential parking garages. In addition, a new public north-south roadway running parallel to and east of the extension of Sierra Road would connect to Berryessa Road at the existing Flea Market entrance to the north and transition into sharp curve to connect to the extension of Sierra Road to the south. This new roadway would provide an alternative access point to the extension of Sierra Road and primarily provide access to the project site's office parking garages via five intersections.

This review is based on the illustrative site plan shown in Figure 2. The site plan is illustrative only. Therefore, the evaluation of site access and recommendations discussed below may require adjustment based on a final site plan. However, it is not anticipated that there would be significant changes to the primary access points from Berryessa Road and Mabury Road.

Planned On-Site Improvements

The extension of Sierra Road and the new parallel roadway are proposed to be constructed as north-south public arterials measuring 70 feet and 80 feet wide, respectively. The original Flea Market EIR identified the Sierra Road extension as a four-lane public street. However, the need for the four-lane roadway was based on it providing access to both the Flea Market development and the planned Berryessa BART Station. However, a new access roadway to the Berryessa BART Station that runs between Mabury Road and Berryessa Road has now been constructed along the east side of the station. Therefore, the planned Sierra Road extension is not planned to provide vehicular access to the BART Station at this time. However, the construction of the on-site roadways will provide for potential future connections to the east side of the BART station.

Sierra Road Extension Complete Street Improvements

The forthcoming Berryessa BART Urban Village Plan will require that the new Sierra Road extension be constructed as a complete street. Complete streets are roadways designed to safely accommodate many different users, including bicyclist, pedestrians, transit riders, motorists, and emergency vehicles. In addition to providing a 20-foot sidewalk along the extension, the site design must ensure the safe travel of pedestrians and bicyclists along the extension.

With the extension of Sierra Road, improvement of and lane configuration adjustments at its intersections with Berryessa Road and Mabury Road also will be completed to adequately serve the projected traffic volumes and were assumed to be completed as part of the project in this analysis. The planned roadway improvements include the following:

- The project will construct a clear span vehicle bridge (i.e., no construction within the creek bank or channel) over Upper Penitencia Creek to provide vehicular access from Berryessa Road at the northerly extension of Sierra Road. The new bridge width will be determined based on the intersection operation recommendations in this report and input from City staff.
- The project will provide multimodal access that facilitate walking and bicycling to/from the project site and BART Station.

- A new multi-modal bridge that also will serve vehicular traffic from Berryessa Road to the project site will be constructed east of the proposed Sierra Road extension. This is the location of the current main vehicle entrance to the Flea Market. The bridge would be a clear span bridge. No construction is planned within the creek with the exception of the existing bridge removal. The new bridge width will be determined based on the intersection operation recommendations in this report and input from City staff.

Project Conditions Traffic Volumes

Peak hour traffic volumes for project conditions at the on-site roadways and intersections were developed utilizing the peak hour intersection turning movement volumes at the two project access points on Berryessa Road and one on Mabury Road as presented in Chapter 5. The project trips associated with the proposed development were assigned to the intersections along the Sierra Road extension and the new roadway based upon the conceptual building and parking layout of the site. The project condition traffic volumes at the access points along Berryessa Road and Mabury Road as well as the on-site intersections along the Sierra Road extension are shown graphically on Figures 26-29.

On-Site Roadway Segment Daily Volumes

The projected Average Daily Traffic (ADT) volumes for the on-site roadways are summarized in Table 17. The City has identified a maximum capacity of 16,000 daily trips for a two-lane roadway. Volumes greater than the identified 16,000 daily trips would require roadway widening to four or more lanes. The daily trips along Sierra Road are projected to be greater than 16,000 daily trips along segments immediately south of Berryessa Road and just north of Mabury Road. The projected volumes indicate the need for four lanes on the segments to adequately serve projected volumes. However, as discussed later in the Chapter, it is anticipated that the BBUV Plan will require the implementation of TDM measures and parking management policies that will significantly reduce the projected traffic volumes generated by the project site.

Table 17
Average Daily Traffic Volumes

		ADT		
Roadway	Location	Northbound	Southbound	Both Directions
Year 2040 With Proposed Project (Mabury Interchange)				
Sierra Road	Between on-site intersections # 13 and 1	6,972	7,308	14,280
Sierra Road	Between on-site intersections # 3 and 4	6,258	6,348	12,606
Sierra Road	Between on-site intersections # 5 and 6	9,630	10,950	20,580
Year 2040 With City Preferred Project (Mabury Interchange)				
Sierra Road	Between on-site intersections # 13 and 1	6,276	6,054	12,330
Sierra Road	Between on-site intersections # 3 and 4	5,682	5,298	10,980
Sierra Road	Between on-site intersections # 5 and 6	9,162	9,132	18,294
Year 2040 With Proposed Project (Berryessa Interchange)				
Sierra Road	Between on-site intersections # 13 and 1	8,304	8,538	16,842
Sierra Road	Between on-site intersections # 3 and 4	6,924	6,948	13,872
Sierra Road	Between on-site intersections # 5 and 6	9,774	11,196	20,970
Year 2040 With City Preferred Project (Berryessa Interchange)				
Sierra Road	Between on-site intersections # 13 and 1	6,780	6,456	13,236
Sierra Road	Between on-site intersections # 3 and 4	5,574	5,088	10,662
Sierra Road	Between on-site intersections # 5 and 6	7,596	7,866	15,462

Figure 26
Year 2040 Proposed Project Conditions Volumes – Mabury Interchange Alternative

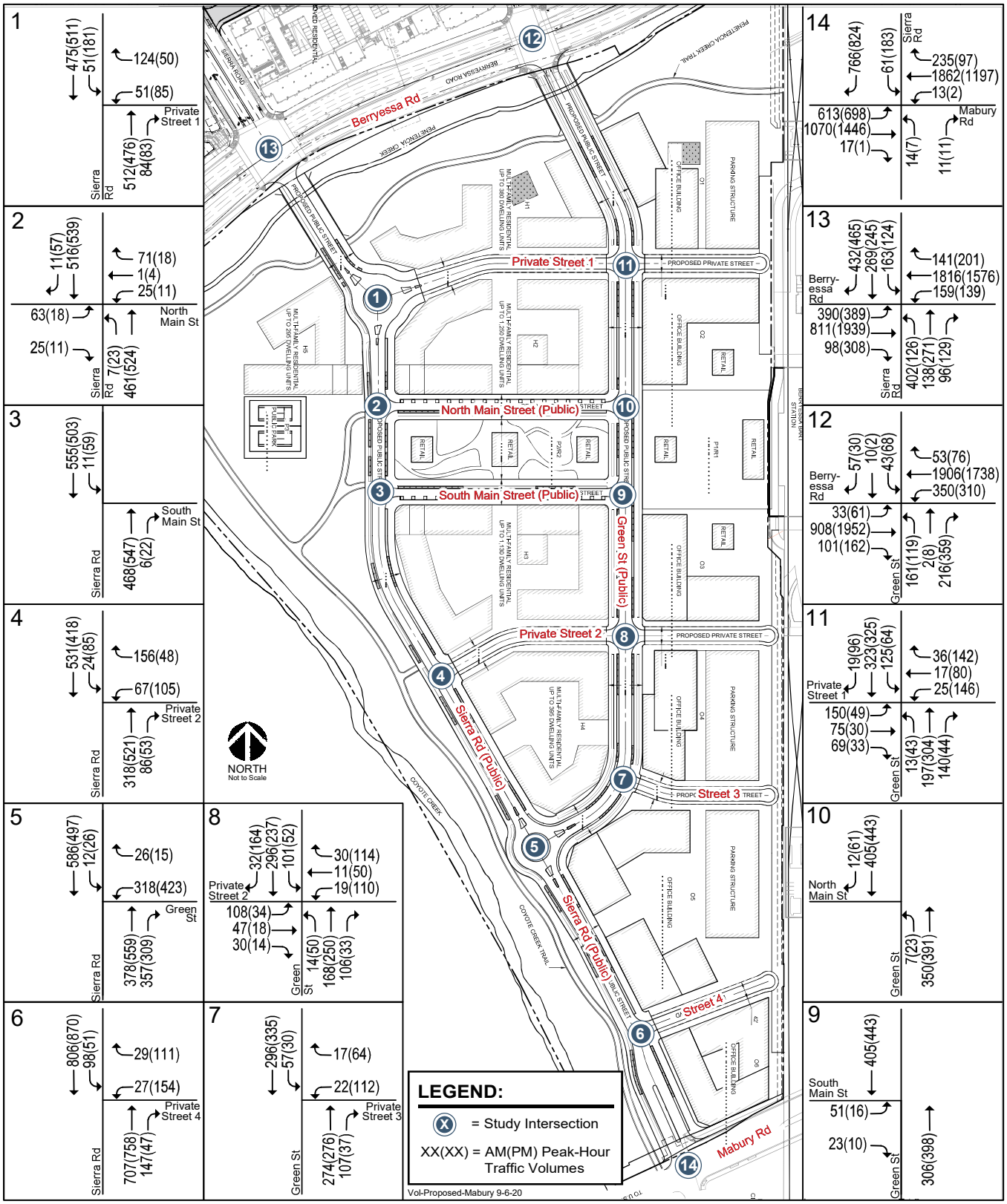


Figure 27
Year 2040 City Preferred Project Conditions Volumes – Mabury Interchange Alternative

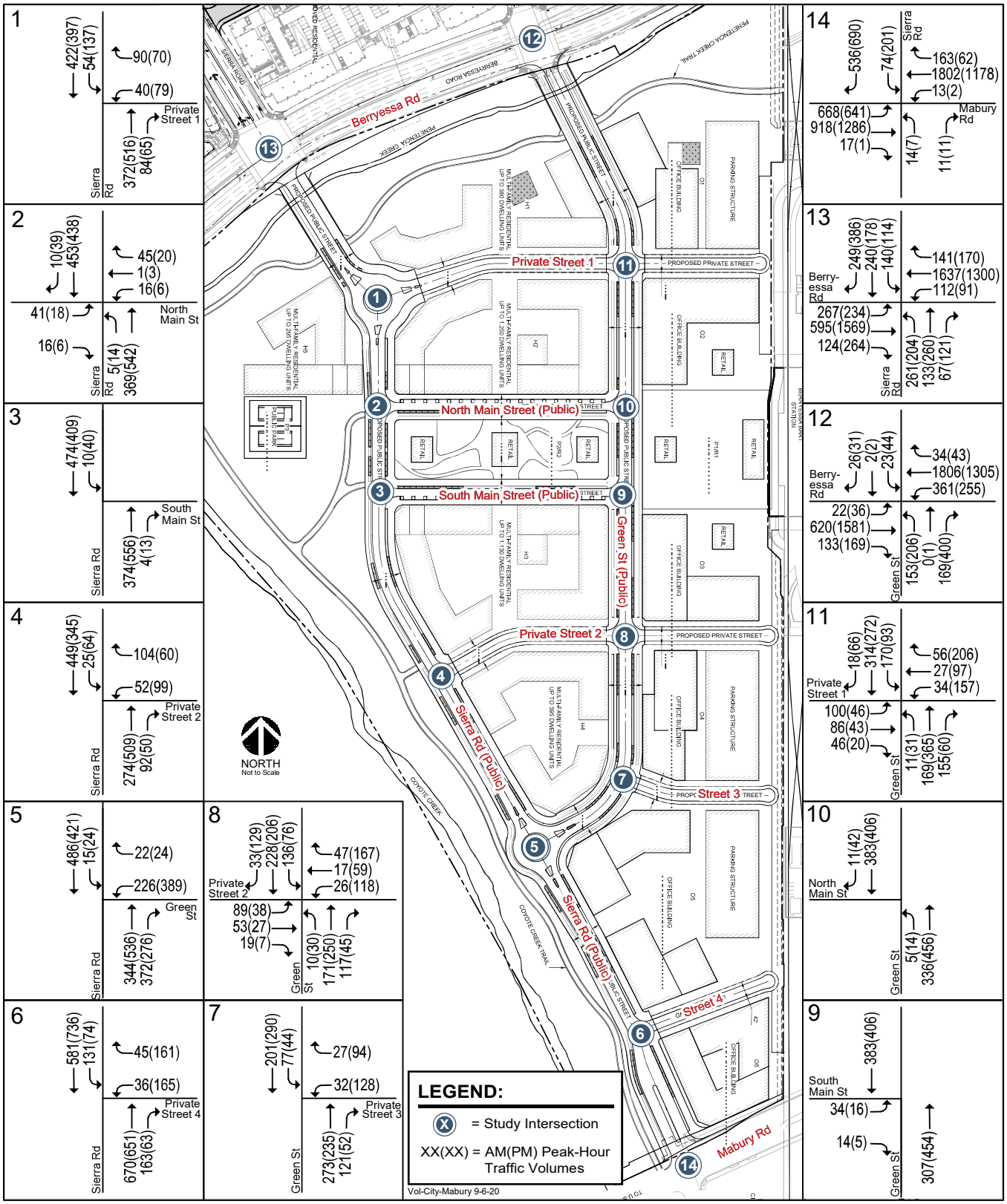


Figure 28
Year 2040 Proposed Project Conditions Volumes – Berryessa Interchange Alternative

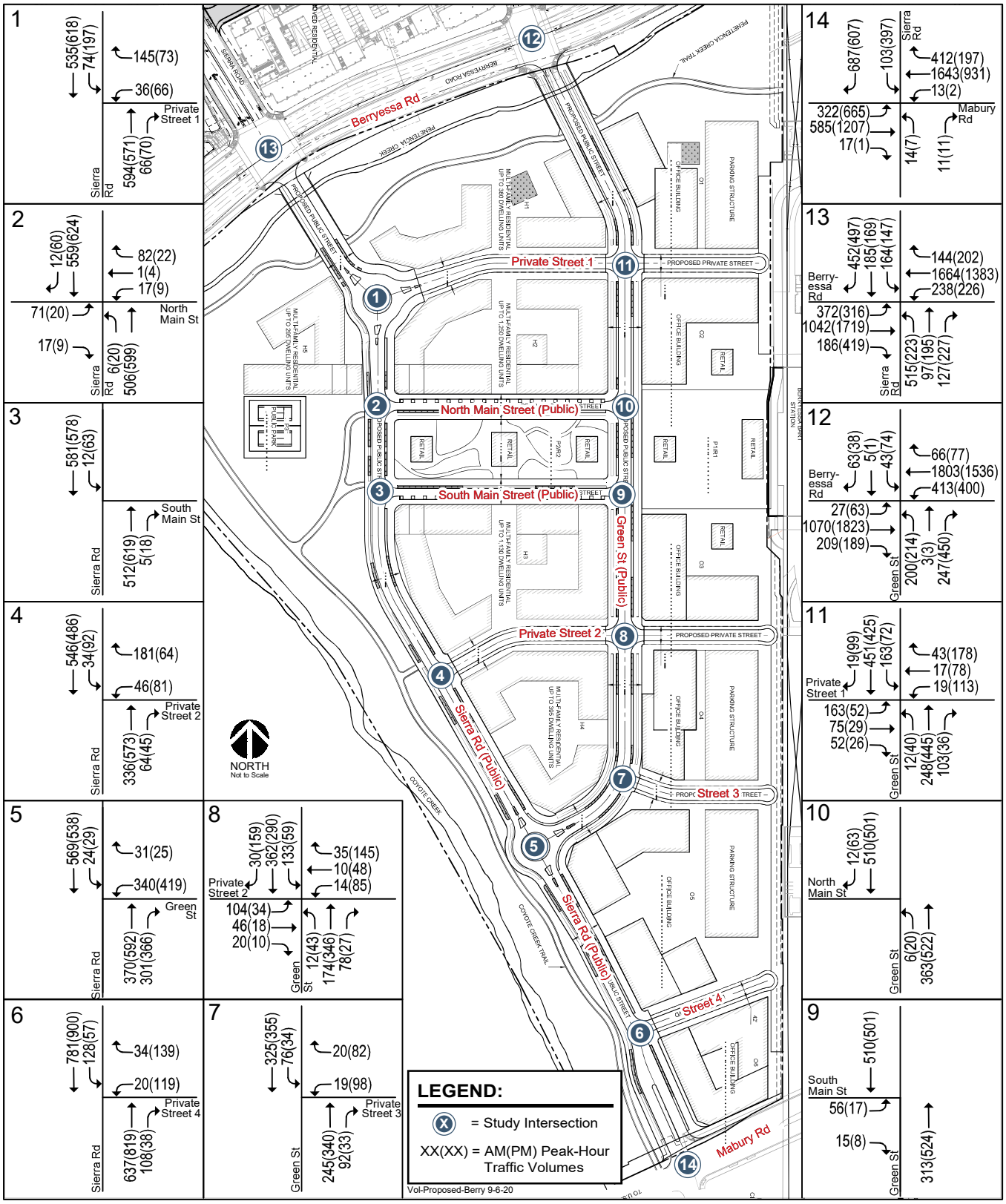
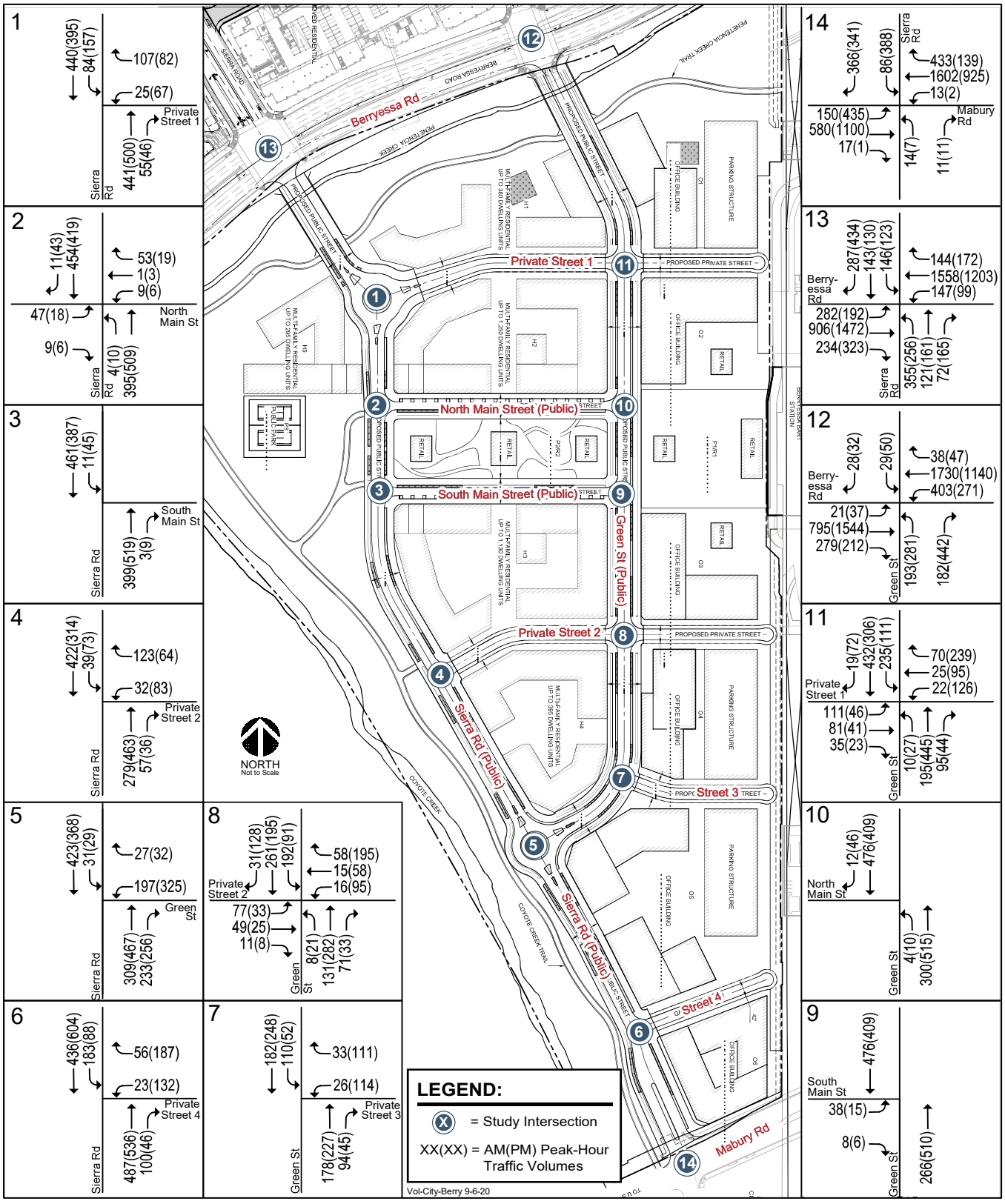


Figure 29
Year 2040 City Preferred Project Conditions Volumes – Berryessa Interchange Alternative



Intersection Analyses

Traffic operations analyses at the Berryessa Road and Mabury Road site access points, as well as each of the primary on-site intersections along the Sierra Road extension and the new roadway was completed. The on-site operations analysis included an evaluation of necessary intersection control and lane configurations at each of the on-site intersections based on signal warrant checks and queuing analysis. Table 18 summarizes the results of the site access operational analysis. The necessary intersection controls and lane configurations, which are the same for all project scenarios and interchange alternatives, are presented in Figure 30. It should be noted that further coordination and discussions with the City will be needed to finalize the recommendations shown in Figure 30.

Methodology

Signal Warrants

The level of service analysis at unsignalized intersections is supplemented with an assessment of the need for signalization of the intersection. The need for signalization of unsignalized intersections is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2014. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered and further analysis performed when one or more of the warrants are met. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions. Summary tables of the signal warrant evaluation are presented in Appendix E.

Intersection Operations Analysis

The operations analysis is based on vehicle queuing for high demand turning movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of “n” vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future left-turn storage requirements at intersections. The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Likewise, a queue length larger than the 95th percentile queue would only occur on 5 percent of the

Figure 30
Necessary Intersection Control and Lane Configurations

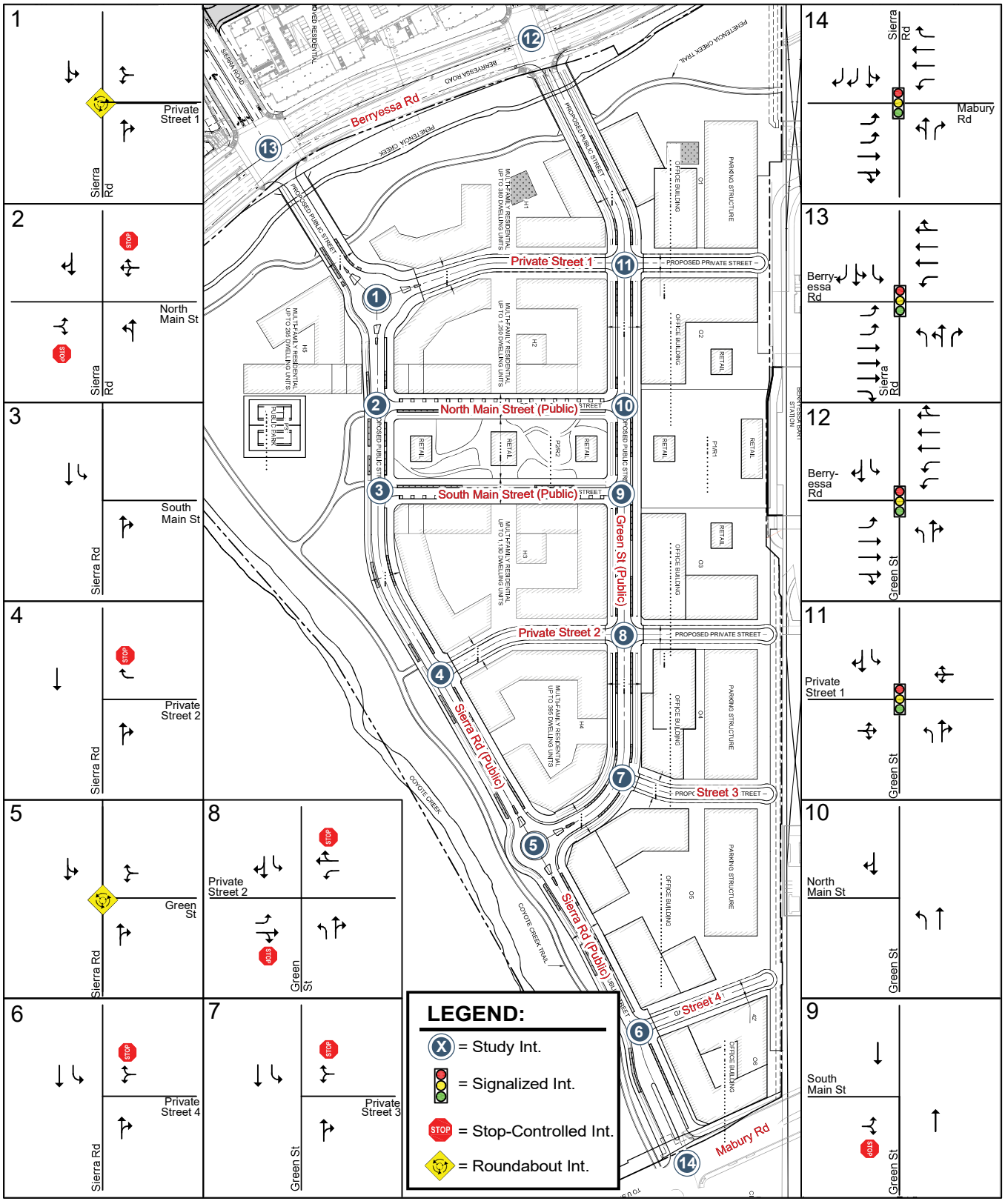


Table 18
Operations Analysis Summary – Mabury Interchange Alternative

			Mabury Interchange Alternative									
			Year 2040 Proposed Project					Year 2040 City Preferred Project				
				Stop Control		Signal/ Roundabout*			Stop Control		Signal/ Roundabout*	
#	Intersection	Peak Hour	Warrant Met?	Worst Delay	LOS	Avg. Delay	LOS	Warrant Met?	Worst Delay	LOS	Avg. Delay	LOS
1	Sierra Road and Private Street 1	AM	**Yes**	22.6	C	7.8	A	No	15.8	C	6.5	A
	(*Roundabout)	PM	No	**60.3**	**F**	9.9	A	No	**35.4**	**E**	8.5	A
2	Sierra Road and North Main Street	AM	No	30.1	D	--	--	No	19.3	C	--	--
		PM	No	23.4	C	--	--	No	21.7	C	--	--
3	Sierra Road and South Main Street /a/	AM	No	8.3	A	--	--	No	8.0	A	--	--
		PM	No	8.8	A	--	--	No	8.7	A	--	--
4	Sierra Road and Private Street 2	AM	**Yes**	18.5	C	--	--	No	14.6	B	--	--
		PM	No	**36.6**	**E**	--	--	No	26.7	D	--	--
5	Sierra Road and Green Street	AM	**Yes**	**>120**	**F**	11.5	B	**Yes**	**39.1**	**E**	9.1	A
	(*Roundabout)	PM	**Yes**	**>120**	**F**	15.0	C	**Yes**	**>120**	**F**	12.5	B
6	Sierra Road and Private Street 4	AM	No	**46.9**	**E**	--	--	No	**41.0**	**E**	--	--
		PM	**Yes**	**>120**	**F**	--	--	**Yes**	**>120**	**F**	--	--
7	Green Street and Private Street 3	AM	No	13.3	B	--	--	No	13.2	B	--	--
		PM	No	16.5	C	--	--	No	16.5	C	--	--
8	Green Street and Private Street 2	AM	No	22.5	C	--	--	No	23.2	C	--	--
		PM	No	21.8	C	--	--	**Yes**	24.8	C	--	--
9	Green Street and South Main Street	AM	No	14.4	B	--	--	No	13.6	B	--	--
		PM	No	14.4	B	--	--	No	15.2	C	--	--
10	Green Street and North Main Street /a/	AM	No	8.1	A	--	--	No	8.1	A	--	--
		PM	No	8.4	A	--	--	No	8.2	A	--	--
11	Green Street and Private Street 1	AM	No	**37.9**	**E**	16.2	B	No	**38.1**	**E**	16.5	B
	(*Signal)	PM	**Yes**	**39.0**	**E**	15.7	B	**Yes**	**55.2**	**F**	16.9	B
12	Flea Market Entrance/Green Street and Berryessa Road	AM	--	--	--	26.0	C	--	--	--	24.1	C
	(*Signal)	PM	--	--	--	32.2	C	--	--	--	32.9	C
13	Sierra Road and Berryessa Road	AM	--	--	--	43.4	D	--	--	--	36.2	D
	(*Signal)	PM	--	--	--	38.8	D	--	--	--	36.3	D
14	Flea Market Entrance/Sierra Road and Mabury Road	AM	--	--	--	35.1	D	--	--	--	34.9	C
	(*Signal)	PM	--	--	--	28.3	C	--	--	--	28.2	C

Notes:
/a/ Intersections are recommended to be uncontrolled because of the one-way couplet.

Table 18 (Continued)
Operations Analysis Summary – Berryessa Interchange Alternative

			Berryessa Interchange Alternative													
			Year 2040 Proposed Project							Year 2040 City Preferred Project						
				Stop Control		Signal/ Roundabout*		Signal with Improvements			Stop Control		Signal/ Roundabout*		Signal with Improvements	
#	Intersection	Peak Hour	Warrant Met?	Worst Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Warrant Met?	Worst Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS
1	Sierra Road and Private Street 1	AM	**Yes**	25.5	D	8.9	A	--	--	No	16.0	C	7.1	A	--	--
	(*Roundabout)	PM	**Yes**	**85.2**	**F**	12.2	B	--	--	No	31.5	D	8.4	A	--	--
2	Sierra Road and North Main Street	AM	No	**42.4**	**E**	--	--	--	--	No	21.9	C	--	--	--	--
		PM	No	31.5	D	--	--	--	--	No	20.1	C	--	--	--	--
3	Sierra Road and South Main Street /a/	AM	No	8.4	A	--	--	--	--	No	8.1	A	--	--	--	--
		PM	No	9.0	A	--	--	--	--	No	8.6	A	--	--	--	--
4	Sierra Road and Private Street 2	AM	**Yes**	17.1	C	--	--	--	--	No	13.1	B	--	--	--	--
		PM	No	**38.7**	**E**	--	--	--	--	No	21.6	C	--	--	--	--
5	Sierra Road and Green Street	AM	**Yes**	**>120**	**F**	11.6	B	--	--	**Yes**	27.8	D	7.5	A	--	--
	(*Roundabout)	PM	**Yes**	**>120**	**F**	17.8	C	--	--	**Yes**	**>120**	**F**	10.0	B	--	--
6	Sierra Road and Private Street 4	AM	No	34.0	D	--	--	--	--	No	20.9	C	--	--	--	--
		PM	**Yes**	**>120**	**F**	--	--	--	--	**Yes**	**>120**	**F**	--	--	--	--
7	Green Street and Private Street 3	AM	No	13.0	B	--	--	--	--	No	11.9	B	--	--	--	--
		PM	No	17.8	C	--	--	--	--	No	15.3	C	--	--	--	--
8	Green Street and Private Street 2	AM	No	29.1	D	--	--	--	--	No	26.6	D	--	--	--	--
		PM	**Yes**	30.8	D	--	--	--	--	**Yes**	26.2	D	--	--	--	--
9	Green Street and South Main Street	AM	No	16.7	C	--	--	--	--	No	14.9	B	--	--	--	--
		PM	No	17.3	C	--	--	--	--	No	15.7	C	--	--	--	--
10	Green Street and North Main Street /a/	AM	No	8.4	A	--	--	--	--	No	8.3	A	--	--	--	--
		PM	No	8.6	A	--	--	--	--	No	8.3	A	--	--	--	--
11	Green Street and Private Street 1	AM	No	**>120**	**F**	14.9	B	--	--	**Yes**	**107.4**	**F**	14.9	B	--	--
	(*Signal)	PM	**Yes**	**109.0**	**F**	16.2	B	--	--	**Yes**	**115.4**	**F**	17.7	B	--	--
12	Flea Market Entrance/Green Street and Berryessa Road	AM	--	--	--	28.6	C	--	--	--	--	--	26.8	C	--	--
	(*Signal)	PM	--	--	--	38.5	D	--	--	--	--	--	34.3	C	--	--
13	Sierra Road and Berryessa Road	AM	--	--	--	43.4	D	--	--	--	--	--	35.1	D	--	--
	(*Signal)	PM	--	--	--	40.1	D	--	--	--	--	--	36.9	D	--	--
14	Flea Market Entrance/Sierra Road and Mabury Road	AM	--	--	--	**198.8**	**F**	31.5	C	--	--	--	**111.3**	**F**	21.9	C
	(*Signal)	PM	--	--	--	**157.2**	**F**	34.3	C	--	--	--	**115.9**	**F**	31.7	C

Notes:
/a/ Intersections are recommended to be uncontrolled because of the one-way couplet.

signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the "design queue length". Table 19 summarizes the results of the intersection queuing analysis. The queuing calculations are included in Appendix E.

Sierra Road and Berryessa Road

The LOS analysis indicates that the intersection of Sierra Road and Berryessa Road is projected to operate at an acceptable LOS D or better during the AM and PM peak-hours under each of the project and interchange alternative scenarios.

The projected peak hour volumes at the Sierra Road and Berryessa Road intersection would require one inbound lane to receive a single westbound left-turn lane and three outbound lanes on the northbound approach to provide two northbound left-turn lanes (one of which will be shared with through-traffic) with a separated right-turn lane.

However, the queuing analysis, as described below, indicates that the projected volumes would result in lengthy vehicle queues that would require further intersection capacity.

The northbound approach volume is projected to be no less than 461 vehicles per hour (vph) under each of the project and interchange alternative scenarios. The proposed project with the Berryessa interchange alternative would result in the largest volumes for the northbound approach, approximately 739 vph. A 95th percentile maximum queue of 800 feet is projected for the northbound left-turn movement at the intersection. Assuming a short 225-foot left-turn pocket were to be provided, the remaining 575-foot left-turn queue would extend back and through the on-site intersection of Sierra Road and Street 1, located approximately 250 feet south of Berryessa Road. The maximum right-turn queue is projected to be 50 feet.

The westbound left-turn volume is projected to be no less than 91 vph under each of the project and interchange alternative scenarios. The proposed project with the Berryessa interchange alternative would result in the largest volumes for the westbound left-turn movement, approximately 238 vph. The westbound left-turn queue is projected to exceed the storage capacity that could be provided by one 300-foot left-turn lane by 25 feet during the AM peak-hour under the proposed project with the Berryessa interchange alternative.

Providing additional capacity at the Sierra Road and Berryessa Road intersection to meet the projected vehicular demand and alleviate the queuing issues above is not feasible. However, the identified operational issues may be reduced with the reduction of project trips, which can be achieved through TDM measures. Additionally, the layout of the site's internal roadways could be amended to provide additional storage space for the northbound queues at the Sierra Road and Berryessa Road intersection. An evaluation of potential project trip reductions and site design recommendations are provided below.

Green Street and Berryessa Road

The LOS analysis indicates that the intersection of Green Street and Berryessa Road is projected to operate at an acceptable LOS D or better during the AM and PM peak-hours under each of the project and interchange alternative scenarios.

Table 19
Queuing Analysis Summary

Measurement	Sierra Road and Berryessa Road						Flea Market Entrance/Green Street/ Berryessa Rd			
	Northbound Through/Left		Northbound Right[2]		Westbound Left		Eastbound Left		Northbound Right[2]	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Year 2040 Proposed Project with Mabury Interchange Cond										
Cycle Length (sec)	120	120	120	120	120	120	120	120	120	120
Lanes	2	2	1	1	1	1	1	1	1	1
Volume (vph)	540	397	10	15	159	139	33	61	47	234
Volume (vphpl)	270	199	10	15	159	139	33	61	47	234
95th %. Queue (veh/ln.)	14	11	1	2	9	8	3	5	4	13
95th %. Queue (ft./ln)[1]	350	275	25	50	225	200	75	125	100	325
Storage (ft./ ln.)	250	250	250	250	300	300	200	200	450	450
Adequate (Y/N)	**NO**	**NO**	YES	YES	YES	YES	YES	YES	YES	YES
Year 2040 City Preferred Project with Mabury Intc Cond										
Cycle Length (sec)	120	120	120	120	120	120	120	120	120	120
Lanes	2	2	1	1	1	1	1	1	1	1
Volume (vph)	394	464	8	19	112	91	22	36	41	274
Volume (vphpl)	197	232	8	19	112	91	22	36	41	274
95th %. Queue (veh/ln.)	11	13	1	2	7	6	2	3	4	14
95th %. Queue (ft./ln)[1]	275	325	25	50	175	150	50	75	100	350
Storage (ft./ ln.)	250	250	250	250	300	300	200	200	450	450
Adequate (Y/N)	**NO**	**NO**	YES	YES	YES	YES	YES	YES	YES	YES
Year 2040 Proposed Project with Berryessa Intc Cond										
Cycle Length (sec)	120	120	120	120	120	120	120	120	120	120
Lanes	2	2	1	1	1	1	1	1	1	1
Volume (vph)	612	418	17	20	238	226	27	63	61	302
Volume (vphpl)	306	209	17	20	238	226	27	63	61	302
95th %. Queue (veh/ln.)	16	12	2	2	13	12	3	5	5	16
95th %. Queue (ft./ln)[1]	400	300	50	50	325	300	75	125	125	400
Storage (ft./ ln.)	250	250	250	250	300	300	200	200	450	450
Adequate (Y/N)	**NO**	**NO**	YES	YES	**NO**	YES	YES	YES	YES	YES
Year 2040 City Preferred Project with Berryessa Intc Cond										
Cycle Length (sec)	120	120	120	120	120	120	120	120	120	120
Lanes	2	2	1	1	1	1	1	1	1	1
Volume (vph)	476	417	10	21	147	99	21	37	50	331
Volume (vphpl)	238	209	10	21	147	99	21	37	50	331
95th %. Queue (veh/ln.)	13	12	1	2	9	7	2	3	4	17
95th %. Queue (ft./ln)[1]	325	300	25	50	225	175	50	75	100	425
Storage (ft./ ln.)	250	250	250	250	300	300	200	200	450	450
Adequate (Y/N)	**NO**	**NO**	YES	YES	YES	YES	YES	YES	YES	YES

Notes:
[1] Assumes 25 feet per vehicle queued
[2] Includes right-turn on red reduction from Synchro.

Table 19 (Continued)
Queuing Analysis Summary

Measurement	Flea Market Entrance/Green Street/ Berryessa Rd				Sierra Road and Mabury Road					
	Northbound Left		Westbound Left		Eastbound Left		Southbound Through/Left		Southbound Right[2]	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Year 2040 Proposed Project with Mabury Interchange Cond										
Cycle Length (sec)	120	120	120	120	130	100	130	100	130	100
Lanes	1	1	2	2	2	2	1	1	2	2
Volume (vph)	161	119	350	310	613	698	61	183	396	234
Volume (vphpl)	161	119	175	155	307	349	61	183	198	117
95th %. Queue (veh/ln.)	9	8	10	9	17	15	5	9	12	7
95th %. Queue (ft./ln)[1]	225	200	250	225	425	375	125	225	300	175
Storage (ft./ ln.)	450	450	275	275	300	300	250	250	250	250
Adequate (Y/N)	YES	YES	YES	YES	**NO**	**NO**	YES	YES	**NO**	YES
Year 2040 City Preferred Project with Mabury Intc Cond										
Cycle Length (sec)	120	120	120	120	130	100	130	100	130	100
Lanes	1	1	2	2	2	2	1	1	2	2
Volume (vph)	153	206	361	255	668	641	74	201	118	120
Volume (vphpl)	153	206	181	128	334	321	74	201	59	60
95th %. Queue (veh/ln.)	9	11	10	8	18	14	6	10	5	4
95th %. Queue (ft./ln)[1]	225	275	250	200	450	350	150	250	125	100
Storage (ft./ ln.)	450	450	275	275	300	300	250	250	250	250
Adequate (Y/N)	YES	YES	YES	YES	**NO**	**NO**	YES	YES	YES	YES
Year 2040 Proposed Project with Berryessa Intc Cond										
Cycle Length (sec)	120	120	120	120	130	100	130	100	130	100
Lanes	1	1	2	2	1	1	1	1	1	1
Volume (vph)	200	214	413	400	322	665	103	397	550	225
Volume (vphpl)	200	214	207	200	322	665	103	397	550	225
95th %. Queue (veh/ln.)	11	12	11	11	17	26	7	17	27	11
95th %. Queue (ft./ln)[1]	275	300	275	275	425	650	175	425	675	275
Storage (ft./ ln.)	450	450	275	275	300	300	250	250	250	250
Adequate (Y/N)	YES	YES	YES	YES	**NO**	**NO**	YES	**NO**	**NO**	**NO**
Year 2040 City Preferred Project with Berryessa Intc Cond										
Cycle Length (sec)	120	120	120	120	130	100	130	100	130	100
Lanes	1	1	2	2	1	1	1	1	1	1
Volume (vph)	193	281	403	271	150	435	86	388	261	72
Volume (vphpl)	193	281	202	136	150	435	86	388	261	72
95th %. Queue (veh/ln.)	11	15	11	8	9	18	6	16	15	5
95th %. Queue (ft./ln)[1]	275	375	275	200	225	450	150	400	375	125
Storage (ft./ ln.)	450	450	275	275	300	300	250	250	250	250
Adequate (Y/N)	YES	YES	YES	YES	YES	**NO**	YES	**NO**	**NO**	YES

Notes:
[1] Assumes 25 feet per vehicle queued
[2] Includes right-turn on red reduction from Synchro.

The westbound left-turn volume is projected to be no less than 255 vph under each of the project and interchange alternative scenarios. The proposed project with the Berryessa interchange alternative would result in the largest volumes for the westbound left-turn movement, approximately 413 vph. The queues at this intersection could be fully accommodated by the planned storage capacities at this intersection under all scenarios.

Sierra Road and Mabury Road

Mabury Interchange Alternative

The LOS analysis indicates that the intersection of Sierra Road and Mabury Road is projected to operate at an acceptable LOS D or better during the AM and PM peak-hours under each of the project with the Mabury interchange alternative scenarios.

Berryessa Interchange Alternative

The LOS analysis indicates that the intersection of Sierra Road and Mabury Road is projected to operate at an unacceptable LOS E or worse during the AM and PM peak-hours under each of the project with the Berryessa interchange alternative scenarios.

The projected peak hour volumes at the Sierra Road and Mabury Road intersection would require two inbound lanes to receive dual eastbound left-turn lanes and three outbound lanes (one left and two right-turn lanes) on the southbound approach. These improvements would require the widening of Mabury Road to four lanes west of Sierra Road.

In addition, the queuing analysis, as described below, indicates that the projected volumes at the Sierra Road and Mabury Road intersection would result in lengthy vehicle queues that would require additional intersection capacity:

The eastbound left-turn volume is projected to be no less than 150 vph under each of the project and interchange alternative scenarios. The proposed project with the Mabury interchange alternative would result in the largest volumes for the eastbound left-turn movement, approximately 698 vph. The eastbound left-turn queue is projected to exceed the storage capacity that could be provided by two left-turn lanes and storage pockets of 300-feet each during the AM and PM peak-hours under each of the project and interchange alternative scenarios with the exception of the City Preferred project with the Berryessa interchange alternative.

The southbound queues would exceed the planned storage space between Mabury Road and Private Street 4, located 250 feet north of Mabury Road. Therefore, it is recommended that turn movements to and from Private Street 4 be restricted to right-turns only.

On-Site Intersections

As shown on Figure 30, the Sierra Road extension and Green Street are assumed to be primarily two-lane roadways through the project site. The results of the peak hour signal warrant checks shown in Table 18 indicate that six of the 11 on-site intersections would have sufficient volumes to warrant installation of a traffic signal under the proposed project with the Berryessa interchange alternative. However, a traffic signal is not recommended at two of the on-site intersections – Sierra Road/Private Street 2 and Green Street/Private Street 2 because these intersections would operate at acceptable LOS D or better conditions during the peak hour when the signal would be met. A traffic signal is not recommended at the Sierra Road/Private Street 4 intersection because of the queueing issues and close spacing with the Sierra Road/Mabury intersection.

Evaluation of BBUV Roadway Network and Reduced Project Trips

Based on the site access and on-site circulation operation analysis presented in the previous sections, it will not be feasible to provide intersection capacity and queue storage for the entirety of the projected project generated traffic volumes at the site access points due to physical constraints at these locations. Furthermore, providing the identified necessary roadway and intersection configurations identified in the previous section to serve vehicular traffic will not be consistent with goals and policies of the forthcoming Berryessa Bart Urban Village (BBUV) Plan. The planned BBUV transportation system will facilitate multimodal circulation within the Urban Village and will establish roadway network design guidelines for the development of a transportation network that prioritizes non-auto travel modes (transit, bicycling, and walking). The goals and polices of the BBUV will ensure that all roadway improvements to the street system enhance multimodal mobility.

Therefore, at the request of project staff, the site access operations analysis was re-evaluated based on a future roadway network that aligns with the planned BBUV transportation network. The evaluation is based on preferred roadway network configurations that have been identified by City of San Jose staff. The identified BBUV roadway network configurations, including those at the site access points, align with the planned multimodal transportation network of the forthcoming BBUV and are shown in Figure 31.

BBUV Network Project Conditions Traffic Volumes

The projected traffic volumes at the site access points along Berryessa Road and Mabury Road were adjusted to reflect the reduced vehicular capacities that would be provided by the BBUV roadway network configurations, specifically at the site access points. Since the identified intersection configurations provide for generally the same vehicular capacities at each of the site access points, the adjusted volumes reflect an equivalent distribution of project traffic to each of the three site access points. The adjusted project condition traffic volumes at the access points along Berryessa Road and Mabury Road as well as the on-site intersections along the Sierra Road extension are shown graphically on Figures 32-35.

On-Site Roadway Segment Daily Volumes

The projected Average Daily Traffic (ADT) volumes for the on-site roadways with the BBUV network adjustments are summarized in Table 20. The ADT along Sierra Road under each of the project scenarios and interchange alternatives are projected to be less than 16,000 daily trips except for Year 2040 conditions with the proposed project and the Berryessa Interchange. The projections indicate 16,362 daily trips along on segment located between Mabury Road and Green Street Under Year 2040 conditions with the proposed project and the Berryessa Interchange. However, since the projected volume just minimally exceeds the two-lane roadway capacity threshold and are based on projected traffic volumes 20 years in the future, it is not recommended that Sierra Road be widened to four-lanes through the project site. Furthermore, as discussed later in this section, it is anticipated that the BBUV Plan will require the implementation of TDM measures and parking management policies that will significantly reduce the projected traffic volumes generated by the project site.

Figure 31
BBUV Intersection Control and Lane Configurations

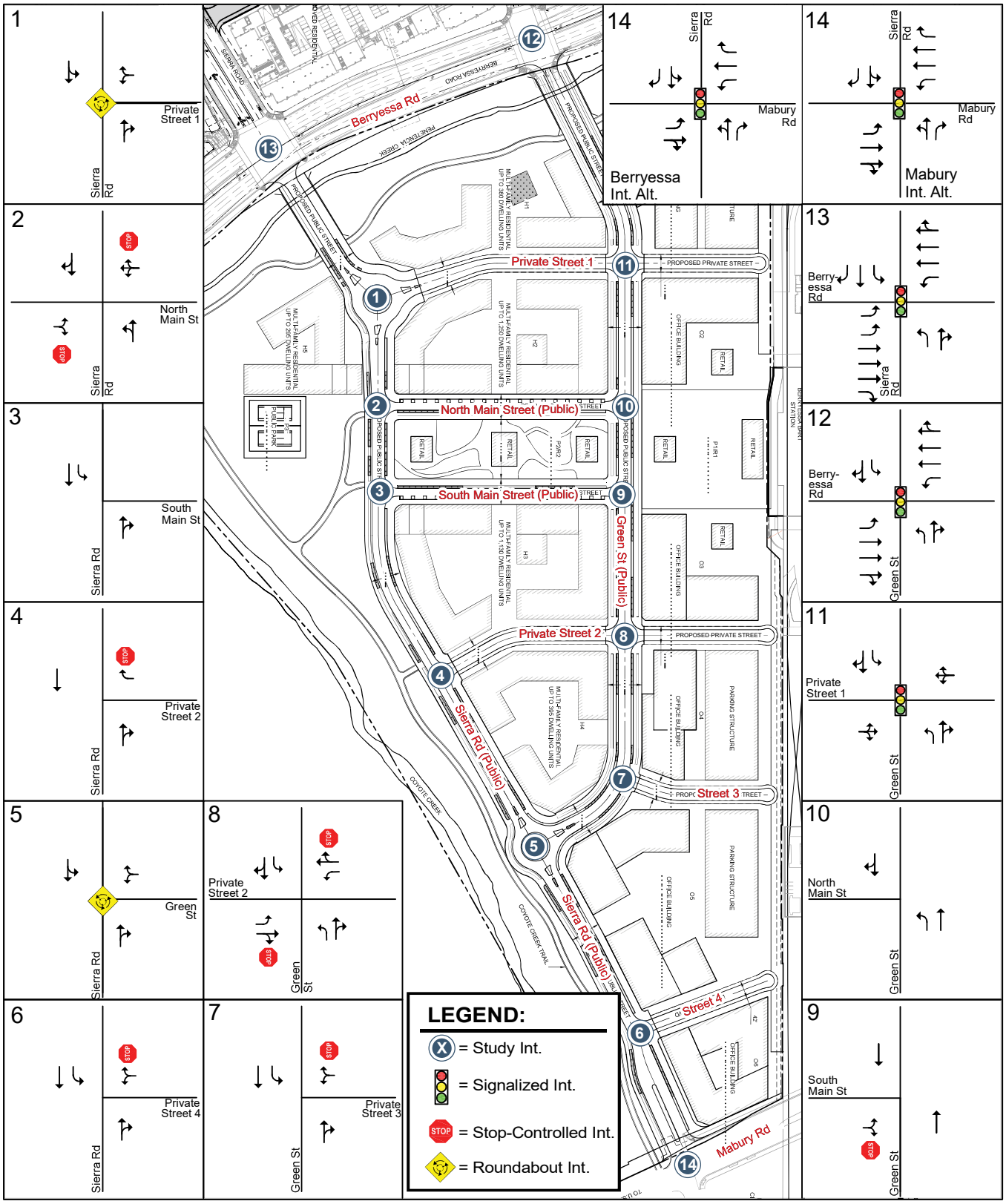


Figure 32
Year 2040 Proposed Project Conditions BBUV Network Volumes – Mabury Interchange Alt.

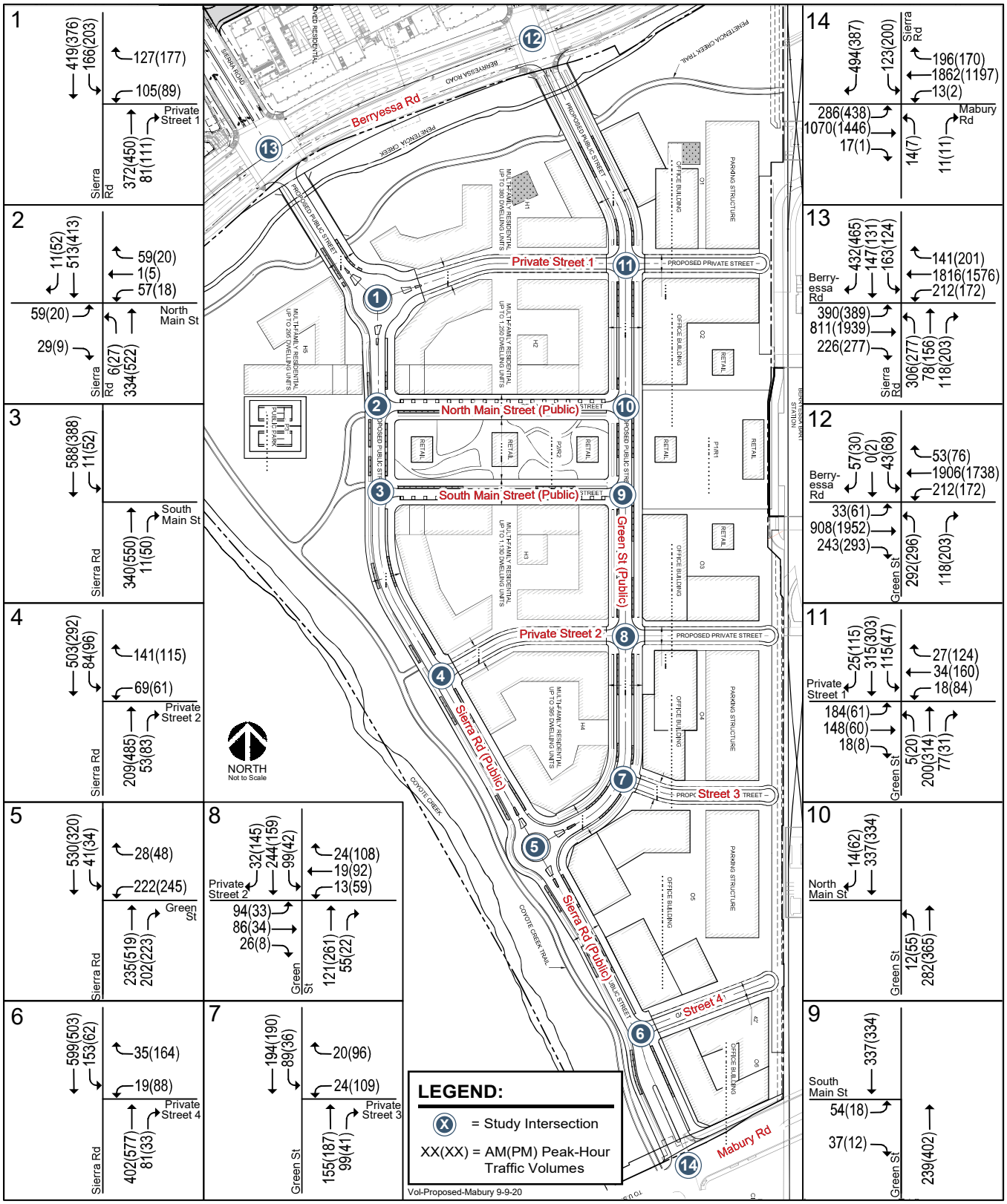


Figure 33
Year 2040 City Preferred Project Conditions BBUV Network Volumes – Mabury Interchange Alt.

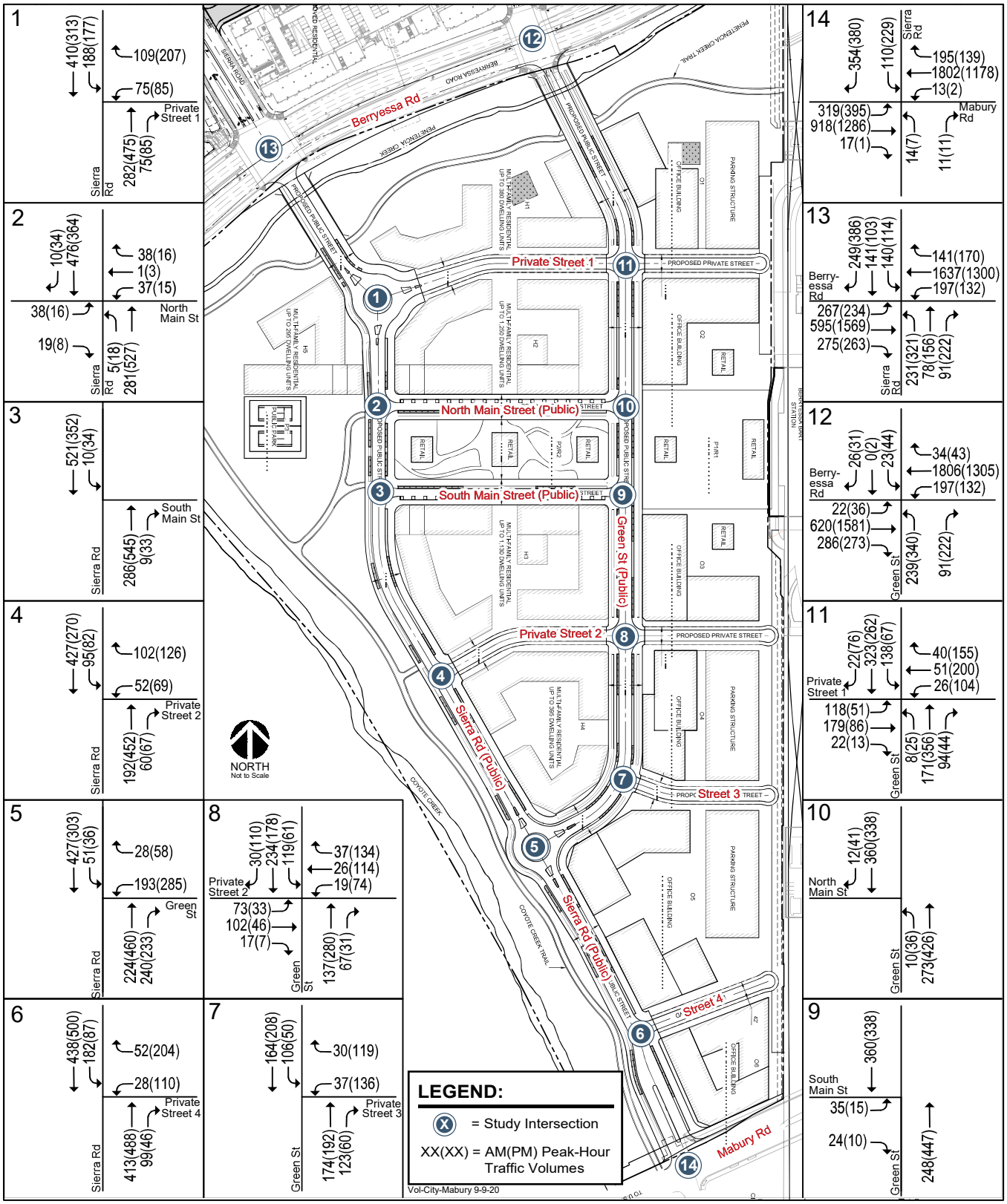


Figure 34
Year 2040 Proposed Project Conditions BBUV Network Volumes – Berryessa Interchange Alt.

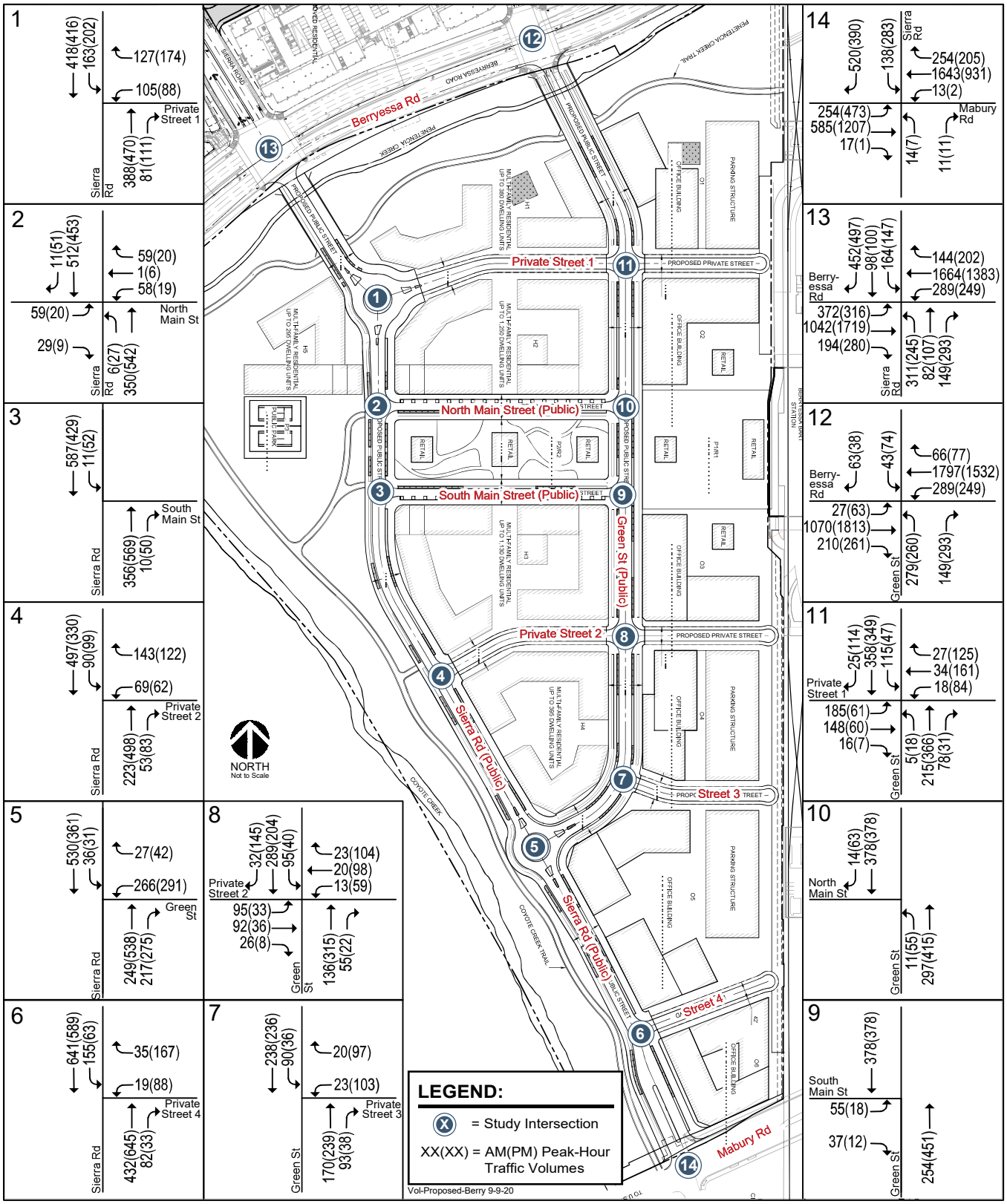


Figure 35
Year 2040 City Preferred Project Conditions BBUV Network Volumes – Berryessa Int. Alt.

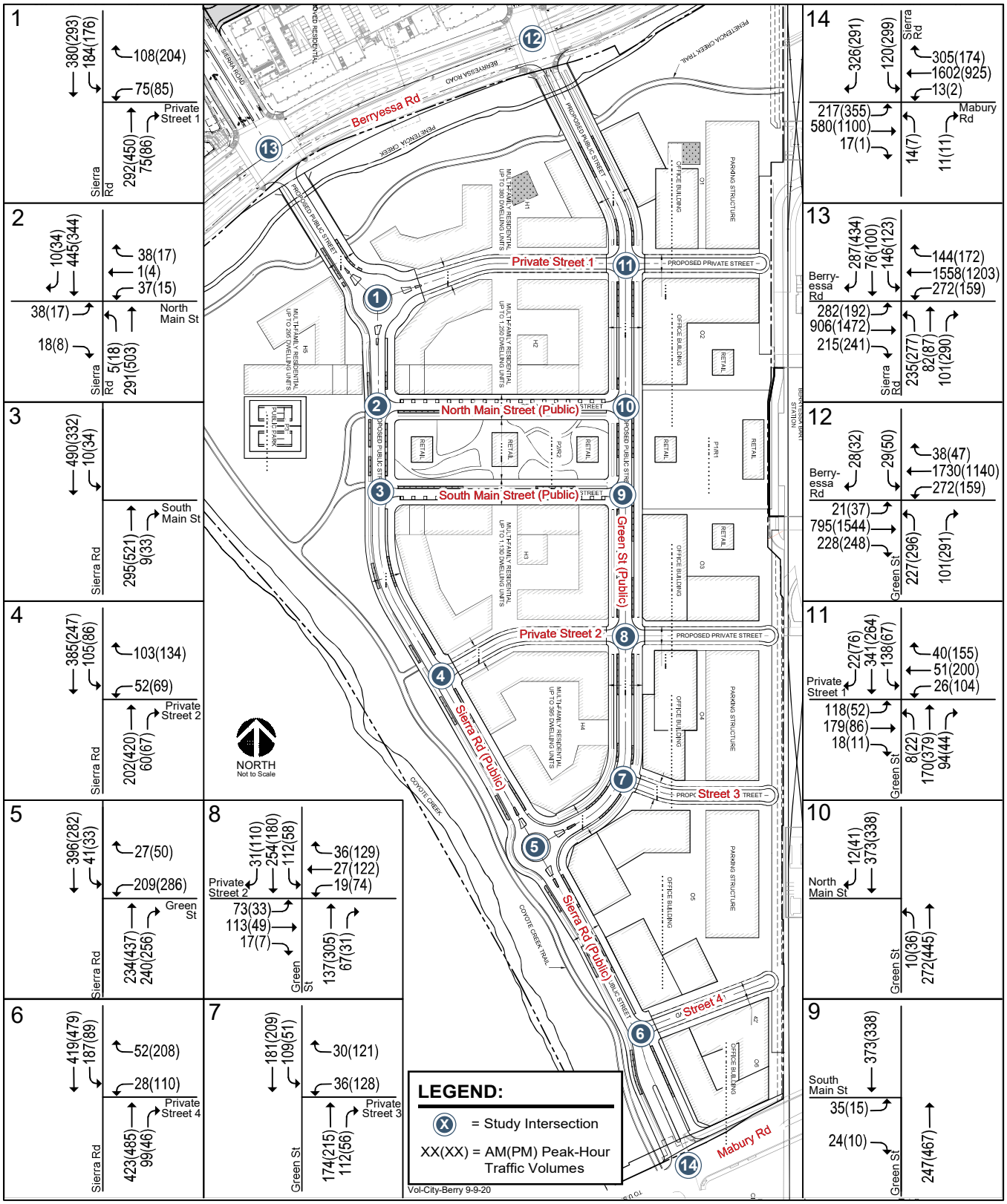


Table 20
Average Daily Traffic Volumes - BBUV Network Adjustments

Roadway	Location	ADT Northbound	ADT Southbound	ADT Both Directions
Year 2040 With Proposed Project (Mabury Interchange)				
Sierra Road	Between on-site intersections # 13 and 1	6,828	6,990	13,818
Sierra Road	Between on-site intersections # 3 and 4	5,700	5,850	11,550
Sierra Road	Between on-site intersections # 5 and 6	7,068	7,902	14,970
Year 2040 With City Preferred Project (Mabury Interchange)				
Sierra Road	Between on-site intersections # 13 and 1	6,594	6,666	13,260
Sierra Road	Between on-site intersections # 3 and 4	5,232	5,244	10,476
Sierra Road	Between on-site intersections # 5 and 6	6,942	7,242	14,184
Year 2040 With Proposed Project (Berryessa Interchange)				
Sierra Road	Between on-site intersections # 13 and 1	7,122	7,260	14,382
Sierra Road	Between on-site intersections # 3 and 4	5,916	6,096	12,012
Sierra Road	Between on-site intersections # 5 and 6	7,674	8,688	16,362
Year 2040 With City Preferred Project (Berryessa Interchange)				
Sierra Road	Between on-site intersections # 13 and 1	6,432	6,378	12,810
Sierra Road	Between on-site intersections # 3 and 4	5,154	4,938	10,092
Sierra Road	Between on-site intersections # 5 and 6	7,008	7,044	14,052

BBUV Network Site Access Evaluation

Tables 21 and 22 summarize the results of the BBUV roadway network site access operational analysis.

Sierra Road and Berryessa Road

The LOS analysis indicates that the intersection of Sierra Road and Berryessa Road is projected to operate at an acceptable LOS D or better during the AM and PM peak-hours under each of the project and interchange alternative scenarios.

The queuing analysis indicates that the projected volumes would result in lengthy vehicle queues that would require additional intersection capacity for the following turn-movements:

- A 95th percentile maximum queue of 325 to 400 feet is projected for the northbound left-turn movement at the intersection which would extend back and through the on-site intersection of Sierra Road and Street 1, located approximately 250 feet south of Berryessa Road.
- The maximum queue for the shared northbound through-right turn lane is projected to be 250 to 500 feet and will extend back and through Street 1.
- The westbound left-turn queue is projected to exceed the storage capacity that could be provided by a single 300-foot left-turn lane by 25 to 75 feet under each of the project scenarios with the Berryessa interchange alternative.

Green Street and Berryessa Road

The LOS analysis indicates that the intersection of Green Street and Berryessa Road is projected to operate at an acceptable LOS C or better during the AM and PM peak-hours under each of the project and interchange alternative scenarios.

Table 21
BBUV Network Operations Analysis Summary – Mabury Interchange Alternative

			Mabury Interchange Alternative									
			Year 2040 Proposed Project					Year 2040 City Preferred Project				
				Stop Control		Signal/ Roundabout*			Stop Control		Signal/ Roundabout*	
#	Intersection	Peak Hour	Warrant Met?	Worst Delay	LOS	Avg. Delay	LOS	Warrant Met?	Worst Delay	LOS	Avg. Delay	LOS
1	Sierra Road and Private Street 1	AM	**Yes**	**43.6**	**E**	8.2	A	No	25.1	D	7.6	A
	(*Roundabout)	PM	**Yes**	**64.8**	**F**	9.3	A	**Yes**	**50.3**	**F**	8.9	A
2	Sierra Road and North Main Street	AM	No	22.2	C	--	--	No	17.2	C	--	--
		PM	No	21.1	C	--	--	No	18.4	C	--	--
3	Sierra Road and South Main Street /a/	AM	No	8.0	A	--	--	No	7.8	A	--	--
		PM	No	8.9	A	--	--	No	8.7	A	--	--
4	Sierra Road and Private Street 2	AM	No	16.8	C	--	--	No	14.4	B	--	--
		PM	No	21.7	C	--	--	No	20.3	C	--	--
5	Sierra Road and Green Street	AM	**Yes**	**37.5**	**E**	8.4	A	No	25.1	D	7.3	A
	(*Roundabout)	PM	**Yes**	**65.0**	**F**	9.6	A	**Yes**	**72.4**	**F**	9.3	A
6	Sierra Road and Private Street 4	AM	No	19.9	C	--	--	No	20.5	C	--	--
		PM	**Yes**	**46.9**	**E**	--	--	**Yes**	**65.4**	**F**	--	--
7	Green Street and Private Street 3	AM	No	11.8	B	--	--	No	12.5	B	--	--
		PM	No	13.0	B	--	--	No	15.1	C	--	--
8	Green Street and Private Street 2	AM	No	17.6	C	--	--	No	19.8	C	--	--
		PM	No	17.4	C	--	--	No	20.5	C	--	--
9	Green Street and South Main Street	AM	No	12.8	B	--	--	No	12.6	B	--	--
		PM	No	13.1	B	--	--	No	13.4	B	--	--
10	Green Street and North Main Street /a/	AM	No	8.0	A	--	--	No	8.0	A	--	--
		PM	No	8.2	A	--	--	No	8.1	A	--	--
11	Green Street and Private Street 1	AM	No	**46.3**	**E**	15.5	B	**Yes**	**47.9**	**E**	15.6	B
	(*Signal)	PM	**Yes**	**51.2**	**F**	16.1	B	**Yes**	**87.9**	**F**	17.1	B
12	Flea Market Entrance/Green Street and Berryessa Road	AM	--	--	--	29.6	C	--	--	--	26.9	C
	(*Signal)	PM	--	--	--	30.6	C	--	--	--	31.2	C
13	Sierra Road and Berryessa Road	AM	--	--	--	44.0	D	--	--	--	36.2	D
	(*Signal)	PM	--	--	--	42.4	D	--	--	--	40.2	D
14	Flea Market Entrance/Sierra Road and Mabury Road	AM	--	--	--	37.9	D	--	--	--	31.6	C
	(*Signal)	PM	--	--	--	30.2	C	--	--	--	30.3	C

Notes:
/a/ Intersections are recommended to be uncontrolled because of the one-way couplet.

Table 21 (Continued)
BBUV Network Operations Analysis Summary – Berryessa Interchange Alternative

			Berryessa Interchange Alternative									
			Year 2040 Proposed Project					Year 2040 City Preferred Project				
				Stop Control		Signal/ Roundabout*			Stop Control		Signal/ Roundabout*	
#	Intersection	Peak Hour	Warrant Met?	Worst Delay	LOS	Avg. Delay	LOS	Warrant Met?	Worst Delay	LOS	Avg. Delay	LOS
1	Sierra Road and Private Street 1	AM	**Yes**	**45.2**	**E**	8.3	A	No	24.2	C	7.4	A
	(*Roundabout)	PM	**Yes**	**77.0**	**F**	9.8	A	**Yes**	**42.7**	**E**	8.5	A
2	Sierra Road and North Main Street	AM	No	22.7	C	--	--	No	16.8	C	--	--
		PM	No	22.9	C	--	--	No	17.7	C	--	--
3	Sierra Road and South Main Street /a/	AM	No	8.0	A	--	--	No	7.9	A	--	--
		PM	No	8.9	A	--	--	No	8.6	A	--	--
4	Sierra Road and Private Street 2	AM	No	17.3	C	--	--	No	14.4	B	--	--
		PM	No	23.7	C	--	--	No	19.2	C	--	--
5	Sierra Road and Green Street	AM	**Yes**	**53.9**	**F**	9.0	A	**Yes**	24.5	C	7.1	A
	(*Roundabout)	PM	**Yes**	**>120**	**F**	11.0	B	**Yes**	**55.9**	**F**	9.1	A
6	Sierra Road and Private Street 4	AM	No	21.7	C	--	--	No	20.7	C	--	--
		PM	**Yes**	**79.1**	**F**	--	--	**Yes**	**62.8**	**F**	--	--
7	Green Street and Private Street 3	AM	No	12.1	B	--	--	No	12.6	B	--	--
		PM	No	14.2	B	--	--	No	15.3	C	--	--
8	Green Street and Private Street 2	AM	No	19.2	C	--	--	No	20.4	C	--	--
		PM	No	20.0	C	--	--	No	21.3	C	--	--
9	Green Street and South Main Street	AM	No	13.5	B	--	--	No	12.7	B	--	--
		PM	No	14.1	B	--	--	No	13.6	B	--	--
10	Green Street and North Main Street /a/	AM	No	8.1	A	--	--	No	8.1	A	--	--
		PM	No	8.3	A	--	--	No	8.1	A	--	--
11	Green Street and Private Street 1	AM	No	**59.1**	**F**	15.5	B	**Yes**	**50.6**	**F**	15.5	B
	(*Signal)	PM	**Yes**	**87.1**	**F**	16.3	B	**Yes**	**106.2**	**F**	17.2	B
12	Flea Market Entrance/Green Street and Berryessa Road	AM	--	--	--	32.1	C	--	--	--	28.2	C
	(*Signal)	PM	--	--	--	32.7	C	--	--	--	31.2	C
13	Sierra Road and Berryessa Road	AM	--	--	--	45.1	D	--	--	--	36.6	D
	(*Signal)	PM	--	--	--	44.3	D	--	--	--	40.9	D
14	Flea Market Entrance/Sierra Road and Mabury Road	AM	--	--	--	**163.2**	**F**	--	--	--	**113.4**	**F**
	(*Signal)	PM	--	--	--	**104.8**	**F**	--	--	--	**82.7**	**F**

Notes:
/a/ Intersections are recommended to be uncontrolled because of the one-way couplet.

Table 22
BBUV Network Queuing Analysis Summary

Measurement	Sierra Road and Berryessa Road						Flea Market Entrance/Green Street/ Berryessa Rd			
	Northbound Left		Northbound Through/Right[2]		Westbound Left		Eastbound Left		Northbound Right[2]	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Year 2040 Proposed Project with Mabury Interchange Cond										
Cycle Length (sec)	120	120	120	120	120	120	120	120	120	120
Lanes	1	1	1	1	1	1	1	1	1	1
Volume (vph)	306	277	196	359	212	172	33	61	31	75
Volume (vphpl)	306	277	196	359	212	172	33	61	31	75
95th %. Queue (veh/ln.)	16	14	11	18	12	10	3	5	3	5
95th %. Queue (ft./ln)[1]	400	350	275	450	300	250	75	125	75	125
Storage (ft./ ln.)	250	250	250	250	300	300	200	200	450	450
Adequate (Y/N)	**NO**	**NO**	**NO**	**NO**	YES	YES	YES	YES	YES	YES
Year 2040 City Preferred Project with Mabury Intc Cond										
Cycle Length (sec)	120	120	120	120	120	120	120	120	120	120
Lanes	1	1	1	1	1	1	1	1	1	1
Volume (vph)	231	321	169	378	197	132	22	36	26	93
Volume (vphpl)	231	321	169	378	197	132	22	36	26	93
95th %. Queue (veh/ln.)	13	16	10	19	11	8	2	3	3	6
95th %. Queue (ft./ln)[1]	325	400	250	475	275	200	50	75	75	150
Storage (ft./ ln.)	250	250	250	250	300	300	200	200	450	450
Adequate (Y/N)	**NO**	**NO**	YES	**NO**	YES	YES	YES	YES	YES	YES
Year 2040 Proposed Project with Berryessa Intc Cond										
Cycle Length (sec)	120	120	120	120	120	120	120	120	120	120
Lanes	1	1	1	1	1	1	1	1	1	1
Volume (vph)	311	245	231	400	289	249	27	63	37	126
Volume (vphpl)	311	245	231	400	289	249	27	63	37	126
95th %. Queue (veh/ln.)	16	13	13	20	15	13	3	5	3	8
95th %. Queue (ft./ln)[1]	400	325	325	500	375	325	75	125	75	200
Storage (ft./ ln.)	250	250	250	250	300	300	200	200	450	450
Adequate (Y/N)	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	YES	YES	YES	YES
Year 2040 City Preferred Project with Berryessa Intc Cond										
Cycle Length (sec)	120	120	120	120	120	120	120	120	120	120
Lanes	1	1	1	1	1	1	1	1	1	1
Volume (vph)	235	277	183	377	272	159	21	37	28	143
Volume (vphpl)	235	277	183	377	272	159	21	37	28	143
95th %. Queue (veh/ln.)	13	14	10	19	14	9	2	3	3	9
95th %. Queue (ft./ln)[1]	325	350	250	475	350	225	50	75	75	225
Storage (ft./ ln.)	250	250	250	250	300	300	200	200	450	450
Adequate (Y/N)	**NO**	**NO**	YES	**NO**	**NO**	YES	YES	YES	YES	YES

Notes:

[1] Assumes 25 feet per vehicle queued

[2] Includes right-turn on red reduction from Synchro.

Table 22 (Continued)
BBUV Network Queuing Analysis Summary

Measurement	Flea Market Entrance/Green Street/ Berryessa Rd				Sierra Road and Mabury Road					
	Northbound Left		Westbound Left		Eastbound Left		Southbound Through/Left		Southbound Right[2]	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Year 2040 Proposed Project with Mabury Interchange Cond										
Cycle Length (sec)	120	120	120	120	130	100	130	100	130	100
Lanes	1	1	1	1	1	1	1	1	1	1
Volume (vph)	292	296	212	172	286	438	123	200	300	25
Volume (vphpl)	292	296	212	172	286	438	123	200	300	25
95th %. Queue (veh/ln.)	15	15	12	10	16	18	8	10	16	2
95th %. Queue (ft./ln)[1]	375	375	300	250	400	450	200	250	400	50
Storage (ft./ ln.)	450	450	275	275	300	300	250	250	250	250
Adequate (Y/N)	YES	YES	**NO**	YES	**NO**	**NO**	YES	YES	**NO**	YES
Year 2040 City Preferred Project with Mabury Intc Cond										
Cycle Length (sec)	120	120	120	120	130	100	130	100	130	100
Lanes	1	1	1	1	1	1	1	1	1	1
Volume (vph)	239	340	197	132	319	395	110	229	140	35
Volume (vphpl)	239	340	197	132	319	395	110	229	140	35
95th %. Queue (veh/ln.)	13	17	11	8	17	17	8	11	9	3
95th %. Queue (ft./ln)[1]	325	425	275	200	425	425	200	275	225	75
Storage (ft./ ln.)	450	450	275	275	300	300	250	250	250	250
Adequate (Y/N)	YES	YES	YES	YES	**NO**	**NO**	YES	**NO**	YES	YES
Year 2040 Proposed Project with Berryessa Intc Cond										
Cycle Length (sec)	120	120	120	120	130	100	130	100	130	100
Lanes	1	1	1	1	1	1	1	1	1	1
Volume (vph)	279	260	289	249	254	473	138	283	375	57
Volume (vphpl)	279	260	289	249	254	473	138	283	375	57
95th %. Queue (veh/ln.)	15	14	15	13	14	19	9	13	20	4
95th %. Queue (ft./ln)[1]	375	350	375	325	350	475	225	325	500	100
Storage (ft./ ln.)	450	450	275	275	300	300	250	250	250	250
Adequate (Y/N)	YES	YES	**NO**	**NO**	**NO**	**NO**	YES	**NO**	**NO**	YES
Year 2040 City Preferred Project with Berryessa Intc Cond										
Cycle Length (sec)	120	120	120	120	130	100	130	100	130	100
Lanes	1	1	1	1	1	1	1	1	1	1
Volume (vph)	227	296	272	159	217	355	120	299	174	26
Volume (vphpl)	227	296	272	159	217	355	120	299	174	26
95th %. Queue (veh/ln.)	12	15	14	9	13	15	8	13	11	2
95th %. Queue (ft./ln)[1]	300	375	350	225	325	375	200	325	275	50
Storage (ft./ ln.)	450	450	275	275	300	300	250	250	250	250
Adequate (Y/N)	YES	YES	**NO**	YES	**NO**	**NO**	YES	**NO**	**NO**	YES

Notes:
[1] Assumes 25 feet per vehicle queued
[2] Includes right-turn on red reduction from Synchro.

The queuing analysis indicates that the projected volumes at the Green Street and Berryessa Road intersection would result in lengthy vehicle queues that would require additional intersection capacity for the following turn movement:

The westbound left-turn queue is projected to exceed the storage capacity that could be provided by a single 275 foot left-turn lane during the AM and PM peak-hours under each of the project and interchange alternative scenarios with the exception of the City Preferred project with the Mabury interchange alternative.

Sierra Road and Mabury Road

Mabury Interchange Alternative

The LOS analysis indicates that the intersection of Sierra Road and Mabury Road is projected to operate at an acceptable LOS D or better during the AM and PM peak-hours under each of the project with the Mabury interchange alternative scenarios.

Berryessa Interchange Alternative

The LOS analysis indicates that the intersection of Sierra Road and Mabury Road is projected to operate at an unacceptable LOS E or worse during the AM and PM peak-hours under each of the project with the Berryessa interchange alternative scenarios.

The queuing analysis indicates that the projected volumes at the Sierra Road and Mabury Road intersection would result in lengthy vehicle queues that would require additional intersection capacity for the following turn movements:

- The eastbound left-turn queue is projected to exceed the storage capacity that could be provided by a single 300-foot left-turn lane during the AM and PM peak-hours under each of the project and interchange alternative scenarios.
- The southbound queues would exceed the planned storage space between Mabury Road and Private Street 4, located 250 feet north of Mabury Road. Therefore, it is recommended that turn movements to and from Private Street 4 be restricted to right-turns only.

Providing additional capacity at the site access intersections to meet the projected vehicular demand and alleviate the queuing issues above will not be consistent with the goals and policies of the forthcoming BBUV Plan. However, the BBUV Plan will require the implementation of TDM measures and parking management policies that will significantly reduce the projected traffic volumes generated by the project site. The identified operational issues may be reduced with the reduction of project trips. An evaluation of the effects of potential project trip reductions is provided below.

On-Site Intersections

The results of the peak hour signal warrant checks shown in Table 21 indicate that four of the 11 on-site intersections would have sufficient volumes to warrant installation of a traffic signal under each of the project and interchange alternative scenarios. However, a traffic signal is not recommended at the Sierra Road/Private Street 4 intersection because of the queueing issues and close spacing with the Sierra Road/Mabury intersection. The planned roundabouts will be adequate in place of traffic signals at the Sierra Road/Private Street 1 and Sierra Road/Green Street intersections. Therefore, a traffic signal would need to be considered at only the Green Street and Private Street 1 intersection.

Potential Trip Reduction Measures (TDM Program)

The BBUV Plan will include strategies and policies to increase the use of public transit and alternative modes of transportation and support efficient use of valuable parking resources using TDM measures. TDM measures will include design-based and program-based strategies to manage mode of travel and significantly reduce on-site parking. It is anticipated that the BBUV Plan policies could require reductions in on-site parking by as much as 50 percent.

An evaluation was conducted to determine the operational effects of reducing project trips at the project access points. Based on the evaluation described above, the following turning movements were identified as the critical movements that would require the greatest reduction in project volumes:

Sierra Road and Berryessa Road – Northbound Approach

With a reduction of project trips by 50 percent, the northbound left-turn queue is not projected to extend back to the on-site intersection of Sierra Road and Private Street 1 that is located approximately 250 feet south of Berryessa Road. However, the queue for the northbound shared through-right-turn lane is projected to extend back and through Private Street 1 exceed the extend back 275 feet.

Sierra Road and Berryessa Road – Westbound Left-Turn

With a reduction of project trips by 50 percent, the westbound left-turn queues could be fully accommodated within a single 300-foot left-turn lane.

Green Street and Berryessa Road – Westbound Left-Turn

With a reduction of project trips by 50 percent, the westbound left-turn queues could be fully accommodated within a single 275-foot left-turn lane.

Sierra Road and Mabury Road – Eastbound Left-Turn

With a reduction of project trips by 50 percent, the eastbound left-turn queues could be fully accommodated within a single 300-foot left-turn lane.

Sierra Road and Mabury Road – Southbound Left and Right Turns

With a reduction of project trips by 50 percent, the southbound left and right turn queues could be fully accommodated within the 250-foot spacing that will be provided along Sierra Road between Mabury Road and Street 4.

The evaluation indicates that most of the operational issues that were identified under each of the project scenarios and interchange alternatives assuming a roadway network configuration that aligns with the planned BBUV transportation network would be alleviated with the reduction of project traffic by approximately 50 percent. Therefore, the project should consider, if not required by the City and its forthcoming BBUV Plan, implementing single-occupant auto trip reduction measures, via a Travel Demand Management (TDM) plan to reduce the vehicular trips generated by the project site and reduce the operational issues identified in this report. The TDM program should focus on providing opportunities for multimodal travel and use of the extensive transit services and pedestrian/bicycle facilities in the immediate project area to the maximum extent possible.

Pedestrian, Bicycle, and Transit Analysis

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's

mobility goals and reduce vehicle trip generation and vehicle miles traveled. The Envision 2040 General Plan identifies goals and policies that are dedicated to the enhancement of the transportation infrastructure, including public transit and pedestrian/bike facilities. The Transportation Policies contained in the General Plan create incentives for non-auto modes of travel while reducing the use of single-occupant automobile travel as generally described below:

- Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling walking, and transit facilities.
- Give priority to the funding of multimodal projects to provide the most benefit to all users of the transportation system.
- Encourage the use of non-automobile travel modes to reduce vehicle miles traveled (VMT)
- Consider the impact on the overall transportation system when evaluating the impacts of new developments.
- Increase substantially the proportion of travel modes other than single-occupant vehicles.

The City's General Plan identifies both walk and bicycle commute mode split targets as 15 percent or more by the year 2040. This level of pedestrian and bicycle mode share is a reasonable goal for the project, particularly if transit services (including BART) are utilized in combination with bicycle commuting.

In addition, the draft City Bike Plan 2025 establishes goals, policies, and actions to make bicycling a daily part of life in San Jose. The Bike Plan includes designated bike lanes along all City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

The proposed project site is located within the Berryessa BART Urban Village Boundary. Development within Urban Villages must incorporate additional urban design and architectural elements that will facilitate buildings with pedestrian orientated design and activate the pedestrian public right-of-way. The Berryessa BART Urban Village Plan also will include policies that will provide for the enhancement of the pedestrian and bicycle environment and greater connectivity to the overall transportation network.

Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections (see Chapter 2 for details).

Pedestrian generators in the project vicinity include the Berryessa Transit Station, commercial areas on the north side of Berryessa Road, and bus stops along Berryessa Road and Mabury Road. Proposed pedestrian connections between the project site and the Berryessa Transit Station are described in the transit section below. The project also will allow for the construction of two bridges over Upper Penitencia Creek that would provide pedestrian access to and from Berryessa Road.

The project site is within the service boundaries of Vinci Park Elementary School and Piedmont Middle School which are part of the Berryessa Union School District. Vinci Park Elementary school is located approximately 1.0 mile east of the project site along Vinci Park Way while Piedmont Middle School is located approximately 2.7 miles east of the project site near Piedmont Road and Penitencia Creek Road. Independence High School also is located approximately 1.0-mile east of the project site.

Existing sidewalks along Berryessa Road and Mabury Road provide a pedestrian connection between the project site and pedestrian destinations in the project vicinity. A missing segment of sidewalk is located along the north side of Commercial Street extending 600 feet west of its intersection with Berryessa Road. A sidewalk is provided along only the east side of King Road between Commodore

Drive and Salamoni Court. Sidewalks are not provided along the south side of Mabury Road between Oakland Road and 800 feet west of Taylor Street since the roadway fronts US-101 with no adjacent uses.

Bicycle Facilities

There are several bike facilities in the immediate vicinity of the project site (see Chapter 2 for details).

The bikeways within the vicinity of the project site would remain unchanged under project conditions. There are bike lanes provided along Berryessa Road and Mabury Road, including the segments along the project's frontages, between Mabury Road and Lundy Avenue.

As previously described, the City's General Plan identifies a bicycle commute mode split target of 15 percent or more by the year 2040. As shown in Table 10, it is projected that the use of a bicycle will account for only a 2 percent mode share for the project. However, the number bicycle trips would nearly triple those that are projected for the project site under the current General Plan conditions. The low projected mode-share for bicycle usage in the project area is likely due to its proximity to the Berryessa Transit Station and its connections to bus routes and BART. The ease of access to transit results in a greater mode split of transit usage and walking, approximately 14 to 18 percent for each mode, that will meet or exceed the General Plan mode share targets.

Bicycle and Pedestrian Facility Improvements

The Envision 2040 General Plan identifies the following goals in regard to bicycling and pedestrians:

- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments.
- Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- Give priority to pedestrian improvement projects that improve pedestrian safety, improve pedestrian access to and within the Urban Villages and other growth areas.

The planned improvements discussed below are intended to reduce the identified adverse effects to the roadway system by providing the project site with viable connections to surrounding pedestrian/bike and transit facilities and provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. However, the full implementation of the improvements are beyond the means of the proposed project given that they may require right-of-way from adjacent properties. The project could be required to make a fair-share contribution towards the cost of the improvements since the identified improvements would be of benefit to the project.

The draft San Jose Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class I bike trail improvements are planned for:

- Coyote Creek Trail, between Montague Expressway and Empire Street
- Five Wounds Trail, between Mabury Road and William Street
- Penitencia Creek Trail, between Station Way and the planned Coyote Creek Trail

Class II bike lanes are planned for:

- Gish Road, between Old Bayshore Highway and Oakland Road
- Hostetter Road, between Capitol Avenue and Morrill Avenue
- Sierra Road, between Capitol Avenue and Piedmont Road

- Sierra Road, between Flickinger Avenue and Chessington Drive
- Taylor Street, between 1st Street and 21st Street
- Lenfest Road, along its entire length
- Las Plumas Avenue, between Lenfest Road and Educational Park Drive
- Educational Park Drive, along its entire length

Class III bike route improvements are planned for:

- Commodore Drive, along its entire length
- Vinci Park Way, along its entire length
- Ringwood Avenue to Townsend Avenue, between Murphy Avenue and Lundy Avenue
- Hazlett Way, between Sierra Road and Coyote Creek Trail

In addition, the Berryessa BART Urban Village Plan will identify further improvement of the surrounding roadways, including Berryessa Road and Mabury Road, to incorporate complete street concepts that may include protected bike lanes along both sides of the streets. The project would also provide a bicycle connection between the project site and the Berryessa BART Station.

Transit Services

The Envision 2040 General Plan identifies the following goals in regard to public transit:

- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development be designed to accommodate and to provide direct access to transit facilities.
- Pursue development of BRT, bus, shuttle, and fixed guideway services on designated streets and connections to major destinations.

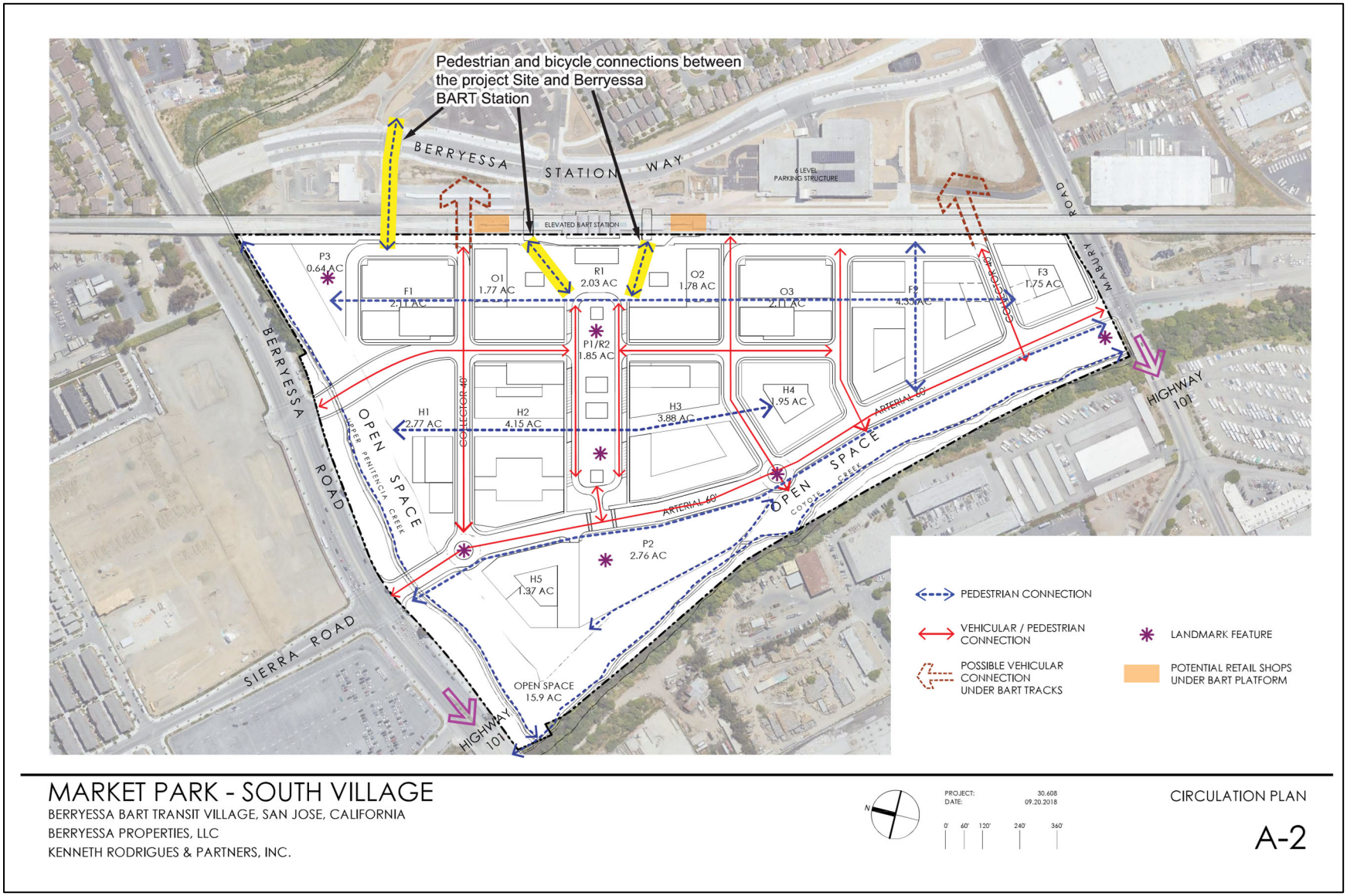
The project site is located adjacent to the Berryessa Transit Center & Berryessa/North San Jose BART Station located along the project's eastern boundary between Berryessa Road and Mabury Road. Station facilities include a parking structure for park-and-ride (PNR) commuters, surface parking lots, kiss-and-ride (KNR) drop-off points, bus transfer bays, and bikeshare stations. Phase 1 of the BART extension project included the extension of service to the Berryessa Transit Center & Berryessa/North San Jose BART Station and began operation in June 2020. Phase II would extend service six-miles from the Berryessa Transit Center into downtown San José with termination in Santa Clara with planned completion in 2030.

The nearest bus stops to the project site are currently along Berryessa Road, near Sierra Road along the north project frontage and Mabury Road near Taylor Street and Lenfest Road along the south project frontage. As part of the VTA's 2019 New Transit Service Plan and extension of BART service to Santa Clara County, frequent bus routes 61, 70, 77 and frequent rapid routes 500 and 523 provide service at the Berryessa Transit Center. The new transit trips generated by the project are not expected to create demand in excess of the existing and planned transit service.

Access to the Berryessa Transit Station from the project site as currently planned will be restricted to the use of Berryessa Road and Mabury Road. However, the Berryessa BART Urban Village Plan will likely identify the improvement of multi-modal access to the Berryessa Transit Station. In advance of the adoption of a Berryessa BART Urban Village Plan, the project is proposing to provide for pedestrian and bicycle connections to the station as well as provide for potential future vehicular connections between the Sierra Road extension and the transit station. The proposed project connections to the transit station are shown in Figure 36. The pedestrian and bicycle connections will focus on connecting

the proposed open spaces on the project site to the transit station and will provide for centralized access form the project to the station and BART platforms. The proposed pedestrian and bicycle connections to the transit station along with enhancements to pedestrian routes via the controlled crossing points along Berryessa Road, improvements to sidewalks and the pedestrian environment along the project's Berryessa Road and Mabury Road frontages, pedestrian trail that will run along the western perimeter of the site, and park/plaza within the project site will provide safe and more direct routes to and from the transit station and transit services along Berryessa Road and Mabury Road that will encourage increased usage of transit and be consistent with the General Plan and forthcoming Berryessa BART Urban Village Plan strategies and policies.

Figure 36
Proposed Berryessa Transit Station Pedestrian and Bicycle Connections



6. Conclusions

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), The City of San Jose *Transportation Analysis Handbook 2018*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Based on the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2018*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determines whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

The proposed project will meet most of the City's VMT analysis screening criteria based on its location within a planned Growth Area (Berryessa BART Urban Village), proximity to High-Quality Transit, its transit-supporting density, and the amount of parking limited by parking management policies to serve the planned development. However, the project site is not located in an area that currently has low VMT per capita or worker and thus the proposed residential and commercial uses do not meet the City's screening criteria. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required.

Project-Level VMT Impact Analysis

The City's Transportation Policy identifies an impact threshold of 15% below the citywide average per-capita VMT of 11.91 and regional average per employee VMT of 14.37. Thus, the proposed project would result in a significant impact if it results in VMT that exceeds per capita VMT of 10.12 and per employee VMT of 12.21.

The results of the VMT evaluation, using the City's Model, indicate that the proposed project is projected to generate VMT per capita (8.03) and VMT per employee (8.40) under Year 2040 conditions

that are both below the established thresholds. In addition, the City preferred project is projected to generate VMT per capita (4.80) and VMT per employee (7.51) under Year 2040 conditions that also are both below the established thresholds. Therefore, both the proposed project and City preferred project would not result in an impact on the transportation system under Year 2040 conditions based on the City's VMT impact criteria.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

The project site is located within the Berryessa BART Urban Village, as shown in Figure 1. The Berryessa BART Urban Village is generally bounded by Coyote Creek to the west, Shore Drive to the north, Mabury Road to the south, and Lundy Avenue to the east. Urban villages were developed as one of the major strategies of the *Envision San José 2040 General Plan*. Urban villages are defined as walkable, bicycle-friendly, transit-oriented, mixed use settings that provide both housing and jobs, thus supporting the policies and goals of the General Plan.

The Berryessa/North San José BART station is centrally located within the Berryessa BART Urban Village. According to the Envision San Jose 2040 General Plan, the Urban Village strategy fosters:

- Mixed residential and employment activities that are attractive to an innovative workforce
- Revitalization of underutilized properties that have access to existing infrastructure
- Densities that support transit use, bicycling, and walking
- High-quality urban design

The Berryessa BART Urban Village is the first regional transit urban village plan to be developed in San José. Regional transit urban villages are locations with access to major transit facilities of regional significance. Recognizing its emerging role as a gateway to the City, the design of new development within this urban village aims for high-quality environments for public circulation and gathering.

The project is consistent with the General Plan and Berryessa BART Urban Village goals and policies for the following reasons:

- The proposed residential uses for the project site are consistent with the Residential Neighborhood land use designation per the Berryessa BART Urban Village plan.
- The planned on-site street network will be consistent with planned streetscape design features of Complete Streets and the Berryessa BART Urban Village Plan.
- The project frontage along Berryessa Road will be designed to accommodate the planned Berryessa Road Complete Street improvements including protected bicycle lanes, wider sidewalks, and other pedestrian safety features.
- The project site is adjacent to a planned major transit station, bus stops and bicycle lanes on Berryessa Road.

Therefore, based on the project description, the proposed project would be consistent with the *Urban Village Planning Concepts* and the *Envision San José 2040 General Plan*. Thus, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

The LTA includes the analysis of AM and PM peak-hour traffic conditions for 25 signalized intersections, following the standards and methodology set forth by the City of San Jose.

Trip Generation

The CSJ Model was used to produce projections of AM and PM peak hour traffic generation for the project based on the proposed type and amount of land uses on the project site. The forecasts indicate that the proposed development scenario will generate 2,891 trips during the AM peak hour and 3,805 trips during the PM peak hour based on the projected trips that start and/or end in the Traffic Analysis Zones (TAZs) that correspond to the project site. The City preferred scenario will generate 2,978 trips during the AM peak hour and 4,231 trips during the PM peak hour.

Mode Share

Auto Based Travel

The mode-share results indicate that all Year 2040 scenarios are projected to result in a lower mode share for the automobile mode when compared to Year 2015 Existing Conditions. When compared to Year 2040 GP conditions, the proposed project and City preferred project scenarios would result in an approximately 12% and 18% reductions of the auto travel mode, respectively.

Non-Auto Based Travel

Under Year 2015 Existing Conditions, the alternative modes of travel (transit, bikes, and walking) account for only 4 percent of the total trips generated by the project site. When compared to Year 2040 GP conditions, trips generated by the project site for the proposed project and City preferred project scenarios are projected to result in increases of approximately 13 and 17 percent in the use of transit, bikes, and walking as travel modes, respectively.

When compared to the Year 2040 GP conditions, the proposed project and City preferred project scenarios would result in approximately 7% and 10% increase in transit usage, respectively. The increase would be due to increased development density near a major transit facility, the Berryessa BART Station, which would make the use of transit a more attractive travel option for tenants and employees of the project.

Year 2030 Intersection Operation Conditions

The results show that the following intersections are projected to operate at an unacceptable level of service during at least one peak hour under Year 2030 with Project conditions, according to the City of San Jose level of service standards:

Mabury Interchange Alternative

(5) US 101 and Mabury Road (E) (AM peak hour – Proposed project only; PM peak hour – both project scenarios)
(7) Eleventh Street and Taylor Street (AM & PM peak hours – Proposed project only)
(8) Tenth Street and Taylor Street) (AM peak hour – Proposed project only; PM peak hour – both project scenarios)
(**Adverse Effect**: AM peak hour – Proposed project only)

(12) Oakland Road and Commercial Street (PM peak hour – both project scenarios)
(13) Commercial Street and Berryessa Road (AM peak hour – both project scenarios)

Berryessa Interchange Alternative

(4) Berryessa Road and US 101 (S) (PM peak hour – Proposed project only)
(7) Eleventh Street and Taylor Street (AM peak hour – Proposed project only)
(8) Tenth Street and Taylor Street (AM & PM peak hours – Proposed project only)
(23) Flea Market Entrance/Sierra Road and Mabury Road (AM and PM peak hours – both project scenarios)
(**Adverse Effect**: AM and PM peak hours – both project scenarios)

Year 2040 Intersection Operation Conditions

The results also show that the following intersections are projected to operate at an unacceptable level of service during at least one peak hour under Year 2040 with Project conditions, according to the City of San Jose level of service standards:

Mabury Interchange Alternative

(5) US 101 and Mabury Road (E) (AM & PM peak hours – both project scenarios)
(**Adverse Effect**: AM and PM peak hours – Proposed project only)
(7) Eleventh Street and Taylor Street (AM & PM peak hours – Proposed project only)
(8) Tenth Street and Taylor Street (AM peak hour – Proposed project only; PM peak hours – both project scenarios)
(**Adverse Effect**: AM peak hour – Proposed project only)
(12) Oakland Road and Commercial Street (PM peak hour – both project scenarios)
(13) Commercial Street and Berryessa Road (AM peak hour – both project scenarios)
(21) King Road and Mabury Road (AM peak hour – Proposed project only)

Berryessa Interchange Alternative

(3) Berryessa Road and US 101 (N) (AM peak hour – Proposed project only)
(4) Berryessa Road and US 101 (S) (PM peak hour – Proposed project only)
(7) Eleventh Street and Taylor Street (AM and PM peak hours – Proposed project only)
(**Adverse Effect**: PM peak hour – Proposed project only)
(8) Tenth Street and Taylor Street (AM peak hour – Proposed project only; PM peak hour – both project scenarios)
(12) Oakland Road and Commercial Street (PM peak hour – both project scenarios)
(17) Lundy Avenue and Sierra Road (PM peak hour – Proposed project only)
(23) Flea Market Entrance/Sierra Road and Mabury Road (AM and PM peak hours – both project scenarios)
(**Adverse Effect**: AM and PM peak hours – both project scenarios)

Adverse Intersection Operations Effects and Potential Improvements

(5) US 101 and Mabury Road (E) – Mabury Road Interchange Alternative

(**Year 2040 Adverse Effect**: AM and PM peak hours – Proposed project only)

This intersection would operate at LOS F during the AM and PM peak hours under Year 2040 conditions. The added trips as a result of the proposed project with the Mabury Road interchange alternative would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during both the AM and PM peak

hours. Based on City of San Jose guidelines, this constitutes an adverse effect on intersection operations.

The US-101/Oakland/Mabury Area Development Policy (ADP) area for which a Transportation Development Policy ("TDP") exists has been established to alleviate traffic congestion at the US 101 interchange area. The project will be required to pay applicable TDP traffic fees. The fees will be determined based on a nexus study. The US-101/Oakland/Mabury TDP is described in more detail below.

(7) Eleventh Street and Taylor Street – Berryessa Road Interchange Alternative

(Year 2040 Adverse Effect: PM peak hour – Proposed project only)

This intersection would operate at LOS E during the PM peak hour under Year 2040 conditions. The added trips as a result of the proposed project with the Berryessa Road interchange alternative would decrease the intersection's critical-movement delay and would increase the intersection's critical v/c value by 0.01 or more during the PM peak-hour. Based on City of San Jose's guidelines, this constitutes an adverse effect on intersection operations.

(8) Tenth Street and Taylor Street – Mabury Road Interchange Alternative

(Year 2030 Adverse Effect: AM peak hour – Proposed project only)

This intersection would operate at LOS E during the AM peak hour under Year 2030 conditions. The added trips as a result of the proposed project with the Mabury Road interchange alternative would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour. Based on City of San Jose's guidelines, this constitutes an adverse effect on intersection operations.

(Year 2040 Adverse Effect: AM peak hour – Proposed project only)

This intersection would operate at LOS E during the AM peak hour under Year 2040 conditions. The added trips as a result of the proposed project with the Mabury Road interchange alternative would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour. Based on City of San Jose guidelines, this constitutes an adverse effect on intersection operations.

The future Year 2030 and 2040 analysis includes the conversion of both 10th and 11th Streets from one-way to two-way operations between Santa Clara Street and Hedding Street as identified in the Downtown Circulation and Access Study. The intention of the roadway conversions is to enhance the livability of the neighborhoods through which the roadways pass.

Each of the intersections had been identified as Protected Intersections since the intersections are along a roadway corridor that serve as a gateway to the greater Downtown area. The Protected Intersection policy had specified that Protected Intersections consist of locations that have been built to their planned maximum capacity and where expansion of the intersection would have an adverse effect upon other transportation facilities (such as pedestrian, bicycle, and transit systems). The Protected Intersection policy acknowledged that maintaining established level of service standards at intersections that have been built to their planned maximum capacity is not possible. If a development project had significant traffic impacts at a designated Protected Intersection, the project could be approved if offsetting Transportation System Improvements were provided that enhanced pedestrian, bicycle, and transit facilities in the community near the Protected Intersection. However, the Protected Intersection Policy has been eradicated with the adoption of Transportation Policy 5-1.

Vehicular capacity improvements at the intersections would require narrowing sidewalks and removing bus stops along Taylor Street, in addition to modifying pedestrian bulb-outs at each corner of the

intersections. These types of vehicular capacity improvements are not consistent with the City's transportation policies and would inhibit improvement of multi-modal facilities intended to increase alternative modes of travel (transit, bicycling, and walking) and reduce auto-based travel mode-share in the area. Therefore, improvement of the 10th Street or 11th Street intersections with Taylor Street is not feasible and the adverse effects are determined to be unavoidable. Since physical improvements at these two intersections are not feasible, the project will be required to provide offsetting multi-modal improvements within the Berryessa BART Urban Village (BBUV) Area. Possible offsetting improvements may include contribution towards or construction of improvements included in the draft BBUV Multi-Modal Transportation Improvement Plan (MTIP).

(23) Flea Market Entrance/Sierra Road and Mabury Road – Berryessa Road Interchange Alternative

(Year 2030 and 2040 Adverse Effect: AM and PM peak hours – both project scenarios)

This intersection would operate at LOS C during both the AM and PM peak hours under Year 2030 and 2040 conditions. The added trips as a result of both project scenarios with the Berryessa Road interchange alternative would cause the levels of service to degrade to LOS E or F during both the AM and PM peak hours. Based on City of San Jose's guidelines, this constitutes an adverse effect on intersection operations.

The necessary improvements at this intersection are be discussed in the Site Access section below.

US-101/Oakland Road/Mabury Road TDP Traffic Impact Fee

The project site is located within the US-101/Oakland/Mabury Area Development Policy (ADP) area for which a Transportation Development Policy ("TDP") exists. A TIF in the amount of approximately $16,000,000 for the approved entitlement on the project site consisting of 2,818 residential units and 365,622 s.f. of commercial space has already been collected by the City and is considered mitigation for the project site development as approved in 2007. Since the 2007 approval, 1,000 residential units and 138,514 s.f. of commercial uses have been constructed or are currently under construction on the north side of Berryessa Road.

The proposed project is subject to additional TIF payment for the additional residential units and office space now proposed on the site. The estimated TDP fees, based on the current fee of $39,625, for each of the project alternatives is presented in Chapter 5. However, the City will ultimately determine the method by which required TDP fees for the proposed project will be determined.

Year 2040 Freeway Segment Levels of Service

The results show that the same freeway segments would operate at an unacceptable LOS F under each of the Year 2040 scenarios evaluated. Of the 58 freeway segments that were analyzed, 49 directional mixed-flow freeway segments and 9 directional HOV freeway segments operate at an unacceptable level of service based on the CMP's level of service standards.

Site Access and On-Site Circulation

An evaluation of operations at the primary site access points along Berryessa Road and Mabury Road as well as on-site roadways identified several operational issues. The study includes the identification of necessary intersection and roadway configurations at the site access points and on-site roadways that consist of significant capacity expansions to meet the projected vehicular demand and alleviate queuing issues. However, it will not be feasible to provide the identified intersection capacity and queue storage for the entirety of the projected project generated traffic volumes at the site access points due to physical constraints at these locations. Furthermore, providing the identified necessary roadway and

intersection configurations to serve vehicular traffic will not be consistent with goals and policies of the forthcoming Berryessa Bart Urban Village (BBUV) Plan.

Evaluation of BBUV Roadway Network and Reduced Project Trips

The planned BBUV transportation system will facilitate multimodal circulation within the Urban Village and will establish roadway network design guidelines for the development of a transportation network that prioritizes non-auto travel modes (transit, bicycling, and walking). The goals and polices of the BBUV will ensure that all roadway improvements to the street system enhance multimodal mobility. The BBUV Plan will require the implementation of Travel Demand Management (TDM) measures and parking management policies that will significantly reduce the projected traffic volumes generated by the project site and the identified operational issues.

Potential Trip Reduction Measures (TDM Program)

The BBUV Plan will include strategies and policies to increase the use of public transit and alternative modes of transportation and support efficient use of valuable parking resources using TDM measures. TDM measures will include design-based and program-based strategies to manage mode of travel and significantly reduce on-site parking. It is anticipated that the BBUV Plan policies could require reductions in on-site parking and traffic generated by the project by as much as 50 percent.

Therefore, at the request of City staff, the site access operations analysis was re-evaluated to determine effects of reducing project trips and implementation of a future roadway network that aligns with the planned BBUV transportation network configurations as identified by City of San Jose staff. The evaluation indicates that most of the operational issues that were identified under each of the project scenarios and interchange alternatives assuming a roadway network configuration that aligns with the planned BBUV transportation network would be alleviated with the reduction of project traffic by approximately 50 percent.

Based on the re-evaluation of the site access operations, the project should consider, if not required by the City and its forthcoming BBUV Plan, implementing single-occupant auto trip reduction measures, via a TDM plan to reduce the vehicular trips generated by the project site and reduce the operational issues identified in this report. The TDM program should focus on providing opportunities for multimodal travel and use of the extensive transit services and pedestrian/bicycle facilities in the immediate project area to the maximum extent possible.

Pedestrian, Bicycle, and Transit Analysis

The proposed project site is located within the Berryessa BART Urban Village Boundary. Development within Urban Villages must incorporate additional urban design and architectural elements that will facilitate buildings with pedestrian orientated design and activate the pedestrian public right-of-way. The Berryessa BART Urban Village Plan also will include policies that will provide for the enhancement of the pedestrian and bicycle environment and greater connectivity to the overall transportation network.

Pedestrian Facilities

Pedestrian generators in the project vicinity include the Berryessa Transit Station, commercial areas on the north side of Berryessa Road, and bus stops along Berryessa Road and Mabury Road. Proposed pedestrian connections between the project site and the Berryessa Transit Station are described in the transit section below. The project also will allow for the construction of two bridges over Upper Penitencia Creek that would provide pedestrian access to and from Berryessa Road.

The project site is within the service boundaries of Vinci Park Elementary School and Piedmont Middle School which are part of the Berryessa Union School District. Vinci Park Elementary school is located approximately 1.0 mile east of the project site along Vinci Park Way while Piedmont Middle School is

located approximately 2.7 miles east of the project site near Piedmont Road and Penitencia Creek Road. Independence High School also is located approximately 1.0-mile east of the project site.

Existing sidewalks along Berryessa Road and Mabury Road provide a pedestrian connection between the project site and pedestrian destinations in the project vicinity. A missing segment of sidewalk is located along the north side of Commercial Street extending 600 feet west of its intersection with Berryessa Road. A sidewalk is provided along only the east side of King Road between Commodore Drive and Salamoni Court. Sidewalks are not provided along the south side of Mabury Road between Oakland Road and 800 feet west of Taylor Street since the roadway fronts US-101 with no adjacent uses.

Bicycle Facilities

The bikeways within the vicinity of the project site would remain unchanged under project conditions. There are bike lanes provided along Berryessa Road and Mabury Road, including the segments along the project's frontages, between Mabury Road and Lundy Avenue.

The City's General Plan identifies a bicycle commute mode split target of 15 percent or more by the year 2040. It is projected that the use of a bicycle will account for only a 2 percent mode share for the project. However, the number bicycle trips would nearly triple those that are projected for the project site under the current General Plan conditions. The low projected mode-share for bicycle usage in the project area is likely due to its proximity to the Berryessa Transit Station and its connections to bus routes and BART. The ease of access to transit results in a greater mode split of transit usage and walking, approximately 14 to 18 percent for each mode, that will meet or exceed the General Plan mode share targets.

Bicycle and Pedestrian Facility Improvements

The Envision 2040 General Plan identifies the following goals in regard to bicycling and pedestrians:

- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments.
- Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- Give priority to pedestrian improvement projects that improve pedestrian safety, improve pedestrian access to and within the Urban Villages and other growth areas.

The planned improvements discussed below are intended to reduce the identified adverse effects to the roadway system by providing the project site with viable connections to surrounding pedestrian/bike and transit facilities and provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. However, the full implementation of the improvements are beyond the means of the proposed project given that they may require right-of-way from adjacent properties. The project could be required to make a fair-share contribution towards the cost of the improvements since the identified improvements would be of benefit to the project.

The draft San Jose Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class I bike trail improvements are planned for:

- Coyote Creek Trail, between Montague Expressway and Empire Street
- Five Wounds Trail, between Mabury Road and William Street
- Penitencia Creek Trail, between Station Way and the planned Coyote Creek Trail

Class II bike lanes are planned for:

- Gish Road, between Old Bayshore Highway and Oakland Road
- Hostetter Road, between Capitol Avenue and Morrill Avenue
- Sierra Road, between Capitol Avenue and Piedmont Road
- Sierra Road, between Flickinger Avenue and Chessington Drive
- Taylor Street, between 1st Street and 21st Street
- Lenfest Road, along its entire length
- Las Plumas Avenue, between Lenfest Road and Educational Park Drive
- Educational Park Drive, along its entire length

Class III bike route improvements are planned for:

- Commodore Drive, along its entire length
- Vinci Park Way, along its entire length
- Ringwood Avenue to Townsend Avenue, between Murphy Avenue and Lundy Avenue
- Hazlett Way, between Sierra Road and Coyote Creek Trail

In addition, the Berryessa BART Urban Village Plan will identify further improvement of the surrounding roadways, including Berryessa Road and Mabury Road, to incorporate complete street concepts that may include protected bike lanes along both sides of the streets. The project would also provide a bicycle connection between the project site and the Berryessa BART Station.

Transit Services

The Envision 2040 General Plan identifies the following goals in regard to public transit:

- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development be designed to accommodate and to provide direct access to transit facilities.
- Pursue development of BRT, bus, shuttle, and fixed guideway services on designated streets and connections to major destinations.

The project site is located adjacent to the Berryessa Transit Center & Berryessa/North San Jose BART Station located along the project's eastern boundary between Berryessa Road and Mabury Road. Station facilities include a parking structure for park-and-ride (PNR) commuters, surface parking lots, kiss-and-ride (KNR) drop-off points, bus transfer bays, and bikeshare stations. Phase 1 of the BART extension project included the extension of service to the Berryessa Transit Center & Berryessa/North San Jose BART Station and began operation in June 2020. Phase II would extend service six-miles from the Berryessa Transit Center into downtown San José with termination in Santa Clara with planned completion in 2030.

The nearest bus stops to the project site are currently along Berryessa Road, near Sierra Road along the north project frontage and Mabury Road near Taylor Street and Lenfest Road along the south project frontage. As part of the VTA's 2019 New Transit Service Plan and extension of BART service to Santa Clara County, frequent bus routes 61, 70, 77 and frequent rapid routes 500 and 523 provide service at the Berryessa Transit Center. The new transit trips generated by the project are not expected to create demand in excess of the existing and planned transit service.

Access to the Berryessa Transit Station from the project site as currently planned will be restricted to the use of Berryessa Road and Mabury Road. However, the Berryessa BART Urban Village Plan will

likely identify the improvement of multi-modal access to the Berryessa Transit Station. In advance of the adoption of a Berryessa BART Urban Village Plan, the project is proposing to provide for pedestrian and bicycle connections to the station as well as provide for potential future vehicular connections between the Sierra Road extension and the transit station. The pedestrian and bicycle connections will focus on connecting the proposed open spaces on the project site to the transit station and will provide for centralized access form the project to the station and BART platforms. The proposed pedestrian and bicycle connections to the transit station along with enhancements to pedestrian routes via the controlled crossing points along Berryessa Road, improvements to sidewalks and the pedestrian environment along the project's Berryessa Road and Mabury Road frontages, pedestrian trail that will run along the western perimeter of the site, and park/plaza within the project site will provide safe and more direct routes to and from the transit station and transit services along Berryessa Road and Mabury Road that will encourage increased usage of transit and be consistent with the General Plan and forthcoming Berryessa BART Urban Village Plan strategies and policies.

Market Park South Village Development TA

Technical Appendices

September 14, 2020

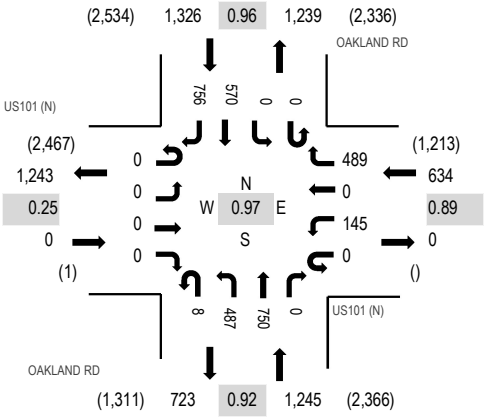
Appendix A
Traffic Counts

Study Intersection Count Summary					
			Peak	Count	
#	Node #	Intersection	Hour	Date	Source
1	3021	Oakland Road and US 101 (N) *	AM	06/04/19	TMC
			PM	12/11/18	CMP
2	3022	Oakland Road and US 101 (S) *	AM	06/04/19	TMC
			PM	12/11/18	CMP
3	1003	Berryessa Road and US 101 (N)	AM	N/A	N/A
			PM	N/A	N/A
4	1004	Berryessa Road and US 101 (S)	AM	N/A	N/A
			PM	N/A	N/A
5	4010	US 101 and Mabury Road (E)	AM	05/09/18	TMC
			PM	05/09/18	TMC
6	1002	US 101 and Mabury Road (W)	AM	05/09/18	TMC
			PM	05/09/18	TMC
7	3467	Eleventh Street and Taylor Street	AM	01/10/19	TMC
			PM	01/10/19	TMC
8	3822	Tenth Street and Taylor Street	AM	01/10/19	TMC
			PM	01/10/19	TMC
9	3581	Tenth Street and Hedding Street	AM	01/10/19	TMC
			PM	01/10/19	TMC
10	3469	Eleventh Street and Hedding Street	AM	01/10/19	TMC
			PM	01/10/19	TMC
11	3576	Oakland Road/Thirteenth Street and Hedding Street	AM	05/09/18	TMC
			PM	05/09/18	TMC
12	3421	Oakland Road and Commercial Street	AM	05/09/18	TMC
			PM	05/09/18	TMC
13	3294	Commercial Street and Berryessa Road	AM	05/09/18	TMC
			PM	05/09/18	TMC
14	4122	Sierra Road and Berryessa Road	AM	05/09/18	TMC
			PM	05/09/18	TMC
15	4136	Flea Market Entrance and Berryessa Road	AM	05/09/18	TMC
			PM	05/09/18	TMC
16	4137	BART Entrance and Berryessa Road	AM	05/09/18	TMC
			PM	05/09/18	TMC
17	3661	Lundy Avenue and Sierra Road	AM	11/15/18	TMC
			PM	11/15/18	TMC
18	3076	Lundy Avenue and Berryessa Road *	AM	01/23/19	TMC
			PM	12/11/18	CMP
19	3295	Flickinger Avenue/Jackson Avenue and Berryessa Road	AM	05/09/18	TMC
			PM	05/09/18	TMC
20	3595	Jackson Avenue and Mabury Road	AM	05/09/18	TMC
			PM	05/09/18	TMC
21	3623	King Road and Mabury Road	AM	05/09/18	TMC
			PM	05/09/18	TMC
22	4135	Lenfest Road/BART Entrance and Mabury Road	AM	05/09/18	TMC
			PM	05/09/18	TMC
23	3665	Flea Market Entrance/Sierra Road and Mabury Road	AM	05/09/18	TMC
			PM	05/09/18	TMC
24	3625	King Road and McKee Road	AM	05/09/18	TMC
			PM	05/09/18	TMC
25	3574	Berryessa Road and Mabury Road	AM	11/15/18	TMC
			PM	11/15/18	TMC

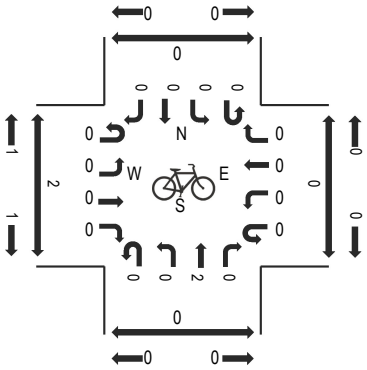
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 1 OAKLAND RD & US101 (N) AM
Date: Tuesday, June 4, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

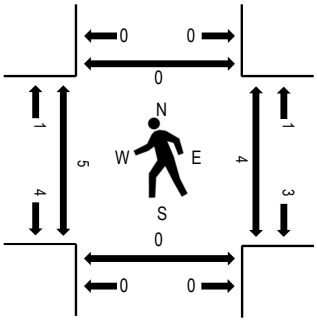
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US101 (N) Eastbound				US101 (N) Westbound				OAKLAND RD Northbound				OAKLAND RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	38	0	107	2	118	149	0	0	0	83	178	675	3,028	2	4	0	0
7:15 AM	0	0	0	1	0	26	0	100	0	141	155	0	0	0	108	201	732	3,149	4	1	0	1
7:30 AM	0	0	0	0	0	43	0	119	1	127	163	0	0	0	150	196	799	3,205	3	1	0	0
7:45 AM	0	0	0	0	0	39	0	123	1	117	221	0	0	0	128	193	822	3,161	0	2	0	0
8:00 AM	0	0	0	0	0	35	0	144	1	109	178	0	0	0	153	176	796	3,086	0	1	0	0
8:15 AM	0	0	0	0	0	28	0	103	5	134	188	0	0	0	139	191	788		2	0	0	0
8:30 AM	0	0	0	0	0	28	0	133	1	108	164	0	0	0	135	186	755		1	4	0	0
8:45 AM	0	0	0	0	0	28	2	117	0	111	172	0	0	0	138	179	747		2	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	2	0	14	0	3	17	0	0	0	15	14	65
Lights	0	0	0	0	0	136	0	462	8	467	710	0	0	0	502	718	3,003
Mediums	0	0	0	0	0	7	0	13	0	17	23	0	0	0	53	24	137
Total	0	0	0	0	0	145	0	489	8	487	750	0	0	0	570	756	3,205

All Traffic Data Services Inc.
(303) 216-2439
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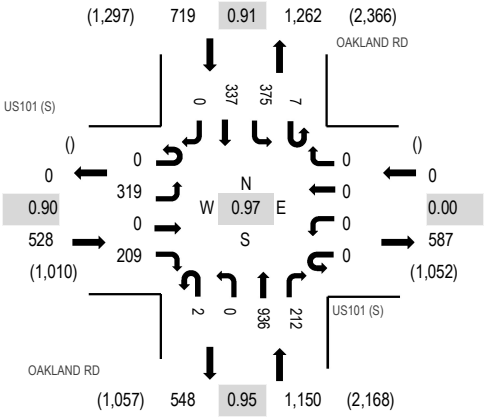
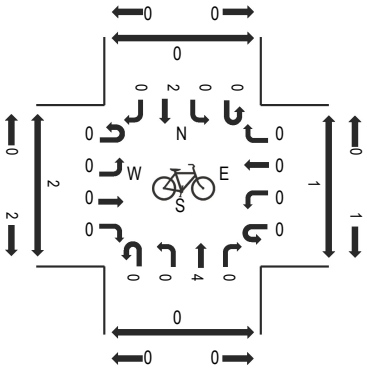
Location: 2 OAKLAND RD & US101 (S) AM
Date: Tuesday, June 4, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

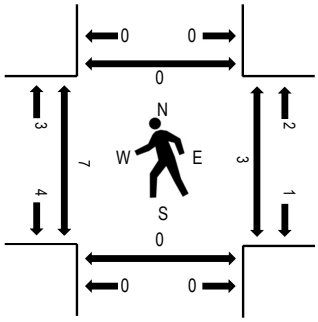
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US101 (S) Eastbound				US101 (S) Westbound				OAKLAND RD Northbound				OAKLAND RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	81	1	58	0	0	0	0	0	0	182	49	0	50	70	0	491	2,265	3	3	0	0
7:15 AM	0	62	0	61	0	0	0	0	0	0	230	61	1	57	77	0	549	2,360	5	1	0	0
7:30 AM	0	74	0	51	0	0	0	0	0	0	223	63	1	110	86	0	608	2,397	2	0	0	0
7:45 AM	0	100	0	50	0	0	0	0	2	0	236	64	2	83	80	0	617	2,308	1	1	0	0
8:00 AM	0	84	0	52	0	0	0	0	0	0	213	46	3	98	90	0	586	2,210	2	2	0	0
8:15 AM	0	61	0	56	0	0	0	0	0	0	264	39	1	84	81	0	586		2	0	0	0
8:30 AM	0	72	0	40	0	0	0	0	1	0	194	47	1	81	83	0	519		4	2	0	0
8:45 AM	0	67	0	40	0	0	0	0	0	0	213	41	1	78	79	0	519		7	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	15	0	6	0	0	0	0	0	0	4	11	0	11	1	0	48
Lights	0	288	0	187	0	0	0	0	2	0	901	195	7	324	309	0	2,213
Mediums	0	16	0	16	0	0	0	0	0	0	31	6	0	40	27	0	136
Total	0	319	0	209	0	0	0	0	2	0	936	212	7	375	337	0	2,397

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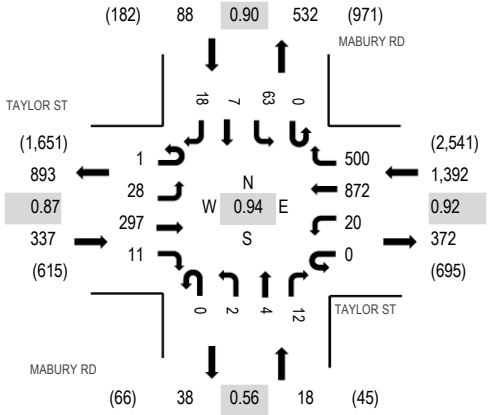
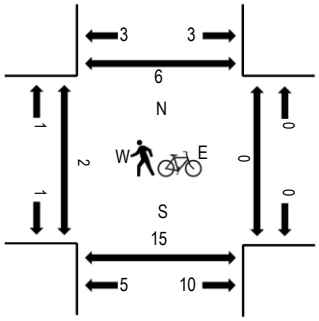
Location: 8 MABURY RD & TAYLOR ST AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	TAYLOR ST Eastbound				TAYLOR ST Westbound				MABURY RD Northbound				MABURY RD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	13	52	5	0	4	143	74	0	2	3	3	0	19	0	2	320	1,637	0	0	2	1
7:15 AM	0	6	49	0	0	3	169	108	0	2	2	2	1	20	2	4	368	1,774	0	1	4	1
7:30 AM	0	9	76	1	0	1	227	118	0	0	0	3	0	21	0	4	460	1,835	0	0	0	0
7:45 AM	0	7	77	1	0	5	226	147	0	0	0	2	0	18	3	3	489	1,810	0	0	0	1
8:00 AM	0	8	83	6	0	6	223	107	0	0	1	2	0	12	3	6	457	1,746	1	0	0	1
8:15 AM	1	4	61	3	0	8	196	128	0	2	3	5	0	12	1	5	429		0	0	2	0
8:30 AM	0	8	68	4	0	2	215	109	0	3	6	3	0	14	1	2	435		0	0	1	0
8:45 AM	0	3	67	3	0	4	212	106	0	1	0	0	0	26	0	3	425		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	8	0	0	1	0	0	3	1	1	14
Lights	1	28	285	11	0	19	847	481	0	2	0	6	0	53	6	17	1,756
Mediums	0	0	12	0	0	1	25	11	0	0	3	6	0	7	0	0	65
Total	1	28	297	11	0	20	872	500	0	2	4	12	0	63	7	18	1,835

All Traffic Data Services Inc.
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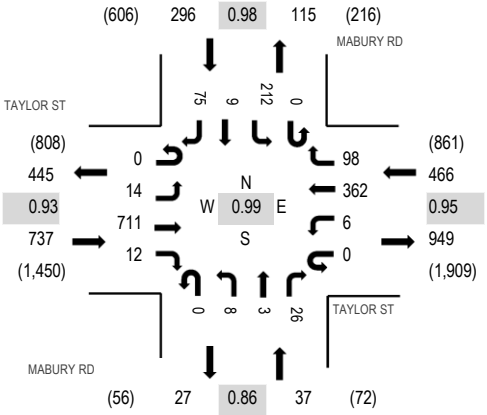
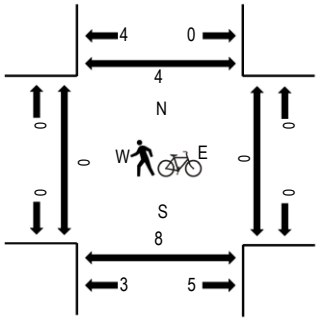
Location: 8 MABURY RD & TAYLOR ST PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	TAYLOR ST Eastbound				TAYLOR ST Westbound				MABURY RD Northbound				MABURY RD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	2	162	3	0	3	75	25	0	4	0	7	0	57	5	16	359	1,478	0	0	1	0
4:15 PM	0	5	163	4	0	5	94	23	0	4	0	6	0	57	1	21	383	1,505	0	0	0	0
4:30 PM	0	2	169	0	0	3	64	26	0	2	0	7	0	63	5	10	351	1,502	0	0	0	0
4:45 PM	0	4	177	1	0	3	88	29	0	1	0	7	0	61	2	12	385	1,536	0	0	0	1
5:00 PM	0	4	173	2	0	0	98	23	0	0	1	9	0	51	3	22	386	1,511	0	0	0	1
5:15 PM	0	5	177	8	0	1	84	18	0	3	2	6	0	47	3	26	380		0	0	0	0
5:30 PM	0	1	184	1	0	2	92	28	0	4	0	4	0	53	1	15	385		0	0	2	1
5:45 PM	0	4	199	0	0	0	63	14	0	2	0	3	0	67	0	8	360		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	1	0	0	0	0	0	0	0	0	0	1	2	0	6
Lights	0	14	702	11	0	4	356	97	0	8	3	25	0	205	6	74	1,505
Mediums	0	0	7	0	0	2	6	1	0	0	0	1	0	6	1	1	25
Total	0	14	711	12	0	6	362	98	0	8	3	26	0	212	9	75	1,536

All Traffic Data Services Inc.

(303) 216-2439
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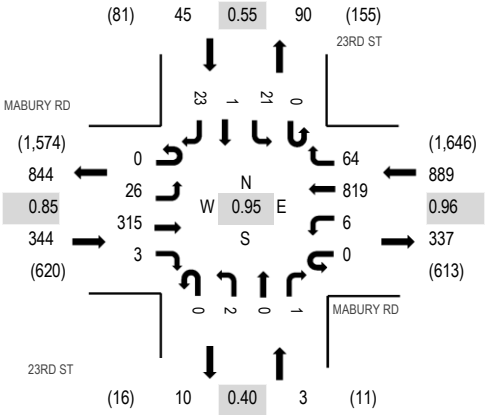
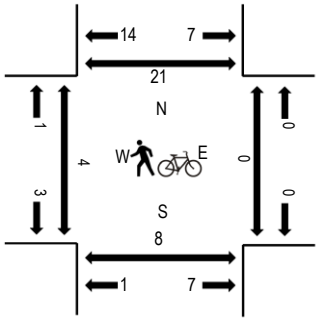
Location: 14 23RD ST & MABURY RD AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MABURY RD Eastbound				MABURY RD Westbound				23RD ST Northbound				23RD ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	5	68	0	0	1	135	10	0	0	0	0	0	0	0	4	223	1,128	0	0	0	3
7:15 AM	0	5	50	2	0	0	164	10	1	0	0	0	0	3	0	8	243	1,243	0	0	1	3
7:30 AM	0	5	85	1	0	0	211	20	0	2	0	0	0	4	0	6	334	1,281	0	0	0	2
7:45 AM	0	4	75	0	0	1	200	25	0	0	0	0	0	10	0	13	328	1,262	0	0	0	3
8:00 AM	0	10	89	2	0	4	215	11	0	0	0	0	0	6	0	1	338	1,230	4	0	0	4
8:15 AM	0	7	66	0	0	1	193	8	0	0	0	1	0	1	1	3	281		0	0	0	10
8:30 AM	0	5	77	0	0	1	203	18	0	0	0	2	0	3	0	6	315		0	0	1	1
8:45 AM	0	0	64	0	0	1	202	12	0	1	0	4	0	5	0	7	296		0	0	0	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
Lights	0	26	304	3	0	6	798	62	0	2	0	1	0	19	1	23	1,245
Mediums	0	0	11	0	0	0	19	1	0	0	0	0	0	2	0	0	33
Total	0	26	315	3	0	6	819	64	0	2	0	1	0	21	1	23	1,281

All Traffic Data Services Inc.
(303) 216-2439
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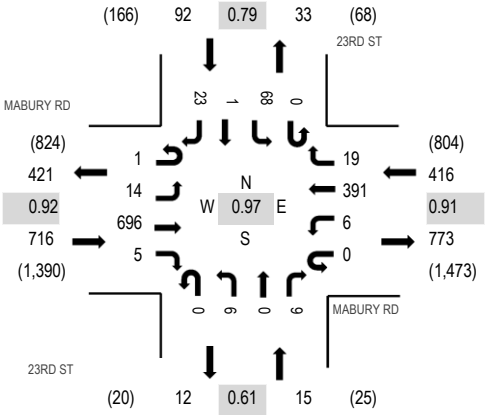
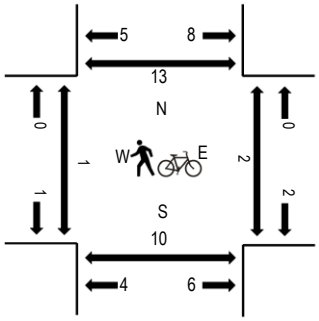
Location: 14 23RD ST & MABURY RD PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MABURY RD Eastbound				MABURY RD Westbound				23RD ST Northbound				23RD ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	9	151	1	0	0	89	4	0	0	0	1	0	15	1	6	277	1,146	0	1	1	3
4:15 PM	0	2	169	1	0	1	117	4	0	0	1	0	0	10	0	8	313	1,189	0	0	0	3
4:30 PM	0	2	162	1	0	2	68	3	0	3	0	1	0	11	0	5	258	1,191	0	1	1	0
4:45 PM	0	6	170	0	0	1	97	2	0	1	2	1	0	9	0	9	298	1,238	0	0	1	3
5:00 PM	0	2	171	0	0	1	113	8	0	1	0	1	0	16	0	7	320	1,239	0	0	1	2
5:15 PM	0	2	175	2	0	3	107	5	0	1	0	6	0	9	1	4	315		0	2	1	4
5:30 PM	1	4	164	0	0	2	101	3	0	1	0	0	0	24	0	5	305		1	0	0	4
5:45 PM	0	6	186	3	0	0	70	3	0	3	0	2	0	19	0	7	299		0	0	0	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	14	692	5	0	6	386	19	0	6	0	9	0	67	1	23	1,229
Mediums	0	0	4	0	0	0	5	0	0	0	0	0	0	1	0	0	10
Total	1	14	696	5	0	6	391	19	0	6	0	9	0	68	1	23	1,239

All Traffic Data Services Inc.

(303) 216-2439
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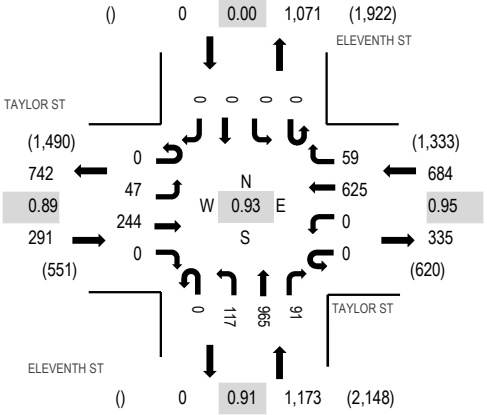
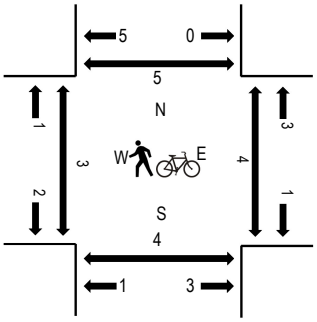
Location: 3 ELEVENTH ST & TAYLOR ST AM
Date: Thursday, January 10, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	TAYLOR ST Eastbound				TAYLOR ST Westbound				ELEVENTH ST Northbound				ELEVENTH ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	14	57	0	0	0	130	5	0	28	153	11	0	0	0	0	398	1,958	0	3	0	1
7:15 AM	0	6	57	0	0	0	145	12	0	43	206	10	0	0	0	0	479	2,136	0	0	1	4
7:30 AM	0	11	73	0	0	0	142	19	0	36	245	20	0	0	0	0	546	2,148	1	0	2	1
7:45 AM	0	13	69	0	0	0	164	14	0	28	219	28	0	0	0	0	535	2,106	0	3	0	0
8:00 AM	0	13	54	0	0	0	177	9	0	35	256	32	0	0	0	0	576	2,074	0	0	2	3
8:15 AM	0	10	48	0	0	0	142	17	0	18	245	11	0	0	0	0	491		2	0	0	1
8:30 AM	0	9	52	0	0	0	170	16	0	21	215	21	0	0	0	0	504		0	0	2	1
8:45 AM	0	10	55	0	0	0	163	8	0	48	197	22	0	0	0	0	503		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	0	0	0	1	2	0	0	0	0	0	5
Lights	0	42	229	0	0	0	613	58	0	111	946	90	0	0	0	0	2,089
Mediums	0	5	13	0	0	0	12	1	0	5	17	1	0	0	0	0	54
Total	0	47	244	0	0	0	625	59	0	117	965	91	0	0	0	0	2,148

All Traffic Data Services Inc.
(303) 216-2439
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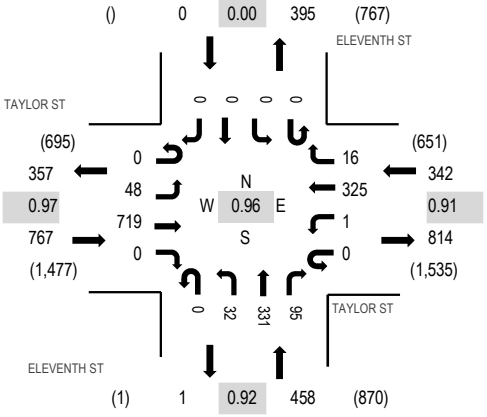
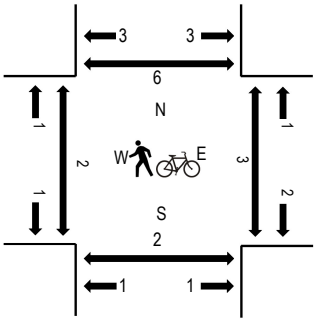
Location: 3 ELEVENTH ST & TAYLOR ST PM
Date: Thursday, January 10, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	TAYLOR ST Eastbound				TAYLOR ST Westbound				ELEVENTH ST Northbound				ELEVENTH ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	15	171	0	0	0	66	7	0	15	75	13	0	0	0	0	362	1,450	1	0	1	0
4:15 PM	0	12	153	0	0	0	59	8	0	10	85	16	0	0	0	0	343	1,455	0	1	3	1
4:30 PM	0	10	164	0	0	0	87	7	0	15	51	16	0	0	0	0	350	1,509	0	0	3	2
4:45 PM	0	10	177	0	0	0	81	4	0	11	93	19	0	0	0	0	395	1,567	1	1	0	0
5:00 PM	0	11	181	0	0	0	80	2	0	7	62	24	0	0	0	0	367	1,548	1	0	1	3
5:15 PM	0	15	175	0	0	0	79	3	0	7	88	30	0	0	0	0	397		0	1	0	1
5:30 PM	0	12	186	0	0	1	85	7	0	7	88	22	0	0	0	0	408		0	1	1	1
5:45 PM	0	13	172	0	0	0	71	4	0	15	85	16	0	0	0	0	376		1	0	1	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	43	712	0	0	1	320	15	0	32	331	95	0	0	0	0	1,549
Mediums	0	4	7	0	0	0	5	1	0	0	0	0	0	0	0	0	17
Total	0	48	719	0	0	1	325	16	0	32	331	95	0	0	0	0	1,567

All Traffic Data Services Inc.
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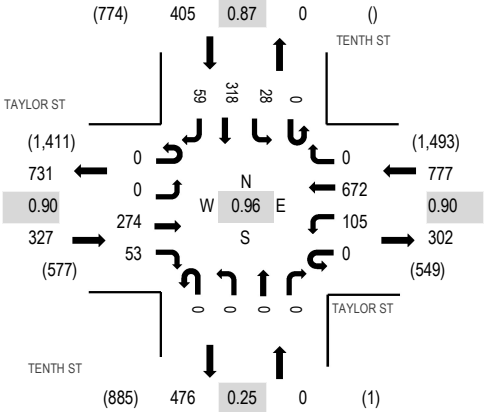
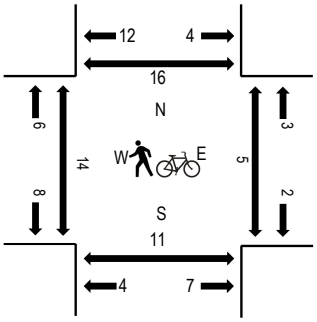
Location: 2 TENTH ST & TAYLOR ST AM
Date: Thursday, January 10, 2019
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	TAYLOR ST Eastbound				TAYLOR ST Westbound				TENTH ST Northbound				TENTH ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	55	4	0	20	137	0	0	0	0	0	0	10	59	17	302	1,420	0	0	0	4
7:15 AM	0	0	57	18	0	10	178	0	0	0	0	0	0	8	65	8	344	1,509	0	1	0	7
7:30 AM	0	0	80	11	0	32	150	0	0	0	0	0	0	7	97	18	395	1,478	5	3	7	4
7:45 AM	0	0	71	16	0	39	153	0	0	0	0	0	0	10	74	16	379	1,434	2	1	2	1
8:00 AM	0	0	66	8	0	24	191	0	0	0	0	0	0	3	82	17	391	1,425	6	0	1	2
8:15 AM	0	0	47	11	0	21	134	0	0	0	0	1	0	8	73	18	313		0	0	0	1
8:30 AM	0	0	59	7	0	37	154	0	0	0	0	0	0	6	62	26	351		1	0	2	2
8:45 AM	0	0	54	13	0	36	177	0	0	0	0	0	0	7	66	17	370		0	0	0	0

Peak Rolling Hour Flow Rates

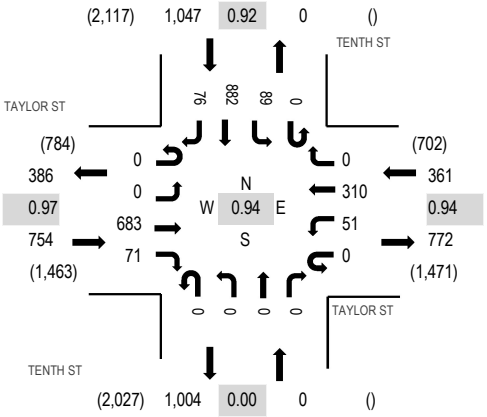
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	0	262	53	0	101	656	0	0	0	0	0	0	24	304	53	1,453
Mediums	0	0	11	0	0	4	16	0	0	0	0	0	0	4	14	6	55
Total	0	0	274	53	0	105	672	0	0	0	0	0	0	28	318	59	1,509

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

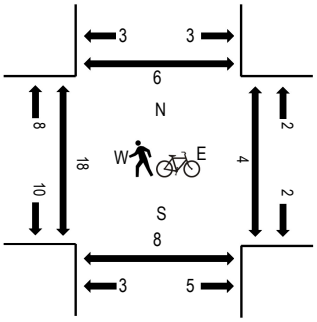
Location: 2 TENTH ST & TAYLOR ST PM
Date: Thursday, January 10, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	TAYLOR ST Eastbound				TAYLOR ST Westbound				TENTH ST Northbound				TENTH ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	162	20	0	13	67	0	0	0	0	0	0	16	249	24	551	2,136	5	0	0	4
4:15 PM	0	0	155	22	0	7	67	0	0	0	0	0	0	17	222	23	513	2,109	5	4	3	4
4:30 PM	0	0	148	24	0	12	86	0	0	0	0	0	0	16	184	29	499	2,148	4	1	3	2
4:45 PM	0	0	175	19	0	16	78	0	0	0	0	0	0	22	237	26	573	2,162	6	2	1	1
5:00 PM	0	0	161	23	0	15	72	0	0	0	0	0	0	26	212	15	524	2,146	4	0	3	1
5:15 PM	0	0	173	19	0	7	82	0	0	0	0	0	0	19	234	18	552		3	2	2	1
5:30 PM	0	0	174	10	0	13	78	0	0	0	0	0	0	22	199	17	513		4	0	2	0
5:45 PM	0	0	164	14	0	6	83	0	0	0	0	0	0	21	250	19	557		7	0	3	3

Peak Rolling Hour Flow Rates

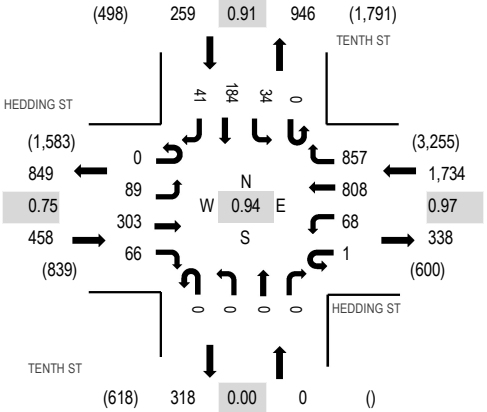
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	3
Lights	0	0	674	71	0	50	306	0	0	0	0	0	0	88	871	74	2,134
Mediums	0	0	8	0	0	1	4	0	0	0	0	0	0	1	9	2	25
Total	0	0	683	71	0	51	310	0	0	0	0	0	0	89	882	76	2,162

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

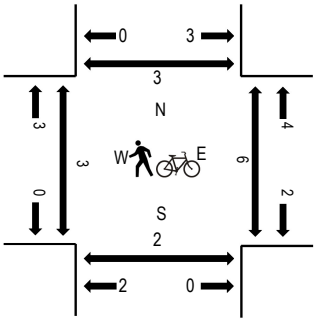
Location: 1 TENTH ST & HEDDING ST AM
Date: Thursday, January 10, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	HEDDING ST Eastbound				HEDDING ST Westbound				TENTH ST Northbound				TENTH ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	22	51	8	0	12	142	144	0	0	0	0	0	8	45	7	439	2,226	1	1	2	0
7:15 AM	0	15	75	25	0	19	180	174	0	0	0	0	0	5	34	5	532	2,374	1	0	7	0
7:30 AM	0	18	112	31	1	19	204	196	0	0	0	0	0	12	50	9	652	2,451	3	0	1	1
7:45 AM	0	25	71	15	0	10	190	239	0	0	0	0	0	8	37	8	603	2,324	0	1	1	0
8:00 AM	0	21	62	10	0	20	208	202	0	0	0	0	0	7	48	9	587	2,366	0	1	0	2
8:15 AM	0	25	58	10	0	19	206	220	0	0	0	0	0	7	49	15	609		0	2	0	0
8:30 AM	0	21	45	11	0	12	194	181	0	0	0	0	0	9	42	10	525		0	1	3	1
8:45 AM	0	35	61	12	0	21	189	253	0	0	0	0	0	8	59	7	645		1	0	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	2	0	0	0	3	2	0	0	0	0	0	1	0	0	9
Lights	0	85	287	63	0	61	785	840	0	0	0	0	0	25	172	36	2,354
Mediums	0	3	14	3	1	7	20	15	0	0	0	0	0	8	12	5	88
Total	0	89	303	66	1	68	808	857	0	0	0	0	0	34	184	41	2,451

All Traffic Data Services Inc.
(303) 216-2439
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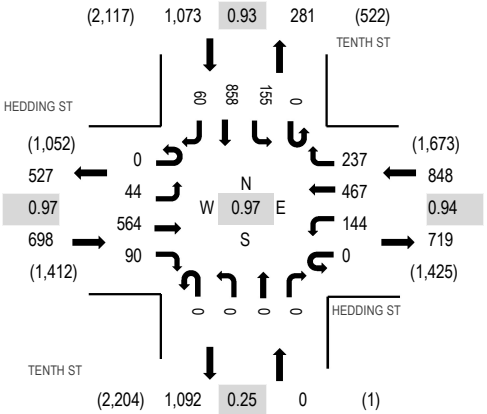
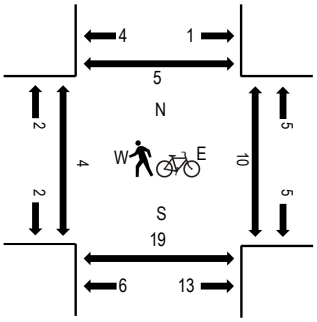
Location: 1 TENTH ST & HEDDING ST PM
Date: Thursday, January 10, 2019
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	HEDDING ST Eastbound				HEDDING ST Westbound				TENTH ST Northbound				TENTH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	9	131	25	0	46	118	54	0	0	0	0	0	32	242	15	672	2,619	1	3	8	1
4:15 PM	0	15	143	21	0	31	106	62	0	0	0	0	0	50	195	14	637	2,604	1	2	1	1
4:30 PM	0	10	149	19	0	30	119	56	0	0	0	0	0	30	203	17	633	2,590	1	1	5	1
4:45 PM	0	10	141	25	0	37	124	65	0	0	0	0	0	43	218	14	677	2,597	0	3	5	1
5:00 PM	0	7	147	30	0	31	128	44	0	0	1	0	0	36	220	13	657	2,584	3	4	0	5
5:15 PM	0	10	134	22	0	41	118	52	0	0	0	0	0	35	203	8	623		0	1	1	1
5:30 PM	0	7	143	32	0	32	115	53	0	0	0	0	0	35	206	17	640		1	0	3	4
5:45 PM	0	12	145	25	0	40	116	55	0	0	0	0	0	31	230	10	664		1	1	1	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	2	0	0	0	0	0	1	2	0	6
Lights	0	39	555	88	0	141	455	227	0	0	0	0	0	149	840	59	2,553
Mediums	0	5	9	2	0	3	11	8	0	0	0	0	0	5	16	1	60
Total	0	44	564	90	0	144	467	237	0	0	0	0	0	155	858	60	2,619

All Traffic Data Services Inc.
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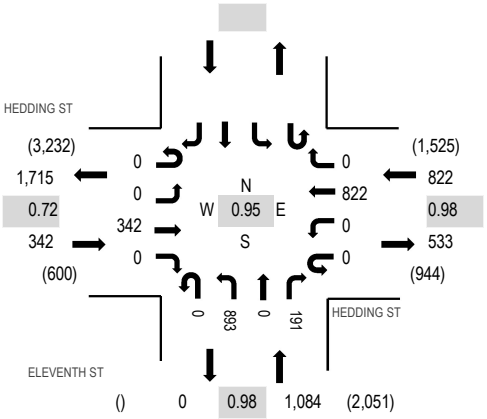
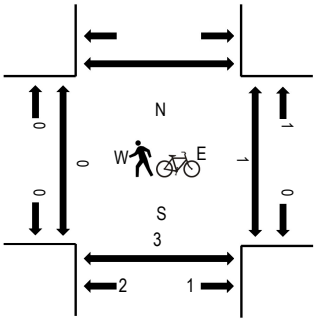
Location: 4 ELEVENTH ST & HEDDING ST AM
Date: Thursday, January 10, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	HEDDING ST Eastbound				HEDDING ST Westbound				ELEVENTH ST Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	57	0	0	0	128	0	0	159	0	34					378	2,031	0	2	7	
7:15 AM	0	0	78	0	0	0	164	0	0	209	0	55					506	2,202	0	0	5	
7:30 AM	0	0	122	0	0	0	191	0	0	227	0	49					589	2,248	0	0	1	
7:45 AM	0	0	85	0	0	0	212	0	0	209	0	52					558	2,122	0	1	1	
8:00 AM	0	0	68	0	0	0	209	0	0	223	0	49					549	2,145	0	0	1	
8:15 AM	0	0	67	0	0	0	210	0	0	234	0	41					552		0	0	0	
8:30 AM	0	0	54	0	0	0	204	0	0	182	0	23					463		0	0	5	
8:45 AM	0	0	69	0	0	0	207	0	0	264	0	41					581		0	2	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	0	5	0	0	0	0	2					10
Lights	0	0	317	0	0	0	789	0	0	877	0	183					2,166
Mediums	0	0	22	0	0	0	28	0	0	16	0	6					72
Total	0	0	342	0	0	0	822	0	0	893	0	191					2,248

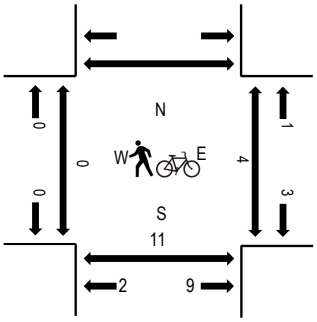
All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

Location: 4 ELEVENTH ST & HEDDING ST PM
Date: Thursday, January 10, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HEDDING ST Eastbound				HEDDING ST Westbound				ELEVENTH ST Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	163	0	0	0	164	0	0	53	0	43					423	1,722	0	1	3	
4:15 PM	0	0	197	0	0	0	137	0	0	61	0	35					430	1,716	0	0	5	
4:30 PM	1	0	179	0	0	0	163	0	0	48	0	31					422	1,708	0	0	3	
4:45 PM	0	0	186	0	0	0	160	0	0	64	0	37					447	1,730	0	2	1	
5:00 PM	0	0	182	0	0	0	149	0	0	52	0	34					417	1,706	0	1	3	
5:15 PM	0	0	167	0	0	0	158	0	0	56	0	41					422		0	0	1	
5:30 PM	0	0	181	0	0	0	159	0	0	55	0	49					444		0	1	4	
5:45 PM	0	0	175	0	0	0	151	0	0	55	0	42					423		0	0	2	

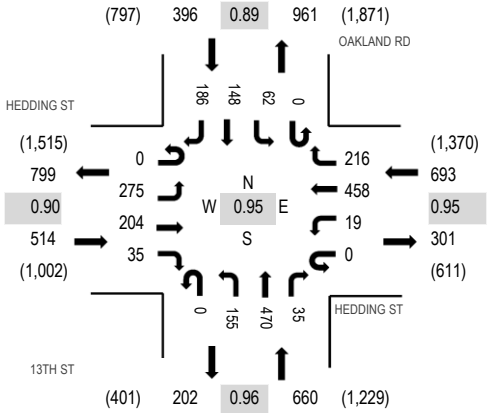
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	3	0	0	0	0	1					4
Lights	0	0	703	0	0	0	612	0	0	226	0	157					1,698
Mediums	0	0	13	0	0	0	11	0	0	1	0	3					28
Total	0	0	716	0	0	0	626	0	0	227	0	161					1,730

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

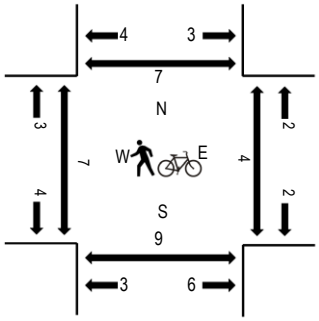
Location: 7 13TH ST & HEDDING ST AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	HEDDING ST Eastbound				HEDDING ST Westbound				13TH ST Northbound				OAKLAND RD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	64	42	9	0	4	99	68	0	20	96	4	0	26	42	39	513	2,206	1	2	1	0
7:15 AM	0	64	50	7	0	12	105	67	0	28	117	5	0	20	33	32	540	2,244	4	2	2	1
7:30 AM	0	75	52	10	0	6	117	66	0	48	117	7	0	17	33	46	594	2,263	2	1	1	0
7:45 AM	0	70	60	14	0	5	111	53	0	25	125	10	0	13	36	37	559	2,189	1	1	0	1
8:00 AM	0	75	37	5	0	3	117	54	0	35	114	16	0	17	26	52	551	2,192	2	0	1	2
8:15 AM	0	55	55	6	0	5	113	43	0	47	114	2	0	15	53	51	559		1	2	5	2
8:30 AM	0	67	62	3	0	3	89	37	0	46	97	10	0	17	32	57	520		2	0	2	2
8:45 AM	0	65	48	7	0	4	131	58	0	30	110	6	0	20	43	40	562		3	0	0	7

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	2	0	0	0	4	11	0	0	2	0	0	6	1	3	30
Lights	0	261	196	32	0	17	445	195	0	152	456	34	0	53	136	172	2,149
Mediums	0	13	6	3	0	2	9	10	0	3	12	1	0	3	11	11	84
Total	0	275	204	35	0	19	458	216	0	155	470	35	0	62	148	186	2,263

All Traffic Data Services Inc.
(303) 216-2439
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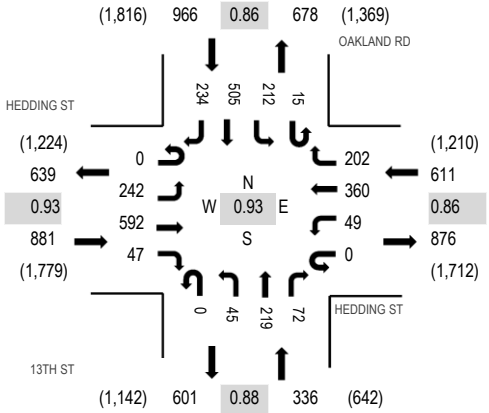
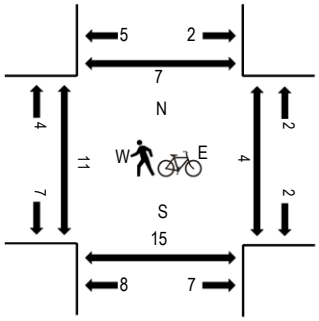
Location: 7 13TH ST & HEDDING ST PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	HEDDING ST Eastbound				HEDDING ST Westbound				13TH ST Northbound				OAKLAND RD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	65	134	23	0	12	99	74	0	8	60	6	1	39	106	38	665	2,658	3	1	2	2
4:15 PM	0	58	138	14	0	13	79	51	0	11	59	7	4	60	128	49	671	2,670	8	4	1	0
4:30 PM	0	66	159	13	0	11	80	51	0	8	46	17	1	49	92	50	643	2,687	2	2	0	2
4:45 PM	0	50	139	10	0	20	88	56	0	10	62	12	1	53	116	62	679	2,794	7	0	1	1
5:00 PM	0	63	148	15	0	8	89	63	0	10	41	21	5	57	101	56	677	2,789	1	0	10	3
5:15 PM	0	62	137	13	0	8	97	40	0	8	67	21	1	55	124	55	688		0	0	2	0
5:30 PM	0	67	168	9	0	13	86	43	0	17	49	18	8	47	164	61	750		2	3	1	2
5:45 PM	0	58	161	9	0	10	88	31	0	10	65	9	1	57	110	65	674		6	4	1	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	0	0	0	1	4	0	0	0	0	0	2	0	3	12
Lights	0	235	585	46	0	49	353	197	0	45	216	71	15	208	501	224	2,745
Mediums	0	6	6	1	0	0	6	1	0	0	3	1	0	2	4	7	37
Total	0	242	592	47	0	49	360	202	0	45	219	72	15	212	505	234	2,794

All Traffic Data Services Inc.

(303) 216-2439
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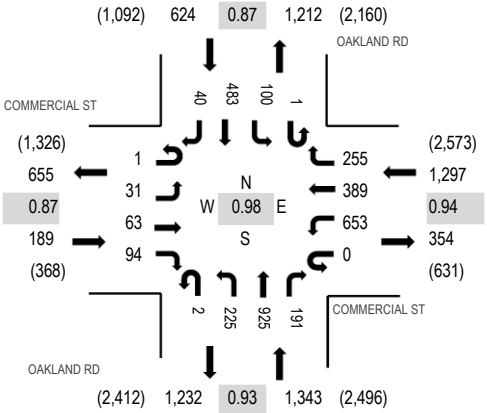
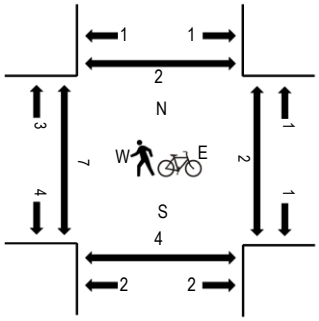
Location: 6 OAKLAND RD & COMMERCIAL ST AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COMMERCIAL ST Eastbound				COMMERCIAL ST Westbound				OAKLAND RD Northbound				OAKLAND RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	8	24	0	175	81	31	2	58	149	63	0	21	95	12	720	3,098	3	4	0	0
7:15 AM	0	9	8	27	0	168	92	35	0	53	150	35	2	12	73	10	674	3,260	0	1	0	0
7:30 AM	0	5	8	26	0	182	105	61	1	63	226	46	0	14	98	9	844	3,418	0	0	0	0
7:45 AM	0	2	8	22	0	169	98	84	0	53	255	36	0	29	94	10	860	3,453	1	0	1	0
8:00 AM	0	8	11	23	0	169	88	58	0	47	258	56	0	24	133	7	882	3,431	4	1	3	1
8:15 AM	0	11	22	23	0	144	100	66	2	62	176	46	0	29	135	16	832		2	1	0	1
8:30 AM	1	10	22	26	0	171	103	47	0	63	236	53	1	18	121	7	879		0	0	0	0
8:45 AM	0	10	15	38	0	171	121	54	2	59	215	31	0	16	98	8	838		4	0	0	0

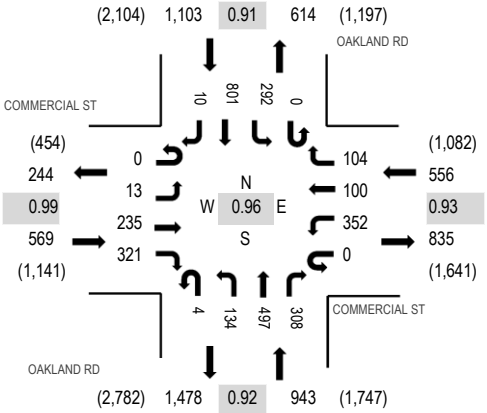
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	6	2	0	3	12	2	0	4	15	14	0	1	5	1	66
Lights	1	29	47	79	0	638	361	246	2	216	887	171	1	92	440	35	3,245
Mediums	0	1	10	13	0	12	16	7	0	5	23	6	0	7	38	4	142
Total	1	31	63	94	0	653	389	255	2	225	925	191	1	100	483	40	3,453

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

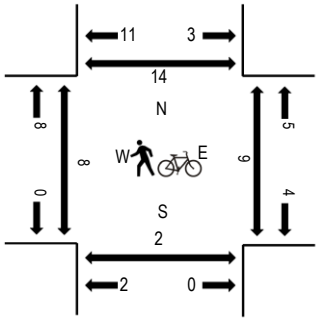
Location: 6 OAKLAND RD & COMMERCIAL ST PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COMMERCIAL ST Eastbound				COMMERCIAL ST Westbound				OAKLAND RD Northbound				OAKLAND RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	60	68	0	80	41	27	3	30	107	88	1	75	166	2	751	3,100	1	2	1	2
4:15 PM	0	3	60	98	0	89	40	22	2	33	137	83	0	78	170	4	819	3,171	4	1	0	6
4:30 PM	0	4	64	68	0	77	25	24	1	31	126	77	0	69	217	2	785	3,091	2	5	2	3
4:45 PM	0	1	53	69	0	95	17	24	0	37	121	67	0	64	196	1	745	3,030	1	1	0	2
5:00 PM	0	5	58	86	0	91	18	34	1	33	113	81	0	81	218	3	822	2,974	1	1	0	3
5:15 PM	0	5	75	67	0	81	26	27	3	28	120	55	0	63	188	1	739		0	1	1	0
5:30 PM	0	8	65	74	0	89	15	33	1	20	121	57	1	79	156	5	724		0	2	0	4
5:45 PM	0	3	78	66	0	69	16	22	0	19	105	47	0	64	193	7	689		0	1	2	1

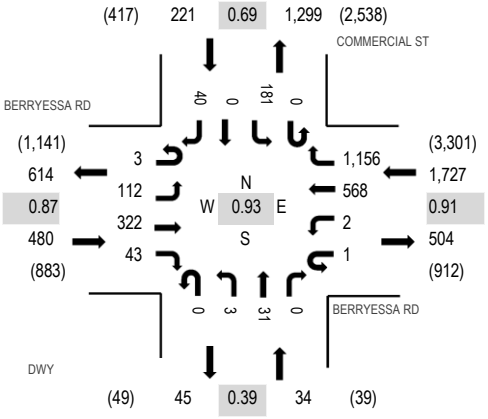
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	3	0	2	1	2	0	3	5	3	0	2	3	1	28
Lights	0	13	225	310	0	342	93	93	4	126	480	296	0	283	782	8	3,055
Mediums	0	0	7	8	0	8	6	9	0	5	12	9	0	7	16	1	88
Total	0	13	235	321	0	352	100	104	4	134	497	308	0	292	801	10	3,171

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

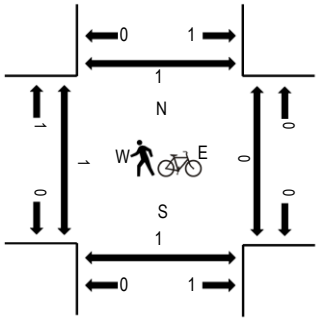
Location: 5 DWY & BERRYESSA RD AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	BERRYESSA RD Eastbound				BERRYESSA RD Westbound				DWY Northbound				COMMERCIAL ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	29	57	0	0	0	104	240	0	1	0	1	0	54	0	10	497	2,178	0	0	0	1
7:15 AM	1	32	58	0	0	0	101	272	0	0	0	0	0	34	0	6	504	2,247	0	0	0	0
7:30 AM	1	43	75	0	0	3	141	289	0	0	3	0	0	34	0	11	600	2,374	0	0	0	0
7:45 AM	0	51	55	0	1	1	142	280	0	0	0	0	0	39	0	8	577	2,437	0	0	0	0
8:00 AM	0	59	56	2	1	1	133	267	0	0	0	0	0	39	0	8	566	2,462	0	0	1	0
8:15 AM	3	51	74	10	0	1	146	266	0	0	0	0	0	65	0	15	631		0	0	0	0
8:30 AM	0	0	106	13	0	0	158	317	0	2	20	0	0	35	0	12	663		0	0	0	1
8:45 AM	0	2	86	18	0	0	131	306	0	1	11	0	0	42	0	5	602		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	4	2	1	0	0	4	20	0	0	0	0	0	10	0	4	45
Lights	3	102	302	37	1	2	547	1,116	0	3	26	0	0	159	0	32	2,330
Mediums	0	6	18	5	0	0	17	20	0	0	5	0	0	12	0	4	87
Total	3	112	322	43	1	2	568	1,156	0	3	31	0	0	181	0	40	2,462

All Traffic Data Services Inc.
(303) 216-2439
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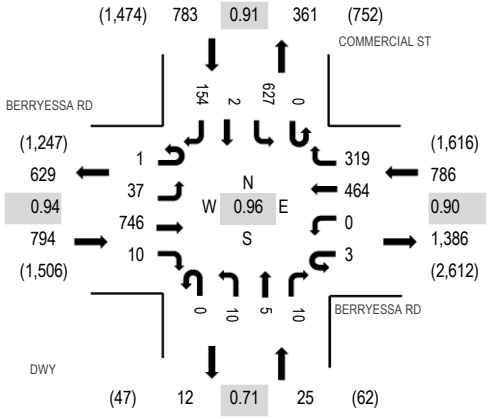
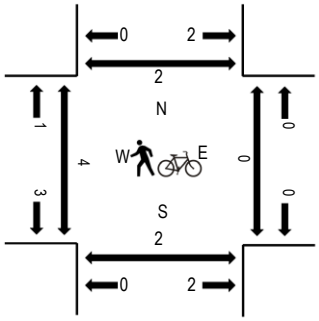
Location: 5 DWY & BERRYESSA RD PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	BERRYESSA RD Eastbound				BERRYESSA RD Westbound				DWY Northbound				COMMERCIAL ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	2	154	12	0	0	110	121	0	1	8	4	0	120	1	45	578	2,270	0	0	0	0
4:15 PM	1	0	154	6	0	0	104	92	0	1	5	2	0	151	0	30	546	2,299	1	0	0	0
4:30 PM	0	0	197	6	0	0	125	80	0	2	2	2	0	138	0	38	590	2,372	1	0	0	1
4:45 PM	0	0	170	10	0	0	119	79	0	4	2	4	0	130	0	38	556	2,364	0	0	0	2
5:00 PM	0	3	176	10	0	0	108	82	0	4	3	5	0	170	1	45	607	2,388	2	0	0	2
5:15 PM	1	12	199	0	1	0	137	80	0	1	1	1	0	145	1	40	619		0	0	2	0
5:30 PM	0	9	195	0	0	0	106	77	0	4	1	2	0	158	0	30	582		0	0	0	0
5:45 PM	0	13	176	0	2	0	113	80	0	1	0	2	0	154	0	39	580		1	0	0	0

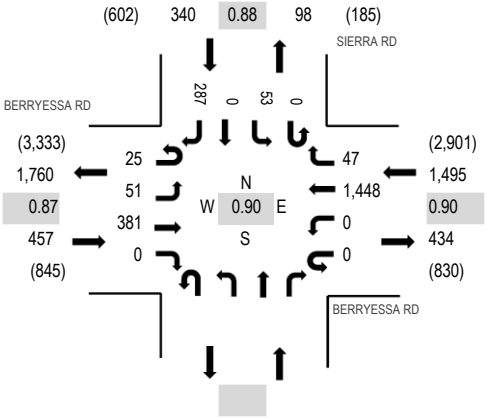
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	5	0	0	0	0	0	4	0	1	12
Lights	1	35	739	5	3	0	453	306	0	10	5	10	0	619	1	147	2,334
Mediums	0	2	6	5	0	0	10	8	0	0	0	0	0	4	1	6	42
Total	1	37	746	10	3	0	464	319	0	10	5	10	0	627	2	154	2,388

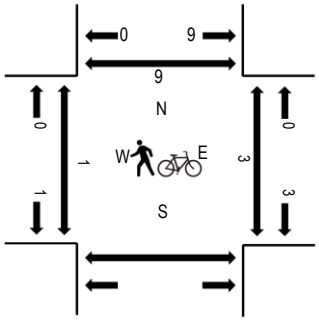
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 11 SIERRA RD & BERRYESSA RD AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BERRYESSA RD Eastbound				BERRYESSA RD Westbound				Northbound				SIERRA RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	1	12	89	0	0	0	303	12					0	17	0	32	466	2,056	1	0		0
7:15 AM	0	7	80	0	0	0	334	17					0	12	0	49	499	2,090	0	0		0
7:30 AM	0	9	95	0	0	0	359	6					0	7	0	68	544	2,194	0	0		0
7:45 AM	0	12	83	0	0	0	364	11					1	13	0	63	547	2,288	0	0		1
8:00 AM	0	10	83	0	0	0	320	8					0	12	0	67	500	2,292	0	0		3
8:15 AM	5	13	113	0	0	0	386	16					0	8	0	62	603		0	1		6
8:30 AM	12	15	89	0	0	0	417	11					0	15	0	79	638		0	1		0
8:45 AM	8	13	96	0	0	0	325	12					0	18	0	79	551		1	1		0

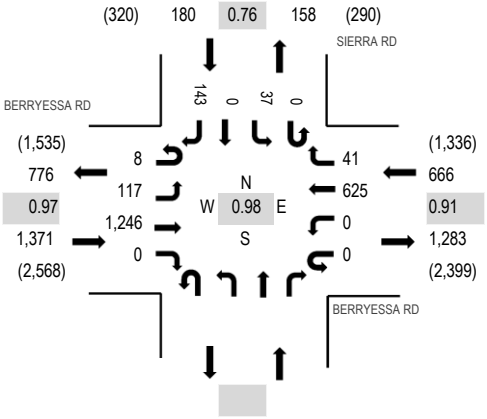
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	2	2	6	0	0	0	10	1					0	1	0	1	23
Lights	21	47	356	0	0	0	1,408	41					0	52	0	285	2,210
Mediums	2	2	19	0	0	0	30	5					0	0	0	1	59
Total	25	51	381	0	0	0	1,448	47					0	53	0	287	2,292

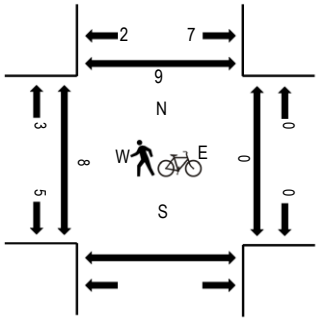
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 11 SIERRA RD & BERRYESSA RD PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BERRYESSA RD Eastbound				BERRYESSA RD Westbound				Northbound				SIERRA RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	6	22	238	0	0	0	150	8					0	10	0	40	474	2,007	0	0		2
4:15 PM	6	19	271	0	0	0	158	9					0	8	0	24	495	2,091	1	0		0
4:30 PM	1	33	292	0	0	0	178	7					0	10	0	22	543	2,150	0	2		5
4:45 PM	5	26	278	0	0	0	152	8					0	9	0	17	495	2,148	1	0		2
5:00 PM	3	31	307	0	0	0	149	9					0	12	0	47	558	2,217	3	0		2
5:15 PM	3	34	298	0	0	0	168	3					0	8	0	40	554		3	0		0
5:30 PM	0	28	326	0	0	0	136	13					0	8	0	30	541		0	0		2
5:45 PM	2	24	315	0	0	0	172	16					0	9	0	26	564		2	0		3

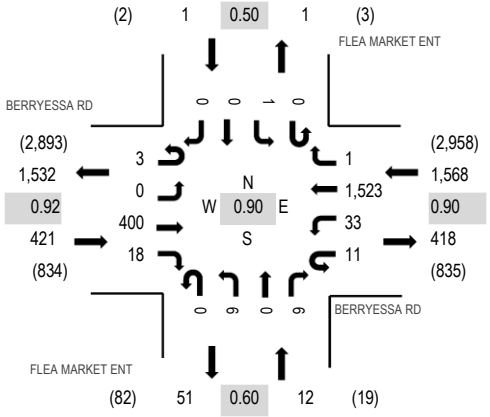
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	2	0	0	0	4	0					0	0	0	0	7
Lights	7	116	1,236	0	0	0	608	41					0	37	0	142	2,187
Mediums	1	0	8	0	0	0	13	0					0	0	0	1	23
Total	8	117	1,246	0	0	0	625	41					0	37	0	143	2,217

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

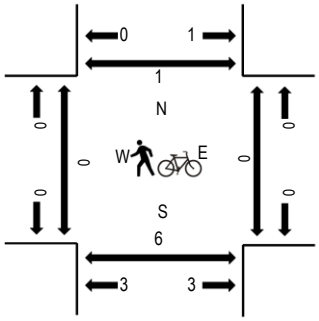
Location: 12 FLEA MARKET ENT & BERRYESSA RD AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	BERRYESSA RD Eastbound				BERRYESSA RD Westbound				FLEA MARKET ENT Northbound				FLEA MARKET ENT Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	105	2	3	4	312	0	0	2	0	1	0	0	0	0	429	1,842	0	0	0	0
7:15 AM	0	1	91	1	3	6	349	0	0	1	0	0	0	0	0	0	452	1,843	0	0	0	0
7:30 AM	0	1	100	4	4	4	361	0	0	1	0	2	0	0	0	0	477	1,920	0	0	0	0
7:45 AM	2	0	88	8	3	10	371	0	0	1	0	1	0	0	0	0	484	2,002	0	0	0	0
8:00 AM	0	0	89	2	1	8	327	0	0	2	0	1	0	0	0	0	430	1,971	0	0	2	0
8:15 AM	0	0	113	2	1	8	402	0	0	0	0	2	0	1	0	0	529		0	0	3	0
8:30 AM	1	0	110	6	6	7	423	1	0	3	0	2	0	0	0	0	559		0	0	1	1
8:45 AM	0	0	105	3	3	7	334	0	0	0	0	0	0	0	0	1	453		0	0	2	0

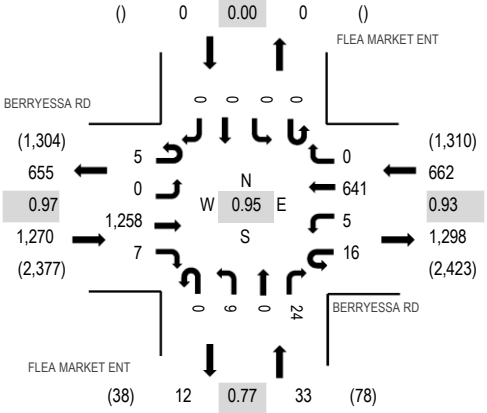
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	1	0	11	0	0	0	10	0	0	0	0	1	0	0	0	0	23
Lights	2	0	373	17	10	33	1,478	0	0	6	0	5	0	1	0	0	1,925
Mediums	0	0	16	1	1	0	35	1	0	0	0	0	0	0	0	0	54
Total	3	0	400	18	11	33	1,523	1	0	6	0	6	0	1	0	0	2,002

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

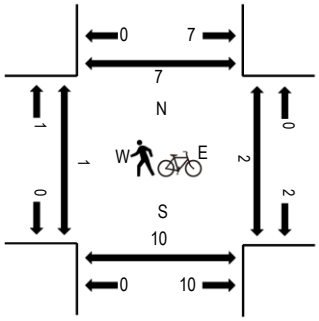
Location: 12 FLEA MARKET ENT & BERRYESSA RD PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	BERRYESSA RD Eastbound				BERRYESSA RD Westbound				FLEA MARKET ENT Northbound				FLEA MARKET ENT Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	233	6	0	3	154	0	0	4	0	5	0	0	0	0	405	1,800	2	0	0	0
4:15 PM	1	0	274	4	0	2	154	0	0	2	0	13	0	0	0	0	450	1,873	0	0	0	0
4:30 PM	0	0	294	4	0	3	176	0	0	2	0	10	0	0	0	0	489	1,911	1	2	1	2
4:45 PM	1	0	287	3	2	1	153	0	0	2	0	7	0	0	0	0	456	1,904	0	1	1	1
5:00 PM	1	0	307	2	4	3	151	0	0	0	0	10	0	0	0	0	478	1,965	0	0	1	1
5:15 PM	2	0	304	3	5	2	165	0	0	3	0	4	0	0	0	0	488		0	0	2	1
5:30 PM	0	0	323	1	6	0	144	0	0	3	0	5	0	0	0	0	482		0	0	4	0
5:45 PM	2	0	324	1	1	0	181	0	0	3	0	5	0	0	0	0	517		1	1	1	1

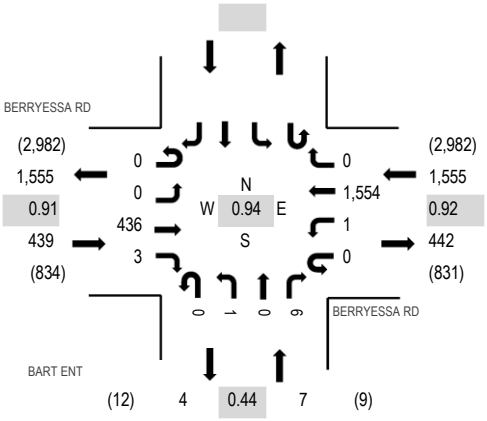
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4
Lights	5	0	1,247	7	16	5	623	0	0	9	0	21	0	0	0	0	1,933
Mediums	0	0	10	0	0	0	15	0	0	0	0	3	0	0	0	0	28
Total	5	0	1,258	7	16	5	641	0	0	9	0	24	0	0	0	0	1,965

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

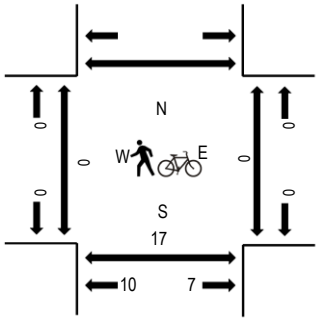
Location: 13 BART ENT & BERRYESSA RD AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	BERRYESSA RD Eastbound				BERRYESSA RD Westbound				BART ENT Northbound				Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	104	1	0	0	313	0	0	0	0	0					418	1,824	0	0	0	
7:15 AM	0	0	94	2	0	0	371	0	0	0	0	1					468	1,879	0	0	0	
7:30 AM	0	0	101	4	0	0	365	0	0	0	0	0					470	1,929	0	0	0	
7:45 AM	0	0	88	1	0	0	378	0	0	0	0	1					468	1,993	0	0	3	
8:00 AM	0	0	98	0	0	1	373	0	0	0	0	1					473	2,001	0	0	5	
8:15 AM	0	0	120	0	0	0	397	0	0	0	0	1					518		0	0	2	
8:30 AM	0	0	102	2	0	0	426	0	0	1	0	3					534		0	0	1	
8:45 AM	0	0	116	1	0	0	358	0	0	0	0	1					476		0	0	3	

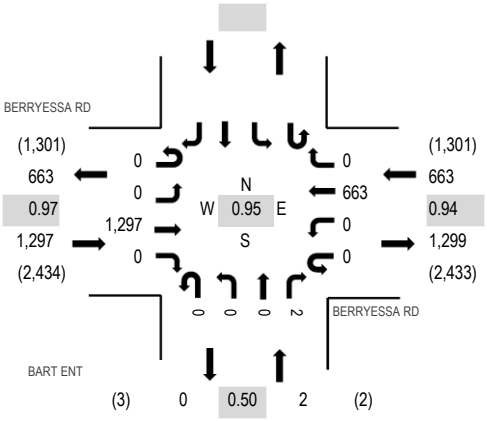
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	7	0	0	0	13	0	0	0	0	0					20
Lights	0	0	412	3	0	1	1,506	0	0	1	0	6					1,929
Mediums	0	0	17	0	0	0	35	0	0	0	0	0					52
Total	0	0	436	3	0	1	1,554	0	0	1	0	6					2,001

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

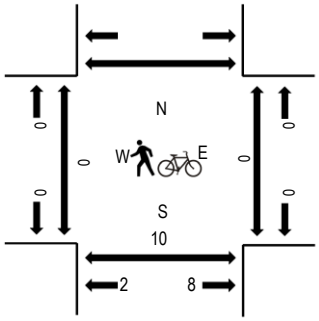
Location: 13 BART ENT & BERRYESSA RD PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	BERRYESSA RD Eastbound				BERRYESSA RD Westbound				BART ENT Northbound				Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	241	0	0	0	148	0	0	0	0	0					389	1,775	0	0	4	
4:15 PM	0	0	287	0	0	0	155	0	0	0	0	0					442	1,866	0	0	1	
4:30 PM	0	0	309	2	0	0	176	0	0	0	0	0					487	1,909	0	0	3	
4:45 PM	0	0	297	1	0	0	159	0	0	0	0	0					457	1,904	0	0	1	
5:00 PM	0	0	318	0	0	0	161	0	0	0	0	1					480	1,962	0	0	2	
5:15 PM	0	0	315	0	0	0	169	0	0	0	0	1					485		0	0	2	
5:30 PM	0	0	334	0	0	0	148	0	0	0	0	0					482		0	0	3	
5:45 PM	0	0	330	0	0	0	185	0	0	0	0	0					515		0	0	1	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	3	0	0	0	0	0					5
Lights	0	0	1,282	0	0	0	645	0	0	0	0	2					1,929
Mediums	0	0	13	0	0	0	15	0	0	0	0	0					28
Total	0	0	1,297	0	0	0	663	0	0	0	0	2					1,962

All Traffic Data Services Inc.
(303) 216-2439
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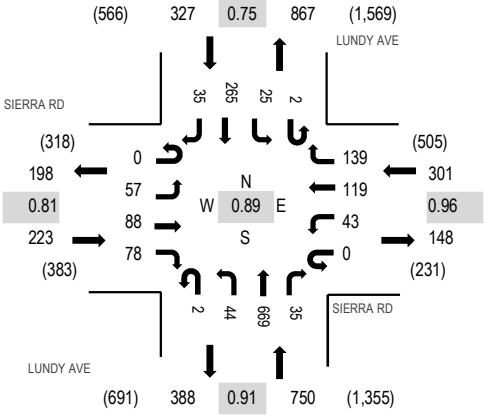
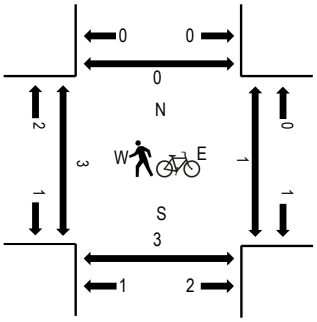
Location: 1 LUNDY AVE & SIERRA RD AM
Date: Thursday, November 15, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SIERRA RD Eastbound				SIERRA RD Westbound				LUNDY AVE Northbound				LUNDY AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	9	12	17	0	11	4	21	0	2	135	7	0	1	67	3	289	1,386	0	0	0	0
7:15 AM	0	17	13	15	0	11	16	28	0	10	142	9	0	4	38	4	307	1,546	1	0	1	1
7:30 AM	0	18	42	12	0	15	20	43	1	5	148	8	1	5	55	5	378	1,601	0	1	0	0
7:45 AM	0	15	18	24	0	12	30	33	0	11	169	10	1	8	73	8	412	1,535	1	0	1	0
8:00 AM	0	13	18	27	0	6	32	37	0	9	188	10	0	9	87	13	449	1,423	1	0	1	0
8:15 AM	0	11	10	15	0	10	37	26	1	19	164	7	0	3	50	9	362		1	0	0	0
8:30 AM	0	14	14	16	0	9	22	25	1	8	139	5	1	3	47	8	312		0	1	1	0
8:45 AM	0	16	8	9	0	9	23	25	0	12	130	5	0	2	53	8	300		1	2	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4
Lights	0	57	88	76	0	43	116	139	2	43	650	34	2	24	253	35	1,562
Mediums	0	0	0	2	0	0	3	0	0	1	17	1	0	1	10	0	35
Total	0	57	88	78	0	43	119	139	2	44	669	35	2	25	265	35	1,601

All Traffic Data Services Inc.

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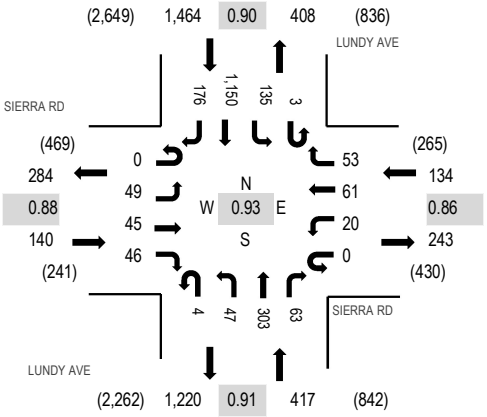
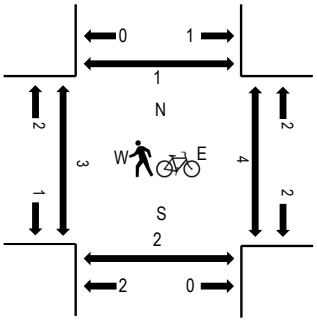
Location: 1 LUNDY AVE & SIERRA RD PM
Date: Thursday, November 15, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SIERRA RD Eastbound				SIERRA RD Westbound				LUNDY AVE Northbound				LUNDY AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	7	4	8	0	7	8	12	2	8	86	9	0	31	239	21	442	1,842	0	1	0	0
4:15 PM	0	9	9	10	0	5	14	11	0	10	88	8	1	21	241	25	452	1,913	2	0	0	0
4:30 PM	0	6	10	9	0	6	12	14	0	8	78	11	0	29	250	28	461	2,040	0	0	0	1
4:45 PM	0	8	12	9	0	9	14	19	1	16	89	11	0	32	246	21	487	2,152	0	0	0	0
5:00 PM	0	14	15	10	0	5	17	19	0	8	69	12	0	37	275	32	513	2,155	1	0	2	0
5:15 PM	0	13	7	12	0	3	10	11	0	20	82	18	1	35	316	51	579		1	2	0	1
5:30 PM	0	14	14	12	0	4	17	11	2	12	67	14	1	34	313	58	573		0	1	0	0
5:45 PM	0	8	9	12	0	8	17	12	2	7	85	19	1	29	246	35	490		0	0	0	0

Peak Rolling Hour Flow Rates

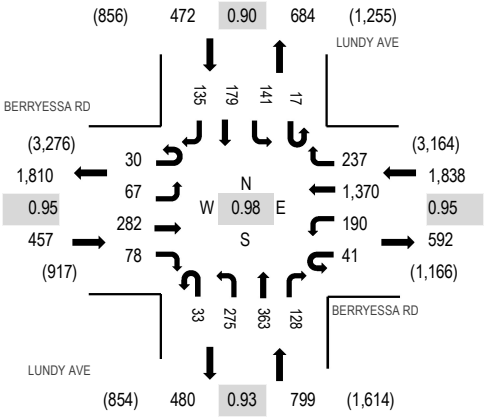
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
Lights	0	47	45	46	0	20	61	53	4	47	293	63	3	135	1,134	175	2,126
Mediums	0	2	0	0	0	0	0	0	0	0	8	0	0	0	15	1	26
Total	0	49	45	46	0	20	61	53	4	47	303	63	3	135	1,150	176	2,155

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

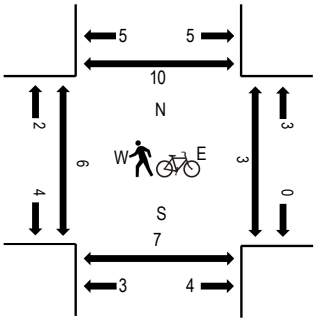
Location: 1 LUNDY AVE & BERRYESSA RD AM
Date: Wednesday, January 23, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	BERRYESSA RD Eastbound				BERRYESSA RD Westbound				LUNDY AVE Northbound				LUNDY AVE Southbound					Rolling	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	9	13	79	21	0	34	221	28	3	73	68	31	3	22	49	20	674	3,180	0	0	1	0
7:15 AM	9	16	63	16	9	36	270	35	8	77	86	35	5	27	31	16	739	3,419	1	2	1	0
7:30 AM	6	15	77	12	6	40	316	52	5	64	118	42	4	41	34	23	855	3,559	2	0	0	1
7:45 AM	7	20	80	15	7	39	312	73	5	83	116	33	6	49	36	31	912	3,566	2	1	1	0
8:00 AM	2	13	76	31	13	41	355	46	10	70	87	38	3	35	61	32	913	3,371	0	0	2	2
8:15 AM	8	15	71	14	11	57	350	67	10	60	72	33	7	35	38	31	879		2	0	1	2
8:30 AM	13	19	55	18	10	53	353	51	8	62	88	24	1	22	44	41	862		1	0	2	5
8:45 AM	11	19	75	19	5	24	228	22	3	86	84	32	3	30	39	37	717		4	1	4	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	3	0	2	10	3	0	2	1	0	0	0	0	1	27
Lights	29	64	269	72	41	185	1,347	229	32	264	347	119	17	141	170	130	3,456
Mediums	1	3	8	3	0	3	13	5	1	9	15	9	0	0	9	4	83
Total	30	67	282	78	41	190	1,370	237	33	275	363	128	17	141	179	135	3,566

All Traffic Data Services Inc.
(303) 216-2439
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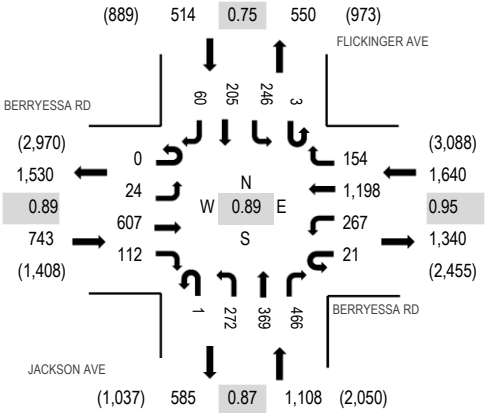
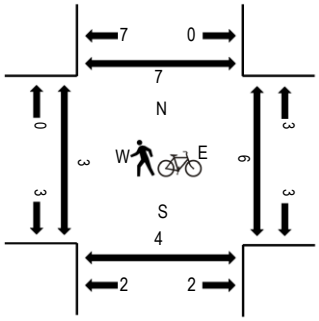
Location: 2 JACKSON AVE & BERRYESSA RD AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	BERRYESSA RD Eastbound				BERRYESSA RD Westbound				JACKSON AVE Northbound				FLICKINGER AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	139	34	2	77	203	7	0	60	76	102	0	32	84	14	831	3,702	0	1	2	0
7:15 AM	0	5	120	22	6	48	261	20	0	72	121	154	1	40	25	16	911	3,995	1	0	0	1
7:30 AM	0	5	181	23	9	40	250	40	1	60	87	131	0	71	41	11	950	4,005	0	1	1	1
7:45 AM	0	2	134	24	6	71	298	52	0	76	86	122	0	54	63	22	1,010	3,941	0	1	0	1
8:00 AM	0	6	142	42	2	103	322	30	0	84	100	120	3	80	75	15	1,124	3,733	0	4	1	2
8:15 AM	0	11	150	23	4	53	328	32	0	52	96	93	0	41	26	12	921		1	0	1	2
8:30 AM	0	7	150	17	0	43	360	36	1	53	60	70	2	50	25	12	886		2	0	1	1
8:45 AM	0	7	146	17	5	35	312	33	1	64	47	61	0	38	23	13	802		0	0	0	0

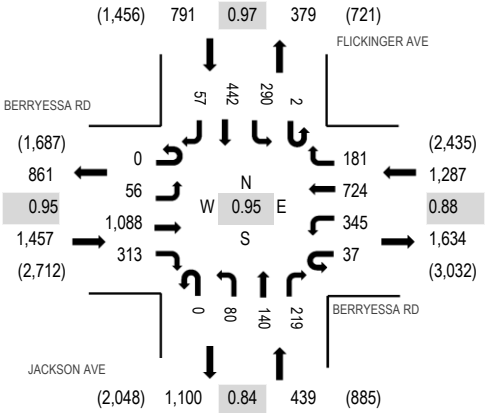
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	13	0	0	2	11	0	0	0	1	0	0	0	0	0	27
Lights	0	23	571	110	21	259	1,162	152	1	271	358	465	3	245	200	60	3,901
Mediums	0	1	23	2	0	6	25	2	0	1	10	1	0	1	5	0	77
Total	0	24	607	112	21	267	1,198	154	1	272	369	466	3	246	205	60	4,005

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

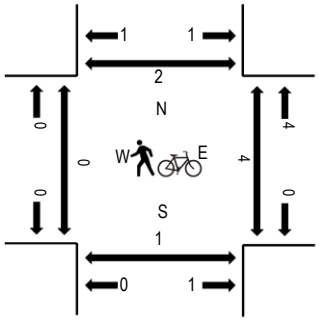
Location: 2 JACKSON AVE & BERRYESSA RD PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	BERRYESSA RD Eastbound				BERRYESSA RD Westbound				JACKSON AVE Northbound				FLICKINGER AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	10	216	56	4	81	156	25	0	24	33	49	0	58	89	7	808	3,514	0	0	0	0
4:15 PM	0	13	218	69	5	78	175	43	0	24	40	45	0	67	93	11	881	3,669	1	1	0	0
4:30 PM	0	11	253	74	10	72	185	36	0	15	38	48	0	52	98	19	911	3,724	0	2	0	1
4:45 PM	0	11	251	73	9	70	167	32	0	28	50	52	0	61	95	15	914	3,842	0	0	0	0
5:00 PM	0	17	276	71	11	82	164	53	0	19	28	51	2	53	119	17	963	3,974	0	2	1	0
5:15 PM	0	12	253	75	9	70	182	46	0	11	29	55	0	80	100	14	936		0	1	0	1
5:30 PM	0	8	283	93	10	69	178	46	0	29	44	65	0	72	117	15	1,029		0	0	0	0
5:45 PM	0	19	276	74	7	124	200	36	0	21	39	48	0	85	106	11	1,046		0	0	0	0

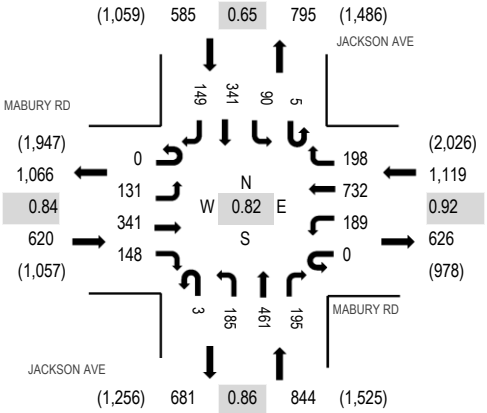
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	1	5
Lights	0	56	1,074	312	36	343	709	181	0	80	136	219	2	290	436	54	3,928
Mediums	0	0	12	1	1	1	14	0	0	0	4	0	0	0	6	2	41
Total	0	56	1,088	313	37	345	724	181	0	80	140	219	2	290	442	57	3,974

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

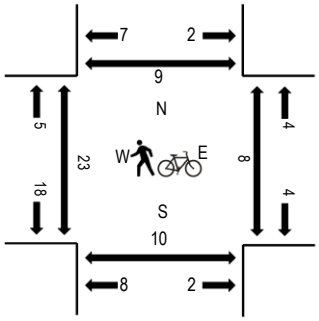
Location: 1 JACKSON AVE & MABURY RD AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MABURY RD Eastbound				MABURY RD Westbound				JACKSON AVE Northbound				JACKSON AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	23	45	38	0	50	124	33	0	35	138	41	0	5	162	35	729	2,931	3	7	5	5
7:15 AM	0	52	67	42	0	36	171	41	0	52	158	47	0	8	68	27	769	3,167	7	4	3	3
7:30 AM	0	33	80	24	0	31	176	49	1	40	91	25	1	20	51	24	646	3,168	4	0	1	1
7:45 AM	0	24	71	39	0	34	184	50	2	56	119	45	2	23	94	44	787	3,031	12	2	3	4
8:00 AM	0	37	97	51	0	80	172	40	0	44	152	65	1	26	144	56	965	2,736	4	3	3	3
8:15 AM	0	37	93	34	0	44	200	59	0	45	99	60	1	21	52	25	770		2	2	3	1
8:30 AM	0	19	44	21	0	32	143	45	0	35	68	16	0	12	46	28	509		3	1	0	4
8:45 AM	1	25	40	20	0	21	165	46	0	35	39	17	4	10	39	30	492		5	0	2	8

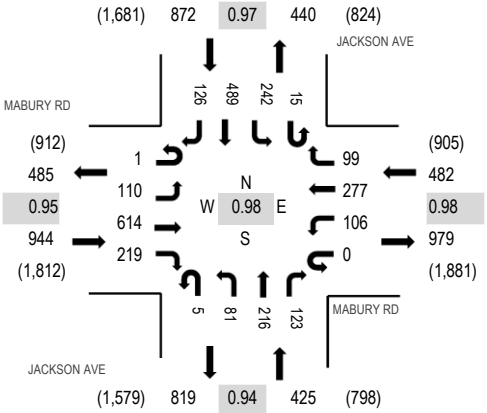
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Lights	0	128	333	148	0	189	719	196	3	177	453	195	5	87	336	144	3,113
Mediums	0	3	8	0	0	0	13	2	0	8	8	0	0	3	5	3	53
Total	0	131	341	148	0	189	732	198	3	185	461	195	5	90	341	149	3,168

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

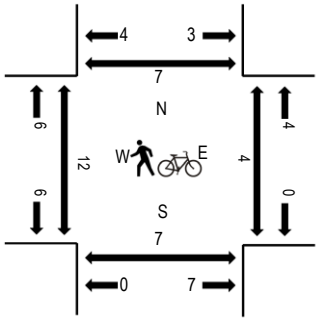
Location: 1 JACKSON AVE & MABURY RD PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MABURY RD Eastbound				MABURY RD Westbound				JACKSON AVE Northbound				JACKSON AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	34	123	44	0	26	46	16	0	12	54	18	3	50	111	26	563	2,509	3	2	0	6
4:15 PM	0	27	128	36	0	32	67	26	0	20	40	32	1	54	128	27	618	2,641	0	1	0	3
4:30 PM	0	28	164	43	0	24	66	17	0	19	50	31	2	53	114	25	636	2,682	1	5	3	2
4:45 PM	1	31	159	58	0	28	66	27	1	23	63	22	2	59	115	37	692	2,723	6	0	1	1
5:00 PM	0	33	169	48	0	24	77	22	2	20	46	43	2	62	115	32	695	2,687	2	2	2	2
5:15 PM	0	19	132	67	0	29	68	26	1	20	42	29	3	63	128	32	659		4	0	2	2
5:30 PM	0	27	154	46	0	25	66	24	1	18	65	29	8	58	131	25	677		0	1	0	2
5:45 PM	1	18	160	62	0	16	67	20	0	16	45	36	3	53	124	35	656		0	1	1	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Lights	1	109	611	218	0	105	274	97	5	80	212	123	15	242	484	123	2,699
Mediums	0	1	3	1	0	1	3	2	0	1	4	0	0	0	5	2	23
Total	1	110	614	219	0	106	277	99	5	81	216	123	15	242	489	126	2,723

All Traffic Data Services Inc.
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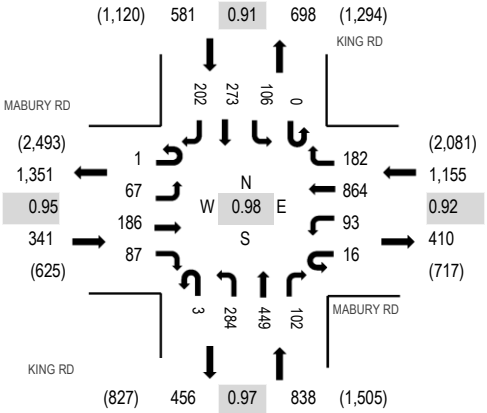
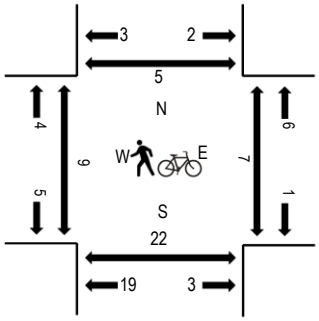
Location: 3 KING RD & MABURY RD AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MABURY RD Eastbound				MABURY RD Westbound				KING RD Northbound				KING RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	2	13	24	20	9	22	146	34	0	53	79	17	0	44	55	45	563	2,710	4	3	1	0
7:15 AM	0	9	36	15	4	16	205	61	0	60	117	13	0	29	59	40	664	2,847	0	1	1	6
7:30 AM	0	17	45	23	5	20	231	60	0	72	106	33	0	23	67	40	742	2,915	2	2	2	0
7:45 AM	0	22	49	19	4	28	234	42	2	66	114	24	0	18	65	54	741	2,769	2	1	8	1
8:00 AM	1	16	44	20	4	23	187	45	1	75	105	24	0	36	68	51	700	2,621	2	1	5	2
8:15 AM	0	12	48	25	3	22	212	35	0	71	124	21	0	29	73	57	732		3	3	6	2
8:30 AM	2	19	44	17	0	16	169	39	1	56	93	12	0	8	61	59	596		1	0	0	8
8:45 AM	1	23	38	21	3	14	165	23	1	67	86	12	0	14	53	72	593		0	0	0	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	3	0	0	4	5	0	0	0	3	1	18
Lights	1	60	180	80	16	92	850	182	3	272	425	98	0	105	259	199	2,822
Mediums	0	7	4	7	0	1	11	0	0	8	19	4	0	1	11	2	75
Total	1	67	186	87	16	93	864	182	3	284	449	102	0	106	273	202	2,915

All Traffic Data Services Inc.
(303) 216-2439
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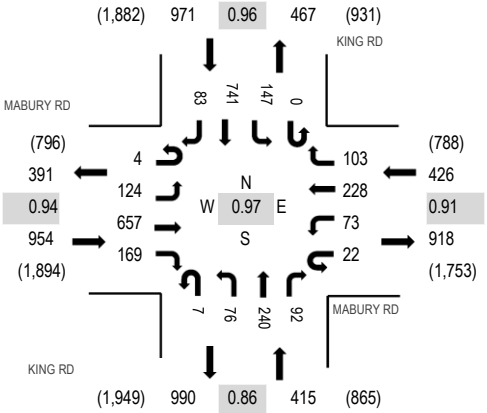
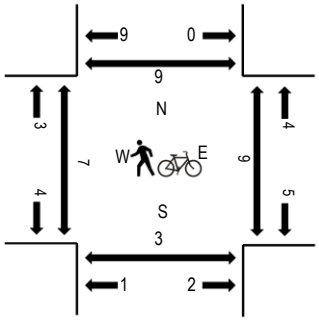
Location: 3 KING RD & MABURY RD PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MABURY RD Eastbound				MABURY RD Westbound				KING RD Northbound				KING RD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	2	33	139	65	3	15	49	20	4	28	83	16	0	31	139	24	651	2,698	0	1	0	1
4:15 PM	2	28	140	39	4	13	53	26	0	13	70	17	0	30	167	36	638	2,758	1	3	2	0
4:30 PM	1	33	171	58	8	17	55	27	4	10	66	24	0	35	175	21	705	2,766	1	5	0	0
4:45 PM	2	30	161	33	6	15	71	28	0	25	67	23	0	49	171	23	704	2,751	1	3	0	2
5:00 PM	0	38	177	35	5	20	52	35	2	21	55	19	0	31	210	11	711	2,731	2	0	1	2
5:15 PM	1	23	148	43	3	21	50	13	1	20	52	26	0	32	185	28	646		1	0	1	1
5:30 PM	4	24	166	60	3	14	66	20	3	21	58	23	0	42	162	24	690		0	3	1	3
5:45 PM	3	22	153	60	2	20	42	12	2	24	68	20	0	46	196	14	684		2	2	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	1	0	0	0	1	0	0	0	2	0	5
Lights	4	124	653	167	22	73	220	102	7	74	230	92	0	147	728	81	2,724
Mediums	0	0	4	1	0	0	7	1	0	2	9	0	0	0	11	2	37
Total	4	124	657	169	22	73	228	103	7	76	240	92	0	147	741	83	2,766

All Traffic Data Services Inc.

(303) 216-2439
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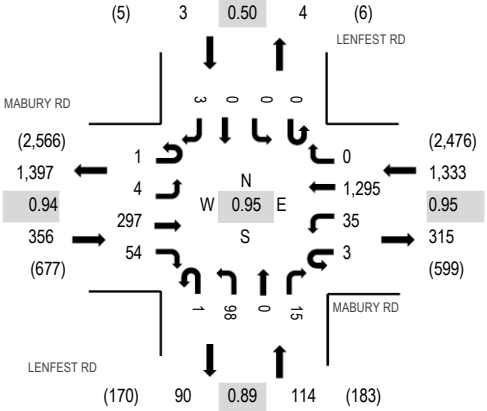
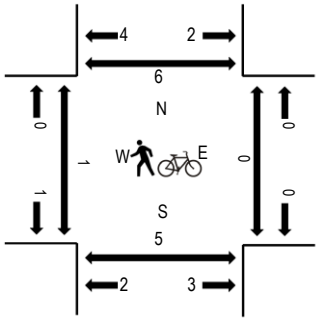
Location: 10 LENFEST RD & MABURY RD AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MABURY RD Eastbound				MABURY RD Westbound				LENFEST RD Northbound				LENFEST RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	52	14	3	9	232	1	0	18	0	4	0	0	0	2	335	1,650	0	0	2	0
7:15 AM	0	0	62	15	0	5	295	0	0	13	0	2	0	0	0	0	392	1,746	0	0	0	1
7:30 AM	0	1	74	17	1	7	321	0	0	25	0	3	0	0	0	1	450	1,806	0	0	0	0
7:45 AM	1	1	80	13	1	15	335	0	1	23	0	2	0	0	0	1	473	1,741	0	0	0	1
8:00 AM	0	0	69	14	1	6	308	0	0	27	0	5	0	0	0	1	431	1,691	0	0	0	3
8:15 AM	0	2	74	10	0	7	331	0	0	23	0	5	0	0	0	0	452		1	0	3	1
8:30 AM	0	1	73	10	1	6	277	0	0	14	0	3	0	0	0	0	385		0	0	0	0
8:45 AM	0	0	81	13	0	8	306	0	0	12	0	3	0	0	0	0	423		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	1	5	0	0	4	0	0	0	0	0	0	12
Lights	1	4	279	43	3	31	1,270	0	1	84	0	12	0	0	0	2	1,730
Mediums	0	0	18	9	0	3	20	0	0	10	0	3	0	0	0	1	64
Total	1	4	297	54	3	35	1,295	0	1	98	0	15	0	0	0	3	1,806

All Traffic Data Services Inc.
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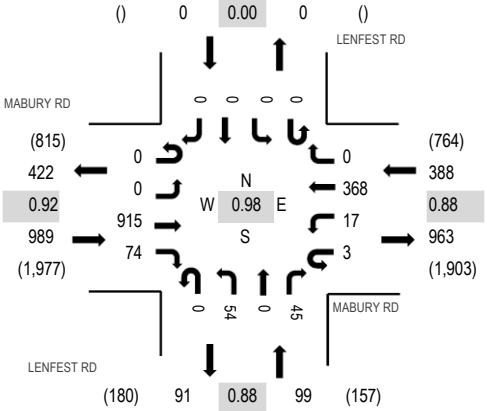
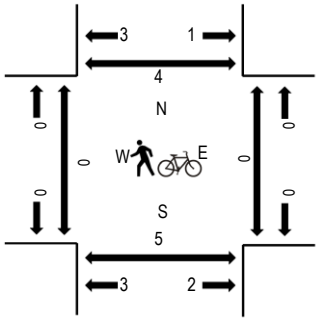
Location: 10 LENFEST RD & MABURY RD PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MABURY RD Eastbound				MABURY RD Westbound				LENFEST RD Northbound				LENFEST RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	213	18	1	6	89	0	0	12	0	9	0	0	0	0	348	1,460	0	0	1	3
4:15 PM	0	0	221	22	1	8	92	0	0	16	0	12	0	0	0	0	372	1,476	0	0	0	0
4:30 PM	0	0	233	18	0	3	82	0	0	15	0	13	0	0	0	0	364	1,447	0	0	1	0
4:45 PM	0	0	223	21	1	2	112	0	0	9	0	8	0	0	0	0	376	1,458	0	0	1	0
5:00 PM	0	0	238	13	1	4	82	0	0	14	0	12	0	0	0	0	364	1,438	0	0	0	0
5:15 PM	0	0	216	23	3	2	85	0	0	9	0	5	0	0	0	0	343		0	1	0	0
5:30 PM	0	0	225	18	2	2	109	0	0	12	0	7	0	0	0	0	375		0	1	0	0
5:45 PM	0	0	258	17	1	3	73	0	0	4	0	0	0	0	0	0	356		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	3	0	2	1	0	0	0	0	1	0	0	0	0	8
Lights	0	0	908	58	3	15	355	0	0	51	0	44	0	0	0	0	1,434
Mediums	0	0	6	13	0	0	12	0	0	3	0	0	0	0	0	0	34
Total	0	0	915	74	3	17	368	0	0	54	0	45	0	0	0	0	1,476

All Traffic Data Services Inc.
(303) 216-2439
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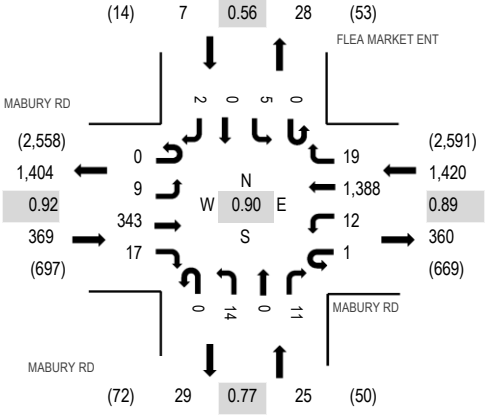
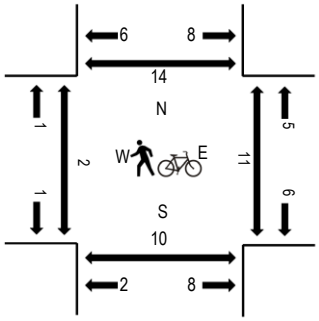
Location: 9 MABURY RD & MABURY RD AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MABURY RD Eastbound				MABURY RD Westbound				MABURY RD Northbound				FLEA MARKET ENT Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	63	10	0	13	227	0	0	0	0	3	0	0	0	1	318	1,658	3	2	4	3
7:15 AM	0	2	67	4	0	3	289	7	1	3	0	1	0	1	0	1	379	1,779	0	1	0	4
7:30 AM	0	1	93	5	1	2	345	4	0	1	0	1	0	1	0	0	454	1,821	1	4	2	4
7:45 AM	0	4	91	5	0	1	392	6	0	3	0	3	0	1	0	1	507	1,788	0	2	0	3
8:00 AM	0	1	88	6	0	3	329	5	0	6	0	1	0	0	0	0	439	1,694	0	1	0	1
8:15 AM	0	3	71	1	0	6	322	4	0	4	0	6	0	3	0	1	421		0	4	3	6
8:30 AM	1	2	79	5	0	4	310	6	0	7	0	4	0	1	0	2	421		0	0	1	2
8:45 AM	0	5	87	2	0	1	309	2	0	4	0	2	0	1	0	0	413		0	0	0	0

Peak Rolling Hour Flow Rates

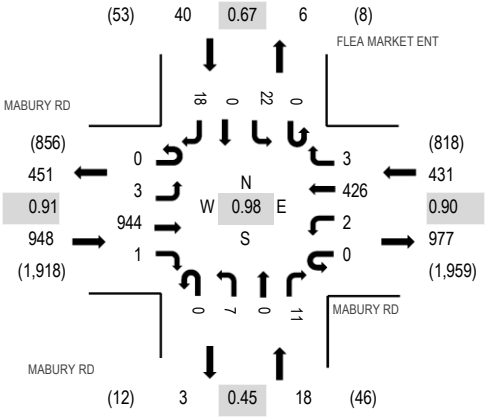
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	1	0	2	10	0	0	0	0	0	0	0	0	0	15
Lights	0	9	316	15	1	10	1,354	19	0	9	0	9	0	5	0	2	1,749
Mediums	0	0	25	1	0	0	24	0	0	5	0	2	0	0	0	0	57
Total	0	9	343	17	1	12	1,388	19	0	14	0	11	0	5	0	2	1,821

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

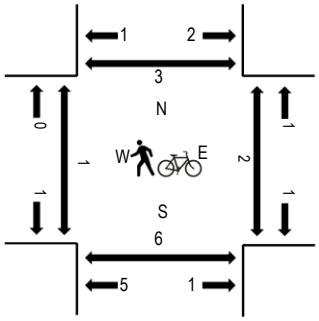
Location: 9 MABURY RD & MABURY RD PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MABURY RD Eastbound				MABURY RD Westbound				MABURY RD Northbound				FLEA MARKET ENT Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	221	4	0	0	100	2	0	6	0	3	0	4	0	1	341	1,424	0	0	1	0
4:15 PM	0	3	224	0	0	0	120	0	0	2	0	4	0	5	0	5	363	1,437	0	0	0	0
4:30 PM	0	0	243	0	0	0	90	2	0	2	0	2	0	10	0	5	354	1,427	0	1	0	1
4:45 PM	0	0	235	1	0	1	115	1	0	1	0	3	0	5	0	4	366	1,432	0	0	1	0
5:00 PM	0	0	242	0	0	1	101	0	0	2	0	2	0	2	0	4	354	1,411	0	0	0	0
5:15 PM	0	0	237	2	1	2	92	0	0	10	0	5	0	2	0	2	353		0	0	0	0
5:30 PM	0	0	236	0	0	0	116	0	0	3	0	1	0	1	0	2	359		0	0	0	1
5:45 PM	0	0	270	0	0	1	73	0	0	0	0	0	0	1	0	0	345		0	0	0	2

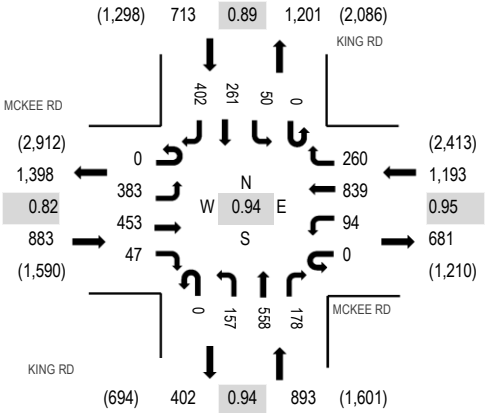
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	8
Lights	0	2	925	0	0	1	413	3	0	6	0	9	0	22	0	18	1,399
Mediums	0	1	15	1	0	1	9	0	0	1	0	2	0	0	0	0	30
Total	0	3	944	1	0	2	426	3	0	7	0	11	0	22	0	18	1,437

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

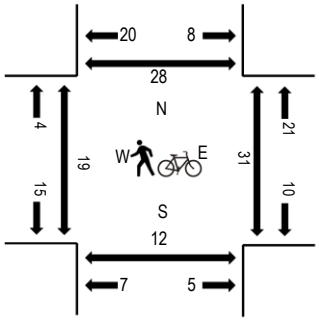
Location: 4 KING RD & MCKEE RD AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MCKEE RD Eastbound				MCKEE RD Westbound				KING RD Northbound				KING RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	90	70	9	0	20	227	44	0	45	121	23	0	6	48	82	785	3,491	1	15	6	4
7:15 AM	0	79	98	10	0	23	267	72	0	42	118	35	0	12	47	103	906	3,682	4	11	4	6
7:30 AM	0	88	87	14	0	11	196	55	0	48	143	36	0	10	61	106	855	3,623	5	13	5	5
7:45 AM	0	111	114	12	0	31	165	68	0	33	163	47	0	11	78	112	945	3,539	7	2	0	8
8:00 AM	0	105	154	11	0	29	211	65	0	34	134	60	0	17	75	81	976	3,411	3	4	3	8
8:15 AM	0	74	94	15	0	27	228	40	0	35	141	39	0	10	43	101	847		3	8	2	4
8:30 AM	0	81	105	7	0	21	261	28	0	37	60	27	0	12	24	108	771		0	1	1	6
8:45 AM	0	66	88	8	0	24	261	39	0	41	101	38	0	17	46	88	817		1	4	1	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	7	1	0	0	0	4	2	0	0	0	0	0	1	1	3	19
Lights	0	363	444	44	0	94	821	256	0	154	544	178	0	48	250	381	3,577
Mediums	0	13	8	3	0	0	14	2	0	3	14	0	0	1	10	18	86
Total	0	383	453	47	0	94	839	260	0	157	558	178	0	50	261	402	3,682

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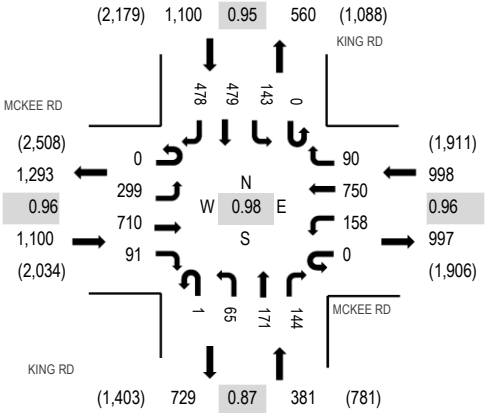
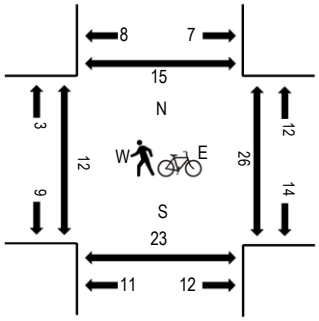
Location: 4 KING RD & MCKEE RD PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MCKEE RD Eastbound				MCKEE RD Westbound				KING RD Northbound				KING RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	69	145	12	1	35	191	26	0	15	46	44	0	40	121	128	873	3,527	3	11	5	8
4:15 PM	0	64	146	26	1	37	174	31	0	16	48	38	0	46	106	109	842	3,567	7	3	2	6
4:30 PM	0	78	176	23	0	49	193	26	0	12	46	26	0	39	105	137	910	3,579	2	9	4	3
4:45 PM	0	73	192	17	0	46	200	24	1	18	40	23	0	33	125	110	902	3,516	5	9	11	3
5:00 PM	0	77	183	27	0	31	188	24	0	12	40	46	0	37	124	124	913	3,378	1	6	5	3
5:15 PM	0	71	159	24	0	32	169	16	0	23	45	49	0	34	125	107	854		2	2	2	6
5:30 PM	0	58	145	22	0	36	172	19	0	22	45	36	0	44	118	130	847		4	4	2	3
5:45 PM	0	68	158	21	0	36	138	16	0	15	38	37	0	28	104	105	764		3	6	2	9

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	1	0	0	0	0	2	0	0	0	0	0	0	0	3	8
Lights	0	293	701	91	0	157	742	88	1	63	165	144	0	141	474	466	3,526
Mediums	0	4	8	0	0	1	8	0	0	2	6	0	0	2	5	9	45
Total	0	299	710	91	0	158	750	90	1	65	171	144	0	143	479	478	3,579

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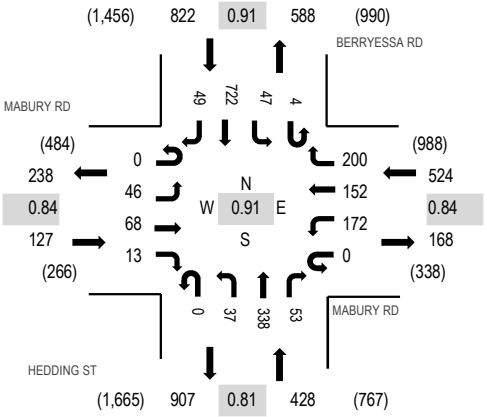
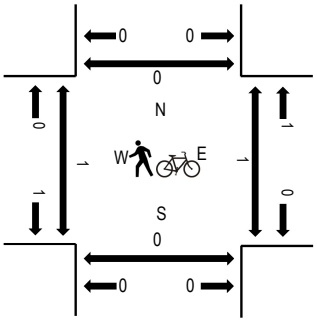
Location: 2 HEDDING ST & MABURY RD AM
Date: Thursday, November 15, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MABURY RD Eastbound				MABURY RD Westbound				HEDDING ST Northbound				BERRYESSA RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	3	26	4	0	58	40	25	0	4	49	18	0	5	99	1	332	1,600	0	0	0	0
7:15 AM	0	11	28	3	0	55	40	27	0	5	73	13	1	10	104	2	372	1,701	0	0	0	0
7:30 AM	0	8	14	4	0	45	44	18	0	14	75	9	1	7	162	6	407	1,787	0	0	0	0
7:45 AM	0	13	26	4	0	42	32	42	0	9	106	18	0	11	174	12	489	1,901	0	0	0	0
8:00 AM	0	11	13	2	0	35	31	55	0	10	84	16	0	14	156	6	433	1,877	0	0	0	0
8:15 AM	0	14	14	3	0	44	32	55	0	8	67	8	0	13	182	18	458		1	1	0	0
8:30 AM	0	8	15	4	0	51	57	48	0	10	81	11	4	9	210	13	521		0	0	0	0
8:45 AM	0	11	18	9	0	32	43	37	0	5	62	12	1	10	183	42	465		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	4	3	0	0	4	0	3	0	0	5	1	0	5	5	0	30
Lights	0	40	60	13	0	158	148	177	0	37	318	48	4	40	692	48	1,783
Mediums	0	2	5	0	0	10	4	20	0	0	15	4	0	2	25	1	88
Total	0	46	68	13	0	172	152	200	0	37	338	53	4	47	722	49	1,901

All Traffic Data Services Inc.

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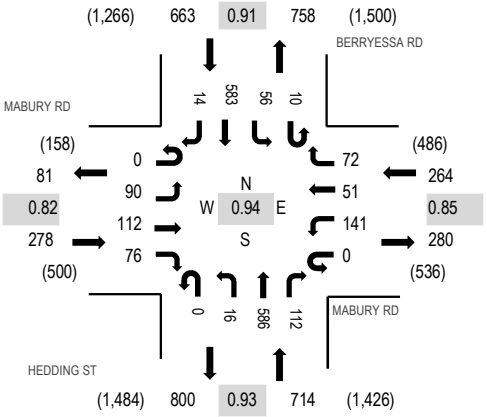
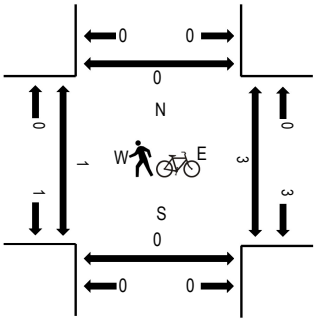
Location: 2 HEDDING ST & MABURY RD PM
Date: Thursday, November 15, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MABURY RD Eastbound				MABURY RD Westbound				HEDDING ST Northbound				BERRYESSA RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	17	22	10	0	39	18	23	0	5	115	26	4	21	122	7	429	1,780	0	0	1	0
4:15 PM	0	15	25	14	0	32	14	18	0	4	124	25	0	22	128	4	425	1,862	0	0	0	0
4:30 PM	0	28	37	11	0	33	7	18	0	2	135	24	2	16	141	5	459	1,919	0	0	0	0
4:45 PM	0	17	21	19	0	40	14	17	0	4	150	28	4	13	138	2	467	1,909	0	2	0	0
5:00 PM	0	32	27	26	0	33	17	21	0	5	138	30	3	10	164	5	511	1,898	1	0	0	0
5:15 PM	0	13	27	20	0	35	13	16	0	5	163	30	1	17	140	2	482		0	0	0	0
5:30 PM	0	17	15	22	0	14	14	13	0	3	178	21	2	7	141	2	449		0	0	0	0
5:45 PM	0	26	27	12	0	22	3	12	0	1	177	33	1	12	128	2	456		0	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	4	2	0	0	5	0	1	0	0	0	1	0	1	0	1	15
Lights	0	86	96	75	0	134	48	62	0	16	583	105	10	53	574	11	1,853
Mediums	0	0	14	1	0	2	3	9	0	0	3	6	0	2	9	2	51
Total	0	90	112	76	0	141	51	72	0	16	586	112	10	56	583	14	1,919

Appendix B
Volumes Summary

Intersection Number: 1
Traffix Node Number: 3021
Intersection Name: Oakland Road and US 101 (N) *
Peak Hour: AM
Count Date: 6/4/19

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**756**	**570**	**0**	**489**	**0**	**145**	**0**	**750**	**495**	**0**	**0**	**0**	**3,205**
Model - Year 2018 on Existing Network (b)	*833*	*635*	*0*	*258*	*0*	*32*	*0*	*1088*	*251*	*0*	*0*	*0*	*3,097*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*727*	*640*	*0*	*110*	*0*	*10*	*0*	*911*	*348*	*0*	*0*	*0*	*2,746*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*0*	*641*	*0*	*241*	*0*	*6*	*0*	*803*	*0*	*0*	*0*	*0*	*1,691*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*660*	*575*	*0*	*208*	*0*	*45*	*0*	*628*	*592*	*0*	*0*	*0*	*2,709*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*576*	*0*	*457*	*0*	*27*	*0*	*554*	*0*	*0*	*0*	*0*	*1,614*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*858*	*942*	*0*	*143*	*0*	*14*	*0*	*1166*	*215*	*0*	*0*	*0*	*3,338*
Year 2030 Cond = e + max(g-c,0)	**791**	**877**	**0**	**241**	**0**	**49**	**0**	**883**	**592**	**0**	**0**	**0**	**3,434**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*843*	*964*	*0*	*124*	*0*	*17*	*0*	*1152*	*230*	*0*	*0*	*0*	*3,330*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**776**	**899**	**0**	**222**	**0**	**52**	**0**	**869**	**592**	**0**	**0**	**0**	**3,411**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*801*	*818*	*0*	*140*	*0*	*14*	*0*	*612*	*187*	*0*	*0*	*0*	*2,572*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**734**	**753**	**0**	**238**	**0**	**49**	**0**	**628**	**592**	**0**	**0**	**0**	**2,995**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*1247*	*0*	*282*	*0*	*1*	*0*	*1154*	*0*	*0*	*0*	*0*	*2,684*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**1182**	**0**	**498**	**0**	**27**	**0**	**905**	**0**	**0**	**0**	**0**	**2,612**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*0*	*992*	*0*	*297*	*0*	*1*	*0*	*619*	*0*	*0*	*0*	*0*	*1,909*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**0**	**927**	**0**	**513**	**0**	**27**	**0**	**554**	**0**	**0**	**0**	**0**	**2,021**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*968*	*1194*	*0*	*170*	*0*	*18*	*0*	*1379*	*215*	*0*	*0*	*0*	*3,944*
Year 2040 General Plan Cond = e + max(l-c,0)	**901**	**1129**	**0**	**268**	**0**	**53**	**0**	**1096**	**592**	**0**	**0**	**0**	**4,040**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*940*	*1234*	*0*	*136*	*0*	*22*	*0*	*1353*	*230*	*0*	*0*	*0*	*3,915*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**873**	**1169**	**0**	**234**	**0**	**57**	**0**	**1070**	**592**	**0**	**0**	**0**	**3,996**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*862*	*967*	*0*	*165*	*0*	*17*	*0*	*612*	*187*	*0*	*0*	*0*	*2,810*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**795**	**902**	**0**	**263**	**0**	**52**	**0**	**628**	**592**	**0**	**0**	**0**	**3,233**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*1752*	*0*	*316*	*0*	*1*	*0*	*1446*	*0*	*0*	*0*	*0*	*3,515*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**1687**	**0**	**532**	**0**	**27**	**0**	**1197**	**0**	**0**	**0**	**0**	**3,443**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*0*	*1284*	*0*	*343*	*0*	*1*	*0*	*619*	*0*	*0*	*0*	*0*	*2,247*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**0**	**1219**	**0**	**559**	**0**	**27**	**0**	**554**	**0**	**0**	**0**	**0**	**2,359**

Intersection Number: 2
Traffix Node Number: 3022
Intersection Name: Oakland Road and US 101 (S) *
Peak Hour: AM
Count Date: 6/4/19

Scenario:	Movements												Int.
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Cond (a)	**0**	**337**	**382**	**0**	**0**	**0**	**212**	**936**	**0**	**209**	**0**	**319**	**2,395**
Model - Year 2018 on Existing Network (b)	*0*	*383*	*293*	*0*	*0*	*0*	*148*	*1160*	*0*	*812*	*0*	*180*	*2,976*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*0*	*423*	*238*	*0*	*0*	*0*	*112*	*1110*	*0*	*567*	*0*	*149*	*2,599*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*0*	*458*	*189*	*0*	*0*	*0*	*136*	*805*	*0*	*0*	*0*	*0*	*1,588*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*377*	*310*	*0*	*0*	*0*	*160*	*896*	*0*	*146*	*0*	*264*	*2,153*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*412*	*246*	*0*	*0*	*0*	*195*	*650*	*0*	*0*	*0*	*0*	*1,503*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*0*	*618*	*348*	*0*	*0*	*0*	*81*	*1250*	*0*	*665*	*0*	*190*	*3,152*
Year 2030 Cond = e + max(g-c,0)	**0**	**572**	**420**	**0**	**0**	**0**	**160**	**1036**	**0**	**244**	**0**	**305**	**2,737**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*0*	*628*	*354*	*0*	*0*	*0*	*75*	*1245*	*0*	*645*	*0*	*190*	*3,137*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**0**	**582**	**426**	**0**	**0**	**0**	**160**	**1031**	**0**	**224**	**0**	**305**	**2,728**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*0*	*540*	*297*	*0*	*0*	*0*	*74*	*746*	*0*	*719*	*0*	*53*	*2,429*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**0**	**494**	**369**	**0**	**0**	**0**	**160**	**896**	**0**	**298**	**0**	**264**	**2,481**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*923*	*328*	*0*	*0*	*0*	*17*	*1154*	*0*	*0*	*0*	*0*	*2,422*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**877**	**385**	**0**	**0**	**0**	**195**	**999**	**0**	**0**	**0**	**0**	**2,456**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*0*	*712*	*284*	*0*	*0*	*0*	*17*	*618*	*0*	*0*	*0*	*0*	*1,631*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**0**	**666**	**341**	**0**	**0**	**0**	**195**	**650**	**0**	**0**	**0**	**0**	**1,852**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*0*	*780*	*440*	*0*	*0*	*0*	*81*	*1367*	*0*	*746*	*0*	*225*	*3,639*
Year 2040 General Plan Cond = e + max(l-c,0)	**0**	**734**	**512**	**0**	**0**	**0**	**160**	**1153**	**0**	**325**	**0**	**340**	**3,224**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*0*	*799*	*451*	*0*	*0*	*0*	*75*	*1357*	*0*	*710*	*0*	*224*	*3,616*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**0**	**753**	**523**	**0**	**0**	**0**	**160**	**1143**	**0**	**289**	**0**	**339**	**3,207**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*0*	*637*	*347*	*0*	*0*	*0*	*74*	*746*	*0*	*846*	*0*	*53*	*2,703*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**0**	**591**	**419**	**0**	**0**	**0**	**160**	**896**	**0**	**425**	**0**	**264**	**2,755**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*1311*	*443*	*0*	*0*	*0*	*17*	*1445*	*0*	*0*	*0*	*0*	*3,216*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**1265**	**500**	**0**	**0**	**0**	**195**	**1290**	**0**	**0**	**0**	**0**	**3,250**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*0*	*923*	*363*	*0*	*0*	*0*	*17*	*618*	*0*	*0*	*0*	*0*	*1,921*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**0**	**877**	**420**	**0**	**0**	**0**	**195**	**650**	**0**	**0**	**0**	**0**	**2,142**

Intersection Number: 3
Traffix Node Number: 1003
Intersection Name: Berryessa Road and US 101 (N)
Peak Hour: AM
Count Date: 1/0/00

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**0**	**907**	**0**	**0**	**0**	**0**	**0**	**428**	**0**	**0**	**0**	**0**	**1,335**
Model - Year 2018 on Existing Network (b)	*0*	*1093*	*0*	*0*	*0*	*0*	*0*	*870*	*0*	*0*	*0*	*0*	*1,963*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*0*	*847*	*0*	*0*	*0*	*0*	*0*	*757*	*0*	*0*	*0*	*0*	*1,604*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*1061*	*860*	*0*	*220*	*0*	*77*	*0*	*995*	*467*	*0*	*0*	*0*	*3,680*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*703*	*0*	*0*	*0*	*0*	*0*	*372*	*0*	*0*	*0*	*0*	*1,075*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*1061*	*714*	*0*	*220*	*0*	*77*	*0*	*553*	*467*	*0*	*0*	*0*	*3,092*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*0*	*1121*	*0*	*0*	*0*	*0*	*0*	*1290*	*0*	*0*	*0*	*0*	*2,411*
Year 2030 Cond = e + max(g-c,0)	**0**	**1121**	**0**	**0**	**0**	**0**	**0**	**1290**	**0**	**0**	**0**	**0**	**2,411**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*0*	*1132*	*0*	*0*	*0*	*0*	*0*	*1261*	*0*	*0*	*0*	*0*	*2,393*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**0**	**1132**	**0**	**0**	**0**	**0**	**0**	**1261**	**0**	**0**	**0**	**0**	**2,393**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*0*	*963*	*0*	*0*	*0*	*0*	*0*	*820*	*0*	*0*	*0*	*0*	*1,783*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**0**	**963**	**0**	**0**	**0**	**0**	**0**	**820**	**0**	**0**	**0**	**0**	**1,783**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*1256*	*720*	*0*	*281*	*0*	*104*	*0*	*1324*	*285*	*0*	*0*	*0*	*3,970*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**1256**	**720**	**0**	**281**	**0**	**104**	**0**	**1324**	**285**	**0**	**0**	**0**	**3,970**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*1189*	*772*	*0*	*117*	*0*	*117*	*0*	*1196*	*193*	*0*	*0*	*0*	*3,584*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**1189**	**772**	**0**	**117**	**0**	**117**	**0**	**1196**	**193**	**0**	**0**	**0**	**3,584**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*0*	*1350*	*0*	*0*	*0*	*0*	*0*	*1734*	*0*	*0*	*0*	*0*	*3,084*
Year 2040 General Plan Cond = e + max(l-c,0)	**0**	**1350**	**0**	**0**	**0**	**0**	**0**	**1734**	**0**	**0**	**0**	**0**	**3,084**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*0*	*1369*	*0*	*0*	*0*	*0*	*0*	*1681*	*0*	*0*	*0*	*0*	*3,050*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**0**	**1369**	**0**	**0**	**0**	**0**	**0**	**1681**	**0**	**0**	**0**	**0**	**3,050**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*0*	*1059*	*0*	*0*	*0*	*0*	*0*	*873*	*0*	*0*	*0*	*0*	*1,932*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**0**	**1059**	**0**	**0**	**0**	**0**	**0**	**873**	**0**	**0**	**0**	**0**	**1,932**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*1419*	*720*	*0*	*331*	*0*	*126*	*0*	*1598*	*285*	*0*	*0*	*0*	*4,479*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**1419**	**720**	**0**	**331**	**0**	**126**	**0**	**1598**	**285**	**0**	**0**	**0**	**4,479**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*1296*	*772*	*0*	*117*	*0*	*150*	*0*	*1363*	*193*	*0*	*0*	*0*	*3,891*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**1296**	**772**	**0**	**117**	**0**	**150**	**0**	**1363**	**193**	**0**	**0**	**0**	**3,891**

Intersection Number: 4
Traffix Node Number: 1004
Intersection Name: Berryessa Road and US 101 (S)
Peak Hour: AM
Count Date: 1/0/00

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**0**	**907**	**0**	**0**	**0**	**0**	**0**	**428**	**0**	**0**	**0**	**0**	**1,335**
Model - Year 2018 on Existing Network (b)	*0*	*1085*	*8*	*236*	*0*	*28*	*17*	*632*	*0*	*0*	*0*	*0*	*2,006*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*0*	*841*	*0*	*0*	*0*	*0*	*0*	*540*	*0*	*0*	*0*	*0*	*1,381*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*0*	*805*	*132*	*0*	*0*	*0*	*60*	*825*	*0*	*197*	*0*	*636*	*2,655*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*703*	*0*	*0*	*0*	*0*	*0*	*366*	*0*	*0*	*0*	*0*	*1,069*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*673*	*124*	*0*	*0*	*0*	*43*	*621*	*0*	*197*	*0*	*636*	*2,294*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*0*	*1113*	*0*	*0*	*0*	*0*	*0*	*1029*	*0*	*0*	*0*	*0*	*2,142*
Year 2030 Cond = e + max(g-c,0)	**0**	**1113**	**0**	**0**	**0**	**0**	**0**	**1029**	**0**	**0**	**0**	**0**	**2,142**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*0*	*1124*	*0*	*0*	*0*	*0*	*0*	*983*	*0*	*0*	*0*	*0*	*2,107*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**0**	**1124**	**0**	**0**	**0**	**0**	**0**	**983**	**0**	**0**	**0**	**0**	**2,107**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*0*	*956*	*0*	*0*	*0*	*0*	*0*	*687*	*0*	*0*	*0*	*0*	*1,643*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**0**	**956**	**0**	**0**	**0**	**0**	**0**	**687**	**0**	**0**	**0**	**0**	**1,643**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*674*	*157*	*0*	*0*	*0*	*158*	*776*	*0*	*177*	*0*	*893*	*2,835*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**674**	**157**	**0**	**0**	**0**	**158**	**776**	**0**	**177**	**0**	**893**	**2,835**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*0*	*719*	*173*	*0*	*0*	*0*	*125*	*490*	*0*	*153*	*0*	*871*	*2,531*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**0**	**719**	**173**	**0**	**0**	**0**	**125**	**490**	**0**	**153**	**0**	**871**	**2,531**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*0*	*1339*	*0*	*0*	*0*	*0*	*0*	*1437*	*0*	*0*	*0*	*0*	*2,776*
Year 2040 General Plan Cond = e + max(l-c,0)	**0**	**1339**	**0**	**0**	**0**	**0**	**0**	**1437**	**0**	**0**	**0**	**0**	**2,776**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*0*	*1359*	*0*	*0*	*0*	*0*	*0*	*1353*	*0*	*0*	*0*	*0*	*2,712*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**0**	**1359**	**0**	**0**	**0**	**0**	**0**	**1353**	**0**	**0**	**0**	**0**	**2,712**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*0*	*1052*	*0*	*0*	*0*	*0*	*0*	*810*	*0*	*0*	*0*	*0*	*1,862*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**0**	**1052**	**0**	**0**	**0**	**0**	**0**	**810**	**0**	**0**	**0**	**0**	**1,862**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*674*	*177*	*0*	*0*	*0*	*239*	*776*	*0*	*177*	*0*	*1108*	*3,151*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**674**	**177**	**0**	**0**	**0**	**239**	**776**	**0**	**177**	**0**	**1108**	**3,151**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*0*	*719*	*207*	*0*	*0*	*0*	*180*	*490*	*0*	*153*	*0*	*1066*	*2,815*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**0**	**719**	**207**	**0**	**0**	**0**	**180**	**490**	**0**	**153**	**0**	**1066**	**2,815**

Intersection Number: 5
Traffix Node Number: 4010
Intersection Name: US 101 and Mabury Road (E)
Peak Hour: AM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**18**	**7**	**63**	**500**	**872**	**20**	**12**	**4**	**2**	**11**	**297**	**29**	**1,835**
Model - Year 2018 on Existing Network (b)	*0*	*31*	*42*	*452*	*614*	*46*	*9*	*7*	*11*	*25*	*85*	*5*	*1,327*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*4*	*4*	*3*	*109*	*770*	*829*	*65*	*363*	*299*	*25*	*409*	*42*	*2,922*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*1*	*30*	*8*	*528*	*843*	*50*	*9*	*8*	*10*	*21*	*112*	*6*	*1,626*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*22*	*1*	*5*	*121*	*1028*	*803*	*68*	*360*	*290*	*11*	*621*	*66*	*3,395*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*19*	*7*	*12*	*576*	*1101*	*24*	*12*	*5*	*2*	*9*	*324*	*30*	*2,121*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*8*	*0*	*5*	*50*	*937*	*1020*	*158*	*442*	*370*	*30*	*841*	*13*	*3,874*
Year 2030 Cond = e + max(g-c,0)	**8**	**0**	**5**	**50**	**937**	**1020**	**158**	**442**	**370**	**30**	**841**	**13**	**3,874**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*8*	*3*	*8*	*75*	*937*	*1020*	*172*	*431*	*387*	*27*	*876*	*12*	*3,956*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**8**	**3**	**8**	**75**	**937**	**1020**	**172**	**431**	**387**	**27**	**876**	**12**	**3,956**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*11*	*1*	*4*	*60*	*821*	*908*	*198*	*317*	*229*	*18*	*788*	*9*	*3,364*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**11**	**1**	**4**	**60**	**821**	**908**	**198**	**317**	**229**	**18**	**788**	**9**	**3,364**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*1*	*32*	*41*	*581*	*1130*	*45*	*11*	*10*	*10*	*31*	*400*	*10*	*2,302*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**1**	**32**	**41**	**581**	**1130**	**45**	**11**	**10**	**10**	**31**	**400**	**10**	**2,302**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*1*	*26*	*92*	*488*	*875*	*35*	*10*	*11*	*8*	*14*	*254*	*8*	*1,822*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**1**	**26**	**92**	**488**	**875**	**35**	**10**	**11**	**8**	**14**	**254**	**8**	**1,822**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*12*	*0*	*6*	*50*	*1076*	*1180*	*236*	*507*	*430*	*34*	*1201*	*13*	*4,745*
Year 2040 General Plan Cond = e + max(l-c,0)	**12**	**0**	**6**	**50**	**1076**	**1180**	**236**	**507**	**430**	**34**	**1201**	**13**	**4,745**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*11*	*3*	*12*	*75*	*1076*	*1180*	*261*	*488*	*460*	*29*	*1266*	*12*	*4,873*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**11**	**3**	**12**	**75**	**1076**	**1180**	**261**	**488**	**460**	**29**	**1266**	**12**	**4,873**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*16*	*1*	*4*	*60*	*863*	*973*	*309*	*317*	*229*	*18*	*1104*	*9*	*3,903*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**16**	**1**	**4**	**60**	**863**	**973**	**309**	**317**	**229**	**18**	**1104**	**9**	**3,903**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*1*	*34*	*69*	*626*	*1370*	*45*	*12*	*11*	*10*	*39*	*640*	*13*	*2,870*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**1**	**34**	**69**	**626**	**1370**	**45**	**12**	**11**	**10**	**39**	**640**	**13**	**2,870**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*1*	*26*	*162*	*488*	*901*	*35*	*11*	*14*	*8*	*14*	*372*	*9*	*2,041*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**1**	**26**	**162**	**488**	**901**	**35**	**11**	**14**	**8**	**14**	**372**	**9**	**2,041**

Intersection Number: 6
Traffix Node Number: 1002
Intersection Name: US 101 and Mabury Road (W)
Peak Hour: AM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Existing Cond (a)	**23**	**1**	**21**	**64**	**819**	**6**	**1**	**0**	**2**	**3**	**315**	**26**	**1,281**
Model - Year 2018 on Existing Network (b)	*21*	*0*	*6*	*50*	*573*	*0*	*0*	*0*	*0*	*0*	*110*	*6*	*766*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*12*	*15*	*8*	*287*	*614*	*169*	*339*	*8*	*49*	*136*	*128*	*4*	*1,769*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*40*	*0*	*8*	*9*	*844*	*0*	*0*	*0*	*0*	*0*	*131*	*13*	*1,045*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*13*	*16*	*23*	*301*	*860*	*175*	*340*	*8*	*51*	*139*	*333*	*17*	*2,276*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*42*	*0*	*23*	*12*	*1090*	*0*	*0*	*0*	*0*	*0*	*336*	*33*	*1,536*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*10*	*18*	*10*	*328*	*768*	*216*	*657*	*8*	*29*	*206*	*229*	*5*	*2,484*
Year 2030 Cond = e + max(g-c,0)	**10**	**18**	**10**	**328**	**768**	**216**	**657**	**8**	**29**	**206**	**229**	**5**	**2,484**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*11*	*18*	*10*	*329*	*760*	*244*	*672*	*6*	*29*	*204*	*248*	*5*	*2,536*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**11**	**18**	**10**	**329**	**760**	**244**	**672**	**6**	**29**	**204**	**248**	**5**	**2,536**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*9*	*13*	*9*	*149*	*570*	*286*	*622*	*7*	*38*	*162*	*203*	*4*	*2,072*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**9**	**13**	**9**	**149**	**570**	**286**	**622**	**7**	**38**	**162**	**203**	**4**	**2,072**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*1*	*0*	*15*	*164*	*977*	*0*	*0*	*0*	*0*	*0*	*426*	*10*	*1,593*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**1**	**0**	**15**	**164**	**977**	**0**	**0**	**0**	**0**	**0**	**426**	**10**	**1,593**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*18*	*0*	*10*	*10*	*875*	*0*	*0*	*0*	*0*	*0*	*268*	*12*	*1,193*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**18**	**0**	**10**	**10**	**875**	**0**	**0**	**0**	**0**	**0**	**268**	**12**	**1,193**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*10*	*20*	*11*	*363*	*896*	*255*	*922*	*8*	*29*	*264*	*313*	*5*	*3,096*
Year 2040 General Plan Cond = e + max(l-c,0)	**10**	**20**	**11**	**363**	**896**	**255**	**922**	**8**	**29**	**264**	**313**	**5**	**3,096**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*11*	*20*	*11*	*364*	*881*	*306*	*949*	*6*	*29*	*261*	*348*	*5*	*3,191*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**11**	**20**	**11**	**364**	**881**	**306**	**949**	**6**	**29**	**261**	**348**	**5**	**3,191**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*9*	*13*	*10*	*149*	*570*	*384*	*857*	*7*	*38*	*183*	*265*	*4*	*2,489*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**9**	**13**	**10**	**149**	**570**	**384**	**857**	**7**	**38**	**183**	**265**	**4**	**2,489**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*1*	*0*	*21*	*294*	*1088*	*0*	*0*	*0*	*0*	*0*	*672*	*10*	*2,086*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**1**	**0**	**21**	**294**	**1088**	**0**	**0**	**0**	**0**	**0**	**672**	**10**	**2,086**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*18*	*0*	*12*	*11*	*901*	*0*	*0*	*0*	*0*	*0*	*383*	*12*	*1,337*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**18**	**0**	**12**	**11**	**901**	**0**	**0**	**0**	**0**	**0**	**383**	**12**	**1,337**

Intersection Number: 7
Traffix Node Number: 3467
Intersection Name: Eleventh Street and Taylor Street
Peak Hour: AM
Count Date: 1/10/19

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**0**	**0**	**0**	**59**	**625**	**0**	**91**	**965**	**117**	**0**	**244**	**47**	**2,148**
Model - Year 2018 on Existing Network (b)	*0*	*0*	*0*	*68*	*676*	*0*	*58*	*1028*	*81*	*0*	*140*	*155*	*2,206*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*43*	*0*	*0*	*46*	*674*	*0*	*34*	*584*	*38*	*1*	*277*	*100*	*1,797*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*58*	*0*	*0*	*107*	*637*	*1*	*52*	*492*	*62*	*1*	*219*	*124*	*1,753*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*43*	*0*	*0*	*40*	*623*	*0*	*53*	*548*	*55*	*1*	*381*	*30*	*1,775*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*58*	*0*	*0*	*98*	*589*	*1*	*82*	*462*	*90*	*1*	*323*	*38*	*1,741*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*48*	*155*	*19*	*51*	*710*	*0*	*38*	*607*	*48*	*6*	*428*	*112*	*2,222*
Year 2030 Cond = e + max(g-c,0)	**48**	**155**	**19**	**51**	**710**	**0**	**38**	**607**	**48**	**6**	**428**	**112**	**2,222**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*40*	*149*	*21*	*48*	*707*	*9*	*39*	*593*	*57*	*6*	*419*	*118*	*2,206*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**40**	**149**	**21**	**48**	**707**	**9**	**39**	**593**	**57**	**6**	**419**	**118**	**2,206**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*75*	*115*	*2*	*72*	*573*	*12*	*43*	*389*	*45*	*1*	*358*	*100*	*1,785*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**75**	**115**	**2**	**72**	**573**	**12**	**43**	**389**	**45**	**1**	**358**	**100**	**1,785**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*62*	*105*	*22*	*80*	*669*	*5*	*71*	*533*	*72*	*4*	*389*	*125*	*2,137*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**62**	**105**	**22**	**80**	**669**	**5**	**71**	**533**	**72**	**4**	**389**	**125**	**2,137**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*80*	*16*	*16*	*115*	*569*	*0*	*54*	*322*	*59*	*1*	*292*	*115*	*1,639*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**80**	**16**	**16**	**115**	**569**	**0**	**54**	**322**	**59**	**1**	**292**	**115**	**1,639**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*52*	*284*	*34*	*56*	*740*	*0*	*42*	*627*	*56*	*11*	*554*	*122*	*2,578*
Year 2040 General Plan Cond = e + max(l-c,0)	**52**	**284**	**34**	**56**	**740**	**0**	**42**	**627**	**56**	**11**	**554**	**122**	**2,578**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*40*	*274*	*38*	*50*	*734*	*16*	*44*	*600*	*73*	*11*	*537*	*133*	*2,550*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**40**	**274**	**38**	**50**	**734**	**16**	**44**	**600**	**73**	**11**	**537**	**133**	**2,550**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*101*	*210*	*4*	*94*	*573*	*22*	*51*	*389*	*50*	*1*	*425*	*100*	*2,020*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**101**	**210**	**4**	**94**	**573**	**22**	**51**	**389**	**50**	**1**	**425**	**100**	**2,020**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*65*	*193*	*41*	*80*	*695*	*8*	*86*	*567*	*80*	*7*	*530*	*125*	*2,477*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**65**	**193**	**41**	**80**	**695**	**8**	**86**	**567**	**80**	**7**	**530**	**125**	**2,477**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*98*	*30*	*29*	*122*	*569*	*0*	*56*	*322*	*59*	*1*	*353*	*115*	*1,754*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**98**	**30**	**29**	**122**	**569**	**0**	**56**	**322**	**59**	**1**	**353**	**115**	**1,754**

Intersection Number: 8
Traffix Node Number: 3822
Intersection Name: Tenth Street and Taylor Street
Peak Hour: AM
Count Date: 1/10/19

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**59**	**318**	**28**	**0**	**672**	**105**	**0**	**0**	**0**	**53**	**274**	**0**	**1,509**
Model - Year 2018 on Existing Network (b)	*16*	*298*	*9*	*0*	*785*	*18*	*0*	*0*	*0*	*25*	*296*	*0*	*1,447*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*10*	*218*	*9*	*99*	*703*	*16*	*61*	*595*	*33*	*19*	*331*	*14*	*2,108*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*14*	*246*	*13*	*108*	*695*	*15*	*62*	*558*	*36*	*21*	*294*	*18*	*2,080*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*37*	*233*	*28*	*99*	*602*	*93*	*61*	*595*	*33*	*40*	*309*	*14*	*2,144*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*52*	*263*	*32*	*108*	*595*	*88*	*62*	*558*	*36*	*45*	*272*	*18*	*2,127*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*25*	*343*	*11*	*119*	*694*	*52*	*77*	*592*	*36*	*20*	*484*	*31*	*2,484*
Year 2030 Cond = e + max(g-c,0)	**25**	**343**	**11**	**119**	**694**	**52**	**77**	**592**	**36**	**20**	**484**	**31**	**2,484**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*17*	*358*	*11*	*112*	*713*	*42*	*63*	*618*	*25*	*21*	*494*	*27*	*2,501*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**17**	**358**	**11**	**112**	**713**	**42**	**63**	**618**	**25**	**21**	**494**	**27**	**2,501**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*15*	*339*	*12*	*102*	*653*	*18*	*74*	*406*	*34*	*21*	*395*	*22*	*2,091*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**15**	**339**	**12**	**102**	**653**	**18**	**74**	**406**	**34**	**21**	**395**	**22**	**2,091**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*16*	*381*	*6*	*116*	*715*	*33*	*77*	*577*	*21*	*22*	*460*	*31*	*2,455*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**16**	**381**	**6**	**116**	**715**	**33**	**77**	**577**	**21**	**22**	**460**	**31**	**2,455**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*14*	*381*	*10*	*103*	*654*	*15*	*70*	*381*	*31*	*20*	*356*	*27*	*2,062*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**14**	**381**	**10**	**103**	**654**	**15**	**70**	**381**	**31**	**20**	**356**	**27**	**2,062**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*37*	*448*	*13*	*136*	*694*	*82*	*91*	*592*	*38*	*20*	*612*	*46*	*2,809*
Year 2040 General Plan Cond = e + max(l-c,0)	**37**	**448**	**13**	**136**	**694**	**82**	**91**	**592**	**38**	**20**	**612**	**46**	**2,809**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*22*	*475*	*12*	*122*	*722*	*64*	*64*	*637*	*25*	*22*	*629*	*37*	*2,831*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**22**	**475**	**12**	**122**	**722**	**64**	**64**	**637**	**25**	**22**	**629**	**37**	**2,831**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*19*	*440*	*14*	*104*	*653*	*19*	*85*	*406*	*35*	*22*	*449*	*28*	*2,274*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**19**	**440**	**14**	**104**	**653**	**19**	**85**	**406**	**35**	**22**	**449**	**28**	**2,274**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*17*	*494*	*6*	*123*	*731*	*48*	*89*	*593*	*21*	*22*	*598*	*41*	*2,783*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**17**	**494**	**6**	**123**	**731**	**48**	**89**	**593**	**21**	**22**	**598**	**41**	**2,783**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*14*	*494*	*10*	*103*	*654*	*15*	*76*	*381*	*31*	*20*	*407*	*34*	*2,239*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**14**	**494**	**10**	**103**	**654**	**15**	**76**	**381**	**31**	**20**	**407**	**34**	**2,239**

Intersection Number: 9
Traffix Node Number: 3581
Intersection Name: Tenth Street and Hedding Street
Peak Hour: AM
Count Date: 1/10/19

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**41**	**184**	**34**	**857**	**808**	**69**	**0**	**0**	**0**	**66**	**303**	**89**	**2,451**
Model - Year 2018 on Existing Network (b)	*33*	*296*	*3*	*845*	*406*	*6*	*0*	*0*	*0*	*21*	*170*	*359*	*2,139*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*11*	*218*	*2*	*535*	*502*	*28*	*0*	*800*	*31*	*19*	*216*	*165*	*2,527*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*11*	*249*	*6*	*510*	*519*	*13*	*1*	*806*	*33*	*25*	*198*	*157*	*2,528*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*14*	*136*	*23*	*543*	*904*	*91*	*0*	*800*	*31*	*60*	*349*	*41*	*2,990*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*14*	*155*	*37*	*517*	*921*	*76*	*1*	*806*	*33*	*70*	*331*	*39*	*3,000*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*13*	*383*	*54*	*427*	*575*	*25*	*1*	*850*	*1*	*5*	*351*	*236*	*2,921*
Year 2030 Cond = e + max(g-c,0)	**13**	**383**	**54**	**427**	**575**	**25**	**1**	**850**	**1**	**5**	**351**	**236**	**2,921**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*14*	*391*	*54*	*432*	*577*	*28*	*1*	*842*	*4*	*5*	*347*	*238*	*2,933*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**14**	**391**	**54**	**432**	**577**	**28**	**1**	**842**	**4**	**5**	**347**	**238**	**2,933**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*26*	*348*	*6*	*387*	*514*	*30*	*1*	*691*	*37*	*24*	*238*	*78*	*2,380*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**26**	**348**	**6**	**387**	**514**	**30**	**1**	**691**	**37**	**24**	**238**	**78**	**2,380**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*7*	*420*	*56*	*464*	*593*	*13*	*1*	*830*	*1*	*6*	*349*	*236*	*2,976*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**7**	**420**	**56**	**464**	**593**	**13**	**1**	**830**	**1**	**6**	**349**	**236**	**2,976**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*12*	*396*	*23*	*400*	*529*	*20*	*0*	*672*	*47*	*26*	*253*	*76*	*2,454*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**12**	**396**	**23**	**400**	**529**	**20**	**0**	**672**	**47**	**26**	**253**	**76**	**2,454**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*15*	*520*	*97*	*427*	*635*	*25*	*2*	*892*	*1*	*5*	*464*	*295*	*3,378*
Year 2040 General Plan Cond = e + max(l-c,0)	**15**	**520**	**97**	**427**	**635**	**25**	**2**	**892**	**1**	**5**	**464**	**295**	**3,378**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*17*	*536*	*97*	*432*	*639*	*28*	*2*	*877*	*4*	*5*	*456*	*299*	*3,392*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**17**	**536**	**97**	**432**	**639**	**28**	**2**	**877**	**4**	**5**	**456**	**299**	**3,392**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*38*	*457*	*10*	*387*	*524*	*32*	*1*	*691*	*42*	*28*	*256*	*78*	*2,544*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**38**	**457**	**10**	**387**	**524**	**32**	**1**	**691**	**42**	**28**	**256**	**78**	**2,544**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*7*	*562*	*97*	*464*	*654*	*13*	*1*	*850*	*1*	*6*	*474*	*301*	*3,430*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**7**	**562**	**97**	**464**	**654**	**13**	**1**	**850**	**1**	**6**	**474**	**301**	**3,430**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*13*	*519*	*37*	*400*	*537*	*25*	*0*	*672*	*58*	*26*	*299*	*76*	*2,662*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**13**	**519**	**37**	**400**	**537**	**25**	**0**	**672**	**58**	**26**	**299**	**76**	**2,662**

Intersection Number: 10
Traffix Node Number: 3469
Intersection Name: Eleventh Street and Hedding Street
Peak Hour: AM
Count Date: 1/10/19

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**0**	**0**	**0**	**0**	**822**	**0**	**191**	**0**	**893**	**0**	**342**	**0**	**2,248**
Model - Year 2018 on Existing Network (b)	*0*	*0*	*0*	*0*	*595*	*0*	*478*	*0*	*606*	*0*	*160*	*0*	*1,839*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*0*	*0*	*0*	*0*	*603*	*88*	*241*	*0*	*411*	*0*	*205*	*0*	*1,548*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*0*	*0*	*0*	*0*	*622*	*82*	*229*	*0*	*366*	*0*	*186*	*0*	*1,485*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*0*	*0*	*0*	*830*	*88*	*96*	*0*	*606*	*0*	*387*	*0*	*2,007*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*0*	*0*	*0*	*849*	*82*	*92*	*0*	*539*	*0*	*368*	*0*	*1,930*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*0*	*0*	*0*	*0*	*656*	*163*	*287*	*0*	*330*	*32*	*361*	*0*	*1,829*
Year 2030 Cond = e + max(g-c,0)	**0**	**0**	**0**	**0**	**656**	**163**	**287**	**0**	**330**	**32**	**361**	**0**	**1,829**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*0*	*0*	*0*	*0*	*655*	*164*	*287*	*0*	*336*	*32*	*355*	*0*	*1,829*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**0**	**0**	**0**	**0**	**655**	**164**	**287**	**0**	**336**	**32**	**355**	**0**	**1,829**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*0*	*0*	*0*	*0*	*563*	*181*	*132*	*0*	*336*	*5*	*226*	*0*	*1,443*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**0**	**0**	**0**	**0**	**563**	**181**	**132**	**0**	**336**	**5**	**226**	**0**	**1,443**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*0*	*0*	*0*	*673*	*143*	*275*	*0*	*351*	*38*	*348*	*0*	*1,828*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**0**	**0**	**0**	**673**	**143**	**275**	**0**	**351**	**38**	**348**	**0**	**1,828**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*0*	*0*	*0*	*0*	*614*	*123*	*153*	*0*	*299*	*22*	*235*	*0*	*1,446*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**0**	**0**	**0**	**0**	**614**	**123**	**153**	**0**	**299**	**22**	**235**	**0**	**1,446**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*0*	*0*	*0*	*0*	*701*	*225*	*326*	*0*	*330*	*59*	*491*	*0*	*2,132*
Year 2040 General Plan Cond = e + max(l-c,0)	**0**	**0**	**0**	**0**	**701**	**225**	**326**	**0**	**330**	**59**	**491**	**0**	**2,132**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*0*	*0*	*0*	*0*	*698*	*228*	*325*	*0*	*336*	*59*	*480*	*0*	*2,126*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**0**	**0**	**0**	**0**	**698**	**228**	**325**	**0**	**336**	**59**	**480**	**0**	**2,126**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*0*	*0*	*0*	*0*	*563*	*259*	*132*	*0*	*336*	*9*	*243*	*0*	*1,542*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**0**	**0**	**0**	**0**	**563**	**259**	**132**	**0**	**336**	**9**	**243**	**0**	**1,542**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*0*	*0*	*0*	*715*	*194*	*313*	*0*	*351*	*69*	*483*	*0*	*2,125*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**0**	**0**	**0**	**715**	**194**	**313**	**0**	**351**	**69**	**483**	**0**	**2,125**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*0*	*0*	*0*	*0*	*614*	*158*	*153*	*0*	*299*	*40*	*276*	*0*	*1,540*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**0**	**0**	**0**	**0**	**614**	**158**	**153**	**0**	**299**	**40**	**276**	**0**	**1,540**

Intersection Number: 11
Traffix Node Number: 3576
Intersection Name: Oakland Road/Thirteenth Street and Hedding Street
Peak Hour: AM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**186**	**148**	**62**	**216**	**458**	**19**	**35**	**470**	**155**	**35**	**204**	**275**	**2,263**
Model - Year 2018 on Existing Network (b)	*39*	*603*	*403*	*158*	*554*	*86*	*3*	*601*	*25*	*0*	*58*	*605*	*3,135*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*121*	*504*	*214*	*209*	*595*	*40*	*4*	*662*	*0*	*2*	*71*	*402*	*2,824*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*84*	*310*	*3*	*57*	*592*	*106*	*6*	*576*	*48*	*11*	*70*	*360*	*2,223*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*268*	*124*	*33*	*267*	*499*	*9*	*36*	*531*	*0*	*37*	*217*	*183*	*2,203*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*231*	*76*	*0*	*78*	*496*	*39*	*38*	*450*	*178*	*46*	*216*	*164*	*2,013*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*194*	*639*	*330*	*148*	*652*	*44*	*3*	*736*	*0*	*0*	*200*	*476*	*3,422*
Year 2030 Cond = e + max(g-c,0)	**341**	**259**	**149**	**267**	**556**	**13**	**36**	**605**	**0**	**37**	**346**	**257**	**2,865**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*206*	*638*	*308*	*152*	*640*	*49*	*1*	*734*	*0*	*0*	*200*	*467*	*3,395*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**353**	**258**	**127**	**267**	**544**	**18**	**36**	**603**	**0**	**37**	**346**	**248**	**2,836**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*210*	*611*	*321*	*113*	*559*	*43*	*5*	*460*	*0*	*0*	*105*	*258*	*2,685*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**357**	**231**	**140**	**267**	**499**	**12**	**37**	**531**	**0**	**37**	**251**	**183**	**2,544**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*303*	*554*	*12*	*179*	*392*	*30*	*19*	*643*	*55*	*0*	*200*	*448*	*2,835*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**450**	**320**	**9**	**200**	**496**	**39**	**51**	**517**	**185**	**46**	**346**	**252**	**2,912**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*193*	*465*	*7*	*71*	*497*	*57*	*27*	*374*	*13*	*5*	*171*	*196*	*2,076*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**340**	**231**	**4**	**92**	**496**	**39**	**59**	**450**	**178**	**46**	**317**	**164**	**2,417**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*255*	*751*	*426*	*148*	*699*	*48*	*3*	*798*	*0*	*0*	*307*	*538*	*3,973*
Year 2040 General Plan Cond = e + max(l-c,0)	**402**	**371**	**245**	**267**	**603**	**17**	**36**	**667**	**0**	**37**	**453**	**319**	**3,416**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*277*	*749*	*387*	*152*	*677*	*56*	*1*	*794*	*0*	*0*	*307*	*521*	*3,921*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**424**	**369**	**206**	**267**	**581**	**25**	**36**	**663**	**0**	**37**	**453**	**302**	**3,362**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*285*	*701*	*410*	*113*	*559*	*46*	*5*	*460*	*0*	*0*	*134*	*258*	*2,971*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**432**	**321**	**229**	**267**	**499**	**15**	**37**	**531**	**0**	**37**	**280**	**183**	**2,830**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*485*	*758*	*20*	*281*	*392*	*30*	*30*	*698*	*60*	*0*	*308*	*522*	*3,584*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**632**	**524**	**17**	**302**	**496**	**39**	**62**	**572**	**190**	**46**	**454**	**326**	**3,661**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*284*	*595*	*10*	*83*	*497*	*57*	*45*	*374*	*13*	*5*	*255*	*196*	*2,414*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**431**	**361**	**7**	**104**	**496**	**39**	**77**	**450**	**178**	**46**	**401**	**164**	**2,755**

Intersection Number: 12
Traffix Node Number: 3421
Intersection Name: Oakland Road and Commercial Street
Peak Hour: AM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**40**	**483**	**101**	**255**	**389**	**653**	**191**	**925**	**227**	**94**	**63**	**32**	**3,453**
Model - Year 2018 on Existing Network (b)	*2*	*486*	*4*	*212*	*586*	*727*	*301*	*951*	*302*	*23*	*21*	*2*	*3,617*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*2*	*486*	*5*	*389*	*653*	*834*	*208*	*1033*	*204*	*18*	*22*	*2*	*3,856*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*2*	*503*	*5*	*343*	*702*	*112*	*91*	*1126*	*179*	*25*	*15*	*2*	*3,105*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*40*	*483*	*102*	*432*	*456*	*760*	*132*	*1007*	*153*	*74*	*64*	*32*	*3,735*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*40*	*500*	*102*	*386*	*505*	*101*	*58*	*1100*	*135*	*96*	*45*	*32*	*3,099*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*5*	*793*	*21*	*418*	*678*	*959*	*251*	*1281*	*215*	*31*	*107*	*1*	*4,760*
Year 2030 Cond = e + max(g-c,0)	**43**	**790**	**118**	**461**	**481**	**885**	**175**	**1255**	**164**	**87**	**149**	**32**	**4,640**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*3*	*797*	*26*	*443*	*684*	*937*	*247*	*1247*	*215*	*34*	*125*	*1*	*4,759*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**41**	**794**	**123**	**486**	**487**	**863**	**171**	**1221**	**164**	**90**	**167**	**32**	**4,639**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*2*	*679*	*21*	*77*	*509*	*899*	*129*	*723*	*232*	*21*	*103*	*1*	*3,396*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**40**	**676**	**118**	**432**	**456**	**825**	**132**	**1007**	**181**	**77**	**145**	**32**	**4,121**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*3*	*886*	*32*	*409*	*630*	*339*	*165*	*1392*	*248*	*34*	*185*	*1*	*4,324*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**41**	**883**	**129**	**452**	**505**	**328**	**132**	**1366**	**204**	**105**	**215**	**32**	**4,391**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*1*	*767*	*19*	*132*	*599*	*198*	*83*	*705*	*194*	*31*	*114*	*1*	*2,844*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**40**	**764**	**116**	**386**	**505**	**187**	**58**	**1100**	**150**	**102**	**144**	**32**	**3,583**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*8*	*1049*	*35*	*442*	*698*	*1064*	*286*	*1488*	*224*	*42*	*178*	*1*	*5,515*
Year 2040 General Plan Cond = e + max(l-c,0)	**46**	**1046**	**132**	**485**	**501**	**990**	**210**	**1462**	**173**	**98**	**220**	**32**	**5,395**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*4*	*1056*	*43*	*488*	*710*	*1023*	*280*	*1426*	*225*	*47*	*210*	*1*	*5,513*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**42**	**1053**	**140**	**531**	**513**	**949**	**204**	**1400**	**174**	**103**	**252**	**32**	**5,393**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*2*	*840*	*35*	*77*	*509*	*953*	*129*	*723*	*255*	*23*	*170*	*1*	*3,717*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**40**	**837**	**132**	**432**	**456**	**879**	**132**	**1007**	**204**	**79**	**212**	**32**	**4,442**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*3*	*1206*	*55*	*464*	*630*	*529*	*226*	*1613*	*306*	*41*	*326*	*1*	*5,400*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**41**	**1203**	**152**	**507**	**505**	**518**	**193**	**1587**	**262**	**112**	**356**	**32**	**5,467**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*1*	*987*	*30*	*132*	*599*	*270*	*83*	*705*	*207*	*36*	*197*	*1*	*3,248*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**40**	**984**	**127**	**386**	**505**	**259**	**58**	**1100**	**163**	**107**	**227**	**32**	**3,987**

Intersection Number: 13
Traffix Node Number: 3294
Intersection Name: Commercial Street and Berryessa Road
Peak Hour: AM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**40**	**0**	**181**	**1156**	**568**	**3**	**0**	**31**	**3**	**43**	**322**	**115**	**2,462**
Model - Year 2018 on Existing Network (b)	*16*	*11*	*21*	*1459*	*945*	*25*	*2*	*13*	*6*	*80*	*417*	*162*	*3,157*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*7*	*8*	*31*	*1753*	*813*	*29*	*3*	*12*	*4*	*35*	*367*	*303*	*3,365*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*50*	*8*	*31*	*1246*	*1379*	*26*	*2*	*7*	*13*	*78*	*484*	*282*	*3,606*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*18*	*0*	*191*	*1450*	*489*	*7*	*1*	*29*	*2*	*19*	*283*	*256*	*2,744*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*74*	*0*	*191*	*987*	*1002*	*4*	*0*	*17*	*10*	*42*	*389*	*235*	*2,951*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*9*	*17*	*146*	*1833*	*1074*	*39*	*6*	*17*	*7*	*76*	*749*	*425*	*4,398*
Year 2030 Cond = e + max(g-c,0)	**20**	**17**	**306**	**1530**	**750**	**17**	**4**	**34**	**5**	**60**	**665**	**378**	**3,785**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*7*	*18*	*165*	*1814*	*1098*	*39*	*6*	*16*	*7*	*77*	*688*	*447*	*4,382*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**18**	**18**	**325**	**1511**	**774**	**17**	**4**	**33**	**5**	**61**	**604**	**400**	**3,769**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*6*	*13*	*135*	*1513*	*937*	*30*	*6*	*17*	*3*	*49*	*548*	*87*	*3,344*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**18**	**13**	**295**	**1450**	**613**	**8**	**4**	**34**	**2**	**33**	**464**	**256**	**3,189**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*11*	*18*	*209*	*1451*	*1527*	*2*	*5*	*14*	*18*	*115*	*864*	*227*	*4,461*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**74**	**18**	**369**	**1192**	**1150**	**4**	**5**	**24**	**15**	**79**	**769**	**235**	**3,934**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*8*	*13*	*150*	*998*	*1492*	*27*	*5*	*11*	*20*	*82*	*823*	*103*	*3,732*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**74**	**13**	**310**	**987**	**1115**	**5**	**5**	**21**	**17**	**46**	**728**	**235**	**3,556**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*11*	*25*	*242*	*1900*	*1292*	*47*	*8*	*21*	*10*	*111*	*1067*	*527*	*5,261*
Year 2040 General Plan Cond = e + max(l-c,0)	**22**	**25**	**402**	**1597**	**968**	**25**	**6**	**38**	**8**	**95**	**983**	**480**	**4,648**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*7*	*26*	*277*	*1864*	*1336*	*48*	*8*	*20*	*10*	*112*	*955*	*567*	*5,230*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**18**	**26**	**437**	**1561**	**1012**	**26**	**6**	**37**	**8**	**96**	**871**	**520**	**4,617**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*6*	*18*	*221*	*1513*	*1041*	*30*	*8*	*21*	*3*	*60*	*698*	*87*	*3,706*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**18**	**18**	**381**	**1450**	**717**	**8**	**6**	**38**	**2**	**44**	**614**	**256**	**3,551**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*11*	*27*	*358*	*1622*	*1650*	*2*	*8*	*19*	*23*	*146*	*1180*	*227*	*5,273*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**74**	**27**	**518**	**1363**	**1273**	**4**	**8**	**29**	**20**	**110**	**1085**	**235**	**4,746**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*8*	*18*	*249*	*998*	*1587*	*27*	*8*	*14*	*25*	*86*	*1105*	*103*	*4,228*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**74**	**18**	**409**	**987**	**1210**	**5**	**8**	**24**	**22**	**50**	**1010**	**235**	**4,052**

Intersection Number: 14
Traffix Node Number: 4122
Intersection Name: Sierra Road and Berryessa Road
Peak Hour: AM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**287**	**0**	**53**	**47**	**1448**	**0**	**0**	**0**	**0**	**0**	**381**	**76**	**2,292**
Model - Year 2018 on Existing Network (b)	*733*	*0*	*0*	*0*	*1696*	*0*	*0*	*0*	*0*	*0*	*129*	*310*	*2,868*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*577*	*141*	*7*	*94*	*1885*	*0*	*0*	*78*	*134*	*3*	*139*	*257*	*3,315*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*648*	*37*	*37*	*97*	*1806*	*0*	*0*	*82*	*196*	*3*	*252*	*259*	*3,417*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*226*	*141*	*60*	*141*	*1637*	*0*	*0*	*78*	*134*	*3*	*391*	*63*	*2,874*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*254*	*37*	*90*	*144*	*1558*	*0*	*0*	*82*	*196*	*3*	*504*	*63*	*2,931*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*696*	*208*	*65*	*80*	*1977*	*98*	*39*	*172*	*272*	*19*	*324*	*557*	*4,507*
Year 2030 Cond = e + max(g-c,0)	**345**	**208**	**118**	**141**	**1729**	**98**	**39**	**172**	**272**	**19**	**576**	**363**	**4,080**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*689*	*211*	*63*	*73*	*1983*	*87*	*52*	*111*	*280*	*55*	*368*	*435*	*4,407*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**338**	**211**	**116**	**141**	**1735**	**87**	**52**	**111**	**280**	**55**	**620**	**241**	**3,987**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*590*	*195*	*51*	*54*	*1726*	*61*	*37*	*108*	*203*	*69*	*250*	*368*	*3,712*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**239**	**195**	**104**	**141**	**1637**	**61**	**37**	**108**	**203**	**69**	**502**	**174**	**3,470**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*756*	*118*	*77*	*90*	*1864*	*130*	*69*	*90*	*370*	*103*	*545*	*428*	*4,640*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**362**	**118**	**130**	**144**	**1616**	**130**	**69**	**90**	**370**	**103**	**797**	**232**	**4,161**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*666*	*95*	*68*	*76*	*1577*	*80*	*39*	*103*	*283*	*129*	*471*	*378*	*3,965*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**272**	**95**	**121**	**144**	**1558**	**80**	**39**	**103**	**283**	**129**	**723**	**182**	**3,729**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*796*	*263*	*114*	*80*	*2054*	*180*	*72*	*250*	*387*	*33*	*478*	*807*	*5,514*
Year 2040 General Plan Cond = e + max(l-c,0)	**445**	**263**	**167**	**141**	**1806**	**180**	**72**	**250**	**387**	**33**	**730**	**613**	**5,087**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*783*	*269*	*110*	*73*	*2064*	*159*	*96*	*138*	*402*	*98*	*559*	*584*	*5,335*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**432**	**269**	**163**	**141**	**1816**	**159**	**96**	**138**	**402**	**98**	**811**	**390**	**4,915**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*600*	*240*	*87*	*54*	*1726*	*112*	*67*	*133*	*261*	*124*	*343*	*461*	*4,208*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**249**	**240**	**140**	**141**	**1637**	**112**	**67**	**133**	**261**	**124**	**595**	**267**	**3,966**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*846*	*185*	*111*	*90*	*1912*	*238*	*127*	*97*	*515*	*186*	*790*	*568*	*5,665*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**452**	**185**	**164**	**144**	**1664**	**238**	**127**	**97**	**515**	**186**	**1042**	**372**	**5,186**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*681*	*143*	*93*	*76*	*1577*	*147*	*72*	*121*	*355*	*234*	*654*	*478*	*4,631*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**287**	**143**	**146**	**144**	**1558**	**147**	**72**	**121**	**355**	**234**	**906**	**282**	**4,395**

Intersection Number: 15
Traffix Node Number: 4136
Intersection Name: Flea Market Entrance and Berryessa Road
Peak Hour: AM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**0**	**0**	**0**	**0**	**1523**	**44**	**6**	**0**	**6**	**18**	**400**	**3**	**2,000**
Model - Year 2018 on Existing Network (b)	*0*	*0*	*0*	*0*	*1695*	*7*	*1*	*0*	*2*	*5*	*125*	*0*	*1,835*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*1*	*0*	*1*	*6*	*1978*	*73*	*0*	*1*	*0*	*0*	*142*	*4*	*2,206*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*1*	*0*	*1*	*7*	*1902*	*79*	*0*	*0*	*0*	*0*	*286*	*4*	*2,280*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*1*	*0*	*1*	*6*	*1806*	*110*	*0*	*1*	*0*	*0*	*417*	*7*	*2,349*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*1*	*0*	*1*	*7*	*1730*	*116*	*0*	*0*	*0*	*0*	*561*	*7*	*2,423*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*31*	*8*	*31*	*31*	*2079*	*150*	*71*	*4*	*48*	*10*	*401*	*18*	*2,882*
Year 2030 Cond = e + max(g-c,0)	**31**	**8**	**31**	**31**	**1907**	**150**	**71**	**4**	**48**	**10**	**676**	**21**	**2,988**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*32*	*5*	*24*	*32*	*2033*	*224*	*118*	*2*	*88*	*55*	*410*	*18*	*3,041*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**32**	**5**	**24**	**32**	**1861**	**224**	**118**	**2**	**88**	**55**	**685**	**21**	**3,147**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*15*	*1*	*13*	*21*	*1713*	*230*	*92*	*0*	*83*	*73*	*253*	*12*	*2,506*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**15**	**1**	**13**	**21**	**1806**	**230**	**92**	**0**	**83**	**73**	**528**	**15**	**2,877**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*35*	*3*	*24*	*39*	*1942*	*261*	*135*	*2*	*109*	*114*	*564*	*15*	*3,243*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**35**	**3**	**24**	**39**	**1770**	**261**	**135**	**2**	**109**	**114**	**839**	**18**	**3,349**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*16*	*0*	*16*	*24*	*1578*	*256*	*99*	*0*	*105*	*152*	*414*	*12*	*2,672*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**16**	**0**	**16**	**24**	**1730**	**256**	**99**	**0**	**105**	**152**	**689**	**15**	**3,102**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*56*	*15*	*56*	*51*	*2163*	*215*	*131*	*7*	*88*	*18*	*617*	*30*	*3,447*
Year 2040 General Plan Cond = e + max(l-c,0)	**56**	**15**	**56**	**51**	**1991**	**215**	**131**	**7**	**88**	**18**	**892**	**33**	**3,553**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*57*	*10*	*43*	*53*	*2078*	*350*	*216*	*2*	*161*	*101*	*633*	*30*	*3,734*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**57**	**10**	**43**	**53**	**1906**	**350**	**216**	**2**	**161**	**101**	**908**	**33**	**3,840**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*26*	*2*	*23*	*34*	*1713*	*361*	*169*	*0*	*153*	*133*	*345*	*19*	*2,978*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**26**	**2**	**23**	**34**	**1806**	**361**	**169**	**0**	**153**	**133**	**620**	**22**	**3,349**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*63*	*5*	*43*	*66*	*1975*	*413*	*247*	*3*	*200*	*209*	*795*	*24*	*4,043*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**63**	**5**	**43**	**66**	**1803**	**413**	**247**	**3**	**200**	**209**	**1070**	**27**	**4,149**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*28*	*0*	*29*	*38*	*1578*	*403*	*182*	*0*	*193*	*279*	*520*	*18*	*3,268*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**28**	**0**	**29**	**38**	**1730**	**403**	**182**	**0**	**193**	**279**	**795**	**21**	**3,698**

Intersection Number: 16
Traffix Node Number: 4137
Intersection Name: BART Entrance and Berryessa Road
Peak Hour: AM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**0**	**0**	**0**	**0**	**1554**	**0**	**0**	**0**	**0**	**0**	**436**	**0**	**1,990**
Model - Year 2018 on Existing Network (b)	*0*	*0*	*0*	*0*	*1702*	*0*	*0*	*0*	*0*	*0*	*127*	*0*	*1,829*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*0*	*0*	*0*	*0*	*2056*	*0*	*0*	*0*	*0*	*0*	*143*	*0*	*2,199*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*0*	*0*	*0*	*0*	*1988*	*0*	*0*	*0*	*0*	*0*	*286*	*0*	*2,274*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*0*	*0*	*0*	*1908*	*0*	*0*	*0*	*0*	*0*	*452*	*0*	*2,360*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*0*	*0*	*0*	*1840*	*0*	*0*	*0*	*0*	*0*	*595*	*0*	*2,435*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*0*	*0*	*0*	*0*	*2240*	*141*	*38*	*0*	*19*	*66*	*436*	*0*	*2,940*
Year 2030 Cond = e + max(g-c,0)	**0**	**0**	**0**	**0**	**2092**	**141**	**38**	**0**	**19**	**66**	**745**	**0**	**3,101**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*0*	*0*	*0*	*0*	*2264*	*148*	*38*	*0*	*23*	*82*	*468*	*0*	*3,023*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**0**	**0**	**0**	**0**	**2116**	**148**	**38**	**0**	**23**	**82**	**777**	**0**	**3,184**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*0*	*0*	*0*	*0*	*2060*	*129*	*34*	*0*	*24*	*79*	*279*	*0*	*2,605*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**0**	**0**	**0**	**0**	**1912**	**129**	**34**	**0**	**24**	**79**	**588**	**0**	**2,766**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*0*	*0*	*0*	*2218*	*150*	*38*	*0*	*25*	*94*	*625*	*0*	*3,150*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**0**	**0**	**0**	**2070**	**150**	**38**	**0**	**25**	**94**	**934**	**0**	**3,311**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*0*	*0*	*0*	*0*	*1976*	*130*	*34*	*0*	*22*	*77*	*452*	*0*	*2,691*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**0**	**0**	**0**	**0**	**1840**	**130**	**34**	**0**	**22**	**77**	**761**	**0**	**2,864**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*0*	*0*	*0*	*0*	*2394*	*258*	*70*	*0*	*35*	*121*	*681*	*0*	*3,559*
Year 2040 General Plan Cond = e + max(l-c,0)	**0**	**0**	**0**	**0**	**2246**	**258**	**70**	**0**	**35**	**121**	**990**	**0**	**3,720**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*0*	*0*	*0*	*0*	*2438*	*271*	*70*	*0*	*42*	*151*	*738*	*0*	*3,710*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**0**	**0**	**0**	**0**	**2290**	**271**	**70**	**0**	**42**	**151**	**1047**	**0**	**3,871**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*0*	*0*	*0*	*0*	*2063*	*237*	*62*	*0*	*44*	*144*	*393*	*0*	*2,943*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**0**	**0**	**0**	**0**	**1915**	**237**	**62**	**0**	**44**	**144**	**702**	**0**	**3,104**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*0*	*0*	*0*	*2410*	*275*	*70*	*0*	*45*	*173*	*908*	*0*	*3,881*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**0**	**0**	**0**	**2262**	**275**	**70**	**0**	**45**	**173**	**1217**	**0**	**4,042**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*0*	*0*	*0*	*0*	*1976*	*238*	*62*	*0*	*41*	*141*	*591*	*0*	*3,049*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**0**	**0**	**0**	**0**	**1840**	**238**	**62**	**0**	**41**	**141**	**900**	**0**	**3,222**

Intersection Number: 17
Traffix Node Number: 3661
Intersection Name: Lundy Avenue and Sierra Road
Peak Hour: AM
Count Date: 11/15/18

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Cond (a)	**35**	**265**	**27**	**139**	**119**	**43**	**35**	**669**	**46**	**78**	**88**	**57**	**1,601**
Model - Year 2018 on Existing Network (b)	*51*	*59*	*0*	*6*	*100*	*9*	*11*	*862*	*210*	*147*	*68*	*164*	*1,687*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*42*	*67*	*0*	*10*	*38*	*36*	*12*	*975*	*53*	*76*	*56*	*161*	*1,526*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*41*	*68*	*0*	*7*	*37*	*32*	*12*	*946*	*50*	*55*	*55*	*176*	*1,479*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*29*	*273*	*0*	*143*	*45*	*70*	*36*	*782*	*12*	*40*	*72*	*56*	*1,558*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*28*	*274*	*0*	*140*	*44*	*66*	*36*	*753*	*11*	*29*	*71*	*69*	*1,521*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*113*	*203*	*12*	*59*	*232*	*36*	*17*	*1105*	*182*	*125*	*92*	*226*	*2,402*
Year 2030 Cond = e + max(g-c,0)	**100**	**409**	**12**	**192**	**239**	**70**	**41**	**912**	**141**	**89**	**108**	**121**	**2,434**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*74*	*184*	*21*	*111*	*150*	*48*	*17*	*1058*	*138*	*114*	*83*	*219*	*2,217*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**61**	**390**	**21**	**244**	**157**	**82**	**41**	**865**	**97**	**78**	**99**	**114**	**2,249**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*71*	*125*	*0*	*11*	*111*	*82*	*8*	*676*	*90*	*98*	*59*	*213*	*1,544*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**58**	**331**	**0**	**144**	**118**	**116**	**36**	**782**	**49**	**62**	**75**	**108**	**1,879**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*72*	*196*	*21*	*103*	*160*	*41*	*13*	*1041*	*156*	*107*	*87*	*228*	*2,225*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**59**	**402**	**21**	**236**	**167**	**75**	**37**	**848**	**117**	**81**	**103**	**121**	**2,267**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*68*	*130*	*0*	*8*	*90*	*70*	*6*	*674*	*94*	*91*	*59*	*215*	*1,505*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**55**	**336**	**0**	**141**	**97**	**104**	**36**	**753**	**55**	**65**	**75**	**108**	**1,825**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*173*	*316*	*22*	*99*	*394*	*36*	*21*	*1214*	*289*	*166*	*122*	*281*	*3,133*
Year 2040 General Plan Cond = e + max(l-c,0)	**160**	**522**	**22**	**232**	**401**	**70**	**45**	**1021**	**248**	**130**	**138**	**176**	**3,165**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*101*	*282*	*39*	*196*	*244*	*58*	*22*	*1127*	*208*	*146*	*106*	*267*	*2,796*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**88**	**488**	**39**	**329**	**251**	**92**	**46**	**934**	**167**	**110**	**122**	**162**	**2,828**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*95*	*174*	*0*	*12*	*172*	*120*	*8*	*676*	*120*	*116*	*61*	*256*	*1,810*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**82**	**380**	**0**	**145**	**179**	**154**	**36**	**782**	**79**	**80**	**77**	**151**	**2,145**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*97*	*303*	*38*	*183*	*263*	*48*	*14*	*1120*	*245*	*150*	*114*	*271*	*2,846*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**84**	**509**	**38**	**316**	**270**	**82**	**38**	**927**	**206**	**124**	**130**	**164**	**2,888**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*91*	*181*	*0*	*9*	*134*	*101*	*6*	*674*	*130*	*121*	*62*	*247*	*1,756*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**78**	**387**	**0**	**142**	**141**	**135**	**36**	**753**	**91**	**95**	**78**	**140**	**2,076**

Intersection Number: 18
Traffix Node Number: 3076
Intersection Name: Lundy Avenue and Berryessa Road *
Peak Hour: AM
Count Date: 1/23/19

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**135**	**179**	**158**	**237**	**1370**	**231**	**128**	**363**	**308**	**78**	**282**	**97**	**3,566**
Model - Year 2018 on Existing Network (b)	*109*	*131*	*85*	*157*	*1330*	*122*	*71*	*757*	*265*	*31*	*83*	*12*	*3,153*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*169*	*70*	*71*	*57*	*1600*	*86*	*116*	*820*	*291*	*6*	*111*	*26*	*3,423*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*144*	*92*	*50*	*54*	*1575*	*92*	*123*	*791*	*275*	*60*	*196*	*30*	*3,482*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*195*	*96*	*132*	*86*	*1640*	*163*	*173*	*426*	*334*	*15*	*310*	*111*	*3,681*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*170*	*126*	*93*	*82*	*1615*	*174*	*180*	*397*	*318*	*107*	*395*	*115*	*3,771*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*231*	*215*	*102*	*127*	*1857*	*221*	*81*	*954*	*298*	*53*	*328*	*94*	*4,561*
Year 2030 Cond = e + max(g-c,0)	**257**	**241**	**163**	**156**	**1897**	**298**	**173**	**560**	**341**	**62**	**527**	**179**	**4,854**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*236*	*200*	*95*	*89*	*1878*	*224*	*86*	*918*	*300*	*58*	*370*	*79*	*4,533*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**262**	**226**	**156**	**118**	**1918**	**301**	**173**	**524**	**343**	**67**	**569**	**164**	**4,821**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*249*	*127*	*76*	*68*	*1674*	*164*	*92*	*578*	*252*	*28*	*208*	*78*	*3,594*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**275**	**153**	**137**	**97**	**1714**	**241**	**173**	**426**	**334**	**37**	**407**	**163**	**4,157**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*214*	*222*	*85*	*113*	*1810*	*241*	*86*	*894*	*346*	*199*	*392*	*73*	*4,675*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**240**	**256**	**128**	**141**	**1850**	**323**	**180**	**500**	**389**	**246**	**591**	**158**	**5,001**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*211*	*145*	*70*	*84*	*1603*	*168*	*89*	*526*	*302*	*125*	*276*	*84*	*3,683*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**237**	**179**	**113**	**112**	**1643**	**250**	**180**	**397**	**345**	**172**	**475**	**169**	**4,271**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*282*	*336*	*128*	*186*	*2072*	*334*	*81*	*1065*	*303*	*93*	*508*	*151*	*5,539*
Year 2040 General Plan Cond = e + max(l-c,0)	**308**	**362**	**189**	**215**	**2112**	**411**	**173**	**671**	**346**	**102**	**707**	**236**	**5,832**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*291*	*309*	*115*	*115*	*2110*	*339*	*86*	*1000*	*307*	*102*	*585*	*123*	*5,482*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**317**	**335**	**176**	**144**	**2150**	**416**	**173**	**606**	**350**	**111**	**784**	**208**	**5,770**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*315*	*175*	*80*	*78*	*1735*	*229*	*92*	*578*	*252*	*46*	*288*	*121*	*3,989*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**341**	**201**	**141**	**107**	**1775**	**306**	**173**	**426**	**334**	**55**	**487**	**206**	**4,552**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*272*	*330*	*115*	*162*	*2005*	*365*	*86*	*979*	*406*	*314*	*555*	*109*	*5,698*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**298**	**364**	**158**	**190**	**2045**	**447**	**180**	**585**	**449**	**361**	**754**	**194**	**6,024**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*267*	*190*	*86*	*109*	*1626*	*232*	*89*	*526*	*324*	*180*	*343*	*129*	*4,101*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**293**	**224**	**129**	**137**	**1666**	**314**	**180**	**397**	**367**	**227**	**542**	**214**	**4,689**

Intersection Number: 19
Traffix Node Number: 3295
Intersection Name: Flickinger Avenue/Jackson Avenue and Berryessa Road
Peak Hour: AM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**60**	**205**	**249**	**154**	**1198**	**288**	**466**	**369**	**273**	**112**	**607**	**24**	**4,005**
Model - Year 2018 on Existing Network (b)	*16*	*13*	*52*	*81*	*1077*	*8*	*29*	*413*	*561*	*27*	*390*	*23*	*2,690*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*65*	*12*	*55*	*82*	*1158*	*4*	*28*	*591*	*567*	*30*	*431*	*34*	*3,057*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*55*	*12*	*56*	*78*	*1116*	*3*	*16*	*577*	*594*	*30*	*501*	*35*	*3,073*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*109*	*189*	*252*	*155*	*1279*	*144*	*450*	*547*	*279*	*115*	*648*	*35*	*4,202*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*99*	*189*	*253*	*148*	*1237*	*108*	*257*	*533*	*306*	*115*	*718*	*36*	*4,000*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*99*	*125*	*21*	*105*	*1651*	*51*	*14*	*812*	*391*	*121*	*538*	*38*	*3,966*
Year 2030 Cond = e + max(g-c,0)	**143**	**302**	**252**	**178**	**1772**	**191**	**450**	**768**	**279**	**206**	**755**	**39**	**5,335**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*85*	*125*	*19*	*95*	*1660*	*49*	*14*	*813*	*373*	*126*	*564*	*40*	*3,963*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**129**	**302**	**252**	**168**	**1781**	**189**	**450**	**769**	**279**	**211**	**781**	**41**	**5,352**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*13*	*20*	*36*	*83*	*1508*	*2*	*5*	*223*	*270*	*67*	*438*	*30*	*2,695*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**109**	**197**	**252**	**156**	**1629**	**144**	**450**	**547**	**279**	**152**	**655**	**35**	**4,605**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*82*	*119*	*22*	*99*	*1617*	*50*	*10*	*798*	*392*	*130*	*584*	*33*	*3,936*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**126**	**296**	**253**	**169**	**1738**	**155**	**257**	**754**	**306**	**215**	**801**	**36**	**5,107**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*10*	*20*	*34*	*80*	*1432*	*5*	*5*	*199*	*303*	*77*	*484*	*32*	*2,681*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**99**	**197**	**253**	**150**	**1553**	**110**	**257**	**533**	**306**	**162**	**718**	**36**	**4,375**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*127*	*219*	*21*	*124*	*2062*	*90*	*14*	*996*	*391*	*196*	*627*	*42*	*4,909*
Year 2040 General Plan Cond = e + max(l-c,0)	**171**	**396**	**252**	**197**	**2183**	**230**	**450**	**952**	**279**	**281**	**844**	**43**	**6,278**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*102*	*220*	*19*	*106*	*2078*	*87*	*14*	*998*	*373*	*206*	*675*	*45*	*4,923*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**146**	**397**	**252**	**179**	**2199**	**227**	**450**	**954**	**279**	**291**	**892**	**46**	**6,312**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*13*	*27*	*36*	*84*	*1800*	*2*	*5*	*223*	*270*	*97*	*444*	*30*	*3,031*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**109**	**204**	**252**	**157**	**1921**	**144**	**450**	**547**	**279**	**182**	**661**	**35**	**4,941**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*104*	*208*	*22*	*116*	*2035*	*89*	*10*	*983*	*392*	*214*	*653*	*33*	*4,859*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**148**	**385**	**253**	**186**	**2156**	**194**	**257**	**939**	**306**	**299**	**870**	**36**	**6,030**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*10*	*27*	*34*	*81*	*1696*	*7*	*5*	*199*	*303*	*116*	*484*	*32*	*2,994*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**99**	**204**	**253**	**151**	**1817**	**112**	**257**	**533**	**306**	**201**	**718**	**36**	**4,688**

Intersection Number: 20
Traffix Node Number: 3595
Intersection Name: Jackson Avenue and Mabury Road
Peak Hour: AM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**149**	**341**	**95**	**198**	**732**	**189**	**195**	**461**	**188**	**148**	**341**	**131**	**3,168**
Model - Year 2018 on Existing Network (b)	*49*	*90*	*46*	*281*	*370*	*40*	*21*	*859*	*152*	*15*	*58*	*14*	*1,995*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*54*	*80*	*48*	*341*	*729*	*30*	*21*	*971*	*225*	*12*	*133*	*30*	*2,674*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*49*	*84*	*48*	*373*	*626*	*36*	*26*	*944*	*194*	*15*	*39*	*13*	*2,447*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*154*	*303*	*97*	*258*	*1091*	*142*	*195*	*573*	*261*	*118*	*416*	*147*	*3,755*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*149*	*318*	*97*	*290*	*988*	*170*	*200*	*546*	*230*	*148*	*229*	*122*	*3,487*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*70*	*374*	*56*	*366*	*937*	*81*	*31*	*1050*	*249*	*37*	*171*	*22*	*3,444*
Year 2030 Cond = e + max(g-c,0)	**170**	**597**	**105**	**283**	**1299**	**193**	**205**	**652**	**285**	**143**	**454**	**147**	**4,533**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*70*	*387*	*55*	*377*	*912*	*86*	*30*	*1029*	*258*	*38*	*167*	*19*	*3,428*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**170**	**610**	**104**	**294**	**1274**	**198**	**204**	**631**	**294**	**144**	**450**	**147**	**4,520**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*46*	*130*	*49*	*210*	*832*	*26*	*10*	*361*	*172*	*30*	*170*	*23*	*2,059*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**154**	**353**	**98**	**258**	**1194**	**142**	**195**	**573**	**261**	**136**	**453**	**147**	**3,964**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*58*	*379*	*61*	*404*	*835*	*98*	*31*	*1007*	*264*	*42*	*88*	*12*	*3,279*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**158**	**613**	**110**	**321**	**1197**	**232**	**205**	**609**	**300**	**175**	**278**	**122**	**4,320**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*43*	*143*	*51*	*235*	*729*	*45*	*10*	*345*	*185*	*36*	*84*	*13*	*1,919*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**149**	**377**	**100**	**290**	**1091**	**179**	**200**	**546**	**230**	**169**	**274**	**122**	**3,727**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*83*	*619*	*63*	*387*	*1111*	*123*	*39*	*1115*	*269*	*58*	*203*	*22*	*4,092*
Year 2040 General Plan Cond = e + max(l-c,0)	**183**	**842**	**112**	**304**	**1473**	**235**	**213**	**717**	**305**	**164**	**486**	**147**	**5,181**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*84*	*642*	*61*	*407*	*1064*	*133*	*38*	*1078*	*286*	*60*	*196*	*19*	*4,068*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**184**	**865**	**110**	**324**	**1426**	**245**	**212**	**680**	**322**	**166**	**479**	**147**	**5,160**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*46*	*172*	*49*	*210*	*918*	*26*	*10*	*361*	*172*	*45*	*201*	*23*	*2,233*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**154**	**395**	**98**	**258**	**1280**	**142**	**195**	**573**	**261**	**151**	**484**	**147**	**4,138**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*66*	*625*	*71*	*430*	*1009*	*150*	*36*	*1059*	*322*	*64*	*128*	*12*	*3,972*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**166**	**859**	**120**	**347**	**1371**	**284**	**210**	**661**	**358**	**197**	**318**	**122**	**5,013**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*43*	*193*	*53*	*235*	*814*	*52*	*10*	*345*	*185*	*53*	*122*	*13*	*2,118*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**149**	**427**	**102**	**290**	**1176**	**186**	**200**	**546**	**230**	**186**	**312**	**122**	**3,926**

Intersection Number: 21
Traffix Node Number: 3623
Intersection Name: King Road and Mabury Road
Peak Hour: AM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**202**	**273**	**106**	**182**	**864**	**109**	**102**	**449**	**287**	**87**	**186**	**68**	**2,915**
Model - Year 2018 on Existing Network (b)	*238*	*178*	*19*	*20*	*536*	*12*	*10*	*715*	*376*	*16*	*60*	*81*	*2,261*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*237*	*83*	*17*	*24*	*975*	*12*	*7*	*820*	*480*	*27*	*159*	*137*	*2,978*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*190*	*153*	*17*	*21*	*835*	*12*	*2*	*786*	*579*	*33*	*50*	*75*	*2,753*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*201*	*127*	*95*	*186*	*1303*	*109*	*71*	*554*	*391*	*98*	*285*	*124*	*3,545*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*161*	*235*	*95*	*183*	*1163*	*109*	*20*	*520*	*490*	*104*	*155*	*63*	*3,298*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*246*	*284*	*27*	*98*	*1154*	*18*	*1*	*1031*	*434*	*116*	*208*	*290*	*3,907*
Year 2030 Cond = e + max(g-c,0)	**210**	**328**	**105**	**260**	**1482**	**115**	**71**	**765**	**391**	**187**	**334**	**277**	**4,526**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*247*	*280*	*27*	*101*	*1132*	*19*	*1*	*998*	*485*	*88*	*204*	*291*	*3,873*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**211**	**324**	**105**	**263**	**1460**	**116**	**71**	**732**	**396**	**159**	**330**	**278**	**4,446**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*302*	*104*	*26*	*68*	*998*	*19*	*8*	*642*	*392*	*66*	*199*	*252*	*3,076*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**266**	**148**	**104**	**230**	**1326**	**116**	**72**	**554**	**391**	**137**	**325**	**239**	**3,909**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*191*	*326*	*27*	*102*	*1047*	*20*	*0*	*991*	*552*	*97*	*112*	*136*	*3,601*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**162**	**408**	**105**	**264**	**1375**	**117**	**20**	**725**	**490**	**168**	**217**	**124**	**4,175**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*200*	*182*	*26*	*68*	*878*	*20*	*5*	*593*	*604*	*78*	*102*	*141*	*2,897*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**171**	**264**	**104**	**230**	**1206**	**117**	**23**	**520**	**515**	**149**	**207**	**129**	**3,635**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*254*	*452*	*36*	*159*	*1304*	*23*	*1*	*1207*	*434*	*191*	*249*	*418*	*4,728*
Year 2040 General Plan Cond = e + max(l-c,0)	**218**	**496**	**114**	**321**	**1632**	**120**	**71**	**941**	**391**	**262**	**375**	**405**	**5,347**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*255*	*445*	*35*	*165*	*1263*	*24*	*1*	*1146*	*489*	*138*	*241*	*420*	*4,622*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**219**	**489**	**113**	**327**	**1591**	**121**	**71**	**880**	**400**	**209**	**367**	**407**	**5,195**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*356*	*121*	*33*	*105*	*1018*	*25*	*8*	*642*	*392*	*98*	*233*	*347*	*3,378*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**320**	**165**	**111**	**267**	**1346**	**122**	**72**	**554**	**391**	**169**	**359**	**334**	**4,211**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*192*	*471*	*35*	*169*	*1223*	*26*	*0*	*1162*	*552*	*150*	*164*	*187*	*4,331*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**163**	**553**	**113**	**331**	**1551**	**123**	**20**	**896**	**490**	**221**	**269**	**175**	**4,905**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*209*	*207*	*33*	*108*	*914*	*26*	*8*	*593*	*624*	*116*	*146*	*196*	*3,180*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**180**	**289**	**111**	**270**	**1242**	**123**	**26**	**520**	**535**	**187**	**251**	**184**	**3,918**

Intersection Number: 22
Traffix Node Number: 4135
Intersection Name: Lenfest Road/BART Entrance and Mabury Road
Peak Hour: AM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**0**	**0**	**0**	**0**	**1295**	**38**	**15**	**0**	**99**	**54**	**297**	**0**	**1,798**
Model - Year 2018 on Existing Network (b)	*0*	*0*	*0*	*0*	*1058*	*94*	*30*	*0*	*55*	*9*	*127*	*0*	*1,373*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*0*	*0*	*0*	*0*	*1608*	*84*	*26*	*1*	*85*	*94*	*300*	*0*	*2,198*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*0*	*0*	*0*	*0*	*1516*	*88*	*26*	*0*	*81*	*14*	*133*	*0*	*1,858*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*0*	*0*	*0*	*1845*	*34*	*13*	*1*	*129*	*139*	*470*	*0*	*2,631*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*0*	*0*	*0*	*1753*	*36*	*13*	*0*	*125*	*59*	*303*	*0*	*2,289*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*17*	*1*	*46*	*160*	*1657*	*1*	*29*	*4*	*74*	*126*	*541*	*66*	*2,722*
Year 2030 Cond = e + max(g-c,0)	**17**	**1**	**46**	**160**	**1894**	**34**	**16**	**4**	**129**	**171**	**711**	**66**	**3,249**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*16*	*1*	*50*	*155*	*1669*	*1*	*29*	*4*	*71*	*114*	*505*	*64*	*2,679*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**16**	**1**	**50**	**155**	**1906**	**34**	**16**	**4**	**129**	**159**	**675**	**64**	**3,209**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*15*	*1*	*50*	*147*	*1434*	*66*	*26*	*4*	*60*	*98*	*443*	*65*	*2,409*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**15**	**1**	**50**	**147**	**1845**	**34**	**13**	**4**	**129**	**143**	**613**	**65**	**3,059**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*13*	*1*	*53*	*151*	*1611*	*1*	*29*	*4*	*66*	*24*	*264*	*53*	*2,270*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**13**	**1**	**53**	**151**	**1848**	**36**	**16**	**4**	**125**	**69**	**434**	**53**	**2,803**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*15*	*1*	*51*	*147*	*1412*	*67*	*25*	*3*	*52*	*16*	*245*	*67*	*2,101*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**15**	**1**	**51**	**147**	**1753**	**36**	**13**	**3**	**125**	**61**	**415**	**67**	**2,687**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*31*	*1*	*85*	*294*	*1697*	*1*	*31*	*7*	*74*	*152*	*742*	*121*	*3,236*
Year 2040 General Plan Cond = e + max(l-c,0)	**31**	**1**	**85**	**294**	**1934**	**34**	**18**	**7**	**129**	**197**	**912**	**121**	**3,763**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*30*	*1*	*92*	*285*	*1720*	*1*	*32*	*6*	*71*	*130*	*676*	*118*	*3,162*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**30**	**1**	**92**	**285**	**1957**	**34**	**19**	**6**	**129**	**175**	**846**	**118**	**3,692**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*27*	*1*	*91*	*269*	*1434*	*66*	*26*	*6*	*60*	*102*	*562*	*120*	*2,764*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**27**	**1**	**91**	**269**	**1845**	**34**	**13**	**6**	**129**	**147**	**732**	**120**	**3,414**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*24*	*1*	*97*	*277*	*1690*	*1*	*31*	*7*	*66*	*32*	*373*	*97*	*2,696*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**24**	**1**	**97**	**277**	**1927**	**36**	**18**	**7**	**125**	**77**	**543**	**97**	**3,229**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*28*	*1*	*93*	*269*	*1412*	*67*	*25*	*6*	*52*	*18*	*339*	*122*	*2,432*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**28**	**1**	**93**	**269**	**1753**	**36**	**13**	**6**	**125**	**63**	**509**	**122**	**3,018**

Intersection Number: 23
Traffix Node Number: 3665
Intersection Name: Flea Market Entrance/Sierra Road and Mabury Road
Peak Hour: AM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**2**	**0**	**5**	**19**	**1388**	**13**	**11**	**0**	**14**	**17**	**343**	**9**	**1,821**
Model - Year 2018 on Existing Network (b)	*0*	*0*	*0*	*0*	*1112*	*0*	*0*	*0*	*0*	*0*	*136*	*0*	*1,248*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*201*	*0*	*18*	*166*	*1526*	*0*	*0*	*0*	*0*	*0*	*375*	*48*	*2,334*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*96*	*0*	*24*	*270*	*1326*	*0*	*0*	*0*	*0*	*0*	*123*	*6*	*1,845*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*203*	*0*	*23*	*185*	*1802*	*13*	*11*	*0*	*14*	*17*	*582*	*57*	*2,907*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*98*	*0*	*29*	*289*	*1602*	*13*	*11*	*0*	*14*	*17*	*310*	*15*	*2,398*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*470*	*0*	*30*	*167*	*1585*	*0*	*0*	*0*	*0*	*0*	*701*	*243*	*3,196*
Year 2030 Cond = e + max(g-c,0)	**470**	**0**	**30**	**167**	**1861**	**13**	**11**	**0**	**14**	**17**	**908**	**243**	**3,734**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*509*	*0*	*41*	*204*	*1559*	*0*	*0*	*0*	*0*	*0*	*641*	*356*	*3,310*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**509**	**0**	**41**	**204**	**1835**	**13**	**11**	**0**	**14**	**17**	**848**	**356**	**3,848**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*384*	*0*	*49*	*163*	*1361*	*0*	*0*	*0*	*0*	*0*	*558*	*386*	*2,901*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**384**	**0**	**49**	**163**	**1802**	**13**	**11**	**0**	**14**	**17**	**765**	**386**	**3,604**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*418*	*0*	*67*	*347*	*1348*	*0*	*0*	*0*	*0*	*0*	*273*	*178*	*2,631*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**418**	**0**	**67**	**347**	**1624**	**13**	**11**	**0**	**14**	**17**	**460**	**178**	**3,149**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*243*	*0*	*58*	*359*	*1059*	*0*	*0*	*0*	*0*	*0*	*270*	*85*	*2,074*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**243**	**0**	**58**	**359**	**1602**	**13**	**11**	**0**	**14**	**17**	**457**	**85**	**2,859**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*694*	*0*	*40*	*167*	*1634*	*0*	*0*	*0*	*0*	*0*	*973*	*405*	*3,913*
Year 2040 General Plan Cond = e + max(l-c,0)	**694**	**0**	**40**	**167**	**1910**	**13**	**11**	**0**	**14**	**17**	**1180**	**405**	**4,451**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*766*	*0*	*61*	*235*	*1586*	*0*	*0*	*0*	*0*	*0*	*863*	*613*	*4,124*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**766**	**0**	**61**	**235**	**1862**	**13**	**11**	**0**	**14**	**17**	**1070**	**613**	**4,662**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*536*	*0*	*74*	*163*	*1361*	*0*	*0*	*0*	*0*	*0*	*711*	*668*	*3,513*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**536**	**0**	**74**	**163**	**1802**	**13**	**11**	**0**	**14**	**17**	**918**	**668**	**4,216**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*687*	*0*	*103*	*412*	*1367*	*0*	*0*	*0*	*0*	*0*	*398*	*322*	*3,289*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**687**	**0**	**103**	**412**	**1643**	**13**	**11**	**0**	**14**	**17**	**585**	**322**	**3,807**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*366*	*0*	*86*	*433*	*1059*	*0*	*0*	*0*	*0*	*0*	*393*	*150*	*2,487*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**366**	**0**	**86**	**433**	**1602**	**13**	**11**	**0**	**14**	**17**	**580**	**150**	**3,272**

Intersection Number: 24
Traffix Node Number: 3625
Intersection Name: King Road and McKee Road
Peak Hour: AM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**402**	**261**	**50**	**260**	**839**	**94**	**178**	**558**	**157**	**47**	**453**	**383**	**3,682**
Model - Year 2018 on Existing Network (b)	*111*	*20*	*8*	*112*	*1534*	*23*	*167*	*294*	*39*	*8*	*697*	*373*	*3,386*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*29*	*14*	*7*	*97*	*1336*	*27*	*166*	*442*	*139*	*8*	*567*	*285*	*3,117*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*99*	*22*	*8*	*110*	*1424*	*27*	*170*	*455*	*57*	*9*	*614*	*332*	*3,327*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*105*	*183*	*44*	*225*	*731*	*98*	*177*	*706*	*257*	*47*	*369*	*293*	*3,233*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*359*	*263*	*50*	*255*	*779*	*98*	*181*	*719*	*175*	*48*	*399*	*341*	*3,667*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*88*	*82*	*17*	*110*	*1591*	*130*	*233*	*578*	*90*	*10*	*740*	*386*	*4,055*
Year 2030 Cond = e + max(g-c,0)	**164**	**251**	**54**	**238**	**986**	**201**	**244**	**842**	**257**	**49**	**542**	**394**	**4,220**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*81*	*90*	*18*	*111*	*1603*	*131*	*239*	*595*	*92*	*10*	*778*	*368*	*4,116*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**157**	**259**	**55**	**239**	**998**	**202**	**250**	**859**	**257**	**49**	**580**	**376**	**4,279**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*21*	*30*	*16*	*89*	*1553*	*32*	*186*	*274*	*3*	*8*	*698*	*283*	*3,193*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**105**	**199**	**53**	**225**	**948**	**103**	**197**	**706**	**257**	**47**	**500**	**293**	**3,631**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*129*	*120*	*20*	*115*	*1650*	*155*	*246*	*643*	*68*	*10*	*792*	*412*	*4,360*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**389**	**361**	**62**	**260**	**1005**	**226**	**257**	**907**	**186**	**49**	**577**	**421**	**4,700**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*102*	*42*	*18*	*102*	*1577*	*52*	*188*	*352*	*1*	*8*	*737*	*368*	*3,547*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**362**	**283**	**60**	**255**	**932**	**123**	**199**	**719**	**175**	**48**	**522**	**377**	**4,055**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*137*	*138*	*26*	*121*	*1803*	*215*	*288*	*692*	*90*	*12*	*885*	*470*	*4,877*
Year 2040 General Plan Cond = e + max(l-c,0)	**213**	**307**	**63**	**249**	**1198**	**286**	**299**	**956**	**257**	**51**	**687**	**478**	**5,042**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*125*	*154*	*27*	*122*	*1825*	*218*	*299*	*722*	*92*	*11*	*954*	*437*	*4,986*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**201**	**323**	**64**	**250**	**1220**	**289**	**310**	**986**	**257**	**50**	**756**	**445**	**5,149**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*21*	*43*	*24*	*89*	*1734*	*37*	*202*	*274*	*3*	*8*	*808*	*283*	*3,526*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**105**	**212**	**61**	**225**	**1129**	**108**	**213**	**706**	**257**	**47**	**610**	**293**	**3,964**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*154*	*201*	*30*	*120*	*1838*	*261*	*310*	*799*	*77*	*11*	*941*	*478*	*5,220*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**414**	**442**	**72**	**265**	**1193**	**332**	**321**	**1063**	**195**	**50**	**726**	**487**	**5,560**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*105*	*59*	*26*	*102*	*1705*	*73*	*203*	*352*	*1*	*8*	*840*	*398*	*3,872*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**365**	**300**	**68**	**255**	**1060**	**144**	**214**	**719**	**175**	**48**	**625**	**407**	**4,380**

Intersection Number: 25
Traffix Node Number: 3574
Intersection Name: Berryessa Road and Mabury Road
Peak Hour: AM
Count Date: 11/15/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**49**	**722**	**51**	**200**	**152**	**172**	**53**	**338**	**37**	**13**	**68**	**46**	**1,901**
Model - Year 2018 on Existing Network (b)	*2*	*958*	*8*	*58*	*232*	*131*	*57*	*601*	*212*	*5*	*5*	*0*	*2,269*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*0*	*821*	*4*	*107*	*290*	*25*	*1*	*597*	*159*	*1*	*0*	*0*	*2,005*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*0*	*1440*	*1*	*1*	*10*	*481*	*34*	*842*	*342*	*0*	*1*	*0*	*3,152*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*619*	*26*	*249*	*210*	*33*	*1*	*336*	*28*	*3*	*0*	*0*	*1,503*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*1204*	*6*	*3*	*7*	*522*	*32*	*579*	*167*	*0*	*14*	*0*	*2,534*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*0*	*1093*	*1*	*136*	*298*	*7*	*2*	*1117*	*172*	*14*	*0*	*1*	*2,841*
Year 2030 Cond = e + max(g-c,0)	**0**	**891**	**26**	**278**	**218**	**33**	**2**	**856**	**41**	**16**	**0**	**1**	**2,360**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*0*	*1108*	*1*	*174*	*234*	*7*	*5*	*1042*	*215*	*9*	*0*	*0*	*2,795*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**0**	**906**	**26**	**316**	**210**	**33**	**5**	**781**	**84**	**11**	**0**	**0**	**2,370**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*0*	*946*	*0*	*70*	*253*	*2*	*1*	*695*	*96*	*4*	*0*	*0*	*2,067*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**0**	**744**	**26**	**249**	**210**	**33**	**1**	**434**	**28**	**6**	**0**	**0**	**1,729**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*1571*	*1*	*2*	*52*	*455*	*61*	*1229*	*297*	*1*	*10*	*0*	*3,679*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**1335**	**6**	**4**	**49**	**522**	**59**	**966**	**167**	**1**	**23**	**0**	**3,132**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*0*	*1539*	*0*	*0*	*18*	*447*	*113*	*1089*	*8*	*0*	*4*	*0*	*3,218*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**0**	**1303**	**6**	**3**	**15**	**522**	**111**	**826**	**167**	**0**	**17**	**0**	**2,970**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*0*	*1319*	*1*	*160*	*304*	*7*	*2*	*1550*	*182*	*24*	*0*	*1*	*3,550*
Year 2040 General Plan Cond = e + max(l-c,0)	**0**	**1117**	**26**	**302**	**224**	**33**	**2**	**1289**	**51**	**26**	**0**	**1**	**3,069**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*0*	*1347*	*1*	*229*	*234*	*7*	*8*	*1412*	*261*	*15*	*0*	*0*	*3,514*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**0**	**1145**	**26**	**371**	**210**	**33**	**8**	**1151**	**130**	**17**	**0**	**0**	**3,089**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*0*	*1050*	*0*	*70*	*253*	*2*	*1*	*776*	*96*	*7*	*0*	*0*	*2,255*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**0**	**848**	**26**	**249**	**210**	**33**	**1**	**515**	**28**	**9**	**0**	**0**	**1,917**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*1680*	*1*	*3*	*87*	*455*	*83*	*1551*	*297*	*2*	*18*	*0*	*4,177*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**1444**	**6**	**5**	**84**	**522**	**81**	**1288**	**167**	**2**	**31**	**0**	**3,630**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*0*	*1622*	*0*	*0*	*25*	*447*	*179*	*1294*	*8*	*0*	*6*	*0*	*3,581*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**0**	**1386**	**6**	**3**	**22**	**522**	**177**	**1031**	**167**	**0**	**19**	**0**	**3,333**

Intersection Number: 1
Traffix Node Number: 3021
Intersection Name: Oakland Road and US 101 (N) *
Peak Hour: PM
Count Date: 12/11/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**389**	**1183**	**0**	**422**	**1**	**176**	**0**	**544**	**159**	**0**	**0**	**0**	**2,874**
Model - Year 2018 on Existing Network (b)	*1024*	*1378*	*0*	*371*	*0*	*195*	*0*	*983*	*350*	*0*	*0*	*0*	*4,301*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*1011*	*1144*	*0*	*383*	*0*	*85*	*0*	*523*	*354*	*0*	*0*	*0*	*3,500*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*0*	*1603*	*0*	*228*	*0*	*25*	*0*	*354*	*0*	*0*	*0*	*0*	*2,210*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*384*	*982*	*0*	*434*	*0*	*77*	*0*	*289*	*163*	*0*	*0*	*0*	*2,329*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*1408*	*0*	*259*	*0*	*23*	*0*	*196*	*0*	*0*	*0*	*0*	*1,886*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*1166*	*1477*	*0*	*448*	*0*	*27*	*0*	*1020*	*342*	*0*	*0*	*0*	*4,480*
Year 2030 Cond = e + max(g-c,0)	**539**	**1315**	**0**	**499**	**0**	**77**	**0**	**786**	**163**	**0**	**0**	**0**	**3,379**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*1143*	*1488*	*0*	*444*	*0*	*25*	*0*	*1040*	*348*	*0*	*0*	*0*	*4,488*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**516**	**1326**	**0**	**495**	**0**	**77**	**0**	**806**	**163**	**0**	**0**	**0**	**3,383**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*1066*	*1287*	*0*	*430*	*0*	*82*	*0*	*875*	*369*	*0*	*0*	*0*	*4,109*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**439**	**1125**	**0**	**481**	**0**	**77**	**0**	**641**	**178**	**0**	**0**	**0**	**2,941**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*2068*	*0*	*341*	*0*	*0*	*0*	*773*	*0*	*0*	*0*	*0*	*3,182*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**1873**	**0**	**372**	**0**	**23**	**0**	**615**	**0**	**0**	**0**	**0**	**2,883**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*0*	*1730*	*0*	*328*	*0*	*20*	*0*	*641*	*0*	*0*	*0*	*0*	*2,719*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**0**	**1535**	**0**	**359**	**0**	**23**	**0**	**483**	**0**	**0**	**0**	**0**	**2,400**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*1296*	*1754*	*0*	*502*	*0*	*27*	*0*	*1435*	*342*	*0*	*0*	*0*	*5,356*
Year 2040 General Plan Cond = e + max(l-c,0)	**669**	**1592**	**0**	**553**	**0**	**77**	**0**	**1201**	**163**	**0**	**0**	**0**	**4,255**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*1253*	*1774*	*0*	*494*	*0*	*25*	*0*	*1471*	*348*	*0*	*0*	*0*	*5,365*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**626**	**1612**	**0**	**545**	**0**	**77**	**0**	**1237**	**163**	**0**	**0**	**0**	**4,260**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*1112*	*1407*	*0*	*469*	*0*	*82*	*0*	*1168*	*381*	*0*	*0*	*0*	*4,619*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**485**	**1245**	**0**	**520**	**0**	**77**	**0**	**934**	**190**	**0**	**0**	**0**	**3,451**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*2456*	*0*	*436*	*0*	*0*	*0*	*1123*	*0*	*0*	*0*	*0*	*4,015*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**2261**	**0**	**467**	**0**	**23**	**0**	**965**	**0**	**0**	**0**	**0**	**3,716**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*0*	*1836*	*0*	*412*	*0*	*20*	*0*	*881*	*0*	*0*	*0*	*0*	*3,149*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**0**	**1641**	**0**	**443**	**0**	**23**	**0**	**723**	**0**	**0**	**0**	**0**	**2,830**

Intersection Number: 2
Traffix Node Number: 3022
Intersection Name: Oakland Road and US 101 (S) *
Peak Hour: PM
Count Date: 12/11/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**0**	**544**	**822**	**0**	**0**	**0**	**566**	**389**	**0**	**174**	**24**	**311**	**2,830**
Model - Year 2018 on Existing Network (b)	*0*	*918*	*653*	*0*	*0*	*0*	*66*	*782*	*0*	*837*	*0*	*551*	*3,807*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*0*	*746*	*484*	*0*	*0*	*0*	*46*	*634*	*0*	*1045*	*0*	*243*	*3,198*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*0*	*1293*	*335*	*0*	*0*	*0*	*8*	*354*	*0*	*0*	*0*	*0*	*1,990*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*442*	*609*	*0*	*0*	*0*	*394*	*315*	*0*	*382*	*0*	*137*	*2,280*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*919*	*422*	*0*	*0*	*0*	*69*	*176*	*0*	*0*	*0*	*0*	*1,585*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*0*	*922*	*610*	*0*	*0*	*0*	*45*	*919*	*0*	*968*	*0*	*450*	*3,914*
Year 2030 Cond = e + max(g-c,0)	**0**	**618**	**735**	**0**	**0**	**0**	**394**	**600**	**0**	**382**	**0**	**344**	**3,074**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*0*	*918*	*620*	*0*	*0*	*0*	*49*	*931*	*0*	*950*	*0*	*462*	*3,930*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**0**	**614**	**745**	**0**	**0**	**0**	**397**	**612**	**0**	**382**	**0**	**356**	**3,107**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*0*	*819*	*552*	*0*	*0*	*0*	*51*	*877*	*0*	*890*	*0*	*366*	*3,555*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**0**	**515**	**677**	**0**	**0**	**0**	**399**	**558**	**0**	**382**	**0**	**260**	**2,792**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*1594*	*486*	*0*	*0*	*0*	*2*	*773*	*0*	*0*	*0*	*0*	*2,855*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**1220**	**573**	**0**	**0**	**0**	**69**	**595**	**0**	**0**	**0**	**0**	**2,456**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*0*	*1301*	*452*	*0*	*0*	*0*	*1*	*642*	*0*	*0*	*0*	*0*	*2,396*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**0**	**927**	**539**	**0**	**0**	**0**	**69**	**464**	**0**	**0**	**0**	**0**	**1,998**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*0*	*1068*	*715*	*0*	*0*	*0*	*45*	*1156*	*0*	*968*	*0*	*622*	*4,574*
Year 2040 General Plan Cond = e + max(l-c,0)	**0**	**764**	**840**	**0**	**0**	**0**	**394**	**837**	**0**	**382**	**0**	**516**	**3,734**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*0*	*1062*	*734*	*0*	*0*	*0*	*52*	*1178*	*0*	*950*	*0*	*644*	*4,620*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**0**	**758**	**859**	**0**	**0**	**0**	**400**	**859**	**0**	**382**	**0**	**538**	**3,797**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*0*	*879*	*609*	*0*	*0*	*0*	*55*	*1079*	*0*	*890*	*0*	*469*	*3,981*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**0**	**575**	**734**	**0**	**0**	**0**	**403**	**760**	**0**	**382**	**0**	**363**	**3,218**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*1845*	*611*	*0*	*0*	*0*	*2*	*1123*	*0*	*0*	*0*	*0*	*3,581*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**1471**	**698**	**0**	**0**	**0**	**69**	**945**	**0**	**0**	**0**	**0**	**3,182**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*0*	*1307*	*549*	*0*	*0*	*0*	*1*	*882*	*0*	*0*	*0*	*0*	*2,739*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**0**	**933**	**636**	**0**	**0**	**0**	**69**	**704**	**0**	**0**	**0**	**0**	**2,341**

Intersection Number: 3
Traffix Node Number: 1003
Intersection Name: Berryessa Road and US 101 (N)
Peak Hour: PM
Count Date: 1/0/00

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**0**	**800**	**0**	**0**	**0**	**0**	**0**	**714**	**0**	**0**	**0**	**0**	**1,514**
Model - Year 2018 on Existing Network (b)	*0*	*956*	*0*	*0*	*0*	*0*	*0*	*1311*	*0*	*0*	*0*	*0*	*2,267*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*0*	*1223*	*0*	*0*	*0*	*0*	*0*	*1384*	*0*	*0*	*0*	*0*	*2,607*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*749*	*919*	*0*	*173*	*0*	*234*	*0*	*1748*	*169*	*0*	*0*	*0*	*3,992*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*1067*	*0*	*0*	*0*	*0*	*0*	*787*	*0*	*0*	*0*	*0*	*1,854*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*749*	*769*	*0*	*173*	*0*	*234*	*0*	*1151*	*169*	*0*	*0*	*0*	*3,245*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*0*	*1593*	*0*	*0*	*0*	*0*	*0*	*1729*	*0*	*0*	*0*	*0*	*3,322*
Year 2030 Cond = e + max(g-c,0)	**0**	**1593**	**0**	**0**	**0**	**0**	**0**	**1729**	**0**	**0**	**0**	**0**	**3,322**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*0*	*1570*	*0*	*0*	*0*	*0*	*0*	*1703*	*0*	*0*	*0*	*0*	*3,273*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**0**	**1570**	**0**	**0**	**0**	**0**	**0**	**1703**	**0**	**0**	**0**	**0**	**3,273**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*0*	*1298*	*0*	*0*	*0*	*0*	*0*	*1481*	*0*	*0*	*0*	*0*	*2,779*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**0**	**1298**	**0**	**0**	**0**	**0**	**0**	**1481**	**0**	**0**	**0**	**0**	**2,779**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*1053*	*1059*	*0*	*166*	*0*	*266*	*0*	*1962*	*115*	*0*	*0*	*0*	*4,621*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**1053**	**1059**	**0**	**166**	**0**	**266**	**0**	**1962**	**115**	**0**	**0**	**0**	**4,621**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*1014*	*937*	*0*	*213*	*0*	*236*	*0*	*1816*	*115*	*0*	*0*	*0*	*4,331*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**1014**	**937**	**0**	**213**	**0**	**236**	**0**	**1816**	**115**	**0**	**0**	**0**	**4,331**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*0*	*1902*	*0*	*0*	*0*	*0*	*0*	*2017*	*0*	*0*	*0*	*0*	*3,919*
Year 2040 General Plan Cond = e + max(l-c,0)	**0**	**1902**	**0**	**0**	**0**	**0**	**0**	**2017**	**0**	**0**	**0**	**0**	**3,919**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*0*	*1860*	*0*	*0*	*0*	*0*	*0*	*1968*	*0*	*0*	*0*	*0*	*3,828*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**0**	**1860**	**0**	**0**	**0**	**0**	**0**	**1968**	**0**	**0**	**0**	**0**	**3,828**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*0*	*1360*	*0*	*0*	*0*	*0*	*0*	*1561*	*0*	*0*	*0*	*0*	*2,921*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**0**	**1360**	**0**	**0**	**0**	**0**	**0**	**1561**	**0**	**0**	**0**	**0**	**2,921**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*1307*	*1175*	*0*	*166*	*0*	*293*	*0*	*2141*	*115*	*0*	*0*	*0*	*5,197*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**1307**	**1175**	**0**	**166**	**0**	**293**	**0**	**2141**	**115**	**0**	**0**	**0**	**5,197**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*1234*	*952*	*0*	*246*	*0*	*238*	*0*	*1872*	*115*	*0*	*0*	*0*	*4,657*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**1234**	**952**	**0**	**246**	**0**	**238**	**0**	**1872**	**115**	**0**	**0**	**0**	**4,657**

Intersection Number: 4
Traffix Node Number: 1004
Intersection Name: Berryessa Road and US 101 (S)
Peak Hour: PM
Count Date: 1/0/00

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**0**	**800**	**0**	**0**	**0**	**0**	**0**	**714**	**0**	**0**	**0**	**0**	**1,514**
Model - Year 2018 on Existing Network (b)	*0*	*756*	*200*	*36*	*0*	*6*	*123*	*1276*	*0*	*0*	*0*	*0*	*2,397*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*0*	*762*	*0*	*0*	*0*	*0*	*0*	*1363*	*0*	*0*	*0*	*0*	*2,125*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*0*	*817*	*338*	*0*	*0*	*0*	*185*	*850*	*0*	*435*	*0*	*1070*	*3,695*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*806*	*0*	*0*	*0*	*0*	*0*	*801*	*0*	*0*	*0*	*0*	*1,607*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*861*	*138*	*0*	*0*	*0*	*62*	*476*	*0*	*435*	*0*	*1070*	*3,042*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*0*	*1197*	*0*	*0*	*0*	*0*	*0*	*1698*	*0*	*0*	*0*	*0*	*2,895*
Year 2030 Cond = e + max(g-c,0)	**0**	**1197**	**0**	**0**	**0**	**0**	**0**	**1698**	**0**	**0**	**0**	**0**	**2,895**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*0*	*1174*	*0*	*0*	*0*	*0*	*0*	*1672*	*0*	*0*	*0*	*0*	*2,846*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**0**	**1174**	**0**	**0**	**0**	**0**	**0**	**1672**	**0**	**0**	**0**	**0**	**2,846**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*0*	*973*	*0*	*0*	*0*	*0*	*0*	*1455*	*0*	*0*	*0*	*0*	*2,428*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**0**	**973**	**0**	**0**	**0**	**0**	**0**	**1455**	**0**	**0**	**0**	**0**	**2,428**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*988*	*341*	*0*	*0*	*0*	*214*	*893*	*0*	*383*	*0*	*1210*	*4,029*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**988**	**341**	**0**	**0**	**0**	**214**	**893**	**0**	**383**	**0**	**1210**	**4,029**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*0*	*857*	*302*	*0*	*0*	*0*	*226*	*651*	*0*	*194*	*0*	*1215*	*3,445*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**0**	**857**	**302**	**0**	**0**	**0**	**226**	**651**	**0**	**194**	**0**	**1215**	**3,445**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*0*	*1560*	*0*	*0*	*0*	*0*	*0*	*1978*	*0*	*0*	*0*	*0*	*3,538*
Year 2040 General Plan Cond = e + max(l-c,0)	**0**	**1560**	**0**	**0**	**0**	**0**	**0**	**1978**	**0**	**0**	**0**	**0**	**3,538**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*0*	*1517*	*0*	*0*	*0*	*0*	*0*	*1929*	*0*	*0*	*0*	*0*	*3,446*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**0**	**1517**	**0**	**0**	**0**	**0**	**0**	**1929**	**0**	**0**	**0**	**0**	**3,446**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*0*	*1149*	*0*	*0*	*0*	*0*	*0*	*1532*	*0*	*0*	*0*	*0*	*2,681*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**0**	**1149**	**0**	**0**	**0**	**0**	**0**	**1532**	**0**	**0**	**0**	**0**	**2,681**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*1130*	*343*	*0*	*0*	*0*	*239*	*929*	*0*	*383*	*0*	*1326*	*4,350*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**1130**	**343**	**0**	**0**	**0**	**239**	**929**	**0**	**383**	**0**	**1326**	**4,350**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*0*	*890*	*302*	*0*	*0*	*0*	*261*	*651*	*0*	*194*	*0*	*1335*	*3,633*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**0**	**890**	**302**	**0**	**0**	**0**	**261**	**651**	**0**	**194**	**0**	**1335**	**3,633**

Intersection Number: 5
Traffix Node Number: 4010
Intersection Name: US 101 and Mabury Road (E)
Peak Hour: PM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**75**	**9**	**212**	**98**	**362**	**6**	**26**	**3**	**8**	**12**	**711**	**14**	**1,536**
Model - Year 2018 on Existing Network (b)	*20*	*10*	*444*	*71*	*142*	*19*	*42*	*31*	*46*	*21*	*616*	*0*	*1,462*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*55*	*4*	*298*	*14*	*278*	*411*	*142*	*28*	*205*	*37*	*1201*	*2*	*2,675*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*41*	*11*	*478*	*20*	*215*	*20*	*45*	*35*	*39*	*20*	*779*	*11*	*1,714*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*110*	*4*	*142*	*19*	*498*	*398*	*126*	*3*	*167*	*28*	*1296*	*16*	*2,807*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*96*	*10*	*246*	*28*	*435*	*7*	*29*	*7*	*7*	*11*	*874*	*25*	*1,775*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*78*	*41*	*326*	*6*	*607*	*710*	*235*	*62*	*267*	*29*	*1428*	*3*	*3,792*
Year 2030 Cond = e + max(g-c,0)	**78**	**41**	**326**	**6**	**607**	**710**	**235**	**62**	**267**	**29**	**1428**	**3**	**3,792**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*83*	*40*	*304*	*6*	*619*	*723*	*252*	*62*	*268*	*29*	*1437*	*3*	*3,826*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**83**	**40**	**304**	**6**	**619**	**723**	**252**	**62**	**268**	**29**	**1437**	**3**	**3,826**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*58*	*4*	*220*	*17*	*546*	*696*	*265*	*56*	*207*	*26*	*1289*	*5*	*3,389*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**58**	**4**	**220**	**17**	**546**	**696**	**265**	**56**	**207**	**26**	**1289**	**5**	**3,389**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*48*	*13*	*530*	*184*	*642*	*23*	*48*	*40*	*41*	*21*	*1118*	*9*	*2,717*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**48**	**13**	**530**	**184**	**642**	**23**	**48**	**40**	**41**	**21**	**1118**	**9**	**2,717**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*37*	*16*	*482*	*182*	*498*	*22*	*39*	*36*	*28*	*16*	*891*	*9*	*2,256*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**37**	**16**	**482**	**182**	**498**	**22**	**39**	**36**	**28**	**16**	**891**	**9**	**2,256**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*98*	*71*	*350*	*6*	*882*	*960*	*312*	*90*	*318*	*29*	*1618*	*3*	*4,737*
Year 2040 General Plan Cond = e + max(l-c,0)	**98**	**71**	**350**	**6**	**882**	**960**	**312**	**90**	**318**	**29**	**1618**	**3**	**4,737**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*107*	*70*	*309*	*6*	*903*	*983*	*344*	*91*	*320*	*29*	*1634*	*3*	*4,799*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**107**	**70**	**309**	**6**	**903**	**983**	**344**	**91**	**320**	**29**	**1634**	**3**	**4,799**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*60*	*4*	*220*	*19*	*769*	*933*	*368*	*80*	*208*	*26*	*1362*	*7*	*4,056*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**60**	**4**	**220**	**19**	**769**	**933**	**368**	**80**	**208**	**26**	**1362**	**7**	**4,056**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*53*	*15*	*574*	*321*	*997*	*26*	*50*	*44*	*43*	*21*	*1401*	*9*	*3,554*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**53**	**15**	**574**	**321**	**997**	**26**	**50**	**44**	**43**	**21**	**1401**	**9**	**3,554**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*37*	*21*	*485*	*317*	*734*	*23*	*39*	*36*	*28*	*16*	*985*	*9*	*2,730*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**37**	**21**	**485**	**317**	**734**	**23**	**39**	**36**	**28**	**16**	**985**	**9**	**2,730**

Intersection Number: 6
Traffix Node Number: 1002
Intersection Name: US 101 and Mabury Road (W)
Peak Hour: PM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Existing Cond (a)	**23**	**1**	**68**	**19**	**391**	**6**	**6**	**0**	**9**	**5**	**696**	**15**	**1,239**
Model - Year 2018 on Existing Network (b)	*12*	*0*	*87*	*4*	*204*	*0*	*0*	*0*	*0*	*0*	*551*	*16*	*874*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*8*	*357*	*12*	*13*	*396*	*128*	*854*	*6*	*24*	*268*	*374*	*13*	*2,453*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*15*	*0*	*21*	*12*	*282*	*0*	*0*	*0*	*0*	*0*	*789*	*39*	*1,158*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*15*	*358*	*9*	*28*	*583*	*134*	*860*	*6*	*33*	*273*	*472*	*12*	*2,784*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*26*	*0*	*16*	*27*	*469*	*0*	*0*	*0*	*0*	*0*	*934*	*38*	*1,510*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*8*	*279*	*24*	*82*	*603*	*268*	*942*	*13*	*49*	*261*	*497*	*11*	*3,037*
Year 2030 Cond = e + max(g-c,0)	**8**	**279**	**24**	**82**	**603**	**268**	**942**	**13**	**49**	**261**	**497**	**11**	**3,037**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*8*	*278*	*27*	*81*	*613*	*277*	*942*	*9*	*45*	*250*	*503*	*12*	*3,045*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**8**	**278**	**27**	**81**	**613**	**277**	**942**	**9**	**45**	**250**	**503**	**12**	**3,045**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*7*	*188*	*9*	*15*	*527*	*267*	*892*	*7*	*28*	*242*	*423*	*9*	*2,614*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**7**	**188**	**9**	**15**	**527**	**267**	**892**	**7**	**28**	**242**	**423**	**9**	**2,614**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*0*	*198*	*43*	*687*	*0*	*0*	*0*	*0*	*0*	*951*	*1*	*1,880*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**0**	**198**	**43**	**687**	**0**	**0**	**0**	**0**	**0**	**951**	**1**	**1,880**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*13*	*0*	*26*	*23*	*547*	*0*	*0*	*0*	*0*	*0*	*894*	*0*	*1,503*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**13**	**0**	**26**	**23**	**547**	**0**	**0**	**0**	**0**	**0**	**894**	**0**	**1,503**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*8*	*279*	*34*	*140*	*775*	*384*	*1015*	*18*	*69*	*261*	*599*	*11*	*3,593*
Year 2040 General Plan Cond = e + max(l-c,0)	**8**	**279**	**34**	**140**	**775**	**384**	**1015**	**18**	**69**	**261**	**599**	**11**	**3,593**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*8*	*278*	*39*	*137*	*793*	*401*	*1015*	*12*	*63*	*250*	*611*	*12*	*3,619*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**8**	**278**	**39**	**137**	**793**	**401**	**1015**	**12**	**63**	**250**	**611**	**12**	**3,619**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*7*	*188*	*9*	*17*	*636*	*383*	*924*	*8*	*31*	*242*	*463*	*9*	*2,917*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**7**	**188**	**9**	**17**	**636**	**383**	**924**	**8**	**31**	**242**	**463**	**9**	**2,917**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*0*	*345*	*68*	*1024*	*0*	*0*	*0*	*0*	*0*	*1086*	*1*	*2,524*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**0**	**345**	**68**	**1024**	**0**	**0**	**0**	**0**	**0**	**1086**	**1**	**2,524**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*13*	*0*	*30*	*33*	*767*	*0*	*0*	*0*	*0*	*0*	*981*	*0*	*1,824*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**13**	**0**	**30**	**33**	**767**	**0**	**0**	**0**	**0**	**0**	**981**	**0**	**1,824**

Intersection Number: 7
Traffix Node Number: 3467
Intersection Name: Eleventh Street and Taylor Street
Peak Hour: PM
Count Date: 1/10/19

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**0**	**0**	**0**	**16**	**325**	**0**	**95**	**331**	**32**	**0**	**719**	**48**	**1,566**
Model - Year 2018 on Existing Network (b)	*0*	*0*	*0*	*9*	*487*	*0*	*0*	*299*	*37*	*0*	*722*	*20*	*1,574*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*106*	*528*	*124*	*13*	*433*	*73*	*3*	*170*	*21*	*91*	*603*	*14*	*2,179*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*137*	*409*	*155*	*10*	*397*	*150*	*23*	*126*	*19*	*113*	*542*	*30*	*2,111*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*106*	*528*	*124*	*20*	*289*	*73*	*98*	*188*	*18*	*91*	*600*	*34*	*2,169*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*137*	*409*	*155*	*17*	*265*	*150*	*118*	*139*	*16*	*113*	*540*	*58*	*2,118*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*97*	*596*	*129*	*26*	*497*	*38*	*12*	*297*	*24*	*98*	*623*	*28*	*2,465*
Year 2030 Cond = e + max(g-c,0)	**97**	**596**	**129**	**26**	**497**	**38**	**12**	**297**	**24**	**98**	**623**	**28**	**2,465**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*96*	*589*	*133*	*38*	*499*	*23*	*16*	*309*	*24*	*114*	*618*	*19*	*2,478*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**96**	**589**	**133**	**38**	**499**	**23**	**16**	**309**	**24**	**114**	**618**	**19**	**2,478**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*101*	*478*	*119*	*21*	*476*	*103*	*10*	*268*	*24*	*47*	*553*	*40*	*2,240*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**101**	**478**	**119**	**21**	**476**	**103**	**10**	**268**	**24**	**47**	**553**	**40**	**2,240**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*120*	*497*	*142*	*23*	*454*	*145*	*8*	*238*	*40*	*60*	*597*	*50*	*2,374*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**120**	**497**	**142**	**23**	**454**	**145**	**8**	**238**	**40**	**60**	**597**	**50**	**2,374**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*142*	*411*	*111*	*20*	*436*	*157*	*43*	*198*	*22*	*57*	*518*	*59*	*2,174*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**142**	**411**	**111**	**20**	**436**	**157**	**43**	**198**	**22**	**57**	**518**	**59**	**2,174**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*97*	*652*	*133*	*37*	*550*	*38*	*20*	*402*	*27*	*104*	*640*	*40*	*2,740*
Year 2040 General Plan Cond = e + max(l-c,0)	**97**	**652**	**133**	**37**	**550**	**38**	**20**	**402**	**27**	**104**	**640**	**40**	**2,740**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*96*	*640*	*141*	*59*	*554*	*23*	*27*	*425*	*27*	*133*	*630*	*24*	*2,779*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**96**	**640**	**141**	**59**	**554**	**23**	**27**	**425**	**27**	**133**	**630**	**24**	**2,779**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*101*	*478*	*119*	*28*	*511*	*128*	*16*	*350*	*26*	*47*	*553*	*62*	*2,419*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**101**	**478**	**119**	**28**	**511**	**128**	**16**	**350**	**26**	**47**	**553**	**62**	**2,419**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*120*	*570*	*142*	*33*	*502*	*145*	*8*	*332*	*58*	*60*	*642*	*66*	*2,678*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**120**	**570**	**142**	**33**	**502**	**145**	**8**	**332**	**58**	**60**	**642**	**66**	**2,678**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*146*	*413*	*111*	*28*	*468*	*162*	*59*	*258*	*24*	*57*	*518*	*83*	*2,327*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**146**	**413**	**111**	**28**	**468**	**162**	**59**	**258**	**24**	**57**	**518**	**83**	**2,327**

Intersection Number: 8
Traffix Node Number: 3822
Intersection Name: Tenth Street and Taylor Street
Peak Hour: PM
Count Date: 1/10/19

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**76**	**882**	**89**	**0**	**310**	**51**	**0**	**0**	**0**	**71**	**683**	**0**	**2,162**
Model - Year 2018 on Existing Network (b)	*120*	*1243*	*175*	*0*	*451*	*102*	*0*	*0*	*0*	*125*	*613*	*0*	*2,829*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*37*	*648*	*92*	*3*	*531*	*49*	*9*	*157*	*10*	*44*	*650*	*9*	*2,239*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*60*	*626*	*87*	*9*	*500*	*80*	*9*	*205*	*12*	*36*	*643*	*17*	*2,284*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*23*	*460*	*47*	*3*	*390*	*25*	*9*	*157*	*10*	*25*	*720*	*9*	*1,878*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*38*	*444*	*44*	*9*	*359*	*40*	*9*	*205*	*12*	*20*	*713*	*17*	*1,911*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*56*	*692*	*97*	*7*	*600*	*32*	*19*	*299*	*17*	*49*	*676*	*26*	*2,570*
Year 2030 Cond = e + max(g-c,0)	**56**	**692**	**97**	**7**	**600**	**32**	**19**	**299**	**17**	**49**	**676**	**26**	**2,570**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*62*	*660*	*123*	*5*	*586*	*59*	*23*	*296*	*13*	*77*	*646*	*24*	*2,574*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**62**	**660**	**123**	**5**	**586**	**59**	**23**	**296**	**13**	**77**	**646**	**24**	**2,574**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*49*	*634*	*44*	*3*	*584*	*37*	*14*	*302*	*12*	*33*	*642*	*21*	*2,375*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**49**	**634**	**44**	**3**	**584**	**37**	**14**	**302**	**12**	**33**	**642**	**21**	**2,375**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*69*	*665*	*89*	*20*	*574*	*48*	*19*	*335*	*10*	*48*	*675*	*22*	*2,574*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**69**	**665**	**89**	**20**	**574**	**48**	**19**	**335**	**10**	**48**	**675**	**22**	**2,574**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*18*	*637*	*57*	*9*	*576*	*18*	*12*	*339*	*13*	*36*	*633*	*24*	*2,372*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**18**	**637**	**57**	**9**	**576**	**18**	**12**	**339**	**13**	**36**	**633**	**24**	**2,372**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*71*	*729*	*102*	*11*	*657*	*32*	*28*	*418*	*23*	*54*	*698*	*40*	*2,863*
Year 2040 General Plan Cond = e + max(l-c,0)	**71**	**729**	**102**	**11**	**657**	**32**	**28**	**418**	**23**	**54**	**698**	**40**	**2,863**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*83*	*670*	*148*	*6*	*632*	*68*	*35*	*412*	*15*	*104*	*646*	*37*	*2,856*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**83**	**670**	**148**	**6**	**632**	**68**	**35**	**412**	**15**	**104**	**646**	**37**	**2,856**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*59*	*634*	*44*	*3*	*628*	*37*	*18*	*422*	*14*	*33*	*642*	*31*	*2,565*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**59**	**634**	**44**	**3**	**628**	**37**	**18**	**422**	**14**	**33**	**642**	**31**	**2,565**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*76*	*697*	*91*	*30*	*636*	*48*	*28*	*444*	*10*	*58*	*701*	*27*	*2,846*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**76**	**697**	**91**	**30**	**636**	**48**	**28**	**444**	**10**	**58**	**701**	**27**	**2,846**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*18*	*647*	*57*	*9*	*640*	*18*	*14*	*451*	*13*	*36*	*633*	*29*	*2,565*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**18**	**647**	**57**	**9**	**640**	**18**	**14**	**451**	**13**	**36**	**633**	**29**	**2,565**

Intersection Number: 9
Traffix Node Number: 3581
Intersection Name: Tenth Street and Hedding Street
Peak Hour: PM
Count Date: 1/10/19

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**60**	**858**	**155**	**237**	**467**	**144**	**0**	**0**	**0**	**90**	**564**	**44**	**2,619**
Model - Year 2018 on Existing Network (b)	*62*	*1305*	*158*	*220*	*584*	*75*	*0*	*0*	*0*	*106*	*544*	*51*	*3,105*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*328*	*801*	*386*	*48*	*336*	*4*	*21*	*182*	*4*	*28*	*548*	*14*	*2,700*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*258*	*779*	*473*	*87*	*421*	*2*	*11*	*253*	*3*	*82*	*482*	*13*	*2,864*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*326*	*527*	*383*	*52*	*269*	*8*	*21*	*182*	*4*	*24*	*568*	*12*	*2,375*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*256*	*512*	*470*	*94*	*337*	*4*	*11*	*253*	*3*	*70*	*500*	*11*	*2,520*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*337*	*866*	*474*	*123*	*414*	*10*	*9*	*355*	*0*	*23*	*527*	*36*	*3,174*
Year 2030 Cond = e + max(g-c,0)	**337**	**866**	**474**	**123**	**414**	**10**	**9**	**355**	**0**	**23**	**527**	**36**	**3,174**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*338*	*872*	*454*	*124*	*415*	*2*	*5*	*353*	*0*	*23*	*562*	*33*	*3,181*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**338**	**872**	**454**	**124**	**415**	**2**	**5**	**353**	**0**	**23**	**562**	**33**	**3,181**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*245*	*766*	*331*	*95*	*427*	*6*	*20*	*354*	*1*	*23*	*547*	*11*	*2,826*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**245**	**766**	**331**	**95**	**427**	**6**	**20**	**354**	**1**	**23**	**547**	**11**	**2,826**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*304*	*872*	*495*	*180*	*464*	*1*	*6*	*414*	*0*	*1*	*549*	*29*	*3,315*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**304**	**872**	**495**	**180**	**464**	**1**	**6**	**414**	**0**	**1**	**549**	**29**	**3,315**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*231*	*756*	*383*	*151*	*482*	*3*	*20*	*401*	*3*	*40*	*501*	*10*	*2,981*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**231**	**756**	**383**	**151**	**482**	**3**	**20**	**401**	**3**	**40**	**501**	**10**	**2,981**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*345*	*921*	*548*	*185*	*479*	*15*	*9*	*500*	*0*	*23*	*527*	*55*	*3,607*
Year 2040 General Plan Cond = e + max(l-c,0)	**345**	**921**	**548**	**185**	**479**	**15**	**9**	**500**	**0**	**23**	**527**	**55**	**3,607**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*347*	*932*	*511*	*188*	*480*	*2*	*5*	*496*	*0*	*23*	*573*	*48*	*3,605*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**347**	**932**	**511**	**188**	**480**	**2**	**5**	**496**	**0**	**23**	**573**	**48**	**3,605**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*245*	*766*	*331*	*135*	*503*	*8*	*20*	*497*	*1*	*23*	*547*	*11*	*3,087*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**245**	**766**	**331**	**135**	**503**	**8**	**20**	**497**	**1**	**23**	**547**	**11**	**3,087**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*343*	*949*	*513*	*258*	*500*	*1*	*6*	*548*	*0*	*1*	*604*	*42*	*3,765*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**343**	**949**	**513**	**258**	**500**	**1**	**6**	**548**	**0**	**1**	**604**	**42**	**3,765**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*231*	*756*	*383*	*204*	*533*	*3*	*28*	*525*	*3*	*40*	*517*	*10*	*3,233*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**231**	**756**	**383**	**204**	**533**	**3**	**28**	**525**	**3**	**40**	**517**	**10**	**3,233**

Intersection Number: 10
Traffix Node Number: 3469
Intersection Name: Eleventh Street and Hedding Street
Peak Hour: PM
Count Date: 1/10/19

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Cond (a)	**0**	**0**	**0**	**0**	**626**	**0**	**161**	**0**	**227**	**0**	**716**	**0**	**1,730**
Model - Year 2018 on Existing Network (b)	*0*	*0*	*0*	*0*	*639*	*0*	*68*	*0*	*219*	*0*	*652*	*0*	*1,578*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*0*	*0*	*0*	*0*	*296*	*421*	*60*	*0*	*74*	*284*	*622*	*0*	*1,757*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*0*	*0*	*0*	*0*	*389*	*309*	*155*	*0*	*86*	*359*	*542*	*0*	*1,840*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*0*	*0*	*0*	*290*	*421*	*142*	*0*	*77*	*284*	*683*	*0*	*1,897*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*0*	*0*	*0*	*381*	*309*	*248*	*0*	*89*	*359*	*595*	*0*	*1,981*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*0*	*0*	*0*	*0*	*396*	*461*	*142*	*0*	*128*	*307*	*667*	*0*	*2,101*
Year 2030 Cond = e + max(g-c,0)	**0**	**0**	**0**	**0**	**396**	**461**	**142**	**0**	**128**	**307**	**667**	**0**	**2,101**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*0*	*0*	*0*	*0*	*396*	*458*	*133*	*0*	*126*	*303*	*673*	*0*	*2,089*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**0**	**0**	**0**	**0**	**396**	**458**	**133**	**0**	**126**	**303**	**673**	**0**	**2,089**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*0*	*0*	*0*	*0*	*403*	*335*	*147*	*0*	*106*	*287*	*570*	*0*	*1,848*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**0**	**0**	**0**	**0**	**403**	**335**	**147**	**0**	**106**	**287**	**570**	**0**	**1,848**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*0*	*0*	*0*	*465*	*401*	*122*	*0*	*147*	*258*	*680*	*0*	*2,073*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**0**	**0**	**0**	**465**	**401**	**122**	**0**	**147**	**258**	**680**	**0**	**2,073**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*0*	*0*	*0*	*0*	*449*	*304*	*172*	*0*	*150*	*295*	*563*	*0*	*1,933*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**0**	**0**	**0**	**0**	**449**	**304**	**172**	**0**	**150**	**295**	**563**	**0**	**1,933**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*0*	*0*	*0*	*0*	*480*	*494*	*211*	*0*	*173*	*326*	*704*	*0*	*2,388*
Year 2040 General Plan Cond = e + max(l-c,0)	**0**	**0**	**0**	**0**	**480**	**494**	**211**	**0**	**173**	**326**	**704**	**0**	**2,388**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*0*	*0*	*0*	*0*	*480*	*488*	*194*	*0*	*169*	*319*	*716*	*0*	*2,366*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**0**	**0**	**0**	**0**	**480**	**488**	**194**	**0**	**169**	**319**	**716**	**0**	**2,366**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*0*	*0*	*0*	*0*	*492*	*335*	*220*	*0*	*133*	*289*	*570*	*0*	*2,039*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**0**	**0**	**0**	**0**	**492**	**335**	**220**	**0**	**133**	**289**	**570**	**0**	**2,039**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*0*	*0*	*0*	*529*	*477*	*122*	*0*	*198*	*258*	*795*	*0*	*2,379*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**0**	**0**	**0**	**529**	**477**	**122**	**0**	**198**	**258**	**795**	**0**	**2,379**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*0*	*0*	*0*	*0*	*499*	*304*	*187*	*0*	*203*	*295*	*581*	*0*	*2,069*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**0**	**0**	**0**	**0**	**499**	**304**	**187**	**0**	**203**	**295**	**581**	**0**	**2,069**

Intersection Number: 11
Traffix Node Number: 3576
Intersection Name: Oakland Road/Thirteenth Street and Hedding Street
Peak Hour: PM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**234**	**505**	**227**	**202**	**360**	**49**	**72**	**219**	**45**	**47**	**592**	**242**	**2,794**
Model - Year 2018 on Existing Network (b)	*493*	*827*	*398*	*28*	*188*	*1*	*8*	*497*	*6*	*2*	*552*	*190*	*3,190*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*631*	*735*	*400*	*18*	*117*	*13*	*14*	*399*	*1*	*71*	*513*	*127*	*3,039*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*470*	*719*	*144*	*9*	*258*	*43*	*44*	*177*	*0*	*0*	*580*	*130*	*2,574*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*372*	*449*	*229*	*130*	*224*	*61*	*78*	*176*	*8*	*116*	*550*	*162*	*2,554*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*223*	*439*	*82*	*65*	*430*	*91*	*108*	*78*	*0*	*0*	*620*	*166*	*2,302*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*605*	*877*	*403*	*26*	*283*	*5*	*15*	*598*	*0*	*1*	*584*	*218*	*3,615*
Year 2030 Cond = e + max(g-c,0)	**372**	**591**	**232**	**138**	**390**	**61**	**79**	**375**	**8**	**116**	**621**	**253**	**3,235**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*594*	*882*	*384*	*29*	*284*	*4*	*7*	*618*	*1*	*0*	*592*	*208*	*3,603*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**372**	**596**	**229**	**141**	**391**	**61**	**78**	**395**	**8**	**116**	**629**	**243**	**3,258**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*493*	*762*	*425*	*27*	*254*	*21*	*8*	*539*	*0*	*0*	*468*	*248*	*3,245*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**372**	**476**	**254**	**139**	**361**	**69**	**78**	**316**	**8**	**116**	**550**	**283**	**3,021**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*618*	*847*	*158*	*39*	*275*	*30*	*31*	*488*	*10*	*0*	*624*	*210*	*3,330*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**371**	**567**	**96**	**95**	**447**	**91**	**108**	**389**	**10**	**0**	**664**	**246**	**3,084**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*486*	*706*	*99*	*16*	*297*	*57*	*51*	*386*	*3*	*0*	*529*	*200*	*2,830*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**239**	**439**	**82**	**72**	**469**	**105**	**115**	**287**	**3**	**0**	**620**	**236**	**2,667**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*605*	*996*	*406*	*33*	*421*	*5*	*15*	*763*	*0*	*1*	*643*	*294*	*4,182*
Year 2040 General Plan Cond = e + max(l-c,0)	**372**	**710**	**235**	**145**	**528**	**61**	**79**	**540**	**8**	**116**	**680**	**329**	**3,802**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*594*	*1005*	*384*	*38*	*423*	*4*	*7*	*800*	*1*	*0*	*658*	*275*	*4,189*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**372**	**719**	**229**	**150**	**530**	**61**	**78**	**577**	**8**	**116**	**695**	**310**	**3,844**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*493*	*785*	*446*	*34*	*369*	*27*	*8*	*655*	*0*	*0*	*468*	*348*	*3,633*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**372**	**499**	**275**	**146**	**476**	**75**	**78**	**432**	**8**	**116**	**550**	**383**	**3,409**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*741*	*954*	*169*	*64*	*289*	*30*	*31*	*747*	*18*	*0*	*661*	*276*	*3,980*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**494**	**674**	**107**	**120**	**461**	**91**	**108**	**648**	**18**	**0**	**701**	**312**	**3,734**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*500*	*706*	*99*	*21*	*330*	*69*	*56*	*561*	*6*	*0*	*529*	*259*	*3,136*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**253**	**439**	**82**	**77**	**502**	**117**	**120**	**462**	**6**	**0**	**620**	**295**	**2,973**

Intersection Number: 12
Traffix Node Number: 3421
Intersection Name: Oakland Road and Commercial Street
Peak Hour: PM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**10**	**801**	**292**	**104**	**100**	**352**	**308**	**497**	**138**	**321**	**235**	**13**	**3,171**
Model - Year 2018 on Existing Network (b)	*2*	*1403*	*76*	*6*	*31*	*595*	*514*	*560*	*33*	*555*	*255*	*2*	*4,032*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*2*	*1637*	*99*	*6*	*25*	*653*	*329*	*401*	*129*	*346*	*427*	*2*	*4,056*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*3*	*1560*	*143*	*6*	*103*	*137*	*95*	*425*	*60*	*328*	*489*	*1*	*3,350*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*10*	*1035*	*315*	*104*	*81*	*410*	*197*	*356*	*234*	*200*	*407*	*13*	*3,362*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*11*	*958*	*359*	*104*	*172*	*81*	*57*	*377*	*165*	*190*	*469*	*7*	*2,949*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*2*	*1889*	*98*	*35*	*125*	*758*	*429*	*781*	*151*	*447*	*349*	*4*	*5,068*
Year 2030 Cond = e + max(g-c,0)	**10**	**1287**	**315**	**133**	**181**	**515**	**297**	**736**	**256**	**301**	**407**	**15**	**4,453**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*2*	*1888*	*102*	*45*	*145*	*724*	*412*	*787*	*149*	*443*	*364*	*4*	*5,065*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**10**	**1286**	**318**	**143**	**201**	**481**	**280**	**742**	**254**	**297**	**407**	**15**	**4,434**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*1*	*1488*	*100*	*37*	*113*	*809*	*358*	*688*	*142*	*367*	*354*	*2*	*4,459*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**10**	**1035**	**316**	**135**	**169**	**566**	**226**	**643**	**247**	**221**	**407**	**13**	**3,988**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*2*	*1890*	*184*	*61*	*295*	*223*	*180*	*830*	*105*	*420*	*463*	*11*	*4,664*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**11**	**1288**	**400**	**159**	**364**	**167**	**142**	**782**	**210**	**282**	**469**	**17**	**4,290**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*1*	*1597*	*122*	*51*	*254*	*169*	*139*	*724*	*110*	*307*	*491*	*1*	*3,966*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**11**	**995**	**359**	**149**	**323**	**113**	**101**	**676**	**215**	**190**	**471**	**7**	**3,609**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*2*	*2099*	*98*	*60*	*208*	*846*	*512*	*1097*	*169*	*531*	*349*	*6*	*5,977*
Year 2040 General Plan Cond = e + max(l-c,0)	**10**	**1497**	**315**	**158**	**264**	**603**	**380**	**1052**	**274**	**385**	**407**	**17**	**5,362**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*2*	*2098*	*105*	*77*	*245*	*783*	*482*	*1108*	*165*	*524*	*364*	*6*	*5,959*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**10**	**1496**	**321**	**175**	**301**	**540**	**350**	**1063**	**270**	**378**	**407**	**17**	**5,328**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*1*	*1488*	*100*	*62*	*186*	*939*	*382*	*928*	*153*	*385*	*354*	*2*	*4,980*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**10**	**1035**	**316**	**160**	**242**	**696**	**250**	**883**	**258**	**239**	**407**	**13**	**4,509**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*2*	*2165*	*219*	*106*	*455*	*295*	*251*	*1167*	*142*	*496*	*463*	*19*	*5,780*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**11**	**1563**	**435**	**204**	**524**	**239**	**213**	**1119**	**247**	**358**	**469**	**25**	**5,406**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*1*	*1628*	*122*	*89*	*380*	*195*	*175*	*973*	*151*	*307*	*493*	*1*	*4,515*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**11**	**1026**	**359**	**187**	**449**	**139**	**137**	**925**	**256**	**190**	**473**	**7**	**4,158**

Intersection Number: 13
Traffix Node Number: 3294
Intersection Name: Commercial Street and Berryessa Road
Peak Hour: PM
Count Date: 5/9/18

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Cond (a)	**154**	**2**	**627**	**319**	**464**	**3**	**10**	**5**	**10**	**10**	**746**	**38**	**2,388**
Model - Year 2018 on Existing Network (b)	*306*	*14*	*697*	*355*	*543*	*6*	*24*	*45*	*46*	*18*	*1286*	*19*	*3,359*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*207*	*11*	*846*	*387*	*603*	*6*	*27*	*51*	*6*	*12*	*1223*	*28*	*3,407*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*193*	*10*	*813*	*47*	*1010*	*6*	*28*	*6*	*65*	*21*	*1453*	*69*	*3,721*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*104*	*2*	*776*	*351*	*524*	*3*	*13*	*11*	*1*	*7*	*709*	*47*	*2,548*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*97*	*1*	*743*	*42*	*931*	*3*	*14*	*1*	*29*	*13*	*913*	*88*	*2,875*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*212*	*18*	*933*	*610*	*1070*	*15*	*43*	*26*	*10*	*21*	*1665*	*60*	*4,683*
Year 2030 Cond = e + max(g-c,0)	**109**	**9**	**863**	**574**	**991**	**12**	**29**	**11**	**5**	**16**	**1151**	**79**	**3,849**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*215*	*18*	*928*	*604*	*1060*	*15*	*42*	*28*	*9*	*22*	*1665*	*66*	*4,672*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**112**	**9**	**858**	**568**	**981**	**12**	**28**	**11**	**4**	**17**	**1151**	**85**	**3,836**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*124*	*18*	*849*	*674*	*842*	*12*	*31*	*59*	*9*	*19*	*1446*	*48*	*4,131*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**104**	**9**	**779**	**638**	**763**	**9**	**17**	**19**	**4**	**14**	**932**	**67**	**3,355**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*97*	*16*	*926*	*280*	*1379*	*14*	*44*	*19*	*90*	*36*	*1714*	*58*	*4,673*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**97**	**7**	**856**	**275**	**1300**	**11**	**30**	**14**	**54**	**28**	**1174**	**88**	**3,934**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*76*	*17*	*820*	*245*	*1301*	*12*	*30*	*16*	*70*	*35*	*1578*	*62*	*4,262*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**97**	**8**	**750**	**240**	**1222**	**9**	**16**	**11**	**34**	**27**	**1038**	**88**	**3,540**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*216*	*23*	*1005*	*795*	*1459*	*23*	*56*	*26*	*13*	*29*	*2034*	*86*	*5,765*
Year 2040 General Plan Cond = e + max(l-c,0)	**113**	**14**	**935**	**759**	**1380**	**20**	**42**	**11**	**8**	**24**	**1520**	**105**	**4,931**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*221*	*23*	*996*	*785*	*1440*	*23*	*54*	*28*	*12*	*30*	*2034*	*97*	*5,743*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**118**	**14**	**926**	**749**	**1361**	**20**	**40**	**11**	**7**	**25**	**1520**	**116**	**4,907**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*124*	*23*	*851*	*913*	*1041*	*17*	*34*	*65*	*12*	*24*	*1632*	*65*	*4,801*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**104**	**14**	**781**	**877**	**962**	**14**	**20**	**25**	**7**	**19**	**1118**	**84**	**4,025**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*97*	*21*	*1021*	*475*	*1687*	*21*	*58*	*30*	*111*	*48*	*1932*	*58*	*5,559*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**97**	**12**	**951**	**470**	**1608**	**18**	**44**	**25**	**75**	**40**	**1392**	**88**	**4,820**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*76*	*23*	*826*	*410*	*1544*	*17*	*32*	*24*	*75*	*47*	*1682*	*62*	*4,818*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**97**	**14**	**756**	**405**	**1465**	**14**	**18**	**19**	**39**	**39**	**1142**	**88**	**4,096**

Intersection Number: 14
Traffix Node Number: 4122
Intersection Name: Sierra Road and Berryessa Road
Peak Hour: PM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**143**	**0**	**37**	**41**	**625**	**0**	**0**	**0**	**0**	**0**	**1246**	**125**	**2,217**
Model - Year 2018 on Existing Network (b)	*475*	*0*	*0*	*0*	*429*	*0*	*0*	*0*	*0*	*0*	*1278*	*726*	*2,908*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*395*	*103*	*76*	*41*	*595*	*0*	*0*	*156*	*5*	*99*	*1490*	*505*	*3,465*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*396*	*100*	*76*	*46*	*662*	*0*	*0*	*27*	*5*	*170*	*1489*	*630*	*3,601*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*119*	*103*	*113*	*82*	*791*	*0*	*0*	*156*	*5*	*99*	*1458*	*87*	*3,013*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*119*	*100*	*113*	*87*	*858*	*0*	*0*	*27*	*5*	*170*	*1457*	*108*	*3,045*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*703*	*239*	*78*	*98*	*966*	*79*	*53*	*233*	*26*	*169*	*1771*	*699*	*5,114*
Year 2030 Cond = e + max(g-c,0)	**427**	**239**	**115**	**139**	**1162**	**79**	**53**	**233**	**26**	**169**	**1739**	**281**	**4,662**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*584*	*180*	*82*	*106*	*1023*	*76*	*70*	*219*	*71*	*213*	*1752*	*670*	*5,046*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**308**	**180**	**119**	**147**	**1219**	**76**	**70**	**219**	**71**	**213**	**1720**	**252**	**4,594**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*541*	*144*	*77*	*89*	*873*	*50*	*66*	*213*	*114*	*189*	*1551*	*585*	*4,492*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**265**	**144**	**114**	**130**	**1069**	**50**	**66**	**213**	**114**	**189**	**1519**	**167**	**4,040**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*602*	*138*	*95*	*109*	*948*	*123*	*124*	*119*	*124*	*306*	*1632*	*743*	*5,063*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**325**	**138**	**132**	**150**	**1144**	**123**	**124**	**119**	**124**	**306**	**1600**	**221**	**4,507**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*568*	*116*	*81*	*92*	*850*	*54*	*90*	*100*	*142*	*253*	*1497*	*676*	*4,519*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**291**	**116**	**118**	**133**	**1046**	**54**	**90**	**100**	**142**	**253**	**1465**	**154**	**3,963**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*959*	*352*	*80*	*146*	*1275*	*145*	*98*	*297*	*43*	*228*	*2005*	*860*	*6,488*
Year 2040 General Plan Cond = e + max(l-c,0)	**683**	**352**	**117**	**187**	**1471**	**145**	**98**	**297**	**43**	**228**	**1973**	**442**	**6,036**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*741*	*245*	*87*	*160*	*1380*	*139*	*129*	*271*	*126*	*308*	*1971*	*807*	*6,364*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**465**	**245**	**124**	**201**	**1576**	**139**	**129**	**271**	**126**	**308**	**1939**	**389**	**5,912**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*662*	*178*	*77*	*129*	*1104*	*91*	*121*	*260*	*204*	*264*	*1601*	*652*	*5,343*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**386**	**178**	**114**	**170**	**1300**	**91**	**121**	**260**	**204**	**264**	**1569**	**234**	**4,891**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*774*	*169*	*110*	*161*	*1187*	*226*	*227*	*195*	*223*	*419*	*1751*	*838*	*6,280*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**497**	**169**	**147**	**202**	**1383**	**226**	**227**	**195**	**223**	**419**	**1719**	**316**	**5,724**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*711*	*130*	*86*	*131*	*1007*	*99*	*165*	*161*	*256*	*323*	*1504*	*714*	*5,287*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**434**	**130**	**123**	**172**	**1203**	**99**	**165**	**161**	**256**	**323**	**1472**	**192**	**4,731**

Intersection Number: 15
Traffix Node Number: 4136
Intersection Name: Flea Market Entrance and Berryessa Road
Peak Hour: PM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**0**	**0**	**0**	**0**	**641**	**21**	**24**	**0**	**9**	**7**	**1258**	**5**	**1,965**
Model - Year 2018 on Existing Network (b)	*0*	*0*	*0*	*0*	*422*	*3*	*7*	*0*	*7*	*3*	*1276*	*0*	*1,718*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*5*	*2*	*6*	*1*	*632*	*21*	*60*	*0*	*0*	*0*	*1565*	*2*	*2,294*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*6*	*0*	*7*	*2*	*702*	*7*	*35*	*0*	*0*	*0*	*1562*	*3*	*2,324*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*5*	*2*	*6*	*1*	*851*	*39*	*77*	*0*	*0*	*0*	*1547*	*7*	*2,535*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*6*	*0*	*7*	*2*	*921*	*25*	*52*	*0*	*0*	*0*	*1544*	*8*	*2,565*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*20*	*6*	*37*	*41*	*1108*	*125*	*109*	*7*	*13*	*46*	*1826*	*31*	*3,369*
Year 2030 Cond = e + max(g-c,0)	**20**	**6**	**37**	**41**	**1327**	**125**	**109**	**7**	**13**	**46**	**1808**	**36**	**3,575**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*19*	*2*	*40*	*42*	*1116*	*179*	*223*	*4*	*65*	*88*	*1786*	*31*	*3,595*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**19**	**2**	**40**	**42**	**1335**	**179**	**223**	**4**	**65**	**88**	**1768**	**36**	**3,801**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*19*	*0*	*27*	*24*	*880*	*149*	*245*	*1*	*112*	*92*	*1584*	*18*	*3,151*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**19**	**2**	**27**	**24**	**1099**	**149**	**245**	**1**	**112**	**92**	**1566**	**23**	**3,359**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*23*	*1*	*44*	*43*	*1037*	*221*	*261*	*2*	*117*	*103*	*1714*	*33*	*3,599*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**23**	**1**	**44**	**43**	**1256**	**221**	**261**	**2**	**117**	**103**	**1696**	**38**	**3,805**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*20*	*0*	*30*	*27*	*821*	*151*	*257*	*0*	*153*	*116*	*1509*	*19*	*3,103*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**20**	**0**	**30**	**27**	**1040**	**151**	**257**	**0**	**153**	**116**	**1544**	**24**	**3,362**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*32*	*10*	*63*	*75*	*1505*	*211*	*149*	*13*	*24*	*84*	*2044*	*56*	*4,266*
Year 2040 General Plan Cond = e + max(l-c,0)	**32**	**10**	**63**	**75**	**1724**	**211**	**149**	**13**	**24**	**84**	**2026**	**61**	**4,472**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*30*	*2*	*68*	*76*	*1519*	*310*	*359*	*8*	*119*	*162*	*1970*	*56*	*4,679*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**30**	**2**	**68**	**76**	**1738**	**310**	**359**	**8**	**119**	**162**	**1952**	**61**	**4,885**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*31*	*0*	*44*	*43*	*1086*	*255*	*400*	*1*	*206*	*169*	*1599*	*31*	*3,865*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**31**	**2**	**44**	**43**	**1305**	**255**	**400**	**1**	**206**	**169**	**1581**	**36**	**4,073**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*38*	*1*	*74*	*77*	*1317*	*400*	*450*	*3*	*214*	*189*	*1841*	*58*	*4,662*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**38**	**1**	**74**	**77**	**1536**	**400**	**450**	**3**	**214**	**189**	**1823**	**63**	**4,868**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*32*	*0*	*50*	*47*	*921*	*271*	*442*	*0*	*281*	*212*	*1509*	*32*	*3,797*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**32**	**0**	**50**	**47**	**1140**	**271**	**442**	**0**	**281**	**212**	**1544**	**37**	**4,056**

Intersection Number: 16
Traffix Node Number: 4137
Intersection Name: BART Entrance and Berryessa Road
Peak Hour: PM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**0**	**0**	**0**	**0**	**663**	**0**	**0**	**0**	**0**	**0**	**1297**	**0**	**1,960**
Model - Year 2018 on Existing Network (b)	*0*	*0*	*0*	*0*	*425*	*0*	*0*	*0*	*0*	*0*	*1283*	*0*	*1,708*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*0*	*0*	*0*	*0*	*654*	*0*	*0*	*0*	*0*	*0*	*1630*	*0*	*2,284*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*0*	*0*	*0*	*0*	*711*	*0*	*0*	*0*	*0*	*0*	*1605*	*0*	*2,316*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*0*	*0*	*0*	*892*	*0*	*0*	*0*	*0*	*0*	*1644*	*0*	*2,536*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*0*	*0*	*0*	*949*	*0*	*0*	*0*	*0*	*0*	*1619*	*0*	*2,568*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*0*	*0*	*0*	*0*	*1197*	*78*	*192*	*0*	*78*	*22*	*1948*	*0*	*3,515*
Year 2030 Cond = e + max(g-c,0)	**0**	**0**	**0**	**0**	**1435**	**78**	**192**	**0**	**78**	**22**	**1962**	**0**	**3,767**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*0*	*0*	*0*	*0*	*1235*	*77*	*197*	*0*	*101*	*34*	*2015*	*0*	*3,659*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**0**	**0**	**0**	**0**	**1473**	**77**	**197**	**0**	**101**	**34**	**2029**	**0**	**3,911**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*0*	*0*	*0*	*0*	*947*	*51*	*179*	*0*	*105*	*37*	*1818*	*0*	*3,137*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**0**	**0**	**0**	**0**	**1185**	**51**	**179**	**0**	**105**	**37**	**1832**	**0**	**3,389**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*0*	*0*	*0*	*1192*	*71*	*202*	*0*	*109*	*39*	*1978*	*0*	*3,591*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**0**	**0**	**0**	**1430**	**71**	**202**	**0**	**109**	**39**	**1992**	**0**	**3,843**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*0*	*0*	*0*	*0*	*880*	*49*	*175*	*0*	*118*	*33*	*1784*	*0*	*3,039*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**0**	**0**	**0**	**0**	**1118**	**49**	**175**	**0**	**118**	**33**	**1798**	**0**	**3,291**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*0*	*0*	*0*	*0*	*1649*	*143*	*352*	*0*	*143*	*41*	*2213*	*0*	*4,541*
Year 2040 General Plan Cond = e + max(l-c,0)	**0**	**0**	**0**	**0**	**1887**	**143**	**352**	**0**	**143**	**41**	**2227**	**0**	**4,793**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*0*	*0*	*0*	*0*	*1720*	*142*	*361*	*0*	*185*	*62*	*2336*	*0*	*4,806*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**0**	**0**	**0**	**0**	**1958**	**142**	**361**	**0**	**185**	**62**	**2350**	**0**	**5,058**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*0*	*0*	*0*	*0*	*1192*	*93*	*328*	*0*	*192*	*67*	*1974*	*0*	*3,846*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**0**	**0**	**0**	**0**	**1430**	**93**	**328**	**0**	**192**	**67**	**1988**	**0**	**4,098**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*0*	*0*	*0*	*1593*	*131*	*370*	*0*	*199*	*72*	*2288*	*0*	*4,653*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**0**	**0**	**0**	**1831**	**131**	**370**	**0**	**199**	**72**	**2302**	**0**	**4,905**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*0*	*0*	*0*	*0*	*1021*	*90*	*320*	*0*	*217*	*60*	*1934*	*0*	*3,642*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**0**	**0**	**0**	**0**	**1259**	**90**	**320**	**0**	**217**	**60**	**1948**	**0**	**3,894**

Intersection Number: 17
Traffix Node Number: 3661
Intersection Name: Lundy Avenue and Sierra Road
Peak Hour: PM
Count Date: 11/15/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**176**	**1150**	**138**	**53**	**61**	**20**	**63**	**303**	**51**	**46**	**45**	**49**	**2,155**
Model - Year 2018 on Existing Network (b)	*186*	*891*	*7*	*0*	*115*	*10*	*15*	*82*	*154*	*193*	*137*	*67*	*1,857*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*211*	*1044*	*6*	*0*	*86*	*12*	*31*	*91*	*47*	*54*	*72*	*56*	*1,710*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*201*	*1003*	*2*	*0*	*92*	*12*	*27*	*95*	*48*	*56*	*71*	*55*	*1,662*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*201*	*1303*	*118*	*0*	*46*	*22*	*79*	*312*	*16*	*13*	*24*	*41*	*2,174*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*191*	*1262*	*39*	*0*	*49*	*22*	*75*	*316*	*16*	*13*	*23*	*40*	*2,047*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*308*	*1234*	*26*	*17*	*154*	*23*	*36*	*353*	*147*	*219*	*274*	*161*	*2,952*
Year 2030 Cond = e + max(g-c,0)	**298**	**1493**	**138**	**17**	**114**	**33**	**84**	**574**	**116**	**178**	**226**	**146**	**3,416**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*254*	*1253*	*40*	*27*	*135*	*26*	*47*	*347*	*121*	*104*	*235*	*100*	*2,689*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**244**	**1512**	**152**	**27**	**95**	**36**	**95**	**568**	**90**	**63**	**187**	**85**	**3,153**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*261*	*966*	*9*	*2*	*103*	*16*	*51*	*275*	*96*	*93*	*171*	*103*	*2,146*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**251**	**1303**	**121**	**2**	**63**	**26**	**99**	**496**	**65**	**52**	**123**	**88**	**2,688**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*246*	*1176*	*75*	*28*	*137*	*28*	*38*	*342*	*144*	*145*	*198*	*101*	*2,658*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**236**	**1435**	**112**	**28**	**94**	**38**	**86**	**563**	**112**	**102**	**150**	**86**	**3,043**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*256*	*890*	*7*	*2*	*100*	*15*	*56*	*286*	*100*	*106*	*147*	*106*	*2,071*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**246**	**1262**	**44**	**2**	**57**	**25**	**104**	**507**	**68**	**63**	**99**	**91**	**2,569**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*389*	*1392*	*43*	*32*	*210*	*33*	*40*	*572*	*231*	*356*	*443*	*249*	*3,990*
Year 2040 General Plan Cond = e + max(l-c,0)	**379**	**1651**	**155**	**32**	**170**	**43**	**88**	**793**	**200**	**315**	**395**	**234**	**4,454**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*290*	*1427*	*68*	*50*	*175*	*38*	*60*	*561*	*182*	*145*	*370*	*137*	*3,503*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**280**	**1686**	**180**	**50**	**135**	**48**	**108**	**782**	**151**	**104**	**322**	**122**	**3,967**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*302*	*966*	*12*	*3*	*118*	*20*	*67*	*428*	*136*	*125*	*254*	*143*	*2,574*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**292**	**1303**	**124**	**3**	**78**	**30**	**115**	**649**	**105**	**84**	**206**	**128**	**3,116**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*283*	*1320*	*135*	*51*	*175*	*41*	*47*	*548*	*224*	*220*	*304*	*140*	*3,488*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**273**	**1579**	**172**	**51**	**132**	**51**	**95**	**769**	**192**	**177**	**256**	**125**	**3,873**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*302*	*890*	*11*	*3*	*106*	*17*	*80*	*446*	*143*	*148*	*210*	*149*	*2,505*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**292**	**1262**	**48**	**3**	**63**	**27**	**128**	**667**	**111**	**105**	**162**	**134**	**3,003**

Intersection Number: 18
Traffix Node Number: 3076
Intersection Name: Lundy Avenue and Berryessa Road *
Peak Hour: PM
Count Date: 12/11/18

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Cond (a)	**133**	**537**	**439**	**152**	**439**	**201**	**151**	**223**	**142**	**274**	**988**	**141**	**3,820**
Model - Year 2018 on Existing Network (b)	*31*	*847*	*140*	*104*	*338*	*166*	*112*	*168*	*55*	*197*	*968*	*118*	*3,244*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*37*	*945*	*57*	*52*	*601*	*229*	*95*	*101*	*17*	*222*	*1244*	*164*	*3,764*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*50*	*915*	*52*	*52*	*564*	*275*	*101*	*118*	*98*	*226*	*1231*	*148*	*3,830*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*139*	*635*	*179*	*76*	*702*	*264*	*128*	*134*	*44*	*299*	*1264*	*187*	*4,051*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*152*	*605*	*163*	*76*	*665*	*310*	*136*	*157*	*185*	*303*	*1251*	*171*	*4,174*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*207*	*1044*	*152*	*116*	*992*	*168*	*231*	*327*	*75*	*265*	*1603*	*271*	*5,451*
Year 2030 Cond = e + max(g-c,0)	**309**	**734**	**274**	**140**	**1093**	**264**	**264**	**360**	**102**	**342**	**1623**	**294**	**5,799**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*195*	*1037*	*78*	*102*	*1029*	*155*	*228*	*329*	*88*	*271*	*1678*	*264*	*5,454*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**297**	**727**	**200**	**126**	**1130**	**264**	**261**	**362**	**115**	**348**	**1698**	**287**	**5,815**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*114*	*856*	*46*	*82*	*819*	*187*	*181*	*243*	*65*	*242*	*1517*	*238*	*4,590*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**216**	**635**	**179**	**106**	**920**	**264**	**214**	**276**	**92**	**319**	**1537**	**261**	**5,019**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*149*	*991*	*145*	*102*	*954*	*189*	*237*	*350*	*160*	*325*	*1607*	*248*	*5,457*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**251**	**681**	**256**	**126**	**1055**	**310**	**272**	**389**	**247**	**402**	**1627**	**271**	**5,887**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*117*	*776*	*80*	*93*	*695*	*239*	*190*	*256*	*118*	*288*	*1438*	*234*	*4,524*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**219**	**605**	**191**	**117**	**796**	**310**	**225**	**295**	**205**	**365**	**1458**	**257**	**5,043**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*348*	*1126*	*232*	*170*	*1318*	*168*	*344*	*516*	*124*	*300*	*1903*	*361*	*6,910*
Year 2040 General Plan Cond = e + max(l-c,0)	**450**	**816**	**354**	**194**	**1419**	**264**	**377**	**549**	**151**	**377**	**1923**	**384**	**7,258**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*327*	*1114*	*96*	*143*	*1385*	*155*	*339*	*519*	*148*	*312*	*2039*	*347*	*6,924*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**429**	**804**	**218**	**167**	**1486**	**264**	**372**	**552**	**175**	**389**	**2059**	**370**	**7,285**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*179*	*856*	*46*	*107*	*1001*	*187*	*252*	*361*	*105*	*259*	*1744*	*300*	*5,397*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**281**	**635**	**179**	**131**	**1102**	**264**	**285**	**394**	**132**	**336**	**1764**	**323**	**5,826**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*231*	*1055*	*223*	*144*	*1279*	*189*	*350*	*543*	*212*	*407*	*1921*	*331*	*6,885*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**333**	**745**	**334**	**168**	**1380**	**310**	**385**	**582**	**299**	**484**	**1941**	**354**	**7,315**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*172*	*776*	*103*	*128*	*804*	*239*	*265*	*371*	*135*	*340*	*1611*	*305*	*5,249*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**274**	**605**	**214**	**152**	**905**	**310**	**300**	**410**	**222**	**417**	**1631**	**328**	**5,768**

Intersection Number: 19
Traffix Node Number: 3295
Intersection Name: Flickinger Avenue/Jackson Avenue and Berryessa Road
Peak Hour: PM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**57**	**442**	**292**	**181**	**724**	**382**	**219**	**140**	**80**	**313**	**1088**	**56**	**3,974**
Model - Year 2018 on Existing Network (b)	*24*	*784*	*80*	*59*	*745*	*160*	*4*	*24*	*38*	*366*	*912*	*23*	*3,219*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*65*	*883*	*67*	*58*	*977*	*137*	*3*	*24*	*41*	*375*	*1028*	*76*	*3,734*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*54*	*799*	*86*	*59*	*1013*	*103*	*3*	*24*	*42*	*503*	*900*	*64*	*3,650*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*98*	*541*	*245*	*178*	*956*	*327*	*164*	*140*	*83*	*322*	*1204*	*109*	*4,367*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*87*	*457*	*298*	*181*	*992*	*246*	*164*	*140*	*84*	*450*	*1074*	*97*	*4,270*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*80*	*1043*	*143*	*28*	*1273*	*75*	*35*	*127*	*128*	*336*	*1565*	*131*	*4,964*
Year 2030 Cond = e + max(g-c,0)	**113**	**701**	**321**	**178**	**1252**	**327**	**196**	**243**	**170**	**322**	**1741**	**164**	**5,728**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*90*	*1050*	*141*	*21*	*1266*	*117*	*42*	*147*	*134*	*306*	*1574*	*131*	*5,019*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**123**	**708**	**319**	**178**	**1245**	**327**	**203**	**263**	**176**	**322**	**1750**	**164**	**5,778**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*74*	*724*	*90*	*35*	*1094*	*51*	*6*	*50*	*90*	*300*	*1389*	*104*	*4,007*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**107**	**541**	**268**	**178**	**1073**	**327**	**167**	**166**	**132**	**322**	**1565**	**137**	**4,983**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*71*	*996*	*170*	*25*	*1246*	*82*	*48*	*151*	*152*	*365*	*1497*	*120*	*4,923*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**104**	**654**	**382**	**181**	**1225**	**246**	**209**	**267**	**194**	**450**	**1671**	**153**	**5,736**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*52*	*678*	*90*	*39*	*1053*	*65*	*7*	*51*	*107*	*368*	*1279*	*80*	*3,869*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**87**	**457**	**302**	**181**	**1032**	**246**	**168**	**167**	**149**	**450**	**1453**	**113**	**4,805**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*93*	*1176*	*206*	*28*	*1519*	*75*	*61*	*212*	*200*	*336*	*2013*	*177*	*6,096*
Year 2040 General Plan Cond = e + max(l-c,0)	**126**	**834**	**384**	**178**	**1498**	**327**	**222**	**328**	**242**	**322**	**2189**	**210**	**6,860**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*111*	*1189*	*202*	*21*	*1507*	*117*	*74*	*250*	*211*	*306*	*2029*	*177*	*6,194*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**144**	**847**	**380**	**178**	**1486**	**327**	**235**	**366**	**253**	**322**	**2205**	**210**	**6,953**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*81*	*724*	*110*	*35*	*1191*	*51*	*9*	*72*	*130*	*300*	*1690*	*127*	*4,520*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**114**	**541**	**288**	**178**	**1170**	**327**	**170**	**188**	**172**	**322**	**1866**	**160**	**5,496**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*86*	*1161*	*240*	*25*	*1440*	*82*	*85*	*257*	*243*	*365*	*1994*	*166*	*6,144*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**119**	**819**	**452**	**181**	**1419**	**246**	**246**	**373**	**285**	**450**	**2168**	**199**	**6,957**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*52*	*678*	*93*	*39*	*1087*	*65*	*10*	*73*	*162*	*368*	*1595*	*94*	*4,316*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**87**	**457**	**305**	**181**	**1066**	**246**	**171**	**189**	**204**	**450**	**1769**	**127**	**5,252**

Intersection Number: 20
Traffix Node Number: 3595
Intersection Name: Jackson Avenue and Mabury Road
Peak Hour: PM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**126**	**489**	**257**	**99**	**277**	**106**	**123**	**216**	**86**	**219**	**614**	**111**	**2,723**
Model - Year 2018 on Existing Network (b)	*41*	*1232*	*268*	*49*	*102*	*29*	*34*	*119*	*24*	*175*	*337*	*15*	*2,425*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*45*	*1234*	*308*	*52*	*229*	*33*	*44*	*108*	*15*	*290*	*649*	*20*	*3,027*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*29*	*1215*	*350*	*52*	*78*	*37*	*38*	*126*	*21*	*270*	*545*	*36*	*2,797*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*130*	*491*	*297*	*102*	*404*	*110*	*133*	*196*	*54*	*334*	*926*	*116*	*3,293*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*89*	*482*	*339*	*102*	*212*	*114*	*127*	*223*	*75*	*314*	*822*	*132*	*3,031*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*56*	*1319*	*327*	*69*	*314*	*40*	*106*	*369*	*58*	*342*	*847*	*33*	*3,880*
Year 2030 Cond = e + max(g-c,0)	**141**	**576**	**316**	**119**	**489**	**117**	**195**	**457**	**97**	**386**	**1124**	**129**	**4,146**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*48*	*1331*	*325*	*69*	*316*	*46*	*103*	*400*	*58*	*332*	*845*	*35*	*3,908*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**133**	**588**	**314**	**119**	**491**	**123**	**192**	**488**	**97**	**376**	**1122**	**131**	**4,174**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*21*	*986*	*240*	*60*	*294*	*37*	*47*	*196*	*45*	*265*	*747*	*28*	*2,966*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**130**	**491**	**297**	**110**	**469**	**114**	**136**	**284**	**84**	**334**	**1024**	**124**	**3,597**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*28*	*1319*	*354*	*77*	*159*	*45*	*112*	*427*	*63*	*338*	*765*	*42*	*3,729*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**89**	**586**	**343**	**127**	**293**	**122**	**201**	**524**	**117**	**382**	**1042**	**138**	**3,964**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*21*	*988*	*273*	*63*	*148*	*42*	*52*	*219*	*58*	*271*	*647*	*34*	*2,816*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**89**	**482**	**339**	**113**	**282**	**119**	**141**	**316**	**112**	**315**	**924**	**132**	**3,364**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*66*	*1390*	*342*	*84*	*384*	*45*	*158*	*587*	*93*	*386*	*1012*	*44*	*4,591*
Year 2040 General Plan Cond = e + max(l-c,0)	**151**	**647**	**331**	**134**	**559**	**122**	**247**	**675**	**132**	**430**	**1289**	**140**	**4,857**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*51*	*1412*	*339*	*84*	*388*	*56*	*152*	*643*	*94*	*367*	*1008*	*48*	*4,642*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**136**	**669**	**328**	**134**	**563**	**133**	**241**	**731**	**133**	**411**	**1285**	**144**	**4,908**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*21*	*986*	*240*	*67*	*349*	*40*	*50*	*269*	*70*	*265*	*829*	*34*	*3,220*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**130**	**491**	**297**	**117**	**524**	**117**	**139**	**357**	**109**	**334**	**1106**	**130**	**3,851**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*28*	*1406*	*357*	*98*	*227*	*51*	*174*	*677*	*98*	*395*	*949*	*47*	*4,507*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**89**	**673**	**346**	**148**	**361**	**128**	**263**	**774**	**152**	**439**	**1226**	**143**	**4,742**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*21*	*988*	*273*	*73*	*207*	*46*	*63*	*297*	*89*	*271*	*732*	*34*	*3,094*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**89**	**482**	**339**	**123**	**341**	**123**	**152**	**394**	**143**	**315**	**1009**	**132**	**3,642**

Intersection Number: 21
Traffix Node Number: 3623
Intersection Name: King Road and Mabury Road
Peak Hour: PM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**83**	**741**	**147**	**103**	**228**	**95**	**92**	**240**	**83**	**169**	**657**	**128**	**2,766**
Model - Year 2018 on Existing Network (b)	*122*	*890*	*25*	*20*	*112*	*23*	*12*	*241*	*31*	*412*	*504*	*200*	*2,592*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*207*	*1058*	*24*	*18*	*259*	*10*	*13*	*181*	*39*	*458*	*936*	*173*	*3,376*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*143*	*1041*	*26*	*18*	*93*	*8*	*13*	*195*	*41*	*515*	*829*	*162*	*3,084*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*168*	*909*	*141*	*93*	*375*	*41*	*93*	*180*	*91*	*215*	*1089*	*111*	*3,506*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*104*	*892*	*148*	*93*	*189*	*33*	*93*	*194*	*93*	*272*	*982*	*104*	*3,197*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*343*	*1210*	*108*	*39*	*370*	*19*	*17*	*431*	*99*	*481*	*1115*	*226*	*4,458*
Year 2030 Cond = e + max(g-c,0)	**304**	**1061**	**225**	**114**	**486**	**50**	**97**	**430**	**151**	**238**	**1268**	**164**	**4,588**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*336*	*1198*	*109*	*39*	*375*	*10*	*17*	*438*	*89*	*492*	*1106*	*222*	*4,431*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**297**	**1049**	**226**	**114**	**491**	**41**	**97**	**437**	**141**	**249**	**1259**	**160**	**4,561**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*353*	*947*	*80*	*39*	*327*	*3*	*14*	*310*	*75*	*480*	*971*	*241*	*3,840*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**314**	**909**	**197**	**114**	**443**	**41**	**94**	**309**	**127**	**237**	**1124**	**179**	**4,088**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*274*	*1185*	*108*	*39*	*199*	*8*	*21*	*453*	*151*	*566*	*1035*	*185*	*4,224*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**235**	**1036**	**230**	**114**	**295**	**33**	**101**	**452**	**203**	**323**	**1188**	**127**	**4,337**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*314*	*878*	*82*	*39*	*183*	*0*	*20*	*318*	*118*	*596*	*862*	*195*	*3,605*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**275**	**892**	**204**	**114**	**279**	**33**	**100**	**317**	**170**	**353**	**1015**	**137**	**3,889**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*456*	*1336*	*178*	*57*	*463*	*26*	*21*	*640*	*149*	*500*	*1265*	*271*	*5,362*
Year 2040 General Plan Cond = e + max(l-c,0)	**417**	**1187**	**295**	**132**	**579**	**57**	**101**	**639**	**201**	**257**	**1418**	**209**	**5,492**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*443*	*1314*	*179*	*57*	*472*	*10*	*20*	*653*	*130*	*521*	*1247*	*263*	*5,309*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**404**	**1165**	**296**	**132**	**588**	**41**	**100**	**652**	**182**	**278**	**1400**	**201**	**5,439**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*475*	*947*	*127*	*56*	*384*	*3*	*14*	*417*	*105*	*498*	*1000*	*297*	*4,323*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**436**	**909**	**244**	**131**	**500**	**41**	**94**	**416**	**157**	**255**	**1153**	**235**	**4,571**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*384*	*1305*	*176*	*56*	*287*	*8*	*28*	*668*	*243*	*608*	*1206*	*205*	*5,174*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**345**	**1156**	**298**	**131**	**383**	**33**	**108**	**667**	**295**	**365**	**1359**	**147**	**5,287**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*456*	*878*	*129*	*56*	*258*	*0*	*26*	*420*	*183*	*664*	*889*	*222*	*4,181*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**417**	**892**	**251**	**131**	**354**	**33**	**106**	**419**	**235**	**421**	**1042**	**164**	**4,465**

Intersection Number: 22
Traffix Node Number: 4135
Intersection Name: Lenfest Road/BART Entrance and Mabury Road
Peak Hour: PM
Count Date: 5/9/18

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Cond (a)	**0**	**0**	**0**	**0**	**368**	**20**	**45**	**0**	**54**	**74**	**915**	**0**	**1,476**
Model - Year 2018 on Existing Network (b)	*0*	*0*	*0*	*0*	*220*	*48*	*90*	*0*	*14*	*70*	*1029*	*0*	*1,471*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*0*	*0*	*0*	*0*	*463*	*44*	*86*	*0*	*105*	*86*	*1487*	*0*	*2,271*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*0*	*0*	*0*	*0*	*235*	*44*	*85*	*0*	*19*	*83*	*1425*	*0*	*1,891*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*0*	*0*	*0*	*0*	*611*	*18*	*43*	*0*	*145*	*90*	*1373*	*0*	*2,280*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*0*	*0*	*0*	*383*	*18*	*43*	*0*	*59*	*87*	*1311*	*0*	*1,901*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*97*	*22*	*214*	*68*	*714*	*20*	*0*	*1*	*52*	*94*	*1573*	*22*	*2,877*
Year 2030 Cond = e + max(g-c,0)	**97**	**22**	**214**	**68**	**862**	**18**	**43**	**1**	**145**	**98**	**1459**	**22**	**3,049**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*95*	*27*	*208*	*74*	*698*	*15*	*0*	*2*	*32*	*91*	*1575*	*22*	*2,839*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**95**	**27**	**208**	**74**	**846**	**18**	**43**	**2**	**145**	**95**	**1461**	**22**	**3,036**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*88*	*4*	*191*	*68*	*644*	*46*	*63*	*2*	*90*	*85*	*1382*	*20*	*2,683*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**88**	**4**	**191**	**68**	**792**	**20**	**43**	**2**	**145**	**90**	**1373**	**20**	**2,836**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*95*	*12*	*206*	*74*	*505*	*44*	*1*	*1*	*26*	*85*	*1544*	*17*	*2,610*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**95**	**12**	**206**	**74**	**653**	**18**	**43**	**1**	**66**	**89**	**1430**	**17**	**2,704**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*74*	*4*	*196*	*74*	*497*	*46*	*68*	*1*	*21*	*77*	*1346*	*21*	*2,425*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**74**	**4**	**196**	**74**	**645**	**20**	**43**	**1**	**61**	**87**	**1311**	**21**	**2,537**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*177*	*41*	*392*	*125*	*924*	*20*	*0*	*2*	*52*	*100*	*1645*	*41*	*3,519*
Year 2040 General Plan Cond = e + max(l-c,0)	**177**	**41**	**392**	**125**	**1072**	**18**	**43**	**2**	**145**	**104**	**1531**	**41**	**3,691**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*175*	*49*	*382*	*135*	*894*	*15*	*0*	*3*	*32*	*96*	*1648*	*40*	*3,469*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**175**	**49**	**382**	**135**	**1042**	**18**	**43**	**3**	**145**	**100**	**1534**	**40**	**3,666**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*161*	*8*	*350*	*124*	*795*	*47*	*63*	*3*	*90*	*85*	*1382*	*36*	*3,144*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**161**	**8**	**350**	**124**	**943**	**21**	**43**	**3**	**145**	**90**	**1373**	**36**	**3,297**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*175*	*22*	*377*	*136*	*730*	*44*	*1*	*2*	*31*	*86*	*1644*	*31*	*3,279*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**175**	**22**	**377**	**136**	**878**	**18**	**43**	**2**	**71**	**90**	**1530**	**31**	**3,373**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*135*	*8*	*359*	*135*	*715*	*47*	*68*	*2*	*23*	*77*	*1346*	*38*	*2,953*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**135**	**8**	**359**	**135**	**863**	**21**	**43**	**2**	**63**	**87**	**1311**	**38**	**3,065**

Intersection Number: 23
Traffix Node Number: 3665
Intersection Name: Flea Market Entrance/Sierra Road and Mabury Road
Peak Hour: PM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Existing Cond (a)	**18**	**0**	**22**	**3**	**426**	**2**	**11**	**0**	**7**	**1**	**944**	**3**	**1,437**
Model - Year 2018 on Existing Network (b)	*0*	*0*	*0*	*0*	*232*	*0*	*0*	*0*	*0*	*0*	*1099*	*0*	*1,331*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*93*	*0*	*132*	*19*	*548*	*0*	*0*	*0*	*0*	*0*	*1441*	*202*	*2,435*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*26*	*0*	*252*	*22*	*229*	*0*	*0*	*0*	*0*	*0*	*1255*	*45*	*1,829*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*111*	*0*	*154*	*22*	*742*	*2*	*11*	*0*	*7*	*1*	*1286*	*205*	*2,541*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*44*	*0*	*274*	*25*	*420*	*2*	*11*	*0*	*7*	*1*	*1100*	*48*	*1,932*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*422*	*0*	*108*	*46*	*841*	*0*	*0*	*0*	*0*	*0*	*1572*	*425*	*3,414*
Year 2030 Cond = e + max(g-c,0)	**422**	**0**	**108**	**46**	**1035**	**2**	**11**	**0**	**7**	**1**	**1417**	**425**	**3,474**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*492*	*0*	*160*	*62*	*796*	*0*	*0*	*0*	*0*	*0*	*1528*	*473*	*3,511*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**492**	**0**	**160**	**62**	**990**	**2**	**11**	**0**	**7**	**1**	**1373**	**473**	**3,571**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*419*	*0*	*170*	*42*	*786*	*0*	*0*	*0*	*0*	*0*	*1304*	*441*	*3,162*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**419**	**0**	**170**	**42**	**980**	**2**	**11**	**0**	**7**	**1**	**1286**	**441**	**3,359**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*343*	*0*	*331*	*117*	*508*	*0*	*0*	*0*	*0*	*0*	*1313*	*383*	*2,995*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**343**	**0**	**331**	**117**	**699**	**2**	**11**	**0**	**7**	**1**	**1158**	**383**	**3,052**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*198*	*0*	*326*	*86*	*504*	*0*	*0*	*0*	*0*	*0*	*1072*	*258*	*2,444*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**198**	**0**	**326**	**86**	**695**	**2**	**11**	**0**	**7**	**1**	**1100**	**258**	**2,684**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*696*	*0*	*108*	*68*	*1085*	*0*	*0*	*0*	*0*	*0*	*1681*	*610*	*4,248*
Year 2040 General Plan Cond = e + max(l-c,0)	**696**	**0**	**108**	**68**	**1279**	**2**	**11**	**0**	**7**	**1**	**1526**	**610**	**4,308**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*824*	*0*	*183*	*97*	*1003*	*0*	*0*	*0*	*0*	*0*	*1601*	*698*	*4,406*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**824**	**0**	**183**	**97**	**1197**	**2**	**11**	**0**	**7**	**1**	**1446**	**698**	**4,466**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*690*	*0*	*201*	*62*	*984*	*0*	*0*	*0*	*0*	*0*	*1304*	*641*	*3,882*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**690**	**0**	**201**	**62**	**1178**	**2**	**11**	**0**	**7**	**1**	**1286**	**641**	**4,079**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*607*	*0*	*397*	*197*	*740*	*0*	*0*	*0*	*0*	*0*	*1362*	*665*	*3,968*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**607**	**0**	**397**	**197**	**931**	**2**	**11**	**0**	**7**	**1**	**1207**	**665**	**4,025**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*341*	*0*	*388*	*139*	*734*	*0*	*0*	*0*	*0*	*0*	*1072*	*435*	*3,109*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**341**	**0**	**388**	**139**	**925**	**2**	**11**	**0**	**7**	**1**	**1100**	**435**	**3,349**

Intersection Number: 24
Traffix Node Number: 3625
Intersection Name: King Road and McKee Road
Peak Hour: PM
Count Date: 5/9/18

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**478**	**479**	**143**	**90**	**750**	**158**	**144**	**171**	**66**	**91**	**710**	**299**	**3,579**
Model - Year 2018 on Existing Network (b)	*112*	*617*	*107*	*12*	*1090*	*286*	*29*	*17*	*5*	*58*	*1289*	*168*	*3,790*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*129*	*740*	*129*	*10*	*894*	*284*	*25*	*11*	*6*	*71*	*979*	*118*	*3,396*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*151*	*759*	*134*	*13*	*972*	*281*	*28*	*18*	*6*	*67*	*1125*	*128*	*3,682*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*495*	*602*	*165*	*75*	*615*	*157*	*124*	*111*	*67*	*104*	*539*	*210*	*3,264*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*517*	*621*	*170*	*91*	*669*	*155*	*139*	*172*	*67*	*100*	*620*	*228*	*3,549*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*161*	*864*	*178*	*25*	*1149*	*359*	*142*	*86*	*9*	*6*	*1366*	*203*	*4,548*
Year 2030 Cond = e + max(g-c,0)	**527**	**726**	**214**	**90**	**870**	**232**	**241**	**186**	**70**	**104**	**926**	**295**	**4,481**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*162*	*870*	*180*	*25*	*1155*	*360*	*146*	*96*	*10*	*8*	*1359*	*211*	*4,582*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**528**	**732**	**216**	**90**	**876**	**233**	**245**	**196**	**71**	**104**	**919**	**303**	**4,513**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*166*	*604*	*146*	*25*	*1080*	*313*	*45*	*36*	*6*	*6*	*1247*	*172*	*3,846*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**532**	**602**	**182**	**90**	**801**	**186**	**144**	**136**	**67**	**104**	**807**	**264**	**3,915**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*163*	*941*	*193*	*30*	*1257*	*346*	*168*	*152*	*6*	*13*	*1394*	*247*	*4,910*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**529**	**803**	**229**	**108**	**954**	**220**	**279**	**306**	**67**	**100**	**889**	**347**	**4,831**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*172*	*732*	*150*	*28*	*1163*	*309*	*56*	*58*	*6*	*1*	*1320*	*204*	*4,199*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**538**	**621**	**186**	**106**	**860**	**183**	**167**	**212**	**67**	**100**	**815**	**304**	**4,159**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*187*	*967*	*219*	*37*	*1361*	*422*	*239*	*149*	*11*	*6*	*1689*	*273*	*5,560*
Year 2040 General Plan Cond = e + max(l-c,0)	**553**	**829**	**255**	**102**	**1082**	**295**	**338**	**249**	**72**	**104**	**1249**	**365**	**5,493**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*190*	*979*	*223*	*38*	*1372*	*424*	*247*	*167*	*14*	*8*	*1675*	*289*	*5,626*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**556**	**841**	**259**	**103**	**1093**	**297**	**346**	**267**	**75**	**104**	**1235**	**381**	**5,557**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*196*	*604*	*160*	*38*	*1235*	*338*	*62*	*57*	*6*	*6*	*1471*	*217*	*4,390*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**562**	**602**	**196**	**103**	**956**	**211**	**161**	**157**	**67**	**104**	**1031**	**309**	**4,459**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*173*	*1092*	*242*	*45*	*1495*	*401*	*284*	*263*	*6*	*13*	*1619*	*346*	*5,979*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**539**	**954**	**278**	**123**	**1192**	**275**	**395**	**417**	**67**	**100**	**1114**	**446**	**5,900**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*189*	*732*	*163*	*41*	*1322*	*332*	*79*	*91*	*6*	*1*	*1482*	*267*	*4,705*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**555**	**621**	**199**	**119**	**1019**	**206**	**190**	**245**	**67**	**100**	**977**	**367**	**4,665**

Intersection Number: 25
Traffix Node Number: 3574
Intersection Name: Berryessa Road and Mabury Road
Peak Hour: PM
Count Date: 11/15/18

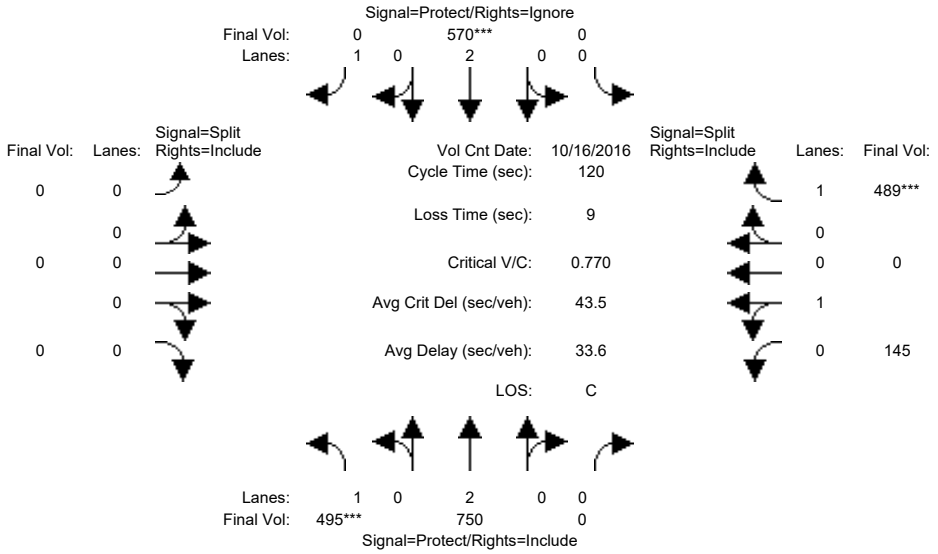
Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Existing Cond (a)	**14**	**583**	**66**	**72**	**51**	**141**	**112**	**586**	**16**	**76**	**112**	**90**	**1,919**
Model - Year 2018 on Existing Network (b)	*0*	*822*	*73*	*9*	*63*	*25*	*117*	*1166*	*27*	*109*	*233*	*149*	*2,793*
Model - Year 2018 on 2040 Network + Mabury Intc (c)	*1*	*811*	*6*	*14*	*1*	*15*	*168*	*1199*	*16*	*397*	*102*	*50*	*2,780*
Model - Year 2018 on 2040 Network + Berryessa Intc (d)	*0*	*1271*	*0*	*1*	*3*	*56*	*389*	*1531*	*0*	*340*	*76*	*12*	*3,679*
*Existing Cond on 2040 Network + Mabury Intc (e = if(c<b, a * c / b, a + c - b)*	*15*	*575*	*5*	*77*	*1*	*85*	*163*	*619*	*9*	*364*	*49*	*30*	*1,993*
*Existing Cond on 2040 Network + Berryessa Intc (f = if(d<b, a * d / b, a + d - b)*	*0*	*1032*	*0*	*8*	*2*	*172*	*384*	*951*	*0*	*307*	*37*	*7*	*2,900*
Year 2030 Cond													
Model - Year 2030 No Project (g)	*3*	*1284*	*7*	*42*	*0*	*5*	*88*	*1585*	*20*	*217*	*168*	*118*	*3,537*
Year 2030 Cond = e + max(g-c,0)	**17**	**1048**	**6**	**105**	**1**	**85**	**163**	**1005**	**13**	**364**	**115**	**98**	**3,021**
Mabury Interchange Network													
Model - Year 2030 Proposed Project with Mabury Intc (h)	*5*	*1262*	*19*	*41*	*2*	*4*	*64*	*1570*	*21*	*222*	*149*	*142*	*3,501*
Year 2030 Proposed Project with Mabury Intc Cond = e + max(h-c,0)	**19**	**1026**	**18**	**104**	**2**	**85**	**163**	**990**	**14**	**364**	**96**	**122**	**3,004**
Model - Year 2030 City Preferred Project with Mabury Intc (i)	*0*	*1010*	*4*	*34*	*0*	*19*	*72*	*1346*	*19*	*159*	*113*	*133*	*2,909*
Year 2030 City Preferred Project with Mabury Intc Cond = e + max(i-c,0)	**15**	**774**	**5**	**97**	**1**	**89**	**163**	**766**	**12**	**364**	**60**	**113**	**2,460**
Berryessa Interchange Network													
Model - Year 2030 Proposed Project with Berryessa Intc (j)	*0*	*1612*	*0*	*1*	*11*	*215*	*287*	*1797*	*0*	*239*	*174*	*15*	*4,351*
Year 2030 Proposed Project with Berryessa Intc Cond = f + max(j-d,0)	**0**	**1373**	**0**	**8**	**10**	**331**	**384**	**1217**	**0**	**307**	**135**	**10**	**3,775**
Model - Year 2030 City Preferred Project with Berryessa Intc (k)	*0*	*1503*	*1*	*0*	*8*	*210*	*334*	*1668*	*0*	*153*	*112*	*7*	*3,996*
Year 2030 City Preferred Project with Berryessa Intc Cond = f + max(k-d,0)	**0**	**1264**	**1**	**8**	**7**	**326**	**384**	**1088**	**0**	**307**	**73**	**7**	**3,465**
Year 2040 Cond													
Model - Year 2040 General Plan (l)	*4*	*1679*	*7*	*65*	*0*	*5*	*88*	*1906*	*23*	*217*	*223*	*175*	*4,392*
Year 2040 General Plan Cond = e + max(l-c,0)	**18**	**1443**	**6**	**128**	**1**	**85**	**163**	**1326**	**16**	**364**	**170**	**155**	**3,876**
Mabury Interchange Network													
Model - Year 2040 Proposed Project with Mabury Intc (m)	*9*	*1637*	*29*	*64*	*3*	*4*	*64*	*1879*	*25*	*222*	*188*	*219*	*4,343*
Year 2040 Proposed Project with Mabury Intc Cond = e + max(m-c,0)	**23**	**1401**	**28**	**127**	**3**	**85**	**163**	**1299**	**18**	**364**	**135**	**199**	**3,846**
Model - Year 2040 City Preferred Project + Mabury Intc (n)	*0*	*1176*	*4*	*51*	*0*	*22*	*72*	*1468*	*21*	*159*	*122*	*203*	*3,298*
Year 2040 City Preferred Project Mabury Intc Cond = e + max(n-c,0)	**15**	**940**	**5**	**114**	**1**	**92**	**163**	**888**	**14**	**364**	**69**	**183**	**2,849**
Berryessa Interchange Network													
Model - Year 2040 Proposed Project with Berryessa Intc (o)	*0*	*1897*	*0*	*1*	*18*	*347*	*287*	*2019*	*0*	*239*	*256*	*18*	*5,082*
Year 2040 Proposed Project with Berryessa Intc Cond = f + max(o-d,0)	**0**	**1658**	**0**	**8**	**17**	**463**	**384**	**1439**	**0**	**307**	**217**	**13**	**4,506**
Model - Year 2040 City Preferred Project with Berryessa Intc (p)	*0*	*1696*	*1*	*0*	*12*	*339*	*334*	*1783*	*0*	*153*	*142*	*7*	*4,467*
Year 2040 City Preferred Project with Berryessa Intc Cond = f + max(p-d,0)	**0**	**1457**	**1**	**8**	**11**	**455**	**384**	**1203**	**0**	**307**	**103**	**7**	**3,936**

Appendix C
Intersection Level of Service Calculations

Market Park South Village Development

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

Intersection #3021: 101/OAKLAND (N)



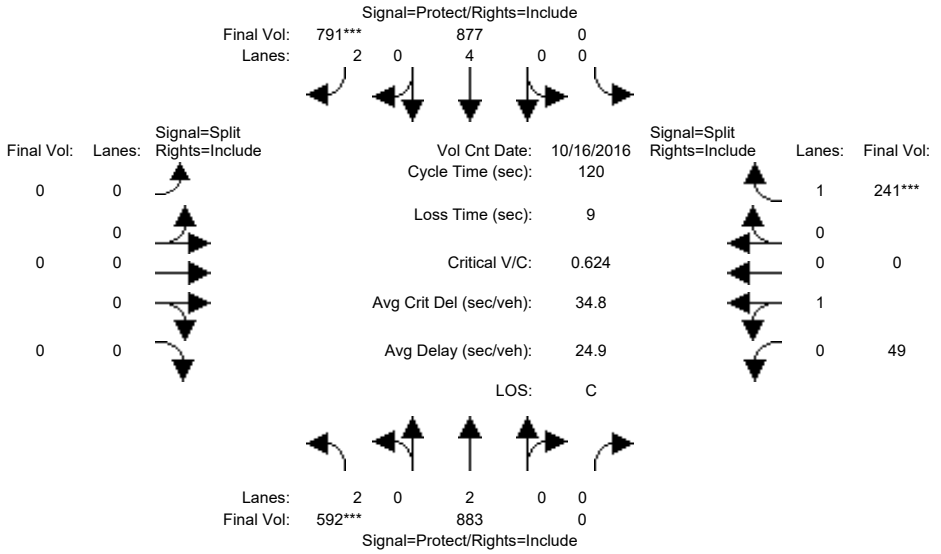
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Oct 2016 << 7:30-8:30												
Base Vol:	495	750	0	0	570	756	0	0	0	145	0	489
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	495	750	0	0	570	756	0	0	0	145	0	489
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	495	750	0	0	570	756	0	0	0	145	0	489
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:	495	750	0	0	570	0	0	0	0	145	0	489
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	495	750	0	0	570	0	0	0	0	145	0	489
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:	495	750	0	0	570	0	0	0	0	145	0	489
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	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.20	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.08	0.00	0.28
Crit Moves:	****				****							****
Green Time:	44.1	67.5	0.0	0.0	23.4	0.0	0.0	0.0	0.0	43.5	0.0	43.5
Volume/Cap:	0.77	0.35	0.00	0.00	0.77	0.00	0.00	0.00	0.00	0.22	0.00	0.77
Delay/Veh:	39.2	14.4	0.0	0.0	50.7	0.0	0.0	0.0	0.0	26.7	0.0	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	14.4	0.0	0.0	50.7	0.0	0.0	0.0	0.0	26.7	0.0	39.5
LOS by Move:	D	B	A	A	D	A	A	A	A	C	A	D
HCM2kAvgQ:	18	7	0	0	12	0	0	0	0	4	0	19

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3021: 101/OAKLAND (N)



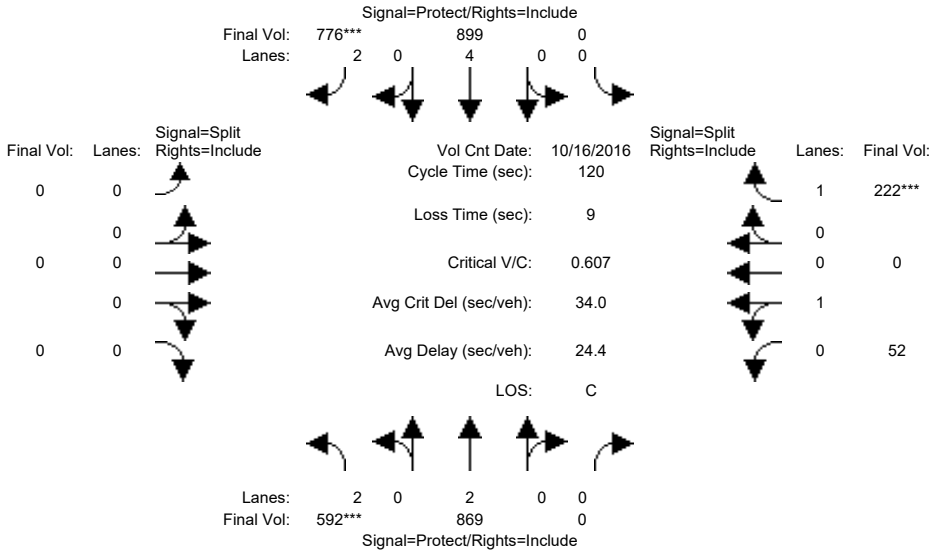
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Oct 2016 << 7:30-8:30												
Base Vol:	592	883	0	0	877	791	0	0	0	49	0	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	592	883	0	0	877	791	0	0	0	49	0	241
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	592	883	0	0	877	791	0	0	0	49	0	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	592	883	0	0	877	791	0	0	0	49	0	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	592	883	0	0	877	791	0	0	0	49	0	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	592	883	0	0	877	791	0	0	0	49	0	241
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	0.83	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	3150	3800	0	0	7600	3150	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.23	0.00	0.00	0.12	0.25	0.00	0.00	0.00	0.03	0.00	0.14
Crit Moves:	****					****						****
Green Time:	36.2	84.5	0.0	0.0	48.3	48.3	0.0	0.0	0.0	26.5	0.0	26.5
Volume/Cap:	0.62	0.33	0.00	0.00	0.29	0.62	0.00	0.00	0.00	0.12	0.00	0.62
Delay/Veh:	37.4	6.9	0.0	0.0	24.2	29.6	0.0	0.0	0.0	37.6	0.0	45.4
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:	37.4	6.9	0.0	0.0	24.2	29.6	0.0	0.0	0.0	37.6	0.0	45.4
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	11	6	0	0	5	14	0	0	0	2	0	9

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3021: 101/OAKLAND (N)



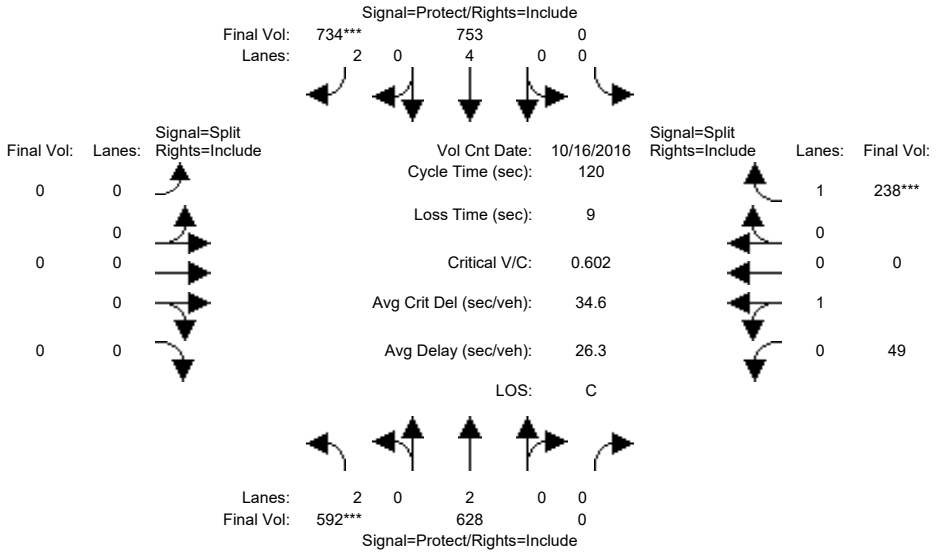
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Oct 2016 << 7:30-8:30												
Base Vol:	592	869	0	0	899	776	0	0	0	52	0	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	592	869	0	0	899	776	0	0	0	52	0	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	592	869	0	0	899	776	0	0	0	52	0	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	592	869	0	0	899	776	0	0	0	52	0	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	592	869	0	0	899	776	0	0	0	52	0	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	592	869	0	0	899	776	0	0	0	52	0	222
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	0.83	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	3150	3800	0	0	7600	3150	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.23	0.00	0.00	0.12	0.25	0.00	0.00	0.00	0.03	0.00	0.13
Crit Moves:	****					****						****
Green Time:	37.2	85.9	0.0	0.0	48.7	48.7	0.0	0.0	0.0	25.1	0.0	25.1
Volume/Cap:	0.61	0.32	0.00	0.00	0.29	0.61	0.00	0.00	0.00	0.14	0.00	0.61
Delay/Veh:	36.3	6.3	0.0	0.0	24.1	28.9	0.0	0.0	0.0	38.8	0.0	45.9
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:	36.3	6.3	0.0	0.0	24.1	28.9	0.0	0.0	0.0	38.8	0.0	45.9
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	11	6	0	0	5	14	0	0	0	2	0	9

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #3021: 101/OAKLAND (N)



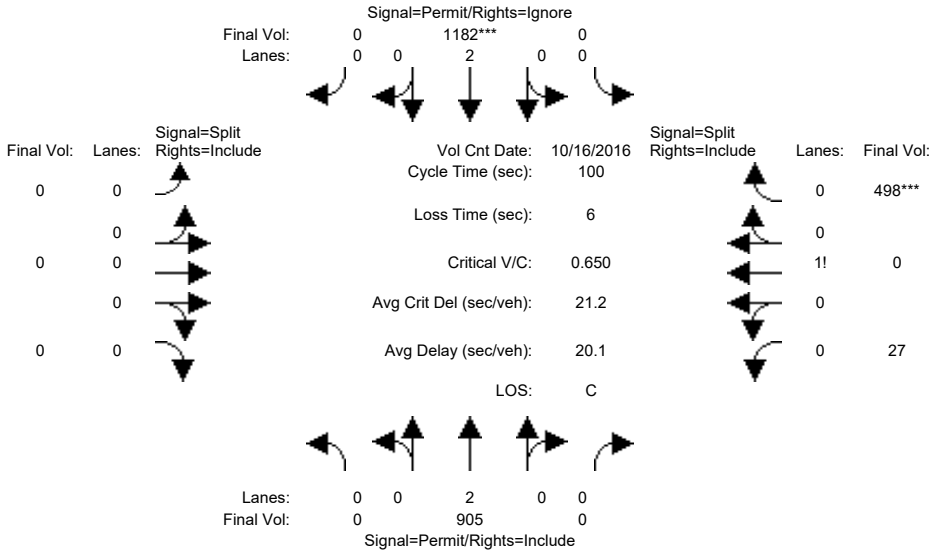
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Oct 2016 << 7:30-8:30												
Base Vol:	592	628	0	0	753	734	0	0	0	49	0	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	592	628	0	0	753	734	0	0	0	49	0	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	592	628	0	0	753	734	0	0	0	49	0	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	592	628	0	0	753	734	0	0	0	49	0	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	592	628	0	0	753	734	0	0	0	49	0	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	592	628	0	0	753	734	0	0	0	49	0	238
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	0.83	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	3150	3800	0	0	7600	3150	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.17	0.00	0.00	0.10	0.23	0.00	0.00	0.00	0.03	0.00	0.14
Crit Moves:	****					****						****
Green Time:	37.5	83.9	0.0	0.0	46.4	46.4	0.0	0.0	0.0	27.1	0.0	27.1
Volume/Cap:	0.60	0.24	0.00	0.00	0.26	0.60	0.00	0.00	0.00	0.12	0.00	0.60
Delay/Veh:	36.0	6.6	0.0	0.0	25.1	30.2	0.0	0.0	0.0	37.1	0.0	44.2
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:	36.0	6.6	0.0	0.0	25.1	30.2	0.0	0.0	0.0	37.1	0.0	44.2
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	11	4	0	0	5	13	0	0	0	2	0	9

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3021: 101/OAKLAND (N)



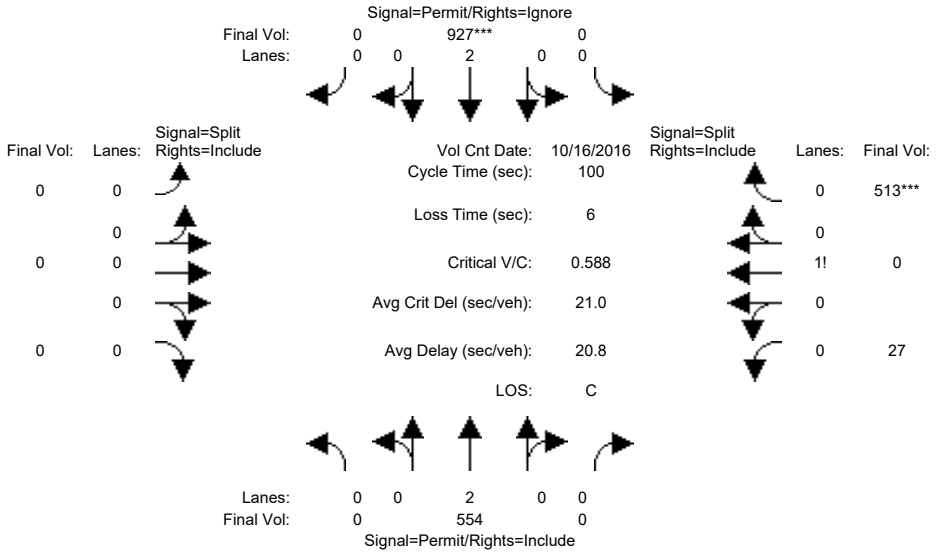
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Oct 2016 << 7:30-8:30												
Base Vol:	0	905	0	0	1182	0	0	0	0	27	0	498
Growth Adj:	1.00	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	905	0	0	1182	0	0	0	0	27	0	498
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	905	0	0	1182	0	0	0	0	27	0	498
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	905	0	0	1182	0	0	0	0	27	0	498
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	905	0	0	1182	0	0	0	0	27	0	498
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	905	0	0	1182	0	0	0	0	27	0	498
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	0.92	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.05	0.00	0.95
Final Sat.:	0	3800	0	0	3800	0	0	0	0	90	0	1660
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Crit Moves:					****							****
Green Time:	0.0	47.9	0.0	0.0	47.9	0.0	0.0	0.0	0.0	46.1	0.0	46.1
Volume/Cap:	0.00	0.50	0.00	0.00	0.65	0.00	0.00	0.00	0.00	0.65	0.00	0.65
Delay/Veh:	0.0	18.1	0.0	0.0	20.6	0.0	0.0	0.0	0.0	22.6	0.0	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.1	0.0	0.0	20.6	0.0	0.0	0.0	0.0	22.6	0.0	22.6
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	C
HCM2kAvgQ:	0	9	0	0	14	0	0	0	0	14	0	14

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #3021: 101/OAKLAND (N)



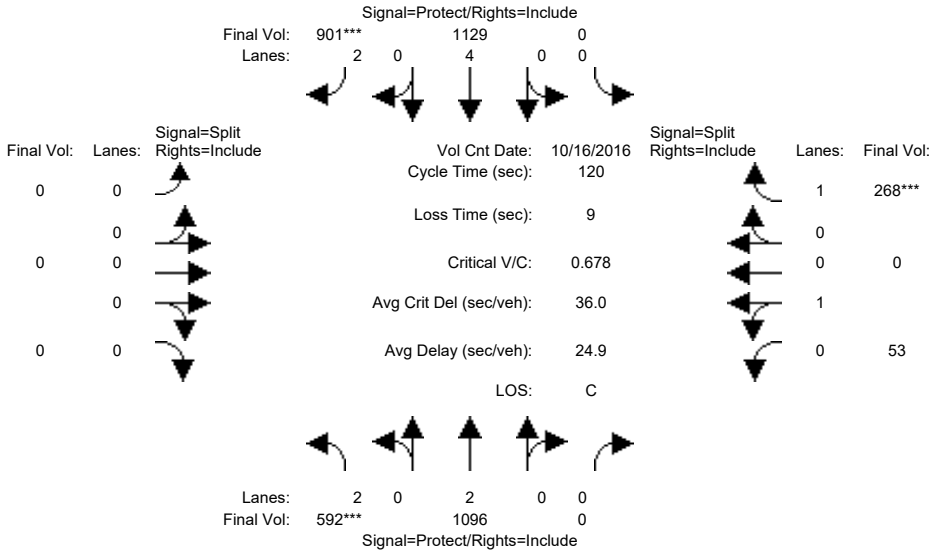
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Oct 2016 << 7:30-8:30												
Base Vol:	0	554	0	0	927	0	0	0	0	27	0	513
Growth Adj:	1.00	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	554	0	0	927	0	0	0	0	27	0	513
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	554	0	0	927	0	0	0	0	27	0	513
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	554	0	0	927	0	0	0	0	27	0	513
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	554	0	0	927	0	0	0	0	27	0	513
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	554	0	0	927	0	0	0	0	27	0	513
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	0.92	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.05	0.00	0.95
Final Sat.:	0	3800	0	0	3800	0	0	0	0	88	0	1663
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Crit Moves:					****							****
Green Time:	0.0	41.5	0.0	0.0	41.5	0.0	0.0	0.0	0.0	52.5	0.0	52.5
Volume/Cap:	0.00	0.35	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.59	0.00	0.59
Delay/Veh:	0.0	20.2	0.0	0.0	23.2	0.0	0.0	0.0	0.0	17.3	0.0	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.2	0.0	0.0	23.2	0.0	0.0	0.0	0.0	17.3	0.0	17.3
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	B
HCM2kAvgQ:	0	6	0	0	11	0	0	0	0	13	0	13

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3021: 101/OAKLAND (N)



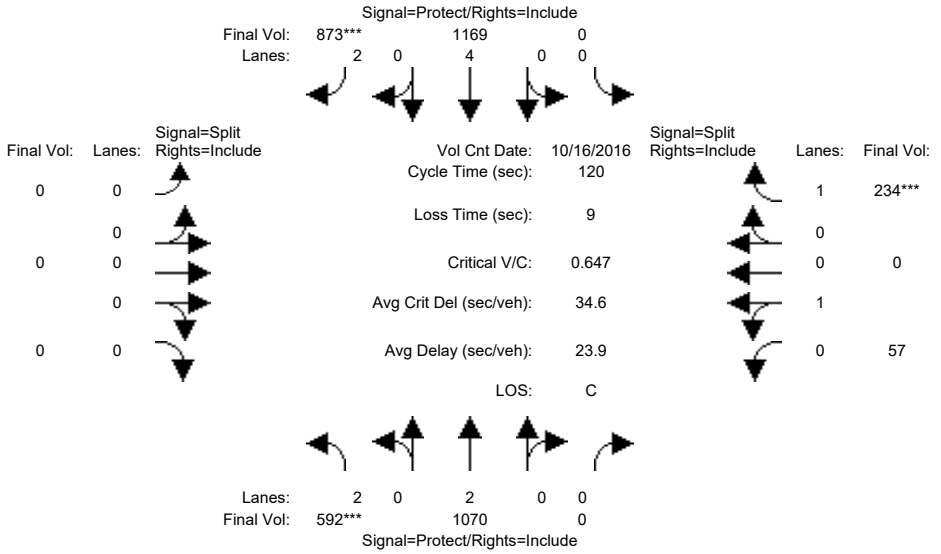
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Oct 2016 << 7:30-8:30												
Base Vol:	592	1096	0	0	1129	901	0	0	0	53	0	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	592	1096	0	0	1129	901	0	0	0	53	0	268
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	592	1096	0	0	1129	901	0	0	0	53	0	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	592	1096	0	0	1129	901	0	0	0	53	0	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	592	1096	0	0	1129	901	0	0	0	53	0	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	592	1096	0	0	1129	901	0	0	0	53	0	268
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	0.83	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	3150	3800	0	0	7600	3150	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.29	0.00	0.00	0.15	0.29	0.00	0.00	0.00	0.03	0.00	0.15
Crit Moves:	****					****						****
Green Time:	33.3	83.9	0.0	0.0	50.6	50.6	0.0	0.0	0.0	27.1	0.0	27.1
Volume/Cap:	0.68	0.41	0.00	0.00	0.35	0.68	0.00	0.00	0.00	0.13	0.00	0.68
Delay/Veh:	40.8	7.7	0.0	0.0	23.6	29.5	0.0	0.0	0.0	37.2	0.0	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	7.7	0.0	0.0	23.6	29.5	0.0	0.0	0.0	37.2	0.0	47.1
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	12	8	0	0	7	17	0	0	0	2	0	11

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3021: 101/OAKLAND (N)



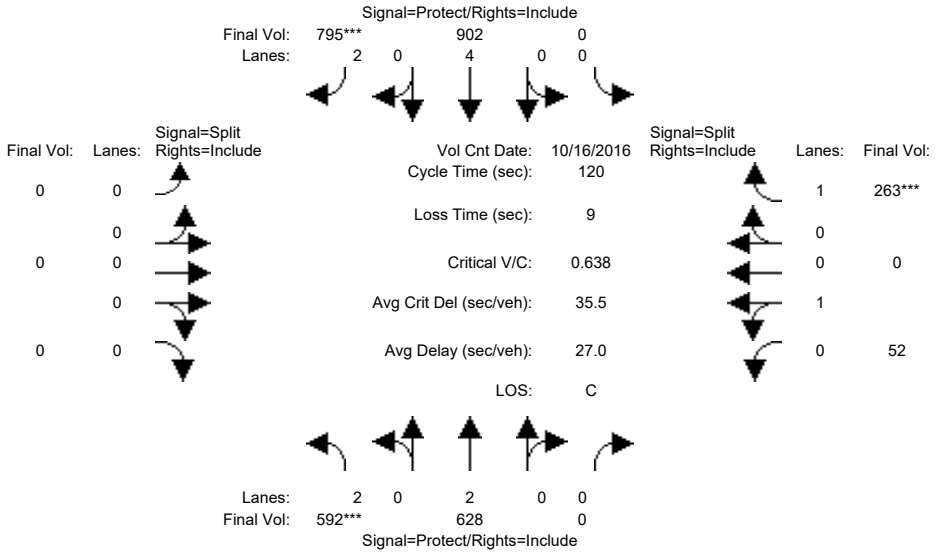
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Oct 2016 << 7:30-8:30												
Base Vol:	592	1070	0	0	1169	873	0	0	0	57	0	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	592	1070	0	0	1169	873	0	0	0	57	0	234
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	592	1070	0	0	1169	873	0	0	0	57	0	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	592	1070	0	0	1169	873	0	0	0	57	0	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	592	1070	0	0	1169	873	0	0	0	57	0	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	592	1070	0	0	1169	873	0	0	0	57	0	234
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	0.83	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	3150	3800	0	0	7600	3150	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.28	0.00	0.00	0.15	0.28	0.00	0.00	0.00	0.03	0.00	0.13
Crit Moves:	****					****						****
Green Time:	34.8	86.2	0.0	0.0	51.4	51.4	0.0	0.0	0.0	24.8	0.0	24.8
Volume/Cap:	0.65	0.39	0.00	0.00	0.36	0.65	0.00	0.00	0.00	0.15	0.00	0.65
Delay/Veh:	38.8	6.7	0.0	0.0	23.3	28.3	0.0	0.0	0.0	39.2	0.0	47.7
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:	38.8	6.7	0.0	0.0	23.3	28.3	0.0	0.0	0.0	39.2	0.0	47.7
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	11	8	0	0	7	16	0	0	0	2	0	9

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #3021: 101/OAKLAND (N)



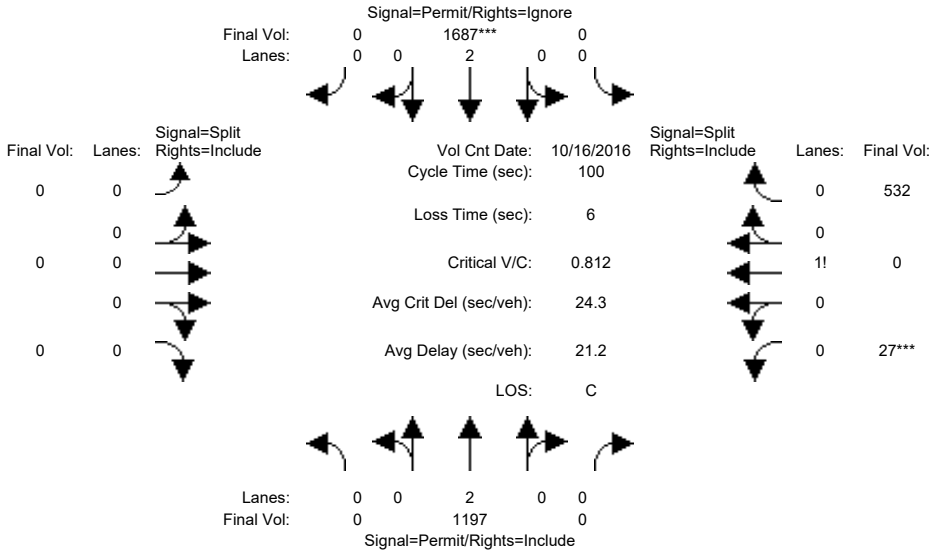
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Oct 2016 << 7:30-8:30												
Base Vol:	592	628	0	0	902	795	0	0	0	52	0	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	592	628	0	0	902	795	0	0	0	52	0	263
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	592	628	0	0	902	795	0	0	0	52	0	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	592	628	0	0	902	795	0	0	0	52	0	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	592	628	0	0	902	795	0	0	0	52	0	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	592	628	0	0	902	795	0	0	0	52	0	263
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	0.83	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	3150	3800	0	0	7600	3150	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.17	0.00	0.00	0.12	0.25	0.00	0.00	0.00	0.03	0.00	0.15
Crit Moves:	****					****						****
Green Time:	35.3	82.8	0.0	0.0	47.4	47.4	0.0	0.0	0.0	28.2	0.0	28.2
Volume/Cap:	0.64	0.24	0.00	0.00	0.30	0.64	0.00	0.00	0.00	0.12	0.00	0.64
Delay/Veh:	38.3	7.0	0.0	0.0	25.0	30.5	0.0	0.0	0.0	36.3	0.0	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	7.0	0.0	0.0	25.0	30.5	0.0	0.0	0.0	36.3	0.0	44.6
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	11	4	0	0	6	15	0	0	0	2	0	10

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3021: 101/OAKLAND (N)



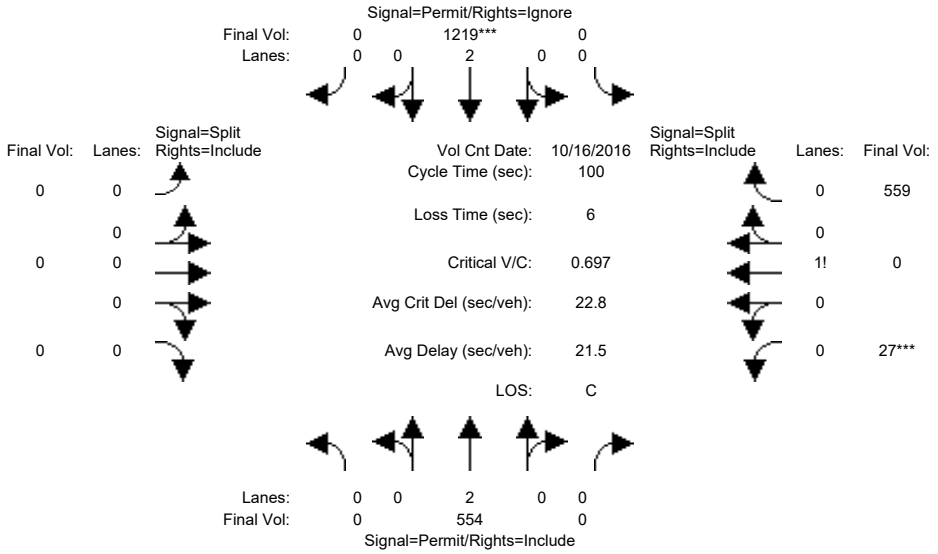
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Oct 2016 << 7:30-8:30												
Base Vol:	0	1197	0	0	1687	0	0	0	0	27	0	532
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1197	0	0	1687	0	0	0	0	27	0	532
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1197	0	0	1687	0	0	0	0	27	0	532
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1197	0	0	1687	0	0	0	0	27	0	532
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1197	0	0	1687	0	0	0	0	27	0	532
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1197	0	0	1687	0	0	0	0	27	0	532
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	0.92	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.05	0.00	0.95
Final Sat.:	0	3800	0	0	3800	0	0	0	0	85	0	1665
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Crit Moves:					****					****		
Green Time:	0.0	54.7	0.0	0.0	54.7	0.0	0.0	0.0	0.0	39.3	0.0	39.3
Volume/Cap:	0.00	0.58	0.00	0.00	0.81	0.00	0.00	0.00	0.00	0.81	0.00	0.81
Delay/Veh:	0.0	15.4	0.0	0.0	21.0	0.0	0.0	0.0	0.0	34.3	0.0	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.4	0.0	0.0	21.0	0.0	0.0	0.0	0.0	34.3	0.0	34.3
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	C
HCM2kAvgQ:	0	12	0	0	23	0	0	0	0	19	0	19

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #3021: 101/OAKLAND (N)



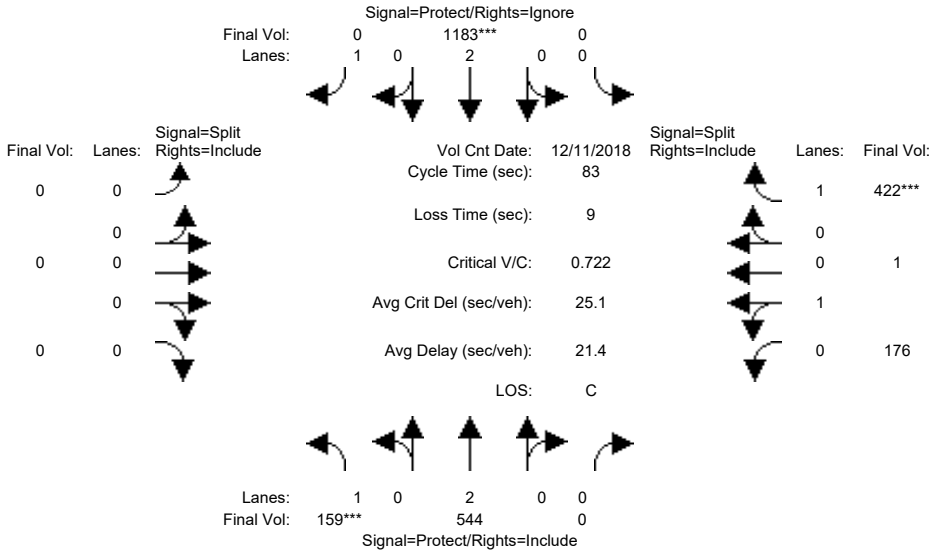
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Oct 2016 << 7:30-8:30												
Base Vol:	0	554	0	0	1219	0	0	0	0	27	0	559
Growth Adj:	1.00	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	554	0	0	1219	0	0	0	0	27	0	559
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	554	0	0	1219	0	0	0	0	27	0	559
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	554	0	0	1219	0	0	0	0	27	0	559
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	554	0	0	1219	0	0	0	0	27	0	559
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	554	0	0	1219	0	0	0	0	27	0	559
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	0.92	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.05	0.00	0.95
Final Sat.:	0	3800	0	0	3800	0	0	0	0	81	0	1669
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Crit Moves:					****					****		
Green Time:	0.0	46.0	0.0	0.0	46.0	0.0	0.0	0.0	0.0	48.0	0.0	48.0
Volume/Cap:	0.00	0.32	0.00	0.00	0.70	0.00	0.00	0.00	0.00	0.70	0.00	0.70
Delay/Veh:	0.0	17.2	0.0	0.0	22.7	0.0	0.0	0.0	0.0	22.9	0.0	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.2	0.0	0.0	22.7	0.0	0.0	0.0	0.0	22.9	0.0	22.9
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	0	0	16	0	0	0	0	16	0	16

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

Market Park South Village Development

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

Intersection #3021: 101/OAKLAND (N)



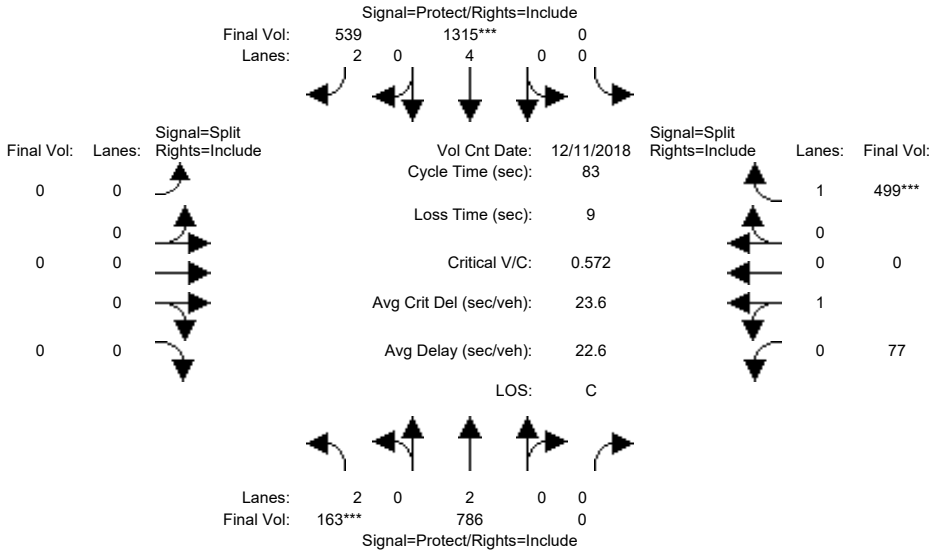
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	159	544	0	0	1183	389	0	0	0	176	1	422
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	544	0	0	1183	389	0	0	0	176	1	422
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	544	0	0	1183	389	0	0	0	176	1	422
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:	159	544	0	0	1183	0	0	0	0	176	1	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	544	0	0	1183	0	0	0	0	176	1	422
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:	159	544	0	0	1183	0	0	0	0	176	1	422
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	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1790	10	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.10	0.10	0.24
Crit Moves:	****				****							****
Green Time:	10.5	46.3	0.0	0.0	35.8	0.0	0.0	0.0	0.0	27.7	27.7	27.7
Volume/Cap:	0.72	0.26	0.00	0.00	0.72	0.00	0.00	0.00	0.00	0.29	0.29	0.72
Delay/Veh:	46.0	9.6	0.0	0.0	21.1	0.0	0.0	0.0	0.0	20.7	20.7	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	9.6	0.0	0.0	21.1	0.0	0.0	0.0	0.0	20.7	20.7	28.6
LOS by Move:	D	A	A	A	C	A	A	A	A	C	C	C
HCM2kAvgQ:	4	3	0	0	14	0	0	0	0	4	4	12

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3021: 101/OAKLAND (N)



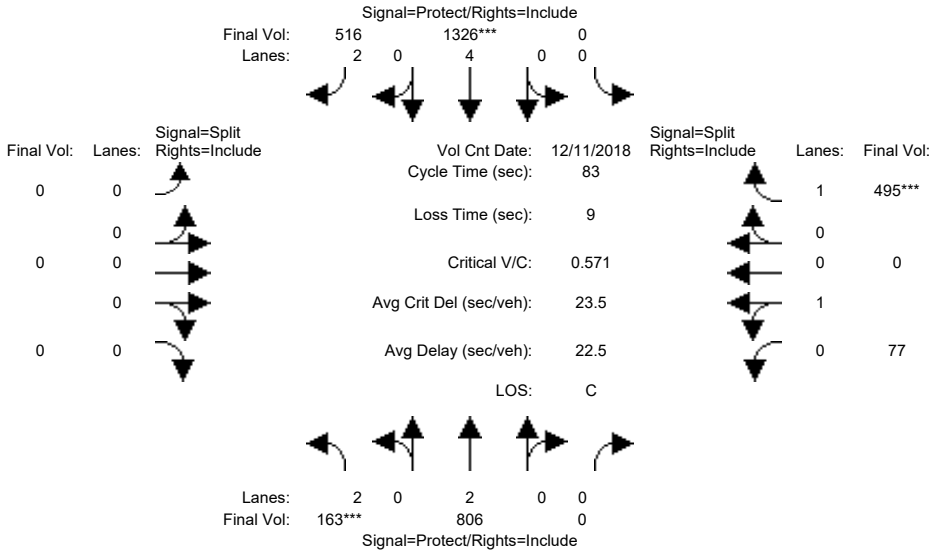
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	163	786	0	0	1315	539	0	0	0	77	0	499
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	786	0	0	1315	539	0	0	0	77	0	499
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	786	0	0	1315	539	0	0	0	77	0	499
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	786	0	0	1315	539	0	0	0	77	0	499
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	786	0	0	1315	539	0	0	0	77	0	499
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	786	0	0	1315	539	0	0	0	77	0	499
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	0.83	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	3150	3800	0	0	7600	3150	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.04	0.00	0.29
Crit Moves:	****				****							****
Green Time:	7.5	32.6	0.0	0.0	25.1	25.1	0.0	0.0	0.0	41.4	0.0	41.4
Volume/Cap:	0.57	0.53	0.00	0.00	0.57	0.57	0.00	0.00	0.00	0.09	0.00	0.57
Delay/Veh:	39.0	19.6	0.0	0.0	24.8	25.2	0.0	0.0	0.0	10.9	0.0	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	19.6	0.0	0.0	24.8	25.2	0.0	0.0	0.0	10.9	0.0	15.5
LOS by Move:	D	B	A	A	C	C	A	A	A	B	A	B
HCM2kAvgQ:	2	8	0	0	8	8	0	0	0	1	0	10

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3021: 101/OAKLAND (N)



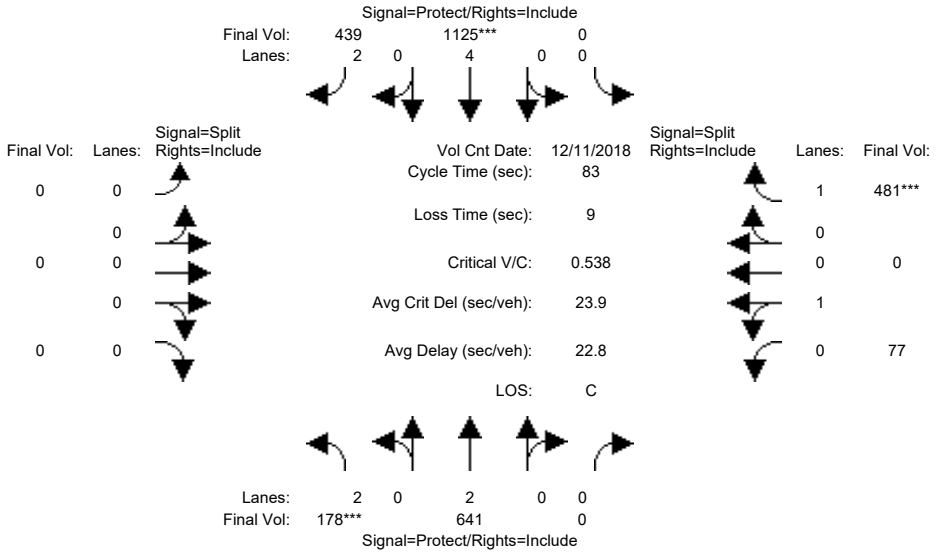
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	163	806	0	0	1326	516	0	0	0	77	0	495
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	806	0	0	1326	516	0	0	0	77	0	495
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	806	0	0	1326	516	0	0	0	77	0	495
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	806	0	0	1326	516	0	0	0	77	0	495
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	806	0	0	1326	516	0	0	0	77	0	495
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	806	0	0	1326	516	0	0	0	77	0	495
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	0.83	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	3150	3800	0	0	7600	3150	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.00	0.00	0.17	0.16	0.00	0.00	0.00	0.04	0.00	0.28
Crit Moves:	****				****							****
Green Time:	7.5	32.9	0.0	0.0	25.4	25.4	0.0	0.0	0.0	41.1	0.0	41.1
Volume/Cap:	0.57	0.54	0.00	0.00	0.57	0.54	0.00	0.00	0.00	0.09	0.00	0.57
Delay/Veh:	39.0	19.6	0.0	0.0	24.6	24.5	0.0	0.0	0.0	11.1	0.0	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	19.6	0.0	0.0	24.6	24.5	0.0	0.0	0.0	11.1	0.0	15.7
LOS by Move:	D	B	A	A	C	C	A	A	A	B	A	B
HCM2kAvgQ:	2	8	0	0	8	7	0	0	0	1	0	10

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #3021: 101/OAKLAND (N)



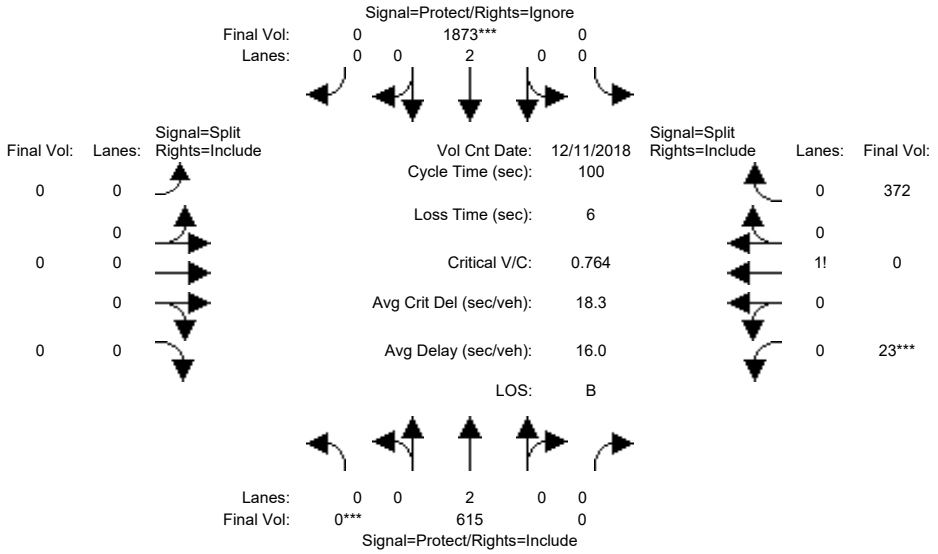
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	178	641	0	0	1125	439	0	0	0	77	0	481
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	641	0	0	1125	439	0	0	0	77	0	481
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	641	0	0	1125	439	0	0	0	77	0	481
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	641	0	0	1125	439	0	0	0	77	0	481
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	641	0	0	1125	439	0	0	0	77	0	481
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	641	0	0	1125	439	0	0	0	77	0	481
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	0.83	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	3150	3800	0	0	7600	3150	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.00	0.00	0.15	0.14	0.00	0.00	0.00	0.04	0.00	0.27
Crit Moves:	****				****							****
Green Time:	8.7	31.6	0.0	0.0	22.8	22.8	0.0	0.0	0.0	42.4	0.0	42.4
Volume/Cap:	0.54	0.44	0.00	0.00	0.54	0.51	0.00	0.00	0.00	0.08	0.00	0.54
Delay/Veh:	37.0	19.4	0.0	0.0	25.9	25.8	0.0	0.0	0.0	10.4	0.0	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	19.4	0.0	0.0	25.9	25.8	0.0	0.0	0.0	10.4	0.0	14.3
LOS by Move:	D	B	A	A	C	C	A	A	A	B	A	B
HCM2kAvgQ:	3	6	0	0	7	6	0	0	0	1	0	9

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3021: 101/OAKLAND (N)



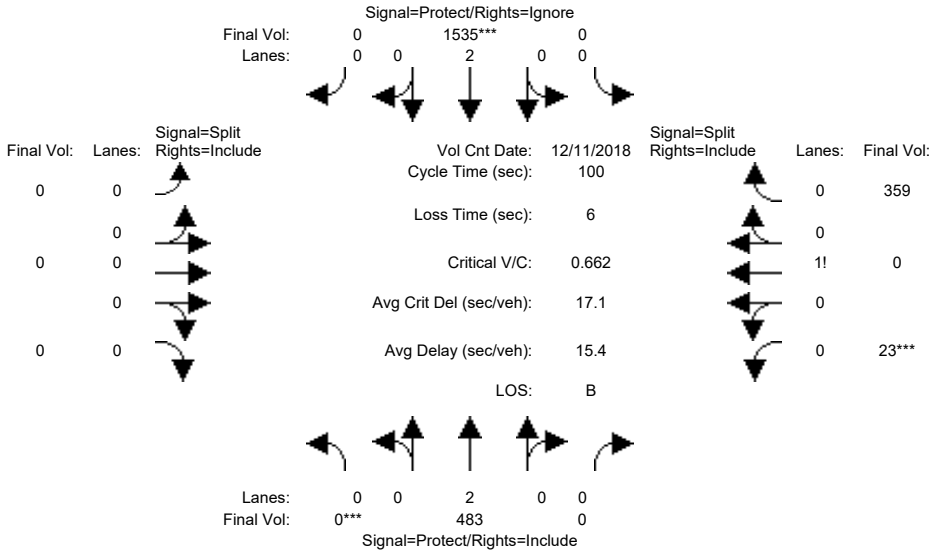
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	0	615	0	0	1873	0	0	0	0	23	0	372
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	615	0	0	1873	0	0	0	0	23	0	372
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	615	0	0	1873	0	0	0	0	23	0	372
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	615	0	0	1873	0	0	0	0	23	0	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	615	0	0	1873	0	0	0	0	23	0	372
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	615	0	0	1873	0	0	0	0	23	0	372
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	0.92	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.06	0.00	0.94
Final Sat.:	0	3800	0	0	3800	0	0	0	0	102	0	1648
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Crit Moves:	****				****					****		
Green Time:	0.0	64.5	0.0	0.0	64.5	0.0	0.0	0.0	0.0	29.5	0.0	29.5
Volume/Cap:	0.00	0.25	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.76	0.00	0.76
Delay/Veh:	0.0	7.6	0.0	0.0	13.9	0.0	0.0	0.0	0.0	38.8	0.0	38.8
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	7.6	0.0	0.0	13.9	0.0	0.0	0.0	0.0	38.8	0.0	38.8
LOS by Move:	A	A	A	A	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	4	0	0	21	0	0	0	0	14	0	14

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #3021: 101/OAKLAND (N)



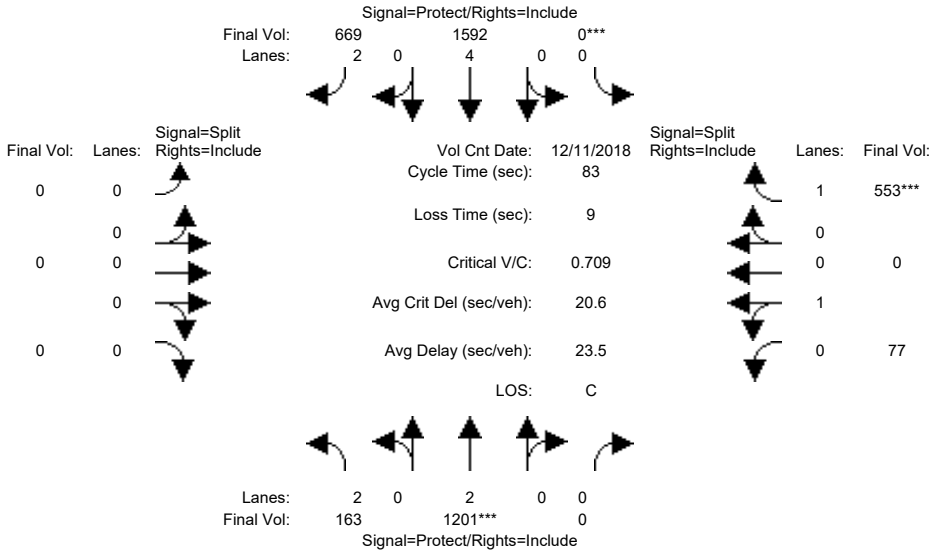
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	0	483	0	0	1535	0	0	0	0	23	0	359
Growth Adj:	1.00	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	483	0	0	1535	0	0	0	0	23	0	359
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	483	0	0	1535	0	0	0	0	23	0	359
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	483	0	0	1535	0	0	0	0	23	0	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	483	0	0	1535	0	0	0	0	23	0	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	483	0	0	1535	0	0	0	0	23	0	359
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	0.92	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.06	0.00	0.94
Final Sat.:	0	3800	0	0	3800	0	0	0	0	105	0	1645
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Crit Moves:	****				****					****		
Green Time:	0.0	61.0	0.0	0.0	61.0	0.0	0.0	0.0	0.0	33.0	0.0	33.0
Volume/Cap:	0.00	0.21	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.00	0.66
Delay/Veh:	0.0	8.7	0.0	0.0	13.5	0.0	0.0	0.0	0.0	31.6	0.0	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.7	0.0	0.0	13.5	0.0	0.0	0.0	0.0	31.6	0.0	31.6
LOS by Move:	A	A	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	3	0	0	16	0	0	0	0	12	0	12

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3021: 101/OAKLAND (N)



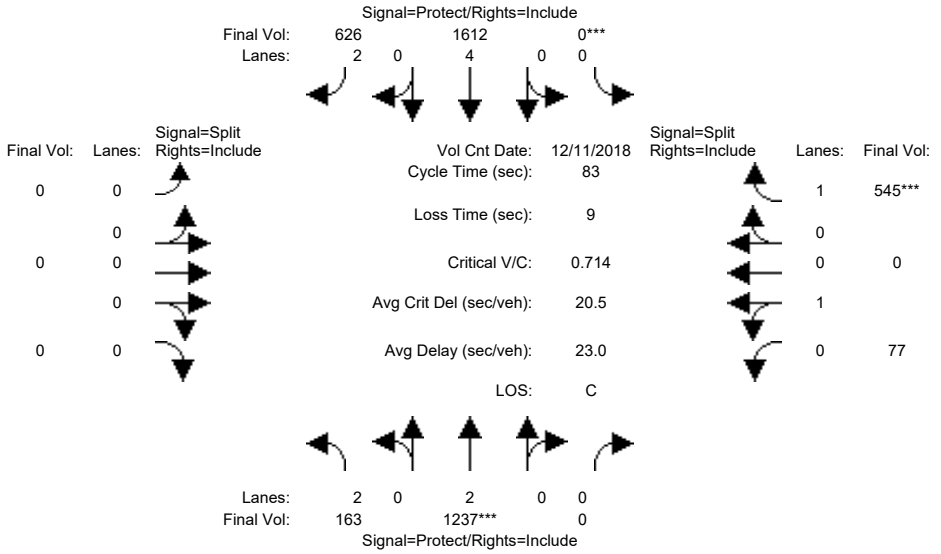
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	163	1201	0	0	1592	669	0	0	0	77	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:	163	1201	0	0	1592	669	0	0	0	77	0	553
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	1201	0	0	1592	669	0	0	0	77	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:	163	1201	0	0	1592	669	0	0	0	77	0	553
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1201	0	0	1592	669	0	0	0	77	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
FinalVolume:	163	1201	0	0	1592	669	0	0	0	77	0	553
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	0.83	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	3150	3800	0	0	7600	3150	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.04	0.00	0.32
Crit Moves:		****		****								****
Green Time:	10.5	37.0	0.0	0.0	26.5	26.5	0.0	0.0	0.0	37.0	0.0	37.0
Volume/Cap:	0.41	0.71	0.00	0.00	0.66	0.67	0.00	0.00	0.00	0.10	0.00	0.71
Delay/Veh:	34.1	20.0	0.0	0.0	25.0	26.1	0.0	0.0	0.0	13.4	0.0	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	20.0	0.0	0.0	25.0	26.1	0.0	0.0	0.0	13.4	0.0	21.7
LOS by Move:	C	C	A	A	C	C	A	A	A	B	A	C
HCM2kAvgQ:	2	13	0	0	10	10	0	0	0	1	0	13

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3021: 101/OAKLAND (N)



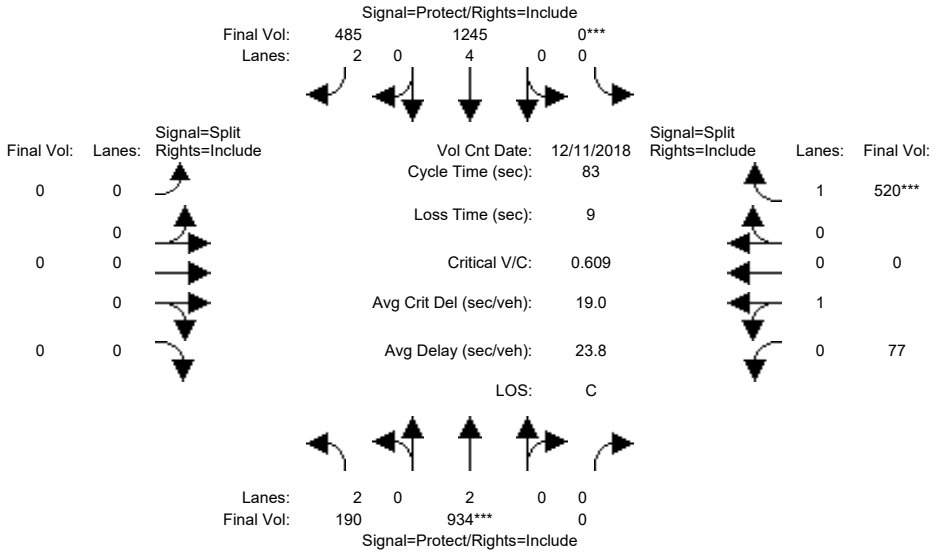
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	163	1237	0	0	1612	626	0	0	0	77	0	545
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	1237	0	0	1612	626	0	0	0	77	0	545
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	1237	0	0	1612	626	0	0	0	77	0	545
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	1237	0	0	1612	626	0	0	0	77	0	545
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1237	0	0	1612	626	0	0	0	77	0	545
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	1237	0	0	1612	626	0	0	0	77	0	545
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	0.83	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	3150	3800	0	0	7600	3150	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.00	0.00	0.21	0.20	0.00	0.00	0.00	0.04	0.00	0.31
Crit Moves:		****		****								****
Green Time:	10.8	37.8	0.0	0.0	27.1	27.1	0.0	0.0	0.0	36.2	0.0	36.2
Volume/Cap:	0.40	0.71	0.00	0.00	0.65	0.61	0.00	0.00	0.00	0.10	0.00	0.71
Delay/Veh:	33.8	19.7	0.0	0.0	24.5	24.6	0.0	0.0	0.0	13.8	0.0	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	19.7	0.0	0.0	24.5	24.6	0.0	0.0	0.0	13.8	0.0	22.4
LOS by Move:	C	B	A	A	C	C	A	A	A	B	A	C
HCM2kAvgQ:	2	13	0	0	10	9	0	0	0	1	0	13

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #3021: 101/OAKLAND (N)



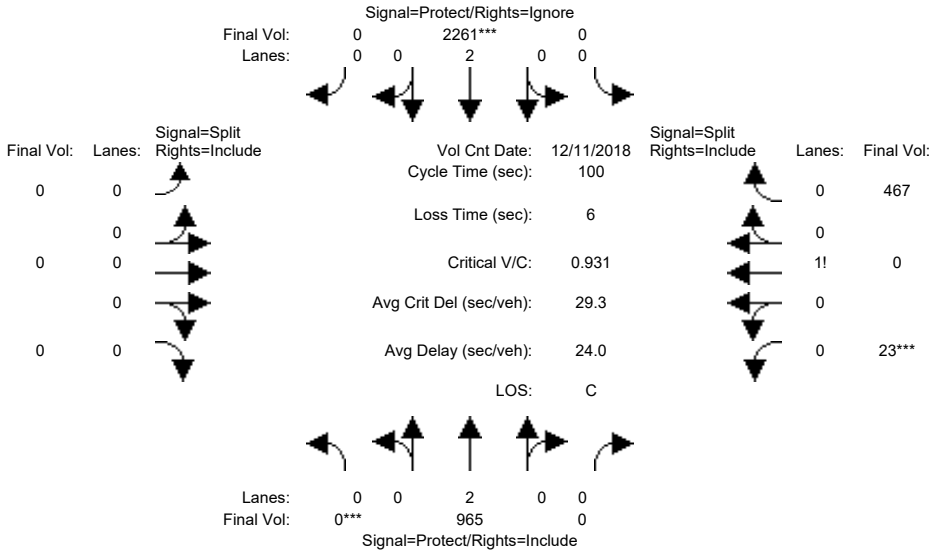
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	190	934	0	0	1245	485	0	0	0	77	0	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	934	0	0	1245	485	0	0	0	77	0	520
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	934	0	0	1245	485	0	0	0	77	0	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	934	0	0	1245	485	0	0	0	77	0	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	934	0	0	1245	485	0	0	0	77	0	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	934	0	0	1245	485	0	0	0	77	0	520
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	0.83	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	3150	3800	0	0	7600	3150	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.00	0.00	0.16	0.15	0.00	0.00	0.00	0.04	0.00	0.30
Crit Moves:		****		****								****
Green Time:	11.4	33.5	0.0	0.0	22.1	22.1	0.0	0.0	0.0	40.5	0.0	40.5
Volume/Cap:	0.44	0.61	0.00	0.00	0.61	0.58	0.00	0.00	0.00	0.09	0.00	0.61
Delay/Veh:	33.6	20.3	0.0	0.0	27.3	27.4	0.0	0.0	0.0	11.4	0.0	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	20.3	0.0	0.0	27.3	27.4	0.0	0.0	0.0	11.4	0.0	16.8
LOS by Move:	C	C	A	A	C	C	A	A	A	B	A	B
HCM2kAvgQ:	3	9	0	0	8	7	0	0	0	1	0	11

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3021: 101/OAKLAND (N)



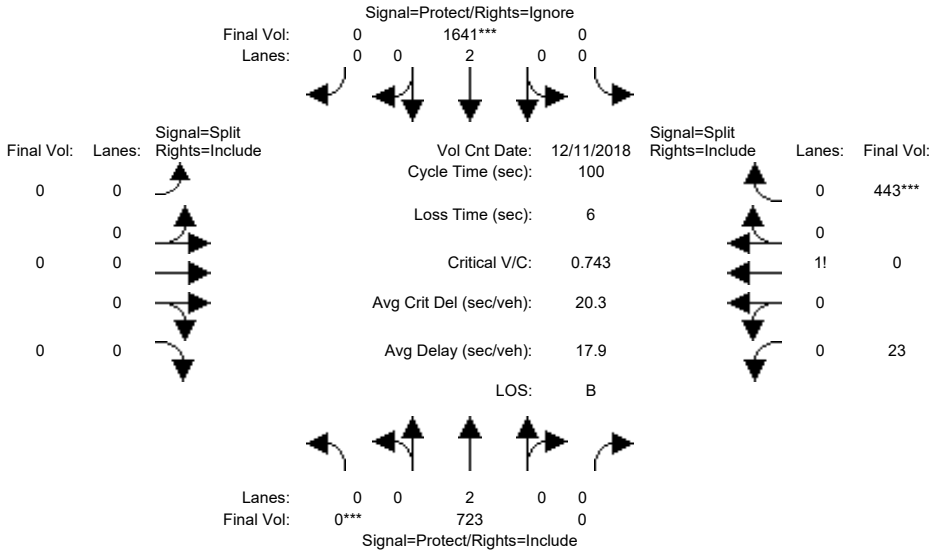
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	0	965	0	0	2261	0	0	0	0	23	0	467
Growth Adj:	1.00	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	965	0	0	2261	0	0	0	0	23	0	467
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	965	0	0	2261	0	0	0	0	23	0	467
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	965	0	0	2261	0	0	0	0	23	0	467
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	965	0	0	2261	0	0	0	0	23	0	467
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	965	0	0	2261	0	0	0	0	23	0	467
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	0.92	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.05	0.00	0.95
Final Sat.:	0	3800	0	0	3800	0	0	0	0	82	0	1668
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Crit Moves:	****				****					****		
Green Time:	0.0	63.9	0.0	0.0	63.9	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.40	0.00	0.00	0.93	0.00	0.00	0.00	0.00	0.93	0.00	0.93
Delay/Veh:	0.0	8.8	0.0	0.0	23.3	0.0	0.0	0.0	0.0	57.3	0.0	57.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.8	0.0	0.0	23.3	0.0	0.0	0.0	0.0	57.3	0.0	57.3
LOS by Move:	A	A	A	A	C	A	A	A	A	E	A	E
HCM2kAvgQ:	0	7	0	0	36	0	0	0	0	20	0	20

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #3021: 101/OAKLAND (N)



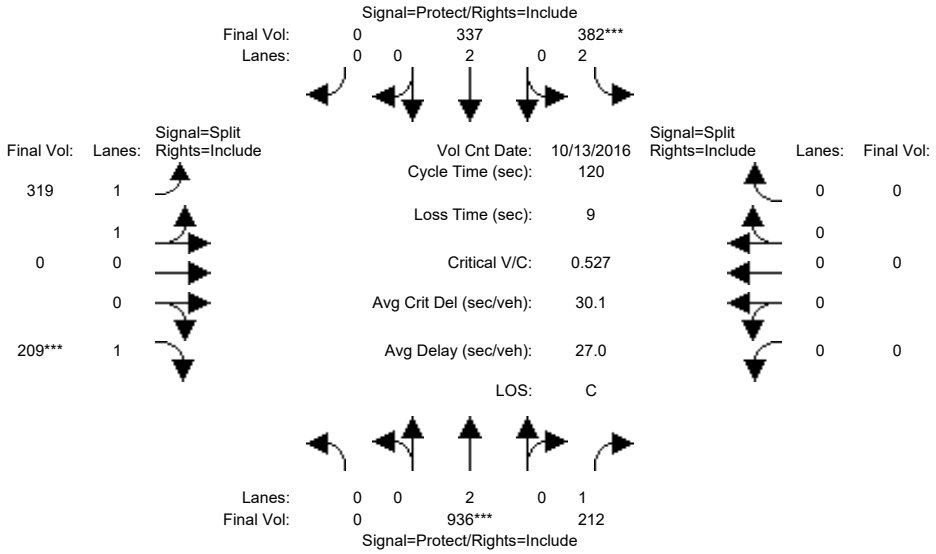
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	0	723	0	0	1641	0	0	0	0	23	0	443
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	723	0	0	1641	0	0	0	0	23	0	443
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	723	0	0	1641	0	0	0	0	23	0	443
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	723	0	0	1641	0	0	0	0	23	0	443
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	723	0	0	1641	0	0	0	0	23	0	443
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	723	0	0	1641	0	0	0	0	23	0	443
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	0.92	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.05	0.00	0.95
Final Sat.:	0	3800	0	0	3800	0	0	0	0	86	0	1664
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Crit Moves:	****				****							****
Green Time:	0.0	58.1	0.0	0.0	58.1	0.0	0.0	0.0	0.0	35.9	0.0	35.9
Volume/Cap:	0.00	0.33	0.00	0.00	0.74	0.00	0.00	0.00	0.00	0.74	0.00	0.74
Delay/Veh:	0.0	10.9	0.0	0.0	16.8	0.0	0.0	0.0	0.0	32.8	0.0	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	10.9	0.0	0.0	16.8	0.0	0.0	0.0	0.0	32.8	0.0	32.8
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	6	0	0	19	0	0	0	0	15	0	15

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

Market Park South Village Development

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

Intersection #3022: 101/OAKLAND (S)



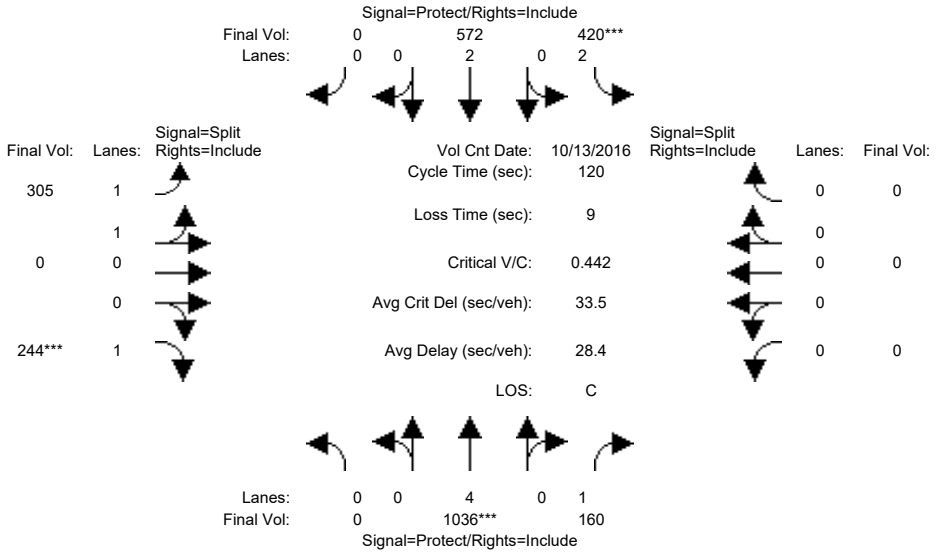
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30												
Base Vol:	0	936	212	382	337	0	319	0	209	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	936	212	382	337	0	319	0	209	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	936	212	382	337	0	319	0	209	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	936	212	382	337	0	319	0	209	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	936	212	382	337	0	319	0	209	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	936	212	382	337	0	319	0	209	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3550	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.12	0.12	0.09	0.00	0.09	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	56.1	56.1	27.6	83.8	0.0	27.2	0.0	27.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.26	0.53	0.13	0.00	0.40	0.00	0.53	0.00	0.00	0.00
Delay/Veh:	0.0	22.8	19.5	41.2	6.0	0.0	39.7	0.0	42.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.8	19.5	41.2	6.0	0.0	39.7	0.0	42.0	0.0	0.0	0.0
LOS by Move:	A	C	B	D	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	12	5	7	2	0	5	0	8	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3022: 101/OAKLAND (S)



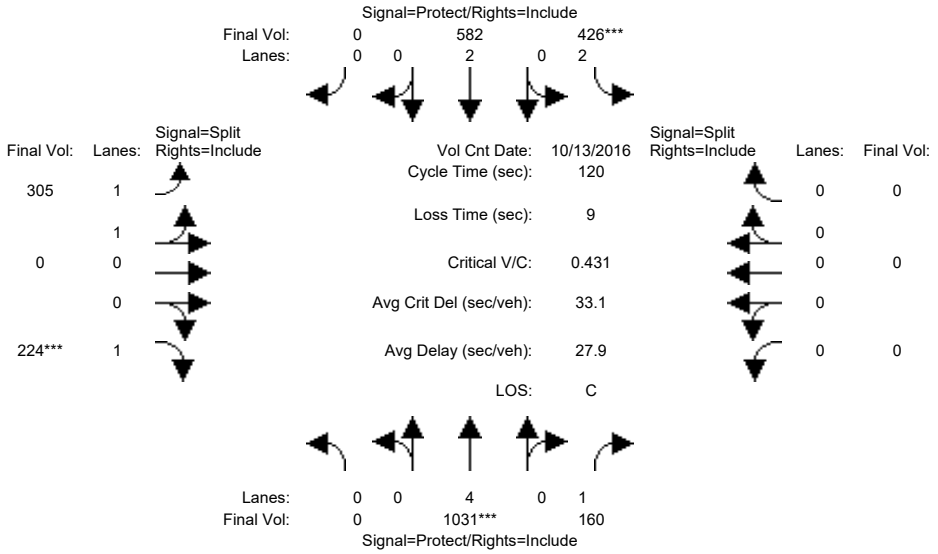
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30												
Base Vol:	0	1036	160	420	572	0	305	0	244	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1036	160	420	572	0	305	0	244	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1036	160	420	572	0	305	0	244	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1036	160	420	572	0	305	0	244	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1036	160	420	572	0	305	0	244	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1036	160	420	572	0	305	0	244	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	3150	3800	0	3550	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.09	0.13	0.15	0.00	0.09	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	37.0	37.0	36.2	73.2	0.0	37.8	0.0	37.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	0.30	0.44	0.25	0.00	0.27	0.00	0.44	0.00	0.00	0.00
Delay/Veh:	0.0	33.4	31.9	34.1	10.8	0.0	30.9	0.0	33.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.4	31.9	34.1	10.8	0.0	30.9	0.0	33.3	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	7	5	7	5	0	4	0	8	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3022: 101/OAKLAND (S)



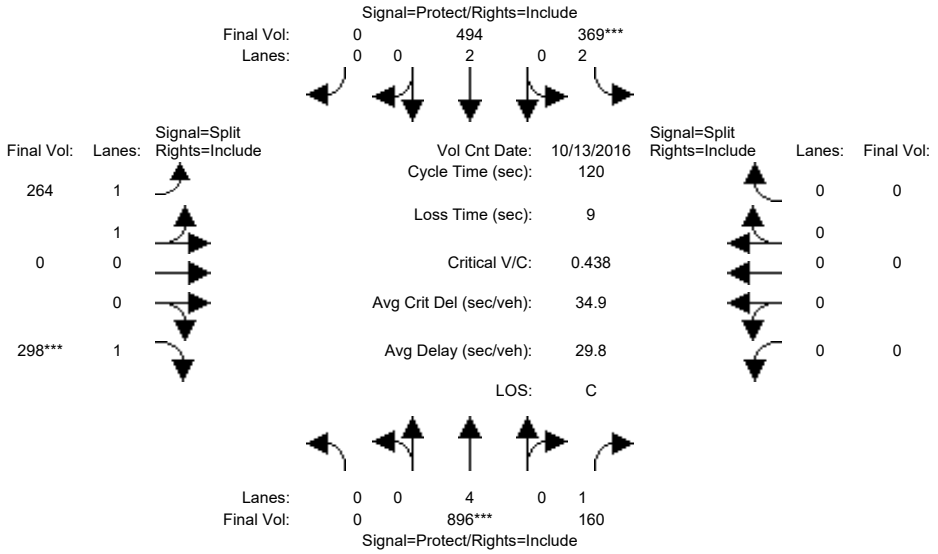
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30												
Base Vol:	0	1031	160	426	582	0	305	0	224	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1031	160	426	582	0	305	0	224	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1031	160	426	582	0	305	0	224	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1031	160	426	582	0	305	0	224	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1031	160	426	582	0	305	0	224	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1031	160	426	582	0	305	0	224	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	3150	3800	0	3550	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.09	0.14	0.15	0.00	0.09	0.00	0.13	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	37.7	37.7	37.6	75.4	0.0	35.6	0.0	35.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.43	0.29	0.43	0.24	0.00	0.29	0.00	0.43	0.00	0.00	0.00
Delay/Veh:	0.0	32.7	31.3	33.0	9.8	0.0	32.6	0.0	34.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.7	31.3	33.0	9.8	0.0	32.6	0.0	34.6	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	7	5	7	5	0	5	0	7	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #3022: 101/OAKLAND (S)



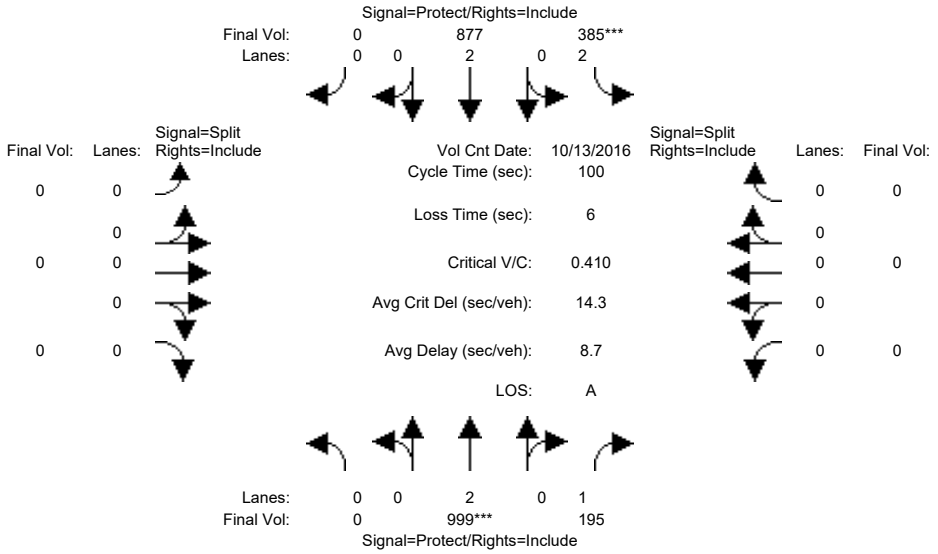
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30												
Base Vol:	0	896	160	369	494	0	264	0	298	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	896	160	369	494	0	264	0	298	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	896	160	369	494	0	264	0	298	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	896	160	369	494	0	264	0	298	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	896	160	369	494	0	264	0	298	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	896	160	369	494	0	264	0	298	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	3150	3800	0	3550	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.09	0.12	0.13	0.00	0.07	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	32.3	32.3	32.1	64.4	0.0	46.6	0.0	46.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	0.34	0.44	0.24	0.00	0.19	0.00	0.44	0.00	0.00	0.00
Delay/Veh:	0.0	36.5	35.7	36.8	14.9	0.0	24.3	0.0	27.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.5	35.7	36.8	14.9	0.0	24.3	0.0	27.5	0.0	0.0	0.0
LOS by Move:	A	D	D	D	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	6	5	7	5	0	3	0	9	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3022: 101/OAKLAND (S)



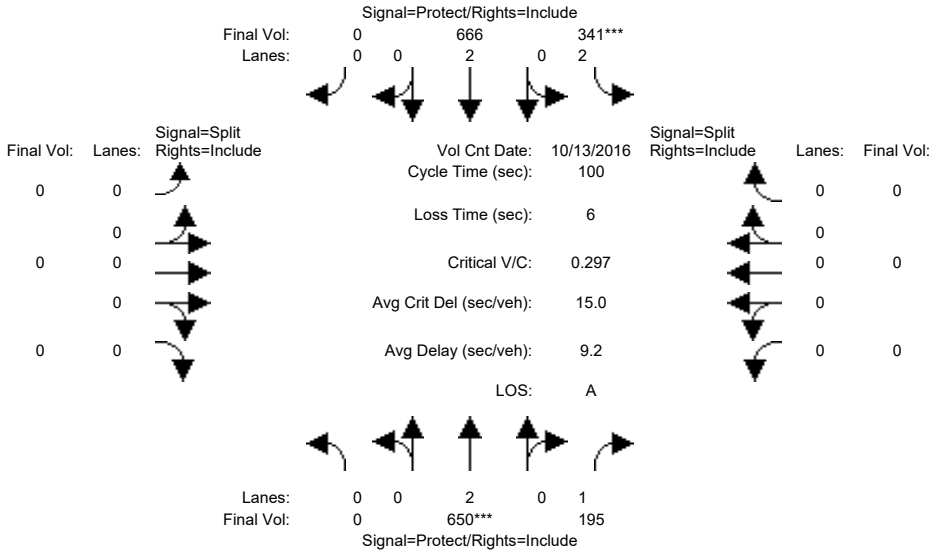
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30												
Base Vol:	0	999	195	385	877	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	999	195	385	877	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	999	195	385	877	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	999	195	385	877	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	999	195	385	877	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	999	195	385	877	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.11	0.12	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green Time:	0.0	64.2	64.2	29.8	94.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.17	0.41	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.8	7.3	28.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.8	7.3	28.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	C	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	7	3	5	1	0	0	0	0	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #3022: 101/OAKLAND (S)



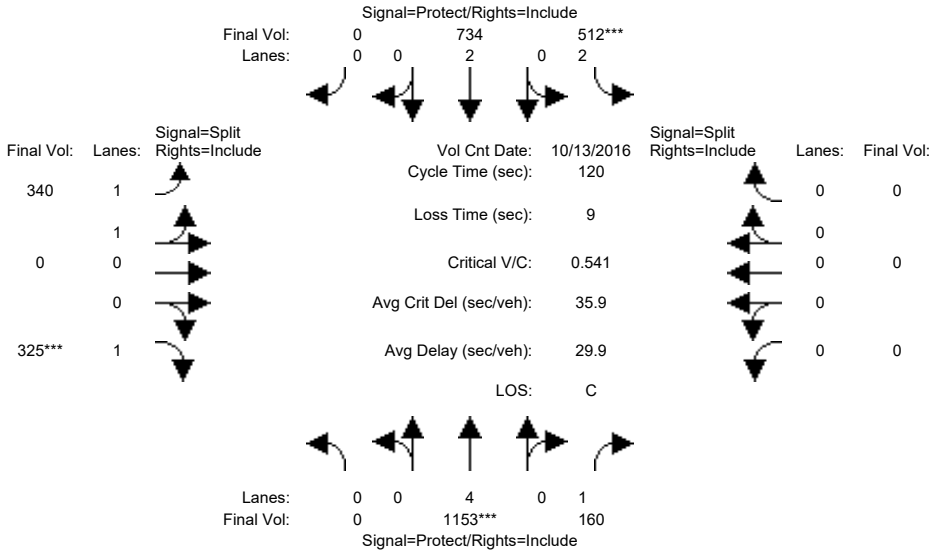
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30												
Base Vol:	0	650	195	341	666	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	650	195	341	666	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	650	195	341	666	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	650	195	341	666	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	650	195	341	666	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	650	195	341	666	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.11	0.11	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green Time:	0.0	57.6	57.6	36.4	94.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.30	0.19	0.30	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.9	10.2	22.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.9	10.2	22.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	5	3	4	1	0	0	0	0	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3022: 101/OAKLAND (S)



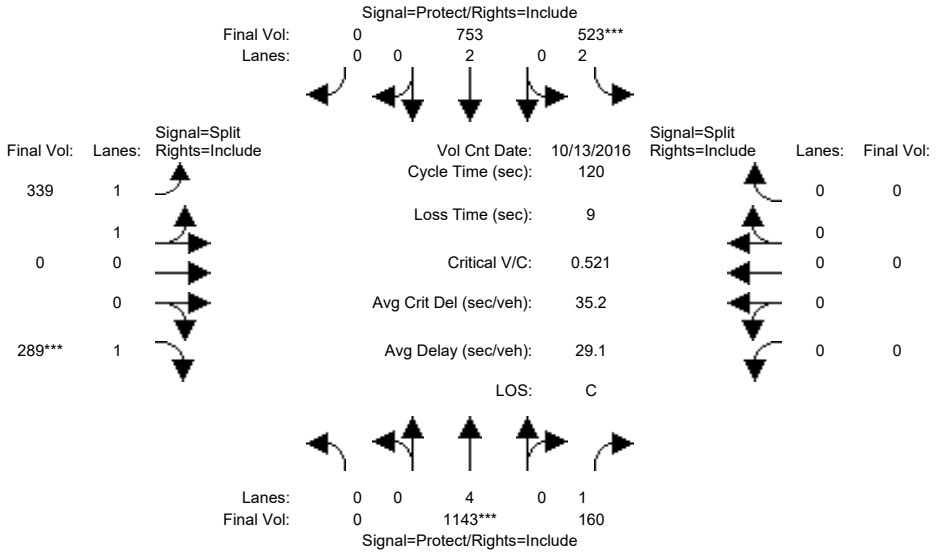
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30												
Base Vol:	0	1153	160	512	734	0	340	0	325	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1153	160	512	734	0	340	0	325	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1153	160	512	734	0	340	0	325	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1153	160	512	734	0	340	0	325	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1153	160	512	734	0	340	0	325	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1153	160	512	734	0	340	0	325	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	3150	3800	0	3550	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.09	0.16	0.19	0.00	0.10	0.00	0.19	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	33.7	33.7	36.1	69.8	0.0	41.2	0.0	41.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.54	0.33	0.54	0.33	0.00	0.28	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	36.9	34.6	35.7	13.1	0.0	28.7	0.0	32.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.9	34.6	35.7	13.1	0.0	28.7	0.0	32.7	0.0	0.0	0.0
LOS by Move:	A	D	C	D	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	8	5	9	7	0	5	0	11	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3022: 101/OAKLAND (S)



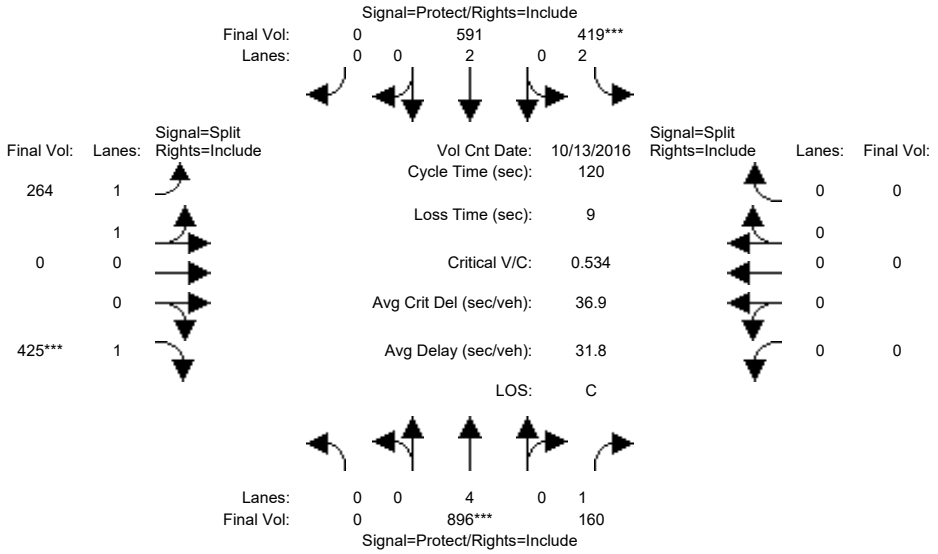
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30												
Base Vol:	0	1143	160	523	753	0	339	0	289	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1143	160	523	753	0	339	0	289	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1143	160	523	753	0	339	0	289	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1143	160	523	753	0	339	0	289	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1143	160	523	753	0	339	0	289	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1143	160	523	753	0	339	0	289	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	3150	3800	0	3550	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.09	0.17	0.20	0.00	0.10	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	34.7	34.7	38.3	72.9	0.0	38.1	0.0	38.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.32	0.52	0.33	0.00	0.30	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	0.0	35.9	33.8	33.9	11.6	0.0	31.1	0.0	34.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.9	33.8	33.9	11.6	0.0	31.1	0.0	34.4	0.0	0.0	0.0
LOS by Move:	A	D	C	C	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	8	5	9	7	0	5	0	10	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #3022: 101/OAKLAND (S)



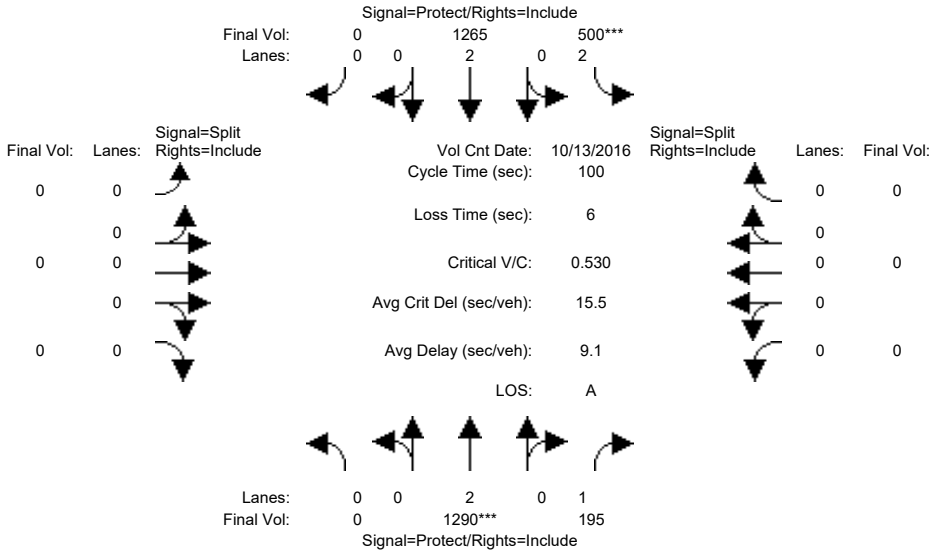
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30												
Base Vol:	0	896	160	419	591	0	264	0	425	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	896	160	419	591	0	264	0	425	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	896	160	419	591	0	264	0	425	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	896	160	419	591	0	264	0	425	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	896	160	419	591	0	264	0	425	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	896	160	419	591	0	264	0	425	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	3150	3800	0	3550	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.09	0.13	0.16	0.00	0.07	0.00	0.24	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	26.5	26.5	29.9	56.4	0.0	54.6	0.0	54.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.41	0.53	0.33	0.00	0.16	0.00	0.53	0.00	0.00	0.00
Delay/Veh:	0.0	41.6	40.8	39.7	20.1	0.0	19.3	0.0	24.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.6	40.8	39.7	20.1	0.0	19.3	0.0	24.2	0.0	0.0	0.0
LOS by Move:	A	D	D	D	C	A	B	A	C	A	A	A
HCM2kAvgQ:	0	7	5	8	7	0	3	0	12	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3022: 101/OAKLAND (S)



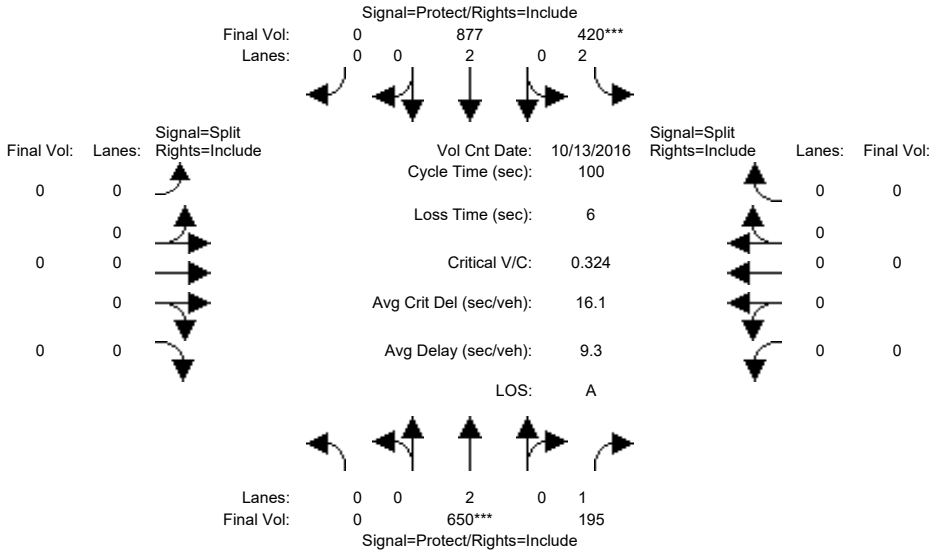
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30												
Base Vol:	0	1290	195	500	1265	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1290	195	500	1265	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1290	195	500	1265	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1290	195	500	1265	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1290	195	500	1265	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1290	195	500	1265	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.11	0.16	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green Time:	0.0	64.1	64.1	29.9	94.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.17	0.53	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.0	7.3	29.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.0	7.3	29.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	A	C	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	10	3	7	2	0	0	0	0	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #3022: 101/OAKLAND (S)



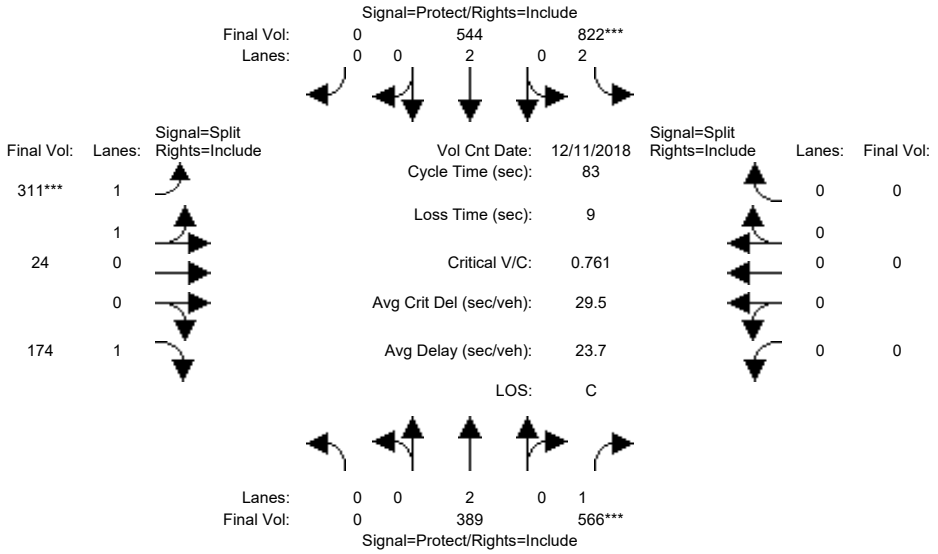
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30												
Base Vol:	0	650	195	420	877	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	650	195	420	877	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	650	195	420	877	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	650	195	420	877	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	650	195	420	877	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	650	195	420	877	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.11	0.13	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green Time:	0.0	52.8	52.8	41.2	94.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.32	0.21	0.32	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.5	12.6	20.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.5	12.6	20.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	5	3	5	1	0	0	0	0	0	0	0

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

Market Park South Village Development

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

Intersection #3022: 101/OAKLAND (S)



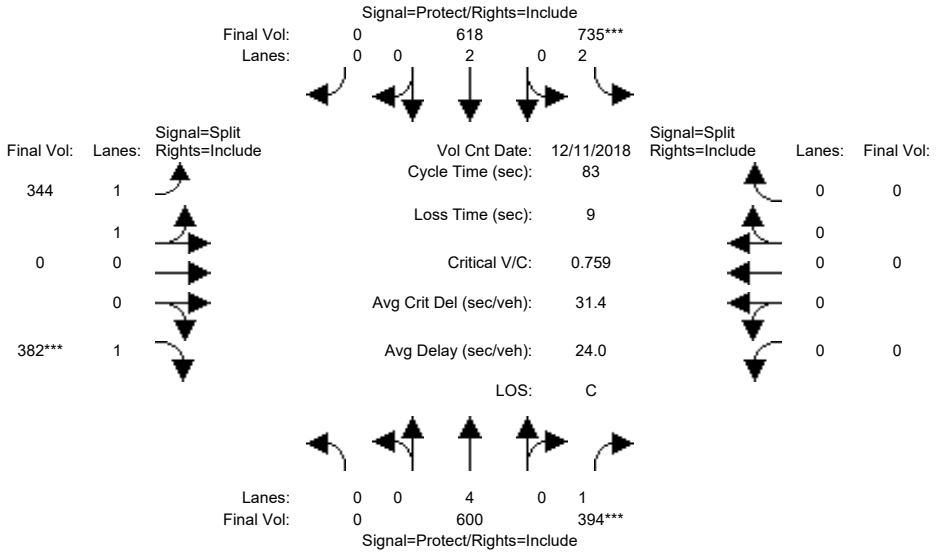
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	0	389	566	822	544	0	311	24	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	389	566	822	544	0	311	24	174	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	389	566	822	544	0	311	24	174	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	389	566	822	544	0	311	24	174	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	389	566	822	544	0	311	24	174	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	389	566	822	544	0	311	24	174	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.86	0.14	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3296	254	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.32	0.26	0.14	0.00	0.09	0.09	0.10	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	35.0	35.0	28.2	63.2	0.0	10.8	10.8	10.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.24	0.77	0.77	0.19	0.00	0.73	0.73	0.77	0.00	0.00	0.00
Delay/Veh:	0.0	15.5	25.4	27.8	2.8	0.0	40.5	40.5	49.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.5	25.4	27.8	2.8	0.0	40.5	40.5	49.4	0.0	0.0	0.0
LOS by Move:	A	B	C	C	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	3	14	11	2	0	6	6	7	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3022: 101/OAKLAND (S)



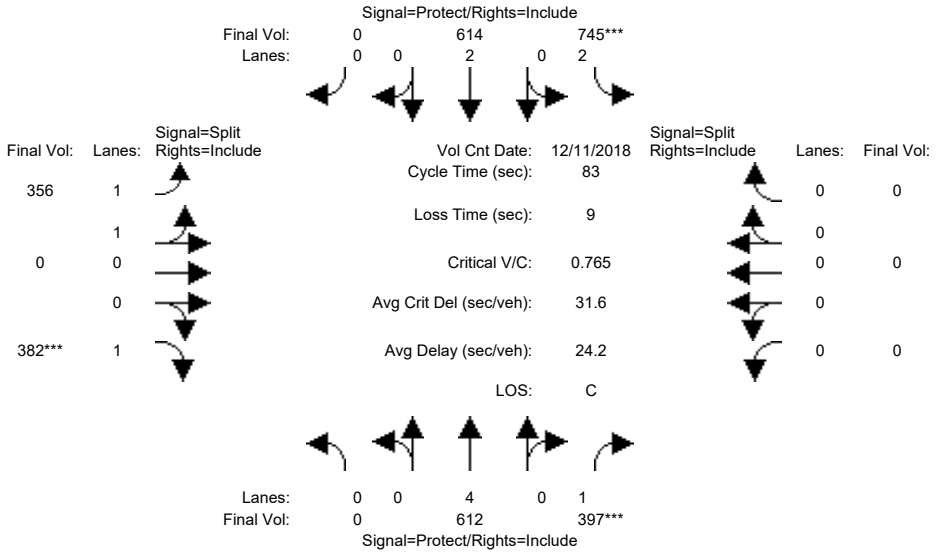
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	0	600	394	735	618	0	344	0	382	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	600	394	735	618	0	344	0	382	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	600	394	735	618	0	344	0	382	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	600	394	735	618	0	344	0	382	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	600	394	735	618	0	344	0	382	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	600	394	735	618	0	344	0	382	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	3150	3800	0	3550	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.23	0.23	0.16	0.00	0.10	0.00	0.22	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	24.6	24.6	25.5	50.1	0.0	23.9	0.0	23.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.27	0.76	0.76	0.27	0.00	0.34	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	22.4	32.9	29.5	7.8	0.0	23.5	0.0	33.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.4	32.9	29.5	7.8	0.0	23.5	0.0	33.6	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	3	10	10	4	0	4	0	11	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3022: 101/OAKLAND (S)



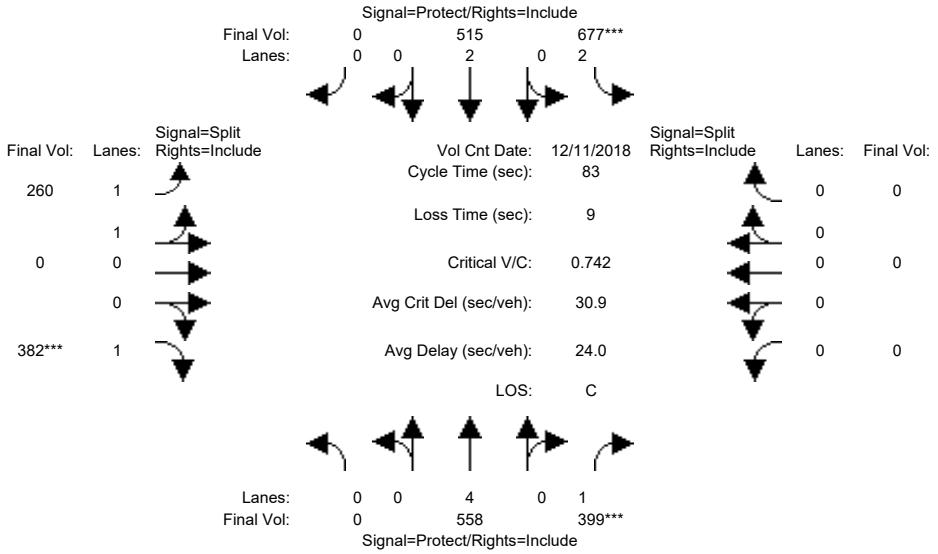
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	0	612	397	745	614	0	356	0	382	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	612	397	745	614	0	356	0	382	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	612	397	745	614	0	356	0	382	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	612	397	745	614	0	356	0	382	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	612	397	745	614	0	356	0	382	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	612	397	745	614	0	356	0	382	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	3150	3800	0	3550	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.23	0.24	0.16	0.00	0.10	0.00	0.22	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	24.6	24.6	25.7	50.3	0.0	23.7	0.0	23.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.27	0.76	0.76	0.27	0.00	0.35	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	22.4	33.2	29.6	7.7	0.0	23.8	0.0	34.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.4	33.2	29.6	7.7	0.0	23.8	0.0	34.0	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	3	10	11	4	0	4	0	12	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #3022: 101/OAKLAND (S)



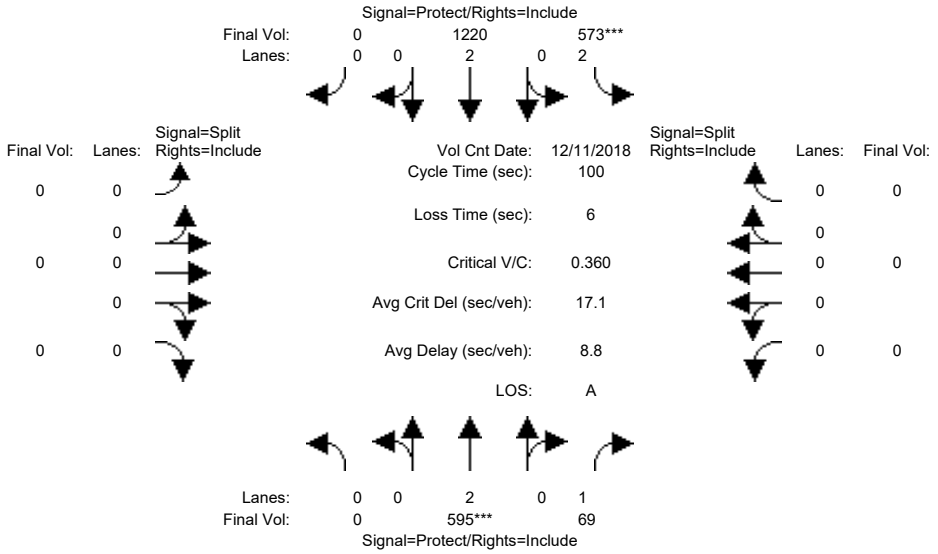
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	0	558	399	677	515	0	260	0	382	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	558	399	677	515	0	260	0	382	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	558	399	677	515	0	260	0	382	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	558	399	677	515	0	260	0	382	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	558	399	677	515	0	260	0	382	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	558	399	677	515	0	260	0	382	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	3150	3800	0	3550	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.23	0.21	0.14	0.00	0.07	0.00	0.22	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	25.5	25.5	24.1	49.6	0.0	24.4	0.0	24.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.24	0.74	0.74	0.23	0.00	0.25	0.00	0.74	0.00	0.00	0.00
Delay/Veh:	0.0	21.5	31.3	30.0	7.8	0.0	22.4	0.0	32.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.5	31.3	30.0	7.8	0.0	22.4	0.0	32.2	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	3	10	10	3	0	3	0	11	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3022: 101/OAKLAND (S)



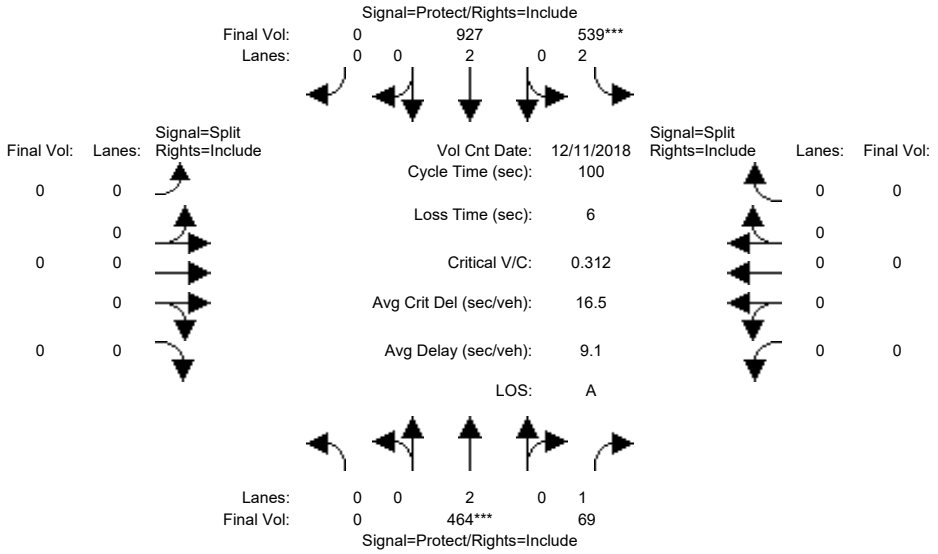
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	0	595	69	573	1220	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	595	69	573	1220	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	595	69	573	1220	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	595	69	573	1220	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	595	69	573	1220	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	595	69	573	1220	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.04	0.18	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green Time:	0.0	43.5	43.5	50.5	94.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.36	0.09	0.36	0.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	19.1	16.7	15.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.1	16.7	15.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	B	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	6	1	6	2	0	0	0	0	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #3022: 101/OAKLAND (S)



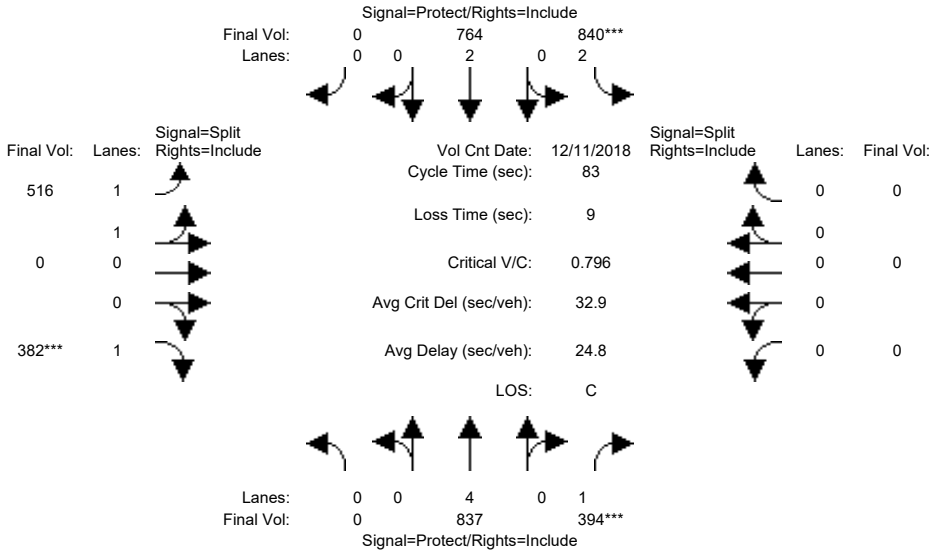
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	0	464	69	539	927	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	464	69	539	927	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	464	69	539	927	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	464	69	539	927	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	464	69	539	927	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	464	69	539	927	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.04	0.17	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green Time:	0.0	39.1	39.1	54.9	94.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.31	0.10	0.31	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	21.2	19.3	12.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.2	19.3	12.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	B	B	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	5	1	5	1	0	0	0	0	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3022: 101/OAKLAND (S)



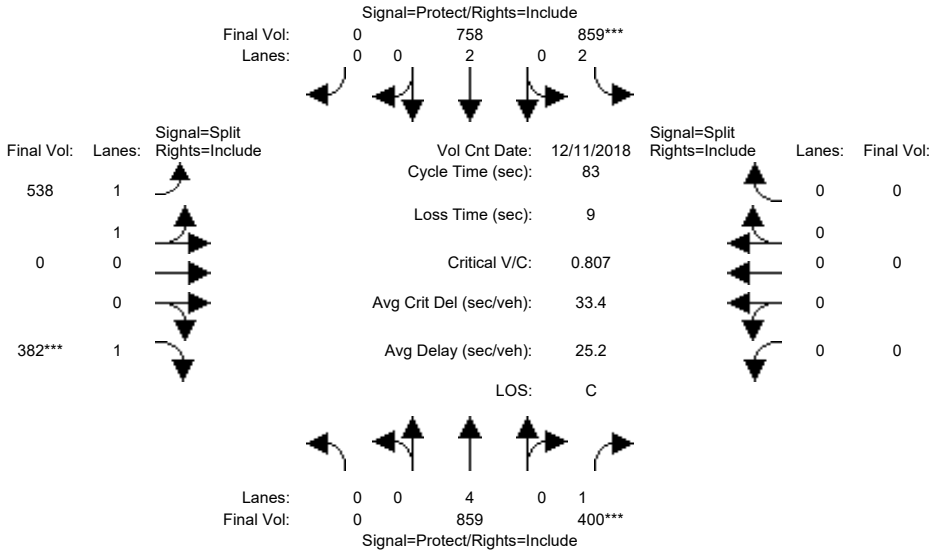
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	0	837	394	840	764	0	516	0	382	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	837	394	840	764	0	516	0	382	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	837	394	840	764	0	516	0	382	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	837	394	840	764	0	516	0	382	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	837	394	840	764	0	516	0	382	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	837	394	840	764	0	516	0	382	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	3150	3800	0	3550	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.23	0.27	0.20	0.00	0.15	0.00	0.22	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	23.5	23.5	27.8	51.3	0.0	22.7	0.0	22.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.39	0.80	0.80	0.33	0.00	0.53	0.00	0.80	0.00	0.00	0.00
Delay/Veh:	0.0	24.1	36.3	29.3	7.7	0.0	26.1	0.0	37.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.1	36.3	29.3	7.7	0.0	26.1	0.0	37.0	0.0	0.0	0.0
LOS by Move:	A	C	D	C	A	A	C	A	D	A	A	A
HCM2kAvgQ:	0	4	10	12	4	0	6	0	12	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3022: 101/OAKLAND (S)



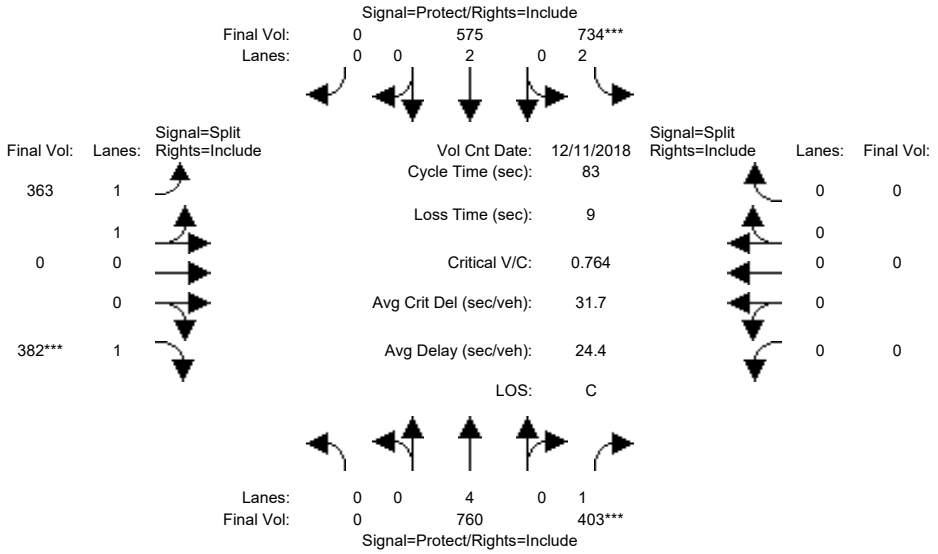
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	0	859	400	859	758	0	538	0	382	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	859	400	859	758	0	538	0	382	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	859	400	859	758	0	538	0	382	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	859	400	859	758	0	538	0	382	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	859	400	859	758	0	538	0	382	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	859	400	859	758	0	538	0	382	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	3150	3800	0	3550	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.23	0.27	0.20	0.00	0.15	0.00	0.22	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	23.5	23.5	28.0	51.6	0.0	22.4	0.0	22.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.40	0.81	0.81	0.32	0.00	0.56	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	0.0	24.2	37.1	29.7	7.5	0.0	26.8	0.0	38.1	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:	0.0	24.2	37.1	29.7	7.5	0.0	26.8	0.0	38.1	0.0	0.0	0.0
LOS by Move:	A	C	D	C	A	A	C	A	D	A	A	A
HCM2kAvgQ:	0	4	10	12	4	0	7	0	12	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #3022: 101/OAKLAND (S)



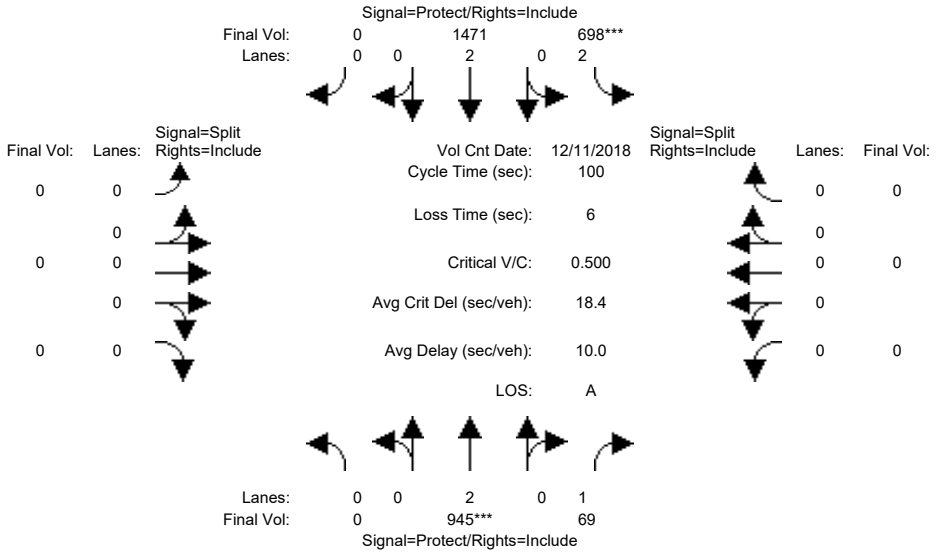
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	0	760	403	734	575	0	363	0	382	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	760	403	734	575	0	363	0	382	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	760	403	734	575	0	363	0	382	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	760	403	734	575	0	363	0	382	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	760	403	734	575	0	363	0	382	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	760	403	734	575	0	363	0	382	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	3150	3800	0	3550	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.23	0.23	0.15	0.00	0.10	0.00	0.22	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	25.0	25.0	25.3	50.3	0.0	23.7	0.0	23.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.33	0.76	0.76	0.25	0.00	0.36	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	22.6	32.9	29.9	7.6	0.0	23.8	0.0	34.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.6	32.9	29.9	7.6	0.0	23.8	0.0	34.0	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	4	10	10	3	0	4	0	12	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3022: 101/OAKLAND (S)



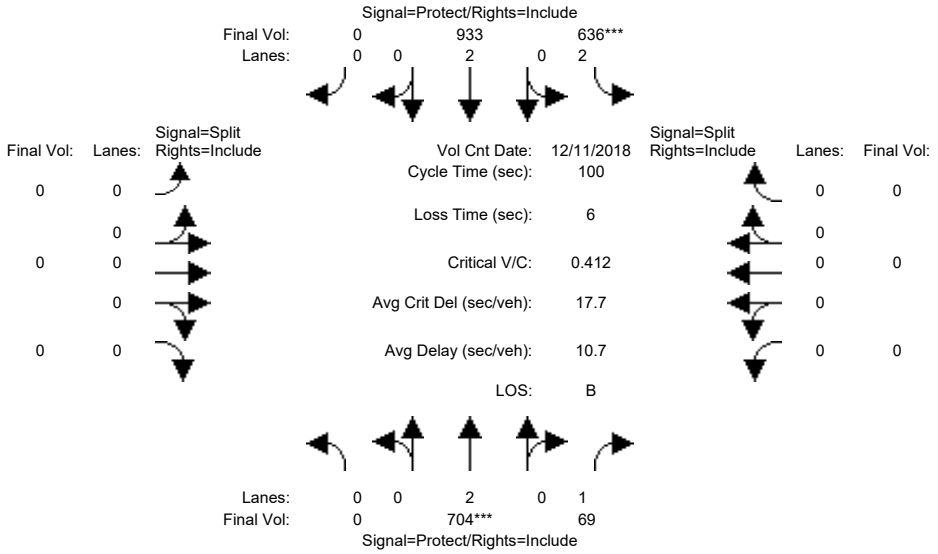
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	0	945	69	698	1471	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	945	69	698	1471	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	945	69	698	1471	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	945	69	698	1471	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	945	69	698	1471	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	945	69	698	1471	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.04	0.22	0.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green Time:	0.0	49.7	49.7	44.3	94.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.08	0.50	0.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	17.0	13.2	20.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.0	13.2	20.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	9	1	9	2	0	0	0	0	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #3022: 101/OAKLAND (S)



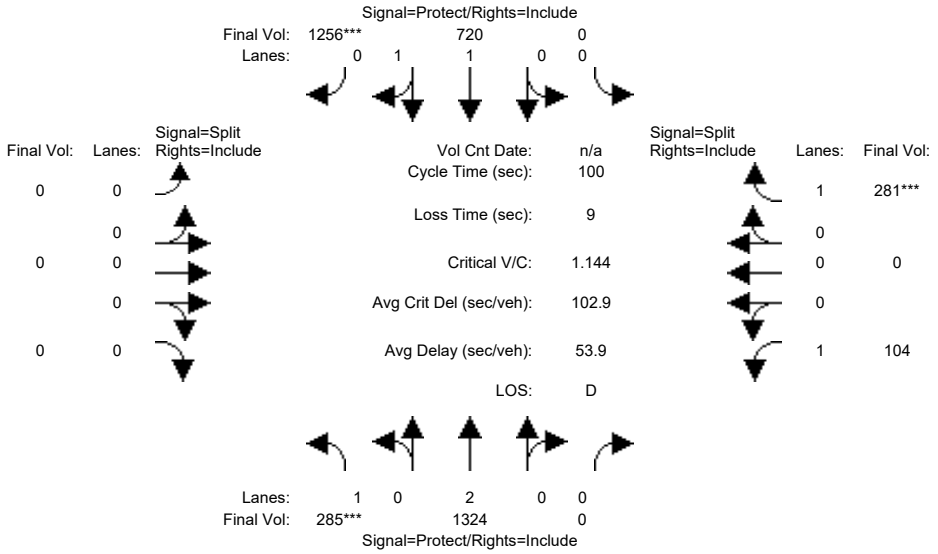
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	0	704	69	636	933	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	704	69	636	933	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	704	69	636	933	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	704	69	636	933	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	704	69	636	933	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	704	69	636	933	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.04	0.20	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green Time:	0.0	45.0	45.0	49.0	94.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.09	0.41	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.7	15.8	16.5	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.7	15.8	16.5	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	B	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	7	1	7	1	0	0	0	0	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #1003: 101/BERRYESSA (N)



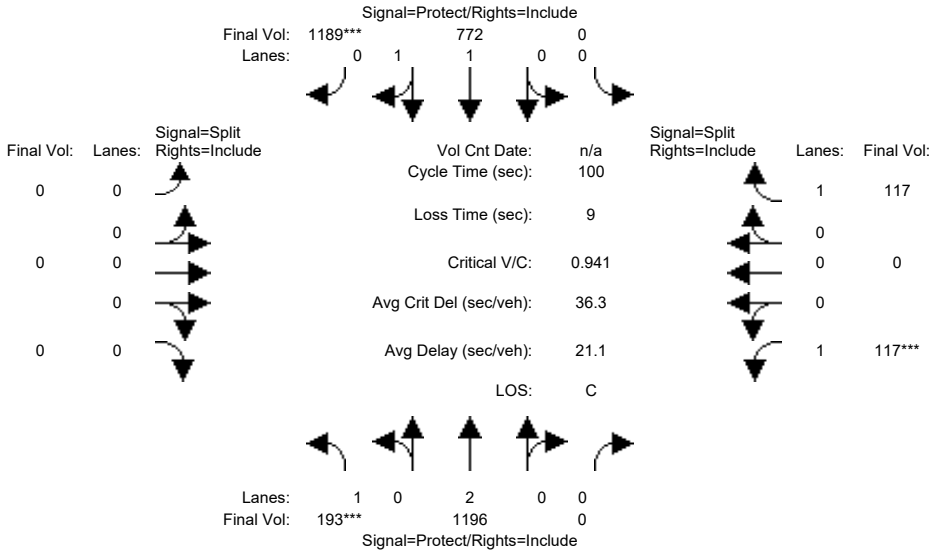
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	285	1324	0	0	720	1256	0	0	0	104	0	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	1324	0	0	720	1256	0	0	0	104	0	281
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	1324	0	0	720	1256	0	0	0	104	0	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	1324	0	0	720	1256	0	0	0	104	0	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	1324	0	0	720	1256	0	0	0	104	0	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	1324	0	0	720	1256	0	0	0	104	0	281
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	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	0	0	1900	1750	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.35	0.00	0.00	0.38	0.72	0.00	0.00	0.00	0.06	0.00	0.16
Crit Moves:	****					****						****
Green Time:	14.2	77.0	0.0	0.0	62.7	62.7	0.0	0.0	0.0	14.0	0.0	14.0
Volume/Cap:	1.14	0.45	0.00	0.00	0.60	1.14	0.00	0.00	0.00	0.42	0.00	1.14
Delay/Veh:	144.4	4.2	0.0	0.0	11.5	90.9	0.0	0.0	0.0	40.5	0.0	144.9
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:	144.4	4.2	0.0	0.0	11.5	90.9	0.0	0.0	0.0	40.5	0.0	144.9
LOS by Move:	F	A	A	A	B	F	A	A	A	D	A	F
HCM2kAvgQ:	15	7	0	0	13	62	0	0	0	4	0	18

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #1003: 101/BERRYESSA (N)



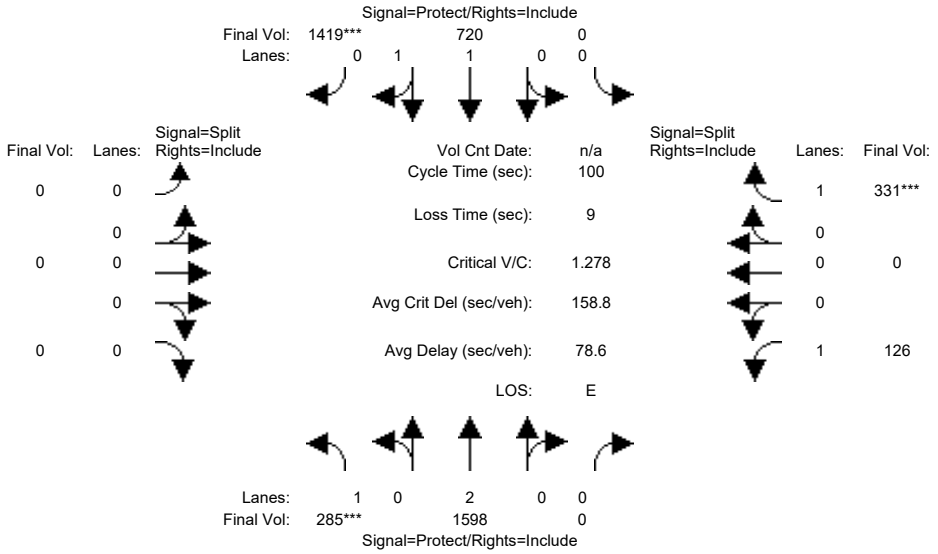
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	193	1196	0	0	772	1189	0	0	0	117	0	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	1196	0	0	772	1189	0	0	0	117	0	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	1196	0	0	772	1189	0	0	0	117	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	1196	0	0	772	1189	0	0	0	117	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	1196	0	0	772	1189	0	0	0	117	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	1196	0	0	772	1189	0	0	0	117	0	117
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	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	0	0	1900	1750	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.00	0.00	0.41	0.68	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:	****					****				****		
Green Time:	11.3	81.0	0.0	0.0	69.7	69.7	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.97	0.39	0.00	0.00	0.58	0.97	0.00	0.00	0.00	0.67	0.00	0.67
Delay/Veh:	100.7	2.7	0.0	0.0	8.0	28.9	0.0	0.0	0.0	53.0	0.0	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:	100.7	2.7	0.0	0.0	8.0	28.9	0.0	0.0	0.0	53.0	0.0	53.0
LOS by Move:	F	A	A	A	A	C	A	A	A	D	A	D
HCM2kAvgQ:	8	5	0	0	11	40	0	0	0	5	0	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #1003: 101/BERRYESSA (N)



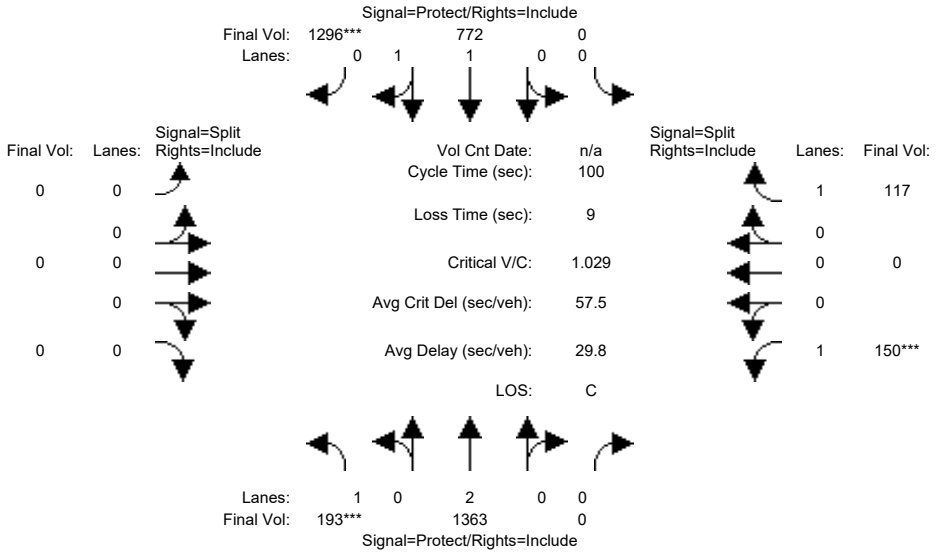
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	285	1598	0	0	720	1419	0	0	0	126	0	331
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	1598	0	0	720	1419	0	0	0	126	0	331
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	1598	0	0	720	1419	0	0	0	126	0	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	1598	0	0	720	1419	0	0	0	126	0	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	1598	0	0	720	1419	0	0	0	126	0	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	1598	0	0	720	1419	0	0	0	126	0	331
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	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	0	0	1900	1750	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.42	0.00	0.00	0.38	0.81	0.00	0.00	0.00	0.07	0.00	0.19
Crit Moves:	****					****						****
Green Time:	12.7	76.2	0.0	0.0	63.5	63.5	0.0	0.0	0.0	14.8	0.0	14.8
Volume/Cap:	1.28	0.55	0.00	0.00	0.60	1.28	0.00	0.00	0.00	0.49	0.00	1.28
Delay/Veh:	198.6	5.1	0.0	0.0	11.0	148.1	0.0	0.0	0.0	40.5	0.0	194.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	198.6	5.1	0.0	0.0	11.0	148.1	0.0	0.0	0.0	40.5	0.0	194.0
LOS by Move:	F	A	A	A	B	F	A	A	A	D	A	F
HCM2kAvgQ:	18	10	0	0	12	86	0	0	0	4	0	23

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #1003: 101/BERRYESSA (N)



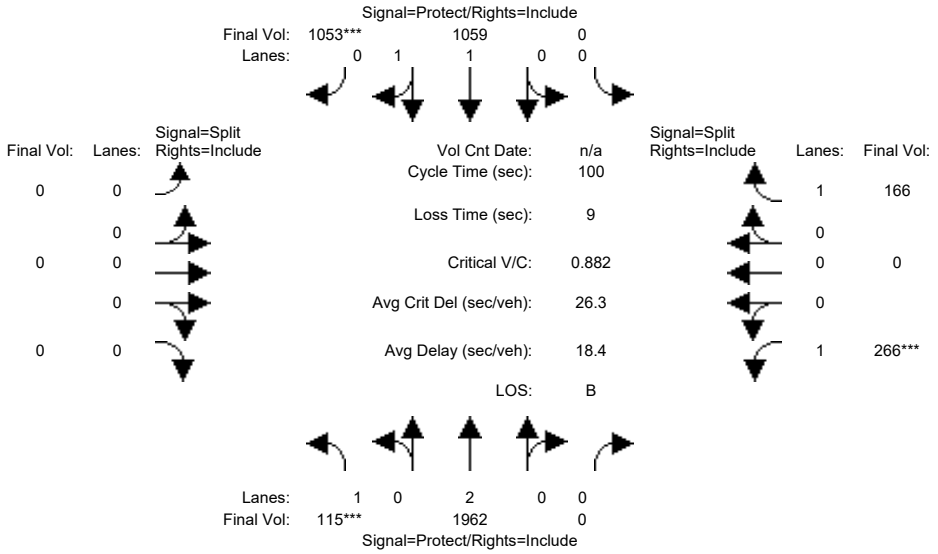
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	193	1363	0	0	772	1296	0	0	0	150	0	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	1363	0	0	772	1296	0	0	0	150	0	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	1363	0	0	772	1296	0	0	0	150	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	1363	0	0	772	1296	0	0	0	150	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	1363	0	0	772	1296	0	0	0	150	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	1363	0	0	772	1296	0	0	0	150	0	117
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	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	0	0	1900	1750	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.00	0.00	0.41	0.74	0.00	0.00	0.00	0.09	0.00	0.07
Crit Moves:	****					****				****		
Green Time:	10.5	81.0	0.0	0.0	70.5	70.5	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	1.05	0.44	0.00	0.00	0.58	1.05	0.00	0.00	0.00	0.86	0.00	0.67
Delay/Veh:	125.1	2.9	0.0	0.0	7.6	49.8	0.0	0.0	0.0	76.1	0.0	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:	125.1	2.9	0.0	0.0	7.6	49.8	0.0	0.0	0.0	76.1	0.0	53.0
LOS by Move:	F	A	A	A	A	D	A	A	A	E	A	D
HCM2kAvgQ:	9	6	0	0	11	52	0	0	0	8	0	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #1003: 101/BERRYESSA (N)



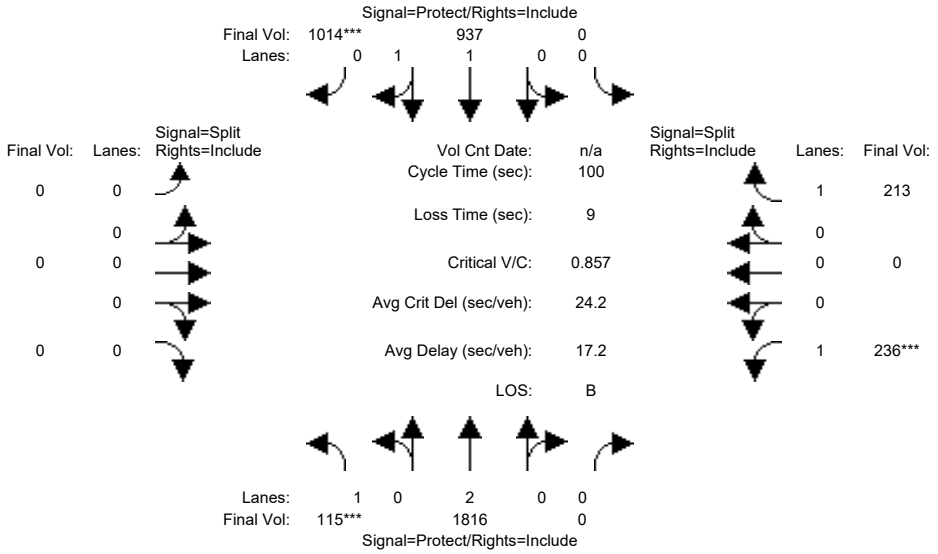
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	115	1962	0	0	1059	1053	0	0	0	266	0	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	1962	0	0	1059	1053	0	0	0	266	0	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	1962	0	0	1059	1053	0	0	0	266	0	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1962	0	0	1059	1053	0	0	0	266	0	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1962	0	0	1059	1053	0	0	0	266	0	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1962	0	0	1059	1053	0	0	0	266	0	166
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	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	0	0	1900	1800	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.52	0.00	0.00	0.56	0.59	0.00	0.00	0.00	0.15	0.00	0.09
Crit Moves:	****					****				****		
Green Time:	7.4	73.8	0.0	0.0	66.3	66.3	0.0	0.0	0.0	17.2	0.0	17.2
Volume/Cap:	0.88	0.70	0.00	0.00	0.84	0.88	0.00	0.00	0.00	0.88	0.00	0.55
Delay/Veh:	91.1	7.9	0.0	0.0	15.5	17.9	0.0	0.0	0.0	65.1	0.0	40.0
User DelAdj:	1.00	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	7.9	0.0	0.0	15.5	17.9	0.0	0.0	0.0	65.1	0.0	40.0
LOS by Move:	F	A	A	A	B	B	A	A	A	E	A	D
HCM2kAvgQ:	4	15	0	0	25	29	0	0	0	12	0	6

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #1003: 101/BERRYESSA (N)



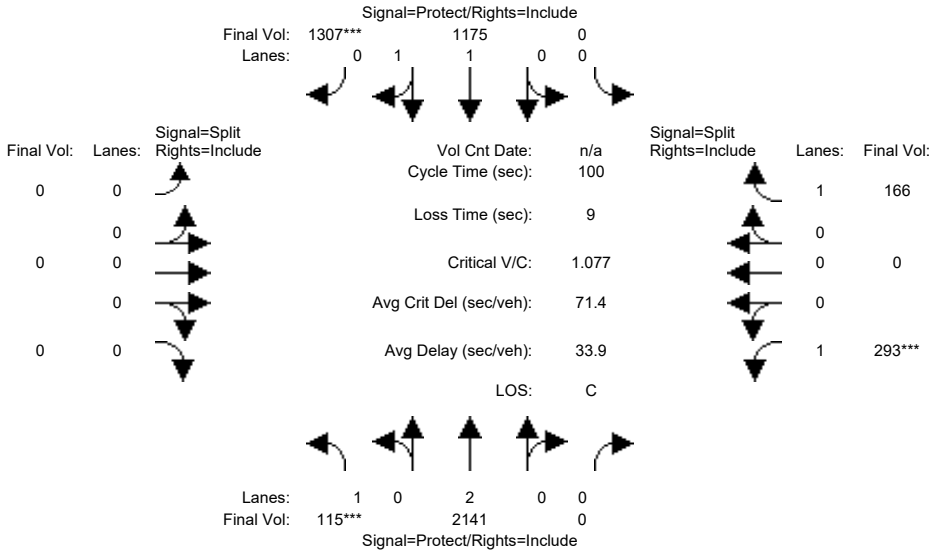
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	115	1816	0	0	937	1014	0	0	0	236	0	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	1816	0	0	937	1014	0	0	0	236	0	213
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	1816	0	0	937	1014	0	0	0	236	0	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1816	0	0	937	1014	0	0	0	236	0	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1816	0	0	937	1014	0	0	0	236	0	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1816	0	0	937	1014	0	0	0	236	0	213
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	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	0	0	1900	1750	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.48	0.00	0.00	0.49	0.58	0.00	0.00	0.00	0.13	0.00	0.12
Crit Moves:	****					****				****		
Green Time:	7.7	75.3	0.0	0.0	67.6	67.6	0.0	0.0	0.0	15.7	0.0	15.7
Volume/Cap:	0.86	0.63	0.00	0.00	0.73	0.86	0.00	0.00	0.00	0.86	0.00	0.77
Delay/Veh:	84.4	6.3	0.0	0.0	11.4	16.0	0.0	0.0	0.0	63.5	0.0	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:	84.4	6.3	0.0	0.0	11.4	16.0	0.0	0.0	0.0	63.5	0.0	53.2
LOS by Move:	F	A	A	A	B	B	A	A	A	E	A	D
HCM2kAvgQ:	4	12	0	0	18	27	0	0	0	11	0	9

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #1003: 101/BERRYESSA (N)



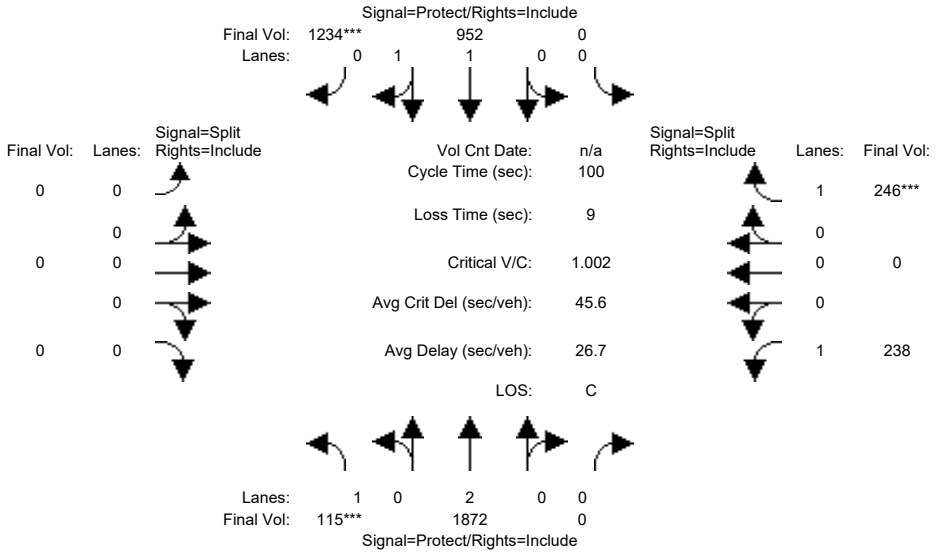
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	115	2141	0	0	1175	1307	0	0	0	293	0	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	2141	0	0	1175	1307	0	0	0	293	0	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	2141	0	0	1175	1307	0	0	0	293	0	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	2141	0	0	1175	1307	0	0	0	293	0	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	2141	0	0	1175	1307	0	0	0	293	0	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	2141	0	0	1175	1307	0	0	0	293	0	166
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	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	0	0	1900	1750	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.56	0.00	0.00	0.62	0.75	0.00	0.00	0.00	0.17	0.00	0.09
Crit Moves:	****					****				****		
Green Time:	7.0	75.6	0.0	0.0	68.6	68.6	0.0	0.0	0.0	15.4	0.0	15.4
Volume/Cap:	0.94	0.75	0.00	0.00	0.90	1.09	0.00	0.00	0.00	1.09	0.00	0.62
Delay/Veh:	108.6	7.9	0.0	0.0	17.5	63.6	0.0	0.0	0.0	122.8	0.0	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.6	7.9	0.0	0.0	17.5	63.6	0.0	0.0	0.0	122.8	0.0	43.8
LOS by Move:	F	A	A	A	B	E	A	A	A	F	A	D
HCM2kAvgQ:	4	17	0	0	30	58	0	0	0	17	0	6

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #1003: 101/BERRYESSA (N)



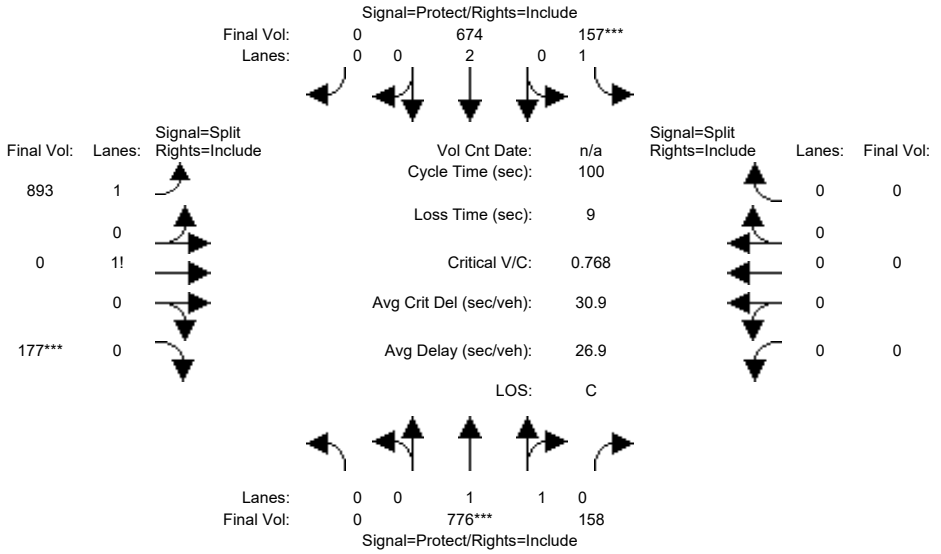
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	115	1872	0	0	952	1234	0	0	0	238	0	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	1872	0	0	952	1234	0	0	0	238	0	246
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	1872	0	0	952	1234	0	0	0	238	0	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1872	0	0	952	1234	0	0	0	238	0	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1872	0	0	952	1234	0	0	0	238	0	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1872	0	0	952	1234	0	0	0	238	0	246
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	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	0	0	1900	1750	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.49	0.00	0.00	0.50	0.71	0.00	0.00	0.00	0.14	0.00	0.14
Crit Moves:	****					****						****
Green Time:	7.0	77.0	0.0	0.0	70.0	70.0	0.0	0.0	0.0	14.0	0.0	14.0
Volume/Cap:	0.94	0.64	0.00	0.00	0.72	1.01	0.00	0.00	0.00	0.97	0.00	1.01
Delay/Veh:	108.6	5.7	0.0	0.0	9.8	36.0	0.0	0.0	0.0	92.9	0.0	102.3
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:	108.6	5.7	0.0	0.0	9.8	36.0	0.0	0.0	0.0	92.9	0.0	102.3
LOS by Move:	F	A	A	A	A	D	A	A	A	F	A	F
HCM2kAvgQ:	4	12	0	0	17	48	0	0	0	12	0	13

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #1004: 101/BERRYESSA (S)



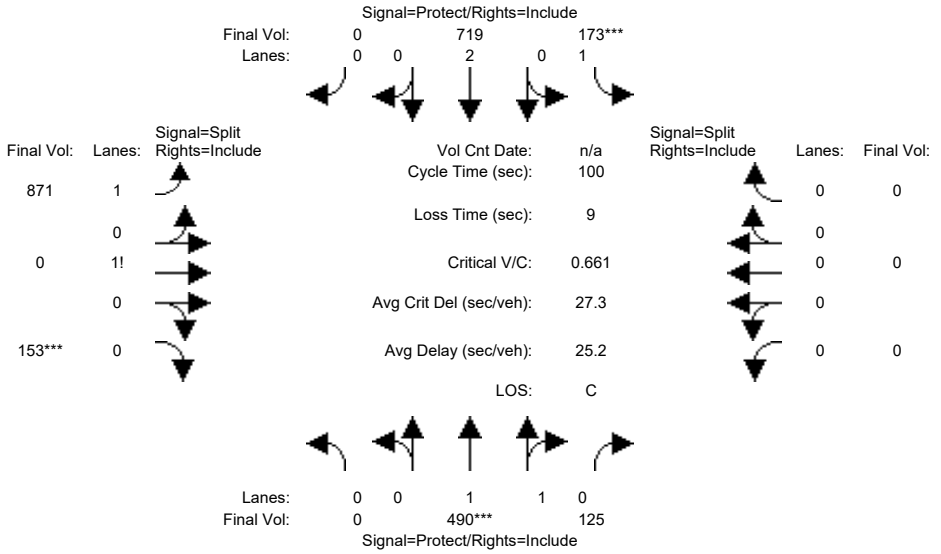
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	776	158	157	674	0	893	0	177	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	776	158	157	674	0	893	0	177	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	776	158	157	674	0	893	0	177	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	776	158	157	674	0	893	0	177	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	776	158	157	674	0	893	0	177	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	776	158	157	674	0	893	0	177	0	0	0
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	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.65	0.35	1.00	2.00	0.00	1.72	0.00	0.28	0.00	0.00	0.00
Final Sat.:	0	3074	626	1750	3800	0	3003	0	497	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.09	0.18	0.00	0.30	0.00	0.36	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	32.9	32.9	11.7	44.6	0.0	46.4	0.0	46.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.77	0.77	0.77	0.40	0.00	0.64	0.00	0.77	0.00	0.00	0.00
Delay/Veh:	0.0	33.1	33.1	58.8	18.8	0.0	21.3	0.0	24.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.1	33.1	58.8	18.8	0.0	21.3	0.0	24.9	0.0	0.0	0.0
LOS by Move:	A	C	C	E	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	13	13	5	7	0	14	0	19	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #1004: 101/BERRYESSA (S)



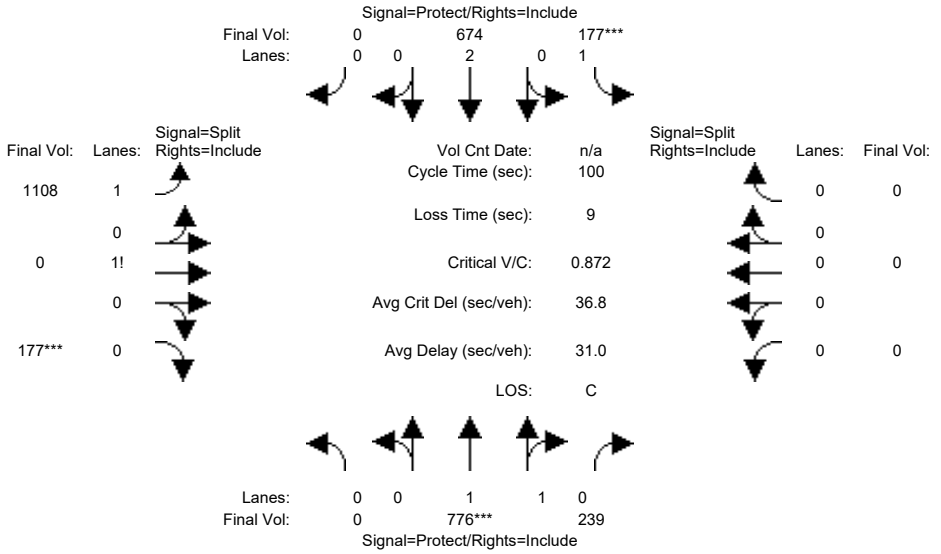
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	490	125	173	719	0	871	0	153	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	490	125	173	719	0	871	0	153	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	490	125	173	719	0	871	0	153	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	490	125	173	719	0	871	0	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	490	125	173	719	0	871	0	153	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	490	125	173	719	0	871	0	153	0	0	0
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	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.58	0.42	1.00	2.00	0.00	1.74	0.00	0.26	0.00	0.00	0.00
Final Sat.:	0	2947	752	1750	3800	0	3045	0	455	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.10	0.19	0.00	0.29	0.00	0.34	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	25.2	25.2	15.0	40.1	0.0	50.9	0.0	50.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.66	0.66	0.66	0.47	0.00	0.56	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	35.4	35.4	46.3	22.3	0.0	17.3	0.0	19.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.4	35.4	46.3	22.3	0.0	17.3	0.0	19.2	0.0	0.0	0.0
LOS by Move:	A	D	D	D	C	A	B	A	B	A	A	A
HCM2kAvgQ:	0	9	9	5	8	0	12	0	15	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #1004: 101/BERRYESSA (S)



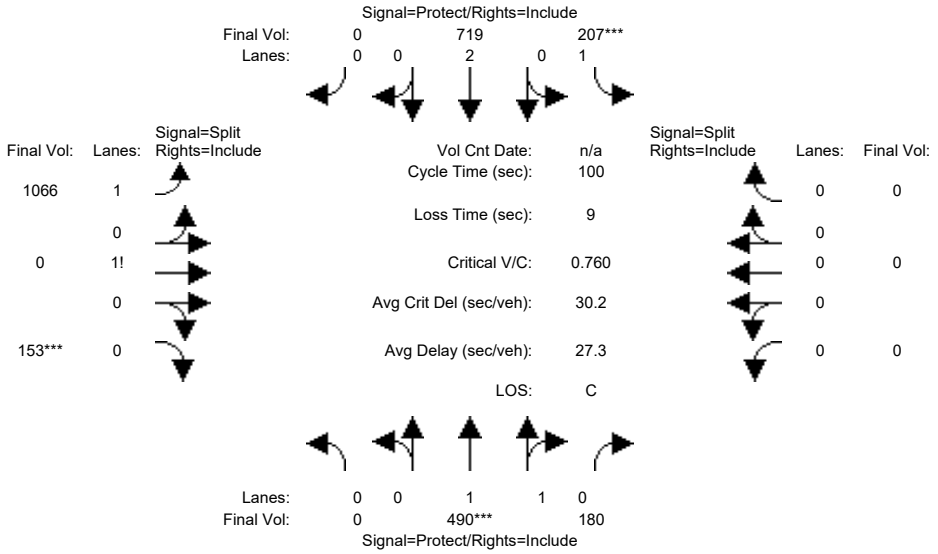
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	776	239	177	674	0	1108	0	177	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	776	239	177	674	0	1108	0	177	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	776	239	177	674	0	1108	0	177	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	776	239	177	674	0	1108	0	177	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	776	239	177	674	0	1108	0	177	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	776	239	177	674	0	1108	0	177	0	0	0
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	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.52	0.48	1.00	2.00	0.00	1.76	0.00	0.24	0.00	0.00	0.00
Final Sat.:	0	2828	871	1750	3800	0	3076	0	424	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.10	0.18	0.00	0.36	0.00	0.42	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	31.5	31.5	11.6	43.1	0.0	47.9	0.0	47.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.87	0.87	0.87	0.41	0.00	0.75	0.00	0.87	0.00	0.00	0.00
Delay/Veh:	0.0	39.8	39.8	74.6	19.9	0.0	23.1	0.0	29.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	39.8	39.8	74.6	19.9	0.0	23.1	0.0	29.3	0.0	0.0	0.0
LOS by Move:	A	D	D	E	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	16	16	6	7	0	18	0	25	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #1004: 101/BERRYESSA (S)



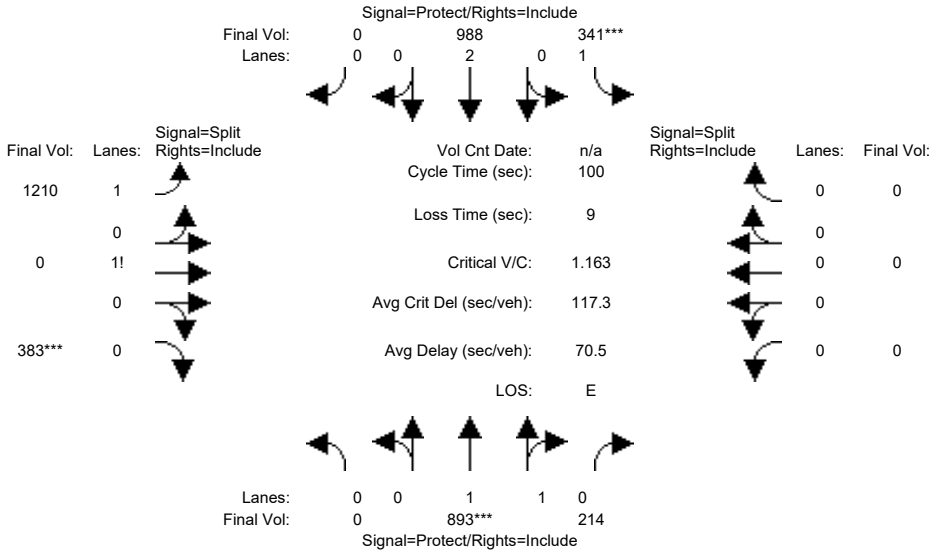
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	490	180	207	719	0	1066	0	153	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	490	180	207	719	0	1066	0	153	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	490	180	207	719	0	1066	0	153	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	490	180	207	719	0	1066	0	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	490	180	207	719	0	1066	0	153	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	490	180	207	719	0	1066	0	153	0	0	0
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	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.45	0.55	1.00	2.00	0.00	1.78	0.00	0.22	0.00	0.00	0.00
Final Sat.:	0	2705	994	1750	3800	0	3110	0	390	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.12	0.19	0.00	0.34	0.00	0.39	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	23.8	23.8	15.6	39.4	0.0	51.6	0.0	51.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.76	0.76	0.76	0.48	0.00	0.66	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	39.3	39.3	52.2	22.9	0.0	18.8	0.0	21.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	39.3	39.3	52.2	22.9	0.0	18.8	0.0	21.4	0.0	0.0	0.0
LOS by Move:	A	D	D	D	C	A	B	A	C	A	A	A
HCM2kAvgQ:	0	10	10	7	8	0	15	0	19	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #1004: 101/BERRYESSA (S)



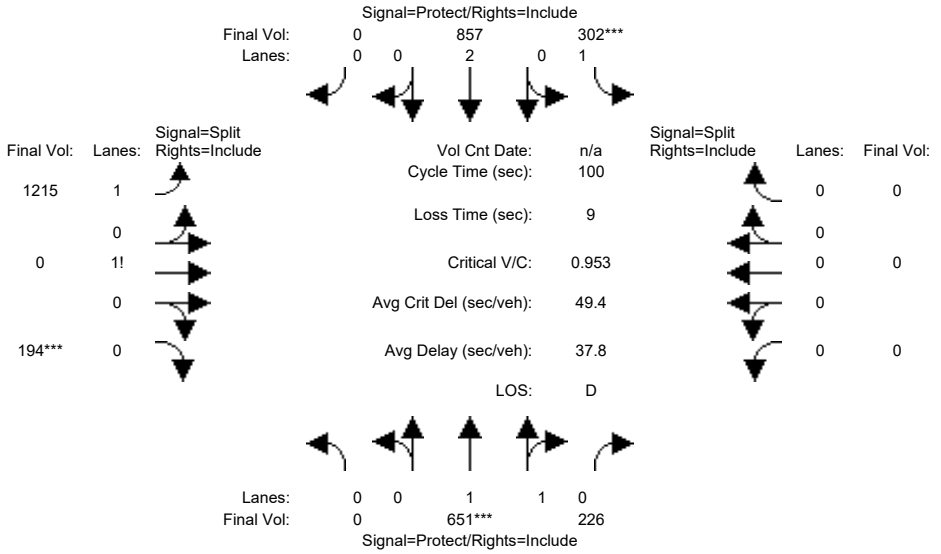
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	893	214	341	988	0	1210	0	383	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	893	214	341	988	0	1210	0	383	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	893	214	341	988	0	1210	0	383	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	893	214	341	988	0	1210	0	383	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	893	214	341	988	0	1210	0	383	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	893	214	341	988	0	1210	0	383	0	0	0
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	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.60	0.40	1.00	2.00	0.00	1.61	0.00	0.39	0.00	0.00	0.00
Final Sat.:	0	2984	715	1750	3800	0	2822	0	678	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.19	0.26	0.00	0.43	0.00	0.56	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	25.7	25.7	16.7	42.5	0.0	48.5	0.0	48.5	0.0	0.0	0.0
Volume/Cap:	0.00	1.16	1.16	1.16	0.61	0.00	0.88	0.00	1.16	0.00	0.00	0.00
Delay/Veh:	0.0	122	122.3	146.0	23.1	0.0	28.8	0.0	107.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	122	122.3	146.0	23.1	0.0	28.8	0.0	107.7	0.0	0.0	0.0
LOS by Move:	A	F	F	F	C	A	C	A	F	A	A	A
HCM2kAvgQ:	0	28	28	18	11	0	26	0	54	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #1004: 101/BERRYESSA (S)



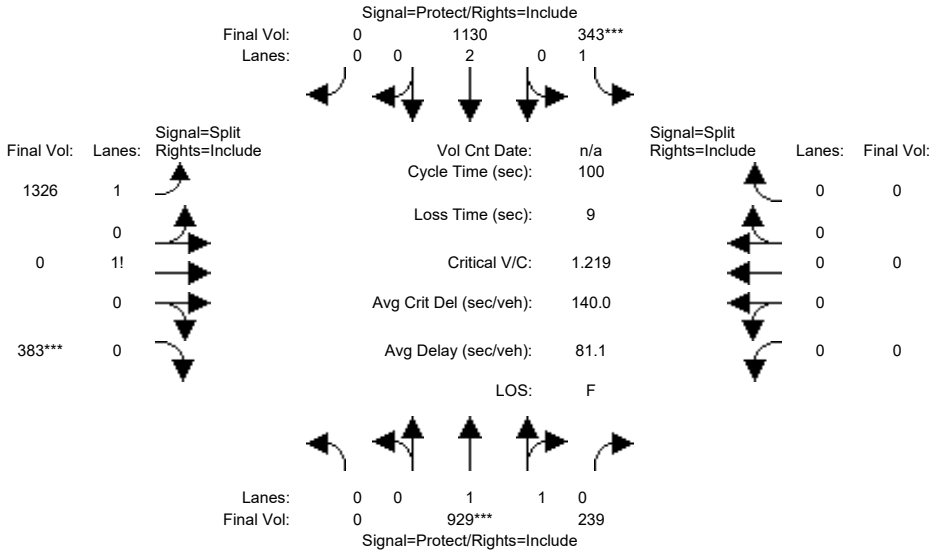
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	651	226	302	857	0	1215	0	194	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	651	226	302	857	0	1215	0	194	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	651	226	302	857	0	1215	0	194	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	651	226	302	857	0	1215	0	194	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	651	226	302	857	0	1215	0	194	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	651	226	302	857	0	1215	0	194	0	0	0
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	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.47	0.53	1.00	2.00	0.00	1.76	0.00	0.24	0.00	0.00	0.00
Final Sat.:	0	2746	953	1750	3800	0	3076	0	424	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.17	0.23	0.00	0.39	0.00	0.46	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	24.9	24.9	18.1	43.0	0.0	48.0	0.0	48.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.95	0.95	0.95	0.52	0.00	0.82	0.00	0.95	0.00	0.00	0.00
Delay/Veh:	0.0	56.3	56.3	78.7	21.3	0.0	25.7	0.0	38.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	56.3	56.3	78.7	21.3	0.0	25.7	0.0	38.8	0.0	0.0	0.0
LOS by Move:	A	E	E	E	C	A	C	A	D	A	A	A
HCM2kAvgQ:	0	16	16	11	9	0	22	0	31	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #1004: 101/BERRYESSA (S)



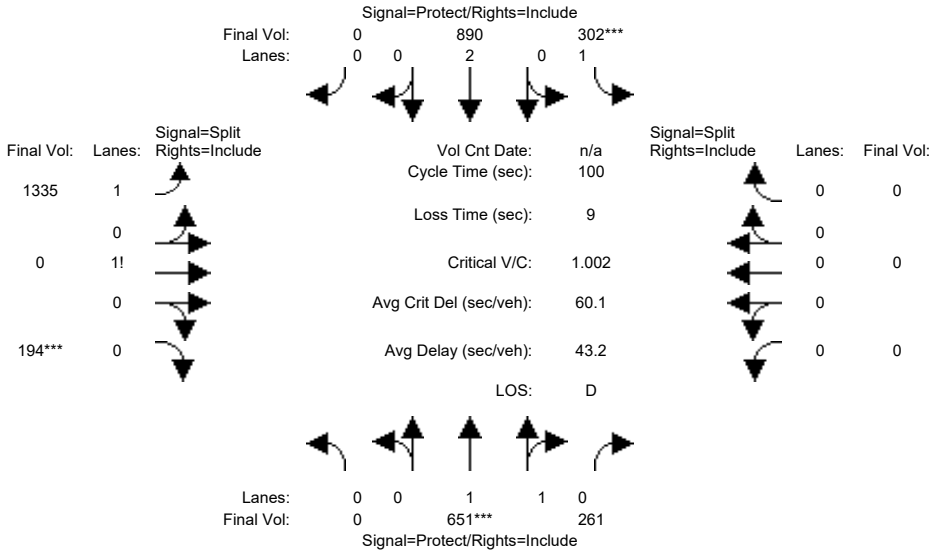
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	929	239	343	1130	0	1326	0	383	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	929	239	343	1130	0	1326	0	383	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	929	239	343	1130	0	1326	0	383	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	929	239	343	1130	0	1326	0	383	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	929	239	343	1130	0	1326	0	383	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	929	239	343	1130	0	1326	0	383	0	0	0
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	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.58	0.42	1.00	2.00	0.00	1.63	0.00	0.37	0.00	0.00	0.00
Final Sat.:	0	2942	757	1750	3800	0	2859	0	641	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.20	0.30	0.00	0.46	0.00	0.60	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	25.9	25.9	16.1	42.0	0.0	49.0	0.0	49.0	0.0	0.0	0.0
Volume/Cap:	0.00	1.22	1.22	1.22	0.71	0.00	0.95	0.00	1.22	0.00	0.00	0.00
Delay/Veh:	0.0	145	145.2	168.4	25.5	0.0	35.2	0.0	130.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	145	145.2	168.4	25.5	0.0	35.2	0.0	130.8	0.0	0.0	0.0
LOS by Move:	A	F	F	F	C	A	D	A	F	A	A	A
HCM2kAvgQ:	0	32	32	19	13	0	31	0	62	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #1004: 101/BERRYESSA (S)



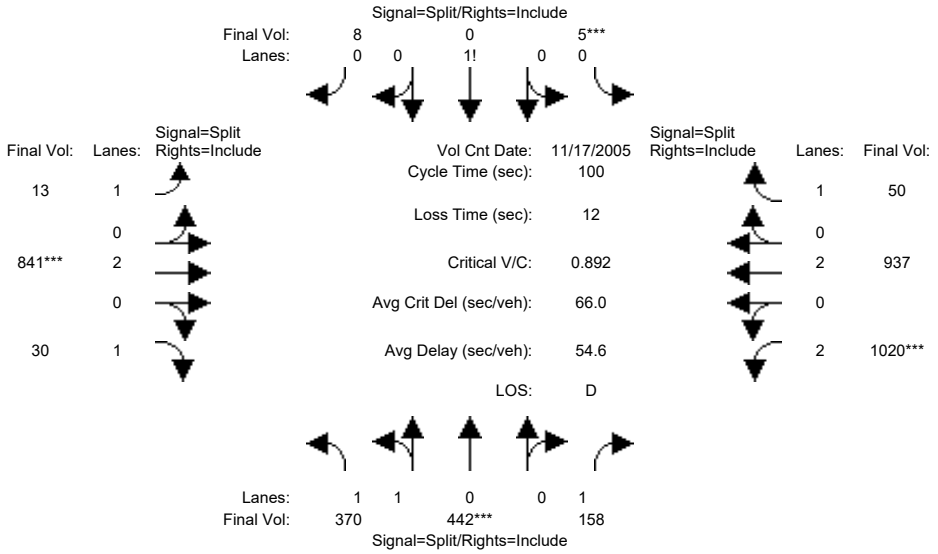
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	651	261	302	890	0	1335	0	194	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	651	261	302	890	0	1335	0	194	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	651	261	302	890	0	1335	0	194	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	651	261	302	890	0	1335	0	194	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	651	261	302	890	0	1335	0	194	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	651	261	302	890	0	1335	0	194	0	0	0
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	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.41	0.59	1.00	2.00	0.00	1.77	0.00	0.23	0.00	0.00	0.00
Final Sat.:	0	2640	1059	1750	3800	0	3106	0	394	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.17	0.23	0.00	0.43	0.00	0.49	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	24.6	24.6	17.2	41.8	0.0	49.2	0.0	49.2	0.0	0.0	0.0
Volume/Cap:	0.00	1.00	1.00	1.00	0.56	0.00	0.87	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	67.9	67.9	93.6	22.5	0.0	27.9	0.0	48.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	67.9	67.9	93.6	22.5	0.0	27.9	0.0	48.8	0.0	0.0	0.0
LOS by Move:	A	E	E	F	C	A	C	A	D	A	A	A
HCM2kAvgQ:	0	17	17	12	10	0	25	0	37	0	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #4010: US 101/MABURY (E)



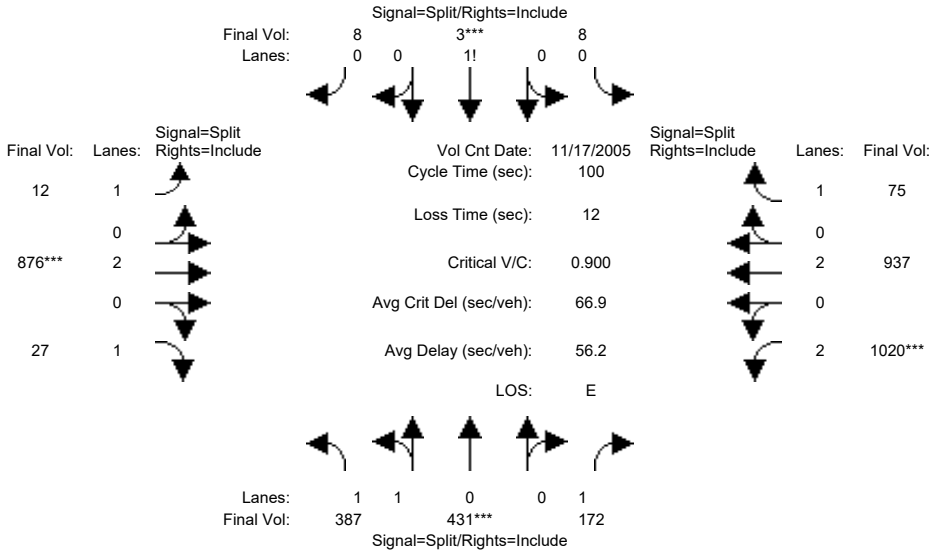
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2005 << 7:00-8:00												
Base Vol:	370	442	158	5	0	8	13	841	30	1020	937	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	442	158	5	0	8	13	841	30	1020	937	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	442	158	5	0	8	13	841	30	1020	937	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	442	158	5	0	8	13	841	30	1020	937	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	442	158	5	0	8	13	841	30	1020	937	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	442	158	5	0	8	13	841	30	1020	937	50
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	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	0.38	0.00	0.62	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	1900	1750	673	0	1077	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.23	0.09	0.01	0.00	0.01	0.01	0.22	0.02	0.32	0.25	0.03
Crit Moves:		****		****				****		****		
Green Time:	23.3	23.3	23.3	10.0	0.0	10.0	22.2	22.2	22.2	32.5	32.5	32.5
Volume/Cap:	0.91	1.00	0.39	0.07	0.00	0.07	0.03	1.00	0.08	1.00	0.76	0.09
Delay/Veh:	51.7	69.2	35.1	41.6	0.0	41.6	30.7	69.2	31.2	61.2	34.7	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	69.2	35.1	41.6	0.0	41.6	30.7	69.2	31.2	61.2	34.7	23.8
LOS by Move:	D	E	D	D	A	D	C	E	C	E	C	C
HCM2kAvgQ:	16	20	5	0	0	0	0	17	1	26	14	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #4010: US 101/MABURY (E)



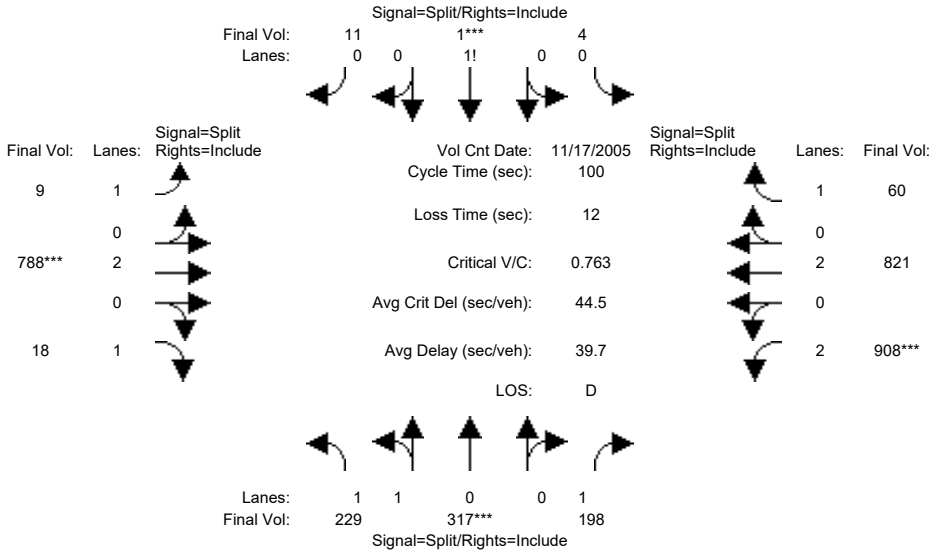
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2005 << 7:00-8:00												
Base Vol:	387	431	172	8	3	8	12	876	27	1020	937	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	387	431	172	8	3	8	12	876	27	1020	937	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	387	431	172	8	3	8	12	876	27	1020	937	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	387	431	172	8	3	8	12	876	27	1020	937	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	431	172	8	3	8	12	876	27	1020	937	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	387	431	172	8	3	8	12	876	27	1020	937	75
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	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	0.42	0.16	0.42	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	1900	1750	737	276	737	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.23	0.10	0.01	0.01	0.01	0.01	0.23	0.02	0.32	0.25	0.04
Crit Moves:		****			****			****			****	
Green Time:	22.7	22.7	22.7	10.0	10.0	10.0	23.0	23.0	23.0	32.3	32.3	32.3
Volume/Cap:	0.98	1.00	0.43	0.11	0.11	0.11	0.03	1.00	0.07	1.00	0.76	0.13
Delay/Veh:	64.3	70.5	36.6	42.2	42.2	42.2	30.0	69.3	30.4	62.4	34.9	24.4
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	70.5	36.6	42.2	42.2	42.2	30.0	69.3	30.4	62.4	34.9	24.4
LOS by Move:	E	E	D	D	D	D	C	E	C	E	C	C
HCM2kAvgQ:	18	19	5	1	1	1	0	18	1	26	14	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #4010: US 101/MABURY (E)



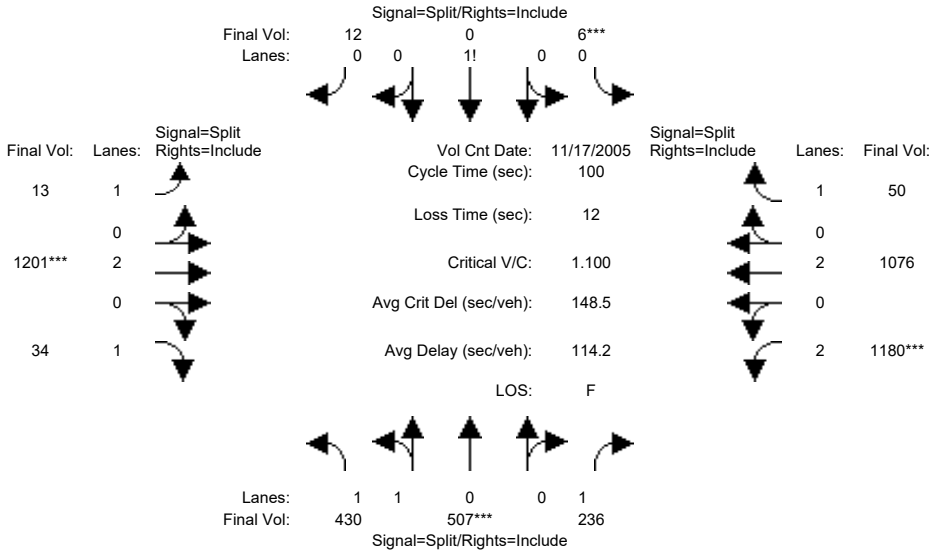
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2005 << 7:00-8:00												
Base Vol:	229	317	198	4	1	11	9	788	18	908	821	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	317	198	4	1	11	9	788	18	908	821	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	317	198	4	1	11	9	788	18	908	821	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	317	198	4	1	11	9	788	18	908	821	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	317	198	4	1	11	9	788	18	908	821	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	317	198	4	1	11	9	788	18	908	821	60
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	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	0.25	0.06	0.69	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	1900	1750	438	109	1203	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.11	0.01	0.01	0.01	0.01	0.21	0.01	0.29	0.22	0.03
Crit Moves:		****			****			****			****	
Green Time:	19.6	19.6	19.6	10.0	10.0	10.0	24.4	24.4	24.4	33.9	33.9	33.9
Volume/Cap:	0.67	0.85	0.58	0.09	0.09	0.09	0.02	0.85	0.04	0.85	0.64	0.10
Delay/Veh:	41.4	52.0	43.3	41.9	41.9	41.9	28.8	45.6	29.0	39.1	30.2	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	52.0	43.3	41.9	41.9	41.9	28.8	45.6	29.0	39.1	30.2	22.9
LOS by Move:	D	D	D	D	D	D	C	D	C	D	C	C
HCM2kAvgQ:	8	12	7	0	0	0	0	13	0	18	11	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #4010: US 101/MABURY (E)



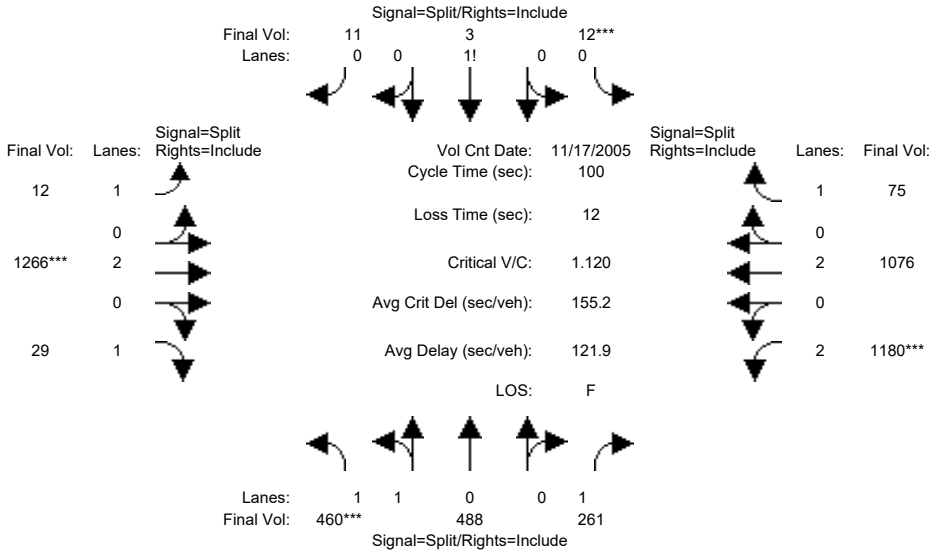
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2005 << 7:00-8:00												
Base Vol:	430	507	236	6	0	12	13	1201	34	1180	1076	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	507	236	6	0	12	13	1201	34	1180	1076	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	430	507	236	6	0	12	13	1201	34	1180	1076	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	430	507	236	6	0	12	13	1201	34	1180	1076	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	507	236	6	0	12	13	1201	34	1180	1076	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	430	507	236	6	0	12	13	1201	34	1180	1076	50
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	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	0.33	0.00	0.67	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	1900	1750	583	0	1167	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.27	0.13	0.01	0.00	0.01	0.01	0.32	0.02	0.37	0.28	0.03
Crit Moves:		****		****				****		****		
Green Time:	21.7	21.7	21.7	10.0	0.0	10.0	25.7	25.7	25.7	30.5	30.5	30.5
Volume/Cap:	1.13	1.23	0.62	0.10	0.00	0.10	0.03	1.23	0.08	1.23	0.93	0.09
Delay/Veh:	112.8	153	42.8	42.1	0.0	42.1	27.9	149	28.4	146.4	47.6	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.8	153	42.8	42.1	0.0	42.1	27.9	149	28.4	146.4	47.6	25.2
LOS by Move:	F	F	D	D	A	D	C	F	C	F	D	C
HCM2kAvgQ:	25	30	8	1	0	1	0	33	1	41	20	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #4010: US 101/MABURY (E)



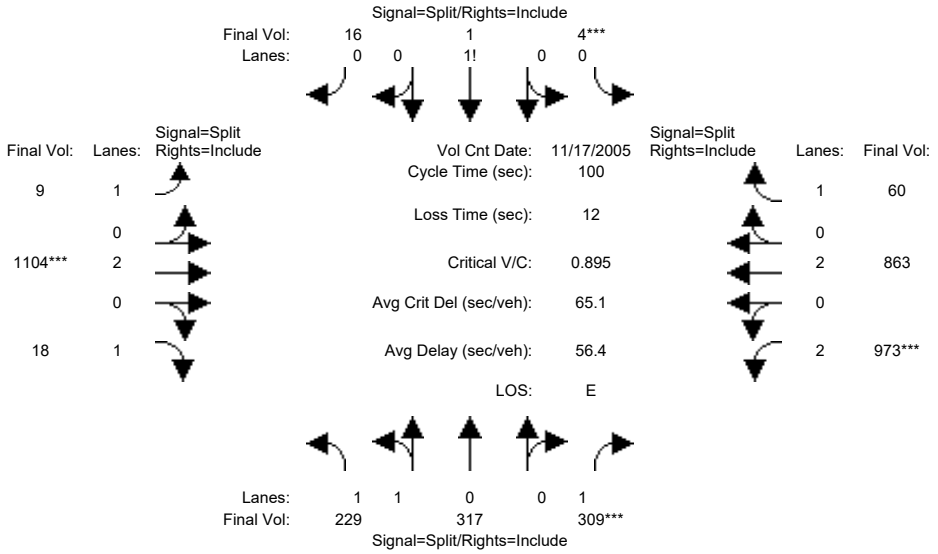
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2005 << 7:00-8:00												
Base Vol:	460	488	261	12	3	11	12	1266	29	1180	1076	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	488	261	12	3	11	12	1266	29	1180	1076	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	460	488	261	12	3	11	12	1266	29	1180	1076	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	460	488	261	12	3	11	12	1266	29	1180	1076	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	488	261	12	3	11	12	1266	29	1180	1076	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	460	488	261	12	3	11	12	1266	29	1180	1076	75
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	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	0.46	0.12	0.42	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	1900	1750	808	202	740	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.15	0.01	0.01	0.01	0.01	0.33	0.02	0.37	0.28	0.04
Crit Moves:	****			****				****		****		
Green Time:	21.1	21.1	21.1	10.0	10.0	10.0	26.8	26.8	26.8	30.1	30.1	30.1
Volume/Cap:	1.24	1.22	0.71	0.15	0.15	0.15	0.03	1.24	0.06	1.24	0.94	0.14
Delay/Veh:	160.4	148	47.4	42.9	42.9	42.9	27.1	155	27.5	153.9	49.8	26.1
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:	160.4	148	47.4	42.9	42.9	42.9	27.1	155	27.5	153.9	49.8	26.1
LOS by Move:	F	F	D	D	D	D	C	F	C	F	D	C
HCM2kAvgQ:	30	28	9	1	1	1	0	36	1	41	21	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #4010: US 101/MABURY (E)



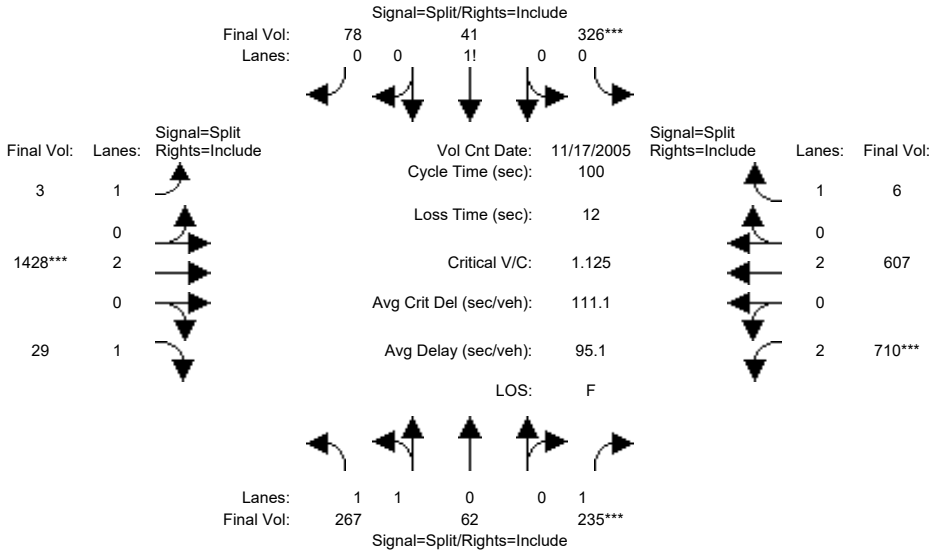
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2005 << 7:00-8:00												
Base Vol:	229	317	309	4	1	16	9	1104	18	973	863	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	317	309	4	1	16	9	1104	18	973	863	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	317	309	4	1	16	9	1104	18	973	863	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	317	309	4	1	16	9	1104	18	973	863	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	317	309	4	1	16	9	1104	18	973	863	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	317	309	4	1	16	9	1104	18	973	863	60
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	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	0.19	0.05	0.76	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	1900	1750	333	83	1333	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.18	0.01	0.01	0.01	0.01	0.29	0.01	0.31	0.23	0.03
Crit Moves:			****	****				****		****		
Green Time:	17.7	17.7	17.7	10.0	10.0	10.0	29.2	29.2	29.2	31.0	31.0	31.0
Volume/Cap:	0.74	0.94	0.99	0.12	0.12	0.12	0.02	0.99	0.04	0.99	0.73	0.11
Delay/Veh:	45.4	65.7	90.9	42.4	42.4	42.4	25.3	61.1	25.5	62.0	34.8	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	65.7	90.9	42.4	42.4	42.4	25.3	61.1	25.5	62.0	34.8	25.0
LOS by Move:	D	E	F	D	D	D	C	E	C	E	C	C
HCM2kAvgQ:	9	14	16	1	1	1	0	22	0	25	13	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #4010: US 101/MABURY (E)



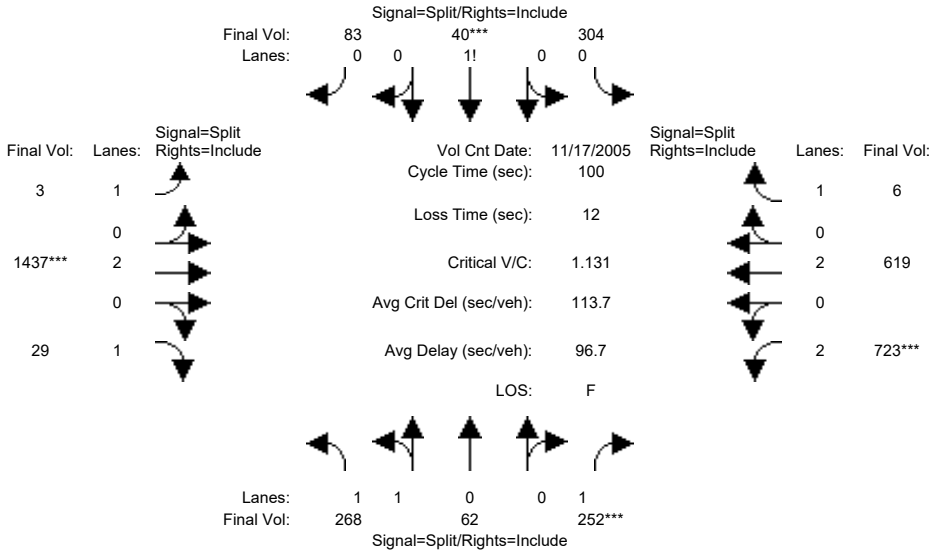
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2005 << 4:45-5:45												
Base Vol:	267	62	235	326	41	78	3	1428	29	710	607	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	62	235	326	41	78	3	1428	29	710	607	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	62	235	326	41	78	3	1428	29	710	607	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	267	62	235	326	41	78	3	1428	29	710	607	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	62	235	326	41	78	3	1428	29	710	607	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	267	62	235	326	41	78	3	1428	29	710	607	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.63	0.37	1.00	0.73	0.09	0.18	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2881	669	1750	1282	161	307	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.13	0.25	0.25	0.25	0.00	0.38	0.02	0.23	0.16	0.00
Crit Moves:			****	****				****		****		
Green Time:	11.9	11.9	11.9	22.6	22.6	22.6	33.4	33.4	33.4	20.0	20.0	20.0
Volume/Cap:	0.78	0.78	1.12	1.12	1.12	1.12	0.01	1.12	0.05	1.12	0.80	0.02
Delay/Veh:	55.8	55.8	143.8	122.3	122	122.3	22.2	100	22.7	115.3	46.5	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:	55.8	55.8	143.8	122.3	122	122.3	22.2	100	22.7	115.3	46.5	32.2
LOS by Move:	E	E	F	F	F	F	C	F	C	F	D	C
HCM2kAvgQ:	7	7	15	23	23	23	0	33	1	23	11	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #4010: US 101/MABURY (E)



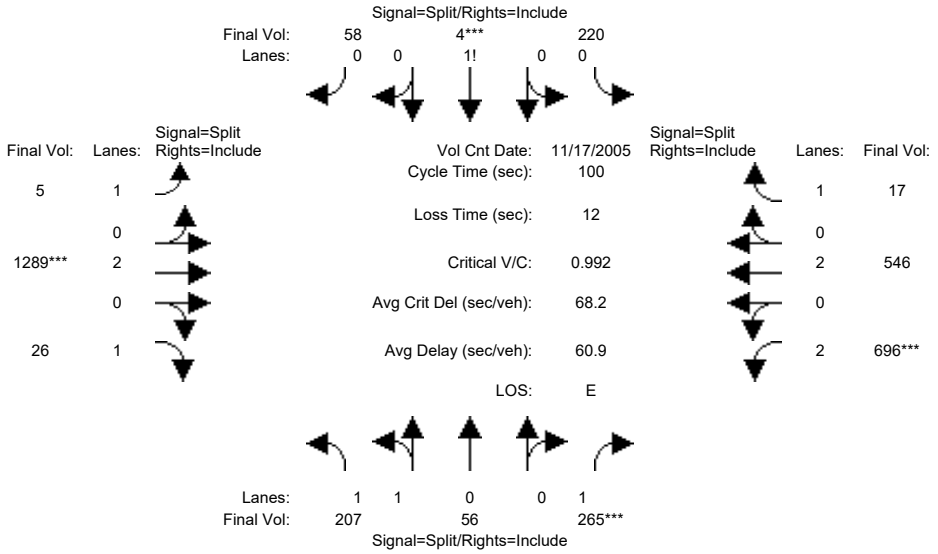
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2005 << 4:45-5:45												
Base Vol:	268	62	252	304	40	83	3	1437	29	723	619	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	62	252	304	40	83	3	1437	29	723	619	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	62	252	304	40	83	3	1437	29	723	619	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	62	252	304	40	83	3	1437	29	723	619	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	62	252	304	40	83	3	1437	29	723	619	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	62	252	304	40	83	3	1437	29	723	619	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.63	0.37	1.00	0.72	0.09	0.19	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2883	667	1750	1246	164	340	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.14	0.24	0.24	0.24	0.00	0.38	0.02	0.23	0.16	0.00
Crit Moves:			****		****			****		****		
Green Time:	12.7	12.7	12.7	21.6	21.6	21.6	33.4	33.4	33.4	20.3	20.3	20.3
Volume/Cap:	0.73	0.73	1.13	1.13	1.13	1.13	0.01	1.13	0.05	1.13	0.80	0.02
Delay/Veh:	52.0	52.0	143.9	126.3	126	126.3	22.2	103	22.7	117.5	46.6	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:	52.0	52.0	143.9	126.3	126	126.3	22.2	103	22.7	117.5	46.6	32.0
LOS by Move:	D	D	F	F	F	F	C	F	C	F	D	C
HCM2kAvgQ:	7	7	16	22	22	22	0	34	1	23	11	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #4010: US 101/MABURY (E)



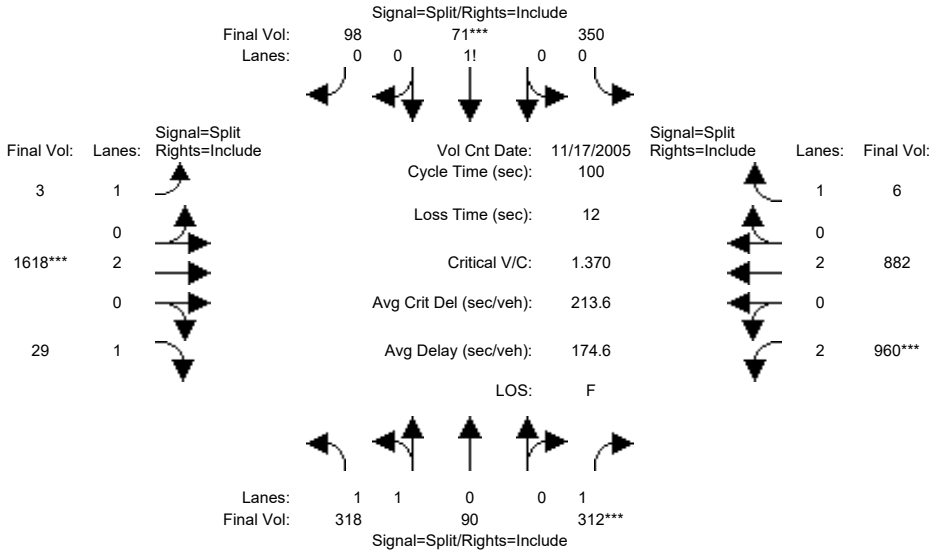
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2005 << 4:45-5:45												
Base Vol:	207	56	265	220	4	58	5	1289	26	696	546	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:	207	56	265	220	4	58	5	1289	26	696	546	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	56	265	220	4	58	5	1289	26	696	546	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:	207	56	265	220	4	58	5	1289	26	696	546	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	56	265	220	4	58	5	1289	26	696	546	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:	207	56	265	220	4	58	5	1289	26	696	546	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.58	0.42	1.00	0.78	0.01	0.21	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2794	756	1750	1365	25	360	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.15	0.16	0.16	0.16	0.00	0.34	0.01	0.22	0.14	0.01
Crit Moves:			****		****			****		****		
Green Time:	15.3	15.3	15.3	16.2	16.2	16.2	34.2	34.2	34.2	22.3	22.3	22.3
Volume/Cap:	0.49	0.49	0.99	0.99	0.99	0.99	0.01	0.99	0.04	0.99	0.64	0.04
Delay/Veh:	41.9	41.9	95.3	93.1	93.1	93.1	21.7	55.8	22.1	70.8	39.0	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	41.9	95.3	93.1	93.1	93.1	21.7	55.8	22.1	70.8	39.0	30.7
LOS by Move:	D	D	F	F	F	F	C	E	C	E	D	C
HCM2kAvgQ:	4	4	14	12	12	12	0	25	1	19	9	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #4010: US 101/MABURY (E)



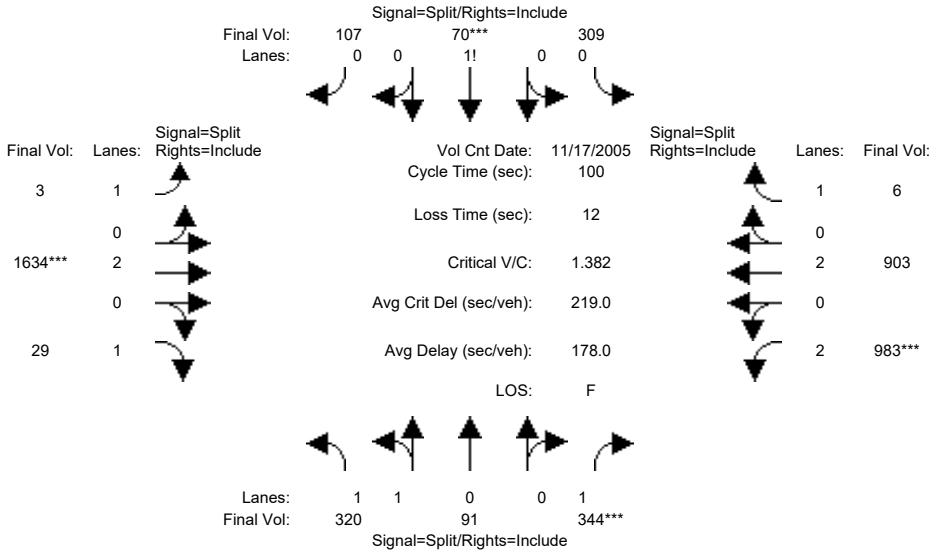
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2005 << 4:45-5:45												
Base Vol:	318	90	312	350	71	98	3	1618	29	960	882	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	318	90	312	350	71	98	3	1618	29	960	882	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	90	312	350	71	98	3	1618	29	960	882	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	318	90	312	350	71	98	3	1618	29	960	882	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	90	312	350	71	98	3	1618	29	960	882	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	318	90	312	350	71	98	3	1618	29	960	882	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.56	0.44	1.00	0.67	0.14	0.19	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2767	783	1750	1180	239	330	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.18	0.30	0.30	0.30	0.00	0.43	0.02	0.30	0.23	0.00
Crit Moves:			****		****			****		****		
Green Time:	13.0	13.0	13.0	21.7	21.7	21.7	31.1	31.1	31.1	22.2	22.2	22.2
Volume/Cap:	0.88	0.88	1.37	1.37	1.37	1.37	0.01	1.37	0.05	1.37	1.04	0.02
Delay/Veh:	63.8	63.8	235.3	221.6	222	221.6	23.8	206	24.3	214.3	81.7	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	63.8	235.3	221.6	222	221.6	23.8	206	24.3	214.3	81.7	30.4
LOS by Move:	E	E	F	F	F	F	C	F	C	F	F	C
HCM2kAvgQ:	10	10	24	36	36	36	0	51	1	39	21	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #4010: US 101/MABURY (E)



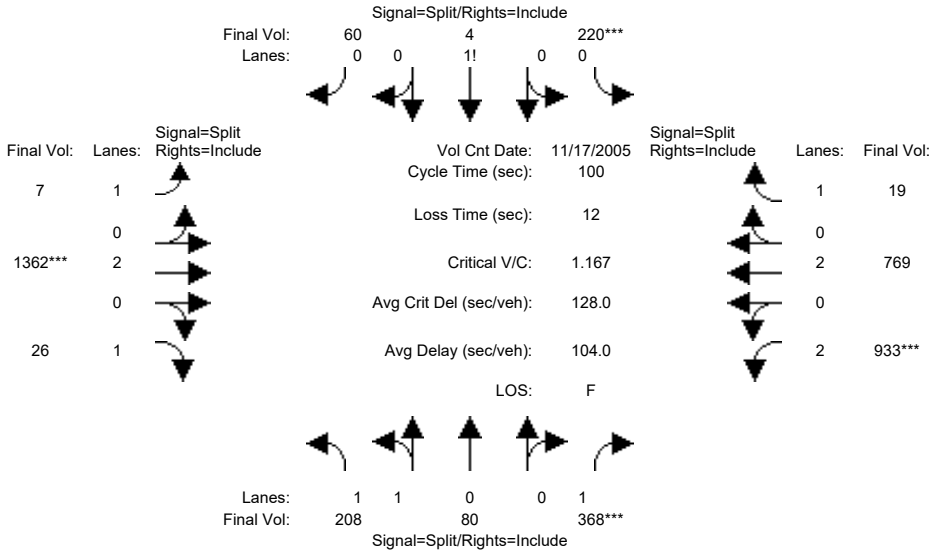
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2005 << 4:45-5:45												
Base Vol:	320	91	344	309	70	107	3	1634	29	983	903	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	91	344	309	70	107	3	1634	29	983	903	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	91	344	309	70	107	3	1634	29	983	903	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	91	344	309	70	107	3	1634	29	983	903	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	91	344	309	70	107	3	1634	29	983	903	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	91	344	309	70	107	3	1634	29	983	903	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.56	0.44	1.00	0.64	0.14	0.22	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2764	786	1750	1113	252	385	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.20	0.28	0.28	0.28	0.00	0.43	0.02	0.31	0.24	0.00
Crit Moves:			****		****			****		****		
Green Time:	14.2	14.2	14.2	20.1	20.1	20.1	31.1	31.1	31.1	22.6	22.6	22.6
Volume/Cap:	0.81	0.81	1.38	1.38	1.38	1.38	0.01	1.38	0.05	1.38	1.05	0.02
Delay/Veh:	55.1	55.1	237.9	228.8	229	228.8	23.8	212	24.3	219.4	84.2	30.1
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:	55.1	55.1	237.9	228.8	229	228.8	23.8	212	24.3	219.4	84.2	30.1
LOS by Move:	E	E	F	F	F	F	C	F	C	F	F	C
HCM2kAvgQ:	9	9	26	34	34	34	0	52	1	40	22	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #4010: US 101/MABURY (E)



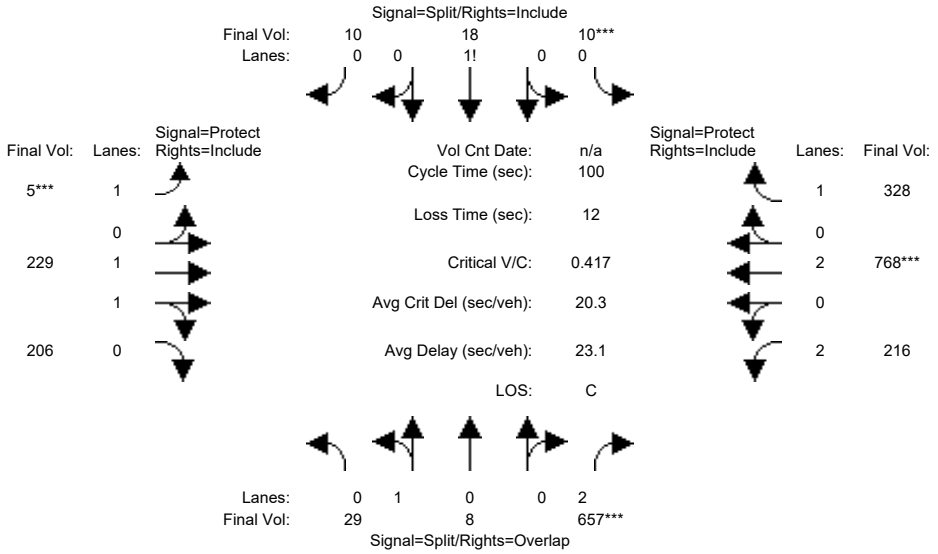
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2005 << 4:45-5:45												
Base Vol:	208	80	368	220	4	60	7	1362	26	933	769	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	80	368	220	4	60	7	1362	26	933	769	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	80	368	220	4	60	7	1362	26	933	769	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	80	368	220	4	60	7	1362	26	933	769	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	80	368	220	4	60	7	1362	26	933	769	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	80	368	220	4	60	7	1362	26	933	769	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.45	0.55	1.00	0.78	0.01	0.21	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2564	986	1750	1356	25	370	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.21	0.16	0.16	0.16	0.00	0.36	0.01	0.30	0.20	0.01
Crit Moves:			****	****				****		****		
Green Time:	18.0	18.0	18.0	13.9	13.9	13.9	30.7	30.7	30.7	25.4	25.4	25.4
Volume/Cap:	0.45	0.45	1.17	1.17	1.17	1.17	0.01	1.17	0.05	1.17	0.80	0.04
Delay/Veh:	38.9	38.9	145.1	153.5	153	153.5	24.1	119	24.5	125.9	41.7	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	38.9	145.1	153.5	153	153.5	24.1	119	24.5	125.9	41.7	28.3
LOS by Move:	D	D	F	F	F	F	C	F	C	F	D	C
HCM2kAvgQ:	5	5	23	16	16	16	0	34	1	30	13	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #1002: US 101/MABURY (W)



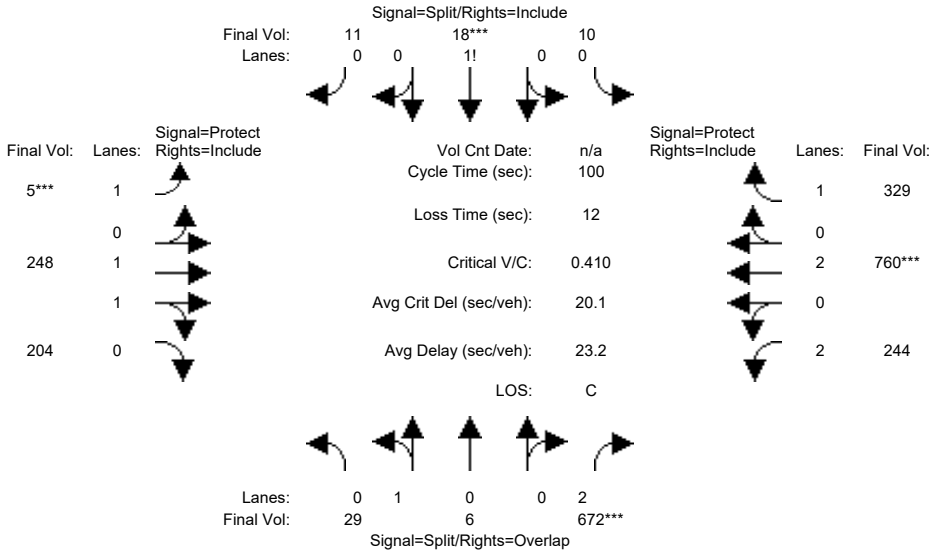
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	8	657	10	18	10	5	229	206	216	768	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	8	657	10	18	10	5	229	206	216	768	328
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	8	657	10	18	10	5	229	206	216	768	328
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	8	657	10	18	10	5	229	206	216	768	328
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	8	657	10	18	10	5	229	206	216	768	328
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	8	657	10	18	10	5	229	206	216	768	328
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	0.92	0.92	0.92	1.00	0.95	0.83	1.00	0.92
Lanes:	0.78	0.22	2.00	0.26	0.48	0.26	1.00	1.03	0.97	2.00	2.00	1.00
Final Sat.:	1411	389	3150	461	829	461	1750	1947	1751	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.21	0.02	0.02	0.02	0.00	0.12	0.12	0.07	0.20	0.19
Crit Moves:			****	****			****				****	
Green Time:	28.9	28.9	47.2	10.0	10.0	10.0	7.0	30.8	30.8	18.3	42.1	42.1
Volume/Cap:	0.07	0.07	0.44	0.22	0.22	0.22	0.04	0.38	0.38	0.37	0.48	0.44
Delay/Veh:	25.9	25.9	17.8	42.0	42.0	42.0	43.5	27.4	27.4	36.2	21.2	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.9	17.8	42.0	42.0	42.0	43.5	27.4	27.4	36.2	21.2	21.0
LOS by Move:	C	C	B	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	1	1	8	1	1	1	0	5	5	3	8	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #1002: US 101/MABURY (W)



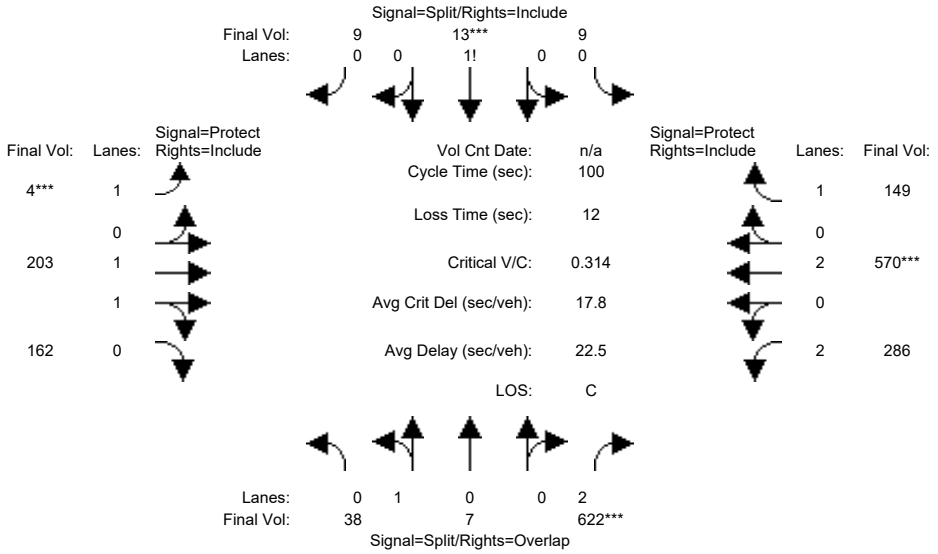
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	6	672	10	18	11	5	248	204	244	760	329
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	6	672	10	18	11	5	248	204	244	760	329
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	6	672	10	18	11	5	248	204	244	760	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	6	672	10	18	11	5	248	204	244	760	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	6	672	10	18	11	5	248	204	244	760	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	6	672	10	18	11	5	248	204	244	760	329
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	0.92	0.92	0.92	1.00	0.95	0.83	1.00	0.92
Lanes:	0.83	0.17	2.00	0.26	0.46	0.28	1.00	1.07	0.93	2.00	2.00	1.00
Final Sat.:	1491	309	3150	449	808	494	1750	2029	1669	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.21	0.02	0.02	0.02	0.00	0.12	0.12	0.08	0.20	0.19
Crit Moves:			****		****		****				****	
Green Time:	28.7	28.7	47.8	10.0	10.0	10.0	7.0	30.2	30.2	19.1	42.3	42.3
Volume/Cap:	0.07	0.07	0.45	0.22	0.22	0.22	0.04	0.41	0.41	0.41	0.47	0.44
Delay/Veh:	26.0	26.0	17.5	42.1	42.1	42.1	43.5	28.0	28.0	35.9	21.0	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	26.0	17.5	42.1	42.1	42.1	43.5	28.0	28.0	35.9	21.0	20.9
LOS by Move:	C	C	B	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	1	1	8	1	1	1	0	5	5	4	8	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #1002: US 101/MABURY (W)



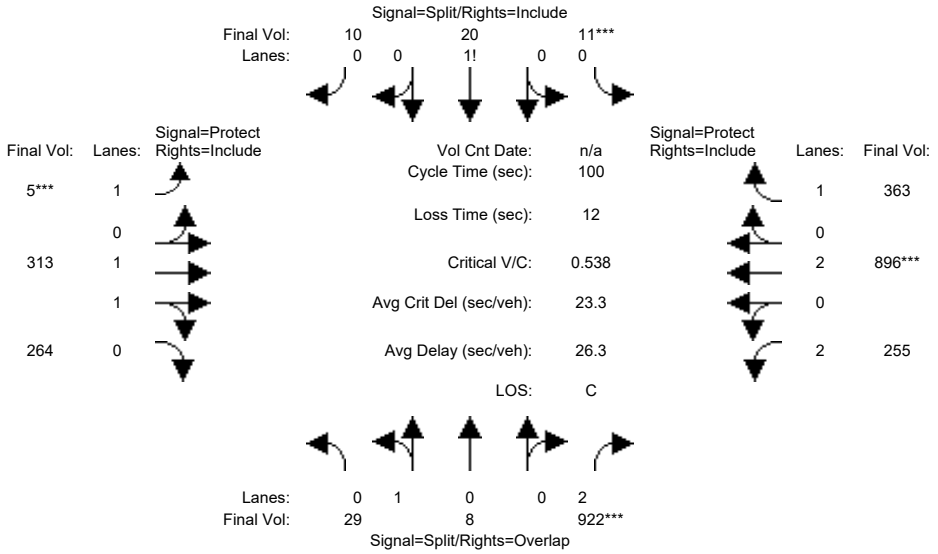
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	38	7	622	9	13	9	4	203	162	286	570	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	7	622	9	13	9	4	203	162	286	570	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	7	622	9	13	9	4	203	162	286	570	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	7	622	9	13	9	4	203	162	286	570	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	7	622	9	13	9	4	203	162	286	570	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	7	622	9	13	9	4	203	162	286	570	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	0.92	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.84	0.16	2.00	0.29	0.42	0.29	1.00	1.09	0.91	2.00	2.00	1.00
Final Sat.:	1520	280	3150	508	734	508	1750	2057	1641	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.20	0.02	0.02	0.02	0.00	0.10	0.10	0.09	0.15	0.09
Crit Moves:			****		****		****				****	
Green Time:	29.5	29.5	52.6	10.0	10.0	10.0	7.0	25.4	25.4	23.1	41.5	41.5
Volume/Cap:	0.08	0.08	0.38	0.18	0.18	0.18	0.03	0.39	0.39	0.39	0.36	0.21
Delay/Veh:	25.6	25.6	14.2	41.7	41.7	41.7	43.5	31.1	31.1	32.9	20.3	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	25.6	14.2	41.7	41.7	41.7	43.5	31.1	31.1	32.9	20.3	18.8
LOS by Move:	C	C	B	D	D	D	D	C	C	C	C	B
HCM2kAvgQ:	1	1	7	1	1	1	0	5	5	4	6	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #1002: US 101/MABURY (W)



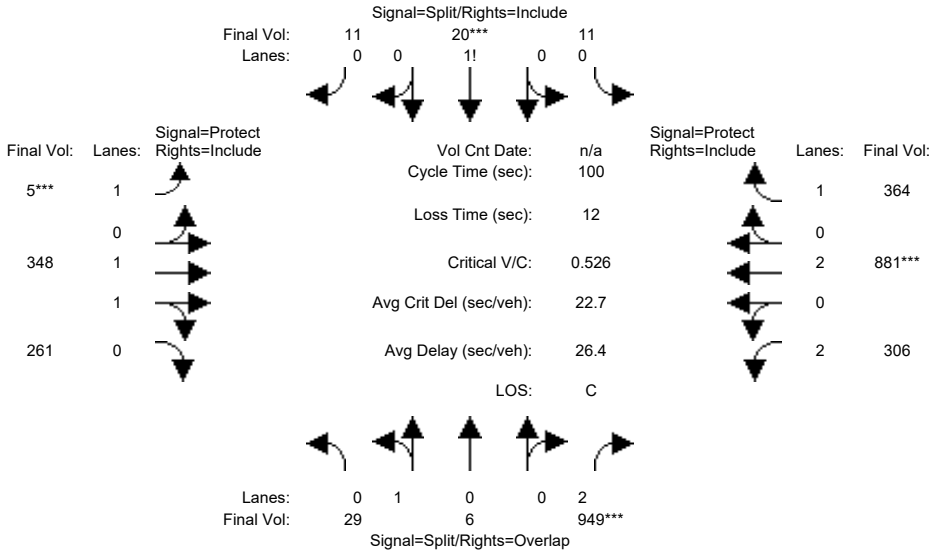
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	8	922	11	20	10	5	313	264	255	896	363
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	8	922	11	20	10	5	313	264	255	896	363
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	8	922	11	20	10	5	313	264	255	896	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	8	922	11	20	10	5	313	264	255	896	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	8	922	11	20	10	5	313	264	255	896	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	8	922	11	20	10	5	313	264	255	896	363
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	0.92	0.92	0.92	1.00	0.95	0.83	1.00	0.92
Lanes:	0.78	0.22	2.00	0.27	0.49	0.24	1.00	1.06	0.94	2.00	2.00	1.00
Final Sat.:	1411	389	3150	470	854	427	1750	2006	1692	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.29	0.02	0.02	0.02	0.00	0.16	0.16	0.08	0.24	0.21
Crit Moves:			****	****			****				****	
Green Time:	33.6	33.6	48.8	10.0	10.0	10.0	7.0	29.2	29.2	15.2	37.4	37.4
Volume/Cap:	0.06	0.06	0.60	0.23	0.23	0.23	0.04	0.53	0.53	0.53	0.63	0.55
Delay/Veh:	22.6	22.6	19.2	42.2	42.2	42.2	43.5	30.2	30.2	40.3	26.6	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:	22.6	22.6	19.2	42.2	42.2	42.2	43.5	30.2	30.2	40.3	26.6	25.8
LOS by Move:	C	C	B	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	1	1	13	1	1	1	0	7	7	4	10	9

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #1002: US 101/MABURY (W)

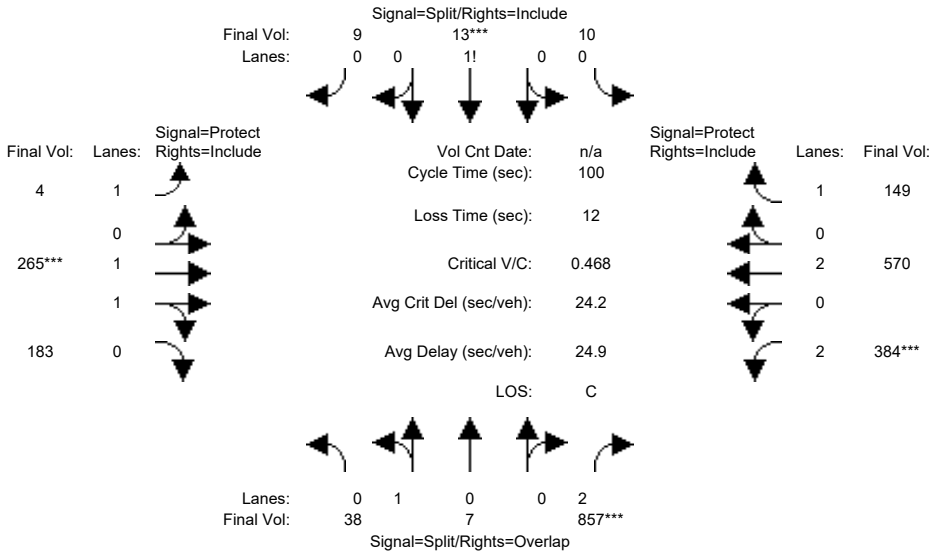


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	6	949	11	20	11	5	348	261	306	881	364
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	6	949	11	20	11	5	348	261	306	881	364
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	6	949	11	20	11	5	348	261	306	881	364
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	6	949	11	20	11	5	348	261	306	881	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	6	949	11	20	11	5	348	261	306	881	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	6	949	11	20	11	5	348	261	306	881	364
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	0.92	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.83	0.17	2.00	0.26	0.48	0.26	1.00	1.12	0.88	2.00	2.00	1.00
Final Sat.:	1491	309	3150	458	833	458	1750	2113	1585	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.30	0.02	0.02	0.02	0.00	0.16	0.16	0.10	0.23	0.21
Crit Moves:			****		****		****				****	
Green Time:	33.2	33.2	49.8	10.0	10.0	10.0	7.0	28.2	28.2	16.6	37.8	37.8
Volume/Cap:	0.06	0.06	0.60	0.24	0.24	0.24	0.04	0.59	0.59	0.59	0.61	0.55
Delay/Veh:	22.8	22.8	18.7	42.2	42.2	42.2	43.5	31.8	31.8	40.2	26.0	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	22.8	18.7	42.2	42.2	42.2	43.5	31.8	31.8	40.2	26.0	25.5
LOS by Move:	C	C	B	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	1	1	13	1	1	1	0	8	8	5	10	9

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #1002: US 101/MABURY (W)



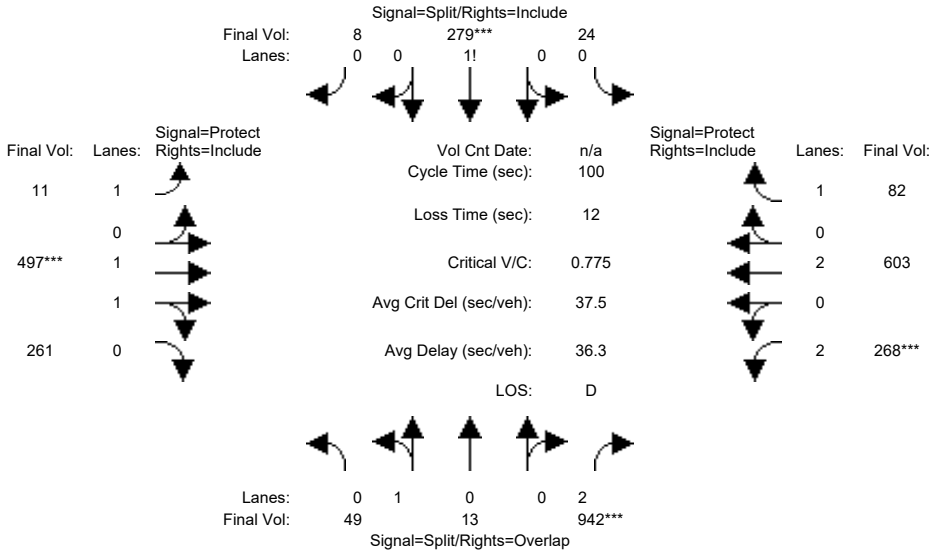
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	38	7	857	10	13	9	4	265	183	384	570	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	7	857	10	13	9	4	265	183	384	570	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	7	857	10	13	9	4	265	183	384	570	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	7	857	10	13	9	4	265	183	384	570	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	7	857	10	13	9	4	265	183	384	570	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	7	857	10	13	9	4	265	183	384	570	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	0.92	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.84	0.16	2.00	0.31	0.41	0.28	1.00	1.16	0.84	2.00	2.00	1.00
Final Sat.:	1520	280	3150	547	711	492	1750	2188	1511	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.27	0.02	0.02	0.02	0.00	0.12	0.12	0.12	0.15	0.09
Crit Moves:			****		****			****		****		
Green Time:	29.8	29.8	54.0	10.0	10.0	10.0	15.3	24.0	24.0	24.2	32.9	32.9
Volume/Cap:	0.08	0.08	0.50	0.18	0.18	0.18	0.01	0.50	0.50	0.50	0.46	0.26
Delay/Veh:	25.3	25.3	14.8	41.8	41.8	41.8	35.9	33.3	33.3	33.3	26.8	24.9
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:	25.3	25.3	14.8	41.8	41.8	41.8	35.9	33.3	33.3	33.3	26.8	24.9
LOS by Move:	C	C	B	D	D	D	D	C	C	C	C	C
HCM2kAvgQ:	1	1	10	1	1	1	0	6	6	6	7	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #1002: US 101/MABURY (W)



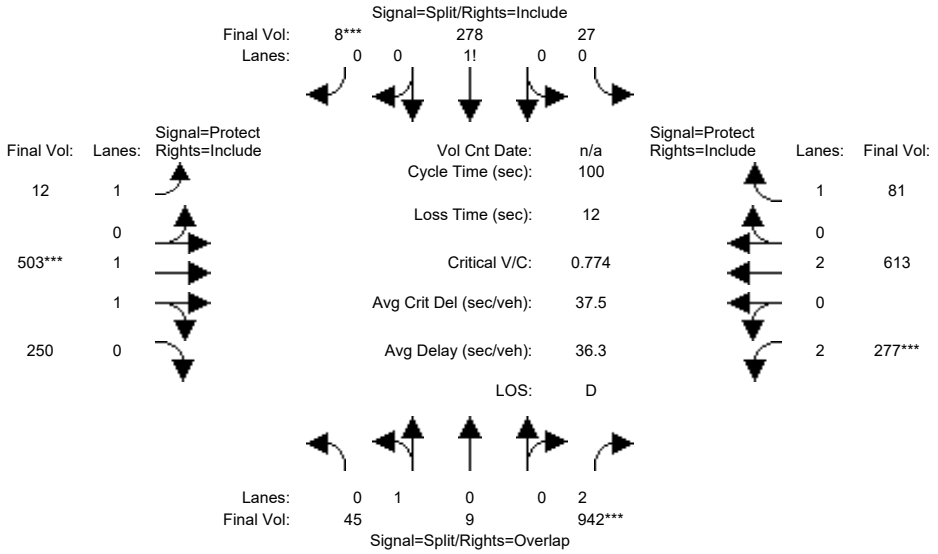
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	49	13	942	24	279	8	11	497	261	268	603	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	13	942	24	279	8	11	497	261	268	603	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	13	942	24	279	8	11	497	261	268	603	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	13	942	24	279	8	11	497	261	268	603	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	13	942	24	279	8	11	497	261	268	603	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	13	942	24	279	8	11	497	261	268	603	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	0.92	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.79	0.21	2.00	0.08	0.90	0.02	1.00	1.29	0.71	2.00	2.00	1.00
Final Sat.:	1423	377	3150	135	1570	45	1750	2425	1274	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.30	0.18	0.18	0.18	0.01	0.20	0.20	0.09	0.16	0.05
Crit Moves:			****		****			****		****		
Green Time:	27.6	27.6	38.6	22.9	22.9	22.9	11.5	26.5	26.5	11.0	26.0	26.0
Volume/Cap:	0.12	0.12	0.77	0.77	0.77	0.77	0.05	0.77	0.77	0.77	0.61	0.18
Delay/Veh:	27.2	27.2	30.1	45.2	45.2	45.2	39.6	37.9	37.9	53.8	33.7	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:	27.2	27.2	30.1	45.2	45.2	45.2	39.6	37.9	37.9	53.8	33.7	28.9
LOS by Move:	C	C	C	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	2	2	17	12	12	12	0	12	12	5	8	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #1002: US 101/MABURY (W)



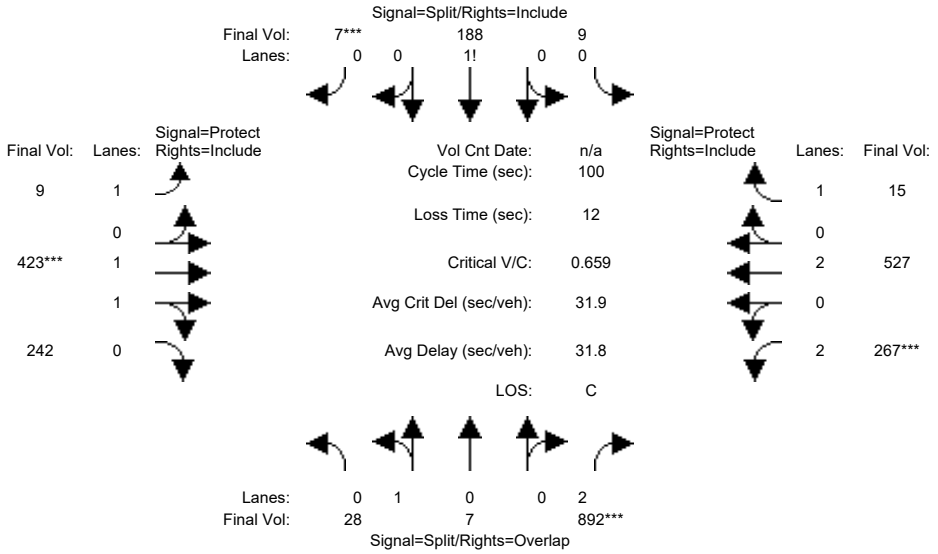
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	9	942	27	278	8	12	503	250	277	613	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	9	942	27	278	8	12	503	250	277	613	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	9	942	27	278	8	12	503	250	277	613	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	9	942	27	278	8	12	503	250	277	613	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	9	942	27	278	8	12	503	250	277	613	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	9	942	27	278	8	12	503	250	277	613	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	0.92	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.83	0.17	2.00	0.09	0.89	0.02	1.00	1.32	0.68	2.00	2.00	1.00
Final Sat.:	1500	300	3150	151	1554	45	1750	2471	1228	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.30	0.18	0.18	0.18	0.01	0.20	0.20	0.09	0.16	0.05
Crit Moves:			****			****		****		****		
Green Time:	27.3	27.3	38.6	23.1	23.1	23.1	11.4	26.3	26.3	11.4	26.3	26.3
Volume/Cap:	0.11	0.11	0.77	0.77	0.77	0.77	0.06	0.77	0.77	0.77	0.61	0.18
Delay/Veh:	27.4	27.4	30.1	45.1	45.1	45.1	39.7	38.1	38.1	53.2	33.6	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	27.4	30.1	45.1	45.1	45.1	39.7	38.1	38.1	53.2	33.6	28.7
LOS by Move:	C	C	C	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	1	1	17	12	12	12	0	11	11	5	8	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #1002: US 101/MABURY (W)



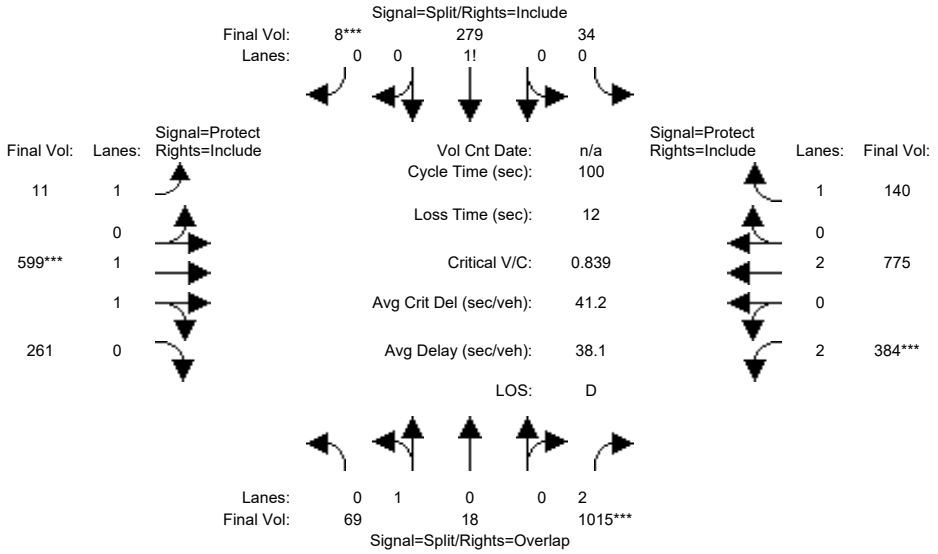
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	7	892	9	188	7	9	423	242	267	527	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	7	892	9	188	7	9	423	242	267	527	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	7	892	9	188	7	9	423	242	267	527	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	7	892	9	188	7	9	423	242	267	527	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	7	892	9	188	7	9	423	242	267	527	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	7	892	9	188	7	9	423	242	267	527	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	0.92	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.80	0.20	2.00	0.04	0.93	0.03	1.00	1.25	0.75	2.00	2.00	1.00
Final Sat.:	1440	360	3150	77	1613	60	1750	2353	1346	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.28	0.12	0.12	0.12	0.01	0.18	0.18	0.08	0.14	0.01
Crit Moves:			****			****		****		****		
Green Time:	30.1	30.1	43.0	17.7	17.7	17.7	13.5	27.3	27.3	12.9	26.7	26.7
Volume/Cap:	0.06	0.06	0.66	0.66	0.66	0.66	0.04	0.66	0.66	0.66	0.52	0.03
Delay/Veh:	24.9	24.9	23.9	43.5	43.5	43.5	37.7	33.8	33.8	45.4	31.7	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	24.9	23.9	43.5	43.5	43.5	37.7	33.8	33.8	45.4	31.7	27.1
LOS by Move:	C	C	C	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	1	1	14	7	7	7	0	9	9	5	7	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #1002: US 101/MABURY (W)



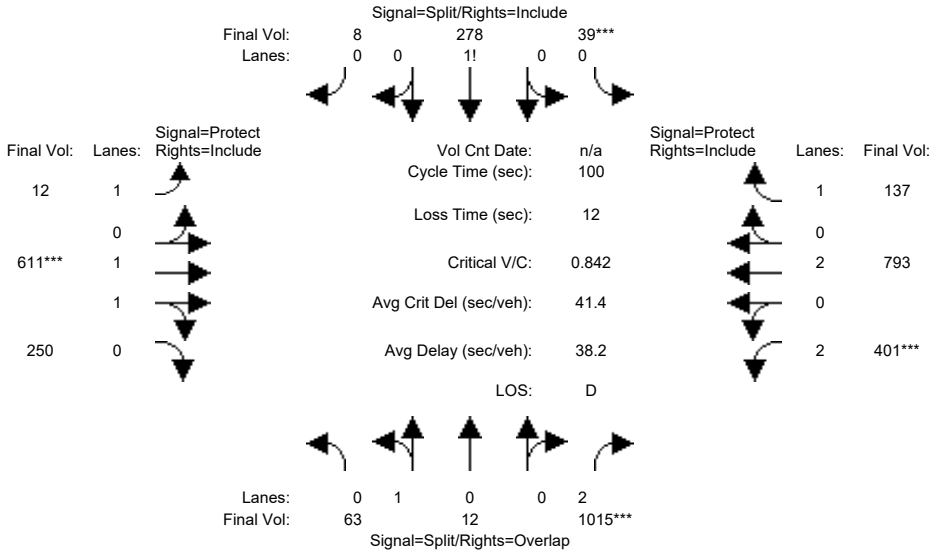
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	69	18	1015	34	279	8	11	599	261	384	775	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	18	1015	34	279	8	11	599	261	384	775	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	18	1015	34	279	8	11	599	261	384	775	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	18	1015	34	279	8	11	599	261	384	775	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	18	1015	34	279	8	11	599	261	384	775	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	18	1015	34	279	8	11	599	261	384	775	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	0.92	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.79	0.21	2.00	0.11	0.87	0.02	1.00	1.38	0.62	2.00	2.00	1.00
Final Sat.:	1428	372	3150	185	1521	44	1750	2576	1123	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.32	0.18	0.18	0.18	0.01	0.23	0.23	0.12	0.20	0.08
Crit Moves:			****			****		****		****		
Green Time:	23.9	23.9	38.4	21.9	21.9	21.9	10.8	27.7	27.7	14.5	31.5	31.5
Volume/Cap:	0.20	0.20	0.84	0.84	0.84	0.84	0.06	0.84	0.84	0.84	0.65	0.25
Delay/Veh:	30.7	30.7	33.3	52.4	52.4	52.4	40.2	40.3	40.3	54.5	30.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	30.7	33.3	52.4	52.4	52.4	40.2	40.3	40.3	54.5	30.8	25.8
LOS by Move:	C	C	C	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	2	2	20	13	13	13	0	14	14	6	9	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #1002: US 101/MABURY (W)

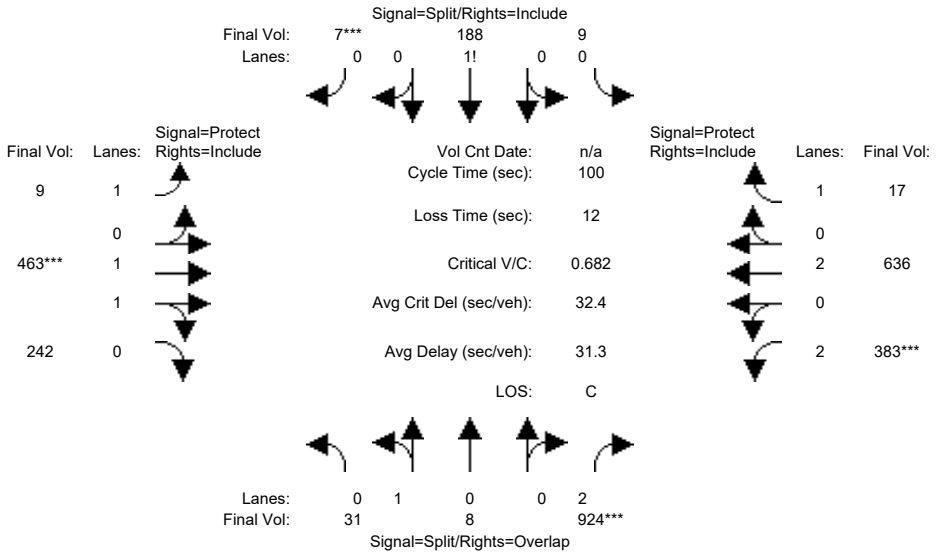


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	12	1015	39	278	8	12	611	250	401	793	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	12	1015	39	278	8	12	611	250	401	793	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	12	1015	39	278	8	12	611	250	401	793	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	12	1015	39	278	8	12	611	250	401	793	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	12	1015	39	278	8	12	611	250	401	793	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	12	1015	39	278	8	12	611	250	401	793	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	0.92	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.84	0.16	2.00	0.12	0.86	0.02	1.00	1.40	0.60	2.00	2.00	1.00
Final Sat.:	1512	288	3150	210	1497	43	1750	2625	1074	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.32	0.19	0.19	0.19	0.01	0.23	0.23	0.13	0.21	0.08
Crit Moves:			****	****				****		****		
Green Time:	23.2	23.2	38.3	22.1	22.1	22.1	10.7	27.7	27.7	15.1	32.0	32.0
Volume/Cap:	0.18	0.18	0.84	0.84	0.84	0.84	0.06	0.84	0.84	0.84	0.65	0.24
Delay/Veh:	31.0	31.0	33.6	52.5	52.5	52.5	40.3	40.5	40.5	54.0	30.5	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	31.0	33.6	52.5	52.5	52.5	40.3	40.5	40.5	54.0	30.5	25.3
LOS by Move:	C	C	C	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	2	2	20	13	13	13	0	14	14	7	10	3

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #1002: US 101/MABURY (W)



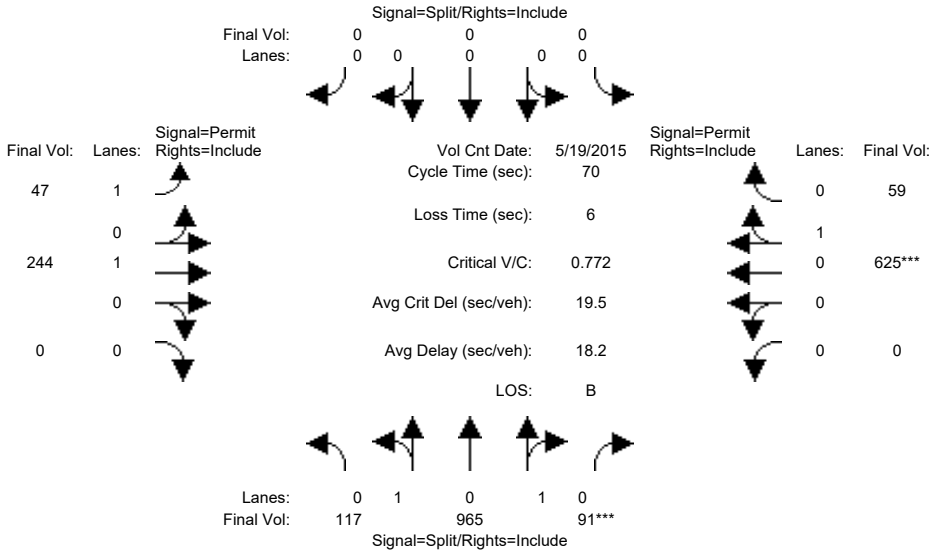
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	8	924	9	188	7	9	463	242	383	636	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	8	924	9	188	7	9	463	242	383	636	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	8	924	9	188	7	9	463	242	383	636	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:	31	8	924	9	188	7	9	463	242	383	636	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	8	924	9	188	7	9	463	242	383	636	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:	31	8	924	9	188	7	9	463	242	383	636	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	0.92	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.79	0.21	2.00	0.04	0.93	0.03	1.00	1.29	0.71	2.00	2.00	1.00
Final Sat.:	1431	369	3150	77	1613	60	1750	2429	1270	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.29	0.12	0.12	0.12	0.01	0.19	0.19	0.12	0.17	0.01
Crit Moves:			****			****		****		****		
Green Time:	25.2	25.2	43.0	17.1	17.1	17.1	13.5	27.9	27.9	17.8	32.3	32.3
Volume/Cap:	0.09	0.09	0.68	0.68	0.68	0.68	0.04	0.68	0.68	0.68	0.52	0.03
Delay/Veh:	28.7	28.7	24.4	45.3	45.3	45.3	37.7	34.0	34.0	41.9	28.0	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	28.7	24.4	45.3	45.3	45.3	37.7	34.0	34.0	41.9	28.0	23.2
LOS by Move:	C	C	C	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	1	1	15	8	8	8	0	10	10	6	7	0

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

Market Park South Village Development

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

Intersection #3467: 11TH/TAYLOR



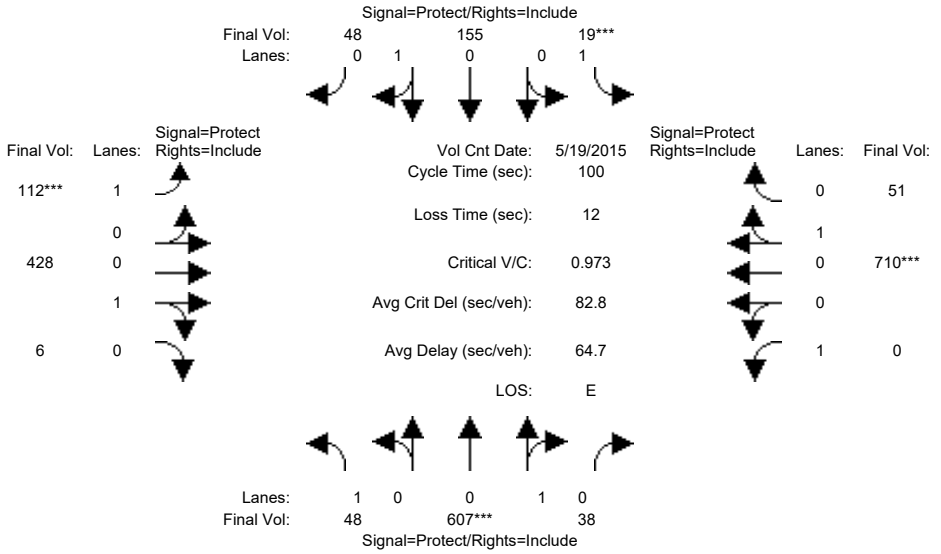
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15												
Base Vol:	117	965	91	0	0	0	47	244	0	0	625	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	965	91	0	0	0	47	244	0	0	625	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	965	91	0	0	0	47	244	0	0	625	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	965	91	0	0	0	47	244	0	0	625	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	965	91	0	0	0	47	244	0	0	625	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	965	91	0	0	0	47	244	0	0	625	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.20	1.65	0.15	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.91	0.09
Final Sat.:	359	2962	279	0	0	0	1750	1900	0	0	1645	155
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.00	0.00	0.00	0.03	0.13	0.00	0.00	0.38	0.38
Crit Moves:			****								****	
Green Time:	29.5	29.5	29.5	0.0	0.0	0.0	34.5	34.5	0.0	0.0	34.5	34.5
Volume/Cap:	0.77	0.77	0.77	0.00	0.00	0.00	0.05	0.26	0.00	0.00	0.77	0.77
Delay/Veh:	19.8	19.8	19.8	0.0	0.0	0.0	9.3	10.5	0.0	0.0	18.8	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.8	19.8	19.8	0.0	0.0	0.0	9.3	10.5	0.0	0.0	18.8	18.8
LOS by Move:	B	B	B	A	A	A	A	B	A	A	B	B
HCM2kAvgQ:	13	13	13	0	0	0	1	3	0	0	13	13

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3467: 11TH/TAYLOR



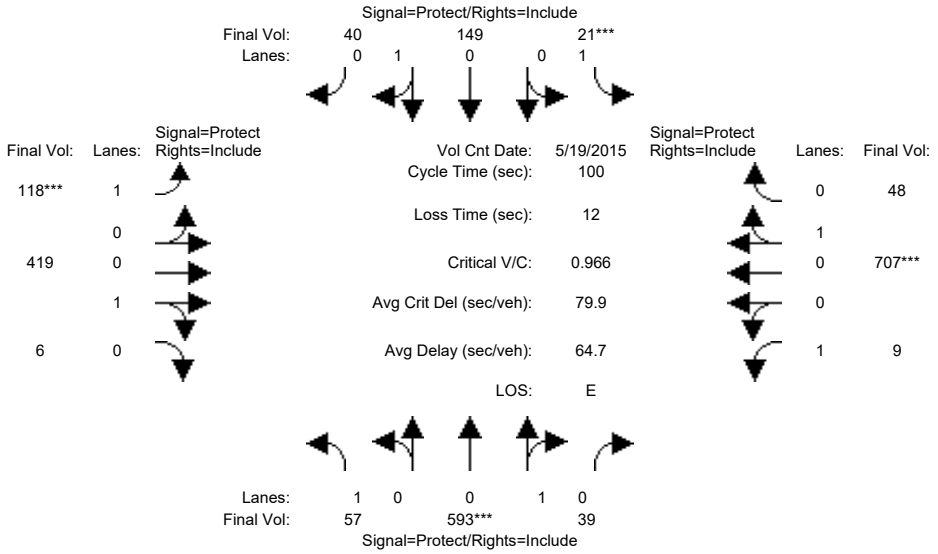
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15												
Base Vol:	48	607	38	19	155	48	112	428	6	0	710	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	607	38	19	155	48	112	428	6	0	710	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	607	38	19	155	48	112	428	6	0	710	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	607	38	19	155	48	112	428	6	0	710	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	607	38	19	155	48	112	428	6	0	710	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	607	38	19	155	48	112	428	6	0	710	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.76	0.24	1.00	0.99	0.01	1.00	0.93	0.07
Final Sat.:	1750	1694	106	1750	1374	426	1750	1775	25	1750	1679	121
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.36	0.01	0.11	0.11	0.06	0.24	0.24	0.00	0.42	0.42
Crit Moves:		****			****			****			****	
Green Time:	15.7	33.9	33.9	7.0	25.3	25.3	7.0	47.1	47.1	0.0	40.1	40.1
Volume/Cap:	0.17	1.06	1.06	0.16	0.45	0.45	0.91	0.51	0.51	0.00	1.06	1.06
Delay/Veh:	36.9	85.0	85.0	44.3	32.2	32.2	101.7	19.0	19.0	0.0	79.1	79.1
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:	36.9	85.0	85.0	44.3	32.2	32.2	101.7	19.0	19.0	0.0	79.1	79.1
LOS by Move:	D	F	F	D	C	C	F	B	B	A	E	E
HCM2kAvgQ:	1	31	31	1	6	6	4	9	9	0	33	33

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3467: 11TH/TAYLOR



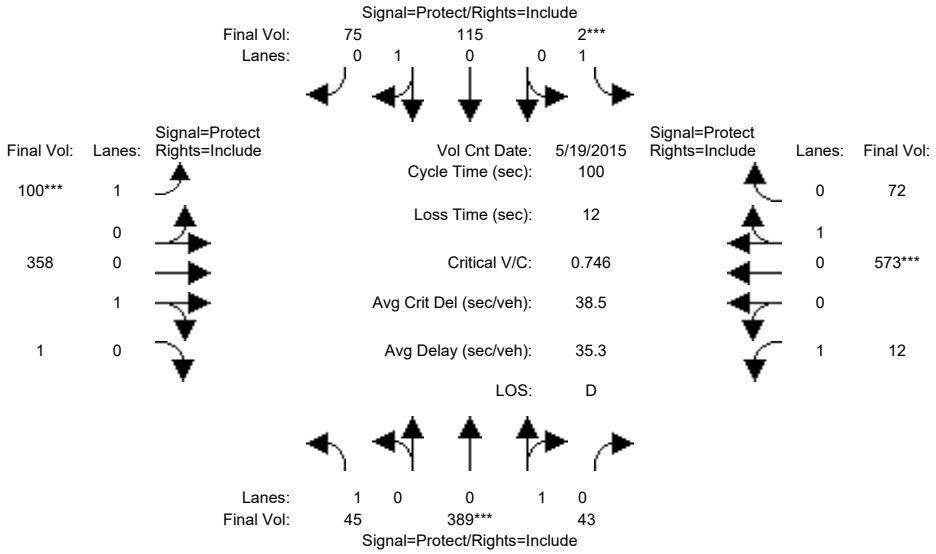
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15												
Base Vol:	57	593	39	21	149	40	118	419	6	9	707	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	593	39	21	149	40	118	419	6	9	707	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	593	39	21	149	40	118	419	6	9	707	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	593	39	21	149	40	118	419	6	9	707	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	593	39	21	149	40	118	419	6	9	707	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	593	39	21	149	40	118	419	6	9	707	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.79	0.21	1.00	0.99	0.01	1.00	0.94	0.06
Final Sat.:	1750	1689	111	1750	1419	381	1750	1775	25	1750	1686	114
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.01	0.11	0.11	0.07	0.24	0.24	0.01	0.42	0.42
Crit Moves:		****			****			****			****	
Green Time:	16.3	33.7	33.7	7.0	24.4	24.4	7.0	36.5	36.5	10.8	40.3	40.3
Volume/Cap:	0.20	1.04	1.04	0.17	0.43	0.43	0.96	0.65	0.65	0.05	1.04	1.04
Delay/Veh:	36.6	80.8	80.8	44.4	32.6	32.6	116.0	28.7	28.7	40.1	74.5	74.5
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:	36.6	80.8	80.8	44.4	32.6	32.6	116.0	28.7	28.7	40.1	74.5	74.5
LOS by Move:	D	F	F	D	C	C	F	C	C	D	E	E
HCM2kAvgQ:	2	29	29	1	5	5	5	11	11	0	32	32

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #3467: 11TH/TAYLOR



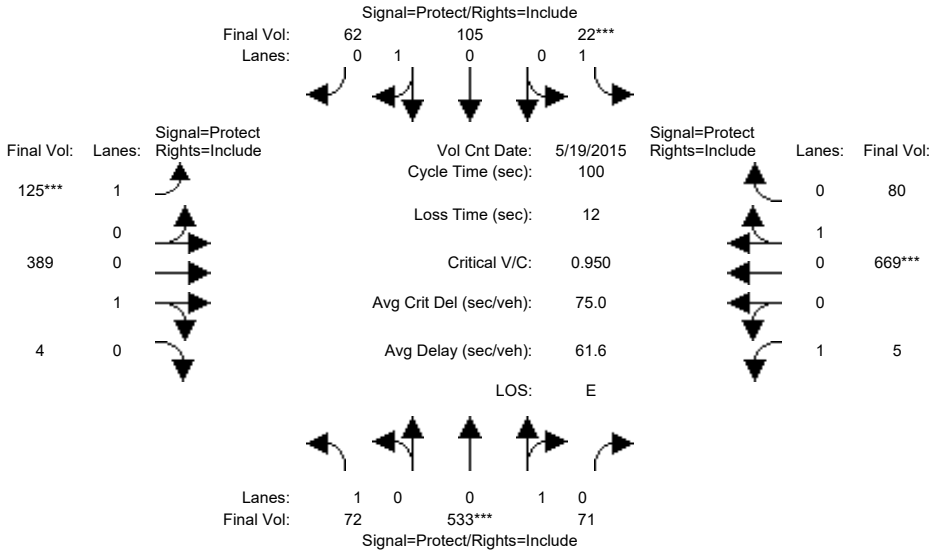
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15												
Base Vol:	45	389	43	2	115	75	100	358	1	12	573	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	389	43	2	115	75	100	358	1	12	573	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	389	43	2	115	75	100	358	1	12	573	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	389	43	2	115	75	100	358	1	12	573	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	389	43	2	115	75	100	358	1	12	573	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	389	43	2	115	75	100	358	1	12	573	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.90	0.10	1.00	0.61	0.39	1.00	0.99	0.01	1.00	0.89	0.11
Final Sat.:	1750	1621	179	1750	1089	711	1750	1795	5	1750	1599	201
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.00	0.11	0.11	0.06	0.20	0.20	0.01	0.36	0.36
Crit Moves:		****		****			****				****	
Green Time:	14.6	29.7	29.7	7.0	22.0	22.0	7.1	38.0	38.0	13.3	44.3	44.3
Volume/Cap:	0.18	0.81	0.81	0.02	0.48	0.48	0.81	0.52	0.52	0.05	0.81	0.81
Delay/Veh:	37.7	41.5	41.5	43.3	34.9	34.9	77.2	24.8	24.8	37.9	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	41.5	41.5	43.3	34.9	34.9	77.2	24.8	24.8	37.9	30.4	30.4
LOS by Move:	D	D	D	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	1	15	15	0	6	6	4	9	9	0	19	19

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3467: 11TH/TAYLOR



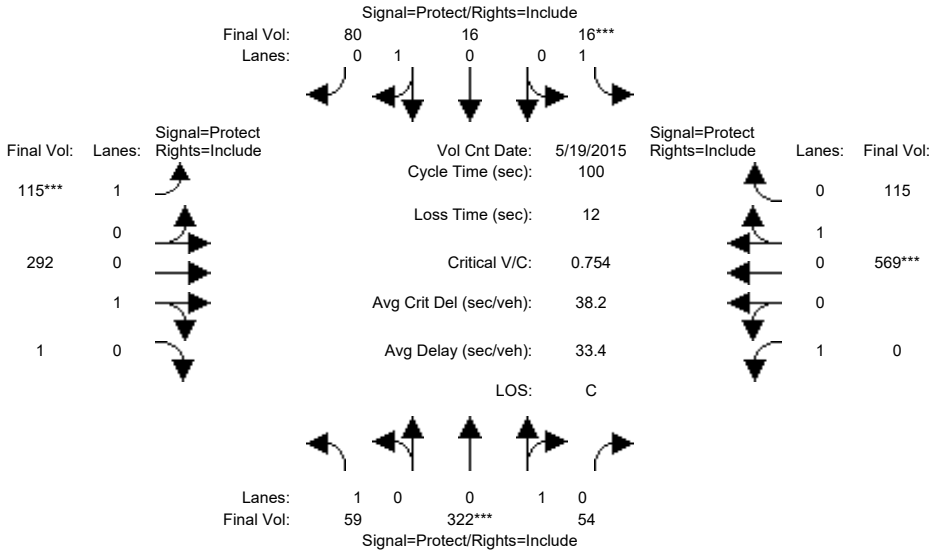
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15												
Base Vol:	72	533	71	22	105	62	125	389	4	5	669	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	533	71	22	105	62	125	389	4	5	669	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	533	71	22	105	62	125	389	4	5	669	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	533	71	22	105	62	125	389	4	5	669	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	533	71	22	105	62	125	389	4	5	669	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	533	71	22	105	62	125	389	4	5	669	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.88	0.12	1.00	0.63	0.37	1.00	0.99	0.01	1.00	0.89	0.11
Final Sat.:	1750	1588	212	1750	1132	668	1750	1782	18	1750	1608	192
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.01	0.09	0.09	0.07	0.22	0.22	0.00	0.42	0.42
Crit Moves:		****		****			****				****	
Green Time:	16.5	33.0	33.0	7.0	23.5	23.5	7.0	36.3	36.3	11.6	40.9	40.9
Volume/Cap:	0.25	1.02	1.02	0.18	0.39	0.39	1.02	0.60	0.60	0.02	1.02	1.02
Delay/Veh:	36.8	74.5	74.5	44.5	32.8	32.8	132.0	27.5	27.5	39.2	66.8	66.8
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:	36.8	74.5	74.5	44.5	32.8	32.8	132.0	27.5	27.5	39.2	66.8	66.8
LOS by Move:	D	E	E	D	C	C	F	C	C	D	E	E
HCM2kAvgQ:	2	27	27	1	5	5	5	10	10	0	31	31

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #3467: 11TH/TAYLOR



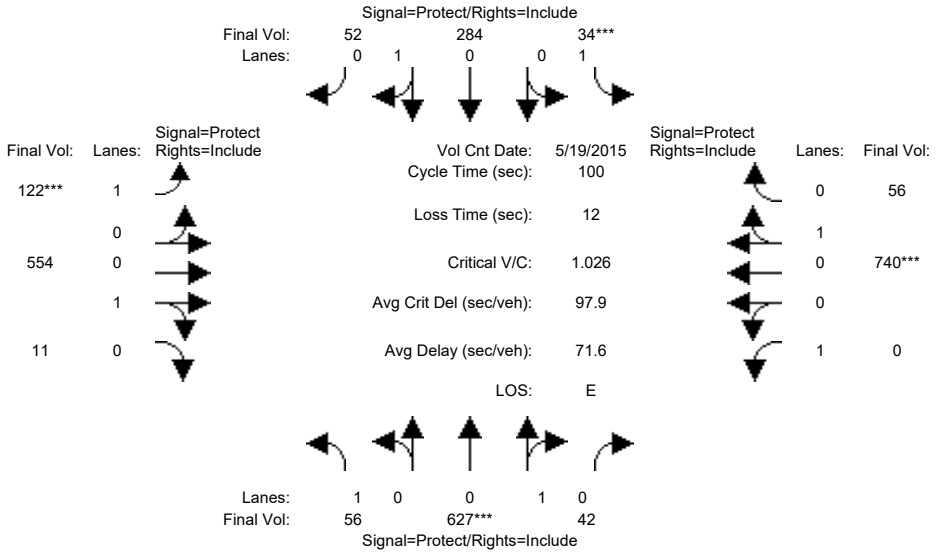
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15												
Base Vol:	59	322	54	16	16	80	115	292	1	0	569	115
Growth Adj:	1.00	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	322	54	16	16	80	115	292	1	0	569	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	322	54	16	16	80	115	292	1	0	569	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	322	54	16	16	80	115	292	1	0	569	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	322	54	16	16	80	115	292	1	0	569	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	322	54	16	16	80	115	292	1	0	569	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.86	0.14	1.00	0.17	0.83	1.00	0.99	0.01	1.00	0.83	0.17
Final Sat.:	1750	1541	259	1750	300	1500	1750	1794	6	1750	1497	303
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.01	0.05	0.05	0.07	0.16	0.16	0.00	0.38	0.38
Crit Moves:		****		****			****				****	
Green Time:	13.5	25.8	25.8	7.0	19.3	19.3	8.1	55.2	55.2	0.0	47.0	47.0
Volume/Cap:	0.25	0.81	0.81	0.13	0.28	0.28	0.81	0.30	0.30	0.00	0.81	0.81
Delay/Veh:	39.2	44.9	44.9	44.1	34.8	34.8	73.1	12.2	12.2	0.0	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	44.9	44.9	44.1	34.8	34.8	73.1	12.2	12.2	0.0	28.5	28.5
LOS by Move:	D	D	D	D	C	C	E	B	B	A	C	C
HCM2kAvgQ:	2	14	14	1	3	3	4	5	5	0	20	20

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3467: 11TH/TAYLOR



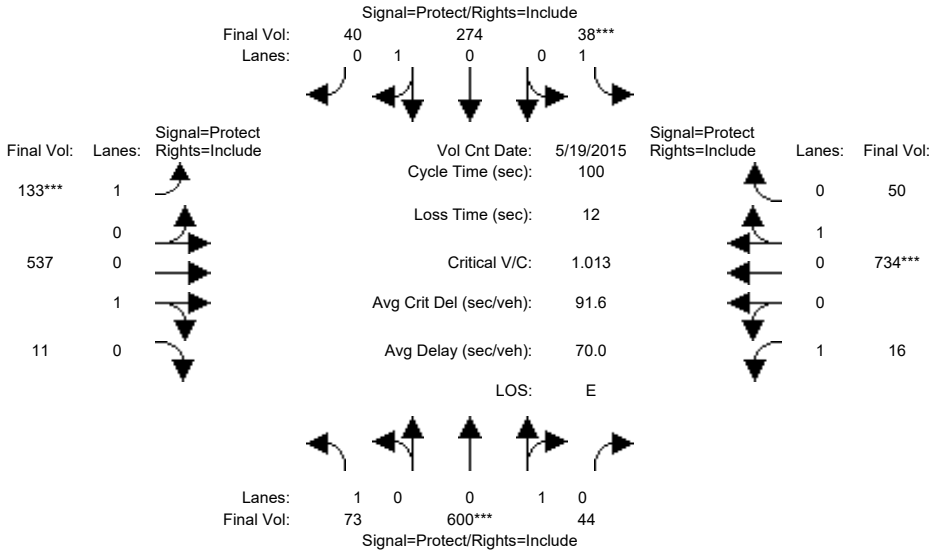
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15												
Base Vol:	56	627	42	34	284	52	122	554	11	0	740	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	627	42	34	284	52	122	554	11	0	740	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	627	42	34	284	52	122	554	11	0	740	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	627	42	34	284	52	122	554	11	0	740	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	627	42	34	284	52	122	554	11	0	740	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	627	42	34	284	52	122	554	11	0	740	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.85	0.15	1.00	0.98	0.02	1.00	0.93	0.07
Final Sat.:	1750	1687	113	1750	1521	279	1750	1765	35	1750	1673	127
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.37	0.02	0.19	0.19	0.07	0.31	0.31	0.00	0.44	0.44
Crit Moves:		****			****			****			****	
Green Time:	11.1	33.8	33.8	7.0	29.7	29.7	7.0	47.2	47.2	0.0	40.2	40.2
Volume/Cap:	0.29	1.10	1.10	0.28	0.63	0.63	1.00	0.66	0.66	0.00	1.10	1.10
Delay/Veh:	41.6	99.9	99.9	45.3	32.8	32.8	126.5	22.3	22.3	0.0	94.0	94.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	99.9	99.9	45.3	32.8	32.8	126.5	22.3	22.3	0.0	94.0	94.0
LOS by Move:	D	F	F	D	C	C	F	C	C	A	F	F
HCM2kAvgQ:	2	34	34	1	10	10	5	13	13	0	38	38

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3467: 11TH/TAYLOR



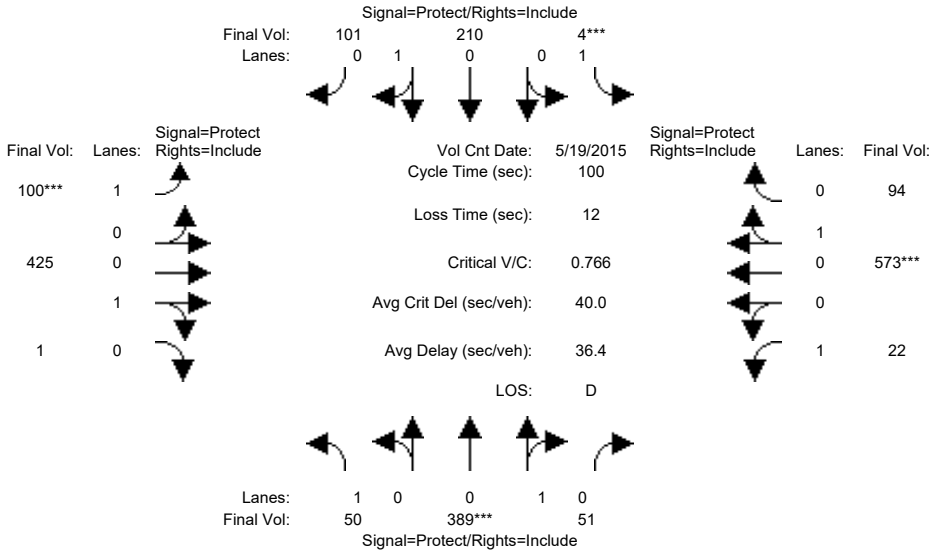
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15												
Base Vol:	73	600	44	38	274	40	133	537	11	16	734	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	600	44	38	274	40	133	537	11	16	734	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	600	44	38	274	40	133	537	11	16	734	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	600	44	38	274	40	133	537	11	16	734	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	600	44	38	274	40	133	537	11	16	734	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	600	44	38	274	40	133	537	11	16	734	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.87	0.13	1.00	0.98	0.02	1.00	0.94	0.06
Final Sat.:	1750	1677	123	1750	1571	229	1750	1764	36	1750	1685	115
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.02	0.17	0.17	0.08	0.30	0.30	0.01	0.44	0.44
Crit Moves:		****			****			****			****	
Green Time:	11.6	33.3	33.3	7.0	28.8	28.8	7.1	38.8	38.8	8.9	40.6	40.6
Volume/Cap:	0.36	1.07	1.07	0.31	0.61	0.61	1.07	0.79	0.79	0.10	1.07	1.07
Delay/Veh:	41.9	91.3	91.3	45.7	32.8	32.8	148.3	32.8	32.8	42.2	84.4	84.4
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:	41.9	91.3	91.3	45.7	32.8	32.8	148.3	32.8	32.8	42.2	84.4	84.4
LOS by Move:	D	F	F	D	C	C	F	C	C	D	F	F
HCM2kAvgQ:	3	31	31	2	9	9	6	15	15	0	35	35

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #3467: 11TH/TAYLOR



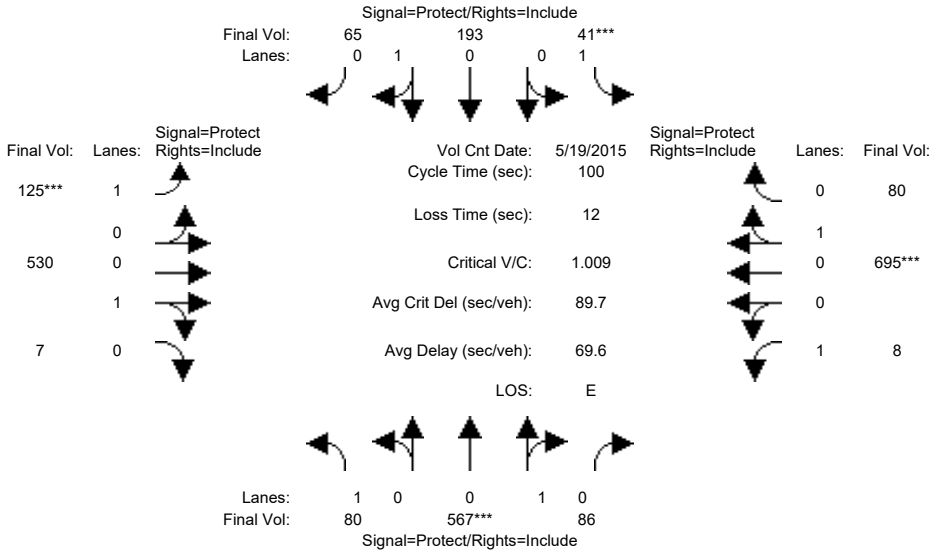
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15												
Base Vol:	50	389	51	4	210	101	100	425	1	22	573	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	389	51	4	210	101	100	425	1	22	573	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	389	51	4	210	101	100	425	1	22	573	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	389	51	4	210	101	100	425	1	22	573	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	389	51	4	210	101	100	425	1	22	573	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	389	51	4	210	101	100	425	1	22	573	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.88	0.12	1.00	0.68	0.32	1.00	0.99	0.01	1.00	0.86	0.14
Final Sat.:	1750	1591	209	1750	1215	585	1750	1796	4	1750	1546	254
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.00	0.17	0.17	0.06	0.24	0.24	0.01	0.37	0.37
Crit Moves:		****			****			****			****	
Green Time:	10.5	29.4	29.4	7.0	25.9	25.9	7.0	39.8	39.8	11.8	44.6	44.6
Volume/Cap:	0.27	0.83	0.83	0.03	0.67	0.67	0.82	0.59	0.59	0.11	0.83	0.83
Delay/Veh:	42.0	43.7	43.7	43.5	36.8	36.8	78.8	25.1	25.1	39.6	31.7	31.7
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:	42.0	43.7	43.7	43.5	36.8	36.8	78.8	25.1	25.1	39.6	31.7	31.7
LOS by Move:	D	D	D	D	D	D	E	C	C	D	C	C
HCM2kAvgQ:	2	16	16	0	10	10	4	10	10	1	20	20

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3467: 11TH/TAYLOR



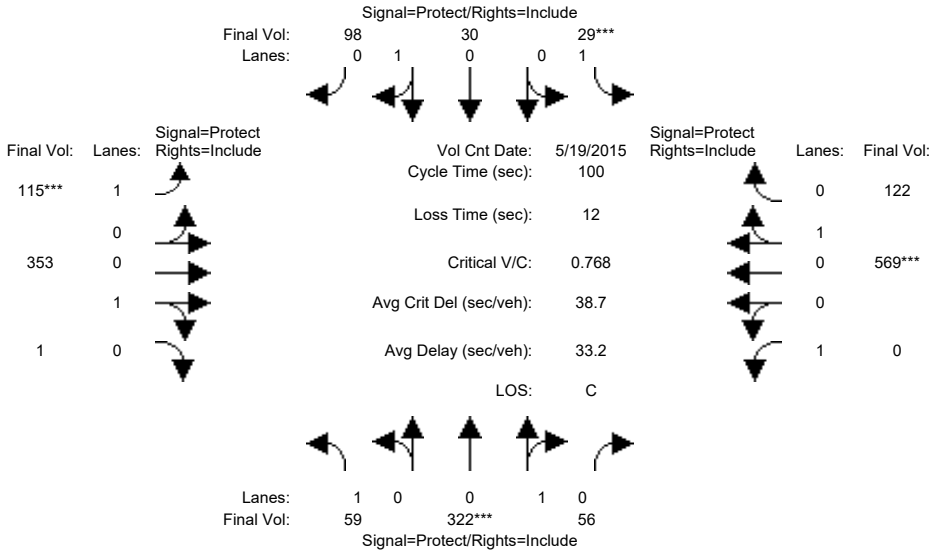
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15												
Base Vol:	80	567	86	41	193	65	125	530	7	8	695	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	567	86	41	193	65	125	530	7	8	695	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	567	86	41	193	65	125	530	7	8	695	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	567	86	41	193	65	125	530	7	8	695	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	567	86	41	193	65	125	530	7	8	695	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	567	86	41	193	65	125	530	7	8	695	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.87	0.13	1.00	0.75	0.25	1.00	0.99	0.01	1.00	0.90	0.10
Final Sat.:	1750	1563	237	1750	1347	453	1750	1777	23	1750	1614	186
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.36	0.02	0.14	0.14	0.07	0.30	0.30	0.00	0.43	0.43
Crit Moves:		****		****			****				****	
Green Time:	13.4	33.8	33.8	7.0	27.4	27.4	7.0	38.2	38.2	9.0	40.2	40.2
Volume/Cap:	0.34	1.07	1.07	0.33	0.52	0.52	1.02	0.78	0.78	0.05	1.07	1.07
Delay/Veh:	40.2	90.4	90.4	45.9	31.7	31.7	133.4	33.0	33.0	41.8	84.4	84.4
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:	40.2	90.4	90.4	45.9	31.7	31.7	133.4	33.0	33.0	41.8	84.4	84.4
LOS by Move:	D	F	F	D	C	C	F	C	C	D	F	F
HCM2kAvgQ:	3	32	32	2	7	7	5	15	15	0	35	35

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #3467: 11TH/TAYLOR



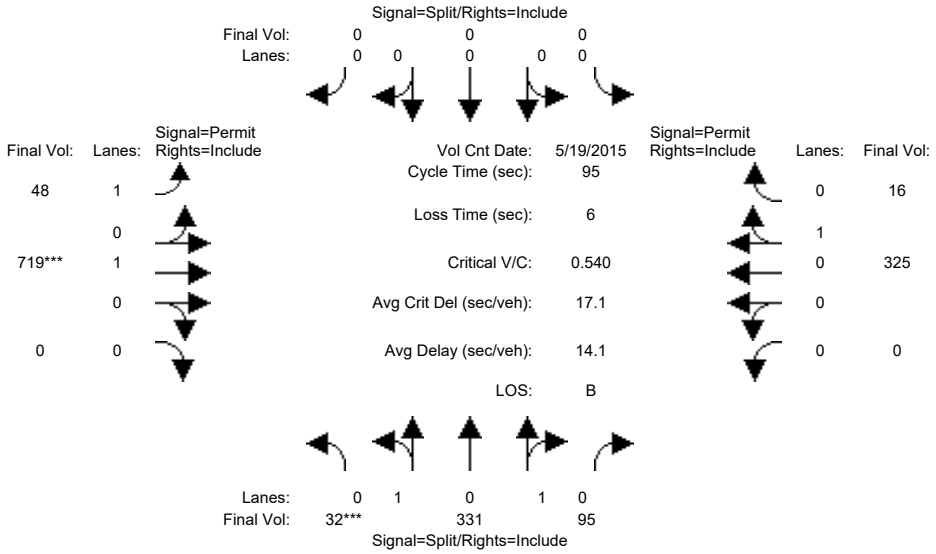
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15												
Base Vol:	59	322	56	29	30	98	115	353	1	0	569	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	322	56	29	30	98	115	353	1	0	569	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	322	56	29	30	98	115	353	1	0	569	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	322	56	29	30	98	115	353	1	0	569	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	322	56	29	30	98	115	353	1	0	569	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	322	56	29	30	98	115	353	1	0	569	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.85	0.15	1.00	0.23	0.77	1.00	0.99	0.01	1.00	0.82	0.18
Final Sat.:	1750	1533	267	1750	422	1378	1750	1795	5	1750	1482	318
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.02	0.07	0.07	0.07	0.20	0.20	0.00	0.38	0.38
Crit Moves:		****		****			****				****	
Green Time:	13.5	25.8	25.8	7.0	19.3	19.3	8.1	55.2	55.2	0.0	47.1	47.1
Volume/Cap:	0.25	0.81	0.81	0.24	0.37	0.37	0.81	0.36	0.36	0.00	0.81	0.81
Delay/Veh:	39.3	45.5	45.5	45.0	35.7	35.7	74.4	12.7	12.7	0.0	28.8	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	45.5	45.5	45.0	35.7	35.7	74.4	12.7	12.7	0.0	28.8	28.8
LOS by Move:	D	D	D	D	D	D	E	B	B	A	C	C
HCM2kAvgQ:	2	14	14	1	4	4	4	6	6	0	20	20

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

Market Park South Village Development

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

Intersection #3467: 11TH/TAYLOR



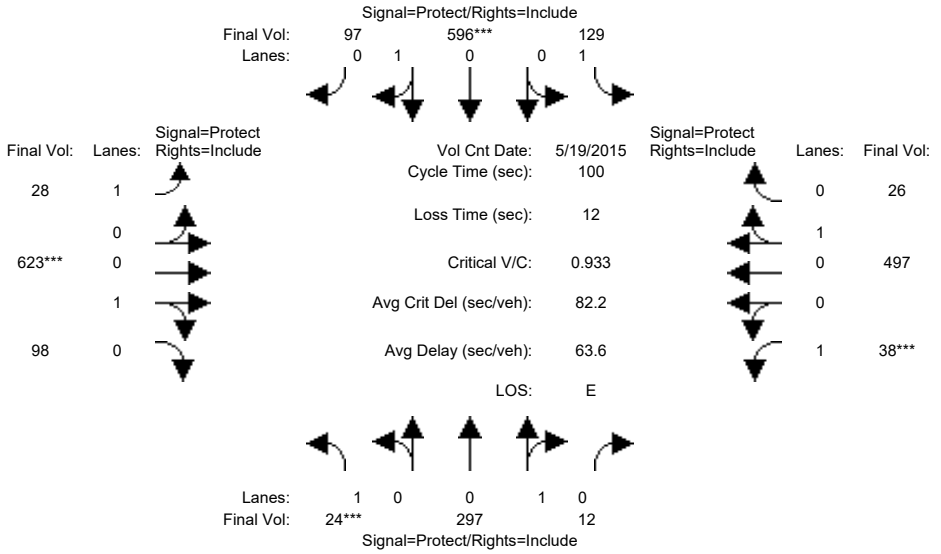
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	32	331	95	0	0	0	48	719	0	0	325	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:	32	331	95	0	0	0	48	719	0	0	325	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	331	95	0	0	0	48	719	0	0	325	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:	32	331	95	0	0	0	48	719	0	0	325	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	331	95	0	0	0	48	719	0	0	325	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:	32	331	95	0	0	0	48	719	0	0	325	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.14	1.45	0.41	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.95	0.05
Final Sat.:	252	2602	747	0	0	0	1750	1900	0	0	1716	84
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.00	0.00	0.00	0.03	0.38	0.00	0.00	0.19	0.19
Crit Moves:	****							****				
Green Time:	22.4	22.4	22.4	0.0	0.0	0.0	66.6	66.6	0.0	0.0	66.6	66.6
Volume/Cap:	0.54	0.54	0.54	0.00	0.00	0.00	0.04	0.54	0.00	0.00	0.27	0.27
Delay/Veh:	32.5	32.5	32.5	0.0	0.0	0.0	4.4	7.3	0.0	0.0	5.4	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	32.5	32.5	0.0	0.0	0.0	4.4	7.3	0.0	0.0	5.4	5.4
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	7	7	7	0	0	0	0	10	0	0	4	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3467: 11TH/TAYLOR



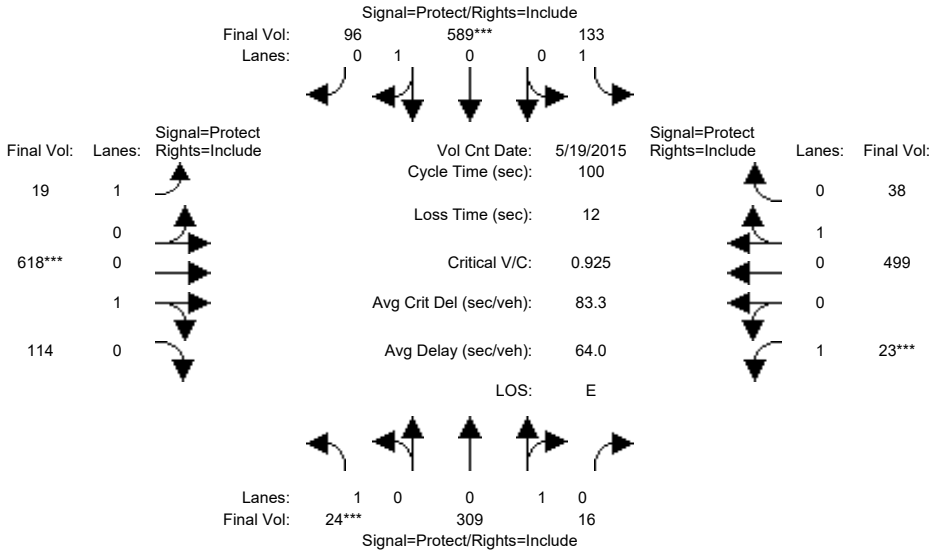
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	24	297	12	129	596	97	28	623	98	38	497	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	297	12	129	596	97	28	623	98	38	497	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	297	12	129	596	97	28	623	98	38	497	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	297	12	129	596	97	28	623	98	38	497	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	297	12	129	596	97	28	623	98	38	497	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	297	12	129	596	97	28	623	98	38	497	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.86	0.14	1.00	0.86	0.14	1.00	0.95	0.05
Final Sat.:	1750	1730	70	1750	1548	252	1750	1555	245	1750	1711	89
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.07	0.39	0.39	0.02	0.40	0.40	0.02	0.29	0.29
Crit Moves:	****				****			****			****	
Green Time:	7.0	30.3	30.3	13.0	36.3	36.3	8.7	37.7	37.7	7.0	36.0	36.0
Volume/Cap:	0.20	0.57	0.57	0.57	1.06	1.06	0.18	1.06	1.06	0.31	0.81	0.81
Delay/Veh:	44.6	30.8	30.8	44.2	84.6	84.6	43.0	83.2	83.2	45.7	36.2	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	30.8	30.8	44.2	84.6	84.6	43.0	83.2	83.2	45.7	36.2	36.2
LOS by Move:	D	C	C	D	F	F	D	F	F	D	D	D
HCM2kAvgQ:	1	9	9	5	33	33	1	27	27	1	16	16

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3467: 11TH/TAYLOR



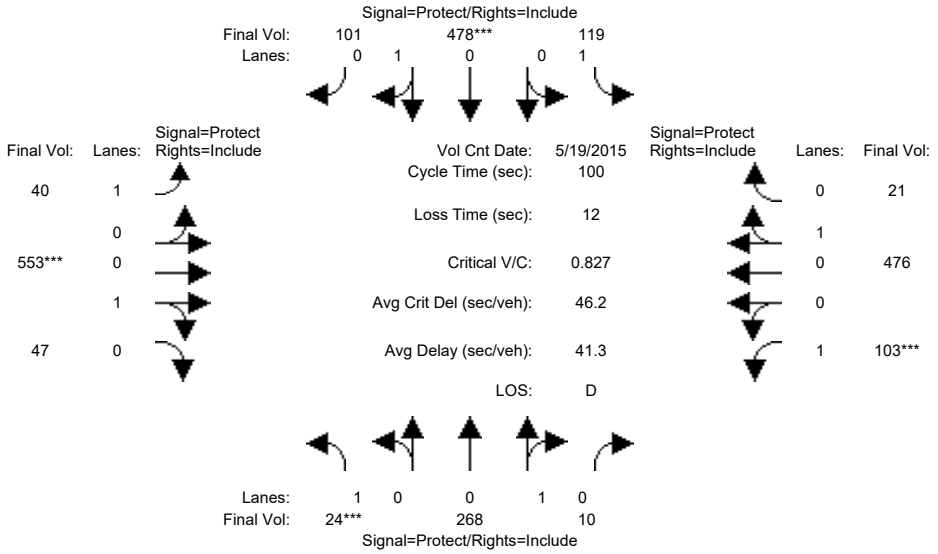
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	24	309	16	133	589	96	19	618	114	23	499	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	309	16	133	589	96	19	618	114	23	499	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	309	16	133	589	96	19	618	114	23	499	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	309	16	133	589	96	19	618	114	23	499	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	309	16	133	589	96	19	618	114	23	499	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	309	16	133	589	96	19	618	114	23	499	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.95	0.05	1.00	0.86	0.14	1.00	0.84	0.16	1.00	0.93	0.07
Final Sat.:	1750	1711	89	1750	1548	252	1750	1520	280	1750	1673	127
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.08	0.38	0.38	0.01	0.41	0.41	0.01	0.30	0.30
Crit Moves:	****				****			****			****	
Green Time:	7.0	30.1	30.1	12.7	35.8	35.8	8.6	38.2	38.2	7.0	36.6	36.6
Volume/Cap:	0.20	0.60	0.60	0.60	1.06	1.06	0.13	1.06	1.06	0.19	0.81	0.81
Delay/Veh:	44.6	31.7	31.7	45.8	85.8	85.8	42.6	83.4	83.4	44.6	36.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	31.7	31.7	45.8	85.8	85.8	42.6	83.4	83.4	44.6	36.3	36.3
LOS by Move:	D	C	C	D	F	F	D	F	F	D	D	D
HCM2kAvgQ:	1	10	10	5	33	33	1	28	28	1	16	16

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #3467: 11TH/TAYLOR



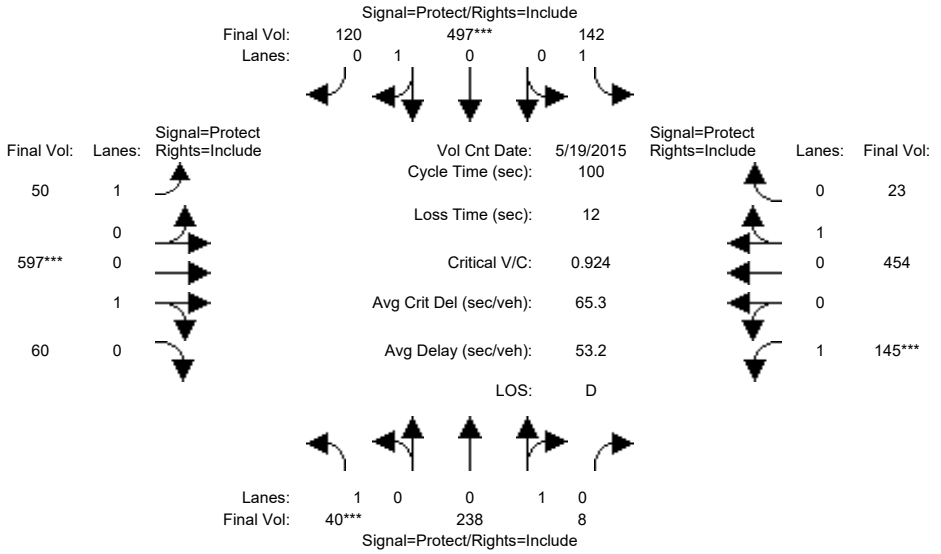
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	24	268	10	119	478	101	40	553	47	103	476	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	268	10	119	478	101	40	553	47	103	476	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	268	10	119	478	101	40	553	47	103	476	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	268	10	119	478	101	40	553	47	103	476	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	268	10	119	478	101	40	553	47	103	476	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	268	10	119	478	101	40	553	47	103	476	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.83	0.17	1.00	0.92	0.08	1.00	0.96	0.04
Final Sat.:	1750	1735	65	1750	1486	314	1750	1659	141	1750	1724	76
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.07	0.32	0.32	0.02	0.33	0.33	0.06	0.28	0.28
Crit Moves:	****				****			****			****	
Green Time:	7.0	29.8	29.8	13.5	36.3	36.3	9.0	37.7	37.7	7.0	35.6	35.6
Volume/Cap:	0.20	0.52	0.52	0.50	0.89	0.89	0.25	0.89	0.89	0.84	0.78	0.78
Delay/Veh:	44.6	30.0	30.0	41.8	43.6	43.6	43.2	42.4	42.4	83.8	34.5	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	30.0	30.0	41.8	43.6	43.6	43.2	42.4	42.4	83.8	34.5	34.5
LOS by Move:	D	C	C	D	D	D	D	D	D	F	C	C
HCM2kAvgQ:	1	8	8	4	21	21	1	17	17	4	15	15

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3467: 11TH/TAYLOR



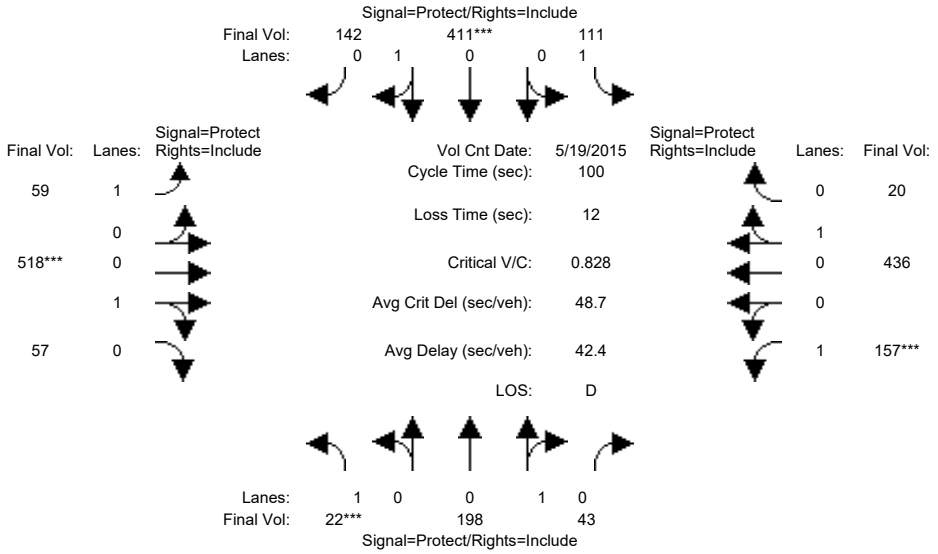
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	40	238	8	142	497	120	50	597	60	145	454	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	238	8	142	497	120	50	597	60	145	454	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	238	8	142	497	120	50	597	60	145	454	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	238	8	142	497	120	50	597	60	145	454	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	238	8	142	497	120	50	597	60	145	454	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	238	8	142	497	120	50	597	60	145	454	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.97	0.03	1.00	0.81	0.19	1.00	0.91	0.09	1.00	0.95	0.05
Final Sat.:	1750	1741	59	1750	1450	350	1750	1636	164	1750	1713	87
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.08	0.34	0.34	0.03	0.37	0.37	0.08	0.27	0.27
Crit Moves:	****				****			****			****	
Green Time:	7.0	26.4	26.4	15.7	35.1	35.1	9.6	37.4	37.4	8.5	36.3	36.3
Volume/Cap:	0.33	0.52	0.52	0.52	0.98	0.98	0.30	0.98	0.98	0.98	0.73	0.73
Delay/Veh:	45.8	32.3	32.3	40.4	61.7	61.7	43.1	59.5	59.5	112.0	31.8	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	32.3	32.3	40.4	61.7	61.7	43.1	59.5	59.5	112.0	31.8	31.8
LOS by Move:	D	C	C	D	E	E	D	E	E	F	C	C
HCM2kAvgQ:	2	7	7	5	26	26	1	20	20	6	14	14

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #3467: 11TH/TAYLOR



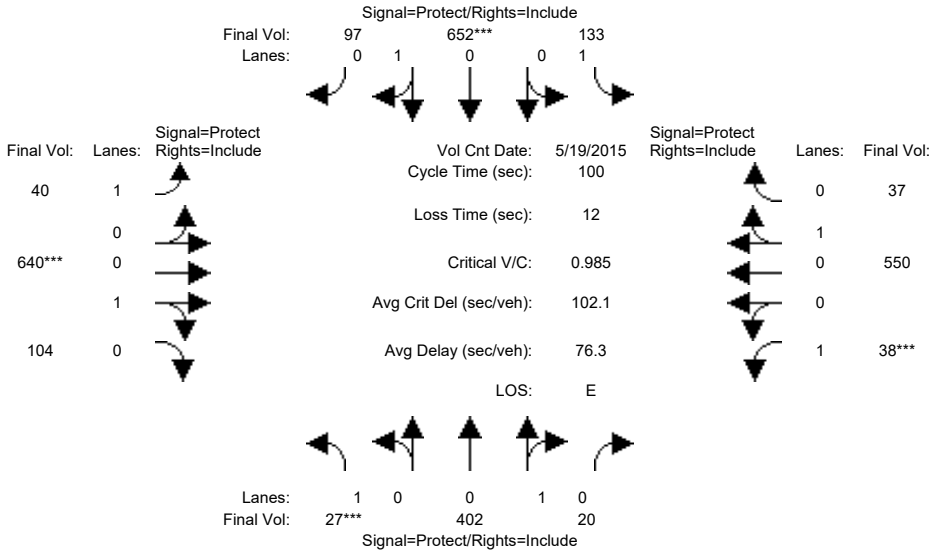
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	22	198	43	111	411	142	59	518	57	157	436	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:	22	198	43	111	411	142	59	518	57	157	436	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	198	43	111	411	142	59	518	57	157	436	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	198	43	111	411	142	59	518	57	157	436	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	198	43	111	411	142	59	518	57	157	436	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	198	43	111	411	142	59	518	57	157	436	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.82	0.18	1.00	0.74	0.26	1.00	0.90	0.10	1.00	0.96	0.04
Final Sat.:	1750	1479	321	1750	1338	462	1750	1622	178	1750	1721	79
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.06	0.31	0.31	0.03	0.32	0.32	0.09	0.25	0.25
Crit Moves:	****				****			****			****	
Green Time:	7.0	27.4	27.4	14.3	34.7	34.7	10.0	36.1	36.1	10.1	36.2	36.2
Volume/Cap:	0.18	0.49	0.49	0.44	0.88	0.88	0.34	0.88	0.88	0.88	0.70	0.70
Delay/Veh:	44.5	31.2	31.2	40.4	44.9	44.9	43.0	43.7	43.7	81.3	30.6	30.6
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:	44.5	31.2	31.2	40.4	44.9	44.9	43.0	43.7	43.7	81.3	30.6	30.6
LOS by Move:	D	C	C	D	D	D	D	D	D	F	C	C
HCM2kAvgQ:	1	7	7	4	20	20	2	16	16	6	13	13

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3467: 11TH/TAYLOR



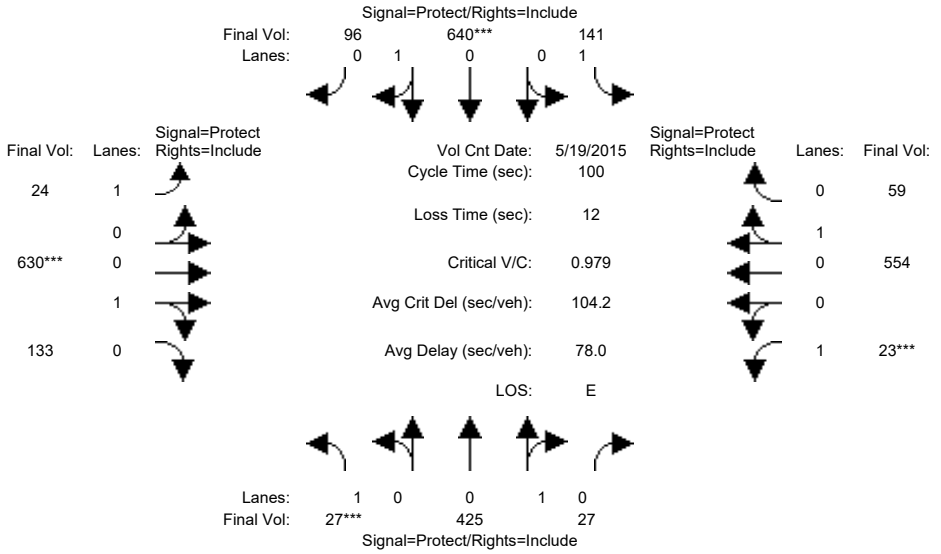
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	27	402	20	133	652	97	40	640	104	38	550	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	402	20	133	652	97	40	640	104	38	550	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	402	20	133	652	97	40	640	104	38	550	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	402	20	133	652	97	40	640	104	38	550	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	402	20	133	652	97	40	640	104	38	550	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	402	20	133	652	97	40	640	104	38	550	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.95	0.05	1.00	0.87	0.13	1.00	0.86	0.14	1.00	0.94	0.06
Final Sat.:	1750	1715	85	1750	1567	233	1750	1548	252	1750	1687	113
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.08	0.42	0.42	0.02	0.41	0.41	0.02	0.33	0.33
Crit Moves:	****				****			****			****	
Green Time:	7.0	33.3	33.3	10.8	37.1	37.1	7.8	36.9	36.9	7.0	36.1	36.1
Volume/Cap:	0.22	0.70	0.70	0.70	1.12	1.12	0.29	1.12	1.12	0.31	0.90	0.90
Delay/Veh:	44.8	32.8	32.8	54.4	104	104.4	44.8	105	104.7	45.7	46.2	46.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	32.8	32.8	54.4	104	104.4	44.8	105	104.7	45.7	46.2	46.2
LOS by Move:	D	C	C	D	F	F	D	F	F	D	D	D
HCM2kAvgQ:	1	13	13	6	39	39	1	33	33	1	20	20

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3467: 11TH/TAYLOR



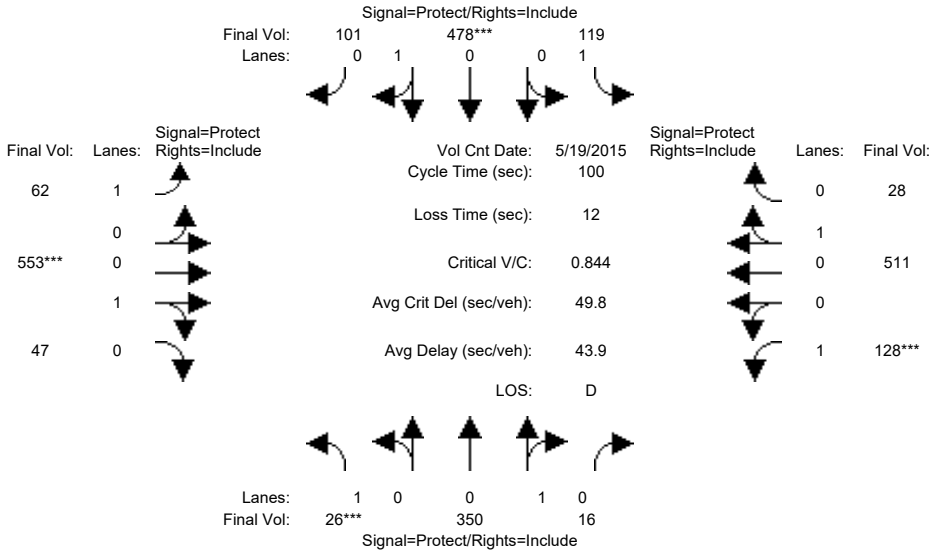
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	27	425	27	141	640	96	24	630	133	23	554	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	425	27	141	640	96	24	630	133	23	554	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	425	27	141	640	96	24	630	133	23	554	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	425	27	141	640	96	24	630	133	23	554	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	425	27	141	640	96	24	630	133	23	554	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	425	27	141	640	96	24	630	133	23	554	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.87	0.13	1.00	0.83	0.17	1.00	0.90	0.10
Final Sat.:	1750	1692	108	1750	1565	235	1750	1486	314	1750	1627	173
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.08	0.41	0.41	0.01	0.42	0.42	0.01	0.34	0.34
Crit Moves:	****				****			****			****	
Green Time:	7.0	32.8	32.8	10.5	36.3	36.3	7.6	37.7	37.7	7.0	37.1	37.1
Volume/Cap:	0.22	0.77	0.77	0.77	1.13	1.13	0.18	1.13	1.13	0.19	0.92	0.92
Delay/Veh:	44.8	36.1	36.1	60.8	107	106.8	43.9	106	105.6	44.6	48.0	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	36.1	36.1	60.8	107	106.8	43.9	106	105.6	44.6	48.0	48.0
LOS by Move:	D	D	D	E	F	F	D	F	F	D	D	D
HCM2kAvgQ:	1	15	15	6	38	38	1	34	34	1	21	21

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #3467: 11TH/TAYLOR



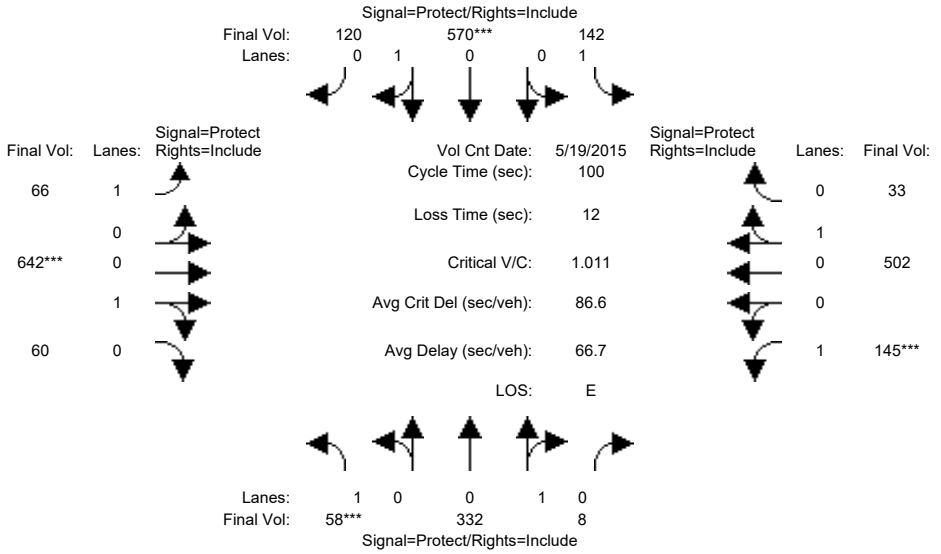
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	26	350	16	119	478	101	62	553	47	128	511	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	350	16	119	478	101	62	553	47	128	511	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	350	16	119	478	101	62	553	47	128	511	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	350	16	119	478	101	62	553	47	128	511	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	350	16	119	478	101	62	553	47	128	511	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	350	16	119	478	101	62	553	47	128	511	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.83	0.17	1.00	0.92	0.08	1.00	0.95	0.05
Final Sat.:	1750	1721	79	1750	1486	314	1750	1659	141	1750	1706	94
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.07	0.32	0.32	0.04	0.33	0.33	0.07	0.30	0.30
Crit Moves:	****				****			****			****	
Green Time:	7.0	31.8	31.8	11.0	35.8	35.8	8.6	37.1	37.1	8.1	36.6	36.6
Volume/Cap:	0.21	0.64	0.64	0.62	0.90	0.90	0.41	0.90	0.90	0.90	0.82	0.82
Delay/Veh:	44.8	31.6	31.6	48.7	45.9	45.9	45.2	44.8	44.8	92.1	36.5	36.5
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:	44.8	31.6	31.6	48.7	45.9	45.9	45.2	44.8	44.8	92.1	36.5	36.5
LOS by Move:	D	C	C	D	D	D	D	D	D	F	D	D
HCM2kAvgQ:	1	11	11	5	22	22	2	17	17	5	17	17

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3467: 11TH/TAYLOR



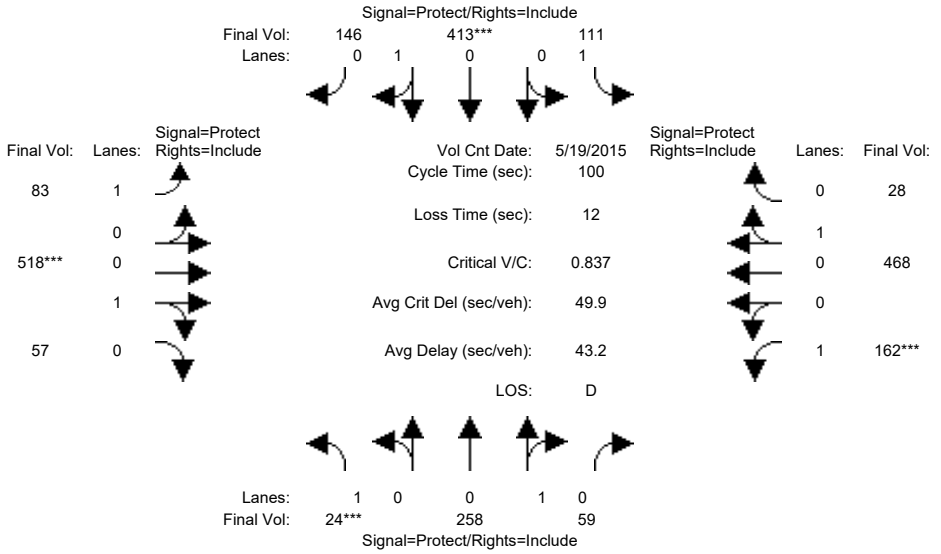
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	58	332	8	142	570	120	66	642	60	145	502	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	332	8	142	570	120	66	642	60	145	502	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	332	8	142	570	120	66	642	60	145	502	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	332	8	142	570	120	66	642	60	145	502	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	332	8	142	570	120	66	642	60	145	502	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	332	8	142	570	120	66	642	60	145	502	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.98	0.02	1.00	0.83	0.17	1.00	0.91	0.09	1.00	0.94	0.06
Final Sat.:	1750	1758	42	1750	1487	313	1750	1646	154	1750	1689	111
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.08	0.38	0.38	0.04	0.39	0.39	0.08	0.30	0.30
Crit Moves:	****				****			****			****	
Green Time:	7.0	30.3	30.3	13.0	36.3	36.3	8.5	36.9	36.9	7.8	36.2	36.2
Volume/Cap:	0.47	0.62	0.62	0.62	1.06	1.06	0.44	1.06	1.06	1.06	0.82	0.82
Delay/Veh:	47.6	32.2	32.2	46.5	83.1	83.1	45.6	82.5	82.5	138.9	37.1	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:	47.6	32.2	32.2	46.5	83.1	83.1	45.6	82.5	82.5	138.9	37.1	37.1
LOS by Move:	D	C	C	D	F	F	D	F	F	F	D	D
HCM2kAvgQ:	3	10	10	6	33	33	2	26	26	7	17	17

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #3467: 11TH/TAYLOR



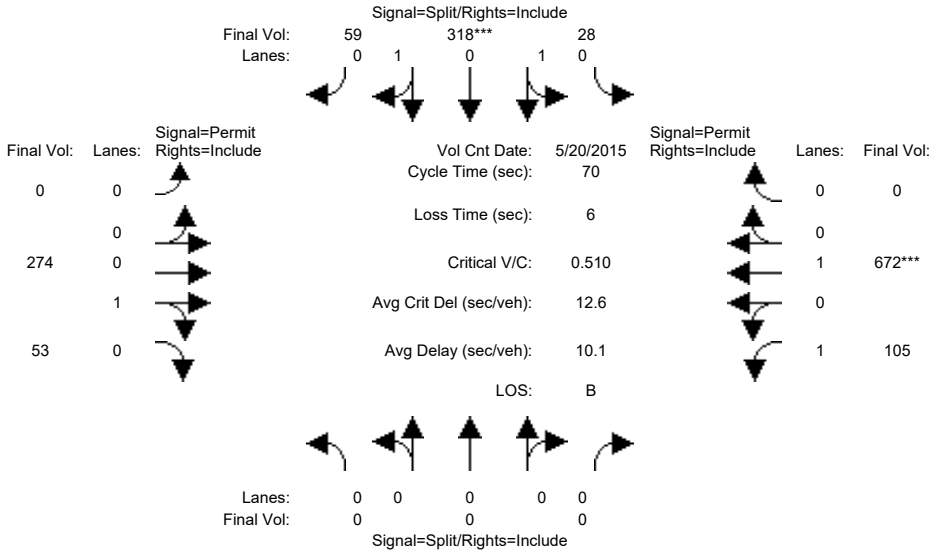
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	24	258	59	111	413	146	83	518	57	162	468	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	258	59	111	413	146	83	518	57	162	468	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	258	59	111	413	146	83	518	57	162	468	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	258	59	111	413	146	83	518	57	162	468	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	258	59	111	413	146	83	518	57	162	468	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	258	59	111	413	146	83	518	57	162	468	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.81	0.19	1.00	0.74	0.26	1.00	0.90	0.10	1.00	0.94	0.06
Final Sat.:	1750	1465	335	1750	1330	470	1750	1622	178	1750	1698	102
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.06	0.31	0.31	0.05	0.32	0.32	0.09	0.28	0.28
Crit Moves:	****				****			****			****	
Green Time:	7.0	29.9	29.9	11.9	34.8	34.8	9.4	35.8	35.8	10.4	36.8	36.8
Volume/Cap:	0.20	0.59	0.59	0.53	0.89	0.89	0.51	0.89	0.89	0.89	0.75	0.75
Delay/Veh:	44.6	31.5	31.5	44.1	45.8	45.8	45.7	44.9	44.9	82.3	32.2	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:	44.6	31.5	31.5	44.1	45.8	45.8	45.7	44.9	44.9	82.3	32.2	32.2
LOS by Move:	D	C	C	D	D	D	D	D	D	F	C	C
HCM2kAvgQ:	1	9	9	4	21	21	2	16	16	6	14	14

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

Market Park South Village Development

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

Intersection #3822: TAYLOR/10TH



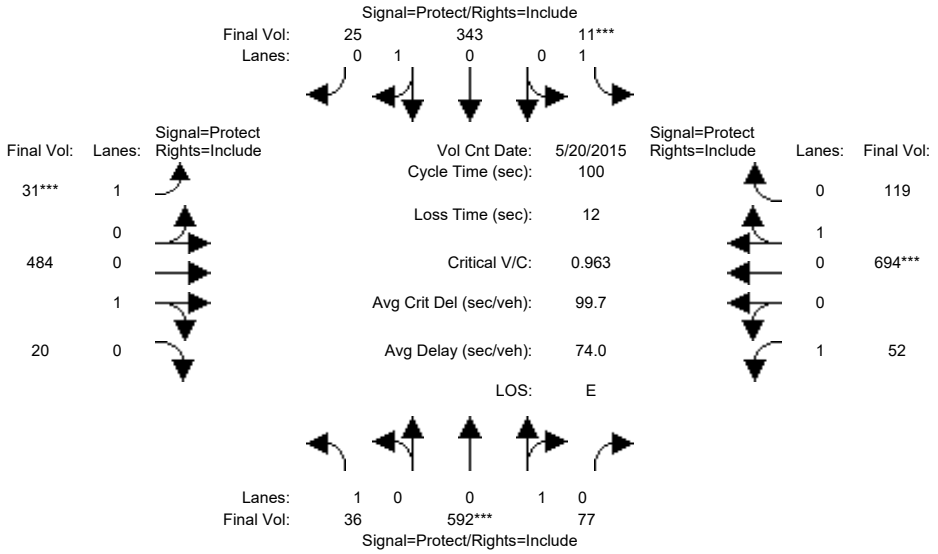
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	0	0	0	28	318	59	0	274	53	105	672	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	28	318	59	0	274	53	105	672	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	28	318	59	0	274	53	105	672	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	28	318	59	0	274	53	105	672	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	28	318	59	0	274	53	105	672	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	28	318	59	0	274	53	105	672	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	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.14	1.57	0.29	0.00	0.84	0.16	1.00	1.00	0.00
Final Sat.:	0	0	0	249	2827	524	0	1508	292	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.11	0.00	0.18	0.18	0.06	0.35	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	15.4	15.4	15.4	0.0	48.6	48.6	48.6	48.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.51	0.51	0.00	0.26	0.26	0.09	0.51	0.00
Delay/Veh:	0.0	0.0	0.0	24.5	24.5	24.5	0.0	4.1	4.1	3.5	5.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.5	24.5	24.5	0.0	4.1	4.1	3.5	5.4	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	5	5	0	3	3	1	7	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3822: TAYLOR/10TH



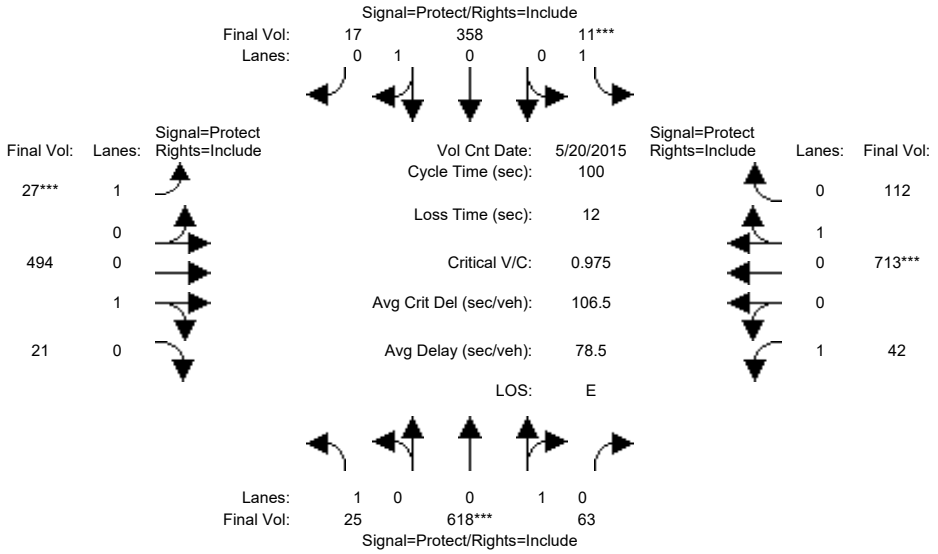
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	36	592	77	11	343	25	31	484	20	52	694	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	592	77	11	343	25	31	484	20	52	694	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	592	77	11	343	25	31	484	20	52	694	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	592	77	11	343	25	31	484	20	52	694	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	592	77	11	343	25	31	484	20	52	694	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	592	77	11	343	25	31	484	20	52	694	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.88	0.12	1.00	0.93	0.07	1.00	0.96	0.04	1.00	0.85	0.15
Final Sat.:	1750	1593	207	1750	1678	122	1750	1729	71	1750	1537	263
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.01	0.20	0.20	0.02	0.28	0.28	0.03	0.45	0.45
Crit Moves:		****			****			****			****	
Green Time:	10.3	33.4	33.4	7.0	30.1	30.1	7.0	38.1	38.1	9.5	40.6	40.6
Volume/Cap:	0.20	1.11	1.11	0.09	0.68	0.68	0.25	0.74	0.74	0.31	1.11	1.11
Delay/Veh:	41.6	105	104.9	43.8	34.2	34.2	45.1	30.8	30.8	43.3	98.3	98.3
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:	41.6	105	104.9	43.8	34.2	34.2	45.1	30.8	30.8	43.3	98.3	98.3
LOS by Move:	D	F	F	D	C	C	D	C	C	D	F	F
HCM2kAvgQ:	1	34	34	0	11	11	1	15	15	1	35	35

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3822: TAYLOR/10TH



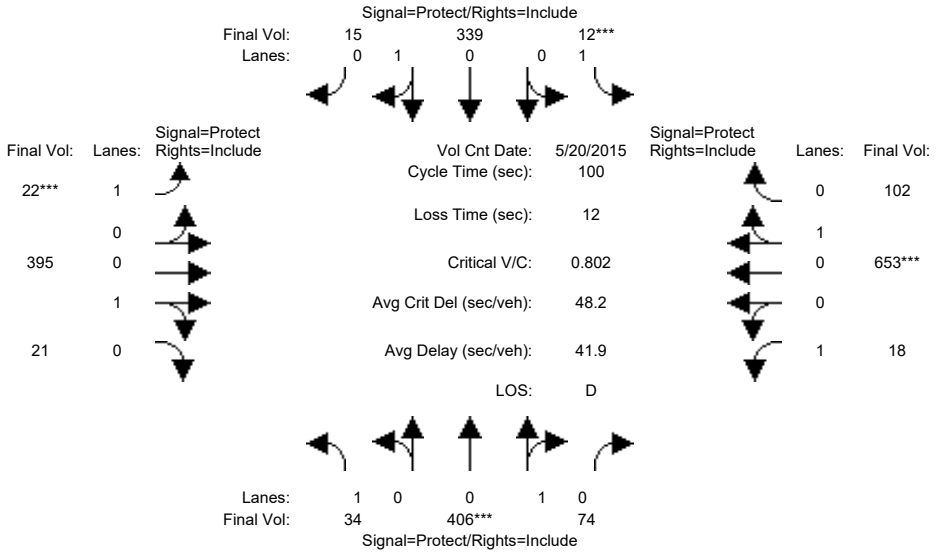
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	25	618	63	11	358	17	27	494	21	42	713	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	618	63	11	358	17	27	494	21	42	713	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	618	63	11	358	17	27	494	21	42	713	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	618	63	11	358	17	27	494	21	42	713	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	618	63	11	358	17	27	494	21	42	713	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	618	63	11	358	17	27	494	21	42	713	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.91	0.09	1.00	0.95	0.05	1.00	0.96	0.04	1.00	0.86	0.14
Final Sat.:	1750	1633	167	1750	1718	82	1750	1727	73	1750	1556	244
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.38	0.01	0.21	0.21	0.02	0.29	0.29	0.02	0.46	0.46
Crit Moves:		****		****			****				****	
Green Time:	10.2	33.5	33.5	7.0	30.3	30.3	7.0	38.2	38.2	9.3	40.5	40.5
Volume/Cap:	0.14	1.13	1.13	0.09	0.69	0.69	0.22	0.75	0.75	0.26	1.13	1.13
Delay/Veh:	41.3	111	111.5	43.8	34.4	34.4	44.8	31.3	31.3	42.9	105	105.2
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:	41.3	111	111.5	43.8	34.4	34.4	44.8	31.3	31.3	42.9	105	105.2
LOS by Move:	D	F	F	D	C	C	D	C	C	D	F	F
HCM2kAvgQ:	1	36	36	0	12	12	1	16	16	1	37	37

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #3822: TAYLOR/10TH



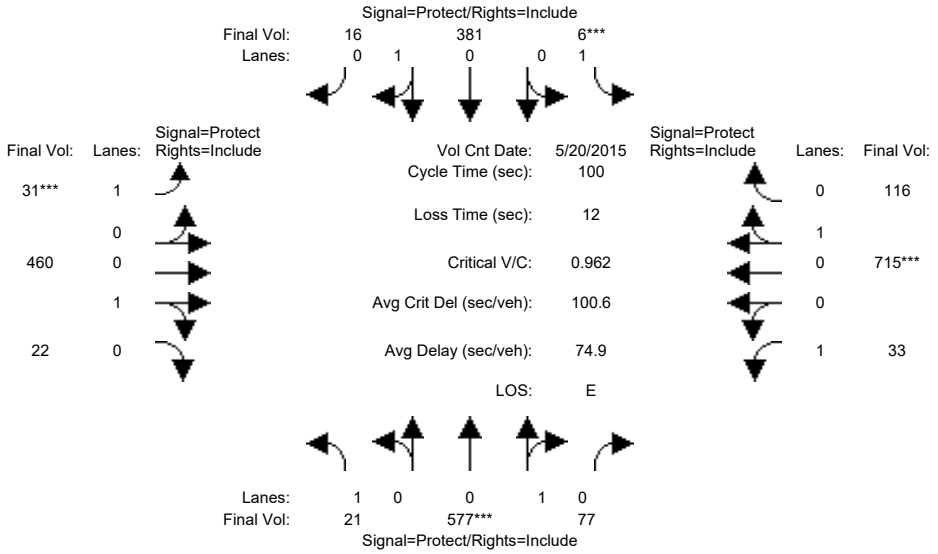
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	34	406	74	12	339	15	22	395	21	18	653	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:	34	406	74	12	339	15	22	395	21	18	653	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	406	74	12	339	15	22	395	21	18	653	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:	34	406	74	12	339	15	22	395	21	18	653	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	406	74	12	339	15	22	395	21	18	653	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:	34	406	74	12	339	15	22	395	21	18	653	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.85	0.15	1.00	0.96	0.04	1.00	0.95	0.05	1.00	0.86	0.14
Final Sat.:	1750	1522	277	1750	1724	76	1750	1709	91	1750	1557	243
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.01	0.20	0.20	0.01	0.23	0.23	0.01	0.42	0.42
Crit Moves:		****		****			****				****	
Green Time:	9.4	28.8	28.8	7.0	26.4	26.4	7.0	40.1	40.1	12.1	45.2	45.2
Volume/Cap:	0.21	0.93	0.93	0.10	0.75	0.75	0.18	0.58	0.58	0.08	0.93	0.93
Delay/Veh:	42.5	57.6	57.6	43.9	40.1	40.1	44.5	24.5	24.5	39.2	42.4	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	57.6	57.6	43.9	40.1	40.1	44.5	24.5	24.5	39.2	42.4	42.4
LOS by Move:	D	E	E	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	1	20	20	0	12	12	1	11	11	0	24	24

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3822: TAYLOR/10TH



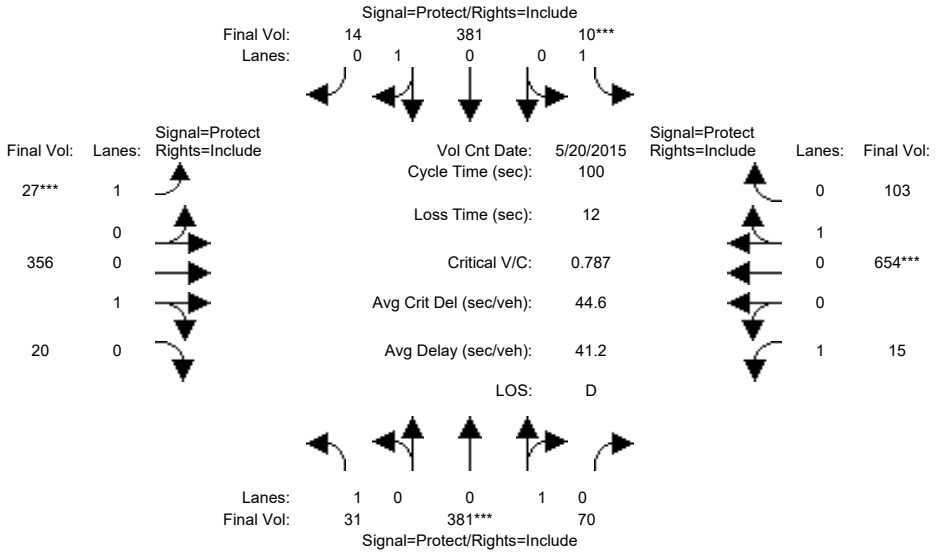
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	21	577	77	6	381	16	31	460	22	33	715	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	577	77	6	381	16	31	460	22	33	715	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	577	77	6	381	16	31	460	22	33	715	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	577	77	6	381	16	31	460	22	33	715	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	577	77	6	381	16	31	460	22	33	715	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	577	77	6	381	16	31	460	22	33	715	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.88	0.12	1.00	0.96	0.04	1.00	0.95	0.05	1.00	0.86	0.14
Final Sat.:	1750	1588	212	1750	1727	73	1750	1718	82	1750	1549	251
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.00	0.22	0.22	0.02	0.27	0.27	0.02	0.46	0.46
Crit Moves:		****			****			****			****	
Green Time:	9.5	32.6	32.6	7.0	30.1	30.1	7.0	38.4	38.4	10.0	41.4	41.4
Volume/Cap:	0.13	1.11	1.11	0.05	0.73	0.73	0.25	0.70	0.70	0.19	1.11	1.11
Delay/Veh:	41.8	107	106.5	43.6	36.6	36.6	45.1	29.1	29.1	41.8	98.5	98.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	107	106.5	43.6	36.6	36.6	45.1	29.1	29.1	41.8	98.5	98.5
LOS by Move:	D	F	F	D	D	D	D	C	C	D	F	F
HCM2kAvgQ:	1	34	34	0	13	13	1	14	14	1	36	36

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #3822: TAYLOR/10TH



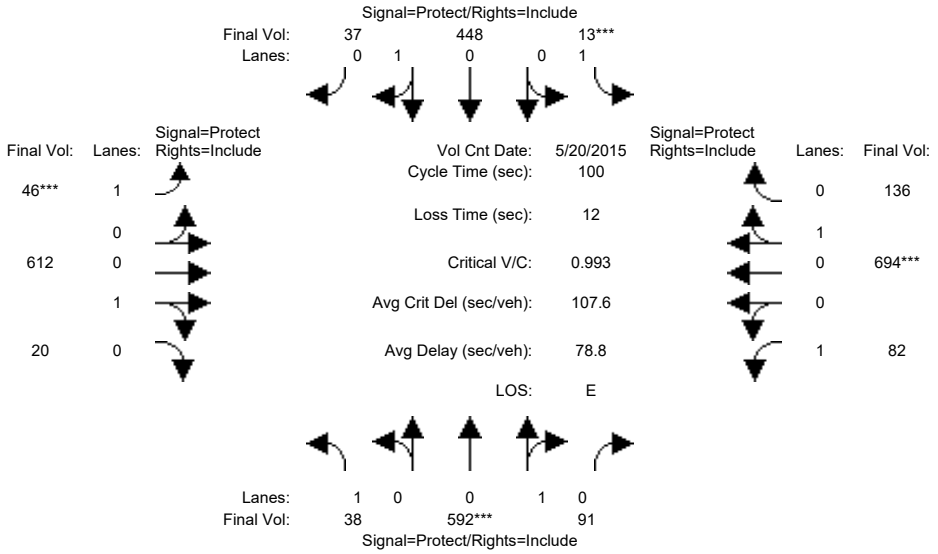
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	31	381	70	10	381	14	27	356	20	15	654	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:	31	381	70	10	381	14	27	356	20	15	654	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	381	70	10	381	14	27	356	20	15	654	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:	31	381	70	10	381	14	27	356	20	15	654	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	381	70	10	381	14	27	356	20	15	654	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	381	70	10	381	14	27	356	20	15	654	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.84	0.16	1.00	0.96	0.04	1.00	0.95	0.05	1.00	0.86	0.14
Final Sat.:	1750	1521	279	1750	1736	64	1750	1704	96	1750	1555	245
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.01	0.22	0.22	0.02	0.21	0.21	0.01	0.42	0.42
Crit Moves:		****		****			****				****	
Green Time:	8.4	27.6	27.6	7.0	26.3	26.3	7.0	40.0	40.0	13.4	46.4	46.4
Volume/Cap:	0.21	0.91	0.91	0.08	0.84	0.84	0.22	0.52	0.52	0.06	0.91	0.91
Delay/Veh:	43.5	55.2	55.2	43.8	47.1	47.1	44.8	23.5	23.5	37.9	38.3	38.3
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:	43.5	55.2	55.2	43.8	47.1	47.1	44.8	23.5	23.5	37.9	38.3	38.3
LOS by Move:	D	E	E	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	1	18	18	0	15	15	1	9	9	0	23	23

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3822: TAYLOR/10TH



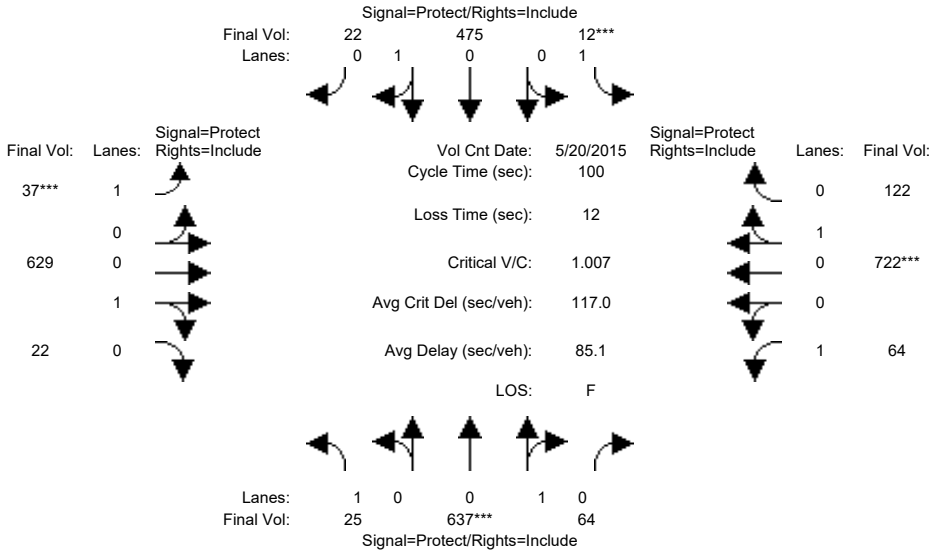
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	38	592	91	13	448	37	46	612	20	82	694	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	592	91	13	448	37	46	612	20	82	694	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	592	91	13	448	37	46	612	20	82	694	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	592	91	13	448	37	46	612	20	82	694	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	592	91	13	448	37	46	612	20	82	694	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	592	91	13	448	37	46	612	20	82	694	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.87	0.13	1.00	0.92	0.08	1.00	0.97	0.03	1.00	0.84	0.16
Final Sat.:	1750	1560	240	1750	1663	137	1750	1743	57	1750	1505	295
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.38	0.01	0.27	0.27	0.03	0.35	0.35	0.05	0.46	0.46
Crit Moves:		****			****			****			****	
Green Time:	8.3	33.4	33.4	7.0	32.1	32.1	7.0	39.7	39.7	7.9	40.6	40.6
Volume/Cap:	0.26	1.14	1.14	0.11	0.84	0.84	0.38	0.88	0.88	0.59	1.14	1.14
Delay/Veh:	43.9	114	113.5	44.0	42.2	42.2	46.3	40.7	40.7	51.2	107	107.1
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:	43.9	114	113.5	44.0	42.2	42.2	46.3	40.7	40.7	51.2	107	107.1
LOS by Move:	D	F	F	D	D	D	D	D	D	D	F	F
HCM2kAvgQ:	1	36	36	0	17	17	2	22	22	2	38	38

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3822: TAYLOR/10TH



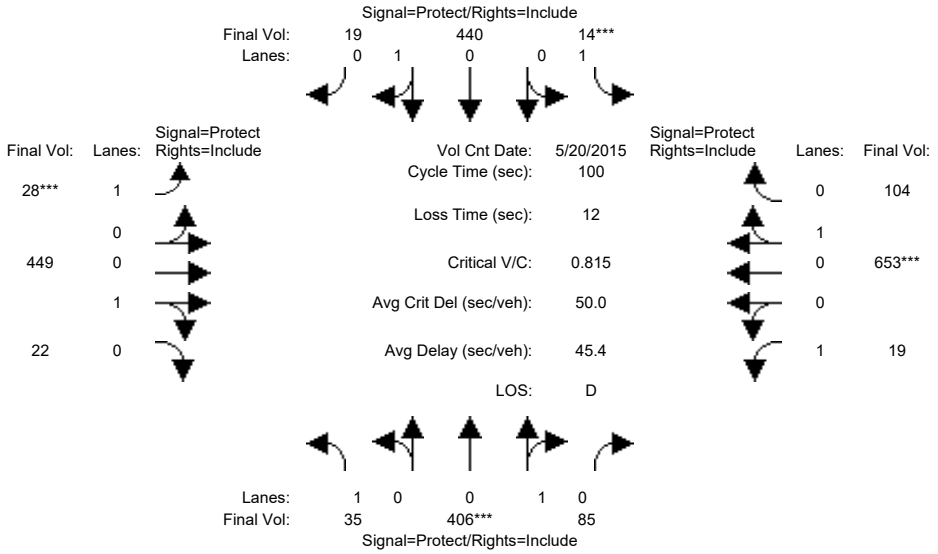
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	25	637	64	12	475	22	37	629	22	64	722	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	637	64	12	475	22	37	629	22	64	722	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	637	64	12	475	22	37	629	22	64	722	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	637	64	12	475	22	37	629	22	64	722	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	637	64	12	475	22	37	629	22	64	722	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	637	64	12	475	22	37	629	22	64	722	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.91	0.09	1.00	0.96	0.04	1.00	0.97	0.03	1.00	0.86	0.14
Final Sat.:	1750	1636	164	1750	1720	80	1750	1739	61	1750	1540	260
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.39	0.01	0.28	0.28	0.02	0.36	0.36	0.04	0.47	0.47
Crit Moves:		****		****			****				****	
Green Time:	8.2	33.6	33.6	7.0	32.4	32.4	7.0	39.7	39.7	7.7	40.4	40.4
Volume/Cap:	0.17	1.16	1.16	0.10	0.85	0.85	0.30	0.91	0.91	0.48	1.16	1.16
Delay/Veh:	43.3	123	122.6	43.9	43.2	43.2	45.6	44.2	44.2	46.9	117	116.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	123	122.6	43.9	43.2	43.2	45.6	44.2	44.2	46.9	117	116.6
LOS by Move:	D	F	F	D	D	D	D	D	D	D	F	F
HCM2kAvgQ:	1	38	38	0	18	18	1	24	24	2	40	40

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #3822: TAYLOR/10TH



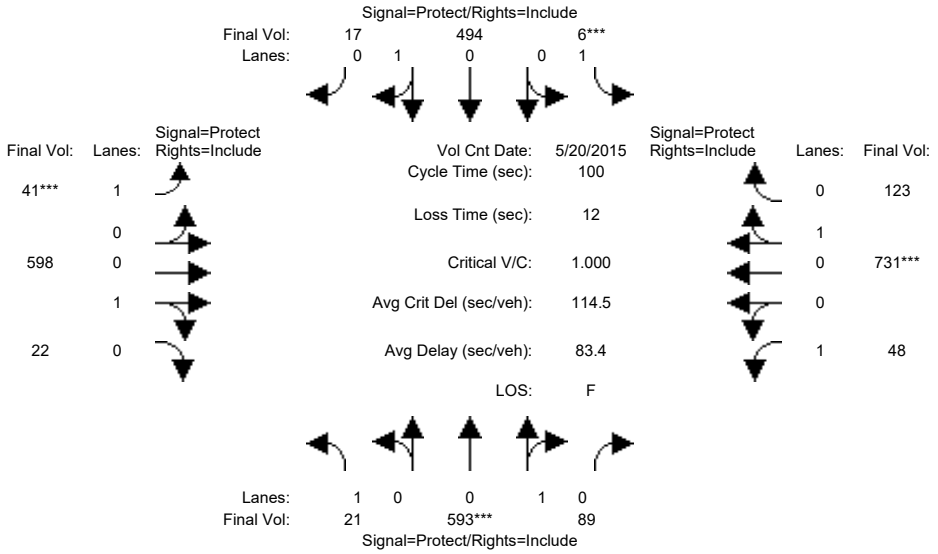
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	35	406	85	14	440	19	28	449	22	19	653	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	406	85	14	440	19	28	449	22	19	653	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	406	85	14	440	19	28	449	22	19	653	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	406	85	14	440	19	28	449	22	19	653	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	406	85	14	440	19	28	449	22	19	653	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	406	85	14	440	19	28	449	22	19	653	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.83	0.17	1.00	0.96	0.04	1.00	0.95	0.05	1.00	0.86	0.14
Final Sat.:	1750	1488	312	1750	1725	75	1750	1716	84	1750	1553	247
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.01	0.26	0.26	0.02	0.26	0.26	0.01	0.42	0.42
Crit Moves:		****			****			****			****	
Green Time:	7.8	29.1	29.1	7.0	28.3	28.3	7.0	40.9	40.9	11.0	44.9	44.9
Volume/Cap:	0.26	0.94	0.94	0.11	0.90	0.90	0.23	0.64	0.64	0.10	0.94	0.94
Delay/Veh:	44.4	59.1	59.1	44.0	53.3	53.3	44.9	25.5	25.5	40.3	44.4	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	59.1	59.1	44.0	53.3	53.3	44.9	25.5	25.5	40.3	44.4	44.4
LOS by Move:	D	E	E	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	1	20	20	1	18	18	1	13	13	1	24	24

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3822: TAYLOR/10TH



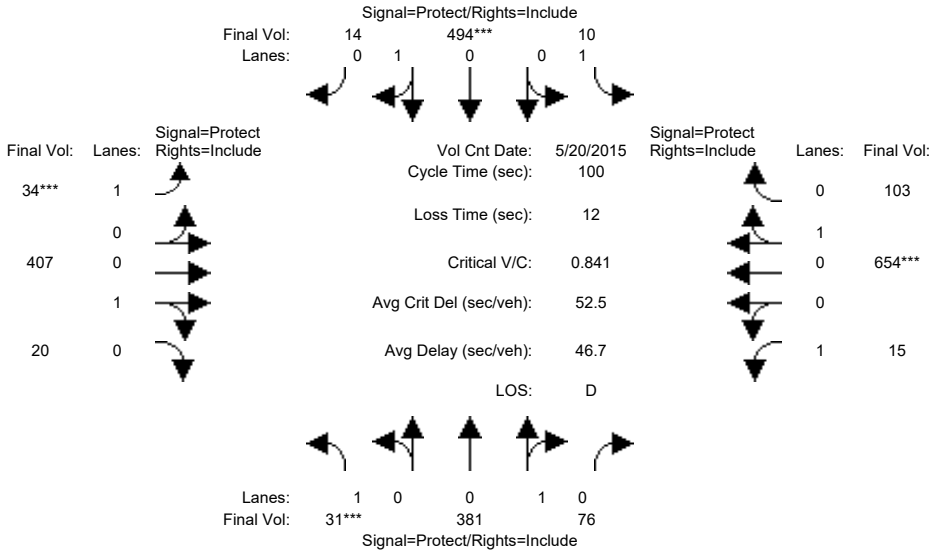
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	21	593	89	6	494	17	41	598	22	48	731	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	593	89	6	494	17	41	598	22	48	731	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	593	89	6	494	17	41	598	22	48	731	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	593	89	6	494	17	41	598	22	48	731	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	593	89	6	494	17	41	598	22	48	731	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	593	89	6	494	17	41	598	22	48	731	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.87	0.13	1.00	0.97	0.03	1.00	0.96	0.04	1.00	0.86	0.14
Final Sat.:	1750	1565	235	1750	1740	60	1750	1736	64	1750	1541	259
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.38	0.00	0.28	0.28	0.02	0.34	0.34	0.03	0.47	0.47
Crit Moves:		****			****			****			****	
Green Time:	7.9	32.9	32.9	7.0	32.0	32.0	7.0	40.0	40.0	8.1	41.1	41.1
Volume/Cap:	0.15	1.15	1.15	0.05	0.89	0.89	0.33	0.86	0.86	0.34	1.15	1.15
Delay/Veh:	43.5	121	120.6	43.6	47.9	47.9	45.9	37.8	37.8	44.8	113	113.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	121	120.6	43.6	47.9	47.9	45.9	37.8	37.8	44.8	113	113.4
LOS by Move:	D	F	F	D	D	D	D	D	D	D	F	F
HCM2kAvgQ:	1	37	37	0	19	19	2	21	21	1	40	40

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #3822: TAYLOR/10TH



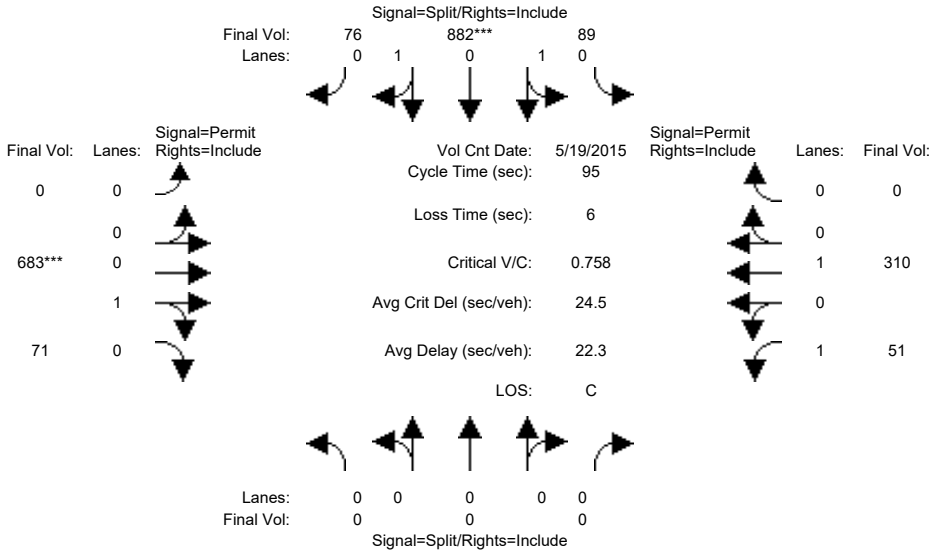
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	31	381	76	10	494	14	34	407	20	15	654	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:	31	381	76	10	494	14	34	407	20	15	654	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	381	76	10	494	14	34	407	20	15	654	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:	31	381	76	10	494	14	34	407	20	15	654	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	381	76	10	494	14	34	407	20	15	654	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	381	76	10	494	14	34	407	20	15	654	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.83	0.17	1.00	0.97	0.03	1.00	0.95	0.05	1.00	0.86	0.14
Final Sat.:	1750	1501	299	1750	1750	50	1750	1716	84	1750	1555	245
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.01	0.28	0.28	0.02	0.24	0.24	0.01	0.42	0.42
Crit Moves:	****				****		****				****	
Green Time:	7.0	28.8	28.8	7.9	29.7	29.7	7.0	39.6	39.6	11.7	44.3	44.3
Volume/Cap:	0.25	0.88	0.88	0.07	0.95	0.95	0.28	0.60	0.60	0.07	0.95	0.95
Delay/Veh:	45.1	50.2	50.2	42.8	61.2	61.2	45.3	25.3	25.3	39.5	47.3	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	50.2	50.2	42.8	61.2	61.2	45.3	25.3	25.3	39.5	47.3	47.3
LOS by Move:	D	D	D	D	E	E	D	C	C	D	D	D
HCM2kAvgQ:	1	18	18	0	21	21	1	11	11	0	25	25

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

Market Park South Village Development

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

Intersection #3822: TAYLOR/10TH



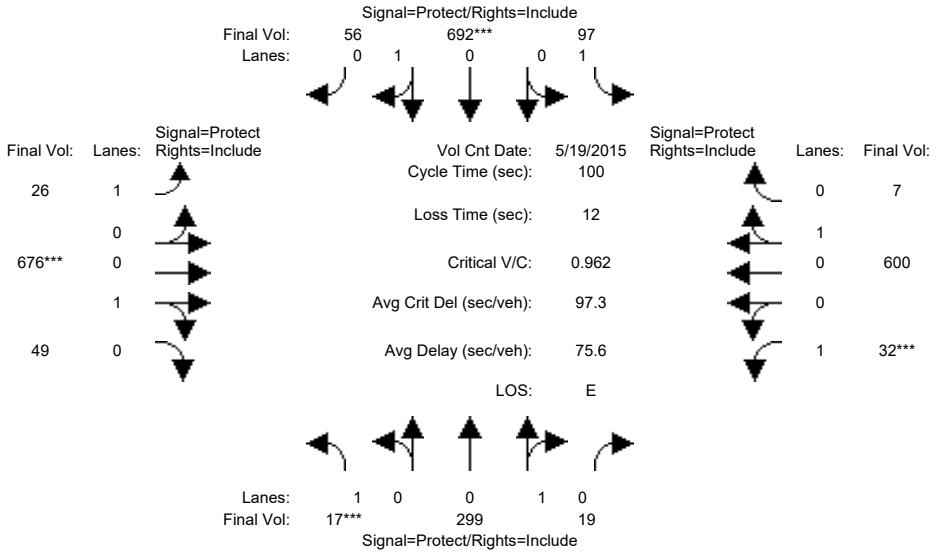
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	0	0	0	89	882	76	0	683	71	51	310	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	89	882	76	0	683	71	51	310	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	89	882	76	0	683	71	51	310	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	89	882	76	0	683	71	51	310	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	89	882	76	0	683	71	51	310	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	89	882	76	0	683	71	51	310	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	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.17	1.68	0.15	0.00	0.91	0.09	1.00	1.00	0.00
Final Sat.:	0	0	0	306	3033	261	0	1631	169	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.29	0.29	0.00	0.42	0.42	0.03	0.16	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	36.5	36.5	36.5	0.0	52.5	52.5	52.5	52.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.76	0.76	0.76	0.00	0.76	0.76	0.05	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	27.9	27.9	27.9	0.0	19.7	19.7	9.8	11.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.9	27.9	27.9	0.0	19.7	19.7	9.8	11.5	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	A	B	A
HCM2kAvgQ:	0	0	0	15	15	15	0	19	19	1	5	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3822: TAYLOR/10TH



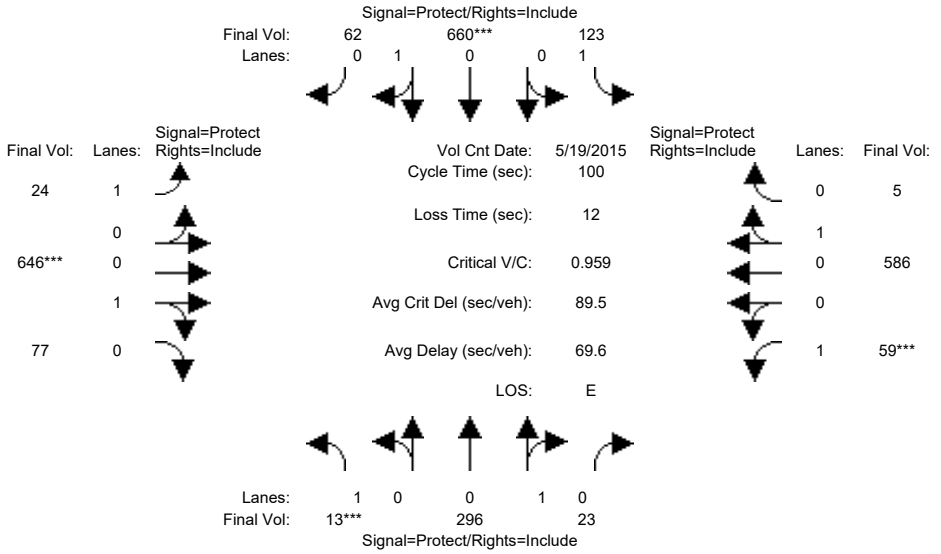
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	17	299	19	97	692	56	26	676	49	32	600	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	299	19	97	692	56	26	676	49	32	600	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	299	19	97	692	56	26	676	49	32	600	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	299	19	97	692	56	26	676	49	32	600	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	299	19	97	692	56	26	676	49	32	600	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	299	19	97	692	56	26	676	49	32	600	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.93	0.07	1.00	0.93	0.07	1.00	0.99	0.01
Final Sat.:	1750	1692	108	1750	1665	135	1750	1678	122	1750	1779	21
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.06	0.42	0.42	0.01	0.40	0.40	0.02	0.34	0.34
Crit Moves:	****				****			****			****	
Green Time:	7.0	31.9	31.9	12.7	37.6	37.6	7.5	36.4	36.4	7.0	36.0	36.0
Volume/Cap:	0.14	0.55	0.55	0.44	1.11	1.11	0.20	1.11	1.11	0.26	0.94	0.94
Delay/Veh:	44.2	29.3	29.3	41.8	98.5	98.5	44.2	99.6	99.6	45.2	52.3	52.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	29.3	29.3	41.8	98.5	98.5	44.2	99.6	99.6	45.2	52.3	52.3
LOS by Move:	D	C	C	D	F	F	D	F	F	D	D	D
HCM2kAvgQ:	1	9	9	3	38	38	1	37	37	1	20	20

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3822: TAYLOR/10TH



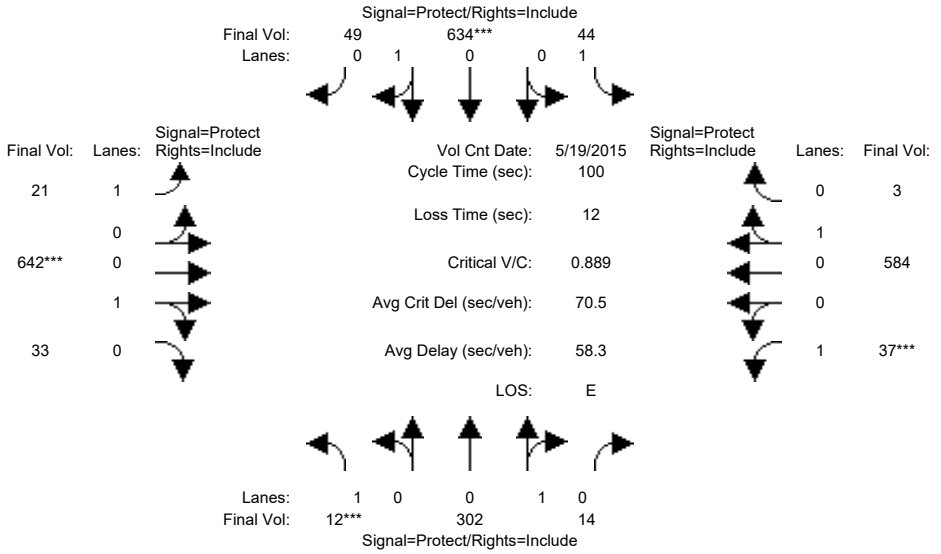
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	13	296	23	123	660	62	24	646	77	59	586	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	296	23	123	660	62	24	646	77	59	586	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	296	23	123	660	62	24	646	77	59	586	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	296	23	123	660	62	24	646	77	59	586	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	296	23	123	660	62	24	646	77	59	586	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	296	23	123	660	62	24	646	77	59	586	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.91	0.09	1.00	0.89	0.11	1.00	0.99	0.01
Final Sat.:	1750	1670	130	1750	1645	155	1750	1608	192	1750	1785	15
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.07	0.40	0.40	0.01	0.40	0.40	0.03	0.33	0.33
Crit Moves:	****				****			****			****	
Green Time:	7.0	31.5	31.5	12.5	37.0	37.0	7.7	37.0	37.0	7.0	36.3	36.3
Volume/Cap:	0.11	0.56	0.56	0.56	1.08	1.08	0.18	1.08	1.08	0.48	0.90	0.90
Delay/Veh:	44.0	29.8	29.8	44.5	91.6	91.6	43.8	91.6	91.6	47.7	46.3	46.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	29.8	29.8	44.5	91.6	91.6	43.8	91.6	91.6	47.7	46.3	46.3
LOS by Move:	D	C	C	D	F	F	D	F	F	D	D	D
HCM2kAvgQ:	0	9	9	5	35	35	1	35	35	2	19	19

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #3822: TAYLOR/10TH



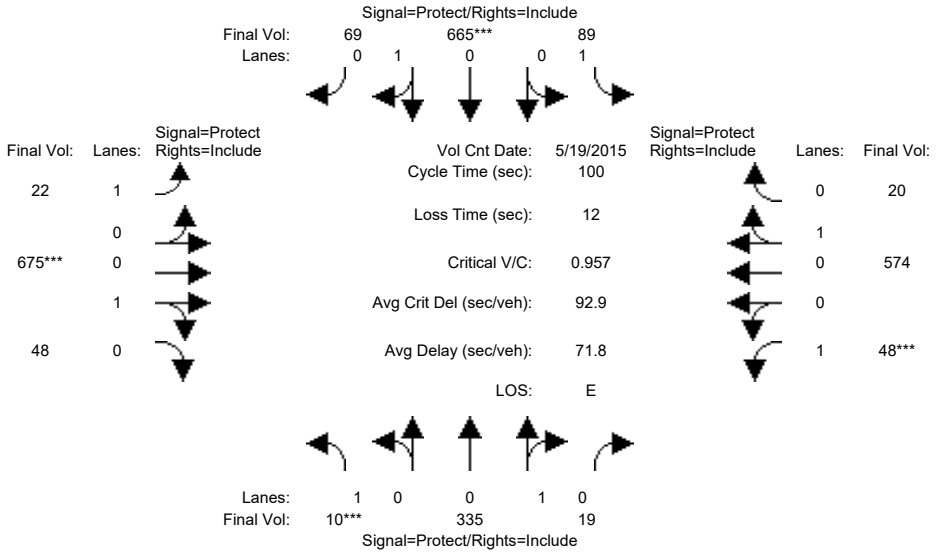
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	12	302	14	44	634	49	21	642	33	37	584	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	302	14	44	634	49	21	642	33	37	584	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	302	14	44	634	49	21	642	33	37	584	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	302	14	44	634	49	21	642	33	37	584	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	302	14	44	634	49	21	642	33	37	584	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	302	14	44	634	49	21	642	33	37	584	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.93	0.07	1.00	0.95	0.05	1.00	0.99	0.01
Final Sat.:	1750	1720	80	1750	1671	129	1750	1712	88	1750	1791	9
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.03	0.38	0.38	0.01	0.38	0.38	0.02	0.33	0.33
Crit Moves:	****				****			****			****	
Green Time:	7.0	31.6	31.6	12.6	37.2	37.2	7.7	36.8	36.8	7.0	36.0	36.0
Volume/Cap:	0.10	0.56	0.56	0.20	1.02	1.02	0.16	1.02	1.02	0.30	0.90	0.90
Delay/Veh:	43.9	29.6	29.6	39.6	71.2	71.2	43.6	71.6	71.6	45.6	46.6	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	29.6	29.6	39.6	71.2	71.2	43.6	71.6	71.6	45.6	46.6	46.6
LOS by Move:	D	C	C	D	E	E	D	E	E	D	D	D
HCM2kAvgQ:	0	9	9	1	30	30	1	30	30	1	19	19

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3822: TAYLOR/10TH



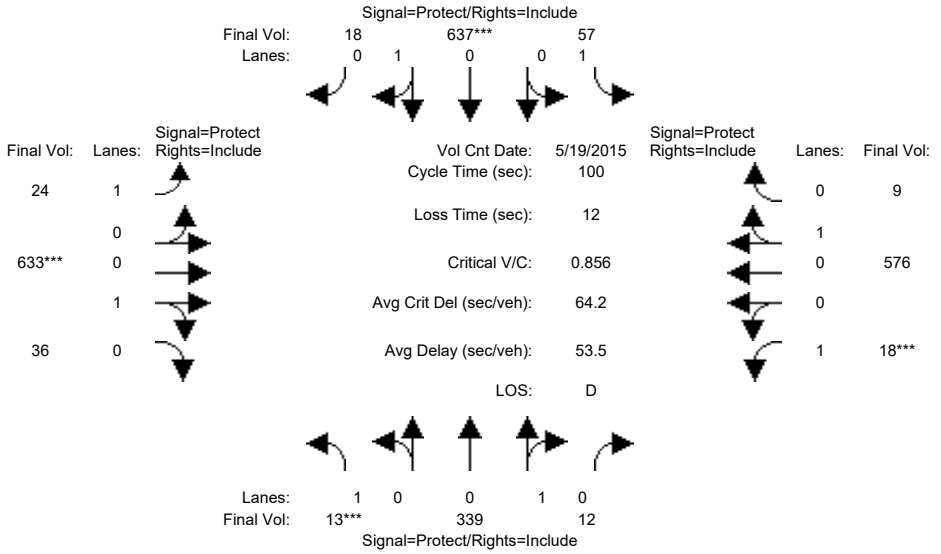
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	10	335	19	89	665	69	22	675	48	48	574	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:	10	335	19	89	665	69	22	675	48	48	574	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	335	19	89	665	69	22	675	48	48	574	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	335	19	89	665	69	22	675	48	48	574	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	335	19	89	665	69	22	675	48	48	574	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	335	19	89	665	69	22	675	48	48	574	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.95	0.05	1.00	0.91	0.09	1.00	0.93	0.07	1.00	0.97	0.03
Final Sat.:	1750	1703	97	1750	1631	169	1750	1680	120	1750	1739	61
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.05	0.41	0.41	0.01	0.40	0.40	0.03	0.33	0.33
Crit Moves:	****				****			****			****	
Green Time:	7.0	32.7	32.7	11.6	37.3	37.3	7.7	36.7	36.7	7.0	36.1	36.1
Volume/Cap:	0.08	0.60	0.60	0.44	1.09	1.09	0.16	1.09	1.09	0.39	0.91	0.91
Delay/Veh:	43.8	30.0	30.0	42.7	94.5	94.5	43.8	95.0	95.0	46.5	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	30.0	30.0	42.7	94.5	94.5	43.8	95.0	95.0	46.5	48.1	48.1
LOS by Move:	D	C	C	D	F	F	D	F	F	D	D	D
HCM2kAvgQ:	0	10	10	3	36	36	1	36	36	1	19	19

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #3822: TAYLOR/10TH



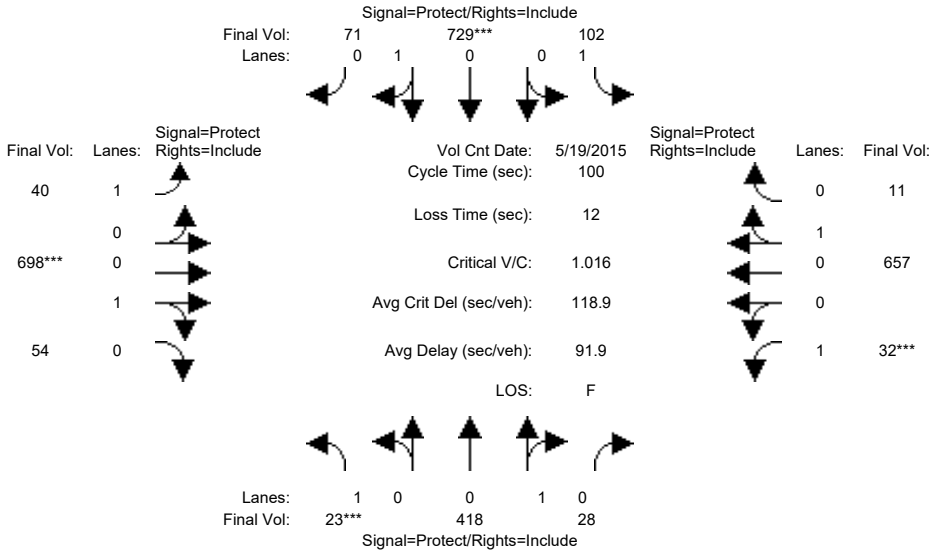
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	13	339	12	57	637	18	24	633	36	18	576	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	339	12	57	637	18	24	633	36	18	576	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	339	12	57	637	18	24	633	36	18	576	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	339	12	57	637	18	24	633	36	18	576	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	339	12	57	637	18	24	633	36	18	576	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	339	12	57	637	18	24	633	36	18	576	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.97	0.03	1.00	0.97	0.03	1.00	0.95	0.05	1.00	0.98	0.02
Final Sat.:	1750	1738	62	1750	1751	49	1750	1703	97	1750	1772	28
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.03	0.36	0.36	0.01	0.37	0.37	0.01	0.33	0.33
Crit Moves:	****				****			****			****	
Green Time:	7.0	32.1	32.1	11.5	36.6	36.6	7.9	37.4	37.4	7.0	36.5	36.5
Volume/Cap:	0.11	0.61	0.61	0.28	0.99	0.99	0.17	0.99	0.99	0.15	0.89	0.89
Delay/Veh:	44.0	30.5	30.5	41.2	65.0	65.0	43.6	64.3	64.3	44.3	44.0	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	30.5	30.5	41.2	65.0	65.0	43.6	64.3	64.3	44.3	44.0	44.0
LOS by Move:	D	C	C	D	E	E	D	E	E	D	D	D
HCM2kAvgQ:	0	10	10	2	28	28	1	29	29	1	19	19

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3822: TAYLOR/10TH



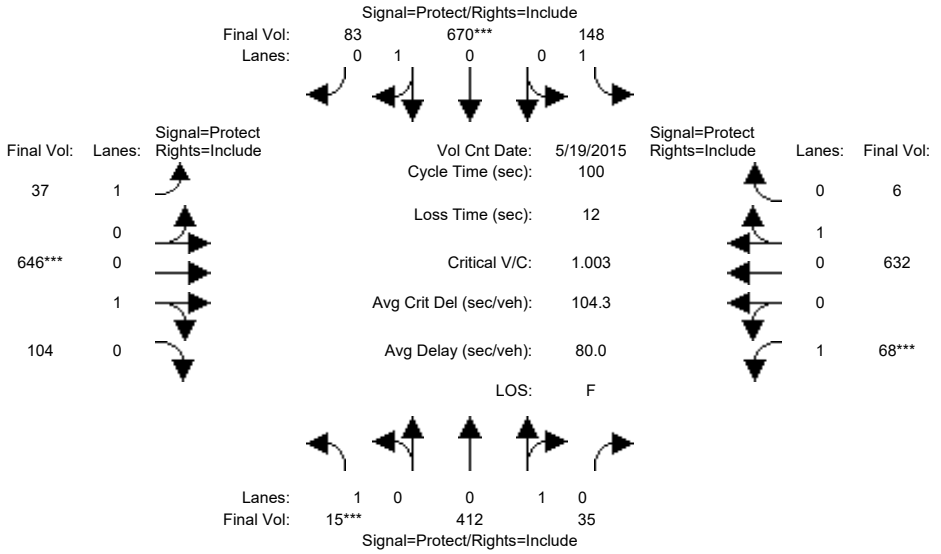
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	23	418	28	102	729	71	40	698	54	32	657	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	418	28	102	729	71	40	698	54	32	657	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	418	28	102	729	71	40	698	54	32	657	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	418	28	102	729	71	40	698	54	32	657	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	418	28	102	729	71	40	698	54	32	657	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	418	28	102	729	71	40	698	54	32	657	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.91	0.09	1.00	0.93	0.07	1.00	0.98	0.02
Final Sat.:	1750	1687	113	1750	1640	160	1750	1671	129	1750	1770	30
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.06	0.44	0.44	0.02	0.42	0.42	0.02	0.37	0.37
Crit Moves:	****				****			****			****	
Green Time:	7.0	35.2	35.2	9.9	38.1	38.1	7.0	35.9	35.9	7.0	35.9	35.9
Volume/Cap:	0.19	0.70	0.70	0.59	1.17	1.17	0.33	1.17	1.17	0.26	1.04	1.04
Delay/Veh:	44.6	31.5	31.5	48.2	121	120.6	45.8	123	122.6	45.2	76.8	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:	44.6	31.5	31.5	48.2	121	120.6	45.8	123	122.6	45.2	76.8	76.8
LOS by Move:	D	C	C	D	F	F	D	F	F	D	E	E
HCM2kAvgQ:	1	13	13	4	44	44	2	41	41	1	25	25

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3822: TAYLOR/10TH



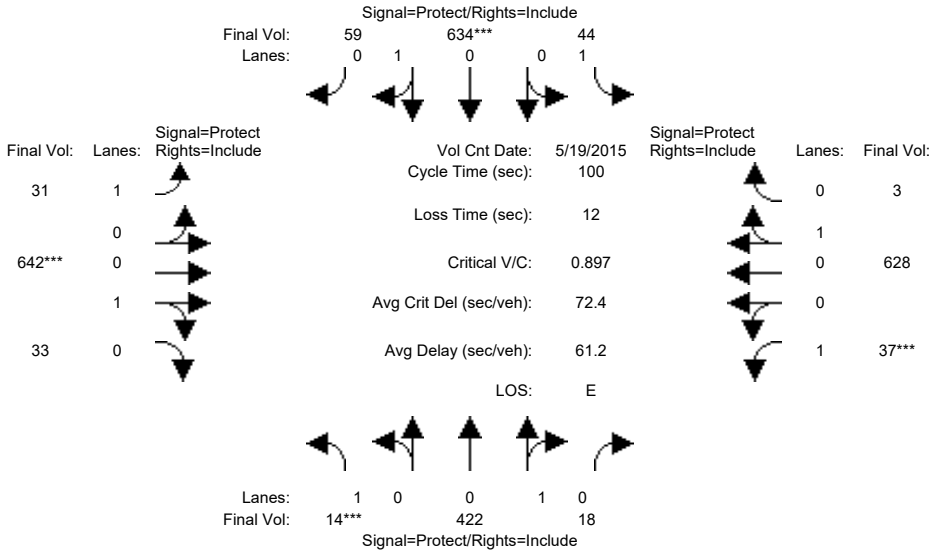
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	15	412	35	148	670	83	37	646	104	68	632	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	412	35	148	670	83	37	646	104	68	632	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	412	35	148	670	83	37	646	104	68	632	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	412	35	148	670	83	37	646	104	68	632	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	412	35	148	670	83	37	646	104	68	632	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	412	35	148	670	83	37	646	104	68	632	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.92	0.08	1.00	0.89	0.11	1.00	0.86	0.14	1.00	0.99	0.01
Final Sat.:	1750	1659	141	1750	1602	198	1750	1550	250	1750	1783	17
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.08	0.42	0.42	0.02	0.42	0.42	0.04	0.35	0.35
Crit Moves:	****				****			****			****	
Green Time:	7.0	32.9	32.9	11.2	37.1	37.1	7.2	36.9	36.9	7.0	36.7	36.7
Volume/Cap:	0.12	0.76	0.76	0.76	1.13	1.13	0.29	1.13	1.13	0.56	0.97	0.97
Delay/Veh:	44.1	35.5	35.5	58.4	107	107.3	45.2	107	107.4	50.5	57.8	57.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	35.5	35.5	58.4	107	107.3	45.2	107	107.4	50.5	57.8	57.8
LOS by Move:	D	D	D	E	F	F	D	F	F	D	E	E
HCM2kAvgQ:	1	14	14	7	39	39	1	39	39	2	21	21

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #3822: TAYLOR/10TH



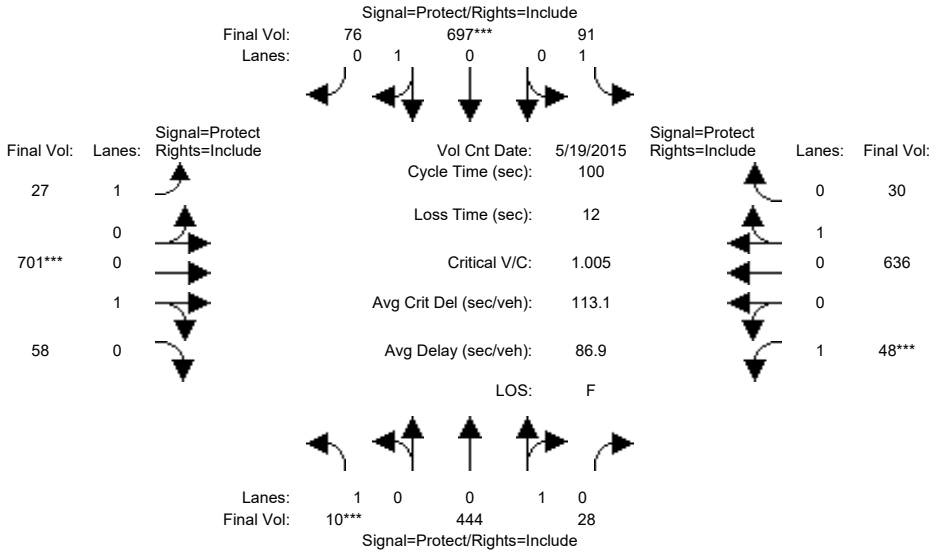
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	14	422	18	44	634	59	31	642	33	37	628	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	422	18	44	634	59	31	642	33	37	628	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	422	18	44	634	59	31	642	33	37	628	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	422	18	44	634	59	31	642	33	37	628	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	422	18	44	634	59	31	642	33	37	628	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	422	18	44	634	59	31	642	33	37	628	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.91	0.09	1.00	0.95	0.05	1.00	0.99	0.01
Final Sat.:	1750	1726	74	1750	1647	153	1750	1712	88	1750	1791	9
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.03	0.39	0.39	0.02	0.38	0.38	0.02	0.35	0.35
Crit Moves:	****				****			****			****	
Green Time:	7.0	34.6	34.6	9.9	37.5	37.5	7.2	36.5	36.5	7.0	36.3	36.3
Volume/Cap:	0.11	0.71	0.71	0.25	1.03	1.03	0.24	1.03	1.03	0.30	0.97	0.97
Delay/Veh:	44.0	32.0	32.0	42.4	73.0	73.0	44.8	73.9	73.9	45.6	58.3	58.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	32.0	32.0	42.4	73.0	73.0	44.8	73.9	73.9	45.6	58.3	58.3
LOS by Move:	D	C	C	D	E	E	D	E	E	D	E	E
HCM2kAvgQ:	1	13	13	2	31	31	1	30	30	1	22	22

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3822: TAYLOR/10TH



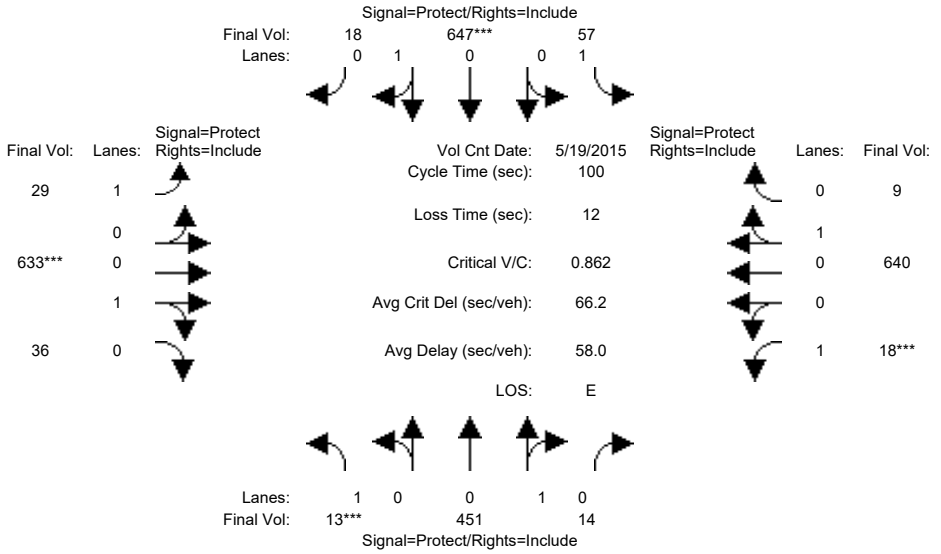
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	10	444	28	91	697	76	27	701	58	48	636	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:	10	444	28	91	697	76	27	701	58	48	636	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	444	28	91	697	76	27	701	58	48	636	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	444	28	91	697	76	27	701	58	48	636	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	444	28	91	697	76	27	701	58	48	636	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	444	28	91	697	76	27	701	58	48	636	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.90	0.10	1.00	0.92	0.08	1.00	0.95	0.05
Final Sat.:	1750	1693	107	1750	1623	177	1750	1662	138	1750	1719	81
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.05	0.43	0.43	0.02	0.42	0.42	0.03	0.37	0.37
Crit Moves:	****				****			****			****	
Green Time:	7.0	35.0	35.0	9.3	37.3	37.3	7.0	36.7	36.7	7.0	36.7	36.7
Volume/Cap:	0.08	0.75	0.75	0.56	1.15	1.15	0.22	1.15	1.15	0.39	1.01	1.01
Delay/Veh:	43.8	33.6	33.6	47.6	115	115.4	44.8	116	116.0	46.5	69.0	69.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	33.6	33.6	47.6	115	115.4	44.8	116	116.0	46.5	69.0	69.0
LOS by Move:	D	C	C	D	F	F	D	F	F	D	E	E
HCM2kAvgQ:	0	15	15	4	41	41	1	41	41	1	25	25

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #3822: TAYLOR/10TH



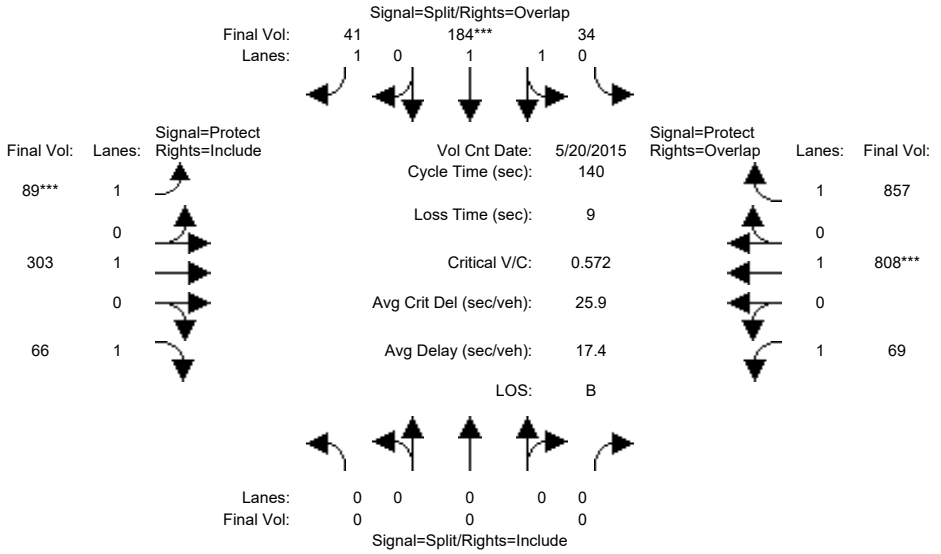
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	13	451	14	57	647	18	29	633	36	18	640	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	451	14	57	647	18	29	633	36	18	640	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	451	14	57	647	18	29	633	36	18	640	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	451	14	57	647	18	29	633	36	18	640	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	451	14	57	647	18	29	633	36	18	640	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	451	14	57	647	18	29	633	36	18	640	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.97	0.03	1.00	0.97	0.03	1.00	0.95	0.05	1.00	0.99	0.01
Final Sat.:	1750	1746	54	1750	1751	49	1750	1703	97	1750	1775	25
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.03	0.37	0.37	0.02	0.37	0.37	0.01	0.36	0.36
Crit Moves:	****				****			****			****	
Green Time:	7.0	34.5	34.5	9.4	36.9	36.9	7.2	37.1	37.1	7.0	36.9	36.9
Volume/Cap:	0.11	0.75	0.75	0.35	1.00	1.00	0.23	1.00	1.00	0.15	0.98	0.98
Delay/Veh:	44.0	33.9	33.9	43.7	66.8	66.8	44.8	66.6	66.6	44.3	60.0	60.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	33.9	33.9	43.7	66.8	66.8	44.8	66.6	66.6	44.3	60.0	60.0
LOS by Move:	D	C	C	D	E	E	D	E	E	D	E	E
HCM2kAvgQ:	0	15	15	2	29	29	1	29	29	1	23	23

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

Market Park South Village Development

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

Intersection #3581: HEDDING/10TH



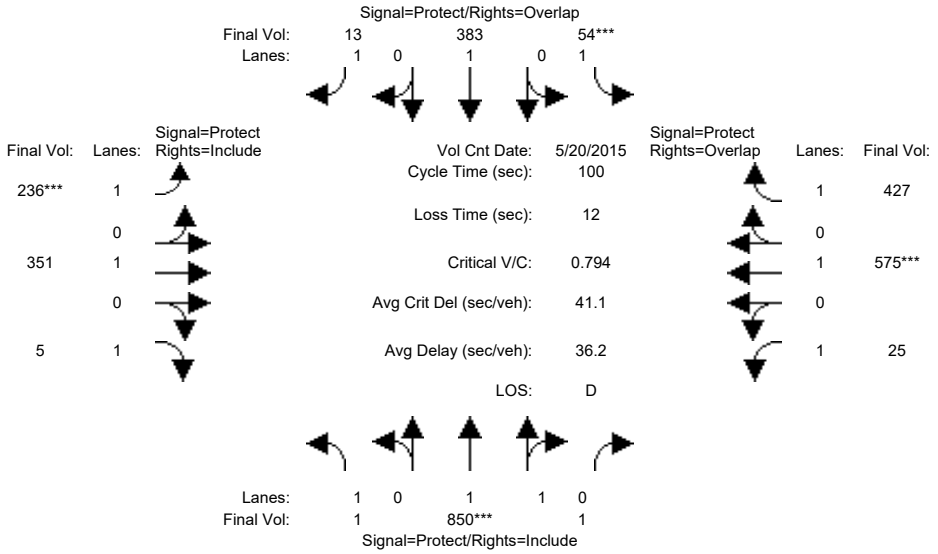
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	0	0	0	34	184	41	89	303	66	69	808	857
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	34	184	41	89	303	66	69	808	857
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	34	184	41	89	303	66	69	808	857
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	34	184	41	89	303	66	69	808	857
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	34	184	41	89	303	66	69	808	857
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	34	184	41	89	303	66	69	808	857
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.32	1.68	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	0	0	0	577	3123	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.02	0.05	0.16	0.04	0.04	0.43	0.49
Crit Moves:					****		****				****	
Green Time:	0.0	0.0	0.0	14.4	14.4	26.9	12.5	88.7	88.7	27.8	104	118.5
Volume/Cap:	0.00	0.00	0.00	0.57	0.57	0.12	0.57	0.25	0.06	0.20	0.57	0.58
Delay/Veh:	0.0	0.0	0.0	66.0	66.0	47.5	75.6	11.7	9.9	48.1	9.7	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	66.0	66.0	47.5	75.6	11.7	9.9	48.1	9.7	4.9
LOS by Move:	A	A	A	E	E	D	E	B	A	D	A	A
HCM2kAvgQ:	0	0	0	5	5	2	5	5	1	3	16	13

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3581: HEDDING/10TH



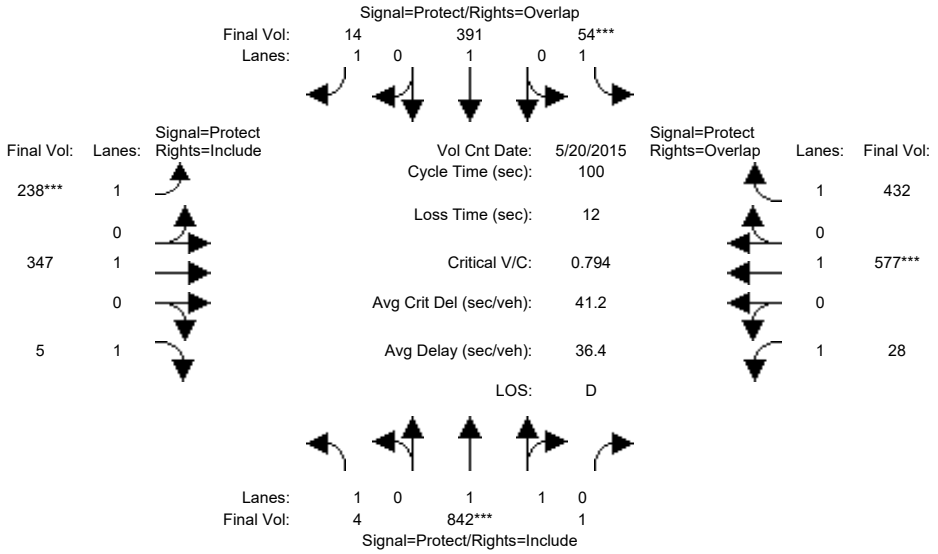
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	1	850	1	54	383	13	236	351	5	25	575	427
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	850	1	54	383	13	236	351	5	25	575	427
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	850	1	54	383	13	236	351	5	25	575	427
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	850	1	54	383	13	236	351	5	25	575	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	850	1	54	383	13	236	351	5	25	575	427
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	850	1	54	383	13	236	351	5	25	575	427
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3696	4	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.03	0.20	0.01	0.13	0.18	0.00	0.01	0.30	0.24
Crit Moves:		****		****			****				****	
Green Time:	9.0	27.9	27.9	7.0	25.9	42.3	16.4	38.5	38.5	14.6	36.7	43.7
Volume/Cap:	0.01	0.82	0.82	0.44	0.78	0.02	0.82	0.48	0.01	0.10	0.82	0.56
Delay/Veh:	41.4	39.2	39.2	47.1	42.1	16.8	57.8	23.7	19.0	37.2	36.6	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	39.2	39.2	47.1	42.1	16.8	57.8	23.7	19.0	37.2	36.6	21.9
LOS by Move:	D	D	D	D	D	B	E	C	B	D	D	C
HCM2kAvgQ:	0	15	15	2	13	0	10	8	0	1	16	10

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3581: HEDDING/10TH



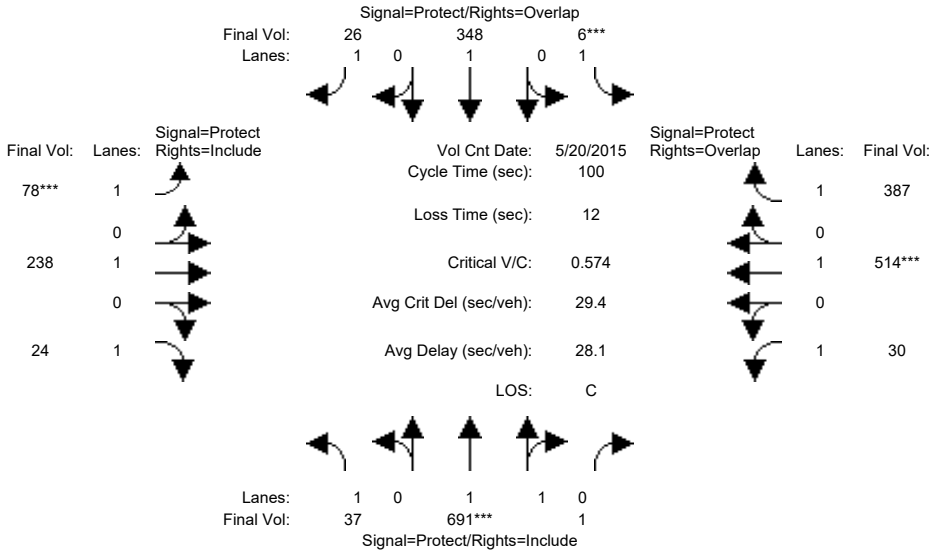
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	4	842	1	54	391	14	238	347	5	28	577	432
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	842	1	54	391	14	238	347	5	28	577	432
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	842	1	54	391	14	238	347	5	28	577	432
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	842	1	54	391	14	238	347	5	28	577	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	842	1	54	391	14	238	347	5	28	577	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	842	1	54	391	14	238	347	5	28	577	432
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3696	4	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.03	0.21	0.01	0.14	0.18	0.00	0.02	0.30	0.25
Crit Moves:		****		****			****				****	
Green Time:	8.8	27.6	27.6	7.0	25.9	42.4	16.5	38.6	38.6	14.8	36.9	43.9
Volume/Cap:	0.03	0.82	0.82	0.44	0.80	0.02	0.82	0.47	0.01	0.11	0.82	0.56
Delay/Veh:	41.8	39.4	39.4	47.1	43.4	16.8	57.6	23.6	18.9	37.1	36.5	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	39.4	39.4	47.1	43.4	16.8	57.6	23.6	18.9	37.1	36.5	21.9
LOS by Move:	D	D	D	D	D	B	E	C	B	D	D	C
HCM2kAvgQ:	0	15	15	2	13	0	10	8	0	1	16	10

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #3581: HEDDING/10TH



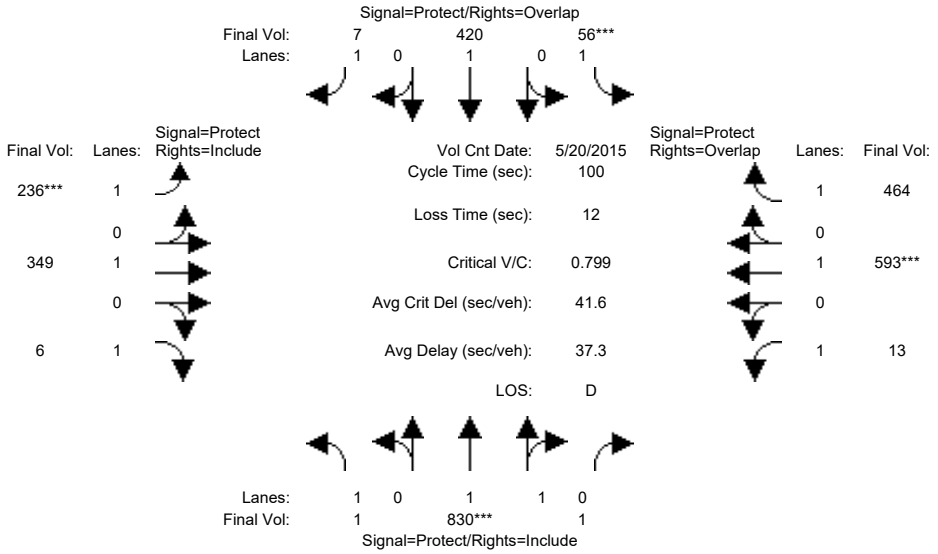
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	37	691	1	6	348	26	78	238	24	30	514	387
Growth Adj:	1.00	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	691	1	6	348	26	78	238	24	30	514	387
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	691	1	6	348	26	78	238	24	30	514	387
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	691	1	6	348	26	78	238	24	30	514	387
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	691	1	6	348	26	78	238	24	30	514	387
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	691	1	6	348	26	78	238	24	30	514	387
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3695	5	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.00	0.18	0.01	0.04	0.13	0.01	0.02	0.27	0.22
Crit Moves:		****			****			****			****	
Green Time:	10.3	30.2	30.2	7.0	26.9	34.1	7.2	32.6	32.6	18.2	43.6	50.6
Volume/Cap:	0.21	0.62	0.62	0.05	0.68	0.04	0.62	0.38	0.04	0.09	0.62	0.44
Delay/Veh:	41.7	31.1	31.1	43.6	36.5	22.1	54.2	26.4	23.1	34.2	23.2	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	31.1	31.1	43.6	36.5	22.1	54.2	26.4	23.1	34.2	23.2	16.0
LOS by Move:	D	C	C	D	D	C	D	C	C	C	C	B
HCM2kAvgQ:	1	10	10	0	11	1	4	6	1	1	12	8

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3581: HEDDING/10TH



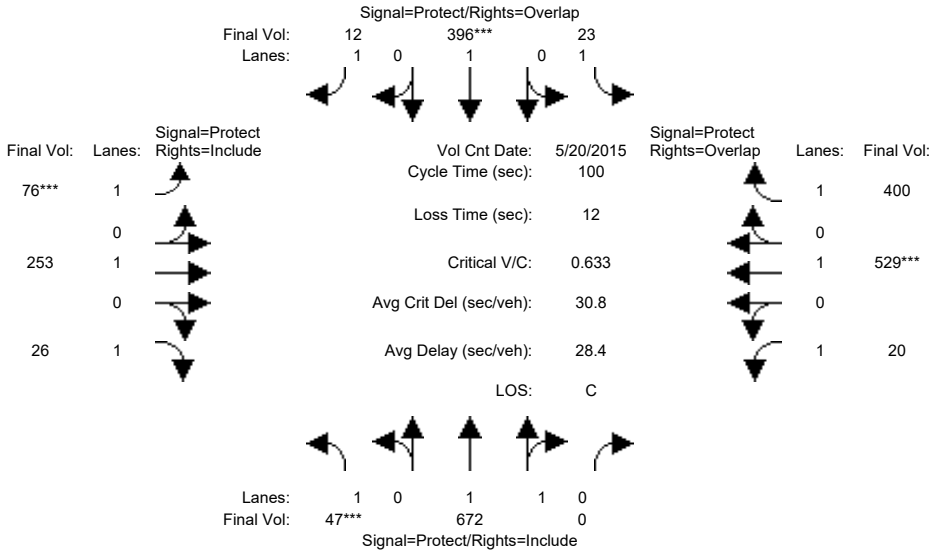
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	1	830	1	56	420	7	236	349	6	13	593	464
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	830	1	56	420	7	236	349	6	13	593	464
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	830	1	56	420	7	236	349	6	13	593	464
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	830	1	56	420	7	236	349	6	13	593	464
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	830	1	56	420	7	236	349	6	13	593	464
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	830	1	56	420	7	236	349	6	13	593	464
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3696	4	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.03	0.22	0.00	0.13	0.18	0.00	0.01	0.31	0.27
Crit Moves:		****		****			****				****	
Green Time:	8.2	27.1	27.1	7.0	25.9	42.2	16.3	39.0	39.0	14.9	37.6	44.6
Volume/Cap:	0.01	0.83	0.83	0.46	0.85	0.01	0.83	0.47	0.01	0.05	0.83	0.59
Delay/Veh:	42.2	40.2	40.2	47.4	48.8	16.8	58.6	23.2	18.7	36.6	36.3	22.1
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:	42.2	40.2	40.2	47.4	48.8	16.8	58.6	23.2	18.7	36.6	36.3	22.1
LOS by Move:	D	D	D	D	D	B	E	C	B	D	D	C
HCM2kAvgQ:	0	15	15	2	15	0	10	8	0	0	17	11

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #3581: HEDDING/10TH



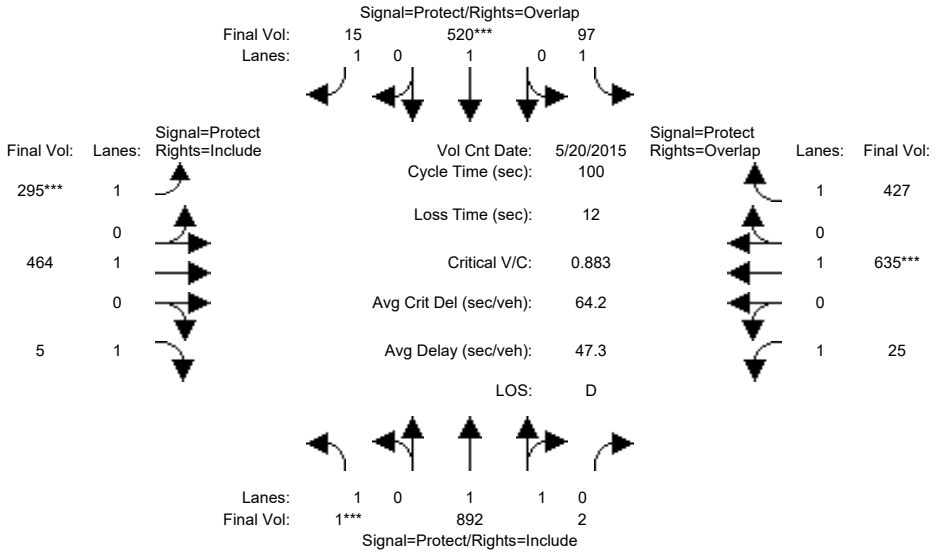
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	47	672	0	23	396	12	76	253	26	20	529	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	672	0	23	396	12	76	253	26	20	529	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	672	0	23	396	12	76	253	26	20	529	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	672	0	23	396	12	76	253	26	20	529	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	672	0	23	396	12	76	253	26	20	529	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	672	0	23	396	12	76	253	26	20	529	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3700	0	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.00	0.01	0.21	0.01	0.04	0.13	0.01	0.01	0.28	0.23
Crit Moves:	****				****		****				****	
Green Time:	7.0	27.9	0.0	10.8	31.7	38.7	7.0	32.3	32.3	17.0	42.3	53.1
Volume/Cap:	0.38	0.65	0.00	0.12	0.66	0.02	0.62	0.41	0.05	0.07	0.66	0.43
Delay/Veh:	46.4	33.2	0.0	40.6	32.2	18.9	54.6	26.9	23.3	34.9	25.1	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:	46.4	33.2	0.0	40.6	32.2	18.9	54.6	26.9	23.3	34.9	25.1	14.6
LOS by Move:	D	C	A	D	C	B	D	C	C	C	C	B
HCM2kAvgQ:	2	10	0	1	11	0	4	6	1	1	13	8

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3581: HEDDING/10TH



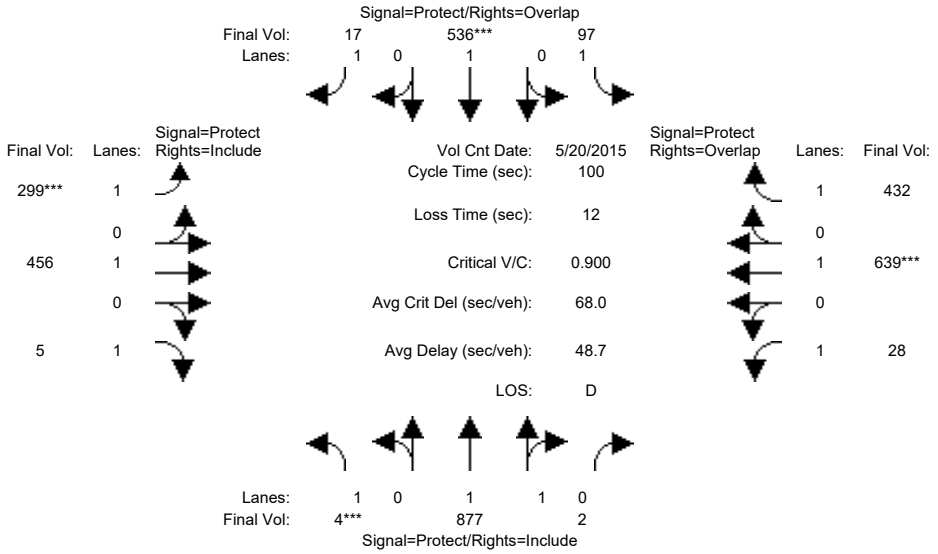
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	1	892	2	97	520	15	295	464	5	25	635	427
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	892	2	97	520	15	295	464	5	25	635	427
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	892	2	97	520	15	295	464	5	25	635	427
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	892	2	97	520	15	295	464	5	25	635	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	892	2	97	520	15	295	464	5	25	635	427
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	892	2	97	520	15	295	464	5	25	635	427
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3692	8	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.06	0.27	0.01	0.17	0.24	0.00	0.01	0.33	0.24
Crit Moves:	****				****		****				****	
Green Time:	7.0	27.6	27.6	8.0	28.6	46.1	17.6	40.8	40.8	11.7	34.9	42.9
Volume/Cap:	0.01	0.88	0.88	0.69	0.96	0.02	0.96	0.60	0.01	0.12	0.96	0.57
Delay/Veh:	43.3	43.3	43.3	58.9	63.6	14.6	81.0	24.5	17.6	39.8	56.9	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	43.3	43.3	58.9	63.6	14.6	81.0	24.5	17.6	39.8	56.9	22.6
LOS by Move:	D	D	D	E	E	B	F	C	B	D	E	C
HCM2kAvgQ:	0	17	17	5	21	0	14	12	0	1	21	10

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3581: HEDDING/10TH



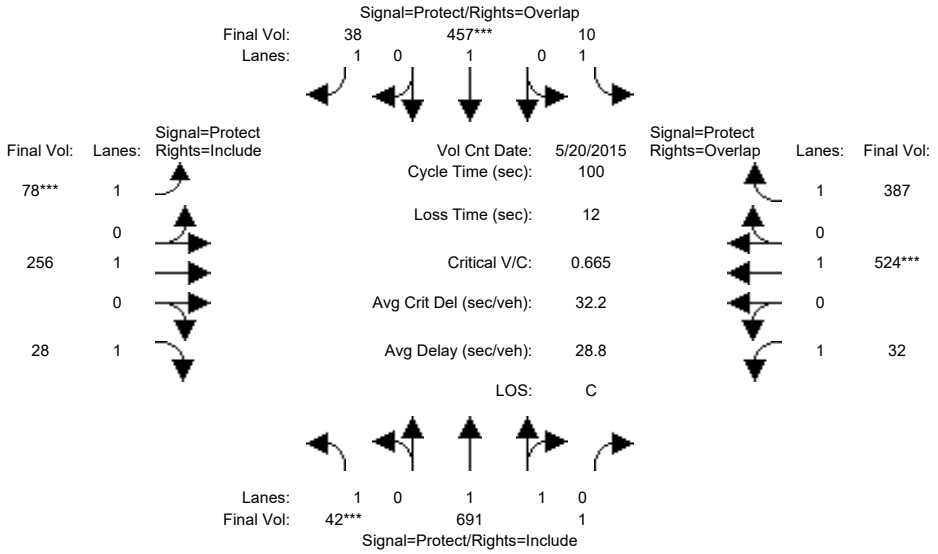
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	4	877	2	97	536	17	299	456	5	28	639	432
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	877	2	97	536	17	299	456	5	28	639	432
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	877	2	97	536	17	299	456	5	28	639	432
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	877	2	97	536	17	299	456	5	28	639	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	877	2	97	536	17	299	456	5	28	639	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	877	2	97	536	17	299	456	5	28	639	432
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3692	8	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.06	0.28	0.01	0.17	0.24	0.00	0.02	0.34	0.25
Crit Moves:	****				****		****				****	
Green Time:	7.0	27.8	27.8	8.2	29.0	46.5	17.5	40.3	40.3	11.8	34.5	42.7
Volume/Cap:	0.03	0.86	0.86	0.68	0.97	0.02	0.97	0.60	0.01	0.14	0.97	0.58
Delay/Veh:	43.5	41.4	41.4	56.9	66.9	14.5	85.3	24.7	17.9	39.9	61.0	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	41.4	41.4	56.9	66.9	14.5	85.3	24.7	17.9	39.9	61.0	22.9
LOS by Move:	D	D	D	E	E	B	F	C	B	D	E	C
HCM2kAvgQ:	0	16	16	5	22	0	15	11	0	1	22	10

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #3581: HEDDING/10TH



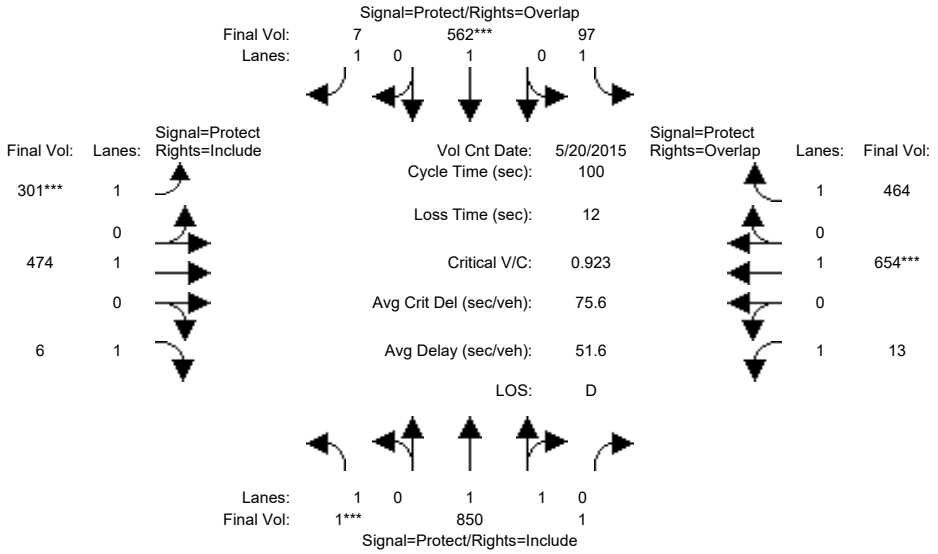
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	42	691	1	10	457	38	78	256	28	32	524	387
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	691	1	10	457	38	78	256	28	32	524	387
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	691	1	10	457	38	78	256	28	32	524	387
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	691	1	10	457	38	78	256	28	32	524	387
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	691	1	10	457	38	78	256	28	32	524	387
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	691	1	10	457	38	78	256	28	32	524	387
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3695	5	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.01	0.24	0.02	0.04	0.13	0.02	0.02	0.28	0.22
Crit Moves:	****				****		****				****	
Green Time:	7.0	30.2	30.2	11.3	34.5	41.5	7.0	30.6	30.6	15.9	39.5	50.8
Volume/Cap:	0.34	0.62	0.62	0.05	0.70	0.05	0.64	0.44	0.05	0.11	0.70	0.44
Delay/Veh:	46.0	31.1	31.1	39.7	31.6	17.5	55.9	28.4	24.5	36.2	28.2	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	31.1	31.1	39.7	31.6	17.5	55.9	28.4	24.5	36.2	28.2	15.9
LOS by Move:	D	C	C	D	C	B	E	C	C	D	C	B
HCM2kAvgQ:	2	10	10	0	13	1	4	6	1	1	13	8

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3581: HEDDING/10TH



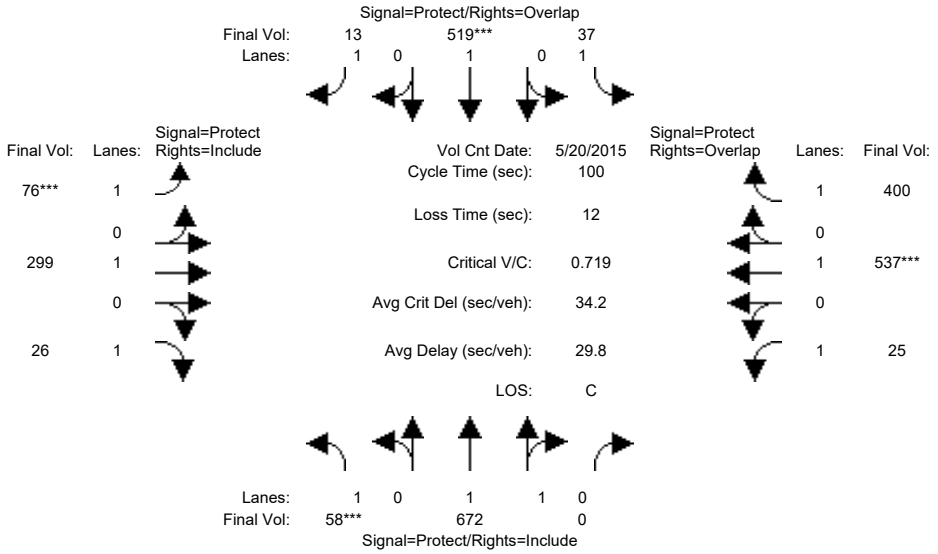
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	1	850	1	97	562	7	301	474	6	13	654	464
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	850	1	97	562	7	301	474	6	13	654	464
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	850	1	97	562	7	301	474	6	13	654	464
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	850	1	97	562	7	301	474	6	13	654	464
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	850	1	97	562	7	301	474	6	13	654	464
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	850	1	97	562	7	301	474	6	13	654	464
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3696	4	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.06	0.30	0.00	0.17	0.25	0.00	0.01	0.34	0.27
Crit Moves:	****				****		****				****	
Green Time:	7.0	28.0	28.0	8.5	29.5	46.7	17.2	40.2	40.2	11.3	34.3	42.9
Volume/Cap:	0.01	0.82	0.82	0.65	1.00	0.01	1.00	0.62	0.01	0.07	1.00	0.62
Delay/Veh:	43.3	39.0	39.0	54.1	73.9	14.3	94.0	25.4	17.9	39.8	68.7	23.8
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:	43.3	39.0	39.0	54.1	73.9	14.3	94.0	25.4	17.9	39.8	68.7	23.8
LOS by Move:	D	D	D	D	E	B	F	C	B	D	E	C
HCM2kAvgQ:	0	15	15	4	24	0	16	12	0	0	24	12

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #3581: HEDDING/10TH



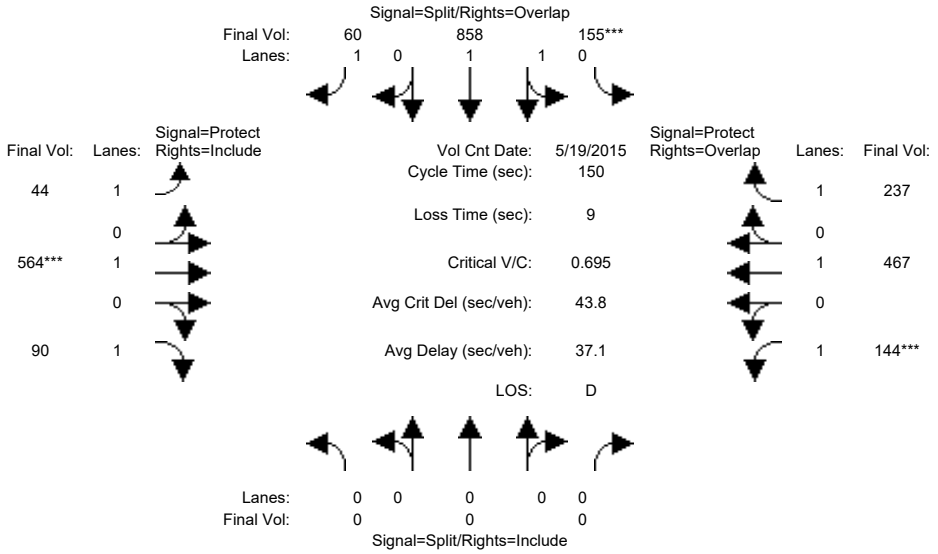
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	58	672	0	37	519	13	76	299	26	25	537	400
Growth Adj:	1.00	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	672	0	37	519	13	76	299	26	25	537	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	672	0	37	519	13	76	299	26	25	537	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	672	0	37	519	13	76	299	26	25	537	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	672	0	37	519	13	76	299	26	25	537	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	672	0	37	519	13	76	299	26	25	537	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3700	0	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.00	0.02	0.27	0.01	0.04	0.16	0.01	0.01	0.28	0.23
Crit Moves:	****				****		****				****	
Green Time:	7.0	31.3	0.0	12.1	36.4	43.4	7.0	30.9	30.9	13.7	37.6	49.7
Volume/Cap:	0.47	0.58	0.00	0.18	0.75	0.02	0.62	0.51	0.05	0.10	0.75	0.46
Delay/Veh:	47.6	29.6	0.0	39.9	32.5	16.2	54.6	29.1	24.3	37.9	31.6	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	29.6	0.0	39.9	32.5	16.2	54.6	29.1	24.3	37.9	31.6	16.8
LOS by Move:	D	C	A	D	C	B	D	C	C	D	C	B
HCM2kAvgQ:	3	9	0	1	15	0	4	8	1	1	14	8

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

Market Park South Village Development

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

Intersection #3581: HEDDING/10TH



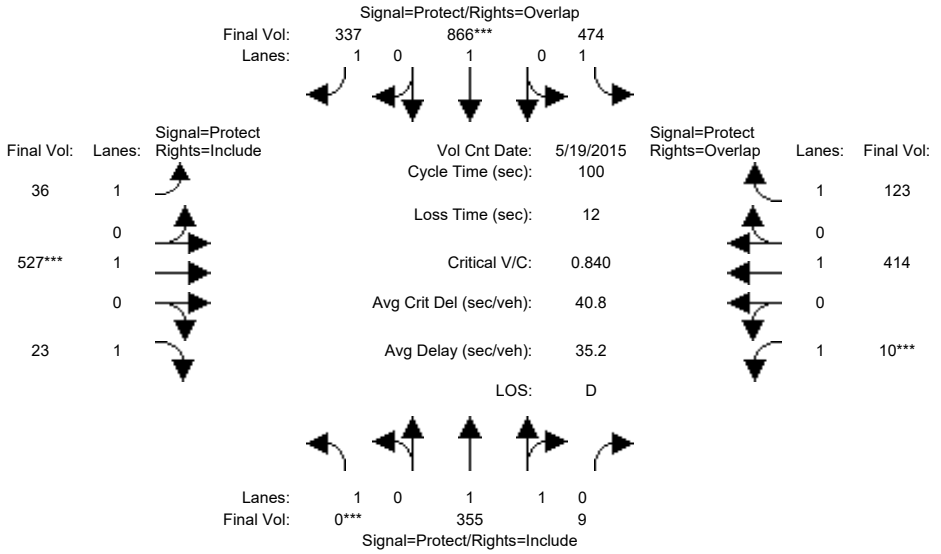
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	0	0	0	155	858	60	44	564	90	144	467	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	155	858	60	44	564	90	144	467	237
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	155	858	60	44	564	90	144	467	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	155	858	60	44	564	90	144	467	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	858	60	44	564	90	144	467	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	155	858	60	44	564	90	144	467	237
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.31	1.69	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	0	0	0	566	3133	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.03	0.03	0.30	0.05	0.08	0.25	0.14
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	59.1	59.1	72.2	13.1	64.1	64.1	17.8	68.8	127.9
Volume/Cap:	0.00	0.00	0.00	0.69	0.69	0.07	0.29	0.69	0.12	0.69	0.54	0.16
Delay/Veh:	0.0	0.0	0.0	40.7	40.7	21.1	68.8	39.8	26.3	81.0	31.5	2.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.7	40.7	21.1	68.8	39.8	26.3	81.0	31.5	2.1
LOS by Move:	A	A	A	D	D	C	E	D	C	F	C	A
HCM2kAvgQ:	0	0	0	20	20	2	2	21	3	7	15	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3581: HEDDING/10TH



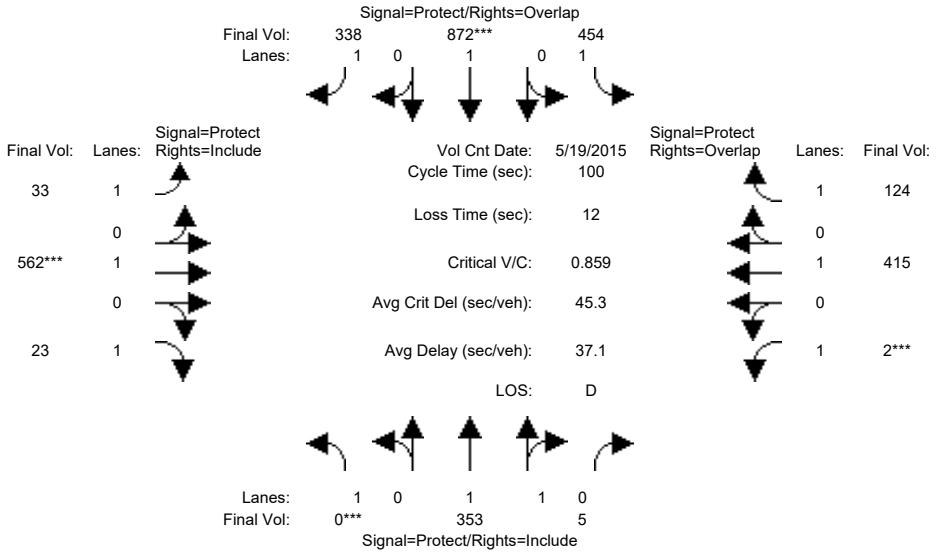
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	0	355	9	474	866	337	36	527	23	10	414	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	355	9	474	866	337	36	527	23	10	414	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	355	9	474	866	337	36	527	23	10	414	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	355	9	474	866	337	36	527	23	10	414	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	355	9	474	866	337	36	527	23	10	414	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	355	9	474	866	337	36	527	23	10	414	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.95	0.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3608	91	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.27	0.46	0.19	0.02	0.28	0.01	0.01	0.22	0.07
Crit Moves:	****				****			****			****	
Green Time:	0.0	13.6	13.6	36.8	50.4	59.5	9.2	30.6	30.6	7.0	28.5	65.3
Volume/Cap:	0.00	0.72	0.72	0.74	0.91	0.32	0.22	0.91	0.04	0.08	0.76	0.11
Delay/Veh:	0.0	46.6	46.6	31.9	34.5	10.3	42.8	51.0	24.4	43.8	39.1	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	46.6	46.6	31.9	34.5	10.3	42.8	51.0	24.4	43.8	39.1	6.5
LOS by Move:	A	D	D	C	C	B	D	D	C	D	D	A
HCM2kAvgQ:	0	7	7	15	28	6	1	19	1	0	12	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3581: HEDDING/10TH



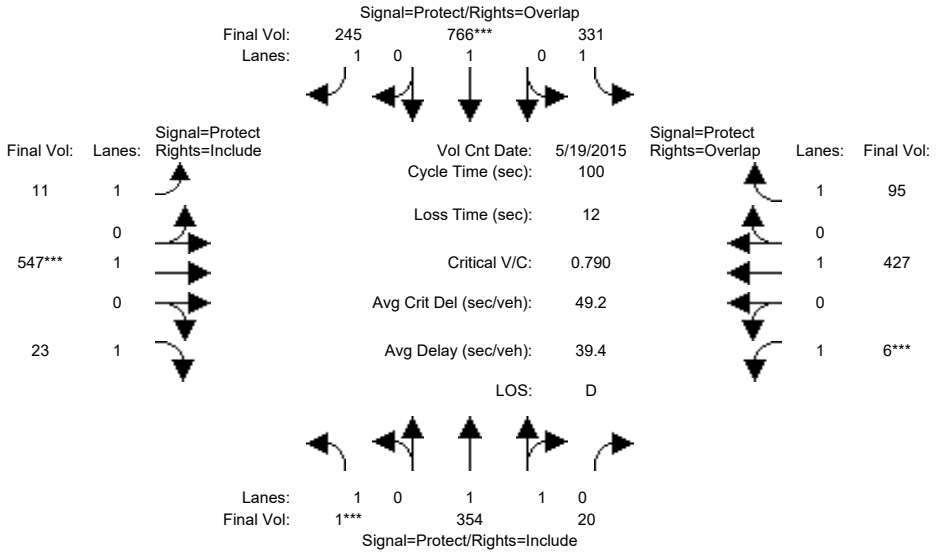
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	0	353	5	454	872	338	33	562	23	2	415	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	353	5	454	872	338	33	562	23	2	415	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	353	5	454	872	338	33	562	23	2	415	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	353	5	454	872	338	33	562	23	2	415	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	353	5	454	872	338	33	562	23	2	415	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	353	5	454	872	338	33	562	23	2	415	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.97	0.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3648	52	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.26	0.46	0.19	0.02	0.30	0.01	0.00	0.22	0.07
Crit Moves:	****				****			****			****	
Green Time:	0.0	13.7	13.7	35.6	49.3	58.7	9.4	31.7	31.7	7.0	29.3	64.9
Volume/Cap:	0.00	0.71	0.71	0.73	0.93	0.33	0.20	0.93	0.04	0.02	0.74	0.11
Delay/Veh:	0.0	45.7	45.7	32.4	39.3	10.8	42.4	54.5	23.6	43.3	37.3	6.7
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	45.7	45.7	32.4	39.3	10.8	42.4	54.5	23.6	43.3	37.3	6.7
LOS by Move:	A	D	D	C	D	B	D	D	C	D	D	A
HCM2kAvgQ:	0	7	7	14	30	6	1	21	1	0	12	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #3581: HEDDING/10TH



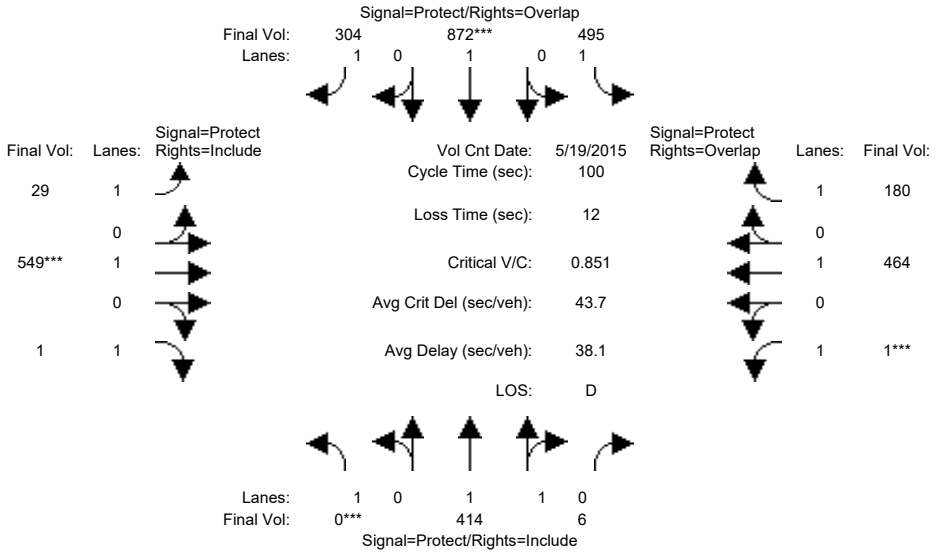
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	1	354	20	331	766	245	11	547	23	6	427	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:	1	354	20	331	766	245	11	547	23	6	427	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	354	20	331	766	245	11	547	23	6	427	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:	1	354	20	331	766	245	11	547	23	6	427	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	354	20	331	766	245	11	547	23	6	427	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	354	20	331	766	245	11	547	23	6	427	95
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	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3502	198	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.19	0.40	0.14	0.01	0.29	0.01	0.00	0.22	0.05
Crit Moves:	****				****			****			****	
Green Time:	7.0	17.5	17.5	32.7	43.2	52.2	9.0	30.8	30.8	7.0	28.8	61.5
Volume/Cap:	0.01	0.58	0.58	0.58	0.93	0.27	0.07	0.93	0.04	0.05	0.78	0.09
Delay/Veh:	43.3	39.2	39.2	29.4	44.5	13.5	41.9	55.8	24.3	43.6	39.7	7.9
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:	43.3	39.2	39.2	29.4	44.5	13.5	41.9	55.8	24.3	43.6	39.7	7.9
LOS by Move:	D	D	D	C	D	B	D	E	C	D	D	A
HCM2kAvgQ:	0	6	6	10	27	4	0	21	1	0	12	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3581: HEDDING/10TH



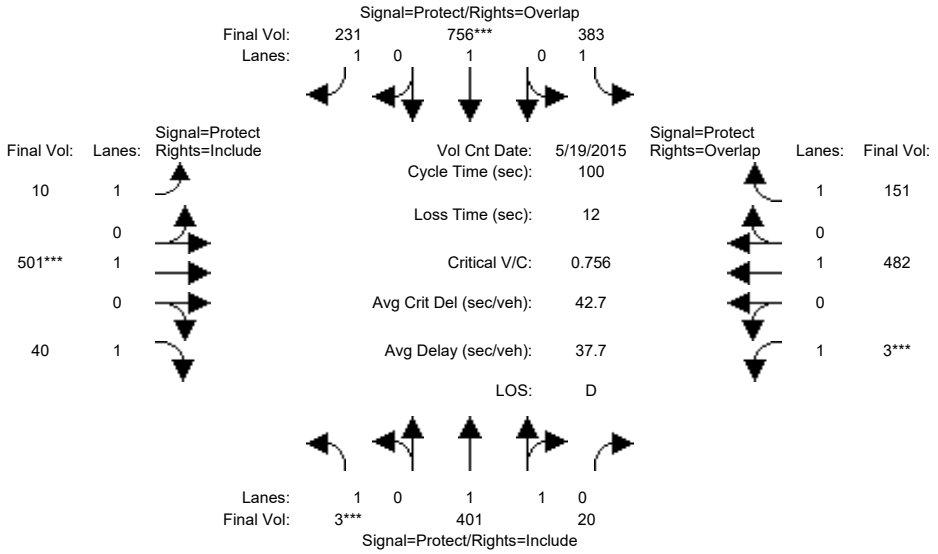
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	0	414	6	495	872	304	29	549	1	1	464	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	414	6	495	872	304	29	549	1	1	464	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	414	6	495	872	304	29	549	1	1	464	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	414	6	495	872	304	29	549	1	1	464	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	414	6	495	872	304	29	549	1	1	464	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	414	6	495	872	304	29	549	1	1	464	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.97	0.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3647	53	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.28	0.46	0.17	0.02	0.29	0.00	0.00	0.24	0.10
Crit Moves:	****				****			****			****	
Green Time:	0.0	14.2	14.2	35.5	49.7	58.2	8.5	31.3	31.3	7.0	29.8	65.2
Volume/Cap:	0.00	0.80	0.80	0.80	0.92	0.30	0.19	0.92	0.00	0.01	0.82	0.16
Delay/Veh:	0.0	49.8	49.8	36.2	37.6	10.7	43.2	53.4	23.6	43.3	41.9	6.8
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	49.8	49.8	36.2	37.6	10.7	43.2	53.4	23.6	43.3	41.9	6.8
LOS by Move:	A	D	D	D	D	B	D	D	C	D	D	A
HCM2kAvgQ:	0	9	9	17	29	5	1	21	0	0	14	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #3581: HEDDING/10TH



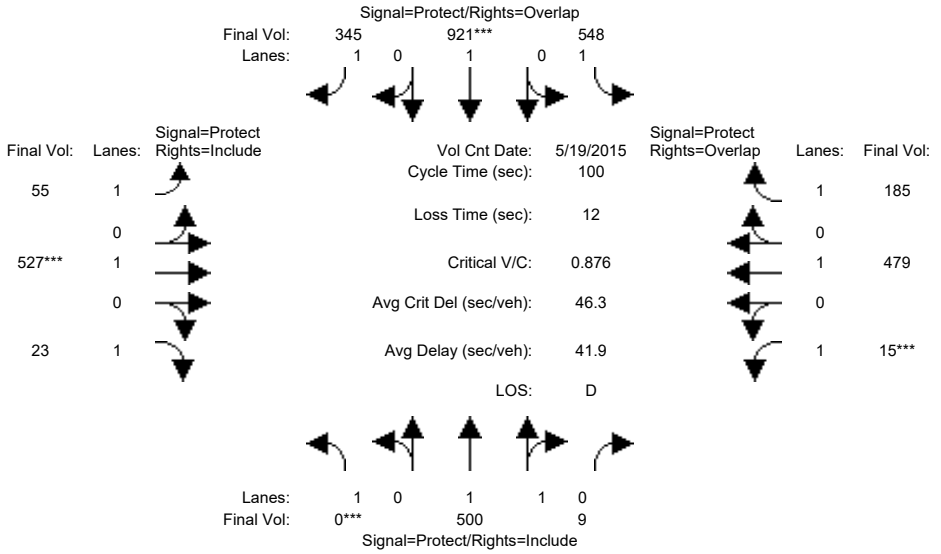
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	3	401	20	383	756	231	10	501	40	3	482	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	401	20	383	756	231	10	501	40	3	482	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	401	20	383	756	231	10	501	40	3	482	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	401	20	383	756	231	10	501	40	3	482	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	401	20	383	756	231	10	501	40	3	482	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	401	20	383	756	231	10	501	40	3	482	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.90	0.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3524	176	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.22	0.40	0.13	0.01	0.26	0.02	0.00	0.25	0.09
Crit Moves:	****				****			****			****	
Green Time:	7.0	17.6	17.6	33.9	44.5	52.4	7.9	29.5	29.5	7.0	28.6	62.5
Volume/Cap:	0.02	0.65	0.65	0.65	0.89	0.25	0.07	0.89	0.08	0.02	0.89	0.14
Delay/Veh:	43.4	40.5	40.5	30.4	37.5	13.2	42.9	50.4	25.5	43.4	50.3	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	40.5	40.5	30.4	37.5	13.2	42.9	50.4	25.5	43.4	50.3	7.8
LOS by Move:	D	D	D	C	D	B	D	D	C	D	D	A
HCM2kAvgQ:	0	7	7	11	25	4	0	18	1	0	16	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3581: HEDDING/10TH



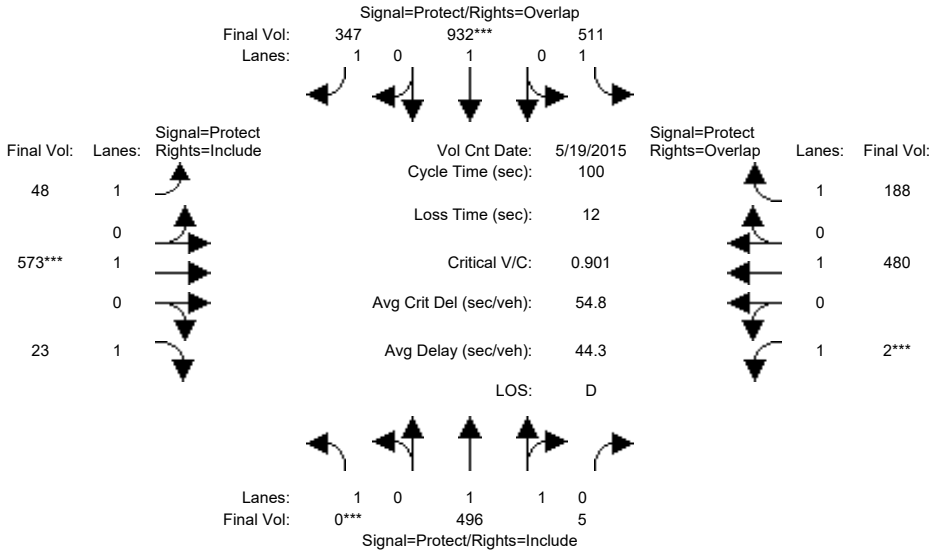
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	0	500	9	548	921	345	55	527	23	15	479	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	500	9	548	921	345	55	527	23	15	479	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	500	9	548	921	345	55	527	23	15	479	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	500	9	548	921	345	55	527	23	15	479	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	500	9	548	921	345	55	527	23	15	479	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	500	9	548	921	345	55	527	23	15	479	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3635	65	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.31	0.48	0.20	0.03	0.28	0.01	0.01	0.25	0.11
Crit Moves:	****				****			****			****	
Green Time:	0.0	15.7	15.7	35.8	51.5	59.4	7.9	29.5	29.5	7.0	28.6	64.3
Volume/Cap:	0.00	0.87	0.87	0.87	0.94	0.33	0.40	0.94	0.04	0.12	0.88	0.16
Delay/Veh:	0.0	55.0	55.0	43.1	39.2	10.4	45.6	58.6	25.2	44.1	49.8	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	55.0	55.0	43.1	39.2	10.4	45.6	58.6	25.2	44.1	49.8	7.2
LOS by Move:	A	E	E	D	D	B	D	E	C	D	D	A
HCM2kAvgQ:	0	11	11	20	32	6	2	21	1	0	15	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3581: HEDDING/10TH



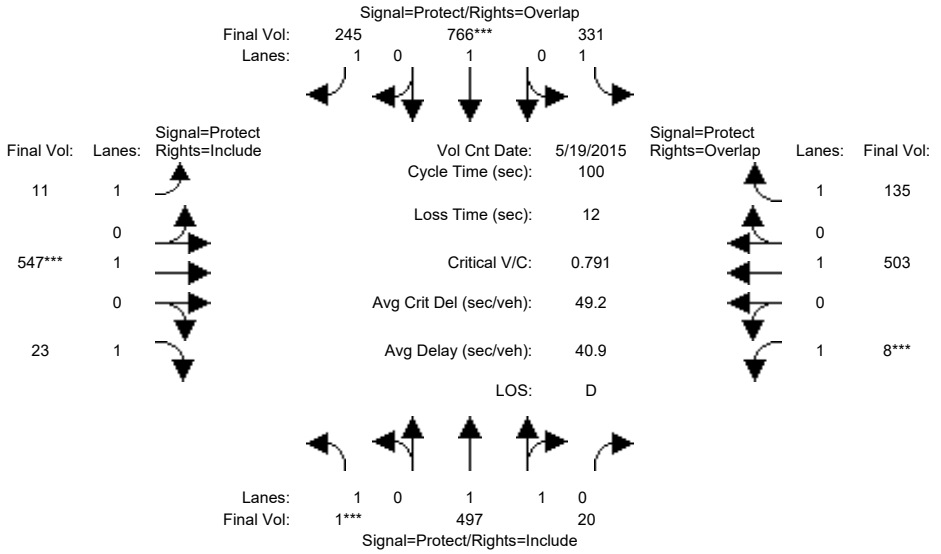
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	0	496	5	511	932	347	48	573	23	2	480	188
Growth Adj:	1.00	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	496	5	511	932	347	48	573	23	2	480	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	496	5	511	932	347	48	573	23	2	480	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	496	5	511	932	347	48	573	23	2	480	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	496	5	511	932	347	48	573	23	2	480	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	496	5	511	932	347	48	573	23	2	480	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3663	37	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.29	0.49	0.20	0.03	0.30	0.01	0.00	0.25	0.11
Crit Moves:	****				****			****		****		
Green Time:	0.0	15.9	15.9	34.3	50.2	58.4	8.2	30.8	30.8	7.0	29.6	63.9
Volume/Cap:	0.00	0.85	0.85	0.85	0.98	0.34	0.33	0.98	0.04	0.02	0.85	0.17
Delay/Veh:	0.0	52.4	52.4	41.8	48.2	11.0	44.7	65.7	24.3	43.3	45.1	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	52.4	52.4	41.8	48.2	11.0	44.7	65.7	24.3	43.3	45.1	7.4
LOS by Move:	A	D	D	D	D	B	D	E	C	D	D	A
HCM2kAvgQ:	0	10	10	19	35	6	2	23	1	0	15	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #3581: HEDDING/10TH



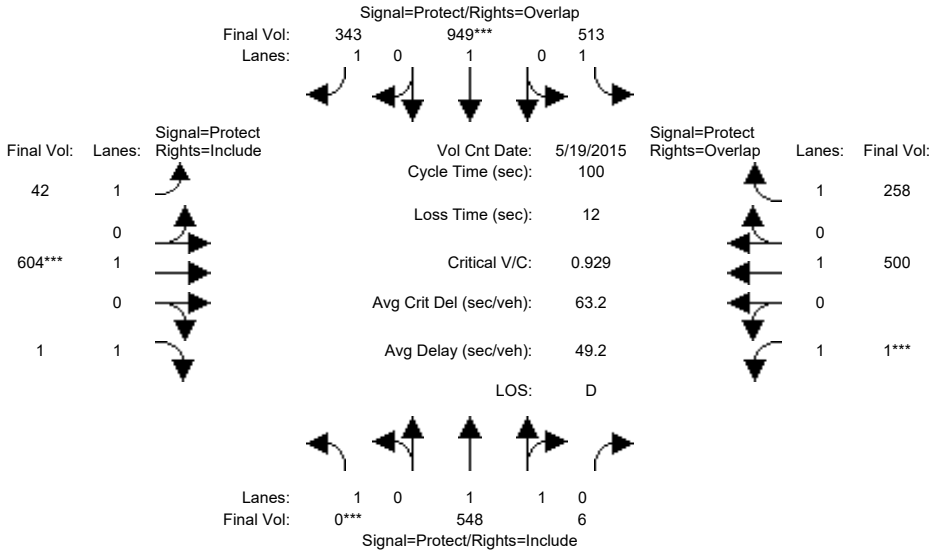
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	1	497	20	331	766	245	11	547	23	8	503	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	497	20	331	766	245	11	547	23	8	503	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	497	20	331	766	245	11	547	23	8	503	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	497	20	331	766	245	11	547	23	8	503	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	497	20	331	766	245	11	547	23	8	503	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	497	20	331	766	245	11	547	23	8	503	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3557	143	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.19	0.40	0.14	0.01	0.29	0.01	0.00	0.26	0.08
Crit Moves:	****				****			****			****	
Green Time:	7.0	21.3	21.3	28.9	43.2	51.1	7.9	30.8	30.8	7.0	29.9	58.8
Volume/Cap:	0.01	0.66	0.66	0.66	0.93	0.27	0.08	0.93	0.04	0.07	0.88	0.13
Delay/Veh:	43.3	38.0	38.0	34.3	44.5	14.1	42.9	55.8	24.3	43.7	48.7	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:	43.3	38.0	38.0	34.3	44.5	14.1	42.9	55.8	24.3	43.7	48.7	9.3
LOS by Move:	D	D	D	C	D	B	D	E	C	D	D	A
HCM2kAvgQ:	0	8	8	11	27	5	0	21	1	0	16	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3581: HEDDING/10TH



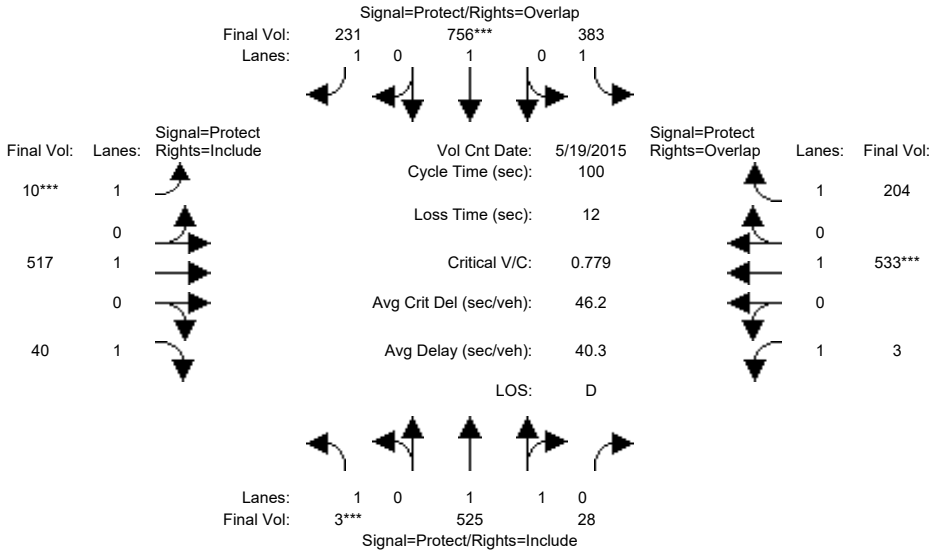
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	0	548	6	513	949	343	42	604	1	1	500	258
Growth Adj:	1.00	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	548	6	513	949	343	42	604	1	1	500	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	548	6	513	949	343	42	604	1	1	500	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	548	6	513	949	343	42	604	1	1	500	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	548	6	513	949	343	42	604	1	1	500	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	548	6	513	949	343	42	604	1	1	500	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3660	40	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.29	0.50	0.20	0.02	0.32	0.00	0.00	0.26	0.15
Crit Moves:	****				****			****			****	
Green Time:	0.0	16.7	16.7	32.8	49.5	57.6	8.1	31.5	31.5	7.0	30.4	63.2
Volume/Cap:	0.00	0.89	0.89	0.89	1.01	0.34	0.30	1.01	0.00	0.01	0.87	0.23
Delay/Veh:	0.0	56.3	56.3	48.4	56.9	11.4	44.5	73.3	23.5	43.3	45.8	8.1
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	56.3	56.3	48.4	56.9	11.4	44.5	73.3	23.5	43.3	45.8	8.1
LOS by Move:	A	E	E	D	E	B	D	E	C	D	D	A
HCM2kAvgQ:	0	12	12	20	38	6	2	26	0	0	16	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #3581: HEDDING/10TH



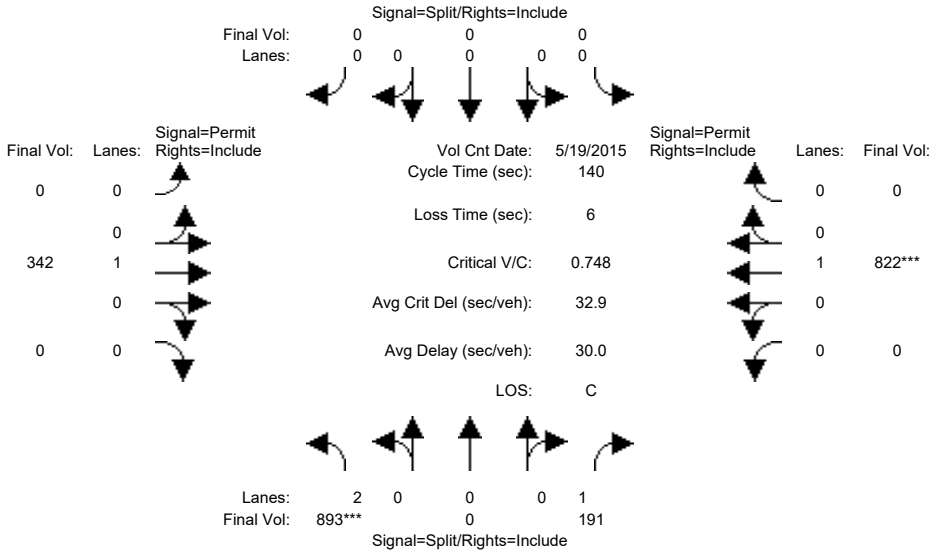
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	3	525	28	383	756	231	10	517	40	3	533	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	525	28	383	756	231	10	517	40	3	533	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	525	28	383	756	231	10	517	40	3	533	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	525	28	383	756	231	10	517	40	3	533	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	525	28	383	756	231	10	517	40	3	533	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	525	28	383	756	231	10	517	40	3	533	204
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	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.90	0.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3513	187	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.22	0.40	0.13	0.01	0.27	0.02	0.00	0.28	0.12
Crit Moves:	****				****		****				****	
Green Time:	7.0	20.5	20.5	29.9	43.4	50.4	7.0	29.9	29.9	7.7	30.6	60.5
Volume/Cap:	0.02	0.73	0.73	0.73	0.92	0.26	0.08	0.91	0.08	0.02	0.92	0.19
Delay/Veh:	43.4	40.9	40.9	36.6	41.5	14.3	43.8	52.5	25.2	42.7	52.9	8.9
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:	43.4	40.9	40.9	36.6	41.5	14.3	43.8	52.5	25.2	42.7	52.9	8.9
LOS by Move:	D	D	D	D	D	B	D	D	C	D	D	A
HCM2kAvgQ:	0	10	10	13	26	4	0	19	1	0	18	3

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

Market Park South Village Development

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

Intersection #3469: 11TH/HEDDING



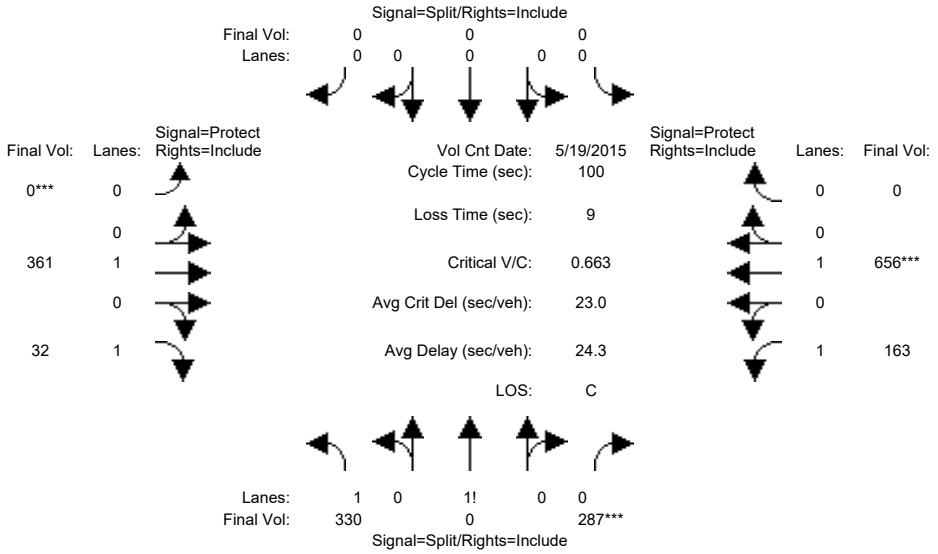
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	893	0	191	0	0	0	0	342	0	0	822	0
Growth 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:	893	0	191	0	0	0	0	342	0	0	822	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	893	0	191	0	0	0	0	342	0	0	822	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	893	0	191	0	0	0	0	342	0	0	822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	893	0	191	0	0	0	0	342	0	0	822	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	893	0	191	0	0	0	0	342	0	0	822	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.11	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.43	0.00
Crit Moves:	****										****	
Green Time:	53.0	0.0	53.0	0.0	0.0	0.0	0.0	81.0	0.0	0.0	81.0	0.0
Volume/Cap:	0.75	0.00	0.29	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.75	0.00
Delay/Veh:	40.3	0.0	30.6	0.0	0.0	0.0	0.0	15.3	0.0	0.0	24.8	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:	40.3	0.0	30.6	0.0	0.0	0.0	0.0	15.3	0.0	0.0	24.8	0.0
LOS by Move:	D	A	C	A	A	A	A	B	A	A	C	A
HCM2kAvgQ:	21	0	6	0	0	0	0	7	0	0	26	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3469: 11TH/HEDDING



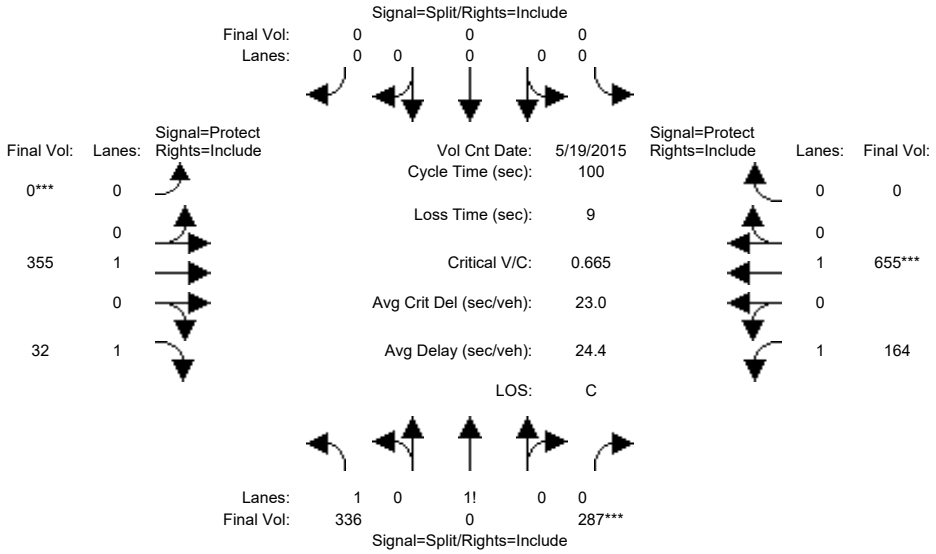
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	330	0	287	0	0	0	0	361	32	163	656	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:	330	0	287	0	0	0	0	361	32	163	656	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	0	287	0	0	0	0	361	32	163	656	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	0	287	0	0	0	0	361	32	163	656	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	0	287	0	0	0	0	361	32	163	656	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	0	287	0	0	0	0	361	32	163	656	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:	1.37	0.00	0.63	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2389	0	1111	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.26	0.00	0.00	0.00	0.00	0.19	0.02	0.09	0.35	0.00
Crit Moves:			****				****				****	
Green Time:	38.9	0.0	38.9	0.0	0.0	0.0	0.0	34.9	34.9	17.1	52.1	0.0
Volume/Cap:	0.35	0.00	0.66	0.00	0.00	0.00	0.00	0.54	0.05	0.54	0.66	0.00
Delay/Veh:	21.8	0.0	26.9	0.0	0.0	0.0	0.0	27.1	21.6	39.9	19.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	0.0	26.9	0.0	0.0	0.0	0.0	27.1	21.6	39.9	19.3	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	6	0	13	0	0	0	0	9	1	5	14	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3469: 11TH/HEDDING



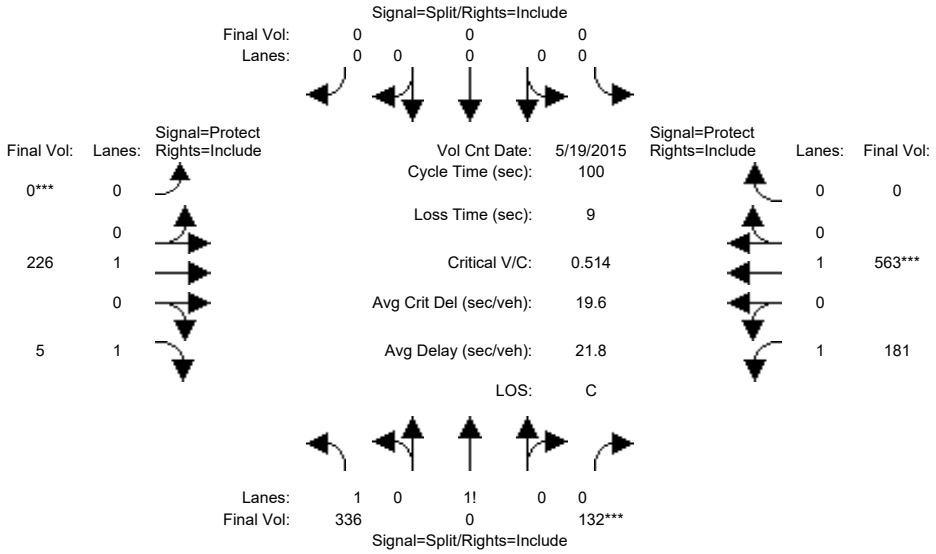
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	336	0	287	0	0	0	0	355	32	164	655	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:	336	0	287	0	0	0	0	355	32	164	655	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	336	0	287	0	0	0	0	355	32	164	655	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	336	0	287	0	0	0	0	355	32	164	655	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	0	287	0	0	0	0	355	32	164	655	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	336	0	287	0	0	0	0	355	32	164	655	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:	1.37	0.00	0.63	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2396	0	1104	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.26	0.00	0.00	0.00	0.00	0.19	0.02	0.09	0.34	0.00
Crit Moves:			****				****				****	
Green Time:	39.1	0.0	39.1	0.0	0.0	0.0	0.0	34.5	34.5	17.3	51.9	0.0
Volume/Cap:	0.36	0.00	0.66	0.00	0.00	0.00	0.00	0.54	0.05	0.54	0.66	0.00
Delay/Veh:	21.7	0.0	26.9	0.0	0.0	0.0	0.0	27.3	21.9	39.7	19.4	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:	21.7	0.0	26.9	0.0	0.0	0.0	0.0	27.3	21.9	39.7	19.4	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	6	0	13	0	0	0	0	9	1	5	14	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #3469: 11TH/HEDDING



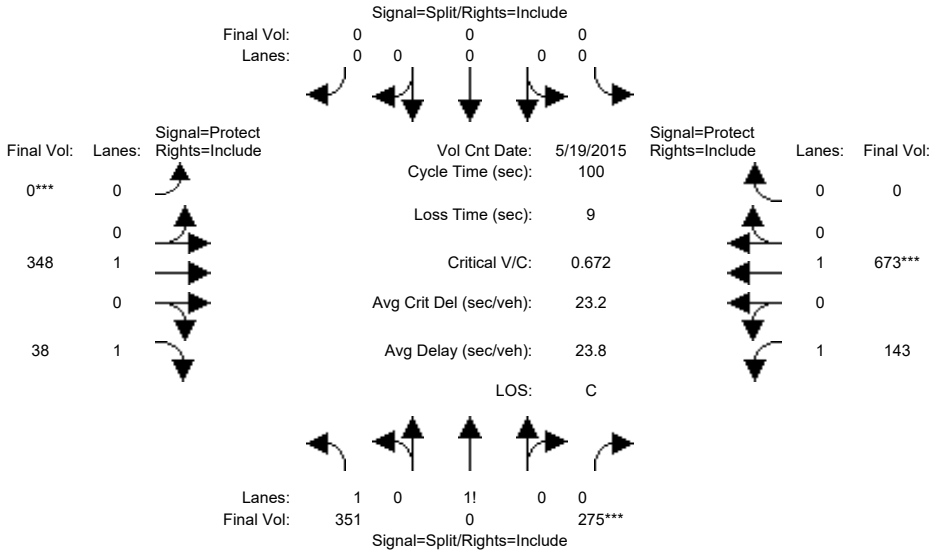
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	336	0	132	0	0	0	0	226	5	181	563	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:	336	0	132	0	0	0	0	226	5	181	563	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	336	0	132	0	0	0	0	226	5	181	563	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	336	0	132	0	0	0	0	226	5	181	563	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	0	132	0	0	0	0	226	5	181	563	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	336	0	132	0	0	0	0	226	5	181	563	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:	1.56	0.00	0.44	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2730	0	770	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.17	0.00	0.00	0.00	0.00	0.12	0.00	0.10	0.30	0.00
Crit Moves:			****				****				****	
Green Time:	33.4	0.0	33.4	0.0	0.0	0.0	0.0	30.8	30.8	26.8	57.6	0.0
Volume/Cap:	0.37	0.00	0.51	0.00	0.00	0.00	0.00	0.39	0.01	0.39	0.51	0.00
Delay/Veh:	25.5	0.0	27.3	0.0	0.0	0.0	0.0	27.6	24.0	30.4	13.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	0.0	27.3	0.0	0.0	0.0	0.0	27.6	24.0	30.4	13.2	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	C	B	A
HCM2kAvgQ:	6	0	8	0	0	0	0	5	0	5	10	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3469: 11TH/HEDDING



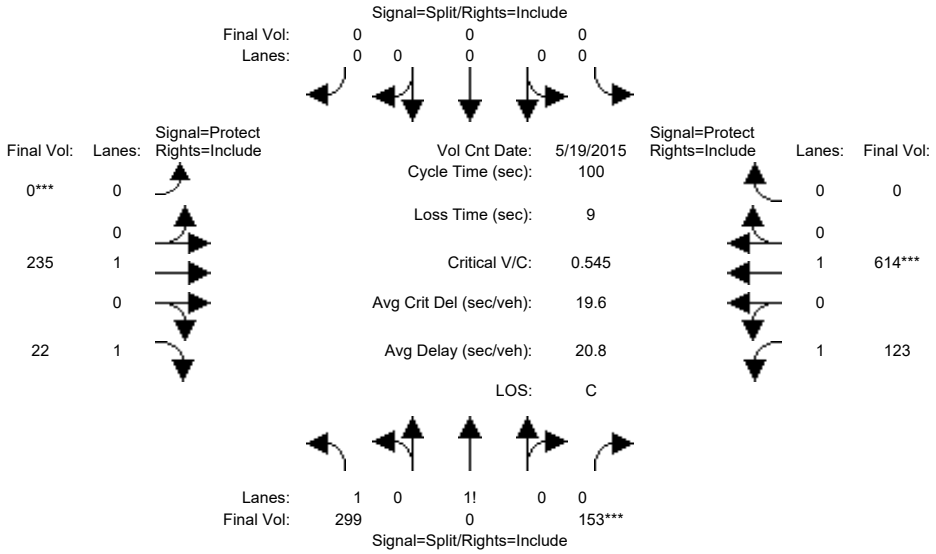
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	351	0	275	0	0	0	0	348	38	143	673	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:	351	0	275	0	0	0	0	348	38	143	673	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	0	275	0	0	0	0	348	38	143	673	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	351	0	275	0	0	0	0	348	38	143	673	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	0	275	0	0	0	0	348	38	143	673	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	351	0	275	0	0	0	0	348	38	143	673	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:	1.39	0.00	0.61	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2432	0	1068	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.26	0.00	0.00	0.00	0.00	0.18	0.02	0.08	0.35	0.00
Crit Moves:			****				****				****	
Green Time:	38.3	0.0	38.3	0.0	0.0	0.0	0.0	36.4	36.4	16.3	52.7	0.0
Volume/Cap:	0.38	0.00	0.67	0.00	0.00	0.00	0.00	0.50	0.06	0.50	0.67	0.00
Delay/Veh:	22.4	0.0	27.6	0.0	0.0	0.0	0.0	25.3	20.7	39.6	19.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	0.0	27.6	0.0	0.0	0.0	0.0	25.3	20.7	39.6	19.1	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	6	0	13	0	0	0	0	8	1	4	15	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #3469: 11TH/HEDDING



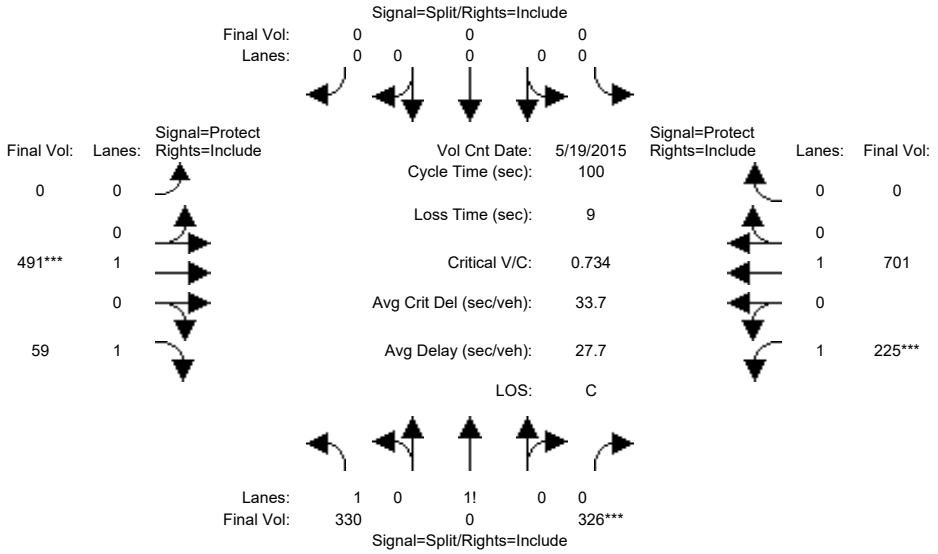
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	299	0	153	0	0	0	0	235	22	123	614	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:	299	0	153	0	0	0	0	235	22	123	614	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	299	0	153	0	0	0	0	235	22	123	614	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	299	0	153	0	0	0	0	235	22	123	614	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	0	153	0	0	0	0	235	22	123	614	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	299	0	153	0	0	0	0	235	22	123	614	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:	1.49	0.00	0.51	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2615	0	885	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.17	0.00	0.00	0.00	0.00	0.12	0.01	0.07	0.32	0.00
Crit Moves:			****				****				****	
Green Time:	31.7	0.0	31.7	0.0	0.0	0.0	0.0	37.8	37.8	21.5	59.3	0.0
Volume/Cap:	0.36	0.00	0.55	0.00	0.00	0.00	0.00	0.33	0.03	0.33	0.55	0.00
Delay/Veh:	26.5	0.0	28.9	0.0	0.0	0.0	0.0	22.3	19.6	33.7	12.8	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:	26.5	0.0	28.9	0.0	0.0	0.0	0.0	22.3	19.6	33.7	12.8	0.0
LOS by Move:	C	A	C	A	A	A	A	C	B	C	B	A
HCM2kAvgQ:	5	0	9	0	0	0	0	5	0	3	11	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3469: 11TH/HEDDING



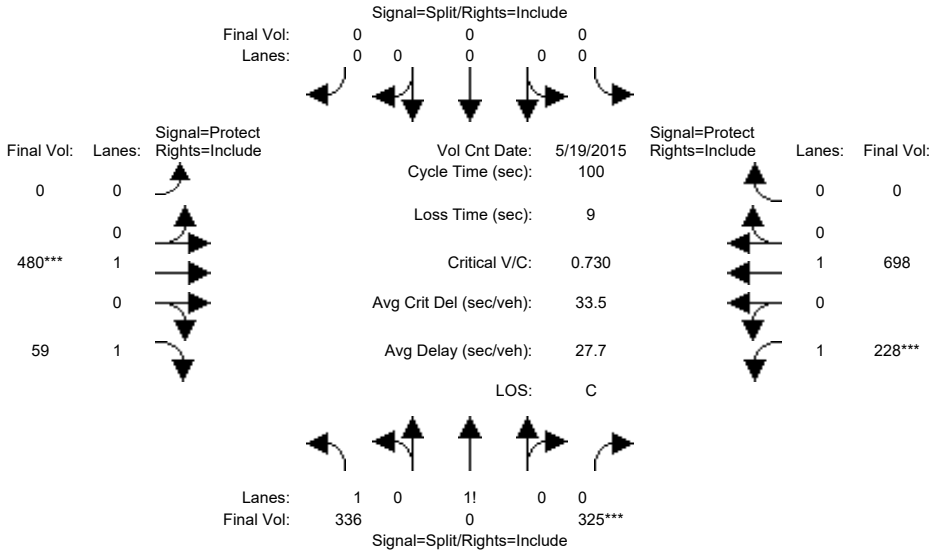
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	330	0	326	0	0	0	0	491	59	225	701	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:	330	0	326	0	0	0	0	491	59	225	701	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	0	326	0	0	0	0	491	59	225	701	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	0	326	0	0	0	0	491	59	225	701	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	0	326	0	0	0	0	491	59	225	701	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	0	326	0	0	0	0	491	59	225	701	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:	1.34	0.00	0.66	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2338	0	1162	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.28	0.00	0.00	0.00	0.00	0.26	0.03	0.13	0.37	0.00
Crit Moves:			****					****		****		
Green Time:	38.2	0.0	38.2	0.0	0.0	0.0	0.0	35.2	35.2	17.5	52.8	0.0
Volume/Cap:	0.37	0.00	0.73	0.00	0.00	0.00	0.00	0.73	0.10	0.73	0.70	0.00
Delay/Veh:	22.3	0.0	29.7	0.0	0.0	0.0	0.0	32.5	21.8	47.9	19.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	0.0	29.7	0.0	0.0	0.0	0.0	32.5	21.8	47.9	19.9	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	6	0	15	0	0	0	0	13	1	7	15	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3469: 11TH/HEDDING



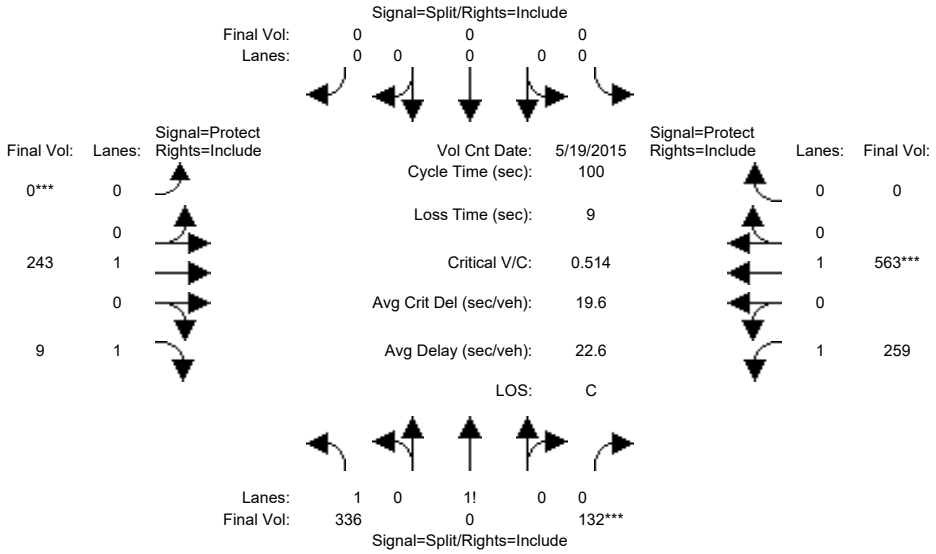
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	336	0	325	0	0	0	0	480	59	228	698	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:	336	0	325	0	0	0	0	480	59	228	698	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	336	0	325	0	0	0	0	480	59	228	698	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	336	0	325	0	0	0	0	480	59	228	698	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	0	325	0	0	0	0	480	59	228	698	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	336	0	325	0	0	0	0	480	59	228	698	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:	1.34	0.00	0.66	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2346	0	1154	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.28	0.00	0.00	0.00	0.00	0.25	0.03	0.13	0.37	0.00
Crit Moves:			****					****		****		
Green Time:	38.6	0.0	38.6	0.0	0.0	0.0	0.0	34.6	34.6	17.8	52.4	0.0
Volume/Cap:	0.37	0.00	0.73	0.00	0.00	0.00	0.00	0.73	0.10	0.73	0.70	0.00
Delay/Veh:	22.2	0.0	29.3	0.0	0.0	0.0	0.0	32.8	22.2	47.3	20.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	0.0	29.3	0.0	0.0	0.0	0.0	32.8	22.2	47.3	20.1	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	C	A
HCM2kAvgQ:	6	0	15	0	0	0	0	13	1	7	15	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #3469: 11TH/HEDDING



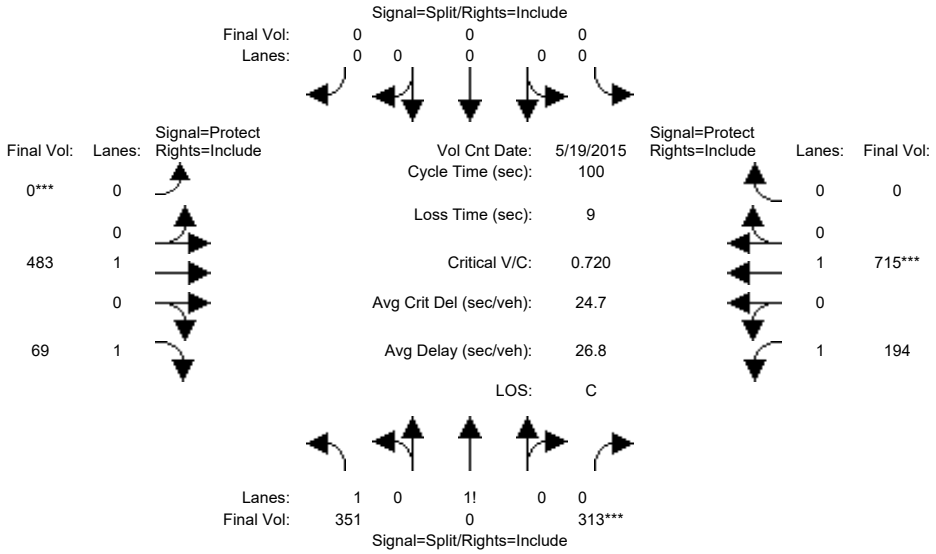
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	336	0	132	0	0	0	0	243	9	259	563	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:	336	0	132	0	0	0	0	243	9	259	563	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	336	0	132	0	0	0	0	243	9	259	563	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	336	0	132	0	0	0	0	243	9	259	563	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	0	132	0	0	0	0	243	9	259	563	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	336	0	132	0	0	0	0	243	9	259	563	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:	1.56	0.00	0.44	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2730	0	770	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.17	0.00	0.00	0.00	0.00	0.13	0.01	0.15	0.30	0.00
Crit Moves:			****				****				****	
Green Time:	33.4	0.0	33.4	0.0	0.0	0.0	0.0	26.7	26.7	30.9	57.6	0.0
Volume/Cap:	0.37	0.00	0.51	0.00	0.00	0.00	0.00	0.48	0.02	0.48	0.51	0.00
Delay/Veh:	25.5	0.0	27.3	0.0	0.0	0.0	0.0	31.5	27.0	28.7	13.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	0.0	27.3	0.0	0.0	0.0	0.0	31.5	27.0	28.7	13.2	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	C	B	A
HCM2kAvgQ:	6	0	8	0	0	0	0	6	0	7	10	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3469: 11TH/HEDDING



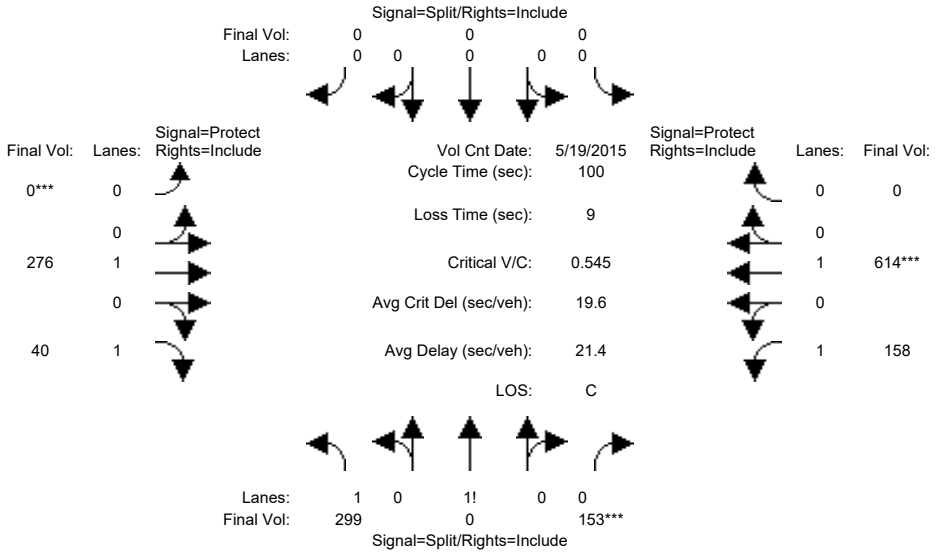
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	351	0	313	0	0	0	0	483	69	194	715	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:	351	0	313	0	0	0	0	483	69	194	715	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	0	313	0	0	0	0	483	69	194	715	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	351	0	313	0	0	0	0	483	69	194	715	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	0	313	0	0	0	0	483	69	194	715	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	351	0	313	0	0	0	0	483	69	194	715	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:	1.36	0.00	0.64	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2379	0	1121	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.28	0.00	0.00	0.00	0.00	0.25	0.04	0.11	0.38	0.00
Crit Moves:			****				****				****	
Green Time:	38.8	0.0	38.8	0.0	0.0	0.0	0.0	36.4	36.4	15.9	52.2	0.0
Volume/Cap:	0.38	0.00	0.72	0.00	0.00	0.00	0.00	0.70	0.11	0.70	0.72	0.00
Delay/Veh:	22.1	0.0	28.8	0.0	0.0	0.0	0.0	30.3	21.1	47.5	20.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	0.0	28.8	0.0	0.0	0.0	0.0	30.3	21.1	47.5	20.9	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	C	A
HCM2kAvgQ:	6	0	15	0	0	0	0	12	1	6	16	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #3469: 11TH/HEDDING



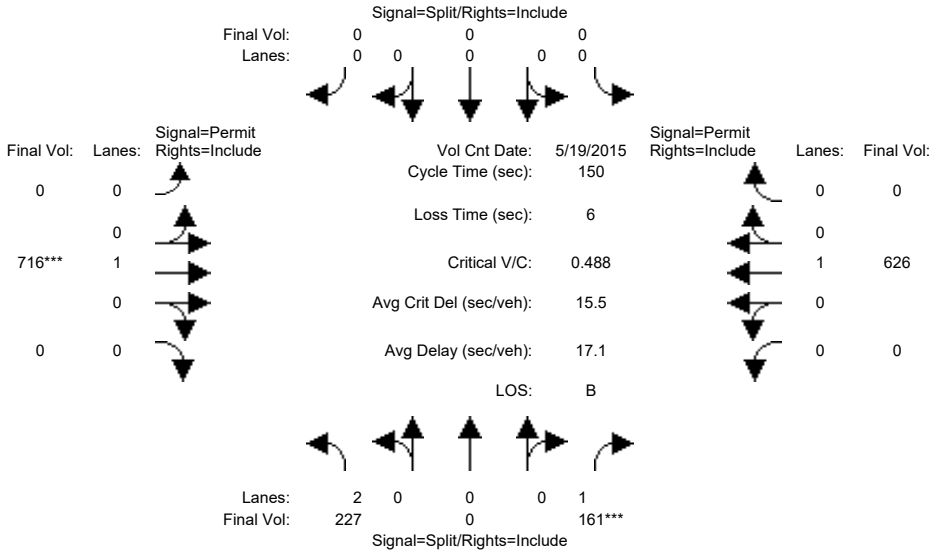
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	299	0	153	0	0	0	0	276	40	158	614	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:	299	0	153	0	0	0	0	276	40	158	614	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	299	0	153	0	0	0	0	276	40	158	614	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	299	0	153	0	0	0	0	276	40	158	614	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	0	153	0	0	0	0	276	40	158	614	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	299	0	153	0	0	0	0	276	40	158	614	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:	1.49	0.00	0.51	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2615	0	885	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.17	0.00	0.00	0.00	0.00	0.15	0.02	0.09	0.32	0.00
Crit Moves:			****				****				****	
Green Time:	31.7	0.0	31.7	0.0	0.0	0.0	0.0	36.6	36.6	22.7	59.3	0.0
Volume/Cap:	0.36	0.00	0.55	0.00	0.00	0.00	0.00	0.40	0.06	0.40	0.55	0.00
Delay/Veh:	26.5	0.0	28.9	0.0	0.0	0.0	0.0	23.9	20.6	33.5	12.8	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:	26.5	0.0	28.9	0.0	0.0	0.0	0.0	23.9	20.6	33.5	12.8	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	C	B	A
HCM2kAvgQ:	5	0	9	0	0	0	0	6	1	4	11	0

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

Market Park South Village Development

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

Intersection #3469: 11TH/HEDDING



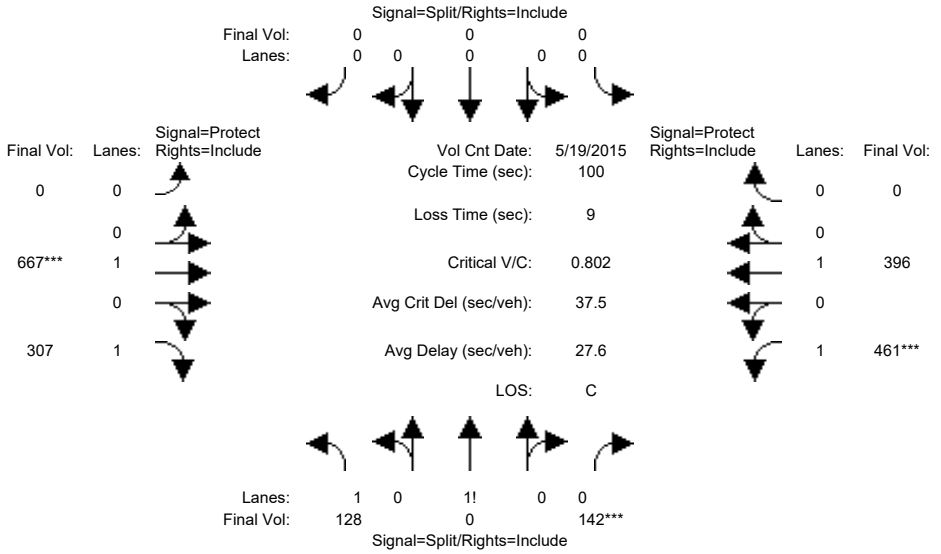
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	227	0	161	0	0	0	0	716	0	0	626	0
Growth 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:	227	0	161	0	0	0	0	716	0	0	626	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	0	161	0	0	0	0	716	0	0	626	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	0	161	0	0	0	0	716	0	0	626	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	0	161	0	0	0	0	716	0	0	626	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	0	161	0	0	0	0	716	0	0	626	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.33	0.00
Crit Moves:			****					****				
Green Time:	28.3	0.0	28.3	0.0	0.0	0.0	0.0	116	0.0	0.0	116	0.0
Volume/Cap:	0.38	0.00	0.49	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.43	0.00
Delay/Veh:	53.7	0.0	55.6	0.0	0.0	0.0	0.0	6.5	0.0	0.0	6.0	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:	53.7	0.0	55.6	0.0	0.0	0.0	0.0	6.5	0.0	0.0	6.0	0.0
LOS by Move:	D	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	6	0	7	0	0	0	0	12	0	0	10	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3469: 11TH/HEDDING



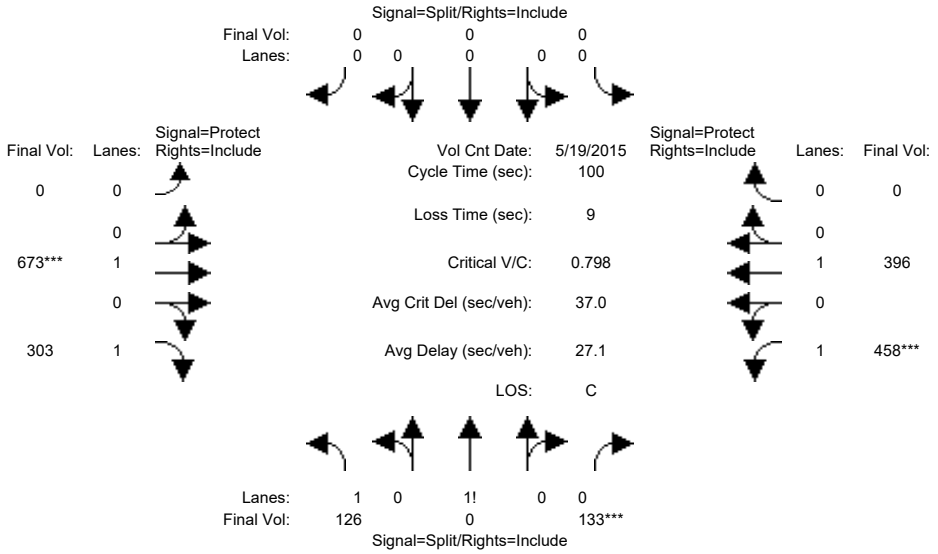
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	128	0	142	0	0	0	0	667	307	461	396	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	0	142	0	0	0	0	667	307	461	396	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	0	142	0	0	0	0	667	307	461	396	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	0	142	0	0	0	0	667	307	461	396	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	0	142	0	0	0	0	667	307	461	396	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	0	142	0	0	0	0	667	307	461	396	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.32	0.00	0.68	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2304	0	1230	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.12	0.00	0.00	0.00	0.00	0.35	0.18	0.26	0.21	0.00
Crit Moves:			****					****		****		
Green Time:	14.4	0.0	14.4	0.0	0.0	0.0	0.0	43.8	43.8	32.8	76.6	0.0
Volume/Cap:	0.39	0.00	0.80	0.00	0.00	0.00	0.00	0.80	0.40	0.80	0.27	0.00
Delay/Veh:	39.2	0.0	54.4	0.0	0.0	0.0	0.0	30.0	19.5	38.6	3.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	0.0	54.4	0.0	0.0	0.0	0.0	30.0	19.5	38.6	3.6	0.0
LOS by Move:	D	A	D	A	A	A	A	C	B	D	A	A
HCM2kAvgQ:	3	0	9	0	0	0	0	17	6	14	4	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3469: 11TH/HEDDING



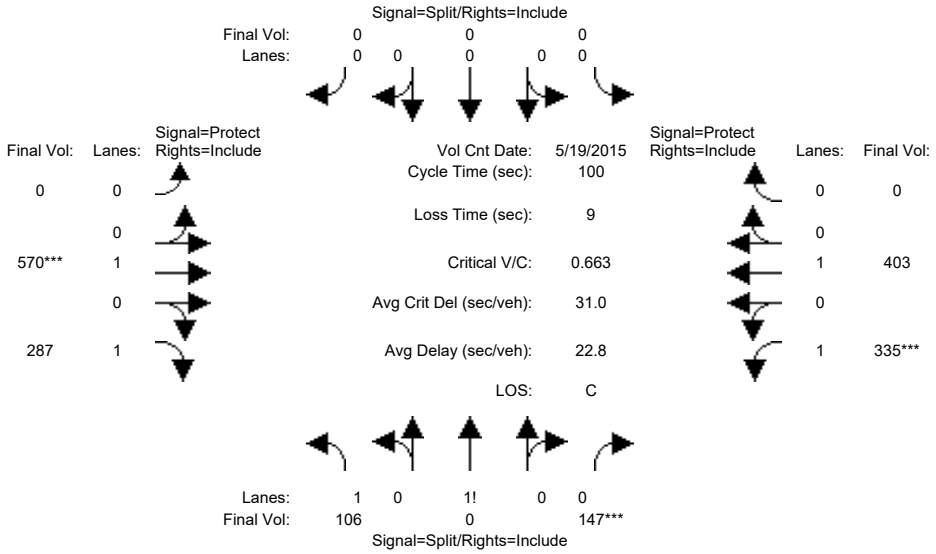
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	126	0	133	0	0	0	0	673	303	458	396	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:	126	0	133	0	0	0	0	673	303	458	396	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	0	133	0	0	0	0	673	303	458	396	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	0	133	0	0	0	0	673	303	458	396	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	0	133	0	0	0	0	673	303	458	396	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	0	133	0	0	0	0	673	303	458	396	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.33	0.00	0.67	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2323	0	1210	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.11	0.00	0.00	0.00	0.00	0.35	0.17	0.26	0.21	0.00
Crit Moves:			****					****		****		
Green Time:	13.8	0.0	13.8	0.0	0.0	0.0	0.0	44.4	44.4	32.8	77.2	0.0
Volume/Cap:	0.39	0.00	0.80	0.00	0.00	0.00	0.00	0.80	0.39	0.80	0.27	0.00
Delay/Veh:	39.7	0.0	54.7	0.0	0.0	0.0	0.0	29.3	19.0	38.3	3.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	0.0	54.7	0.0	0.0	0.0	0.0	29.3	19.0	38.3	3.4	0.0
LOS by Move:	D	A	D	A	A	A	A	C	B	D	A	A
HCM2kAvgQ:	3	0	8	0	0	0	0	17	6	14	3	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #3469: 11TH/HEDDING



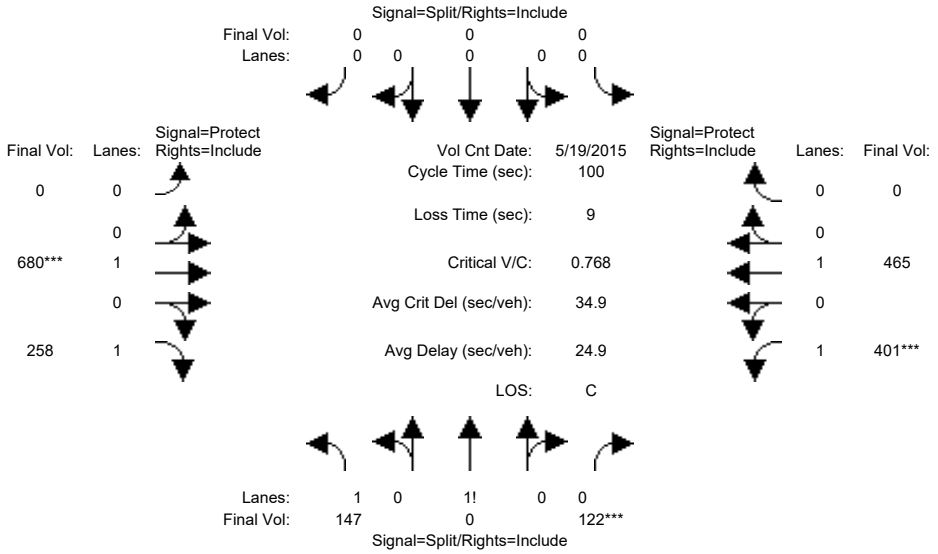
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	106	0	147	0	0	0	0	570	287	335	403	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	0	147	0	0	0	0	570	287	335	403	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	0	147	0	0	0	0	570	287	335	403	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	147	0	0	0	0	570	287	335	403	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	147	0	0	0	0	570	287	335	403	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	0	147	0	0	0	0	570	287	335	403	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.27	0.00	0.73	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2223	0	1313	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.11	0.00	0.00	0.00	0.00	0.30	0.16	0.19	0.21	0.00
Crit Moves:			****					****		****		
Green Time:	16.9	0.0	16.9	0.0	0.0	0.0	0.0	45.2	45.2	28.9	74.1	0.0
Volume/Cap:	0.28	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.36	0.66	0.29	0.00
Delay/Veh:	36.4	0.0	43.2	0.0	0.0	0.0	0.0	23.4	18.2	34.6	4.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	0.0	43.2	0.0	0.0	0.0	0.0	23.4	18.2	34.6	4.4	0.0
LOS by Move:	D	A	D	A	A	A	A	C	B	C	A	A
HCM2kAvgQ:	3	0	7	0	0	0	0	13	6	10	4	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3469: 11TH/HEDDING



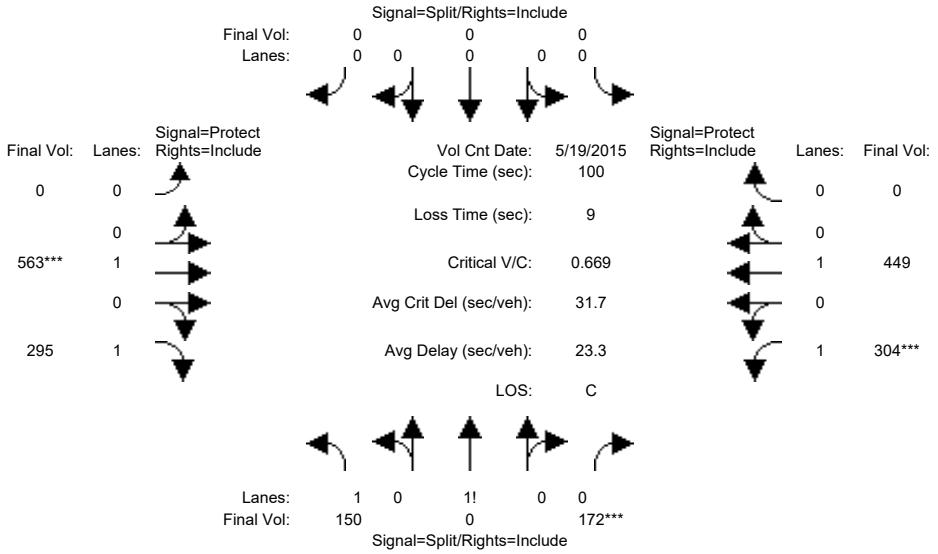
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	147	0	122	0	0	0	0	680	258	401	465	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:	147	0	122	0	0	0	0	680	258	401	465	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	0	122	0	0	0	0	680	258	401	465	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	0	122	0	0	0	0	680	258	401	465	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	0	122	0	0	0	0	680	258	401	465	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	0	122	0	0	0	0	680	258	401	465	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:	1.38	0.00	0.62	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2408	0	1092	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.11	0.00	0.00	0.00	0.00	0.36	0.15	0.23	0.24	0.00
Crit Moves:			****					****		****		
Green Time:	14.5	0.0	14.5	0.0	0.0	0.0	0.0	46.6	46.6	29.8	76.5	0.0
Volume/Cap:	0.42	0.00	0.77	0.00	0.00	0.00	0.00	0.77	0.32	0.77	0.32	0.00
Delay/Veh:	39.3	0.0	51.0	0.0	0.0	0.0	0.0	26.3	16.9	38.7	3.8	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:	39.3	0.0	51.0	0.0	0.0	0.0	0.0	26.3	16.9	38.7	3.8	0.0
LOS by Move:	D	A	D	A	A	A	A	C	B	D	A	A
HCM2kAvgQ:	4	0	8	0	0	0	0	16	5	12	4	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #3469: 11TH/HEDDING



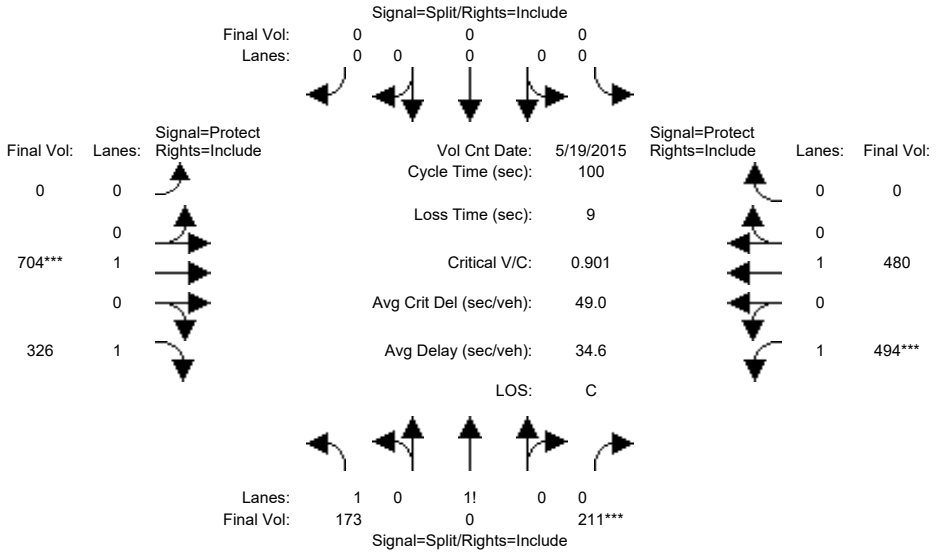
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	150	0	172	0	0	0	0	563	295	304	449	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:	150	0	172	0	0	0	0	563	295	304	449	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	0	172	0	0	0	0	563	295	304	449	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	0	172	0	0	0	0	563	295	304	449	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	0	172	0	0	0	0	563	295	304	449	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	0	172	0	0	0	0	563	295	304	449	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.31	0.00	0.69	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2292	0	1243	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.14	0.00	0.00	0.00	0.00	0.30	0.17	0.17	0.24	0.00
Crit Moves:			****					****		****		
Green Time:	20.7	0.0	20.7	0.0	0.0	0.0	0.0	44.3	44.3	26.0	70.3	0.0
Volume/Cap:	0.32	0.00	0.67	0.00	0.00	0.00	0.00	0.67	0.38	0.67	0.34	0.00
Delay/Veh:	33.8	0.0	40.1	0.0	0.0	0.0	0.0	24.1	19.0	37.0	5.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	0.0	40.1	0.0	0.0	0.0	0.0	24.1	19.0	37.0	5.9	0.0
LOS by Move:	C	A	D	A	A	A	A	C	B	D	A	A
HCM2kAvgQ:	3	0	9	0	0	0	0	13	6	9	5	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3469: 11TH/HEDDING



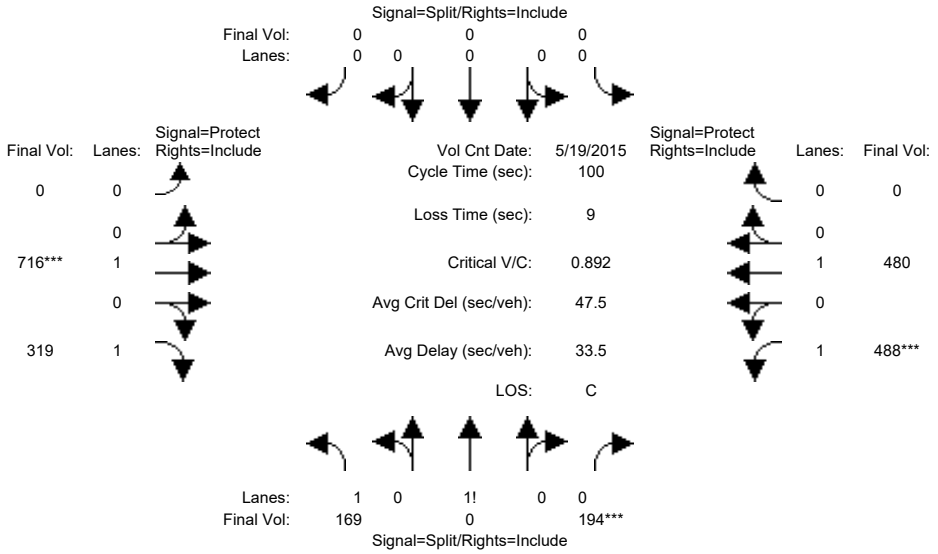
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	173	0	211	0	0	0	0	704	326	494	480	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:	173	0	211	0	0	0	0	704	326	494	480	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	0	211	0	0	0	0	704	326	494	480	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	0	211	0	0	0	0	704	326	494	480	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	0	211	0	0	0	0	704	326	494	480	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	0	211	0	0	0	0	704	326	494	480	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.30	0.00	0.70	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2269	0	1266	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.17	0.00	0.00	0.00	0.00	0.37	0.19	0.28	0.25	0.00
Crit Moves:			****					****		****		
Green Time:	18.5	0.0	18.5	0.0	0.0	0.0	0.0	41.1	41.1	31.3	72.5	0.0
Volume/Cap:	0.41	0.00	0.90	0.00	0.00	0.00	0.00	0.90	0.45	0.90	0.35	0.00
Delay/Veh:	36.2	0.0	61.5	0.0	0.0	0.0	0.0	41.0	21.7	50.7	5.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	0.0	61.5	0.0	0.0	0.0	0.0	41.0	21.7	50.7	5.2	0.0
LOS by Move:	D	A	E	A	A	A	A	D	C	D	A	A
HCM2kAvgQ:	4	0	13	0	0	0	0	19	7	16	5	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3469: 11TH/HEDDING



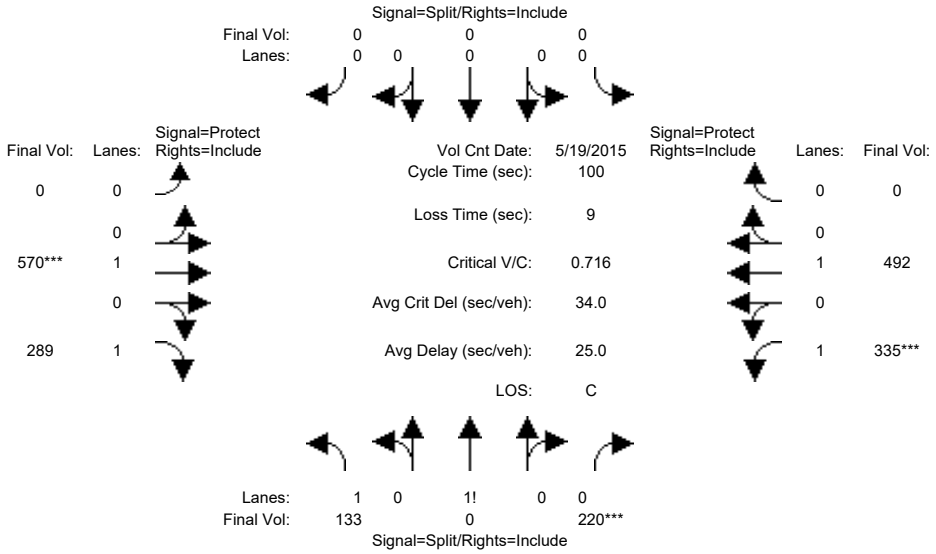
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	169	0	194	0	0	0	0	716	319	488	480	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:	169	0	194	0	0	0	0	716	319	488	480	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	0	194	0	0	0	0	716	319	488	480	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	0	194	0	0	0	0	716	319	488	480	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	0	194	0	0	0	0	716	319	488	480	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	0	194	0	0	0	0	716	319	488	480	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.31	0.00	0.69	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2291	0	1243	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.16	0.00	0.00	0.00	0.00	0.38	0.18	0.28	0.25	0.00
Crit Moves:			****					****		****		
Green Time:	17.5	0.0	17.5	0.0	0.0	0.0	0.0	42.2	42.2	31.3	73.5	0.0
Volume/Cap:	0.42	0.00	0.89	0.00	0.00	0.00	0.00	0.89	0.43	0.89	0.34	0.00
Delay/Veh:	37.1	0.0	61.4	0.0	0.0	0.0	0.0	39.0	20.8	49.5	4.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	0.0	61.4	0.0	0.0	0.0	0.0	39.0	20.8	49.5	4.8	0.0
LOS by Move:	D	A	E	A	A	A	A	D	C	D	A	A
HCM2kAvgQ:	4	0	12	0	0	0	0	19	7	16	5	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #3469: 11TH/HEDDING



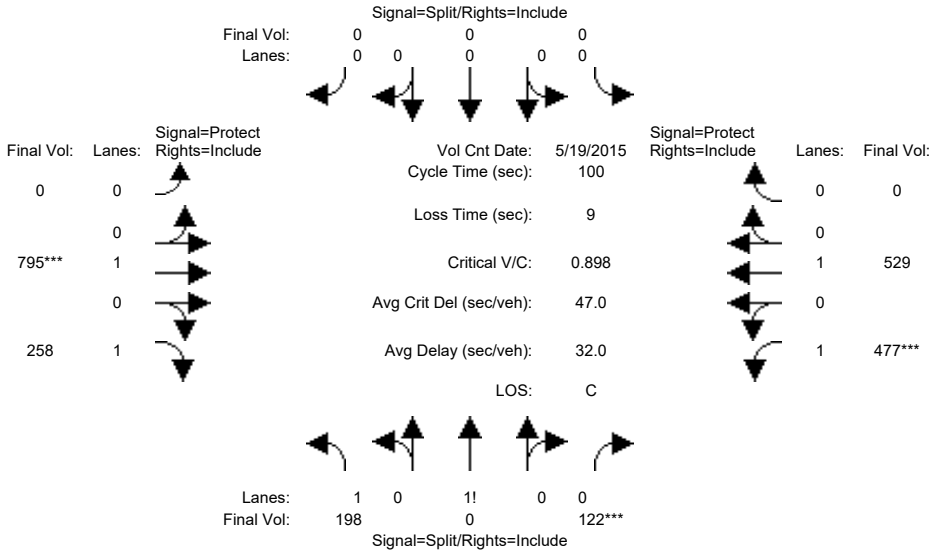
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	133	0	220	0	0	0	0	570	289	335	492	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:	133	0	220	0	0	0	0	570	289	335	492	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	0	220	0	0	0	0	570	289	335	492	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	0	220	0	0	0	0	570	289	335	492	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	0	220	0	0	0	0	570	289	335	492	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	0	220	0	0	0	0	570	289	335	492	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.24	0.00	0.76	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2165	0	1373	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.16	0.00	0.00	0.00	0.00	0.30	0.17	0.19	0.26	0.00
Crit Moves:			****					****		****		
Green Time:	22.4	0.0	22.4	0.0	0.0	0.0	0.0	41.9	41.9	26.7	68.6	0.0
Volume/Cap:	0.27	0.00	0.72	0.00	0.00	0.00	0.00	0.72	0.39	0.72	0.38	0.00
Delay/Veh:	32.2	0.0	40.9	0.0	0.0	0.0	0.0	27.2	20.6	38.4	6.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	0.0	40.9	0.0	0.0	0.0	0.0	27.2	20.6	38.4	6.8	0.0
LOS by Move:	C	A	D	A	A	A	A	C	C	D	A	A
HCM2kAvgQ:	3	0	10	0	0	0	0	14	6	10	6	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3469: 11TH/HEDDING



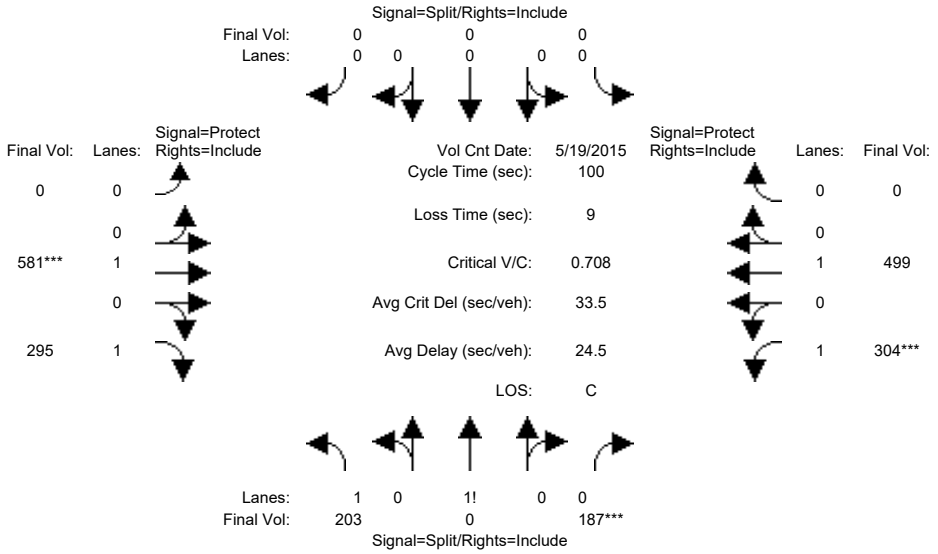
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	198	0	122	0	0	0	0	795	258	477	529	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:	198	0	122	0	0	0	0	795	258	477	529	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	0	122	0	0	0	0	795	258	477	529	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	0	122	0	0	0	0	795	258	477	529	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	0	122	0	0	0	0	795	258	477	529	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	0	122	0	0	0	0	795	258	477	529	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:	1.45	0.00	0.55	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2534	0	966	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.42	0.15	0.27	0.28	0.00
Crit Moves:			****					****		****		
Green Time:	14.1	0.0	14.1	0.0	0.0	0.0	0.0	46.6	46.6	30.3	76.9	0.0
Volume/Cap:	0.56	0.00	0.90	0.00	0.00	0.00	0.00	0.90	0.32	0.90	0.36	0.00
Delay/Veh:	41.3	0.0	66.6	0.0	0.0	0.0	0.0	36.4	17.0	51.3	3.8	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:	41.3	0.0	66.6	0.0	0.0	0.0	0.0	36.4	17.0	51.3	3.8	0.0
LOS by Move:	D	A	E	A	A	A	A	D	B	D	A	A
HCM2kAvgQ:	5	0	11	0	0	0	0	21	5	16	5	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #3469: 11TH/HEDDING



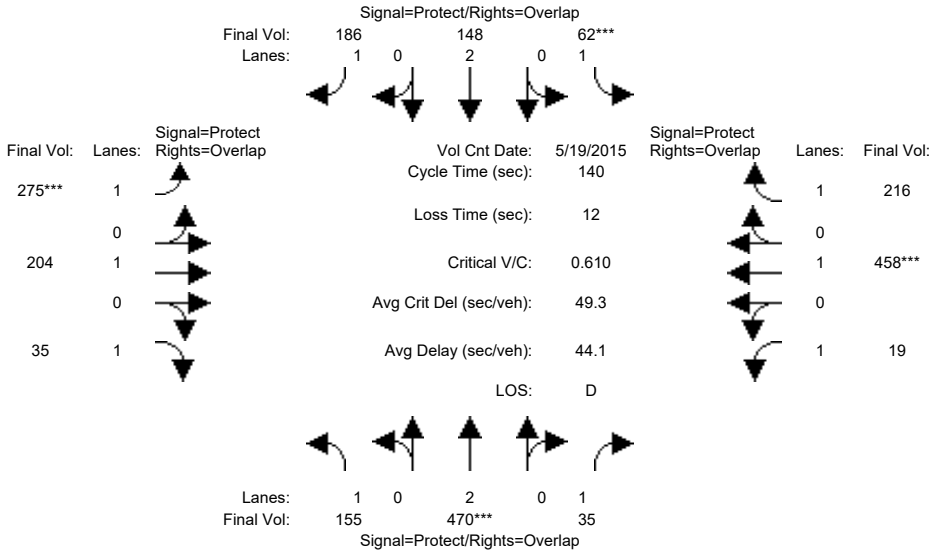
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45												
Base Vol:	203	0	187	0	0	0	0	581	295	304	499	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:	203	0	187	0	0	0	0	581	295	304	499	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	0	187	0	0	0	0	581	295	304	499	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	0	187	0	0	0	0	581	295	304	499	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	0	187	0	0	0	0	581	295	304	499	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	0	187	0	0	0	0	581	295	304	499	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:	1.35	0.00	0.65	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	2366	0	1134	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.16	0.00	0.00	0.00	0.00	0.31	0.17	0.17	0.26	0.00
Crit Moves:			****					****		****		
Green Time:	23.3	0.0	23.3	0.0	0.0	0.0	0.0	43.2	43.2	24.5	67.7	0.0
Volume/Cap:	0.37	0.00	0.71	0.00	0.00	0.00	0.00	0.71	0.39	0.71	0.39	0.00
Delay/Veh:	32.4	0.0	39.5	0.0	0.0	0.0	0.0	26.1	19.7	39.8	7.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	0.0	39.5	0.0	0.0	0.0	0.0	26.1	19.7	39.8	7.3	0.0
LOS by Move:	C	A	D	A	A	A	A	C	B	D	A	A
HCM2kAvgQ:	4	0	10	0	0	0	0	14	6	9	6	0

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

Market Park South Village Development

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

Intersection #3576: HEDDING/OAKLAND



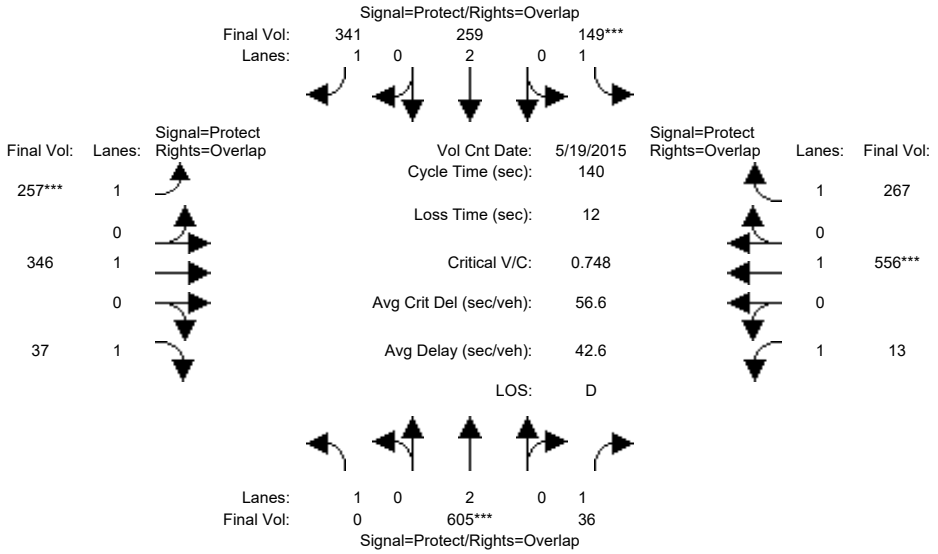
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	155	470	35	62	148	186	275	204	35	19	458	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	470	35	62	148	186	275	204	35	19	458	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	470	35	62	148	186	275	204	35	19	458	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	470	35	62	148	186	275	204	35	19	458	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	470	35	62	148	186	275	204	35	19	458	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	470	35	62	148	186	275	204	35	19	458	216
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.02	0.04	0.04	0.11	0.16	0.11	0.02	0.01	0.24	0.12
Crit Moves:		****		****			****				****	
Green Time:	20.2	28.4	57.5	8.1	16.3	52.4	36.1	62.4	82.6	29.1	55.4	63.5
Volume/Cap:	0.61	0.61	0.05	0.61	0.33	0.28	0.61	0.24	0.03	0.05	0.61	0.27
Delay/Veh:	66.8	54.3	25.0	88.7	58.9	31.7	51.8	24.8	12.1	44.7	37.4	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.8	54.3	25.0	88.7	58.9	31.7	51.8	24.8	12.1	44.7	37.4	24.7
LOS by Move:	E	D	C	F	E	C	D	C	B	D	D	C
HCM2kAvgQ:	7	9	1	3	3	6	12	5	1	1	16	6

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3576: HEDDING/OAKLAND



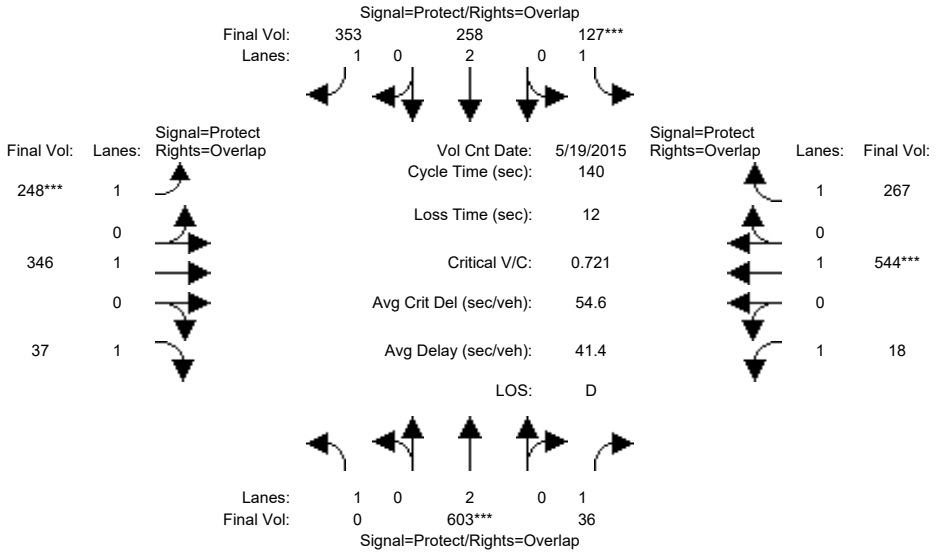
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	0	605	36	149	259	341	257	346	37	13	556	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	605	36	149	259	341	257	346	37	13	556	267
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	605	36	149	259	341	257	346	37	13	556	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	605	36	149	259	341	257	346	37	13	556	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	605	36	149	259	341	257	346	37	13	556	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	605	36	149	259	341	257	346	37	13	556	267
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.02	0.09	0.07	0.19	0.15	0.18	0.02	0.01	0.29	0.15
Crit Moves:		****		****			****				****	
Green Time:	0.0	29.8	47.5	15.9	45.7	73.2	27.5	64.5	64.5	17.7	54.8	70.7
Volume/Cap:	0.00	0.75	0.06	0.75	0.21	0.37	0.75	0.40	0.05	0.06	0.75	0.30
Delay/Veh:	0.0	57.8	31.4	82.5	34.4	20.9	66.8	26.2	20.9	54.3	43.5	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	57.8	31.4	82.5	34.4	20.9	66.8	26.2	20.9	54.3	43.5	21.1
LOS by Move:	A	E	C	F	C	C	E	C	C	D	D	C
HCM2kAvgQ:	0	13	1	7	4	9	12	10	1	1	22	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3576: HEDDING/OAKLAND



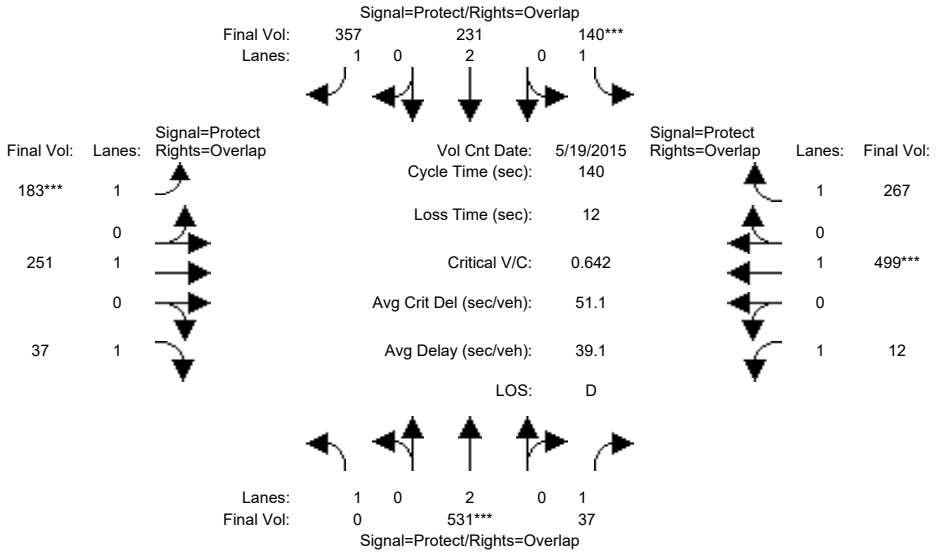
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	0	603	36	127	258	353	248	346	37	18	544	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	603	36	127	258	353	248	346	37	18	544	267
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	603	36	127	258	353	248	346	37	18	544	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	603	36	127	258	353	248	346	37	18	544	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	603	36	127	258	353	248	346	37	18	544	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	603	36	127	258	353	248	346	37	18	544	267
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.02	0.07	0.07	0.20	0.14	0.18	0.02	0.01	0.29	0.15
Crit Moves:		****		****			****				****	
Green Time:	0.0	30.8	48.7	14.1	44.9	72.4	27.5	65.2	65.2	17.9	55.6	69.7
Volume/Cap:	0.00	0.72	0.06	0.72	0.21	0.39	0.72	0.39	0.05	0.08	0.72	0.31
Delay/Veh:	0.0	56.0	30.6	83.5	35.1	21.7	65.0	25.7	20.5	54.5	41.5	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	56.0	30.6	83.5	35.1	21.7	65.0	25.7	20.5	54.5	41.5	21.8
LOS by Move:	A	E	C	F	D	C	E	C	C	D	D	C
HCM2kAvgQ:	0	13	1	6	4	10	11	10	1	1	21	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #3576: HEDDING/OAKLAND



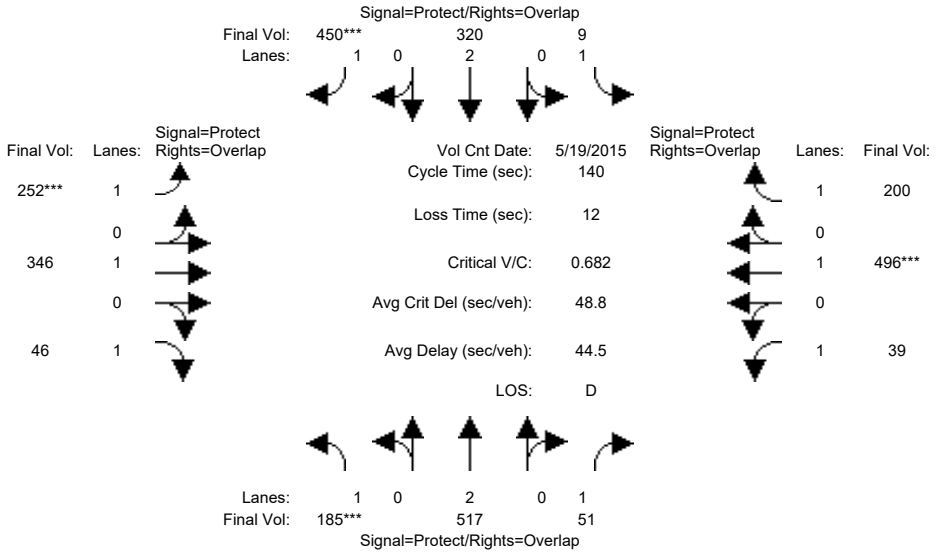
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	0	531	37	140	231	357	183	251	37	12	499	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	531	37	140	231	357	183	251	37	12	499	267
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	531	37	140	231	357	183	251	37	12	499	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	531	37	140	231	357	183	251	37	12	499	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	531	37	140	231	357	183	251	37	12	499	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	531	37	140	231	357	183	251	37	12	499	267
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.02	0.08	0.06	0.20	0.10	0.13	0.02	0.01	0.26	0.15
Crit Moves:		****		****			****				****	
Green Time:	0.0	30.5	52.5	17.4	47.9	70.7	22.8	58.1	58.1	22.0	57.3	74.7
Volume/Cap:	0.00	0.64	0.06	0.64	0.18	0.40	0.64	0.32	0.05	0.04	0.64	0.29
Delay/Veh:	0.0	53.6	28.1	71.9	32.5	22.9	65.4	28.7	24.6	50.4	37.2	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:	0.0	53.6	28.1	71.9	32.5	22.9	65.4	28.7	24.6	50.4	37.2	18.7
LOS by Move:	A	D	C	E	C	C	E	C	C	D	D	B
HCM2kAvgQ:	0	11	1	7	3	10	8	7	1	0	18	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3576: HEDDING/OAKLAND



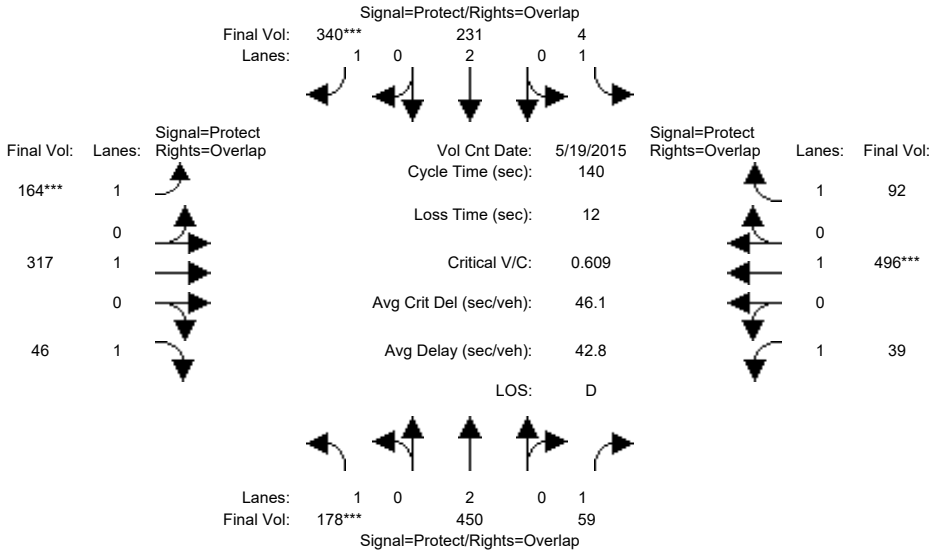
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	185	517	51	9	320	450	252	346	46	39	496	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	517	51	9	320	450	252	346	46	39	496	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	517	51	9	320	450	252	346	46	39	496	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	517	51	9	320	450	252	346	46	39	496	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	517	51	9	320	450	252	346	46	39	496	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	517	51	9	320	450	252	346	46	39	496	200
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.03	0.01	0.08	0.26	0.14	0.18	0.03	0.02	0.26	0.11
Crit Moves:	****					****	****				****	
Green Time:	21.7	32.8	50.7	12.1	23.2	52.8	29.5	65.2	86.9	17.9	53.6	65.6
Volume/Cap:	0.68	0.58	0.08	0.06	0.51	0.68	0.68	0.39	0.04	0.17	0.68	0.24
Delay/Veh:	69.0	50.2	29.6	59.5	56.1	42.2	60.7	25.7	10.4	56.1	41.3	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.0	50.2	29.6	59.5	56.1	42.2	60.7	25.7	10.4	56.1	41.3	23.0
LOS by Move:	E	D	C	E	E	D	E	C	B	E	D	C
HCM2kAvgQ:	9	10	2	0	6	18	11	10	1	2	19	6

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #3576: HEDDING/OAKLAND



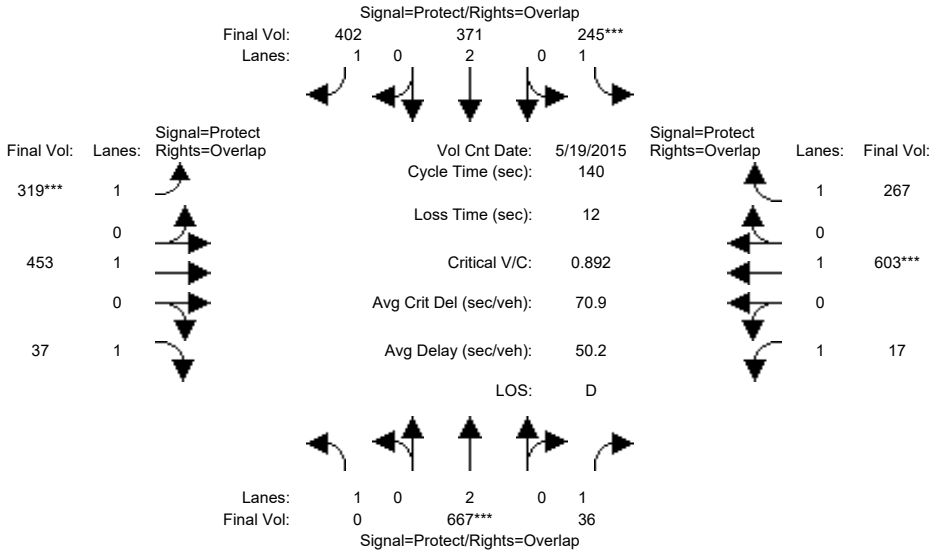
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	178	450	59	4	231	340	164	317	46	39	496	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	450	59	4	231	340	164	317	46	39	496	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	450	59	4	231	340	164	317	46	39	496	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	450	59	4	231	340	164	317	46	39	496	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	450	59	4	231	340	164	317	46	39	496	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	450	59	4	231	340	164	317	46	39	496	92
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.03	0.00	0.06	0.19	0.09	0.17	0.03	0.02	0.26	0.05
Crit Moves:	****					****	****				****	
Green Time:	23.4	32.7	51.5	13.8	23.1	44.6	21.5	62.7	86.1	18.8	60.0	73.8
Volume/Cap:	0.61	0.51	0.09	0.02	0.37	0.61	0.61	0.37	0.04	0.17	0.61	0.10
Delay/Veh:	63.2	48.7	29.2	57.3	53.6	45.2	65.2	26.8	10.7	55.2	34.3	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.2	48.7	29.2	57.3	53.6	45.2	65.2	26.8	10.7	55.2	34.3	16.7
LOS by Move:	E	D	C	E	D	D	E	C	B	E	C	B
HCM2kAvgQ:	8	8	2	0	4	14	7	9	1	2	17	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3576: HEDDING/OAKLAND



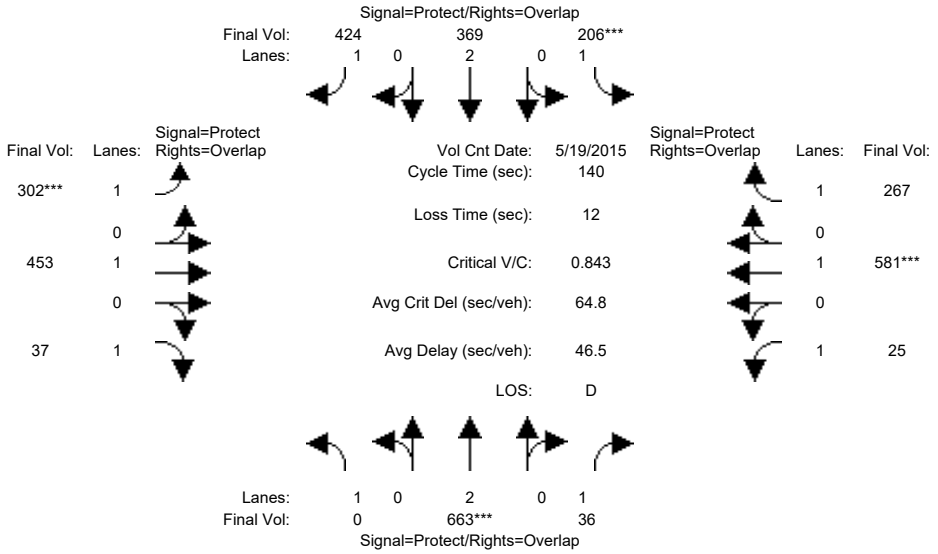
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	0	667	36	245	371	402	319	453	37	17	603	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	667	36	245	371	402	319	453	37	17	603	267
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	667	36	245	371	402	319	453	37	17	603	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	667	36	245	371	402	319	453	37	17	603	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	667	36	245	371	402	319	453	37	17	603	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	667	36	245	371	402	319	453	37	17	603	267
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.14	0.10	0.23	0.18	0.24	0.02	0.01	0.32	0.15
Crit Moves:		****		****			****				****	
Green Time:	0.0	27.6	41.2	22.0	49.5	78.2	28.6	64.9	64.9	13.6	49.8	71.8
Volume/Cap:	0.00	0.89	0.07	0.89	0.28	0.41	0.89	0.51	0.05	0.10	0.89	0.30
Delay/Veh:	0.0	69.9	35.9	90.2	32.9	19.0	80.9	28.6	20.7	58.8	58.9	20.4
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	69.9	35.9	90.2	32.9	19.0	80.9	28.6	20.7	58.8	58.9	20.4
LOS by Move:	A	E	D	F	C	B	F	C	C	E	E	C
HCM2kAvgQ:	0	16	1	13	6	11	16	13	1	1	28	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3576: HEDDING/OAKLAND



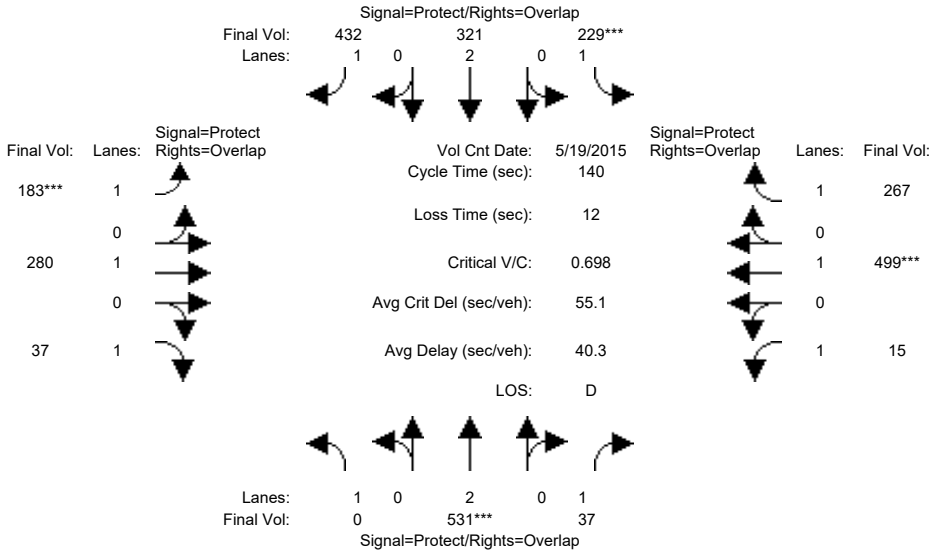
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	0	663	36	206	369	424	302	453	37	25	581	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	663	36	206	369	424	302	453	37	25	581	267
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	663	36	206	369	424	302	453	37	25	581	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	663	36	206	369	424	302	453	37	25	581	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	663	36	206	369	424	302	453	37	25	581	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	663	36	206	369	424	302	453	37	25	581	267
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.02	0.12	0.10	0.24	0.17	0.24	0.02	0.01	0.31	0.15
Crit Moves:		****		****			****				****	
Green Time:	0.0	29.0	42.8	19.6	48.5	77.2	28.7	65.7	65.7	13.8	50.8	70.4
Volume/Cap:	0.00	0.84	0.07	0.84	0.28	0.44	0.84	0.51	0.05	0.15	0.84	0.30
Delay/Veh:	0.0	64.0	34.7	86.9	33.6	20.0	74.3	28.0	20.3	59.5	52.9	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	64.0	34.7	86.9	33.6	20.0	74.3	28.0	20.3	59.5	52.9	21.3
LOS by Move:	A	E	C	F	C	C	E	C	C	E	D	C
HCM2kAvgQ:	0	15	1	11	6	12	14	13	1	1	25	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #3576: HEDDING/OAKLAND



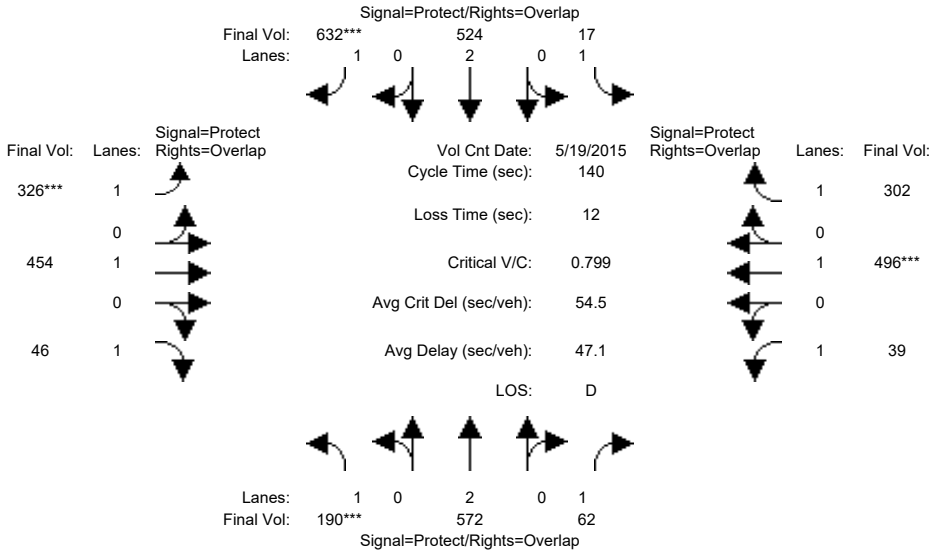
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	0	531	37	229	321	432	183	280	37	15	499	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	531	37	229	321	432	183	280	37	15	499	267
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	531	37	229	321	432	183	280	37	15	499	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	531	37	229	321	432	183	280	37	15	499	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	531	37	229	321	432	183	280	37	15	499	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	531	37	229	321	432	183	280	37	15	499	267
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.02	0.13	0.08	0.25	0.10	0.15	0.02	0.01	0.26	0.15
Crit Moves:		****		****			****				****	
Green Time:	0.0	28.0	46.7	26.3	54.3	75.3	21.0	55.0	55.0	18.7	52.7	79.0
Volume/Cap:	0.00	0.70	0.06	0.70	0.22	0.46	0.70	0.37	0.05	0.06	0.70	0.27
Delay/Veh:	0.0	57.3	32.0	64.8	29.0	21.5	70.8	31.7	26.5	53.6	42.5	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	57.3	32.0	64.8	29.0	21.5	70.8	31.7	26.5	53.6	42.5	16.4
LOS by Move:	A	E	C	E	C	C	E	C	C	D	D	B
HCM2kAvgQ:	0	11	1	11	5	12	9	8	1	1	19	6

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3576: HEDDING/OAKLAND



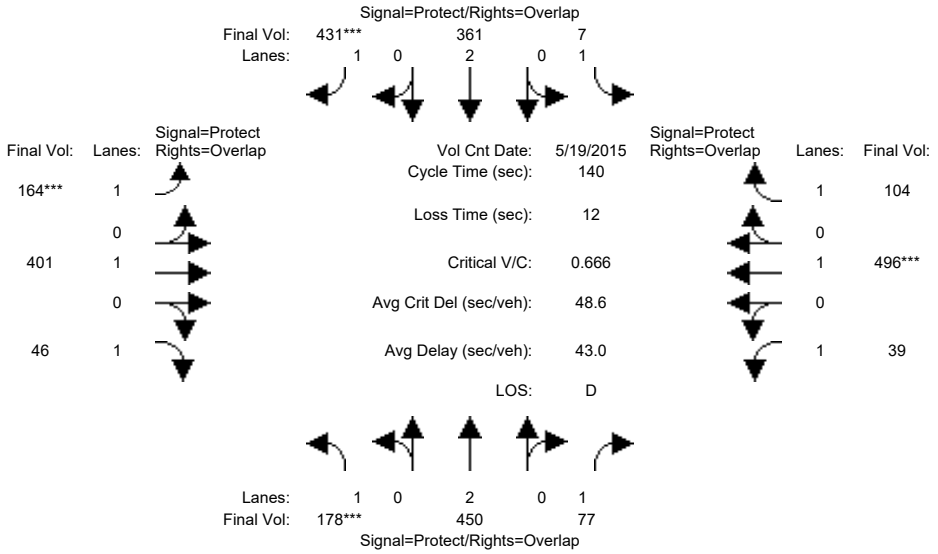
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	190	572	62	17	524	632	326	454	46	39	496	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	572	62	17	524	632	326	454	46	39	496	302
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	572	62	17	524	632	326	454	46	39	496	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	572	62	17	524	632	326	454	46	39	496	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	572	62	17	524	632	326	454	46	39	496	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	572	62	17	524	632	326	454	46	39	496	302
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.04	0.01	0.14	0.36	0.19	0.24	0.03	0.02	0.26	0.17
Crit Moves:	****					****	****				****	
Green Time:	19.0	37.3	50.8	12.4	30.6	63.3	32.6	64.8	83.8	13.6	45.7	58.1
Volume/Cap:	0.80	0.57	0.10	0.11	0.63	0.80	0.80	0.52	0.04	0.23	0.80	0.42
Delay/Veh:	82.5	46.7	29.7	60.2	53.2	41.2	65.7	28.7	11.7	61.5	53.3	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.5	46.7	29.7	60.2	53.2	41.2	65.7	28.7	11.7	61.5	53.3	30.7
LOS by Move:	F	D	C	E	D	D	E	C	B	E	D	C
HCM2kAvgQ:	10	11	2	1	11	27	15	13	1	2	21	10

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #3576: HEDDING/OAKLAND



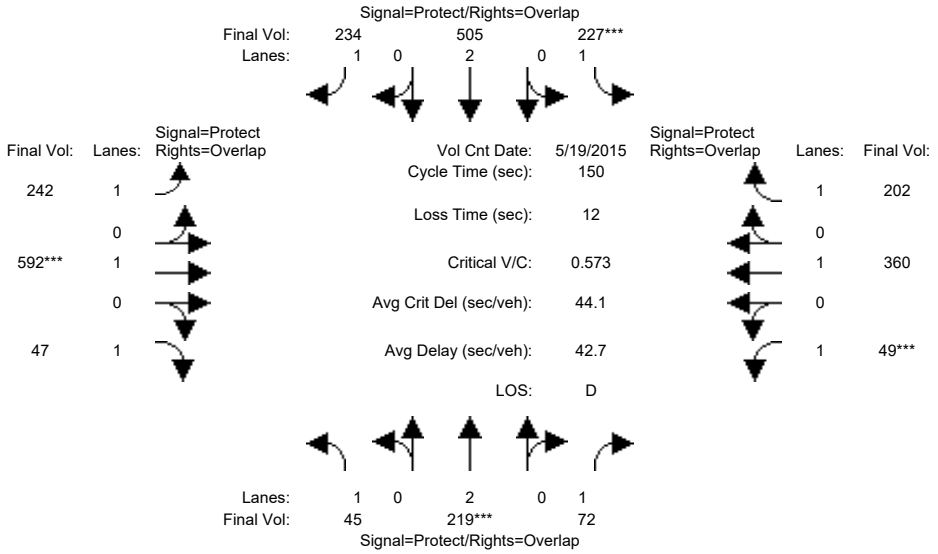
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	178	450	77	7	361	431	164	401	46	39	496	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	450	77	7	361	431	164	401	46	39	496	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	450	77	7	361	431	164	401	46	39	496	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	450	77	7	361	431	164	401	46	39	496	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	450	77	7	361	431	164	401	46	39	496	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	450	77	7	361	431	164	401	46	39	496	104
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.04	0.00	0.10	0.25	0.09	0.21	0.03	0.02	0.26	0.06
Crit Moves:	****					****	****				****	
Green Time:	21.4	37.6	51.9	15.9	32.1	51.8	19.7	60.3	81.7	14.3	54.9	70.7
Volume/Cap:	0.67	0.44	0.12	0.04	0.41	0.67	0.67	0.49	0.05	0.22	0.67	0.12
Delay/Veh:	68.4	43.9	29.4	55.6	47.4	42.3	70.4	30.9	12.6	60.5	39.7	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.4	43.9	29.4	55.6	47.4	42.3	70.4	30.9	12.6	60.5	39.7	18.5
LOS by Move:	E	D	C	E	D	D	E	C	B	E	D	B
HCM2kAvgQ:	8	8	2	0	7	17	8	12	1	2	18	3

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

Market Park South Village Development

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

Intersection #3576: HEDDING/OAKLAND



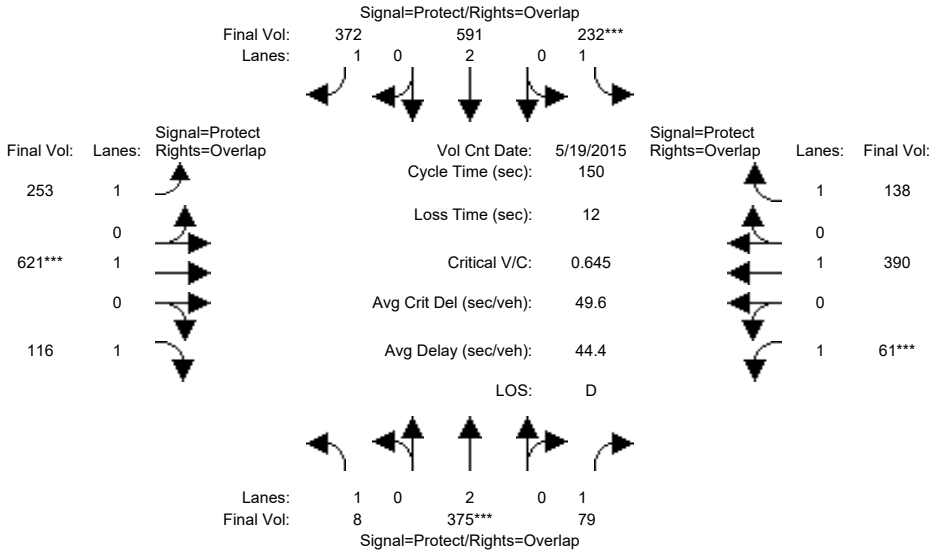
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	45	219	72	227	505	234	242	592	47	49	360	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:	45	219	72	227	505	234	242	592	47	49	360	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	219	72	227	505	234	242	592	47	49	360	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:	45	219	72	227	505	234	242	592	47	49	360	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	219	72	227	505	234	242	592	47	49	360	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
FinalVolume:	45	219	72	227	505	234	242	592	47	49	360	202
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.04	0.13	0.13	0.13	0.14	0.31	0.03	0.03	0.19	0.12
Crit Moves:		****		****				****		****		
Green Time:	12.8	15.1	22.4	34.0	36.3	73.8	37.5	81.6	94.4	7.3	51.4	85.4
Volume/Cap:	0.30	0.57	0.28	0.57	0.55	0.27	0.55	0.57	0.04	0.57	0.55	0.20
Delay/Veh:	69.6	70.5	59.2	57.5	52.0	23.1	53.9	25.0	10.7	94.8	43.3	16.2
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:	69.6	70.5	59.2	57.5	52.0	23.1	53.9	25.0	10.7	94.8	43.3	16.2
LOS by Move:	E	E	E	E	D	C	D	C	B	F	D	B
HCM2kAvgQ:	2	5	3	10	10	7	11	18	1	3	14	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3576: HEDDING/OAKLAND



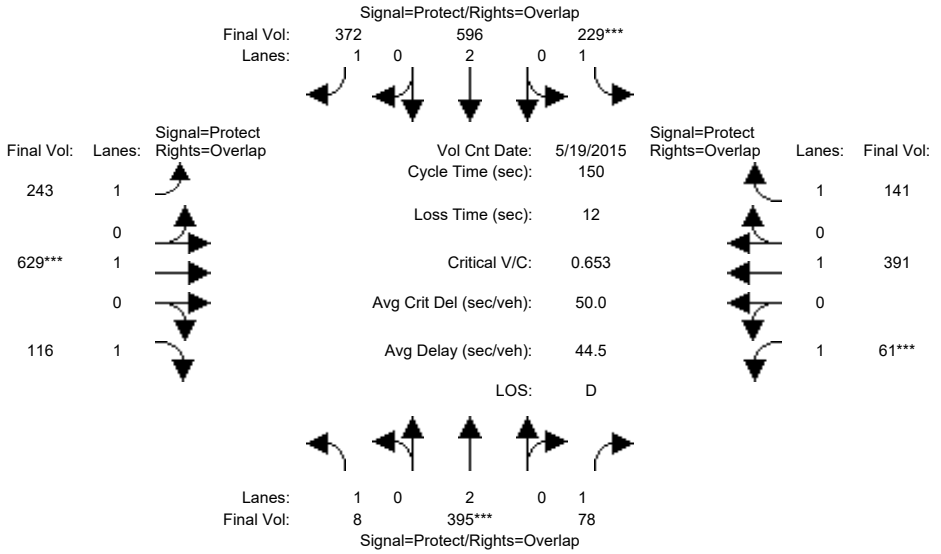
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	8	375	79	232	591	372	253	621	116	61	390	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	375	79	232	591	372	253	621	116	61	390	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	375	79	232	591	372	253	621	116	61	390	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	375	79	232	591	372	253	621	116	61	390	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	375	79	232	591	372	253	621	116	61	390	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	375	79	232	591	372	253	621	116	61	390	138
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.05	0.13	0.16	0.21	0.14	0.33	0.07	0.03	0.21	0.08
Crit Moves:		****		****				****		****		
Green Time:	12.4	23.0	31.1	30.9	41.4	76.2	34.8	76.1	88.5	8.1	49.4	80.2
Volume/Cap:	0.06	0.64	0.22	0.64	0.56	0.42	0.62	0.64	0.11	0.64	0.62	0.15
Delay/Veh:	64.1	65.1	50.7	63.2	48.7	24.5	58.8	30.4	13.7	98.7	47.1	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	65.1	50.7	63.2	48.7	24.5	58.8	30.4	13.7	98.7	47.1	17.9
LOS by Move:	E	E	D	E	D	C	E	C	B	F	D	B
HCM2kAvgQ:	0	8	3	11	12	12	11	20	2	3	16	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3576: HEDDING/OAKLAND



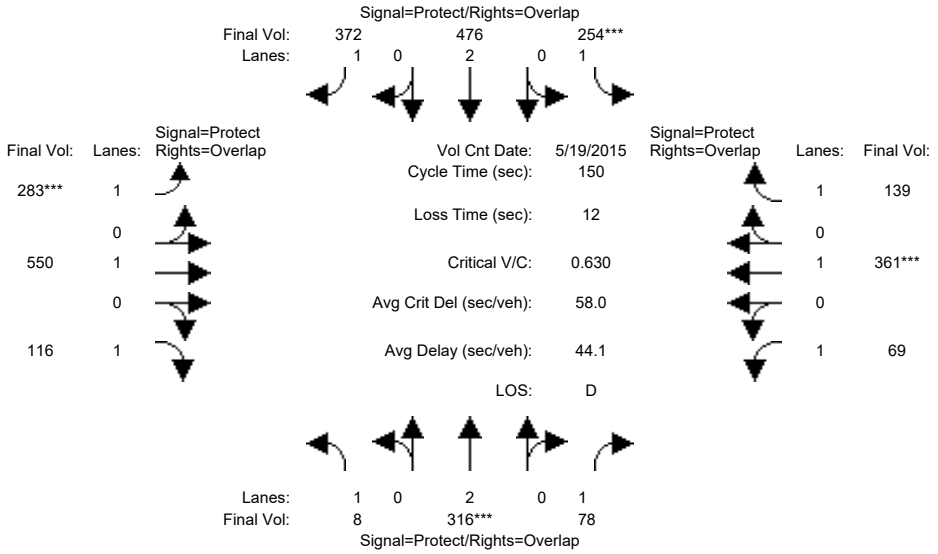
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	8	395	78	229	596	372	243	629	116	61	391	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	395	78	229	596	372	243	629	116	61	391	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	395	78	229	596	372	243	629	116	61	391	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	395	78	229	596	372	243	629	116	61	391	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	395	78	229	596	372	243	629	116	61	391	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	395	78	229	596	372	243	629	116	61	391	141
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.04	0.13	0.16	0.21	0.14	0.33	0.07	0.03	0.21	0.08
Crit Moves:		****		****				****		****		
Green Time:	12.4	23.9	31.9	30.1	41.6	75.4	33.9	76.1	88.4	8.0	50.2	80.3
Volume/Cap:	0.06	0.65	0.21	0.65	0.57	0.42	0.62	0.65	0.11	0.65	0.62	0.15
Delay/Veh:	64.2	64.6	50.0	64.3	48.7	25.0	59.2	30.7	13.8	100.0	46.2	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.2	64.6	50.0	64.3	48.7	25.0	59.2	30.7	13.8	100.0	46.2	18.0
LOS by Move:	E	E	D	E	D	C	E	C	B	F	D	B
HCM2kAvgQ:	0	9	3	11	12	12	11	21	2	3	15	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #3576: HEDDING/OAKLAND



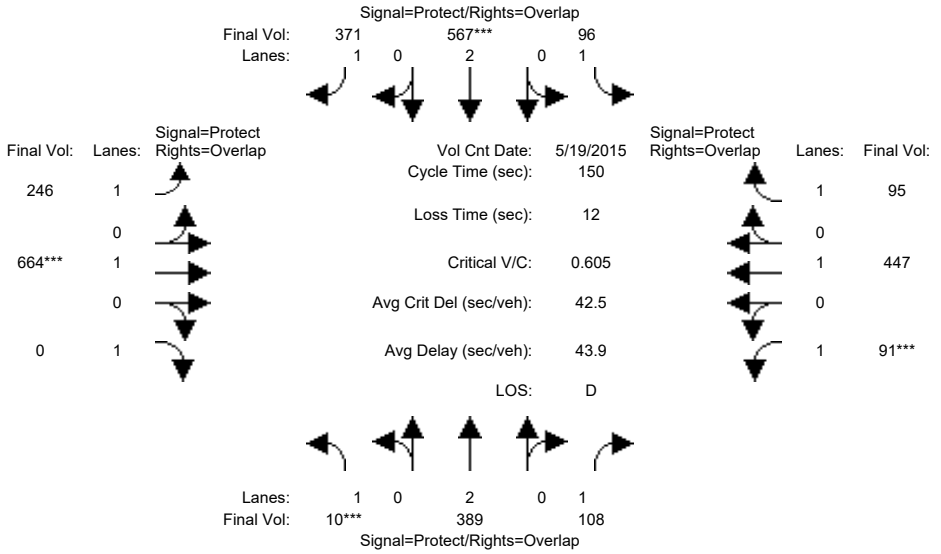
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	8	316	78	254	476	372	283	550	116	69	361	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	316	78	254	476	372	283	550	116	69	361	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	316	78	254	476	372	283	550	116	69	361	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	316	78	254	476	372	283	550	116	69	361	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	316	78	254	476	372	283	550	116	69	361	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	316	78	254	476	372	283	550	116	69	361	139
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.04	0.15	0.13	0.21	0.16	0.29	0.07	0.04	0.19	0.08
Crit Moves:		****		****			****				****	
Green Time:	14.7	19.8	31.4	34.5	39.6	78.1	38.5	72.1	86.8	11.6	45.2	79.7
Volume/Cap:	0.05	0.63	0.21	0.63	0.47	0.41	0.63	0.60	0.11	0.51	0.63	0.15
Delay/Veh:	61.8	67.6	50.4	59.3	48.1	23.3	56.0	31.4	14.5	79.5	50.4	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	67.6	50.4	59.3	48.1	23.3	56.0	31.4	14.5	79.5	50.4	18.2
LOS by Move:	E	E	D	E	D	C	E	C	B	E	D	B
HCM2kAvgQ:	0	7	3	12	9	11	12	18	3	3	15	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3576: HEDDING/OAKLAND



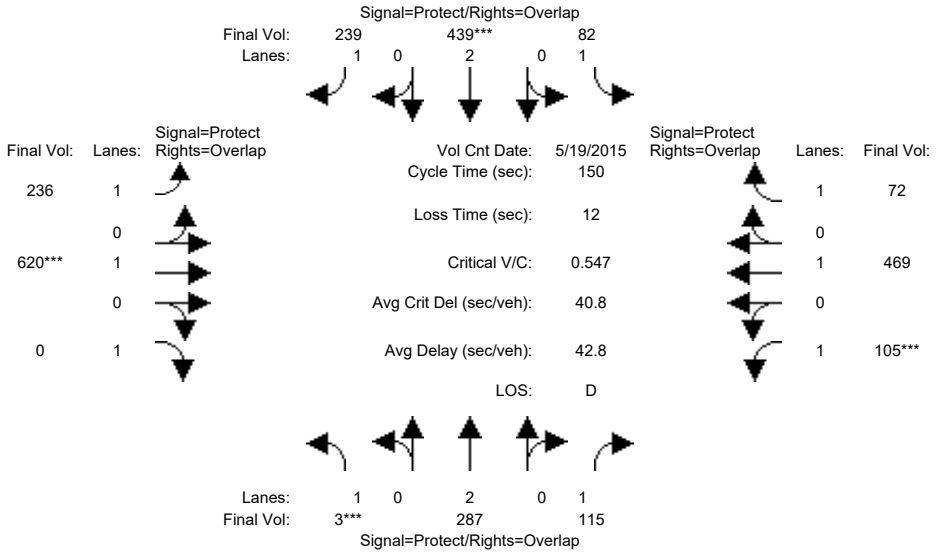
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	10	389	108	96	567	371	246	664	0	91	447	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:	10	389	108	96	567	371	246	664	0	91	447	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	389	108	96	567	371	246	664	0	91	447	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:	10	389	108	96	567	371	246	664	0	91	447	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	389	108	96	567	371	246	664	0	91	447	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	389	108	96	567	371	246	664	0	91	447	95
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.06	0.05	0.15	0.21	0.14	0.35	0.00	0.05	0.24	0.05
Crit Moves:	****				****			****			****	
Green Time:	7.0	27.7	40.0	14.8	35.5	71.2	35.7	83.1	0.0	12.4	59.8	74.6
Volume/Cap:	0.12	0.55	0.23	0.55	0.63	0.45	0.59	0.63	0.00	0.63	0.59	0.11
Delay/Veh:	71.6	58.7	44.1	76.7	54.7	28.0	56.7	25.8	0.0	85.7	38.8	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.6	58.7	44.1	76.7	54.7	28.0	56.7	25.8	0.0	85.7	38.8	20.3
LOS by Move:	E	E	D	E	D	C	E	C	A	F	D	C
HCM2kAvgQ:	0	8	4	5	12	12	11	21	0	5	16	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #3576: HEDDING/OAKLAND



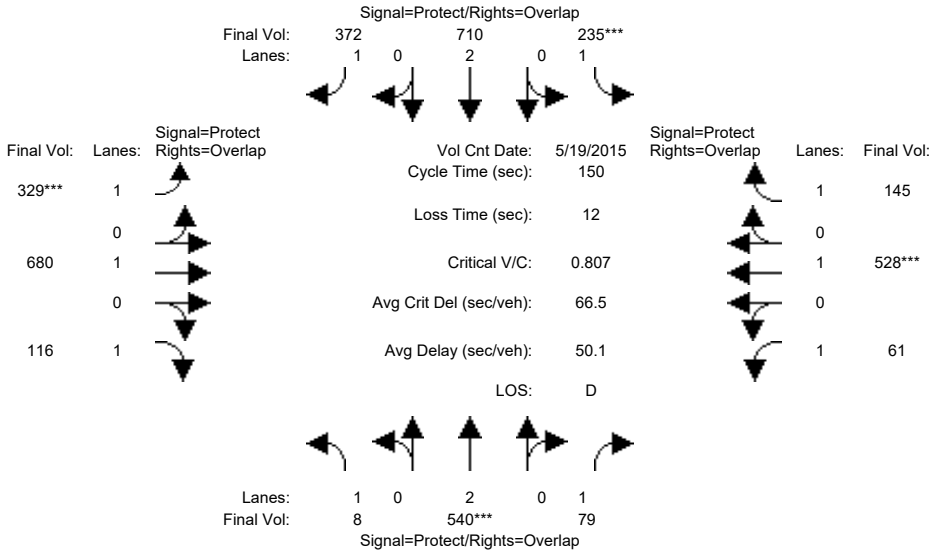
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	3	287	115	82	439	239	236	620	0	105	469	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	287	115	82	439	239	236	620	0	105	469	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	287	115	82	439	239	236	620	0	105	469	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	287	115	82	439	239	236	620	0	105	469	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	287	115	82	439	239	236	620	0	105	469	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	287	115	82	439	239	236	620	0	105	469	72
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.07	0.05	0.12	0.14	0.13	0.33	0.00	0.06	0.25	0.04
Crit Moves:	****				****			****			****	
Green Time:	7.0	22.9	38.6	14.2	30.2	65.8	35.6	85.2	0.0	15.7	65.2	79.4
Volume/Cap:	0.04	0.49	0.26	0.49	0.57	0.31	0.57	0.57	0.00	0.57	0.57	0.08
Delay/Veh:	69.1	61.2	45.6	74.6	57.3	28.4	55.9	23.0	0.0	76.5	34.6	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.1	61.2	45.6	74.6	57.3	28.4	55.9	23.0	0.0	76.5	34.6	17.5
LOS by Move:	E	E	D	E	E	C	E	C	A	E	C	B
HCM2kAvgQ:	0	6	4	4	9	8	10	18	0	5	16	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3576: HEDDING/OAKLAND



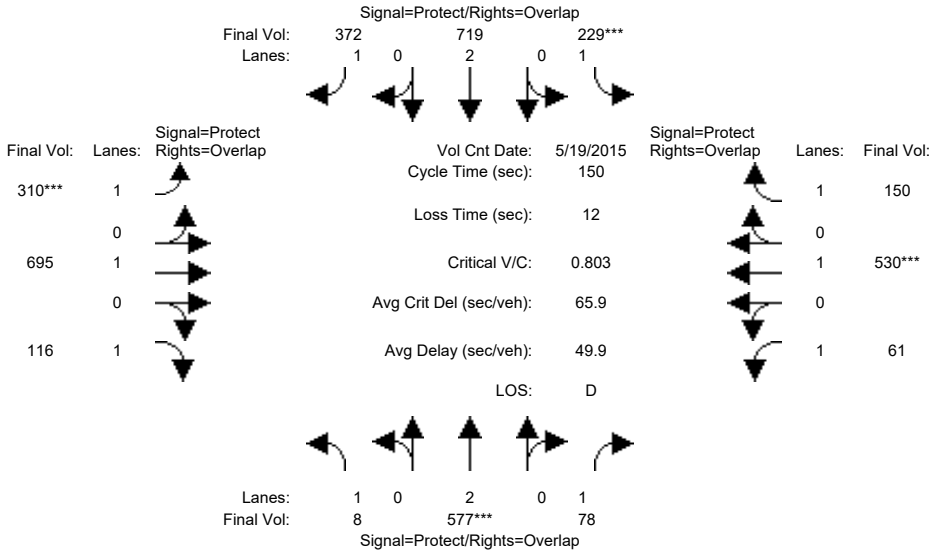
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	8	540	79	235	710	372	329	680	116	61	528	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	540	79	235	710	372	329	680	116	61	528	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	540	79	235	710	372	329	680	116	61	528	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	540	79	235	710	372	329	680	116	61	528	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	540	79	235	710	372	329	680	116	61	528	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	540	79	235	710	372	329	680	116	61	528	145
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.05	0.13	0.19	0.21	0.19	0.36	0.07	0.03	0.28	0.08
Crit Moves:		****		****			****				****	
Green Time:	10.3	26.4	36.4	25.0	41.1	76.1	35.0	76.6	86.9	10.0	51.7	76.6
Volume/Cap:	0.07	0.81	0.19	0.81	0.68	0.42	0.81	0.70	0.11	0.52	0.81	0.16
Delay/Veh:	66.5	69.4	46.0	81.0	52.2	24.6	70.0	32.2	14.4	83.5	54.9	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	69.4	46.0	81.0	52.2	24.6	70.0	32.2	14.4	83.5	54.9	20.0
LOS by Move:	E	E	D	F	D	C	E	C	B	F	D	B
HCM2kAvgQ:	0	13	3	12	15	12	15	23	2	3	24	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3576: HEDDING/OAKLAND



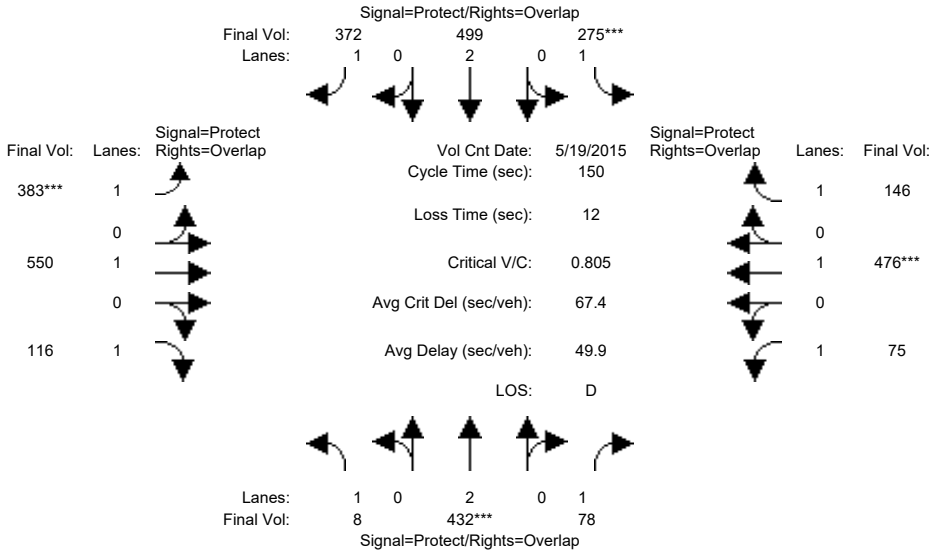
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	8	577	78	229	719	372	310	695	116	61	530	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	577	78	229	719	372	310	695	116	61	530	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	577	78	229	719	372	310	695	116	61	530	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	577	78	229	719	372	310	695	116	61	530	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	577	78	229	719	372	310	695	116	61	530	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	577	78	229	719	372	310	695	116	61	530	150
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.04	0.13	0.19	0.21	0.18	0.37	0.07	0.03	0.28	0.09
Crit Moves:		****		****			****				****	
Green Time:	10.4	28.4	38.0	24.4	42.4	75.4	33.1	75.6	86.0	9.6	52.1	76.5
Volume/Cap:	0.07	0.80	0.18	0.80	0.67	0.42	0.80	0.73	0.12	0.54	0.80	0.17
Delay/Veh:	66.2	67.4	44.6	81.3	51.0	25.0	71.5	33.9	14.9	85.5	54.3	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:	66.2	67.4	44.6	81.3	51.0	25.0	71.5	33.9	14.9	85.5	54.3	20.1
LOS by Move:	E	E	D	F	D	C	E	C	B	F	D	C
HCM2kAvgQ:	0	14	3	12	15	12	14	24	2	3	24	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #3576: HEDDING/OAKLAND



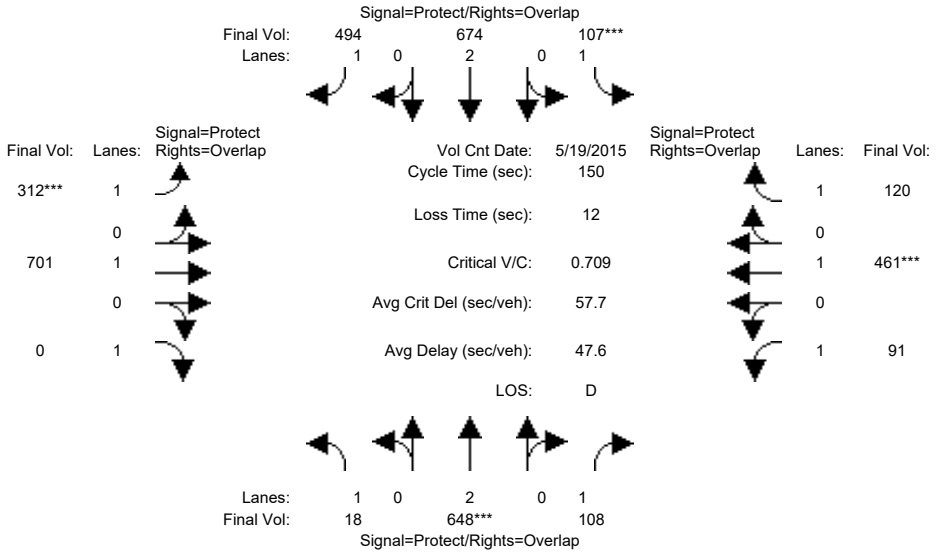
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	8	432	78	275	499	372	383	550	116	75	476	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	432	78	275	499	372	383	550	116	75	476	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	432	78	275	499	372	383	550	116	75	476	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	432	78	275	499	372	383	550	116	75	476	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	432	78	275	499	372	383	550	116	75	476	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	432	78	275	499	372	383	550	116	75	476	146
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.04	0.16	0.13	0.21	0.22	0.29	0.07	0.04	0.25	0.08
Crit Moves:		****		****			****				****	
Green Time:	13.2	21.2	33.3	29.3	37.3	78.1	40.8	75.4	88.6	12.1	46.7	76.0
Volume/Cap:	0.05	0.80	0.20	0.80	0.53	0.41	0.80	0.58	0.11	0.53	0.80	0.16
Delay/Veh:	63.3	74.5	48.6	75.6	50.9	23.3	64.4	28.7	13.7	79.6	58.6	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.3	74.5	48.6	75.6	50.9	23.3	64.4	28.7	13.7	79.6	58.6	20.3
LOS by Move:	E	E	D	E	D	C	E	C	B	E	E	C
HCM2kAvgQ:	0	11	3	14	10	11	18	17	2	4	22	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3576: HEDDING/OAKLAND



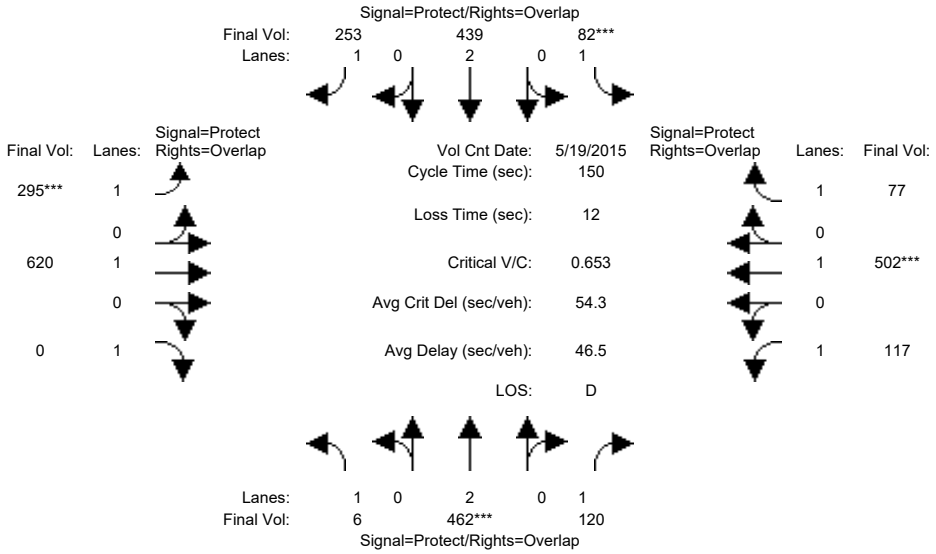
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	18	648	108	107	674	494	312	701	0	91	461	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	648	108	107	674	494	312	701	0	91	461	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	648	108	107	674	494	312	701	0	91	461	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	648	108	107	674	494	312	701	0	91	461	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	648	108	107	674	494	312	701	0	91	461	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	648	108	107	674	494	312	701	0	91	461	120
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.06	0.06	0.18	0.28	0.18	0.37	0.00	0.05	0.24	0.07
Crit Moves:		****		****			****				****	
Green Time:	10.2	36.1	47.1	12.9	38.8	76.5	37.7	78.0	0.0	11.0	51.3	64.2
Volume/Cap:	0.15	0.71	0.20	0.71	0.69	0.55	0.71	0.71	0.00	0.71	0.71	0.16
Delay/Veh:	68.5	56.8	38.4	91.2	54.0	27.6	60.5	31.7	0.0	96.1	49.3	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.5	56.8	38.4	91.2	54.0	27.6	60.5	31.7	0.0	96.1	49.3	26.8
LOS by Move:	E	E	D	F	D	C	E	C	A	F	D	C
HCM2kAvgQ:	1	14	4	6	14	17	14	23	0	5	19	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #3576: HEDDING/OAKLAND



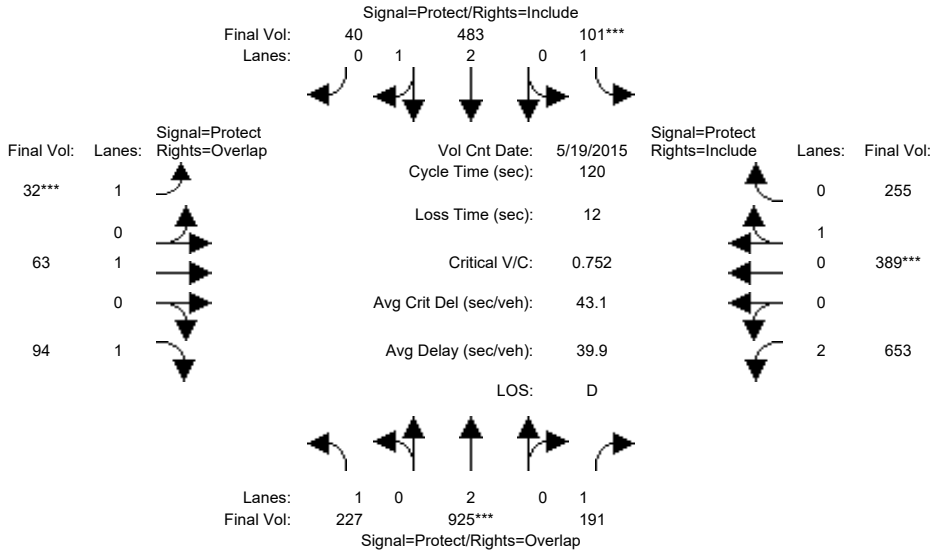
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	6	462	120	82	439	253	295	620	0	117	502	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	462	120	82	439	253	295	620	0	117	502	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	462	120	82	439	253	295	620	0	117	502	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	462	120	82	439	253	295	620	0	117	502	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	462	120	82	439	253	295	620	0	117	502	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	462	120	82	439	253	295	620	0	117	502	77
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.07	0.05	0.12	0.14	0.17	0.33	0.00	0.07	0.26	0.04
Crit Moves:		****		****			****				****	
Green Time:	11.1	27.9	44.8	10.8	27.5	66.2	38.7	82.4	0.0	16.9	60.6	71.4
Volume/Cap:	0.05	0.65	0.23	0.65	0.63	0.33	0.65	0.59	0.00	0.59	0.65	0.09
Delay/Veh:	65.2	61.2	40.6	91.3	60.8	28.5	56.9	25.1	0.0	75.8	40.5	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	61.2	40.6	91.3	60.8	28.5	56.9	25.1	0.0	75.8	40.5	21.8
LOS by Move:	E	E	D	F	E	C	E	C	A	E	D	C
HCM2kAvgQ:	0	10	4	4	10	8	13	19	0	6	19	2

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

Market Park South Village Development

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

Intersection #3421: COMMERCIAL/OAKLAND



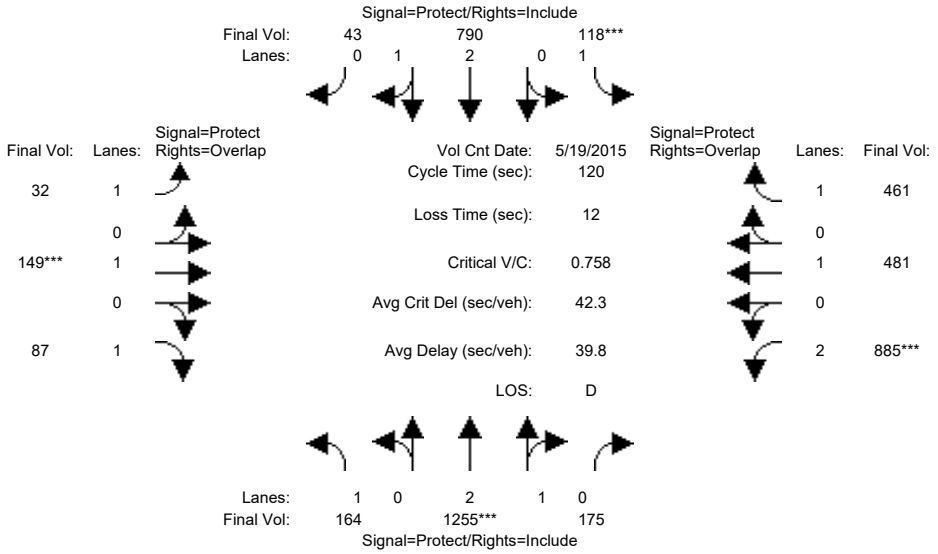
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	227	925	191	101	483	40	32	63	94	653	389	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	925	191	101	483	40	32	63	94	653	389	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	925	191	101	483	40	32	63	94	653	389	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	925	191	101	483	40	32	63	94	653	389	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	925	191	101	483	40	32	63	94	653	389	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	925	191	101	483	40	32	63	94	653	389	255
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	0.99	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.76	0.24	1.00	1.00	1.00	2.00	0.60	0.40
Final Sat.:	1750	3800	1750	1750	5171	428	1750	1900	1750	3150	1087	713
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.11	0.06	0.09	0.09	0.02	0.03	0.05	0.21	0.36	0.36
Crit Moves:		****		****			****				****	
Green Time:	26.8	37.3	81.4	8.8	19.3	19.3	7.0	17.7	44.6	44.1	54.8	54.8
Volume/Cap:	0.58	0.78	0.16	0.78	0.58	0.58	0.31	0.22	0.14	0.56	0.78	0.78
Delay/Veh:	47.7	42.9	7.3	91.2	49.3	49.3	62.0	46.9	25.5	32.3	34.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	42.9	7.3	91.2	49.3	49.3	62.0	46.9	25.5	32.3	34.9	34.9
LOS by Move:	D	D	A	F	D	D	E	D	C	C	C	C
HCM2kAvgQ:	9	17	3	6	7	7	2	2	2	12	22	22

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3421: COMMERCIAL/OAKLAND



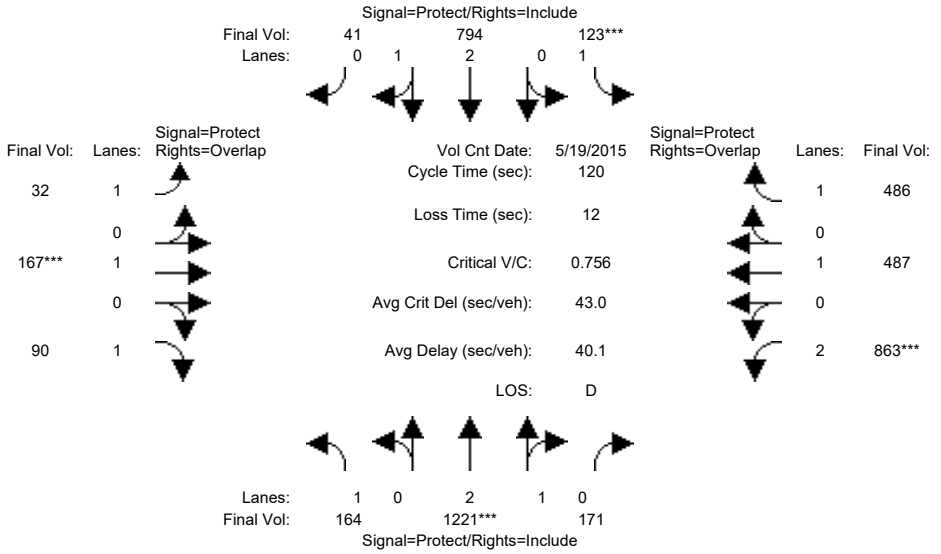
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	164	1255	175	118	790	43	32	149	87	885	481	461
Growth Adj:	1.00	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	1255	175	118	790	43	32	149	87	885	481	461
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1255	175	118	790	43	32	149	87	885	481	461
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	1255	175	118	790	43	32	149	87	885	481	461
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1255	175	118	790	43	32	149	87	885	481	461
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	1255	175	118	790	43	32	149	87	885	481	461
Saturation Flow Module:												
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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.62	0.38	1.00	2.84	0.16	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4914	685	1750	5311	289	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.26	0.07	0.15	0.15	0.02	0.08	0.05	0.28	0.25	0.26
Crit Moves:		****		****				****		****		
Green Time:	19.8	40.4	40.4	10.7	31.4	31.4	10.7	12.4	32.2	44.5	46.2	56.9
Volume/Cap:	0.57	0.76	0.76	0.76	0.57	0.57	0.21	0.76	0.19	0.76	0.66	0.56
Delay/Veh:	54.1	38.3	38.3	82.1	40.1	40.1	53.7	75.9	34.7	37.7	34.9	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	38.3	38.3	82.1	40.1	40.1	53.7	75.9	34.7	37.7	34.9	25.2
LOS by Move:	D	D	D	F	D	D	D	E	C	D	C	C
HCM2kAvgQ:	7	17	17	6	9	9	1	7	3	18	15	13

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3421: COMMERCIAL/OAKLAND



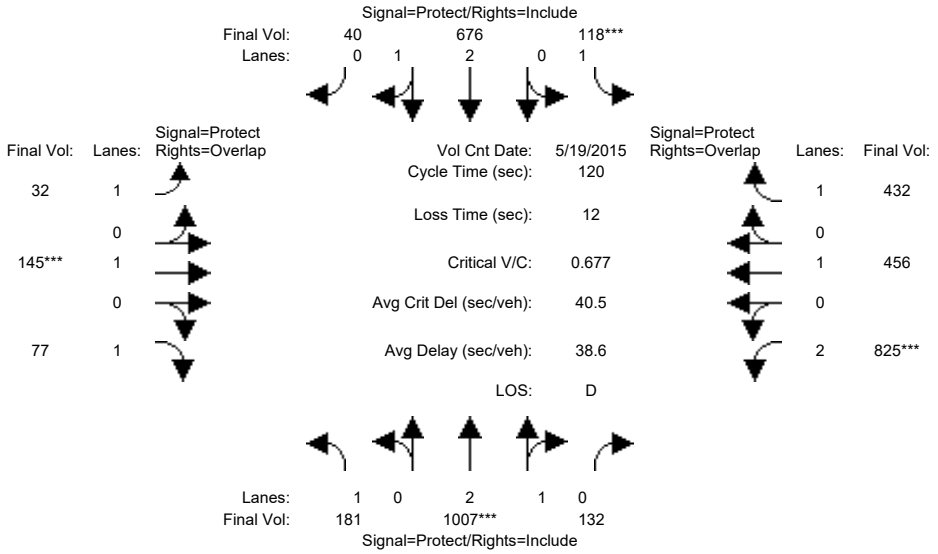
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	164	1221	171	123	794	41	32	167	90	863	487	486
Growth Adj:	1.00	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	1221	171	123	794	41	32	167	90	863	487	486
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1221	171	123	794	41	32	167	90	863	487	486
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	1221	171	123	794	41	32	167	90	863	487	486
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1221	171	123	794	41	32	167	90	863	487	486
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	1221	171	123	794	41	32	167	90	863	487	486
Saturation Flow Module:												
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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.62	0.38	1.00	2.85	0.15	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4911	688	1750	5325	275	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.25	0.07	0.15	0.15	0.02	0.09	0.05	0.27	0.26	0.28
Crit Moves:		****		****				****		****		
Green Time:	19.5	39.4	39.4	11.2	31.1	31.1	10.6	13.9	33.5	43.5	46.8	57.9
Volume/Cap:	0.58	0.76	0.76	0.76	0.58	0.58	0.21	0.76	0.18	0.76	0.66	0.58
Delay/Veh:	54.6	38.9	38.9	80.6	40.4	40.4	53.7	72.6	33.7	38.3	34.6	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	38.9	38.9	80.6	40.4	40.4	53.7	72.6	33.7	38.3	34.6	25.1
LOS by Move:	D	D	D	F	D	D	D	E	C	D	C	C
HCM2kAvgQ:	7	17	17	7	10	10	1	8	3	18	15	14

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #3421: COMMERCIAL/OAKLAND



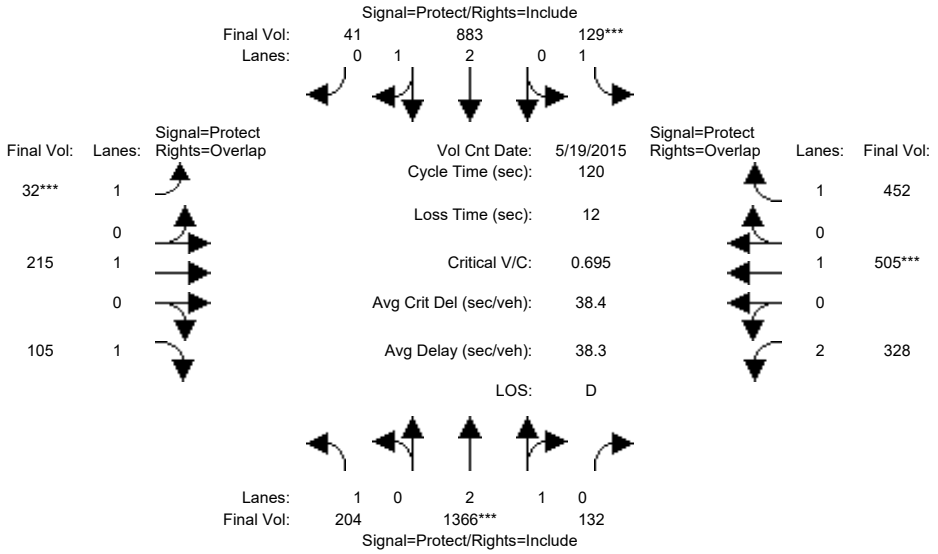
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	181	1007	132	118	676	40	32	145	77	825	456	432
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	1007	132	118	676	40	32	145	77	825	456	432
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	1007	132	118	676	40	32	145	77	825	456	432
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	1007	132	118	676	40	32	145	77	825	456	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1007	132	118	676	40	32	145	77	825	456	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	1007	132	118	676	40	32	145	77	825	456	432
Saturation Flow Module:												
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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.64	0.36	1.00	2.83	0.17	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4950	649	1750	5287	313	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.07	0.13	0.13	0.02	0.08	0.04	0.26	0.24	0.25
Crit Moves:		****		****				****		****		
Green Time:	21.5	36.1	36.1	12.0	26.6	26.6	11.7	13.5	35.0	46.4	48.2	60.2
Volume/Cap:	0.58	0.68	0.68	0.68	0.58	0.58	0.19	0.68	0.15	0.68	0.60	0.49
Delay/Veh:	52.7	39.1	39.1	71.3	43.7	43.7	52.2	67.0	32.1	33.6	31.7	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	39.1	39.1	71.3	43.7	43.7	52.2	67.0	32.1	33.6	31.7	21.8
LOS by Move:	D	D	D	E	D	D	D	E	C	C	C	C
HCM2kAvgQ:	7	13	13	6	9	9	1	6	2	16	13	11

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3421: COMMERCIAL/OAKLAND



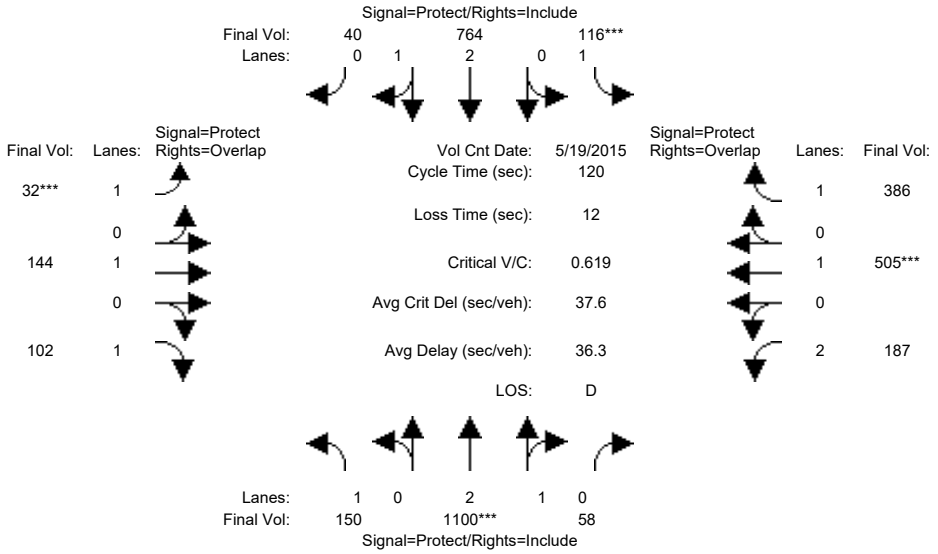
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	204	1366	132	129	883	41	32	215	105	328	505	452
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1366	132	129	883	41	32	215	105	328	505	452
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	1366	132	129	883	41	32	215	105	328	505	452
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	1366	132	129	883	41	32	215	105	328	505	452
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1366	132	129	883	41	32	215	105	328	505	452
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	1366	132	129	883	41	32	215	105	328	505	452
Saturation Flow Module:												
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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.73	0.27	1.00	2.86	0.14	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5106	493	1750	5351	248	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.27	0.27	0.07	0.17	0.17	0.02	0.11	0.06	0.10	0.27	0.26
Crit Moves:		****		****			****				****	
Green Time:	23.5	44.5	44.5	12.3	33.3	33.3	7.0	26.7	50.2	24.5	44.2	56.5
Volume/Cap:	0.60	0.72	0.72	0.72	0.60	0.60	0.31	0.51	0.14	0.51	0.72	0.55
Delay/Veh:	51.3	34.6	34.6	74.3	39.2	39.2	62.0	45.3	22.0	45.2	38.9	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	34.6	34.6	74.3	39.2	39.2	62.0	45.3	22.0	45.2	38.9	25.3
LOS by Move:	D	C	C	E	D	D	E	D	C	D	D	C
HCM2kAvgQ:	8	17	17	7	10	10	2	7	3	7	17	13

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #3421: COMMERCIAL/OAKLAND



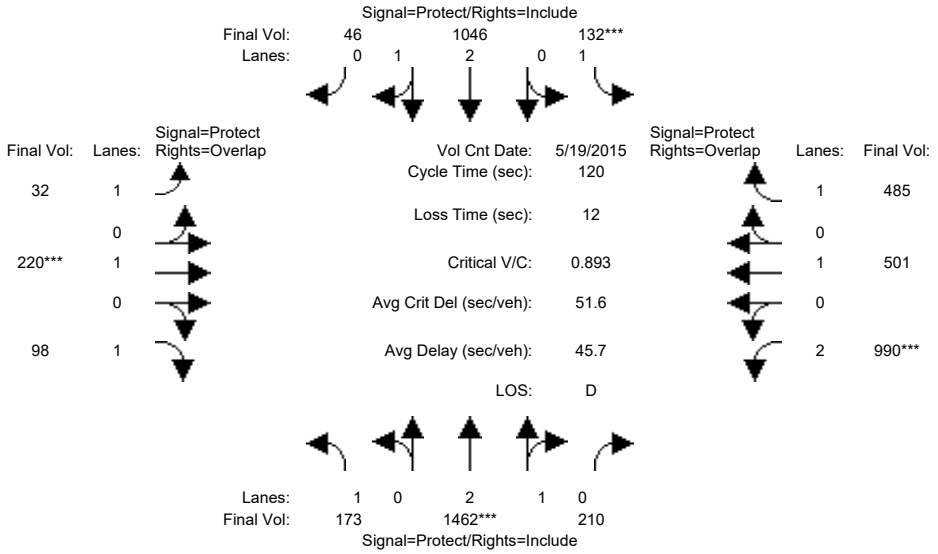
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	150	1100	58	116	764	40	32	144	102	187	505	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1100	58	116	764	40	32	144	102	187	505	386
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1100	58	116	764	40	32	144	102	187	505	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1100	58	116	764	40	32	144	102	187	505	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1100	58	116	764	40	32	144	102	187	505	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	1100	58	116	764	40	32	144	102	187	505	386
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	0.83	1.00	0.92
Lanes:	1.00	2.84	0.16	1.00	2.85	0.15	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5319	280	1750	5321	279	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.21	0.07	0.14	0.14	0.02	0.08	0.06	0.06	0.27	0.22
Crit Moves:		****			****			****			****	
Green Time:	19.1	38.8	38.8	12.4	32.1	32.1	7.0	33.2	52.3	23.6	49.8	62.2
Volume/Cap:	0.54	0.64	0.64	0.64	0.54	0.54	0.31	0.27	0.13	0.30	0.64	0.43
Delay/Veh:	53.6	36.4	36.4	67.7	39.0	39.0	62.0	35.3	20.6	42.4	31.9	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	36.4	36.4	67.7	39.0	39.0	62.0	35.3	20.6	42.4	31.9	19.3
LOS by Move:	D	D	D	E	D	D	E	D	C	D	C	B
HCM2kAvgQ:	6	13	13	6	9	9	2	4	2	4	15	9

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3421: COMMERCIAL/OAKLAND



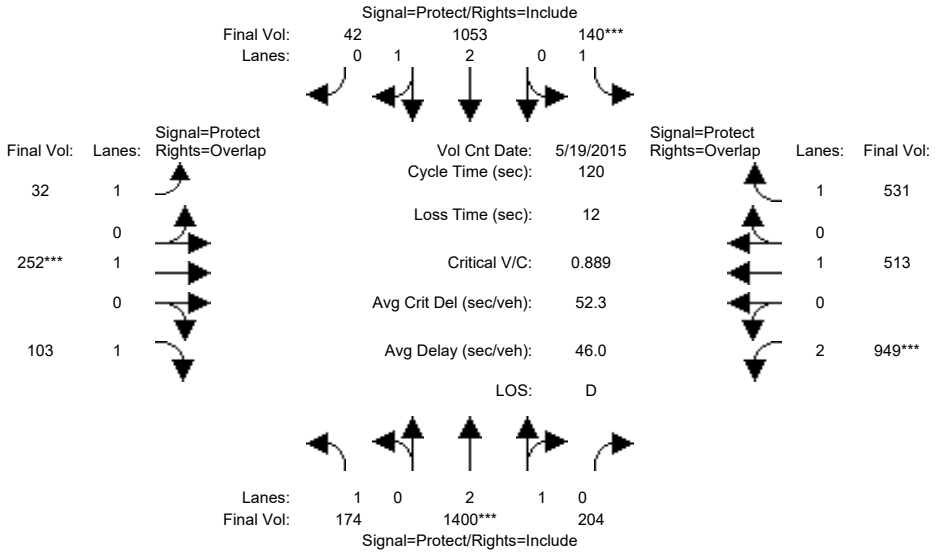
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	173	1462	210	132	1046	46	32	220	98	990	501	485
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	1462	210	132	1046	46	32	220	98	990	501	485
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1462	210	132	1046	46	32	220	98	990	501	485
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1462	210	132	1046	46	32	220	98	990	501	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1462	210	132	1046	46	32	220	98	990	501	485
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1462	210	132	1046	46	32	220	98	990	501	485
Saturation Flow Module:												
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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.61	0.39	1.00	2.87	0.13	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4896	703	1750	5364	236	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.30	0.08	0.20	0.20	0.02	0.12	0.06	0.31	0.26	0.28
Crit Moves:		****		****				****		****		
Green Time:	16.9	40.1	40.1	10.1	33.3	33.3	10.5	15.6	32.5	42.2	47.3	57.4
Volume/Cap:	0.70	0.89	0.89	0.89	0.70	0.70	0.21	0.89	0.21	0.89	0.67	0.58
Delay/Veh:	64.6	45.0	45.0	104.4	41.5	41.5	54.0	86.7	34.8	47.8	34.6	25.5
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:	64.6	45.0	45.0	104.4	41.5	41.5	54.0	86.7	34.8	47.8	34.6	25.5
LOS by Move:	E	D	D	F	D	D	D	F	C	D	C	C
HCM2kAvgQ:	8	23	23	8	13	13	1	11	3	24	16	14

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3421: COMMERCIAL/OAKLAND



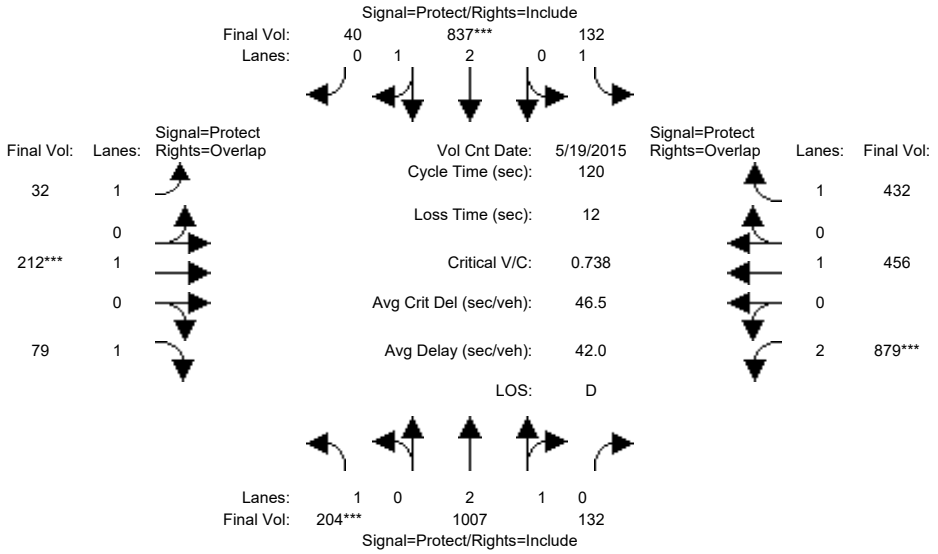
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	174	1400	204	140	1053	42	32	252	103	949	513	531
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	1400	204	140	1053	42	32	252	103	949	513	531
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	1400	204	140	1053	42	32	252	103	949	513	531
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	1400	204	140	1053	42	32	252	103	949	513	531
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1400	204	140	1053	42	32	252	103	949	513	531
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	1400	204	140	1053	42	32	252	103	949	513	531
Saturation Flow Module:												
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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.60	0.40	1.00	2.88	0.12	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4887	712	1750	5385	215	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.08	0.20	0.20	0.02	0.13	0.06	0.30	0.27	0.30
Crit Moves:		****		****				****		****		
Green Time:	16.7	38.7	38.7	10.8	32.8	32.8	10.4	17.9	34.6	40.7	48.1	58.9
Volume/Cap:	0.72	0.89	0.89	0.89	0.72	0.72	0.21	0.89	0.20	0.89	0.67	0.62
Delay/Veh:	65.9	45.7	45.7	101.2	42.3	42.3	54.1	81.4	33.2	48.6	34.2	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	45.7	45.7	101.2	42.3	42.3	54.1	81.4	33.2	48.6	34.2	25.6
LOS by Move:	E	D	D	F	D	D	D	F	C	D	C	C
HCM2kAvgQ:	8	22	22	8	13	13	1	12	3	23	16	16

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #3421: COMMERCIAL/OAKLAND



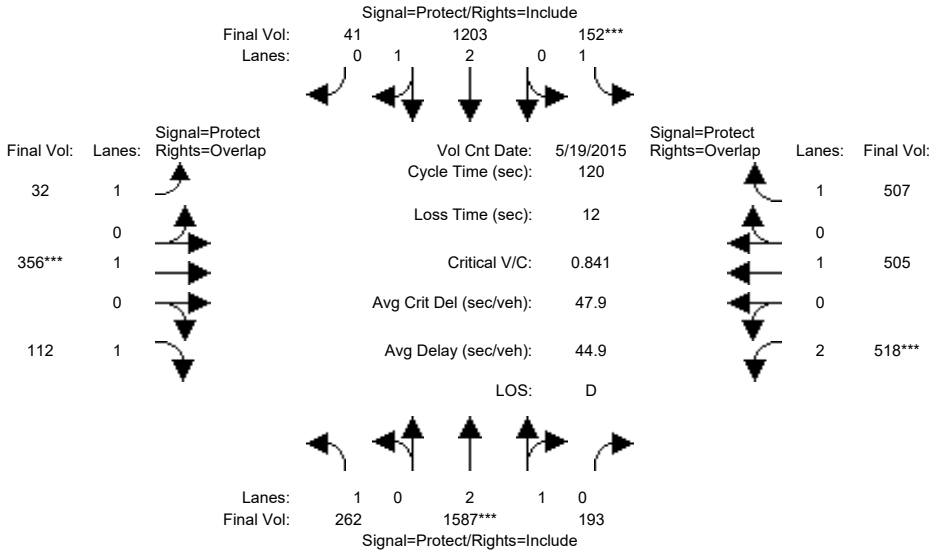
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	204	1007	132	132	837	40	32	212	79	879	456	432
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1007	132	132	837	40	32	212	79	879	456	432
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	1007	132	132	837	40	32	212	79	879	456	432
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	1007	132	132	837	40	32	212	79	879	456	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1007	132	132	837	40	32	212	79	879	456	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	1007	132	132	837	40	32	212	79	879	456	432
Saturation Flow Module:												
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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.64	0.36	1.00	2.86	0.14	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4950	649	1750	5344	255	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.20	0.08	0.16	0.16	0.02	0.11	0.05	0.28	0.24	0.25
Crit Moves:	****				****			****		****		
Green Time:	19.0	32.4	32.4	12.0	25.5	25.5	12.4	18.2	37.1	45.4	51.1	63.1
Volume/Cap:	0.74	0.75	0.75	0.75	0.74	0.74	0.18	0.74	0.15	0.74	0.56	0.47
Delay/Veh:	64.2	43.6	43.6	78.0	48.2	48.2	51.2	64.2	30.5	36.3	28.8	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.2	43.6	43.6	78.0	48.2	48.2	51.2	64.2	30.5	36.3	28.8	19.6
LOS by Move:	E	D	D	E	D	D	D	E	C	D	C	B
HCM2kAvgQ:	9	14	14	7	12	12	1	9	2	18	13	11

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3421: COMMERCIAL/OAKLAND



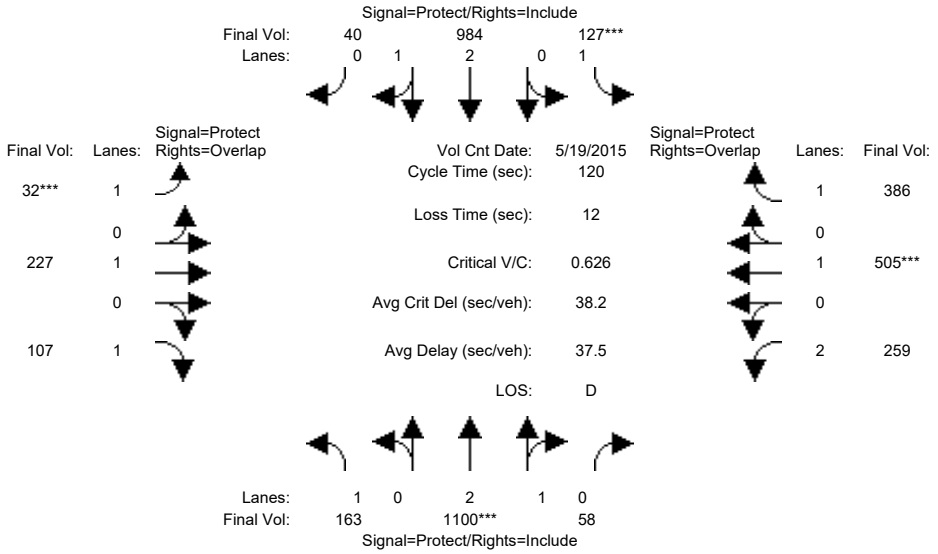
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	262	1587	193	152	1203	41	32	356	112	518	505	507
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	1587	193	152	1203	41	32	356	112	518	505	507
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	1587	193	152	1203	41	32	356	112	518	505	507
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	1587	193	152	1203	41	32	356	112	518	505	507
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	1587	193	152	1203	41	32	356	112	518	505	507
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	262	1587	193	152	1203	41	32	356	112	518	505	507
Saturation Flow Module:												
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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.66	0.34	1.00	2.90	0.10	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4992	607	1750	5415	185	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.32	0.32	0.09	0.22	0.22	0.02	0.19	0.06	0.16	0.27	0.29
Crit Moves:		****		****				****		****		
Green Time:	23.3	45.4	45.4	12.4	34.5	34.5	9.0	26.7	50.0	23.5	41.2	53.6
Volume/Cap:	0.77	0.84	0.84	0.84	0.77	0.77	0.24	0.84	0.15	0.84	0.77	0.65
Delay/Veh:	61.5	38.2	38.2	88.0	42.8	42.8	56.6	62.5	22.3	59.5	44.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.5	38.2	38.2	88.0	42.8	42.8	56.6	62.5	22.3	59.5	44.0	30.0
LOS by Move:	E	D	D	F	D	D	E	E	C	E	D	C
HCM2kAvgQ:	12	22	22	8	16	16	1	15	3	14	18	16

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #3421: COMMERCIAL/OAKLAND



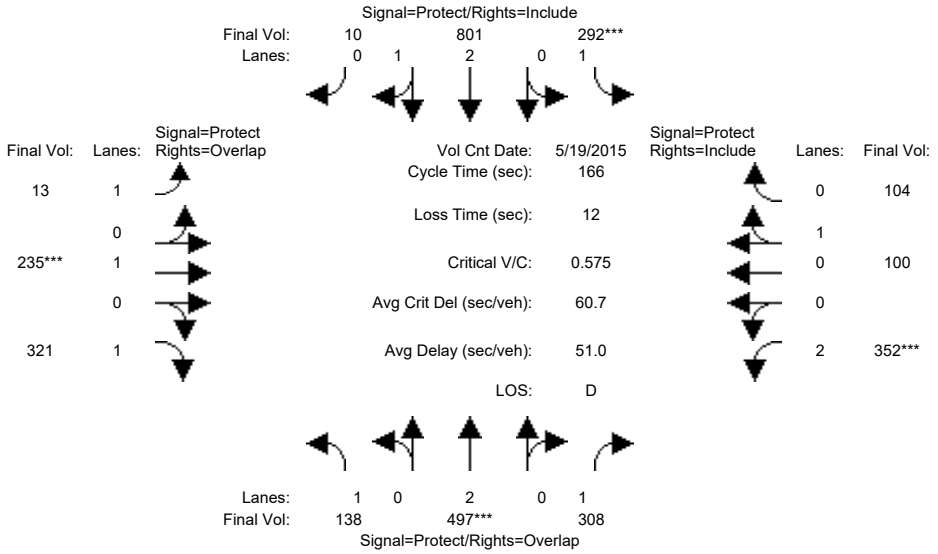
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30												
Base Vol:	163	1100	58	127	984	40	32	227	107	259	505	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	1100	58	127	984	40	32	227	107	259	505	386
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	1100	58	127	984	40	32	227	107	259	505	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	1100	58	127	984	40	32	227	107	259	505	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1100	58	127	984	40	32	227	107	259	505	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	1100	58	127	984	40	32	227	107	259	505	386
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	0.83	1.00	0.92
Lanes:	1.00	2.84	0.16	1.00	2.88	0.12	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5319	280	1750	5381	219	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.21	0.07	0.18	0.18	0.02	0.12	0.06	0.08	0.27	0.22
Crit Moves:		****			****			****			****	
Green Time:	17.5	38.3	38.3	13.4	34.3	34.3	7.0	33.3	50.8	22.9	49.2	62.7
Volume/Cap:	0.64	0.65	0.65	0.65	0.64	0.64	0.31	0.43	0.14	0.43	0.65	0.42
Delay/Veh:	60.0	36.9	36.9	66.4	39.4	39.4	62.0	38.1	21.7	45.0	32.6	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:	60.0	36.9	36.9	66.4	39.4	39.4	62.0	38.1	21.7	45.0	32.6	19.0
LOS by Move:	E	D	D	E	D	D	E	D	C	D	C	B
HCM2kAvgQ:	7	13	13	6	12	12	2	7	3	5	15	9

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

Market Park South Village Development

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

Intersection #3421: COMMERCIAL/OAKLAND



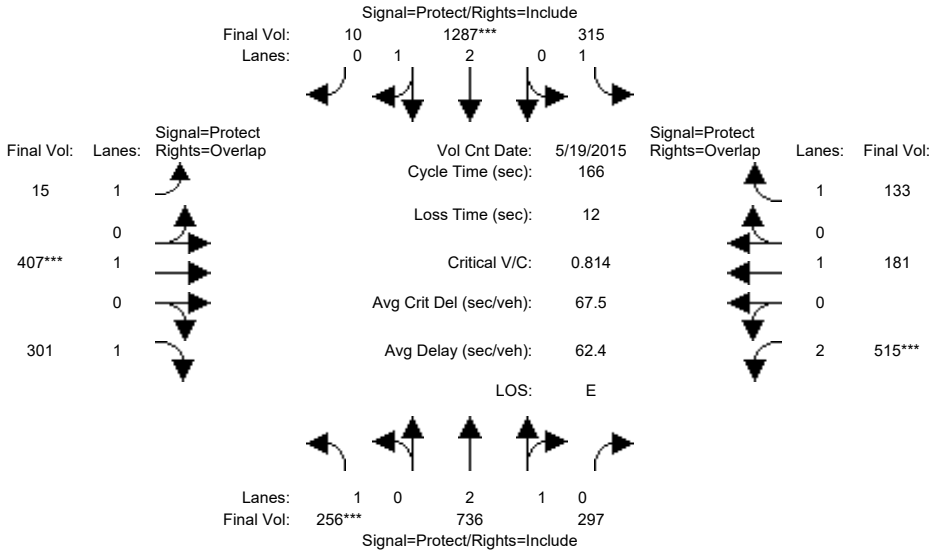
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	138	497	308	292	801	10	13	235	321	352	100	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	497	308	292	801	10	13	235	321	352	100	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	497	308	292	801	10	13	235	321	352	100	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	497	308	292	801	10	13	235	321	352	100	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	497	308	292	801	10	13	235	321	352	100	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	497	308	292	801	10	13	235	321	352	100	104
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	0.98	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.96	0.04	1.00	1.00	1.00	2.00	0.49	0.51
Final Sat.:	1750	3800	1750	1750	5531	69	1750	1900	1750	3150	882	918
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.18	0.17	0.14	0.14	0.01	0.12	0.18	0.11	0.11	0.11
Crit Moves:		****		****				****		****		
Green Time:	30.3	37.8	70.1	48.2	55.7	55.7	18.4	35.7	66.0	32.3	49.6	49.6
Volume/Cap:	0.43	0.57	0.42	0.57	0.43	0.43	0.07	0.57	0.46	0.57	0.38	0.38
Delay/Veh:	64.4	59.7	35.4	54.8	43.6	43.6	66.7	64.1	39.0	64.5	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	59.7	35.4	54.8	43.6	43.6	66.7	64.1	39.0	64.5	48.1	48.1
LOS by Move:	E	E	D	D	D	D	E	E	D	E	D	D
HCM2kAvgQ:	7	11	12	14	11	11	1	11	13	10	8	8

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3421: COMMERCIAL/OAKLAND



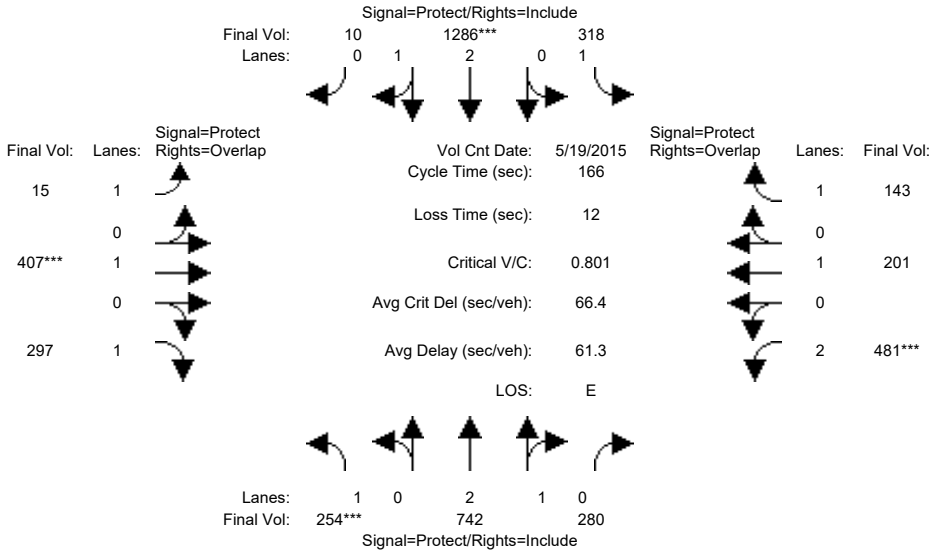
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	256	736	297	315	1287	10	15	407	301	515	181	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	736	297	315	1287	10	15	407	301	515	181	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	736	297	315	1287	10	15	407	301	515	181	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	736	297	315	1287	10	15	407	301	515	181	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	736	297	315	1287	10	15	407	301	515	181	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	256	736	297	315	1287	10	15	407	301	515	181	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.11	0.89	1.00	2.98	0.02	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3988	1609	1750	5557	43	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.18	0.18	0.23	0.23	0.01	0.21	0.17	0.16	0.10	0.08
Crit Moves:	****				****			****			****	
Green Time:	29.8	39.0	39.0	38.0	47.2	47.2	23.6	43.7	73.5	33.3	53.4	91.4
Volume/Cap:	0.81	0.79	0.79	0.79	0.81	0.81	0.06	0.81	0.39	0.81	0.30	0.14
Delay/Veh:	85.7	64.4	64.4	74.5	60.0	60.0	62.1	71.0	32.6	74.4	43.5	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.7	64.4	64.4	74.5	60.0	60.0	62.1	71.0	32.6	74.4	43.5	18.4
LOS by Move:	F	E	E	E	E	E	E	E	C	E	D	B
HCM2kAvgQ:	15	18	18	18	22	22	1	21	11	17	7	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3421: COMMERCIAL/OAKLAND



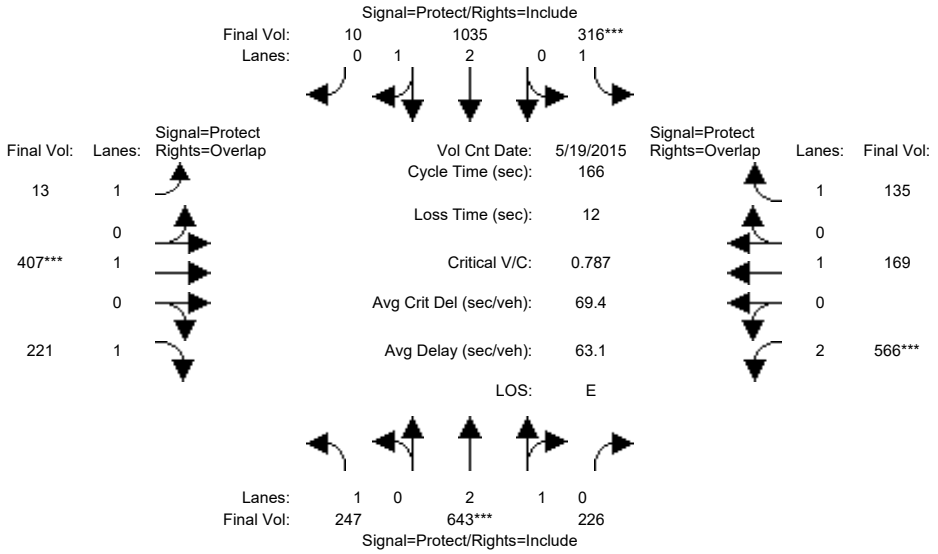
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	254	742	280	318	1286	10	15	407	297	481	201	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	742	280	318	1286	10	15	407	297	481	201	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	742	280	318	1286	10	15	407	297	481	201	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	742	280	318	1286	10	15	407	297	481	201	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	742	280	318	1286	10	15	407	297	481	201	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	742	280	318	1286	10	15	407	297	481	201	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.15	0.85	1.00	2.98	0.02	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4064	1533	1750	5557	43	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.18	0.18	0.23	0.23	0.01	0.21	0.17	0.15	0.11	0.08
Crit Moves:	****				****			****		****		
Green Time:	30.1	39.1	39.1	38.9	47.9	47.9	21.7	44.4	74.4	31.6	54.3	93.2
Volume/Cap:	0.80	0.78	0.78	0.78	0.80	0.80	0.07	0.80	0.38	0.80	0.32	0.15
Delay/Veh:	84.0	63.9	63.9	72.8	58.9	58.9	63.8	69.3	31.8	75.0	43.4	17.7
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:	84.0	63.9	63.9	72.8	58.9	58.9	63.8	69.3	31.8	75.0	43.4	17.7
LOS by Move:	F	E	E	E	E	E	E	E	C	E	D	B
HCM2kAvgQ:	15	18	18	18	22	22	1	21	10	16	7	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #3421: COMMERCIAL/OAKLAND



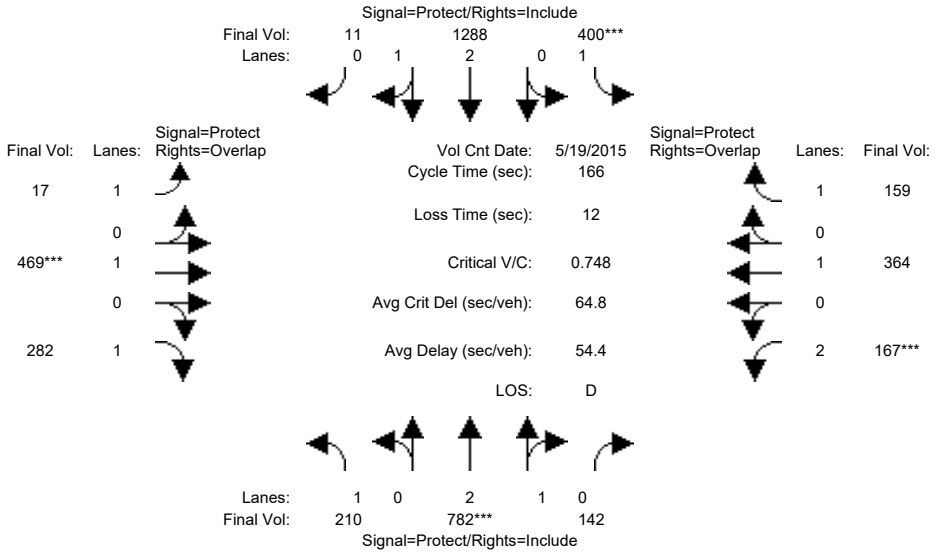
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	247	643	226	316	1035	10	13	407	221	566	169	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	643	226	316	1035	10	13	407	221	566	169	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	643	226	316	1035	10	13	407	221	566	169	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	643	226	316	1035	10	13	407	221	566	169	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	643	226	316	1035	10	13	407	221	566	169	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	643	226	316	1035	10	13	407	221	566	169	135
Saturation Flow Module:												
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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.19	0.81	1.00	2.97	0.03	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4142	1456	1750	5546	54	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.16	0.18	0.19	0.19	0.01	0.21	0.13	0.18	0.09	0.08
Crit Moves:		****		****				****		****		
Green Time:	30.5	32.8	32.8	38.1	40.4	40.4	26.7	45.2	75.7	37.9	56.4	94.5
Volume/Cap:	0.77	0.79	0.79	0.79	0.77	0.77	0.05	0.79	0.28	0.79	0.26	0.14
Delay/Veh:	80.4	69.0	69.0	74.5	62.7	62.7	59.2	67.4	29.0	68.7	40.7	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.4	69.0	69.0	74.5	62.7	62.7	59.2	67.4	29.0	68.7	40.7	17.0
LOS by Move:	F	E	E	E	E	E	E	E	C	E	D	B
HCM2kAvgQ:	14	16	16	18	18	18	1	20	7	18	6	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3421: COMMERCIAL/OAKLAND



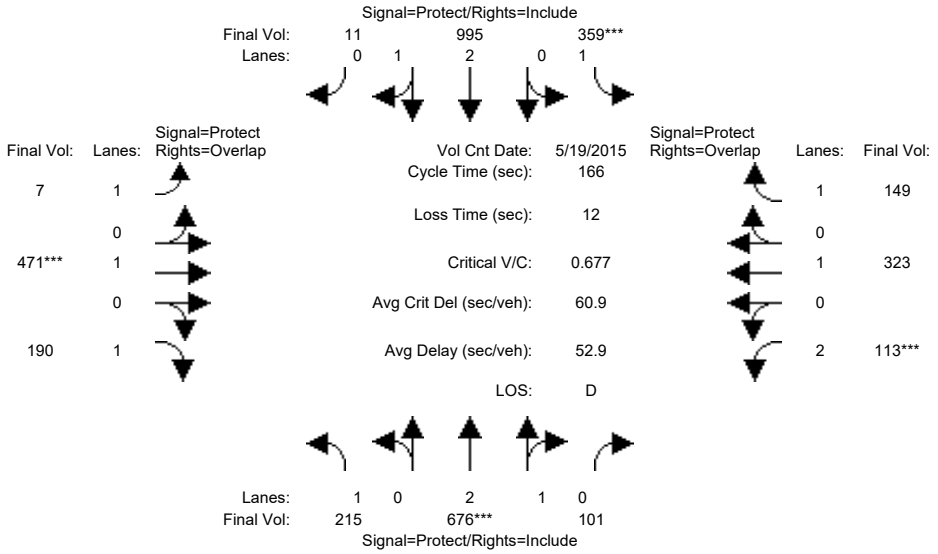
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	210	782	142	400	1288	11	17	469	282	167	364	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	782	142	400	1288	11	17	469	282	167	364	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	782	142	400	1288	11	17	469	282	167	364	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	782	142	400	1288	11	17	469	282	167	364	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	782	142	400	1288	11	17	469	282	167	364	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	782	142	400	1288	11	17	469	282	167	364	159
Saturation Flow Module:												
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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.52	0.48	1.00	2.97	0.03	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4738	860	1750	5553	47	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.17	0.23	0.23	0.23	0.01	0.25	0.16	0.05	0.19	0.09
Crit Moves:		****		****				****		****		
Green Time:	29.8	36.7	36.7	50.8	57.6	57.6	12.0	54.8	84.6	11.8	54.6	105.3
Volume/Cap:	0.67	0.75	0.75	0.75	0.67	0.67	0.13	0.75	0.32	0.75	0.58	0.14
Delay/Veh:	74.3	64.5	64.5	61.1	47.9	47.9	74.3	57.4	24.7	95.9	50.2	12.5
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:	74.3	64.5	64.5	61.1	47.9	47.9	74.3	57.4	24.7	95.9	50.2	12.5
LOS by Move:	E	E	E	E	D	D	E	E	C	F	D	B
HCM2kAvgQ:	12	16	16	21	19	19	1	22	9	7	15	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #3421: COMMERCIAL/OAKLAND



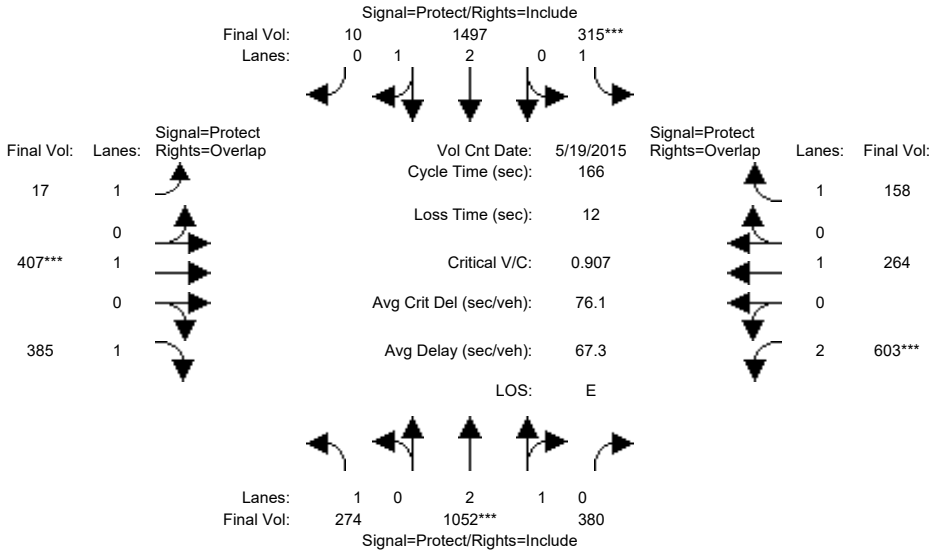
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	215	676	101	359	995	11	7	471	190	113	323	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	676	101	359	995	11	7	471	190	113	323	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	676	101	359	995	11	7	471	190	113	323	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	676	101	359	995	11	7	471	190	113	323	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	676	101	359	995	11	7	471	190	113	323	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	676	101	359	995	11	7	471	190	113	323	149
Saturation Flow Module:												
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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.60	0.40	1.00	2.97	0.03	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4871	728	1750	5539	61	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.14	0.21	0.18	0.18	0.00	0.25	0.11	0.04	0.17	0.09
Crit Moves:		****		****				****		****		
Green Time:	34.3	34.0	34.0	50.3	50.1	50.1	13.8	60.8	95.1	8.8	55.8	106.1
Volume/Cap:	0.60	0.68	0.68	0.68	0.60	0.60	0.05	0.68	0.19	0.68	0.51	0.13
Delay/Veh:	66.6	64.1	64.1	57.5	50.9	50.9	70.6	49.5	17.4	97.0	46.9	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:	66.6	64.1	64.1	57.5	50.9	50.9	70.6	49.5	17.4	97.0	46.9	12.1
LOS by Move:	E	E	E	E	D	D	E	D	B	F	D	B
HCM2kAvgQ:	11	13	13	18	15	15	0	20	5	5	13	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3421: COMMERCIAL/OAKLAND



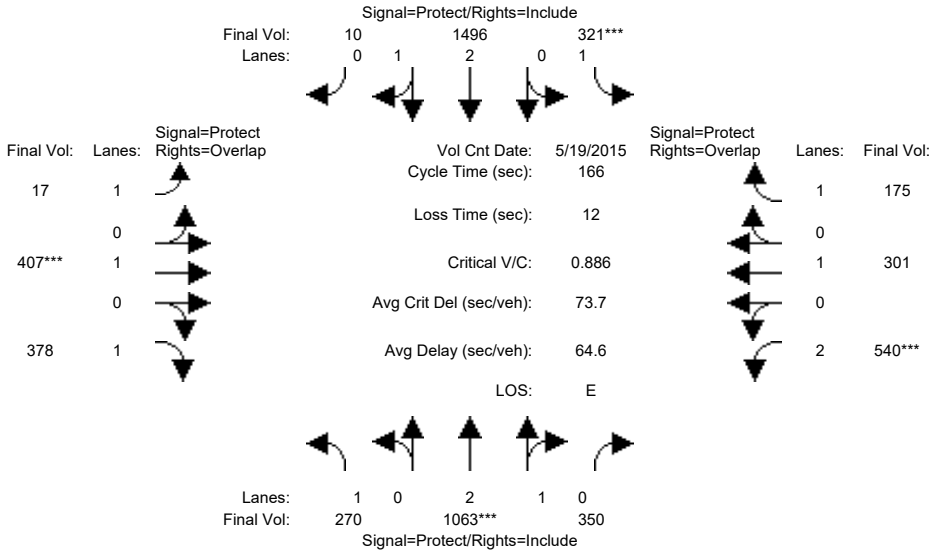
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	274	1052	380	315	1497	10	17	407	385	603	264	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	1052	380	315	1497	10	17	407	385	603	264	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	1052	380	315	1497	10	17	407	385	603	264	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	1052	380	315	1497	10	17	407	385	603	264	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	1052	380	315	1497	10	17	407	385	603	264	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	274	1052	380	315	1497	10	17	407	385	603	264	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.17	0.83	1.00	2.98	0.02	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4112	1485	1750	5563	37	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.26	0.26	0.18	0.27	0.27	0.01	0.21	0.22	0.19	0.14	0.09
Crit Moves:		****		****				****		****		
Green Time:	29.3	46.8	46.8	32.9	50.4	50.4	17.3	39.2	68.5	35.0	57.0	89.9
Volume/Cap:	0.89	0.91	0.91	0.91	0.89	0.89	0.09	0.91	0.53	0.91	0.40	0.17
Delay/Veh:	95.6	66.6	66.6	94.6	62.3	62.3	68.3	86.3	39.5	82.3	43.5	19.6
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:	95.6	66.6	66.6	94.6	62.3	62.3	68.3	86.3	39.5	82.3	43.5	19.6
LOS by Move:	F	E	E	F	E	E	E	F	D	F	D	B
HCM2kAvgQ:	18	27	27	20	27	27	1	23	16	21	10	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3421: COMMERCIAL/OAKLAND



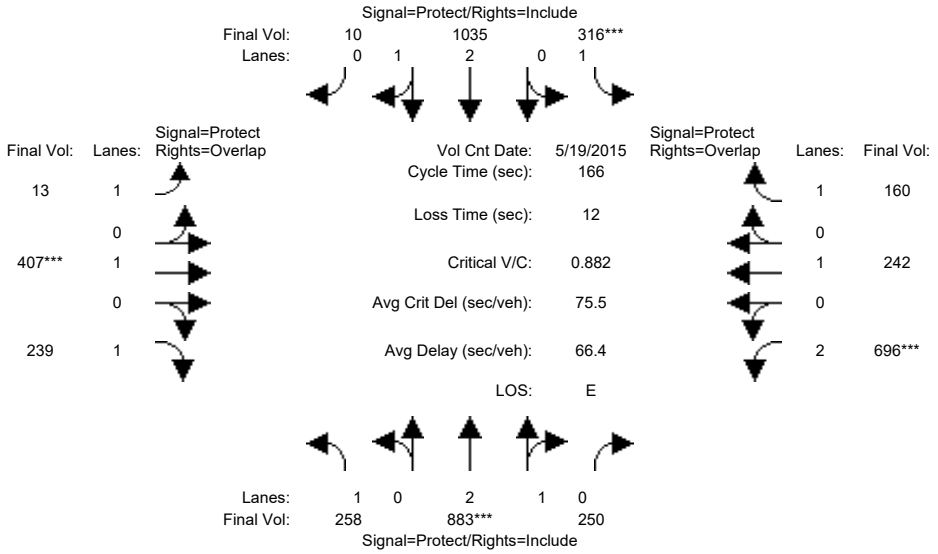
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	270	1063	350	321	1496	10	17	407	378	540	301	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	1063	350	321	1496	10	17	407	378	540	301	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	1063	350	321	1496	10	17	407	378	540	301	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	1063	350	321	1496	10	17	407	378	540	301	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	1063	350	321	1496	10	17	407	378	540	301	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	1063	350	321	1496	10	17	407	378	540	301	175
Saturation Flow Module:												
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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.23	0.77	1.00	2.98	0.02	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4211	1387	1750	5563	37	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.25	0.18	0.27	0.27	0.01	0.21	0.22	0.17	0.16	0.10
Crit Moves:		****		****				****		****		
Green Time:	29.8	47.3	47.3	34.4	51.9	51.9	15.2	40.2	69.9	32.1	57.1	91.5
Volume/Cap:	0.86	0.89	0.89	0.89	0.86	0.86	0.11	0.89	0.51	0.89	0.46	0.18
Delay/Veh:	91.2	64.4	64.4	89.5	59.4	59.4	70.5	82.1	38.0	82.3	44.8	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:	91.2	64.4	64.4	89.5	59.4	59.4	70.5	82.1	38.0	82.3	44.8	19.0
LOS by Move:	F	E	E	F	E	E	E	F	D	F	D	B
HCM2kAvgQ:	17	26	26	20	26	26	1	23	15	19	12	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #3421: COMMERCIAL/OAKLAND



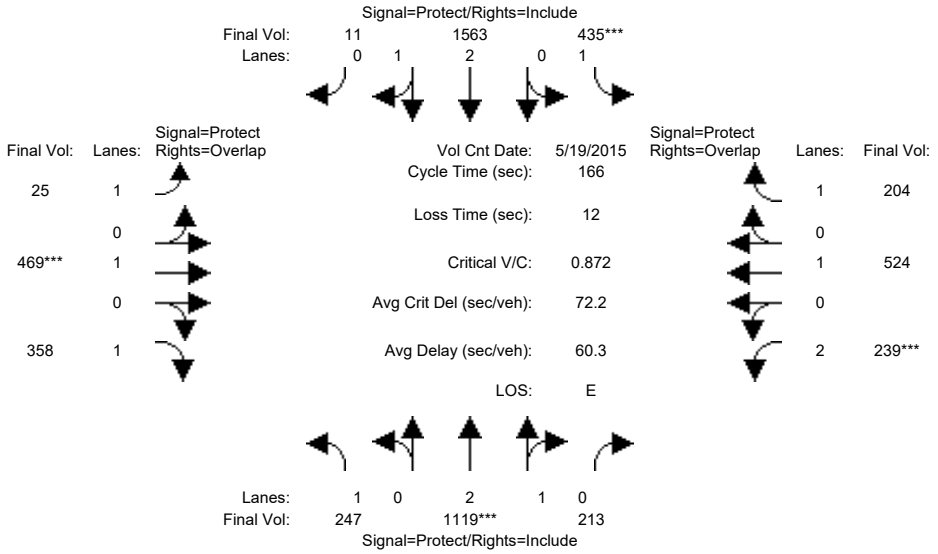
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	258	883	250	316	1035	10	13	407	239	696	242	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	883	250	316	1035	10	13	407	239	696	242	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	258	883	250	316	1035	10	13	407	239	696	242	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	883	250	316	1035	10	13	407	239	696	242	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	883	250	316	1035	10	13	407	239	696	242	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	883	250	316	1035	10	13	407	239	696	242	160
Saturation Flow Module:												
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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.31	0.69	1.00	2.97	0.03	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4363	1235	1750	5546	54	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.20	0.18	0.19	0.19	0.01	0.21	0.14	0.22	0.13	0.09
Crit Moves:		****		****				****		****		
Green Time:	31.8	38.1	38.1	34.0	40.3	40.3	20.4	40.3	72.1	41.6	61.5	95.5
Volume/Cap:	0.77	0.88	0.88	0.88	0.77	0.77	0.06	0.88	0.31	0.88	0.34	0.16
Delay/Veh:	79.2	70.7	70.7	89.4	62.8	62.8	64.9	81.4	31.8	73.4	39.0	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.2	70.7	70.7	89.4	62.8	62.8	64.9	81.4	31.8	73.4	39.0	16.8
LOS by Move:	E	E	E	F	E	E	E	F	C	E	D	B
HCM2kAvgQ:	15	22	22	20	18	18	1	23	8	23	9	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3421: COMMERCIAL/OAKLAND



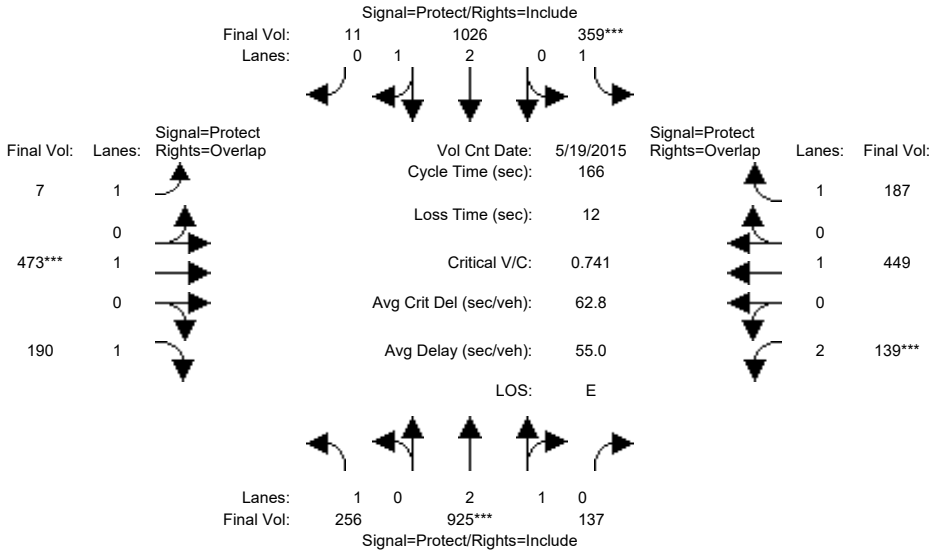
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	247	1119	213	435	1563	11	25	469	358	239	524	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	1119	213	435	1563	11	25	469	358	239	524	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	1119	213	435	1563	11	25	469	358	239	524	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1119	213	435	1563	11	25	469	358	239	524	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1119	213	435	1563	11	25	469	358	239	524	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1119	213	435	1563	11	25	469	358	239	524	204
Saturation Flow Module:												
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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.50	0.50	1.00	2.98	0.02	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4703	895	1750	5561	39	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.24	0.25	0.28	0.28	0.01	0.25	0.20	0.08	0.28	0.12
Crit Moves:		****		****				****		****		
Green Time:	30.9	45.3	45.3	47.3	61.6	61.6	8.1	47.0	77.9	14.4	53.3	100.6
Volume/Cap:	0.76	0.87	0.87	0.87	0.76	0.76	0.29	0.87	0.44	0.87	0.86	0.19
Delay/Veh:	79.1	64.8	64.8	75.1	48.3	48.3	84.5	74.2	31.1	104.5	67.5	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.1	64.8	64.8	75.1	48.3	48.3	84.5	74.2	31.1	104.5	67.5	15.0
LOS by Move:	E	E	E	E	D	D	F	E	C	F	E	B
HCM2kAvgQ:	14	24	24	25	24	24	2	25	13	10	27	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #3421: COMMERCIAL/OAKLAND



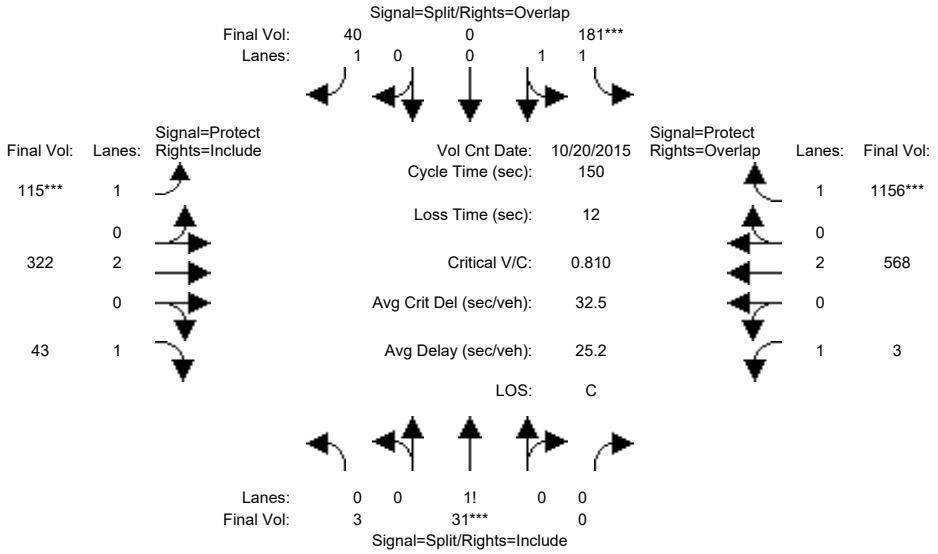
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	256	925	137	359	1026	11	7	473	190	139	449	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:	256	925	137	359	1026	11	7	473	190	139	449	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	925	137	359	1026	11	7	473	190	139	449	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	925	137	359	1026	11	7	473	190	139	449	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	925	137	359	1026	11	7	473	190	139	449	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	256	925	137	359	1026	11	7	473	190	139	449	187
Saturation Flow Module:												
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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.60	0.40	1.00	2.97	0.03	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4877	722	1750	5541	59	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.19	0.19	0.21	0.19	0.19	0.00	0.25	0.11	0.04	0.24	0.11
Crit Moves:		****		****				****		****		
Green Time:	39.0	42.5	42.5	45.9	49.4	49.4	9.9	55.7	94.7	9.9	55.7	101.6
Volume/Cap:	0.62	0.74	0.74	0.74	0.62	0.62	0.07	0.74	0.19	0.74	0.70	0.17
Delay/Veh:	63.8	60.2	60.2	64.5	52.0	52.0	74.9	56.4	17.6	99.8	54.4	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	60.2	60.2	64.5	52.0	52.0	74.9	56.4	17.6	99.8	54.4	14.3
LOS by Move:	E	E	E	E	D	D	E	E	B	F	D	B
HCM2kAvgQ:	13	18	18	19	16	16	0	22	5	6	20	4

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

Market Park South Village Development

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

Intersection #3294: BERRYESSA/COMMERCIAL



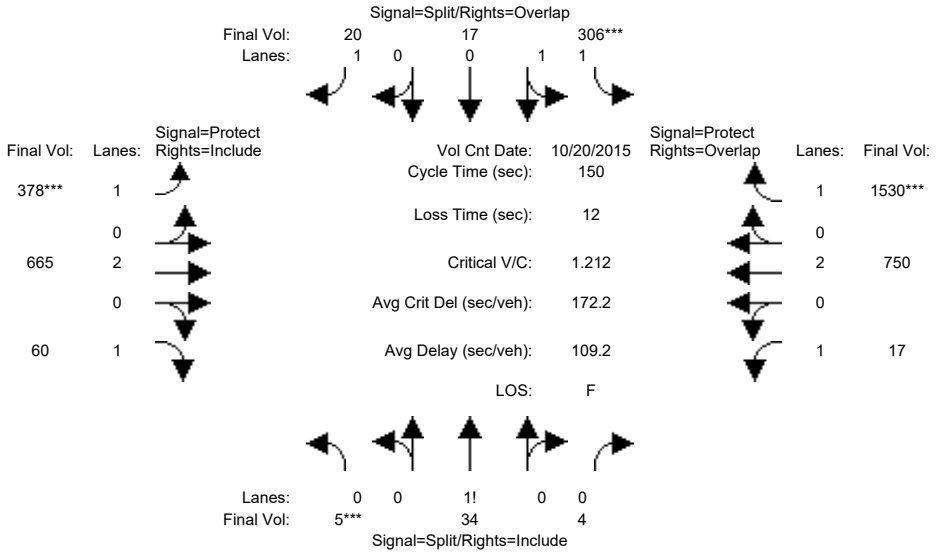
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40												
Base Vol:	3	31	0	181	0	40	115	322	43	3	568	1156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	31	0	181	0	40	115	322	43	3	568	1156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	31	0	181	0	40	115	322	43	3	568	1156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	31	0	181	0	40	115	322	43	3	568	1156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	31	0	181	0	40	115	322	43	3	568	1156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	31	0	181	0	40	115	322	43	3	568	1156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.09	0.91	0.00	2.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	159	1641	0	3550	0	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.05	0.00	0.02	0.07	0.08	0.02	0.00	0.15	0.66
Crit Moves:		****		****			****					****
Green Time:	10.0	10.0	0.0	10.0	0.0	21.8	11.8	76.1	76.1	41.9	106	116.2
Volume/Cap:	0.28	0.28	0.00	0.76	0.00	0.16	0.84	0.17	0.05	0.01	0.21	0.85
Delay/Veh:	67.9	67.9	0.0	82.6	0.0	56.4	102.5	19.9	18.7	39.0	7.5	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.9	67.9	0.0	82.6	0.0	56.4	102.5	19.9	18.7	39.0	7.5	16.6
LOS by Move:	E	E	A	F	A	E	F	B	B	D	A	B
HCM2kAvgQ:	2	2	0	6	0	2	6	4	1	0	4	40

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3294: BERRYESSA/COMMERCIAL



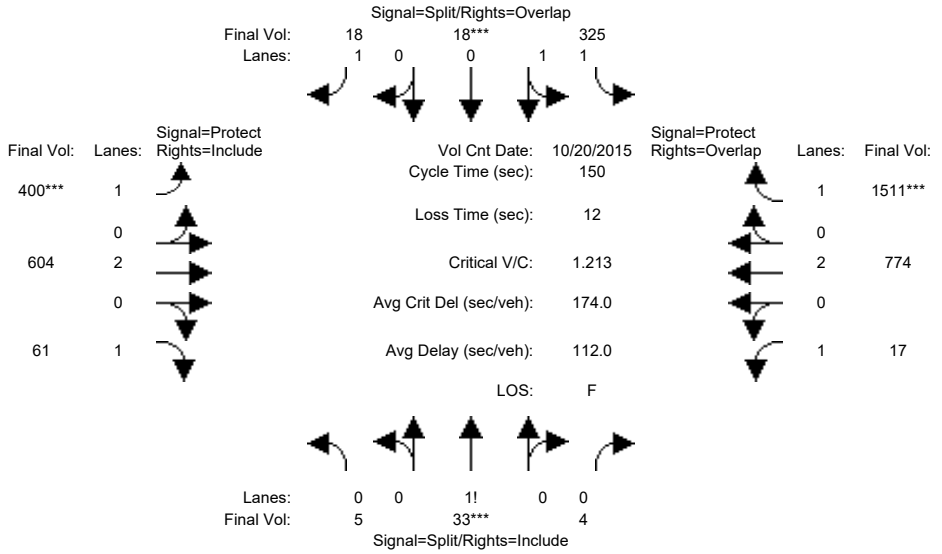
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40												
Base Vol:	5	34	4	306	17	20	378	665	60	17	750	1530
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	34	4	306	17	20	378	665	60	17	750	1530
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	34	4	306	17	20	378	665	60	17	750	1530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	34	4	306	17	20	378	665	60	17	750	1530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	34	4	306	17	20	378	665	60	17	750	1530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	34	4	306	17	20	378	665	60	17	750	1530
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.79	0.09	1.90	0.10	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	203	1384	163	3363	187	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.09	0.09	0.01	0.22	0.17	0.03	0.01	0.20	0.87
Crit Moves:	****			****			****					****
Green Time:	10.0	10.0	10.0	10.7	10.7	36.0	25.4	92.6	92.6	24.7	92.0	102.6
Volume/Cap:	0.37	0.37	0.37	1.28	1.28	0.05	1.28	0.28	0.06	0.06	0.32	1.28
Delay/Veh:	68.9	68.9	68.9	221.6	222	43.8	210.8	13.4	11.4	52.9	14.1	155.2
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:	68.9	68.9	68.9	221.6	222	43.8	210.8	13.4	11.4	52.9	14.1	155.2
LOS by Move:	E	E	E	F	F	D	F	B	B	D	B	F
HCM2kAvgQ:	2	2	2	15	15	1	30	7	1	1	8	119

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3294: BERRYESSA/COMMERCIAL



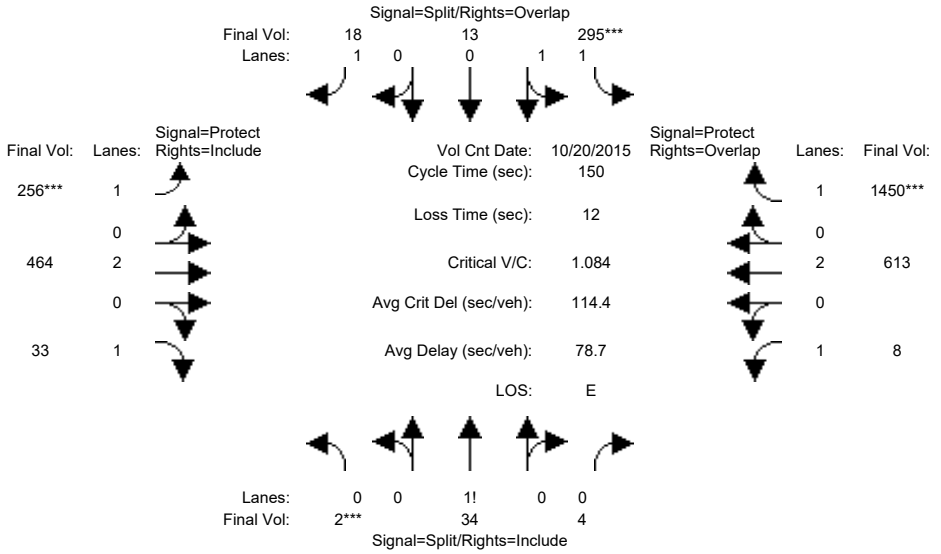
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40												
Base Vol:	5	33	4	325	18	18	400	604	61	17	774	1511
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	33	4	325	18	18	400	604	61	17	774	1511
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	33	4	325	18	18	400	604	61	17	774	1511
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	33	4	325	18	18	400	604	61	17	774	1511
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	33	4	325	18	18	400	604	61	17	774	1511
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	33	4	325	18	18	400	604	61	17	774	1511
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.79	0.09	1.90	0.10	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	208	1375	167	3364	186	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.10	0.10	0.01	0.23	0.16	0.03	0.01	0.20	0.86
Crit Moves:		****			****		****					****
Green Time:	10.0	10.0	10.0	11.3	11.3	38.1	26.8	90.2	90.2	26.5	89.9	101.2
Volume/Cap:	0.36	0.36	0.36	1.28	1.28	0.04	1.28	0.26	0.06	0.06	0.34	1.28
Delay/Veh:	68.8	68.8	68.8	220.7	221	42.2	209.8	14.2	12.4	51.4	15.2	156.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.8	68.8	68.8	220.7	221	42.2	209.8	14.2	12.4	51.4	15.2	156.9
LOS by Move:	E	E	E	F	F	D	F	B	B	D	B	F
HCM2kAvgQ:	2	2	2	16	16	1	32	6	1	1	9	117

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #3294: BERRYESSA/COMMERCIAL



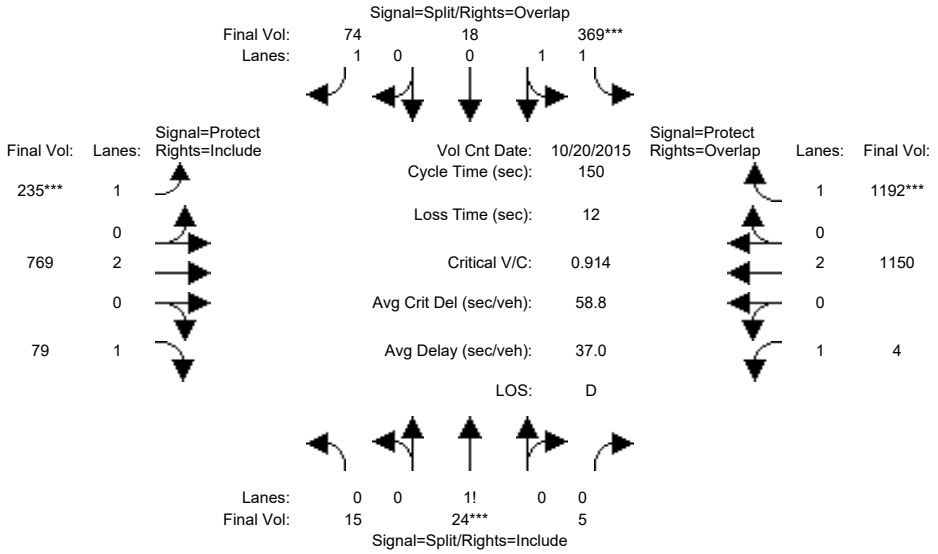
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40												
Base Vol:	2	34	4	295	13	18	256	464	33	8	613	1450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	34	4	295	13	18	256	464	33	8	613	1450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	34	4	295	13	18	256	464	33	8	613	1450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	34	4	295	13	18	256	464	33	8	613	1450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	34	4	295	13	18	256	464	33	8	613	1450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	34	4	295	13	18	256	464	33	8	613	1450
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.05	0.85	0.10	1.92	0.08	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	88	1488	175	3400	150	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.09	0.09	0.01	0.15	0.12	0.02	0.00	0.16	0.83
Crit Moves:	****			****			****					****
Green Time:	10.0	10.0	10.0	11.4	11.4	30.6	19.2	84.4	84.4	32.2	97.4	108.8
Volume/Cap:	0.34	0.34	0.34	1.14	1.14	0.05	1.14	0.22	0.03	0.02	0.25	1.14
Delay/Veh:	68.6	68.6	68.6	168.1	168	48.1	169.2	16.4	14.6	46.5	11.0	94.5
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:	68.6	68.6	68.6	168.1	168	48.1	169.2	16.4	14.6	46.5	11.0	94.5
LOS by Move:	E	E	E	F	F	D	F	B	B	D	B	F
HCM2kAvgQ:	2	2	2	13	13	1	18	5	1	0	6	96

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3294: BERRYESSA/COMMERCIAL



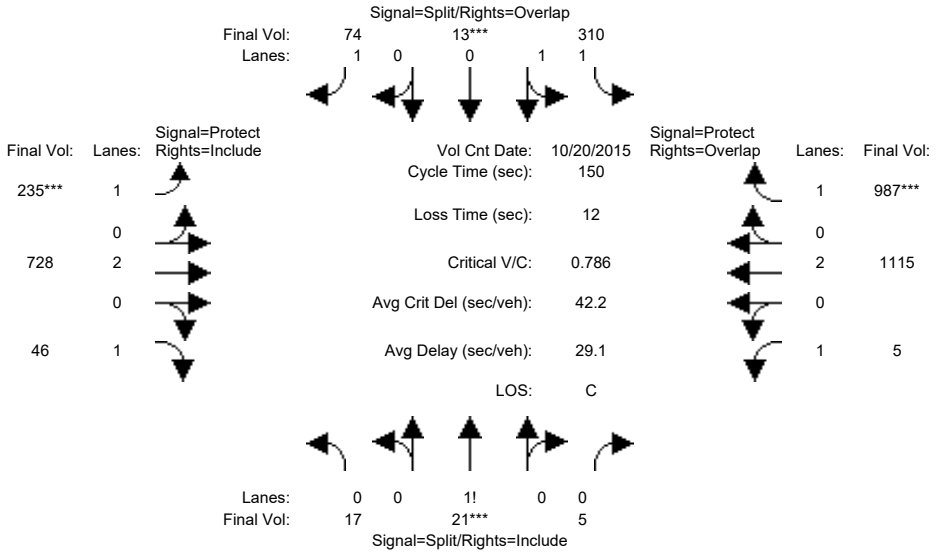
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40												
Base Vol:	15	24	5	369	18	74	235	769	79	4	1150	1192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	24	5	369	18	74	235	769	79	4	1150	1192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	24	5	369	18	74	235	769	79	4	1150	1192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	24	5	369	18	74	235	769	79	4	1150	1192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	24	5	369	18	74	235	769	79	4	1150	1192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	24	5	369	18	74	235	769	79	4	1150	1192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.34	0.55	0.11	1.91	0.09	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	597	955	199	3385	165	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.11	0.11	0.04	0.13	0.20	0.05	0.00	0.30	0.68
Crit Moves:		****		****			****					****
Green Time:	10.0	10.0	10.0	17.1	17.1	38.2	21.1	90.1	90.1	20.8	89.8	106.9
Volume/Cap:	0.38	0.38	0.38	0.96	0.96	0.17	0.96	0.34	0.08	0.02	0.51	0.96
Delay/Veh:	69.1	69.1	69.1	99.4	99.4	43.7	109.0	15.1	12.6	55.8	17.5	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:	69.1	69.1	69.1	99.4	99.4	43.7	109.0	15.1	12.6	55.8	17.5	35.4
LOS by Move:	E	E	E	F	F	D	F	B	B	E	B	D
HCM2kAvgQ:	2	2	2	13	13	3	14	9	2	0	15	58

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #3294: BERRYESSA/COMMERCIAL



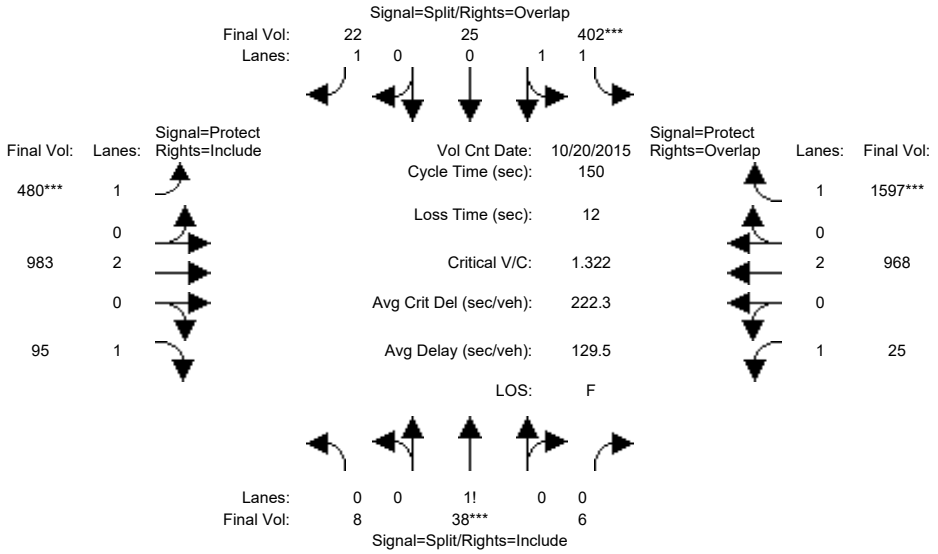
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40												
Base Vol:	17	21	5	310	13	74	235	728	46	5	1115	987
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	21	5	310	13	74	235	728	46	5	1115	987
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	21	5	310	13	74	235	728	46	5	1115	987
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	21	5	310	13	74	235	728	46	5	1115	987
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	21	5	310	13	74	235	728	46	5	1115	987
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	21	5	310	13	74	235	728	46	5	1115	987
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.39	0.49	0.12	1.92	0.08	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	692	855	203	3407	143	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.09	0.09	0.04	0.13	0.19	0.03	0.00	0.29	0.56
Crit Moves:		****			****		****					****
Green Time:	10.0	10.0	10.0	16.7	16.7	41.3	24.6	89.5	89.5	21.8	86.7	103.4
Volume/Cap:	0.37	0.37	0.37	0.82	0.82	0.15	0.82	0.32	0.04	0.02	0.51	0.82
Delay/Veh:	68.9	68.9	68.9	77.8	77.8	41.3	77.2	15.2	12.5	55.0	19.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.9	68.9	68.9	77.8	77.8	41.3	77.2	15.2	12.5	55.0	19.1	21.1
LOS by Move:	E	E	E	E	E	D	E	B	B	D	B	C
HCM2kAvgQ:	2	2	2	10	10	3	12	8	1	0	15	36

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3294: BERRYESSA/COMMERCIAL



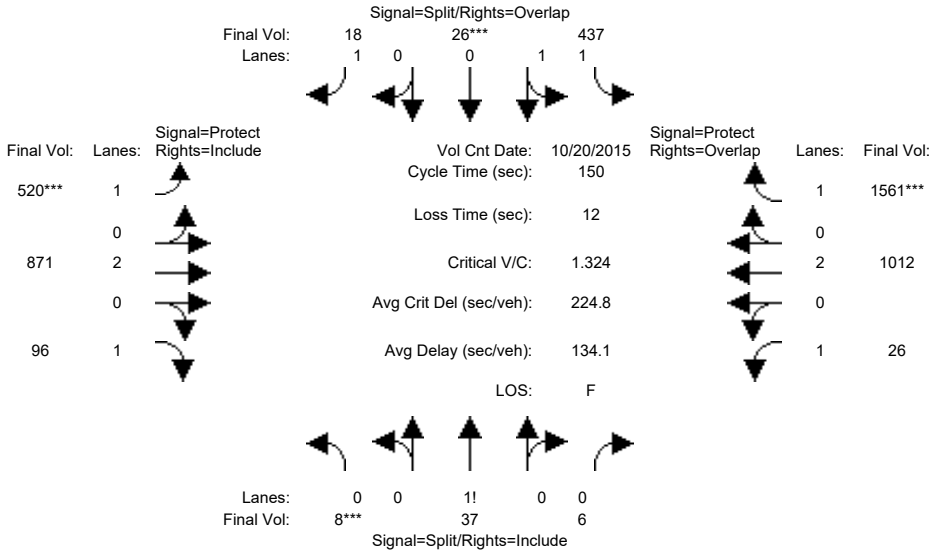
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40												
Base Vol:	8	38	6	402	25	22	480	983	95	25	968	1597
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	38	6	402	25	22	480	983	95	25	968	1597
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	38	6	402	25	22	480	983	95	25	968	1597
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	38	6	402	25	22	480	983	95	25	968	1597
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	38	6	402	25	22	480	983	95	25	968	1597
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	38	6	402	25	22	480	983	95	25	968	1597
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.15	0.73	0.12	1.88	0.12	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	269	1279	202	3342	208	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.12	0.12	0.01	0.27	0.26	0.05	0.01	0.25	0.91
Crit Moves:		****		****			****					****
Green Time:	10.0	10.0	10.0	13.0	13.0	42.6	29.6	97.4	97.4	17.6	85.4	98.4
Volume/Cap:	0.45	0.45	0.45	1.39	1.39	0.04	1.39	0.40	0.08	0.12	0.45	1.39
Delay/Veh:	70.0	70.0	70.0	263.2	263	39.0	253.0	12.5	9.8	59.6	18.8	207.1
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:	70.0	70.0	70.0	263.2	263	39.0	253.0	12.5	9.8	59.6	18.8	207.1
LOS by Move:	E	E	E	F	F	D	F	B	A	E	B	F
HCM2kAvgQ:	3	3	3	20	20	1	42	10	2	1	12	137

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3294: BERRYESSA/COMMERCIAL



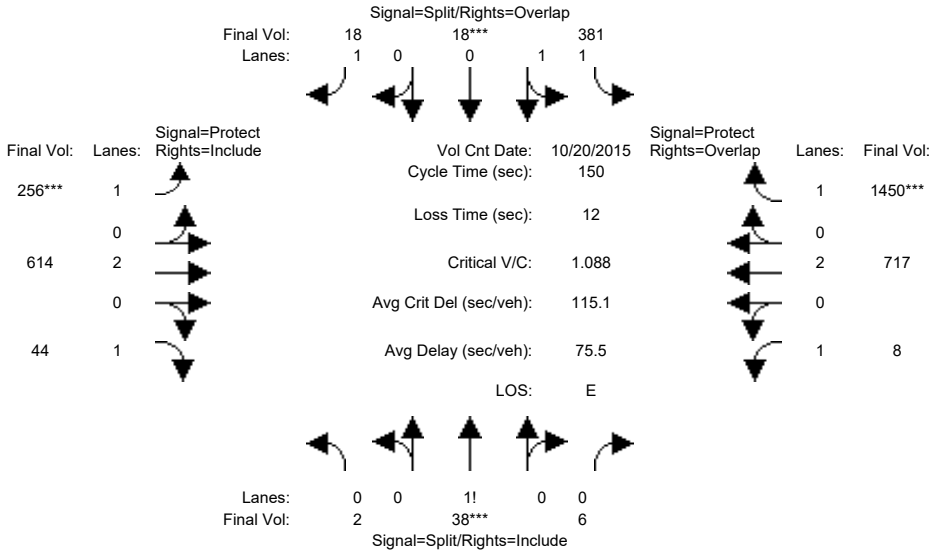
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40												
Base Vol:	8	37	6	437	26	18	520	871	96	26	1012	1561
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	37	6	437	26	18	520	871	96	26	1012	1561
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	37	6	437	26	18	520	871	96	26	1012	1561
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	37	6	437	26	18	520	871	96	26	1012	1561
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	37	6	437	26	18	520	871	96	26	1012	1561
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	37	6	437	26	18	520	871	96	26	1012	1561
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.16	0.72	0.12	1.89	0.11	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	275	1270	206	3351	199	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.13	0.13	0.01	0.30	0.23	0.05	0.01	0.27	0.89
Crit Moves:	****				****		****					****
Green Time:	10.0	10.0	10.0	14.0	14.0	46.0	32.0	94.7	94.7	19.3	82.0	96.0
Volume/Cap:	0.44	0.44	0.44	1.39	1.39	0.03	1.39	0.36	0.09	0.12	0.49	1.39
Delay/Veh:	69.9	69.9	69.9	262.5	263	36.4	251.8	13.3	10.8	58.1	21.2	209.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.9	69.9	69.9	262.5	263	36.4	251.8	13.3	10.8	58.1	21.2	209.6
LOS by Move:	E	E	E	F	F	D	F	B	B	E	C	F
HCM2kAvgQ:	3	3	3	22	22	1	45	9	2	1	14	134

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #3294: BERRYESSA/COMMERCIAL



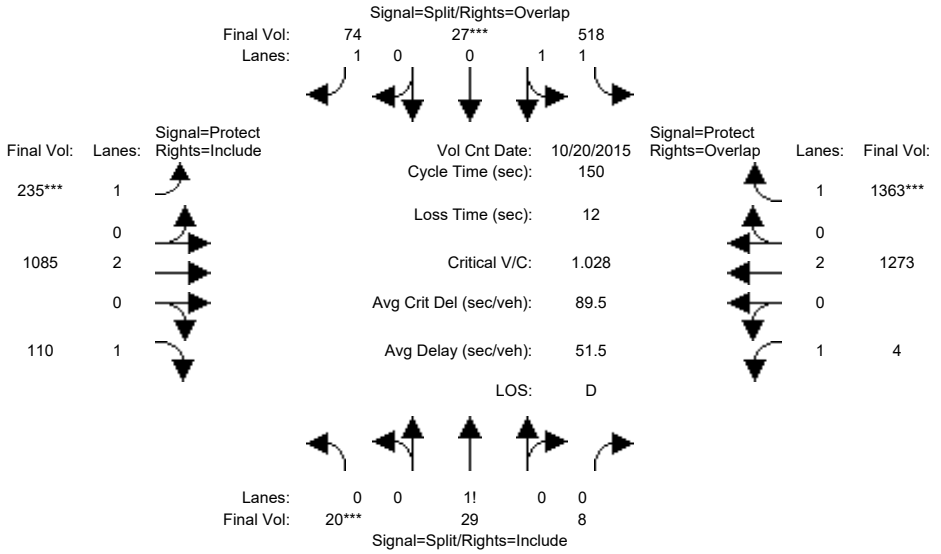
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40												
Base Vol:	2	38	6	381	18	18	256	614	44	8	717	1450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	38	6	381	18	18	256	614	44	8	717	1450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	38	6	381	18	18	256	614	44	8	717	1450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	38	6	381	18	18	256	614	44	8	717	1450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	38	6	381	18	18	256	614	44	8	717	1450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	38	6	381	18	18	256	614	44	8	717	1450
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.04	0.83	0.13	1.91	0.09	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	76	1446	228	3390	160	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.11	0.11	0.01	0.15	0.16	0.03	0.00	0.19	0.83
Crit Moves:		****			****		****					****
Green Time:	10.0	10.0	10.0	14.8	14.8	34.0	19.2	87.9	87.9	25.4	94.0	108.8
Volume/Cap:	0.39	0.39	0.39	1.14	1.14	0.05	1.14	0.28	0.04	0.03	0.30	1.14
Delay/Veh:	69.3	69.3	69.3	160.3	160	45.4	169.2	15.4	13.2	52.0	12.9	94.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.3	69.3	69.3	160.3	160	45.4	169.2	15.4	13.2	52.0	12.9	94.5
LOS by Move:	E	E	E	F	F	D	F	B	B	D	B	F
HCM2kAvgQ:	3	3	3	16	16	1	18	7	1	0	7	96

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3294: BERRYESSA/COMMERCIAL



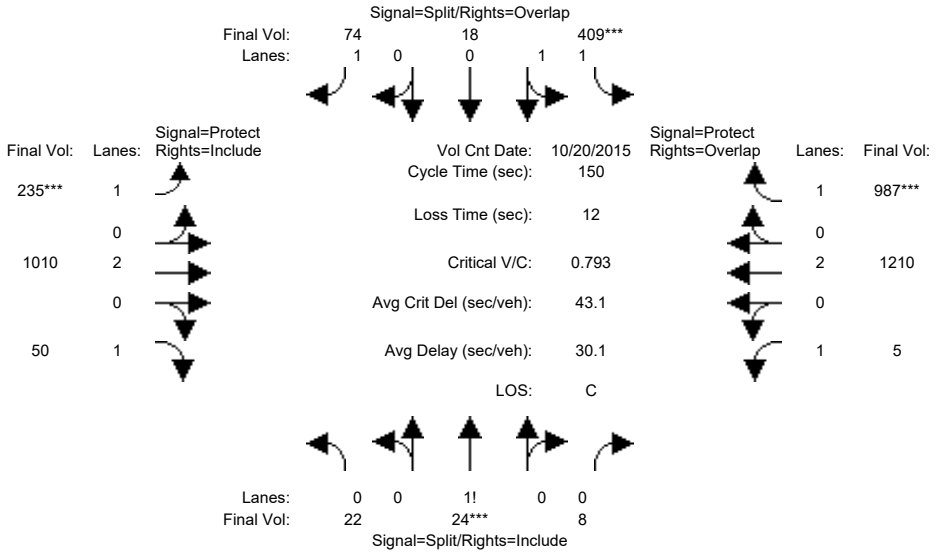
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40												
Base Vol:	20	29	8	518	27	74	235	1085	110	4	1273	1363
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	29	8	518	27	74	235	1085	110	4	1273	1363
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	29	8	518	27	74	235	1085	110	4	1273	1363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	29	8	518	27	74	235	1085	110	4	1273	1363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	29	8	518	27	74	235	1085	110	4	1273	1363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	29	8	518	27	74	235	1085	110	4	1273	1363
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.35	0.51	0.14	1.90	0.10	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	614	890	246	3374	176	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.15	0.15	0.04	0.13	0.29	0.06	0.00	0.34	0.78
Crit Moves:	****				****		****					****
Green Time:	10.0	10.0	10.0	21.5	21.5	40.3	18.8	91.5	91.5	15.0	87.7	109.2
Volume/Cap:	0.49	0.49	0.49	1.07	1.07	0.16	1.07	0.47	0.10	0.02	0.57	1.07
Delay/Veh:	70.7	70.7	70.7	124.2	124	42.0	146.1	16.1	12.2	61.0	19.8	66.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.7	70.7	70.7	124.2	124	42.0	146.1	16.1	12.2	61.0	19.8	66.7
LOS by Move:	E	E	E	F	F	D	F	B	B	E	B	E
HCM2kAvgQ:	3	3	3	20	20	3	15	13	2	0	18	83

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #3294: BERRYESSA/COMMERCIAL



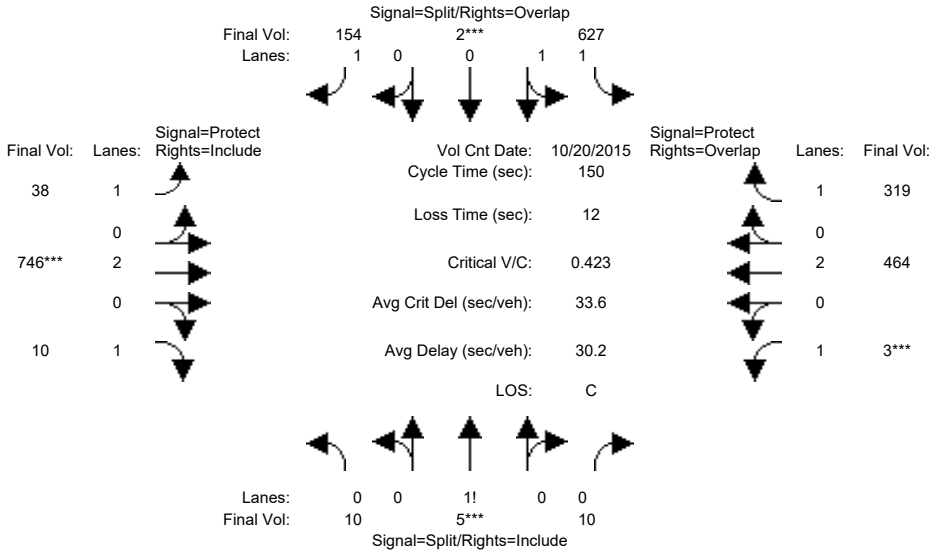
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40												
Base Vol:	22	24	8	409	18	74	235	1010	50	5	1210	987
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	24	8	409	18	74	235	1010	50	5	1210	987
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	24	8	409	18	74	235	1010	50	5	1210	987
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	24	8	409	18	74	235	1010	50	5	1210	987
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	24	8	409	18	74	235	1010	50	5	1210	987
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	24	8	409	18	74	235	1010	50	5	1210	987
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.41	0.44	0.15	1.92	0.08	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	713	778	259	3400	150	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.12	0.12	0.04	0.13	0.27	0.03	0.00	0.32	0.56
Crit Moves:		****		****			****					****
Green Time:	10.0	10.0	10.0	22.0	22.0	46.7	24.6	90.1	90.1	15.8	81.3	103.4
Volume/Cap:	0.46	0.46	0.46	0.82	0.82	0.14	0.82	0.44	0.05	0.03	0.59	0.82
Delay/Veh:	70.3	70.3	70.3	71.9	71.9	37.3	77.2	16.4	12.3	60.2	23.5	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.3	70.3	70.3	71.9	71.9	37.3	77.2	16.4	12.3	60.2	23.5	21.1
LOS by Move:	E	E	E	E	E	D	E	B	B	E	C	C
HCM2kAvgQ:	3	3	3	12	12	3	12	12	1	0	18	36

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

Market Park South Village Development

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

Intersection #3294: BERRYESSA/COMMERCIAL



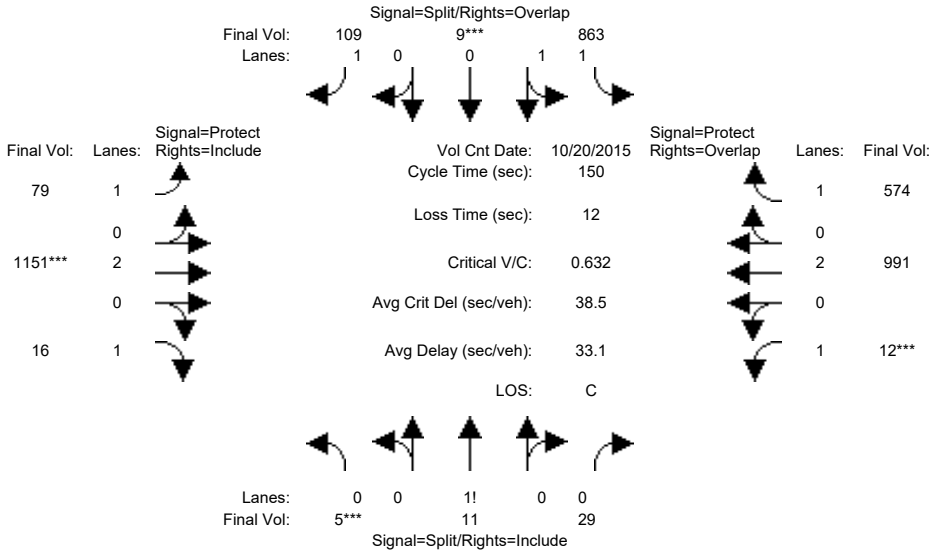
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	10	5	10	627	2	154	38	746	10	3	464	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	5	10	627	2	154	38	746	10	3	464	319
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	5	10	627	2	154	38	746	10	3	464	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	5	10	627	2	154	38	746	10	3	464	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	5	10	627	2	154	38	746	10	3	464	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	5	10	627	2	154	38	746	10	3	464	319
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.40	0.20	0.40	1.99	0.01	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	700	350	700	3539	11	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.18	0.18	0.09	0.02	0.20	0.01	0.00	0.12	0.18
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	10.0	57.4	57.4	76.9	19.5	63.6	63.6	7.0	51.1	108.5
Volume/Cap:	0.21	0.21	0.21	0.46	0.46	0.17	0.17	0.46	0.01	0.04	0.36	0.25
Delay/Veh:	67.2	67.2	67.2	35.0	35.0	19.6	58.4	31.2	25.0	68.5	37.3	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.2	67.2	67.2	35.0	35.0	19.6	58.4	31.2	25.0	68.5	37.3	7.1
LOS by Move:	E	E	E	C	C	B	E	C	C	E	D	A
HCM2kAvgQ:	1	1	1	11	11	4	2	12	0	0	8	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3294: BERRYESSA/COMMERCIAL



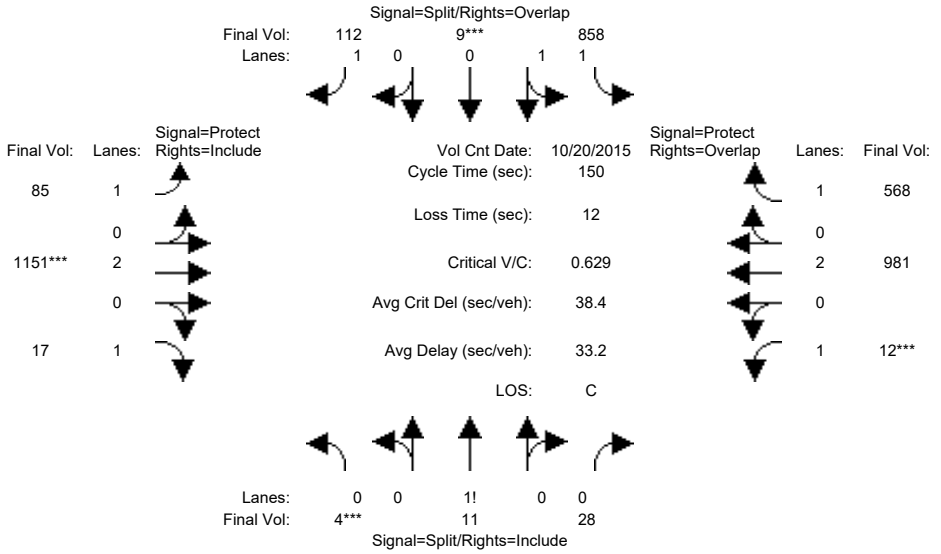
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	5	11	29	863	9	109	79	1151	16	12	991	574
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	11	29	863	9	109	79	1151	16	12	991	574
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	11	29	863	9	109	79	1151	16	12	991	574
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	11	29	863	9	109	79	1151	16	12	991	574
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	11	29	863	9	109	79	1151	16	12	991	574
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	11	29	863	9	109	79	1151	16	12	991	574
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.11	0.24	0.65	1.98	0.02	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	194	428	1128	3513	37	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.25	0.25	0.06	0.05	0.30	0.01	0.01	0.26	0.33
Crit Moves:	****				****			****			****	
Green Time:	10.0	10.0	10.0	54.2	54.2	65.4	11.2	66.8	66.8	7.0	62.6	116.8
Volume/Cap:	0.39	0.39	0.39	0.68	0.68	0.14	0.60	0.68	0.02	0.15	0.62	0.42
Delay/Veh:	69.2	69.2	69.2	42.1	42.1	25.5	75.1	34.2	23.3	69.5	35.2	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.2	69.2	69.2	42.1	42.1	25.5	75.1	34.2	23.3	69.5	35.2	5.7
LOS by Move:	E	E	E	D	D	C	E	C	C	E	D	A
HCM2kAvgQ:	3	3	3	18	18	3	4	20	0	1	18	9

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3294: BERRYESSA/COMMERCIAL



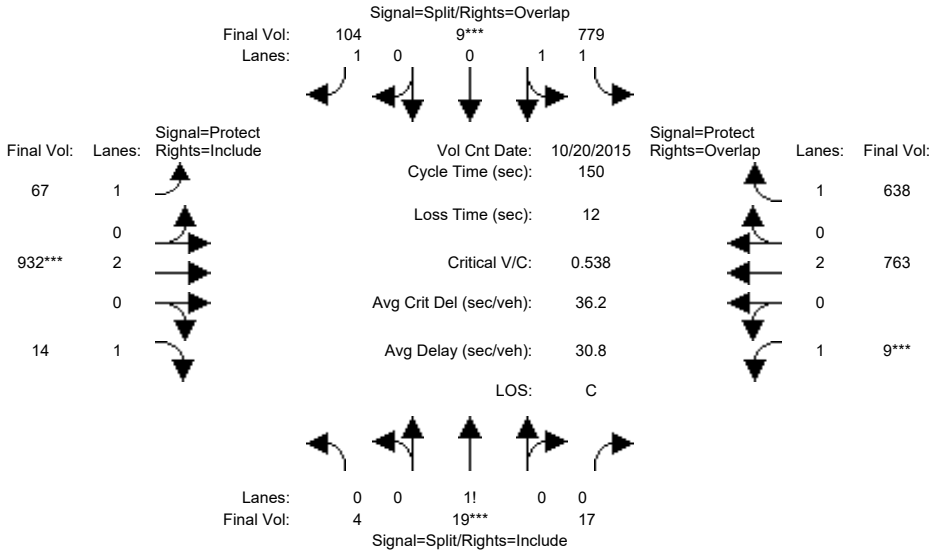
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	4	11	28	858	9	112	85	1151	17	12	981	568
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	11	28	858	9	112	85	1151	17	12	981	568
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	11	28	858	9	112	85	1151	17	12	981	568
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	11	28	858	9	112	85	1151	17	12	981	568
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	11	28	858	9	112	85	1151	17	12	981	568
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	11	28	858	9	112	85	1151	17	12	981	568
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.09	0.26	0.65	1.98	0.02	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	163	448	1140	3513	37	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.24	0.24	0.06	0.05	0.30	0.01	0.01	0.26	0.32
Crit Moves:	****				****			****			****	
Green Time:	10.0	10.0	10.0	54.0	54.0	65.7	11.7	67.0	67.0	7.0	62.3	116.3
Volume/Cap:	0.37	0.37	0.37	0.68	0.68	0.15	0.62	0.68	0.02	0.15	0.62	0.42
Delay/Veh:	68.9	68.9	68.9	42.1	42.1	25.4	75.6	34.1	23.2	69.5	35.4	5.8
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:	68.9	68.9	68.9	42.1	42.1	25.4	75.6	34.1	23.2	69.5	35.4	5.8
LOS by Move:	E	E	E	D	D	C	E	C	C	E	D	A
HCM2kAvgQ:	2	2	2	18	18	3	4	20	0	1	18	9

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #3294: BERRYESSA/COMMERCIAL



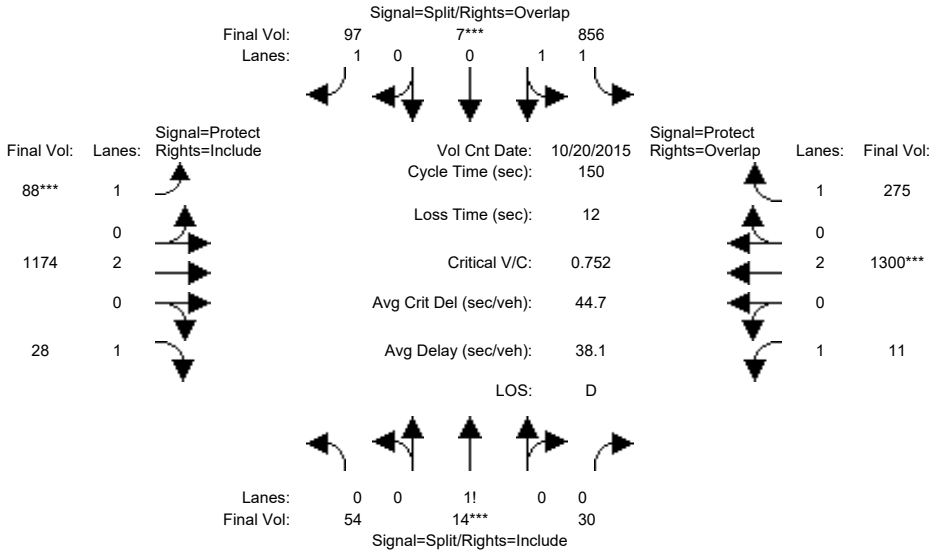
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	4	19	17	779	9	104	67	932	14	9	763	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:	4	19	17	779	9	104	67	932	14	9	763	638
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	19	17	779	9	104	67	932	14	9	763	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:	4	19	17	779	9	104	67	932	14	9	763	638
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	19	17	779	9	104	67	932	14	9	763	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:	4	19	17	779	9	104	67	932	14	9	763	638
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.47	0.43	1.98	0.02	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	175	831	744	3509	41	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.22	0.22	0.06	0.04	0.25	0.01	0.01	0.20	0.36
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	10.0	57.5	57.5	70.8	13.3	63.5	63.5	7.0	57.2	114.7
Volume/Cap:	0.34	0.34	0.34	0.58	0.58	0.13	0.43	0.58	0.02	0.11	0.53	0.48
Delay/Veh:	68.6	68.6	68.6	37.3	37.3	22.3	66.7	33.6	25.1	69.1	36.3	6.8
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:	68.6	68.6	68.6	37.3	37.3	22.3	66.7	33.6	25.1	69.1	36.3	6.8
LOS by Move:	E	E	E	D	D	C	E	C	C	E	D	A
HCM2kAvgQ:	2	2	2	15	15	3	3	16	0	1	13	12

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3294: BERRYESSA/COMMERCIAL



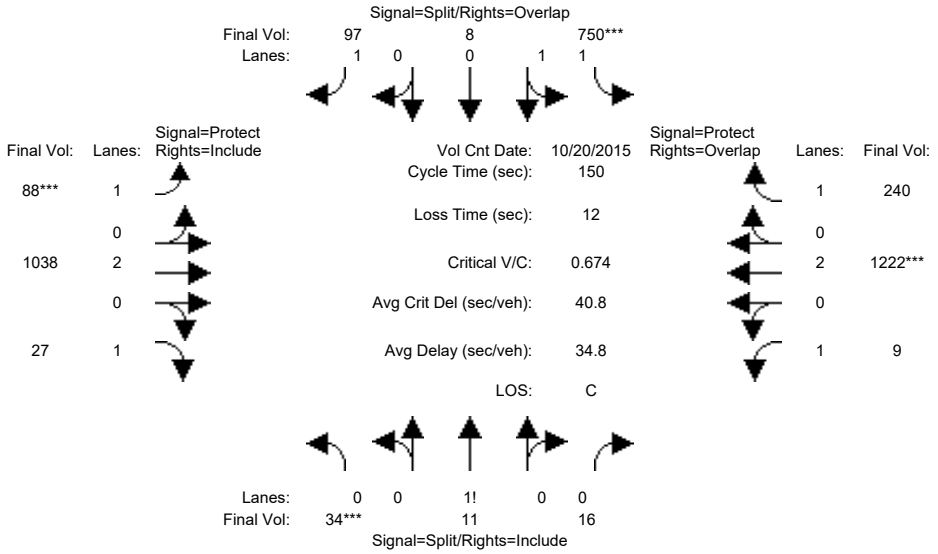
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	54	14	30	856	7	97	88	1174	28	11	1300	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	14	30	856	7	97	88	1174	28	11	1300	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	14	30	856	7	97	88	1174	28	11	1300	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	14	30	856	7	97	88	1174	28	11	1300	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	14	30	856	7	97	88	1174	28	11	1300	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	14	30	856	7	97	88	1174	28	11	1300	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.55	0.14	0.31	1.98	0.02	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	964	250	536	3521	29	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.24	0.24	0.06	0.05	0.31	0.02	0.01	0.34	0.16
Crit Moves:		****			****		****				****	
Green Time:	11.2	11.2	11.2	48.5	48.5	58.6	10.0	68.0	68.0	10.3	68.3	116.8
Volume/Cap:	0.75	0.75	0.75	0.75	0.75	0.14	0.75	0.68	0.04	0.09	0.75	0.20
Delay/Veh:	89.5	89.5	89.5	48.2	48.2	29.6	92.3	33.5	22.8	65.8	35.7	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.5	89.5	89.5	48.2	48.2	29.6	92.3	33.5	22.8	65.8	35.7	4.4
LOS by Move:	F	F	F	D	D	C	F	C	C	E	D	A
HCM2kAvgQ:	6	6	6	20	20	3	4	20	1	1	25	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #3294: BERRYESSA/COMMERCIAL



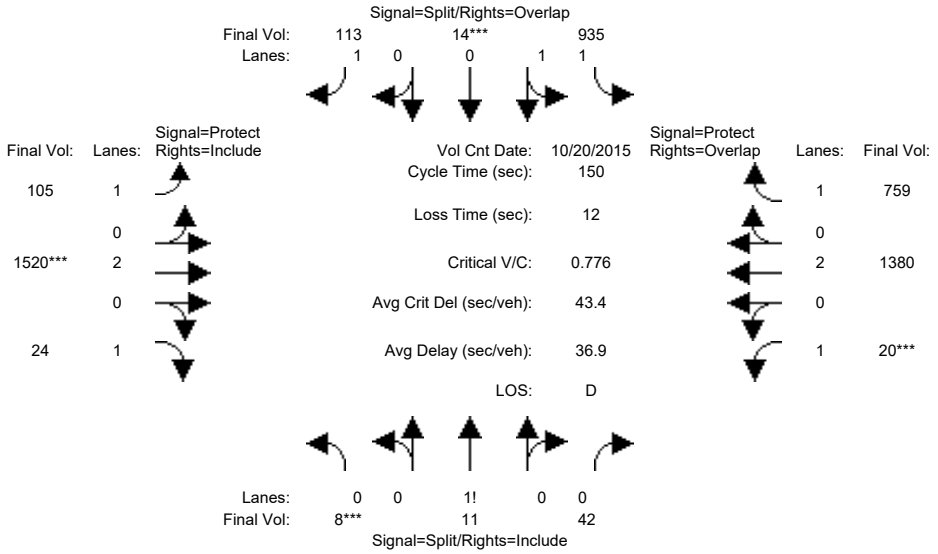
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	34	11	16	750	8	97	88	1038	27	9	1222	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	11	16	750	8	97	88	1038	27	9	1222	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	11	16	750	8	97	88	1038	27	9	1222	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	11	16	750	8	97	88	1038	27	9	1222	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	11	16	750	8	97	88	1038	27	9	1222	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	11	16	750	8	97	88	1038	27	9	1222	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.56	0.18	0.26	1.98	0.02	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	975	316	459	3513	37	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.21	0.21	0.06	0.05	0.27	0.02	0.01	0.32	0.14
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	46.7	46.7	57.7	11.0	69.4	69.4	11.9	70.3	117.0
Volume/Cap:	0.52	0.52	0.52	0.69	0.69	0.14	0.69	0.59	0.03	0.07	0.69	0.18
Delay/Veh:	71.9	71.9	71.9	47.1	47.1	30.2	82.2	30.3	22.0	64.1	32.3	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	71.9	71.9	47.1	47.1	30.2	82.2	30.3	22.0	64.1	32.3	4.3
LOS by Move:	E	E	E	D	D	C	F	C	C	E	C	A
HCM2kAvgQ:	4	4	4	17	17	3	4	17	1	0	22	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3294: BERRYESSA/COMMERCIAL



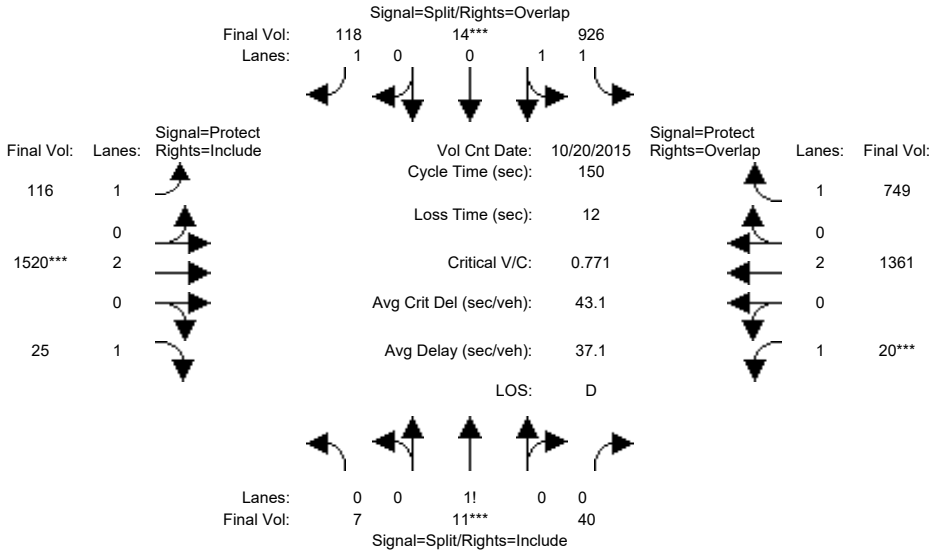
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	8	11	42	935	14	113	105	1520	24	20	1380	759
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	11	42	935	14	113	105	1520	24	20	1380	759
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	11	42	935	14	113	105	1520	24	20	1380	759
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	11	42	935	14	113	105	1520	24	20	1380	759
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	11	42	935	14	113	105	1520	24	20	1380	759
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	11	42	935	14	113	105	1520	24	20	1380	759
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.13	0.18	0.69	1.97	0.03	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	230	316	1205	3498	52	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.27	0.27	0.06	0.06	0.40	0.01	0.01	0.36	0.43
Crit Moves:	****				****			****			****	
Green Time:	10.0	10.0	10.0	48.5	48.5	59.7	11.3	72.5	72.5	7.0	68.3	116.7
Volume/Cap:	0.52	0.52	0.52	0.83	0.83	0.16	0.80	0.83	0.03	0.24	0.80	0.56
Delay/Veh:	71.9	71.9	71.9	52.0	52.0	29.1	96.2	36.6	20.3	70.5	37.7	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	71.9	71.9	52.0	52.0	29.1	96.2	36.6	20.3	70.5	37.7	7.0
LOS by Move:	E	E	E	D	D	C	F	D	C	E	D	A
HCM2kAvgQ:	4	4	4	23	23	3	5	29	1	1	28	15

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3294: BERRYESSA/COMMERCIAL



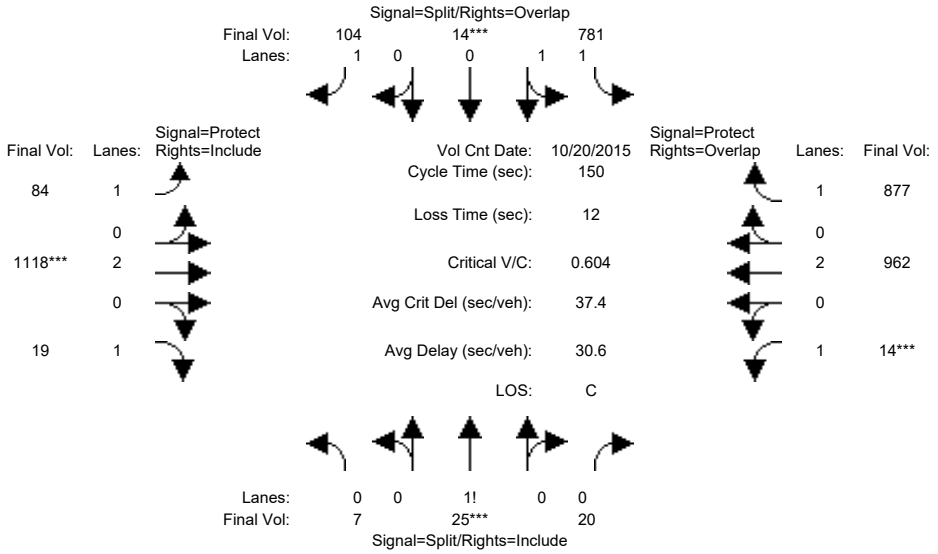
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	7	11	40	926	14	118	116	1520	25	20	1361	749
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	11	40	926	14	118	116	1520	25	20	1361	749
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	11	40	926	14	118	116	1520	25	20	1361	749
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	11	40	926	14	118	116	1520	25	20	1361	749
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	11	40	926	14	118	116	1520	25	20	1361	749
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	11	40	926	14	118	116	1520	25	20	1361	749
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.19	0.69	1.97	0.03	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	211	332	1207	3497	53	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.26	0.26	0.07	0.07	0.40	0.01	0.01	0.36	0.43
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	10.0	48.2	48.2	60.7	12.5	72.8	72.8	7.0	67.3	115.5
Volume/Cap:	0.50	0.50	0.50	0.82	0.82	0.17	0.80	0.82	0.03	0.24	0.80	0.56
Delay/Veh:	70.9	70.9	70.9	52.0	52.0	28.6	93.3	36.3	20.2	70.5	38.2	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.9	70.9	70.9	52.0	52.0	28.6	93.3	36.3	20.2	70.5	38.2	7.4
LOS by Move:	E	E	E	D	D	C	F	D	C	E	D	A
HCM2kAvgQ:	3	3	3	23	23	4	6	29	1	1	28	15

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #3294: BERRYESSA/COMMERCIAL



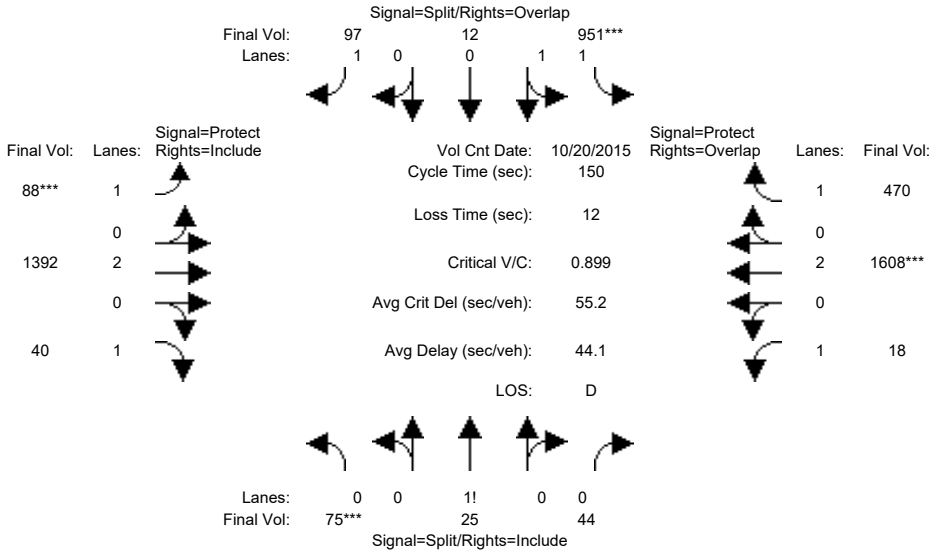
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	7	25	20	781	14	104	84	1118	19	14	962	877
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	25	20	781	14	104	84	1118	19	14	962	877
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	25	20	781	14	104	84	1118	19	14	962	877
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	25	20	781	14	104	84	1118	19	14	962	877
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	25	20	781	14	104	84	1118	19	14	962	877
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	25	20	781	14	104	84	1118	19	14	962	877
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.13	0.49	0.38	1.97	0.03	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	236	841	673	3487	63	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.22	0.22	0.06	0.05	0.29	0.01	0.01	0.25	0.50
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	10.0	52.3	52.3	63.5	11.2	68.7	68.7	7.0	64.5	116.8
Volume/Cap:	0.45	0.45	0.45	0.64	0.64	0.14	0.64	0.64	0.02	0.17	0.59	0.64
Delay/Veh:	70.0	70.0	70.0	42.2	42.2	26.6	78.1	32.0	22.3	69.7	33.2	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	70.0	70.0	42.2	42.2	26.6	78.1	32.0	22.3	69.7	33.2	8.4
LOS by Move:	E	E	E	D	D	C	E	C	C	E	C	A
HCM2kAvgQ:	3	3	3	17	17	3	4	19	0	1	17	19

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3294: BERRYESSA/COMMERCIAL



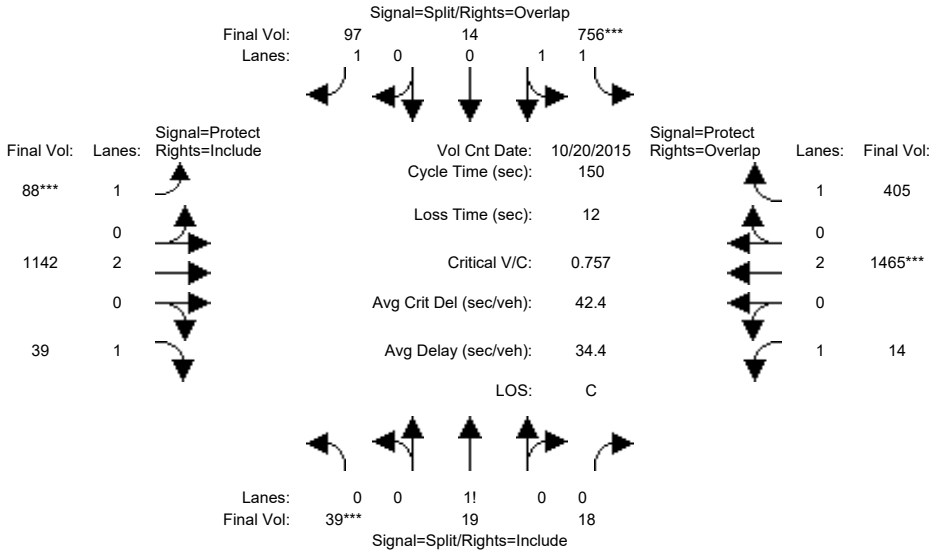
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	75	25	44	951	12	97	88	1392	40	18	1608	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	25	44	951	12	97	88	1392	40	18	1608	470
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	25	44	951	12	97	88	1392	40	18	1608	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	25	44	951	12	97	88	1392	40	18	1608	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	25	44	951	12	97	88	1392	40	18	1608	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	25	44	951	12	97	88	1392	40	18	1608	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.52	0.17	0.31	1.98	0.02	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	911	304	535	3506	44	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.27	0.27	0.06	0.05	0.37	0.02	0.01	0.42	0.27
Crit Moves:	****			****			****				****	
Green Time:	13.7	13.7	13.7	45.3	45.3	53.7	8.4	70.1	70.1	8.9	70.6	115.9
Volume/Cap:	0.90	0.90	0.90	0.90	0.90	0.15	0.90	0.78	0.05	0.17	0.90	0.35
Delay/Veh:	110.5	110	110.5	60.4	60.4	32.9	129.8	36.0	21.8	67.8	43.0	5.5
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:	110.5	110	110.5	60.4	60.4	32.9	129.8	36.0	21.8	67.8	43.0	5.5
LOS by Move:	F	F	F	E	E	C	F	D	C	E	D	A
HCM2kAvgQ:	10	10	10	26	26	3	4	25	1	1	37	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #3294: BERRYESSA/COMMERCIAL



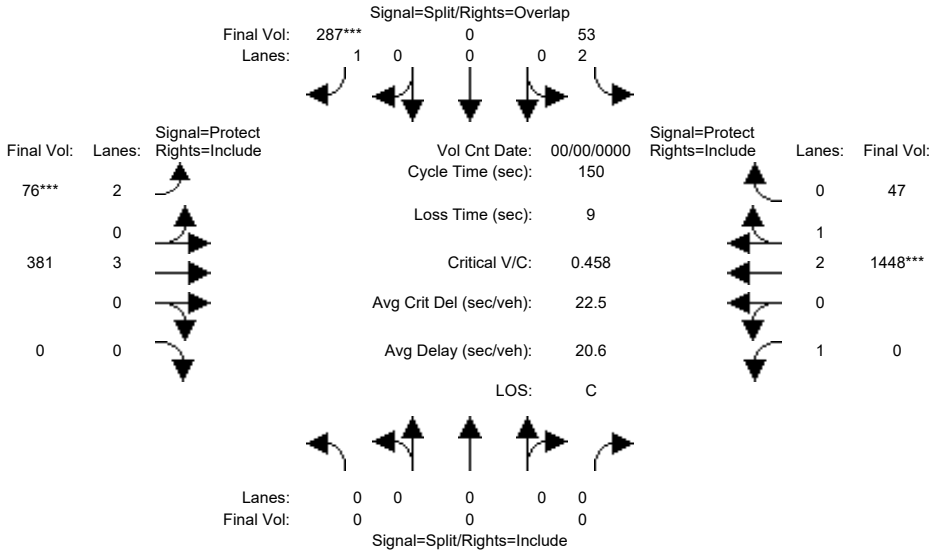
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	39	19	18	756	14	97	88	1142	39	14	1465	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:	39	19	18	756	14	97	88	1142	39	14	1465	405
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	19	18	756	14	97	88	1142	39	14	1465	405
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	19	18	756	14	97	88	1142	39	14	1465	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	19	18	756	14	97	88	1142	39	14	1465	405
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	19	18	756	14	97	88	1142	39	14	1465	405
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.51	0.25	0.24	1.96	0.04	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	898	438	414	3485	65	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.22	0.22	0.06	0.05	0.30	0.02	0.01	0.39	0.23
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	42.5	42.5	52.4	9.9	74.0	74.0	11.5	75.6	118.1
Volume/Cap:	0.65	0.65	0.65	0.76	0.76	0.16	0.76	0.61	0.05	0.10	0.76	0.29
Delay/Veh:	80.7	80.7	80.7	52.7	52.7	33.7	94.7	28.1	19.7	64.8	31.9	4.5
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:	80.7	80.7	80.7	52.7	52.7	33.7	94.7	28.1	19.7	64.8	31.9	4.5
LOS by Move:	F	F	F	D	D	C	F	C	B	E	C	A
HCM2kAvgQ:	5	5	5	18	18	3	4	18	1	1	28	5

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

Market Park South Village Development

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

Intersection #4122: BERRYESSA/SIERRA

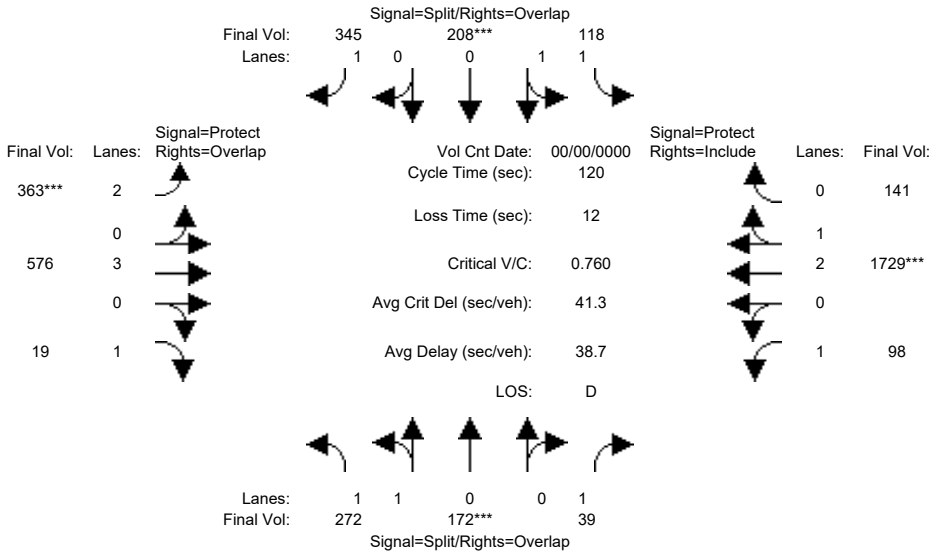


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	0	0	0	53	0	287	76	381	0	0	1448	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	53	0	287	76	381	0	0	1448	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	53	0	287	76	381	0	0	1448	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	53	0	287	76	381	0	0	1448	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	53	0	287	76	381	0	0	1448	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	53	0	287	76	381	0	0	1448	47
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	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	2.90	0.10
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5424	176
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.16	0.02	0.07	0.00	0.00	0.27	0.27
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	40.5	0.0	48.8	8.3	100	0.0	0.0	92.2	92.2
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	0.50	0.43	0.10	0.00	0.00	0.43	0.43
Delay/Veh:	0.0	0.0	0.0	40.8	0.0	44.0	76.2	8.8	0.0	0.0	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.8	0.0	44.0	76.2	8.8	0.0	0.0	15.6	15.6
LOS by Move:	A	A	A	D	A	D	E	A	A	A	B	B
HCM2kAvgQ:	0	0	0	1	0	11	3	2	0	0	12	12

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #4122: BERRYESSA/SIERRA



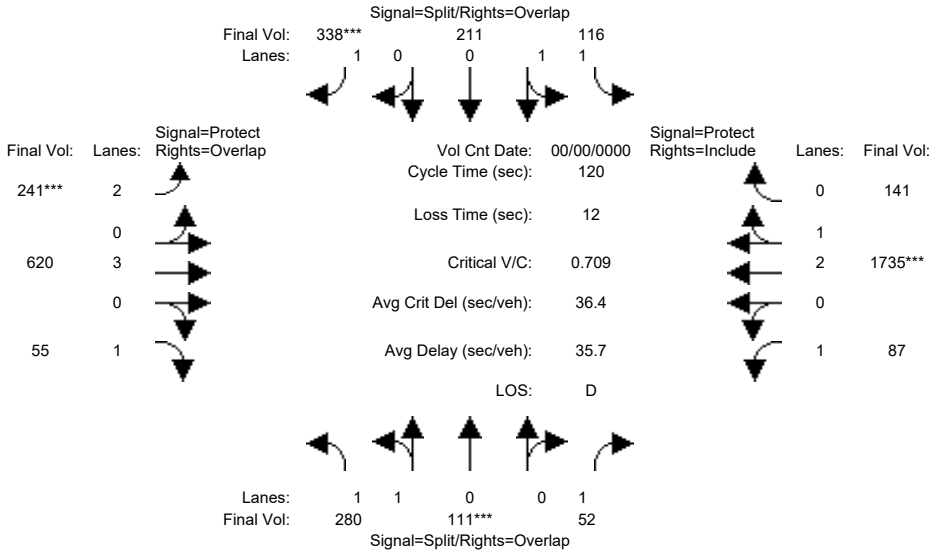
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	272	172	39	118	208	345	363	576	19	98	1729	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	272	172	39	118	208	345	363	576	19	98	1729	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	272	172	39	118	208	345	363	576	19	98	1729	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	272	172	39	118	208	345	363	576	19	98	1729	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	172	39	118	208	345	363	576	19	98	1729	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	272	172	39	118	208	345	363	576	19	98	1729	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.24	0.76	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.77	0.23
Final Sat.:	2175	1375	1750	1750	1900	1750	3150	5700	1750	1750	5177	422
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.02	0.07	0.11	0.20	0.12	0.10	0.01	0.06	0.33	0.33
Crit Moves:		****			****		****				****	
Green Time:	19.8	19.8	45.7	17.3	17.3	35.5	18.2	45.0	64.7	26.0	52.7	52.7
Volume/Cap:	0.76	0.76	0.06	0.47	0.76	0.67	0.76	0.27	0.02	0.26	0.76	0.76
Delay/Veh:	56.8	56.8	23.7	49.4	61.3	43.7	59.6	26.4	12.9	40.7	30.6	30.6
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:	56.8	56.8	23.7	49.4	61.3	43.7	59.6	26.4	12.9	40.7	30.6	30.6
LOS by Move:	E	E	C	D	E	D	E	C	B	D	C	C
HCM2kAvgQ:	10	10	1	5	9	13	9	5	0	3	21	21

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #4122: BERRYESSA/SIERRA



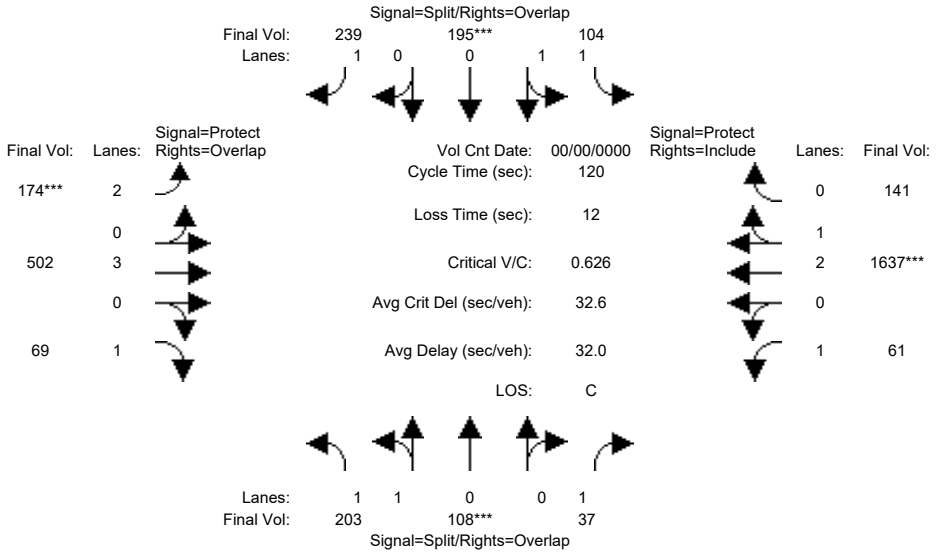
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	280	111	52	116	211	338	241	620	55	87	1735	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	111	52	116	211	338	241	620	55	87	1735	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	111	52	116	211	338	241	620	55	87	1735	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	111	52	116	211	338	241	620	55	87	1735	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	111	52	116	211	338	241	620	55	87	1735	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	111	52	116	211	338	241	620	55	87	1735	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.44	0.56	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.77	0.23
Final Sat.:	2542	1008	1750	1750	1900	1750	3150	5700	1750	1750	5179	421
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.03	0.07	0.11	0.19	0.08	0.11	0.03	0.05	0.34	0.34
Crit Moves:		****				****	****				****	
Green Time:	18.6	18.6	42.9	19.7	19.7	32.7	12.9	45.3	64.0	24.3	56.7	56.7
Volume/Cap:	0.71	0.71	0.08	0.40	0.68	0.71	0.71	0.29	0.06	0.25	0.71	0.71
Delay/Veh:	55.6	55.6	25.8	46.4	54.5	48.0	63.6	26.4	13.6	41.8	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	55.6	25.8	46.4	54.5	48.0	63.6	26.4	13.6	41.8	26.8	26.8
LOS by Move:	E	E	C	D	D	D	E	C	B	D	C	C
HCM2kAvgQ:	9	9	1	4	8	13	7	5	1	3	19	19

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #4122: BERRYESSA/SIERRA



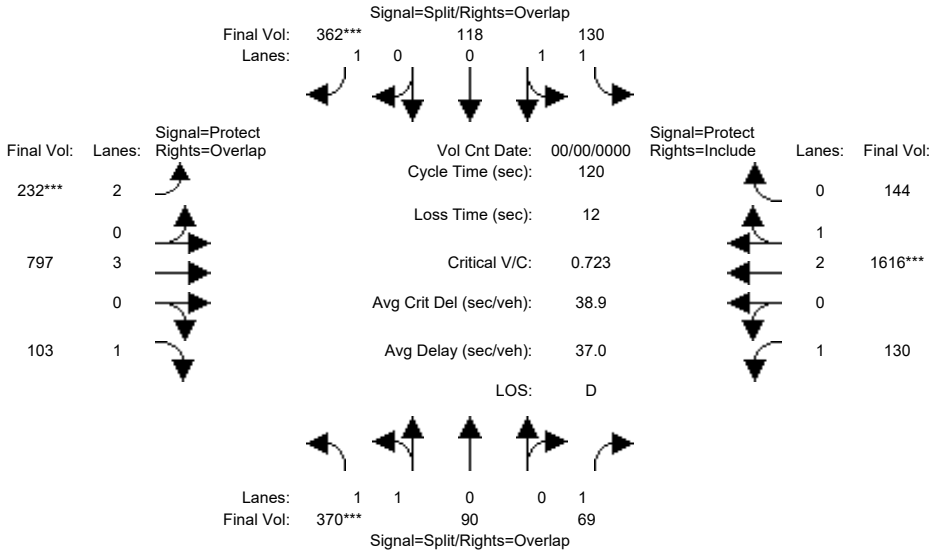
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	203	108	37	104	195	239	174	502	69	61	1637	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	108	37	104	195	239	174	502	69	61	1637	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	108	37	104	195	239	174	502	69	61	1637	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	108	37	104	195	239	174	502	69	61	1637	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	108	37	104	195	239	174	502	69	61	1637	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	108	37	104	195	239	174	502	69	61	1637	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.32	0.68	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.75	0.25
Final Sat.:	2317	1233	1750	1750	1900	1750	3150	5700	1750	1750	5155	444
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.02	0.06	0.10	0.14	0.06	0.09	0.04	0.03	0.32	0.32
Crit Moves:		****			****		****				****	
Green Time:	16.8	16.8	45.3	19.7	19.7	30.3	10.6	43.0	59.8	28.5	60.9	60.9
Volume/Cap:	0.63	0.63	0.06	0.36	0.63	0.54	0.63	0.25	0.08	0.15	0.63	0.63
Delay/Veh:	54.5	54.5	23.9	45.8	52.8	43.5	63.0	27.4	15.9	36.9	22.4	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	54.5	23.9	45.8	52.8	43.5	63.0	27.4	15.9	36.9	22.4	22.4
LOS by Move:	D	D	C	D	D	D	E	C	B	D	C	C
HCM2kAvgQ:	7	7	1	4	8	9	5	4	1	2	16	16

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #4122: BERRYESSA/SIERRA

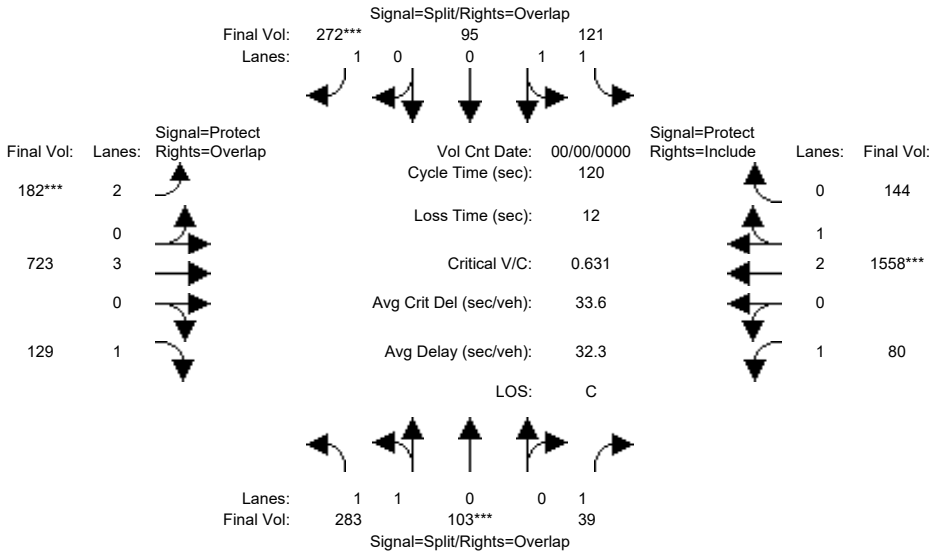


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	370	90	69	130	118	362	232	797	103	130	1616	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	90	69	130	118	362	232	797	103	130	1616	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	90	69	130	118	362	232	797	103	130	1616	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	90	69	130	118	362	232	797	103	130	1616	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	90	69	130	118	362	232	797	103	130	1616	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	90	69	130	118	362	232	797	103	130	1616	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.61	0.39	1.00	1.06	0.94	1.00	2.00	3.00	1.00	1.00	2.75	0.25
Final Sat.:	2855	695	1750	1861	1689	1750	3150	5700	1750	1750	5141	458
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.04	0.07	0.07	0.21	0.07	0.14	0.06	0.07	0.31	0.31
Crit Moves:	****					****	****				****	
Green Time:	21.5	21.5	43.8	22.1	22.1	34.3	12.2	42.0	63.6	22.3	52.2	52.2
Volume/Cap:	0.72	0.72	0.11	0.38	0.38	0.72	0.72	0.40	0.11	0.40	0.72	0.72
Delay/Veh:	53.4	53.4	25.5	44.6	44.6	47.3	65.5	30.0	14.3	46.5	29.9	29.9
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:	53.4	53.4	25.5	44.6	44.6	47.3	65.5	30.0	14.3	46.5	29.9	29.9
LOS by Move:	D	D	C	D	D	D	E	C	B	D	C	C
HCM2kAvgQ:	10	10	2	4	4	14	7	7	2	5	19	19

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #4122: BERRYESSA/SIERRA



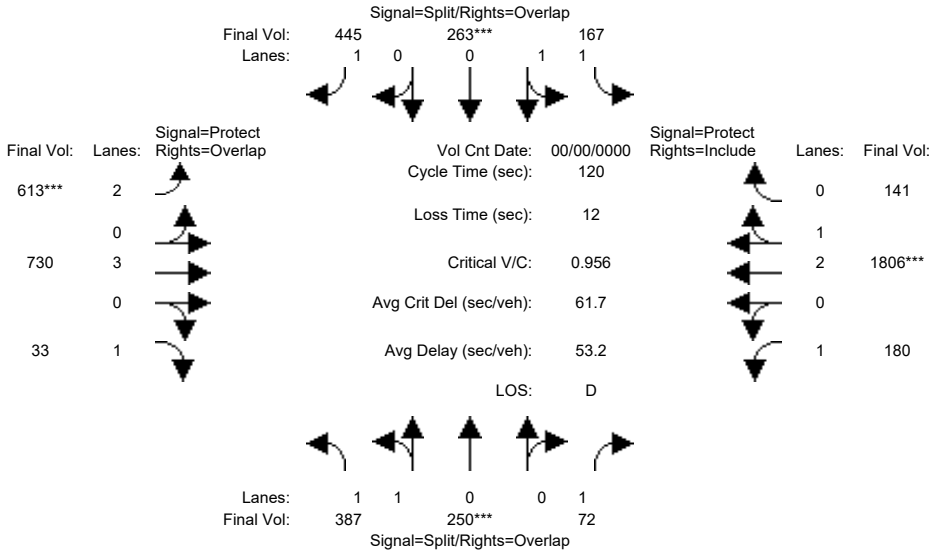
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	283	103	39	121	95	272	182	723	129	80	1558	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	103	39	121	95	272	182	723	129	80	1558	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	103	39	121	95	272	182	723	129	80	1558	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	103	39	121	95	272	182	723	129	80	1558	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	103	39	121	95	272	182	723	129	80	1558	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	103	39	121	95	272	182	723	129	80	1558	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.47	0.53	1.00	1.13	0.87	1.00	2.00	3.00	1.00	1.00	2.74	0.26
Final Sat.:	2603	947	1750	1988	1561	1750	3150	5700	1750	1750	5126	474
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.02	0.06	0.06	0.16	0.06	0.13	0.07	0.05	0.30	0.30
Crit Moves:		****				****	****				****	
Green Time:	20.7	20.7	42.3	18.5	18.5	29.4	11.0	47.1	67.8	21.7	57.8	57.8
Volume/Cap:	0.63	0.63	0.06	0.40	0.40	0.63	0.63	0.32	0.13	0.25	0.63	0.63
Delay/Veh:	51.0	51.0	25.9	47.9	47.9	47.4	62.6	25.7	12.5	44.1	24.3	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	51.0	25.9	47.9	47.9	47.4	62.6	25.7	12.5	44.1	24.3	24.3
LOS by Move:	D	D	C	D	D	D	E	C	B	D	C	C
HCM2kAvgQ:	8	8	1	4	4	10	5	6	2	3	16	16

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #4122: BERRYESSA/SIERRA



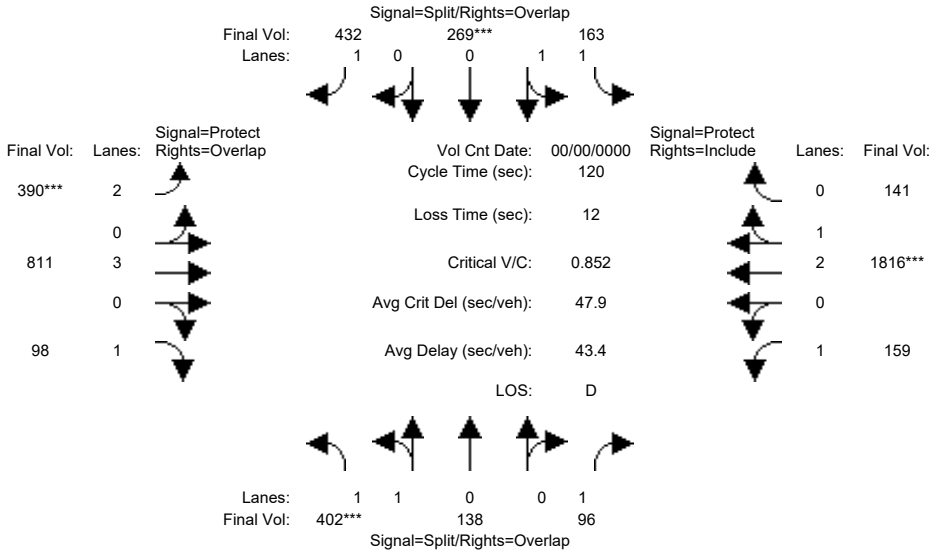
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	387	250	72	167	263	445	613	730	33	180	1806	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	387	250	72	167	263	445	613	730	33	180	1806	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	387	250	72	167	263	445	613	730	33	180	1806	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	387	250	72	167	263	445	613	730	33	180	1806	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	250	72	167	263	445	613	730	33	180	1806	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	387	250	72	167	263	445	613	730	33	180	1806	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.23	0.77	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.77	0.23
Final Sat.:	2156	1393	1750	1750	1900	1750	3150	5700	1750	1750	5194	406
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.04	0.10	0.14	0.25	0.19	0.13	0.02	0.10	0.35	0.35
Crit Moves:		****			****		****				****	
Green Time:	22.5	22.5	52.9	17.4	17.4	41.8	24.4	37.8	60.3	30.3	43.7	43.7
Volume/Cap:	0.96	0.96	0.09	0.66	0.96	0.73	0.96	0.41	0.04	0.41	0.96	0.96
Delay/Veh:	73.8	73.8	19.8	53.7	83.6	41.7	73.4	33.0	15.2	40.1	49.2	49.2
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:	73.8	73.8	19.8	53.7	83.6	41.7	73.4	33.0	15.2	40.1	49.2	49.2
LOS by Move:	E	E	B	D	F	D	E	C	B	D	D	D
HCM2kAvgQ:	17	17	2	7	14	17	18	7	1	6	28	28

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #4122: BERRYESSA/SIERRA



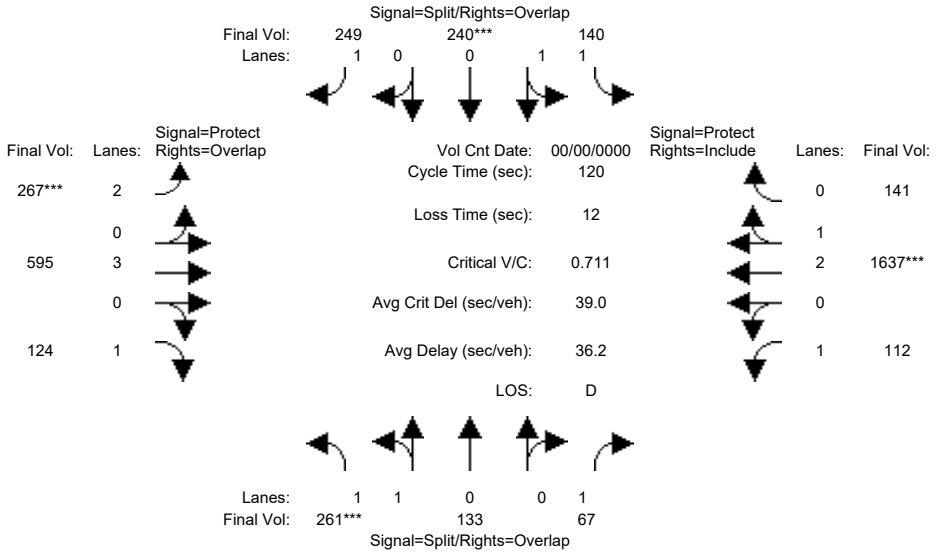
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	402	138	96	163	269	432	390	811	98	159	1816	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	402	138	96	163	269	432	390	811	98	159	1816	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	402	138	96	163	269	432	390	811	98	159	1816	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	402	138	96	163	269	432	390	811	98	159	1816	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	402	138	96	163	269	432	390	811	98	159	1816	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	402	138	96	163	269	432	390	811	98	159	1816	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.50	0.50	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.78	0.22
Final Sat.:	2643	907	1750	1750	1900	1750	3150	5700	1750	1750	5196	403
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.05	0.09	0.14	0.25	0.12	0.14	0.06	0.09	0.35	0.35
Crit Moves:	****				****		****				****	
Green Time:	21.4	21.4	47.4	19.9	19.9	37.4	17.4	40.7	62.1	26.0	49.2	49.2
Volume/Cap:	0.85	0.85	0.14	0.56	0.85	0.79	0.85	0.42	0.11	0.42	0.85	0.85
Delay/Veh:	61.4	61.4	23.7	48.9	65.0	49.0	67.9	31.2	15.0	43.9	36.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	61.4	23.7	48.9	65.0	49.0	67.9	31.2	15.0	43.9	36.3	36.3
LOS by Move:	E	E	C	D	E	D	E	C	B	D	D	D
HCM2kAvgQ:	13	13	2	7	12	17	11	8	2	5	24	24

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #4122: BERRYESSA/SIERRA

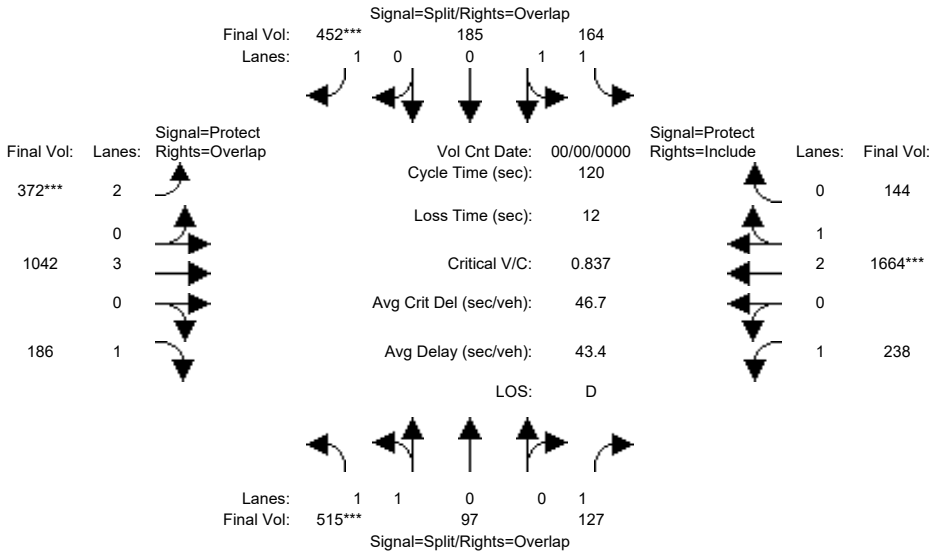


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	261	133	67	140	240	249	267	595	124	112	1637	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	133	67	140	240	249	267	595	124	112	1637	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	261	133	67	140	240	249	267	595	124	112	1637	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	133	67	140	240	249	267	595	124	112	1637	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	133	67	140	240	249	267	595	124	112	1637	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	133	67	140	240	249	267	595	124	112	1637	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.33	0.67	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.75	0.25
Final Sat.:	2351	1198	1750	1750	1900	1750	3150	5700	1750	1750	5155	444
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.04	0.08	0.13	0.14	0.08	0.10	0.07	0.06	0.32	0.32
Crit Moves:	****				****		****				****	
Green Time:	18.7	18.7	44.6	21.3	21.3	35.6	14.3	42.1	60.9	25.8	53.6	53.6
Volume/Cap:	0.71	0.71	0.10	0.45	0.71	0.48	0.71	0.30	0.14	0.30	0.71	0.71
Delay/Veh:	55.6	55.6	25.0	45.8	54.2	37.7	61.7	28.6	16.0	41.5	28.6	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	55.6	25.0	45.8	54.2	37.7	61.7	28.6	16.0	41.5	28.6	28.6
LOS by Move:	E	E	C	D	D	D	E	C	B	D	C	C
HCM2kAvgQ:	9	9	2	5	10	8	7	5	3	4	19	19

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #4122: BERRYESSA/SIERRA



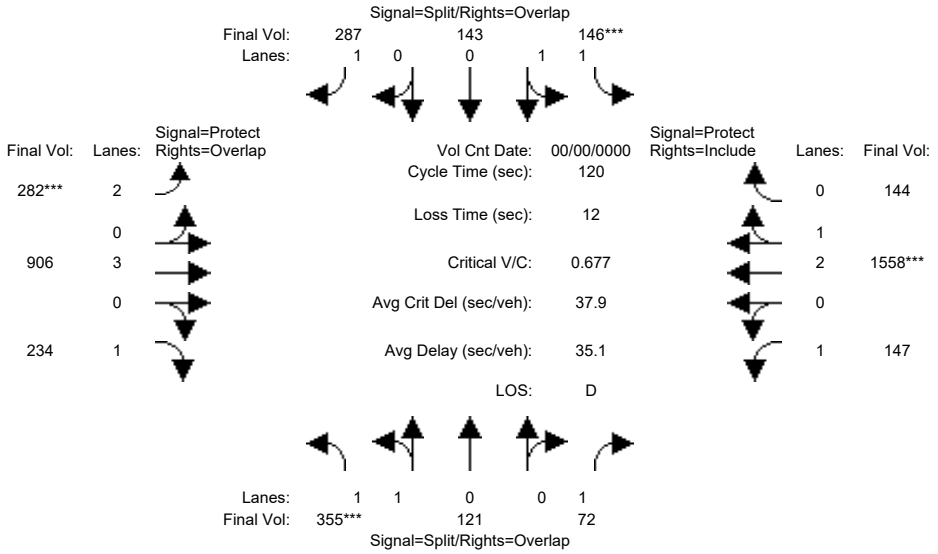
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	515	97	127	164	185	452	372	1042	186	238	1664	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	515	97	127	164	185	452	372	1042	186	238	1664	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	515	97	127	164	185	452	372	1042	186	238	1664	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	515	97	127	164	185	452	372	1042	186	238	1664	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	515	97	127	164	185	452	372	1042	186	238	1664	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	515	97	127	164	185	452	372	1042	186	238	1664	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.69	0.31	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.75	0.25
Final Sat.:	2987	563	1750	1750	1900	1750	3150	5700	1750	1750	5153	446
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.07	0.09	0.10	0.26	0.12	0.18	0.11	0.14	0.32	0.32
Crit Moves:	****					****	****				****	
Green Time:	24.7	24.7	51.7	20.1	20.1	37.0	16.9	36.2	60.9	27.0	46.3	46.3
Volume/Cap:	0.84	0.84	0.17	0.56	0.58	0.84	0.84	0.61	0.21	0.61	0.84	0.84
Delay/Veh:	56.7	56.7	21.5	49.5	50.2	53.0	67.1	37.4	16.8	48.5	37.5	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	56.7	21.5	49.5	50.2	53.0	67.1	37.4	16.8	48.5	37.5	37.5
LOS by Move:	E	E	C	D	D	D	E	D	B	D	D	D
HCM2kAvgQ:	14	14	3	7	7	19	11	11	4	9	22	22

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #4122: BERRYESSA/SIERRA



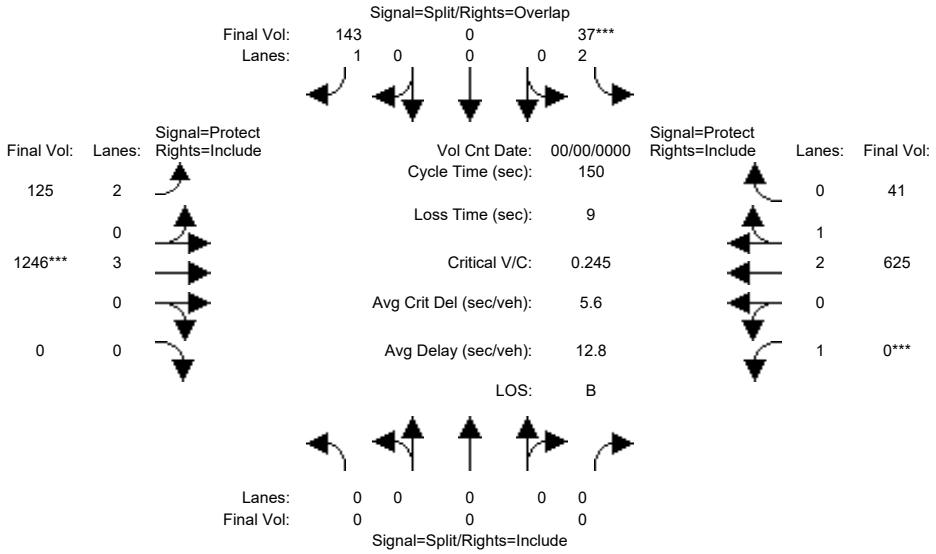
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	355	121	72	146	143	287	282	906	234	147	1558	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	355	121	72	146	143	287	282	906	234	147	1558	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	355	121	72	146	143	287	282	906	234	147	1558	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	355	121	72	146	143	287	282	906	234	147	1558	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	121	72	146	143	287	282	906	234	147	1558	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	355	121	72	146	143	287	282	906	234	147	1558	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.50	0.50	1.00	1.02	0.98	1.00	2.00	3.00	1.00	1.00	2.74	0.26
Final Sat.:	2647	902	1750	1793	1756	1750	3150	5700	1750	1750	5126	474
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.04	0.08	0.08	0.16	0.09	0.16	0.13	0.08	0.30	0.30
Crit Moves:	****			****			****				****	
Green Time:	23.8	23.8	47.9	14.4	14.4	30.3	15.9	45.7	69.4	24.1	53.9	53.9
Volume/Cap:	0.68	0.68	0.10	0.68	0.68	0.65	0.68	0.42	0.23	0.42	0.68	0.68
Delay/Veh:	49.7	49.7	22.9	58.9	58.9	47.3	58.2	28.0	12.8	45.4	27.6	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:	49.7	49.7	22.9	58.9	58.9	47.3	58.2	28.0	12.8	45.4	27.6	27.6
LOS by Move:	D	D	C	E	E	D	E	C	B	D	C	C
HCM2kAvgQ:	10	10	2	7	7	11	7	8	4	5	17	17

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

Market Park South Village Development

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

Intersection #4122: BERRYESSA/SIERRA

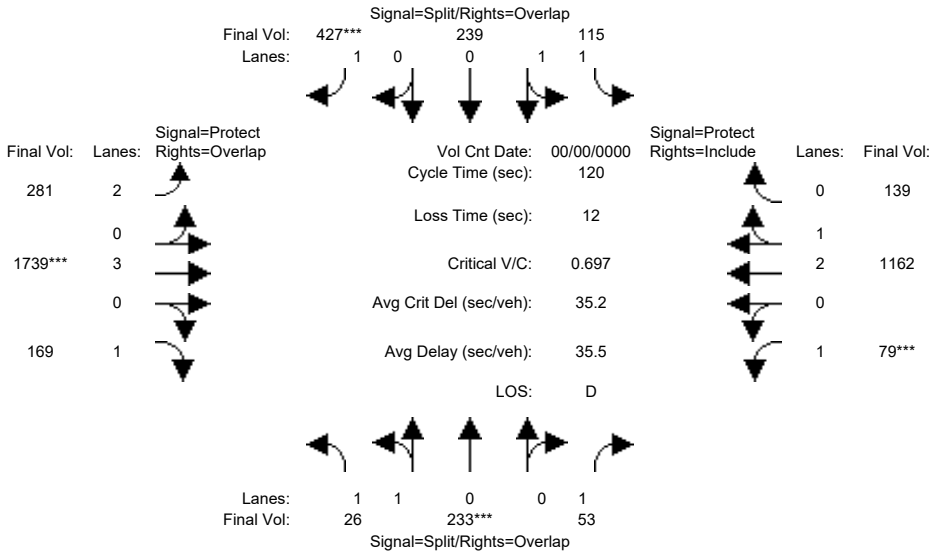


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	0	0	0	37	0	143	125	1246	0	0	625	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	37	0	143	125	1246	0	0	625	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	37	0	143	125	1246	0	0	625	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	37	0	143	125	1246	0	0	625	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	37	0	143	125	1246	0	0	625	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	37	0	143	125	1246	0	0	625	41
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	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	2.81	0.19
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5255	345
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.08	0.04	0.22	0.00	0.00	0.12	0.12
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	21.5	0.0	55.1	33.7	120	0.0	0.0	85.9	85.9
Volume/Cap:	0.00	0.00	0.00	0.08	0.00	0.22	0.18	0.27	0.00	0.00	0.21	0.21
Delay/Veh:	0.0	0.0	0.0	56.1	0.0	33.5	47.5	4.1	0.0	0.0	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	56.1	0.0	33.5	47.5	4.1	0.0	0.0	15.7	15.7
LOS by Move:	A	A	A	E	A	C	D	A	A	A	B	B
HCM2kAvgQ:	0	0	0	1	0	5	3	5	0	0	5	5

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #4122: BERRYESSA/SIERRA



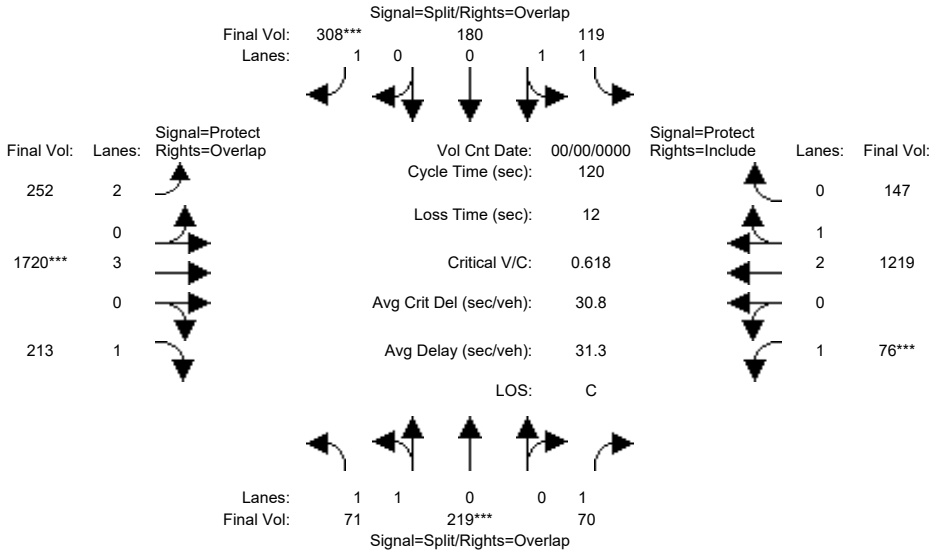
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	26	233	53	115	239	427	281	1739	169	79	1162	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	233	53	115	239	427	281	1739	169	79	1162	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	233	53	115	239	427	281	1739	169	79	1162	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	233	53	115	239	427	281	1739	169	79	1162	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	233	53	115	239	427	281	1739	169	79	1162	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	233	53	115	239	427	281	1739	169	79	1162	139
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	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.67	0.33
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	1750	5001	598
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.03	0.07	0.13	0.24	0.09	0.31	0.10	0.05	0.23	0.23
Crit Moves:		****				****		****		****		
Green Time:	21.1	21.1	28.9	26.6	26.6	43.4	16.7	52.5	73.6	7.8	43.5	43.5
Volume/Cap:	0.08	0.70	0.13	0.30	0.57	0.68	0.64	0.70	0.16	0.70	0.64	0.64
Delay/Veh:	41.4	56.8	36.3	39.5	45.2	38.1	55.8	29.0	10.2	85.0	33.3	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:	41.4	56.8	36.3	39.5	45.2	38.1	55.8	29.0	10.2	85.0	33.3	33.3
LOS by Move:	D	E	D	D	D	D	E	C	B	F	C	C
HCM2kAvgQ:	1	9	2	4	8	15	7	18	3	3	14	14

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #4122: BERRYESSA/SIERRA



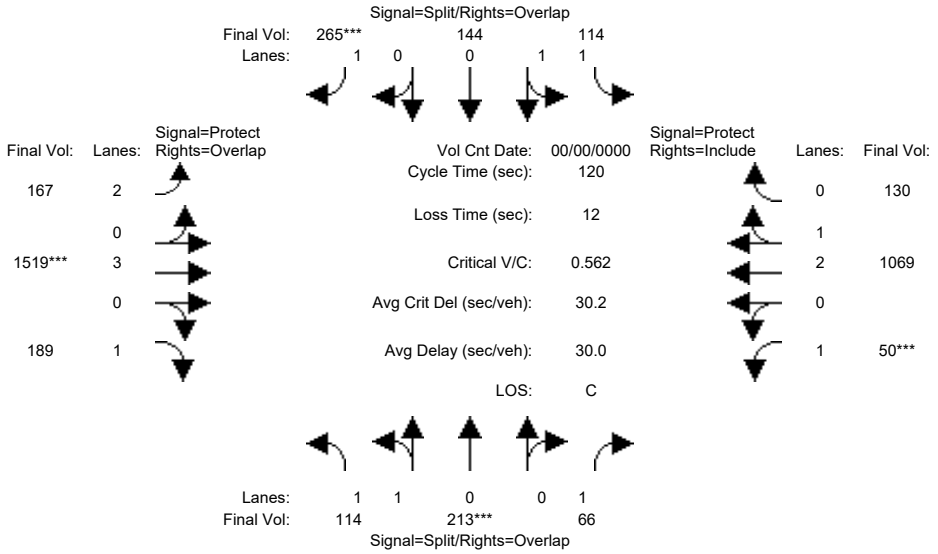
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	71	219	70	119	180	308	252	1720	213	76	1219	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	219	70	119	180	308	252	1720	213	76	1219	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	219	70	119	180	308	252	1720	213	76	1219	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	219	70	119	180	308	252	1720	213	76	1219	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	219	70	119	180	308	252	1720	213	76	1219	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	219	70	119	180	308	252	1720	213	76	1219	147
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	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.67	0.33
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	1750	4997	603
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.04	0.07	0.09	0.18	0.08	0.30	0.12	0.04	0.24	0.24
Crit Moves:		****				****		****		****		
Green Time:	22.4	22.4	30.8	18.6	18.6	35.2	16.5	58.6	80.9	8.4	50.5	50.5
Volume/Cap:	0.22	0.62	0.16	0.44	0.61	0.60	0.58	0.62	0.18	0.62	0.58	0.58
Delay/Veh:	41.8	50.9	35.3	48.0	52.9	41.5	54.0	23.6	7.6	75.3	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	50.9	35.3	48.0	52.9	41.5	54.0	23.6	7.6	75.3	27.7	27.7
LOS by Move:	D	D	D	D	D	D	D	C	A	E	C	C
HCM2kAvgQ:	2	8	2	5	7	11	6	16	3	3	13	13

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #4122: BERRYESSA/SIERRA



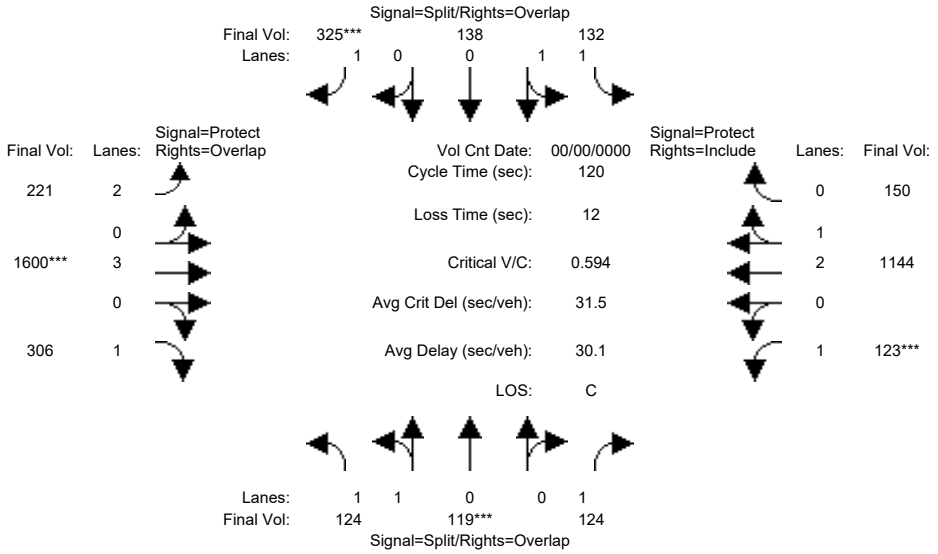
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	114	213	66	114	144	265	167	1519	189	50	1069	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	213	66	114	144	265	167	1519	189	50	1069	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	213	66	114	144	265	167	1519	189	50	1069	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	213	66	114	144	265	167	1519	189	50	1069	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	213	66	114	144	265	167	1519	189	50	1069	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	213	66	114	144	265	167	1519	189	50	1069	130
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	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.66	0.34
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	1750	4992	607
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.04	0.07	0.08	0.15	0.05	0.27	0.11	0.03	0.21	0.21
Crit Moves:		****				****		****		****		
Green Time:	24.0	24.0	31.0	19.9	19.9	33.6	13.7	57.1	81.1	7.0	50.3	50.3
Volume/Cap:	0.33	0.56	0.15	0.39	0.46	0.54	0.46	0.56	0.16	0.49	0.51	0.51
Delay/Veh:	41.9	47.1	35.0	46.4	47.8	40.8	54.0	23.3	7.4	70.6	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	47.1	35.0	46.4	47.8	40.8	54.0	23.3	7.4	70.6	26.5	26.5
LOS by Move:	D	D	C	D	D	D	D	C	A	E	C	C
HCM2kAvgQ:	4	8	2	4	5	9	4	13	3	2	11	11

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #4122: BERRYESSA/SIERRA

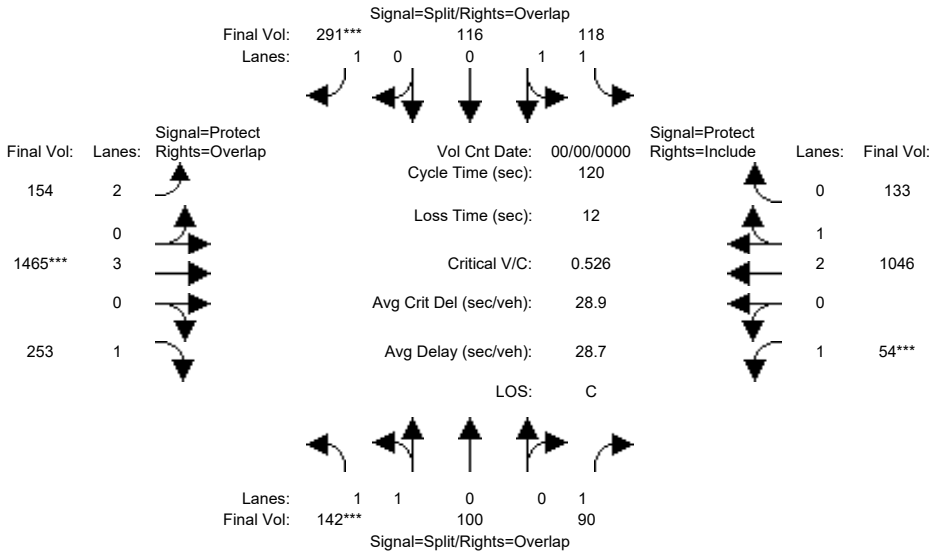


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	124	119	124	132	138	325	221	1600	306	123	1144	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	119	124	132	138	325	221	1600	306	123	1144	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	119	124	132	138	325	221	1600	306	123	1144	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	119	124	132	138	325	221	1600	306	123	1144	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	119	124	132	138	325	221	1600	306	123	1144	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	119	124	132	138	325	221	1600	306	123	1144	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.03	0.97	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.64	0.36
Final Sat.:	1811	1738	1750	1750	1900	1750	3150	5700	1750	1750	4950	649
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.08	0.07	0.19	0.07	0.28	0.17	0.07	0.23	0.23
Crit Moves:		****				****		****			****	
Green Time:	13.8	13.8	28.0	23.3	23.3	39.8	16.5	56.7	70.5	14.2	54.4	54.4
Volume/Cap:	0.59	0.59	0.30	0.39	0.37	0.56	0.51	0.59	0.30	0.59	0.51	0.51
Delay/Veh:	56.7	56.7	39.9	43.7	43.5	36.8	52.3	24.2	13.1	62.1	24.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	56.7	39.9	43.7	43.5	36.8	52.3	24.2	13.1	62.1	24.1	24.1
LOS by Move:	E	E	D	D	D	D	D	C	B	E	C	C
HCM2kAvgQ:	5	5	4	5	5	11	5	14	6	5	12	12

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #4122: BERRYESSA/SIERRA



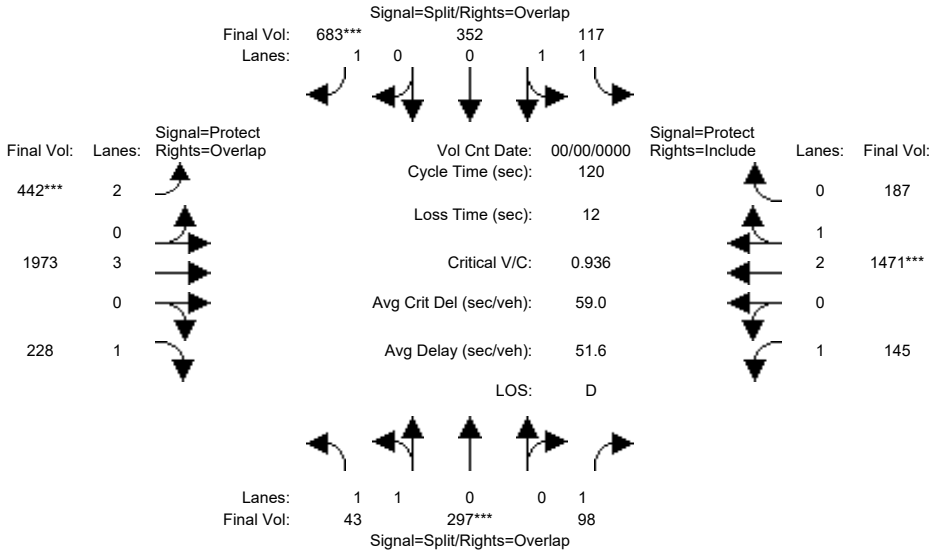
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	142	100	90	118	116	291	154	1465	253	54	1046	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	100	90	118	116	291	154	1465	253	54	1046	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	100	90	118	116	291	154	1465	253	54	1046	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	100	90	118	116	291	154	1465	253	54	1046	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	100	90	118	116	291	154	1465	253	54	1046	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	100	90	118	116	291	154	1465	253	54	1046	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.19	0.81	1.00	1.02	0.98	1.00	2.00	3.00	1.00	1.00	2.65	0.35
Final Sat.:	2083	1467	1750	1790	1759	1750	3150	5700	1750	1750	4967	632
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.05	0.07	0.07	0.17	0.05	0.26	0.14	0.03	0.21	0.21
Crit Moves:	****					****		****		****		
Green Time:	15.6	15.6	22.6	24.6	24.6	38.9	14.2	58.6	74.2	7.0	51.4	51.4
Volume/Cap:	0.53	0.53	0.27	0.32	0.32	0.51	0.41	0.53	0.23	0.53	0.49	0.49
Delay/Veh:	53.0	53.0	43.7	41.7	41.7	36.2	52.3	21.8	10.7	72.8	25.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	53.0	43.7	41.7	41.7	36.2	52.3	21.8	10.7	72.8	25.5	25.5
LOS by Move:	D	D	D	D	D	D	D	C	B	E	C	C
HCM2kAvgQ:	5	5	3	4	4	10	4	12	4	2	11	11

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #4122: BERRYESSA/SIERRA



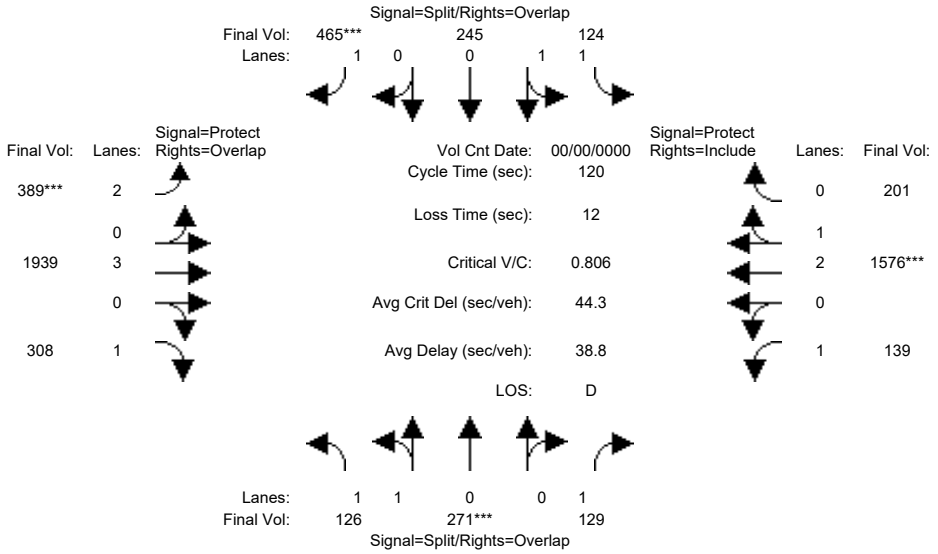
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	43	297	98	117	352	683	442	1973	228	145	1471	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:	43	297	98	117	352	683	442	1973	228	145	1471	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	297	98	117	352	683	442	1973	228	145	1471	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	297	98	117	352	683	442	1973	228	145	1471	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	297	98	117	352	683	442	1973	228	145	1471	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	297	98	117	352	683	442	1973	228	145	1471	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	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.65	0.35
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	1750	4968	631
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.06	0.07	0.19	0.39	0.14	0.35	0.13	0.08	0.30	0.30
Crit Moves:		****				****	****				****	
Green Time:	20.0	20.0	30.8	32.0	32.0	50.0	18.0	45.1	65.2	10.8	37.9	37.9
Volume/Cap:	0.15	0.94	0.22	0.25	0.69	0.94	0.94	0.92	0.24	0.92	0.94	0.94
Delay/Veh:	42.8	82.9	36.2	34.9	45.4	54.4	78.7	43.7	15.0	107.3	50.7	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	82.9	36.2	34.9	45.4	54.4	78.7	43.7	15.0	107.3	50.7	50.7
LOS by Move:	D	F	D	C	D	D	E	D	B	F	D	D
HCM2kAvgQ:	2	15	3	4	13	31	14	27	5	7	24	24

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #4122: BERRYESSA/SIERRA



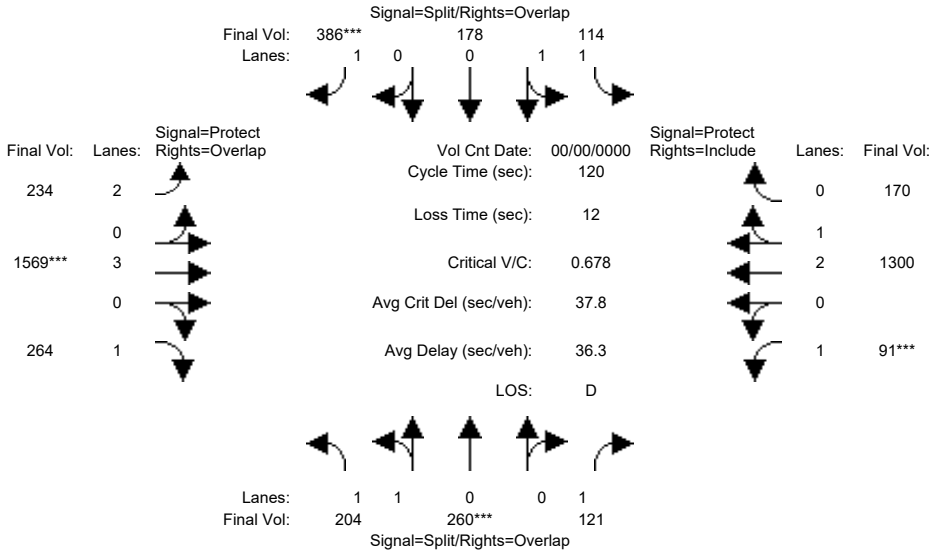
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	126	271	129	124	245	465	389	1939	308	139	1576	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	271	129	124	245	465	389	1939	308	139	1576	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	271	129	124	245	465	389	1939	308	139	1576	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	271	129	124	245	465	389	1939	308	139	1576	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	271	129	124	245	465	389	1939	308	139	1576	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	271	129	124	245	465	389	1939	308	139	1576	201
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	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.65	0.35
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	1750	4966	633
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.07	0.07	0.13	0.27	0.12	0.34	0.18	0.08	0.32	0.32
Crit Moves:		****				****	****				****	
Green Time:	21.2	21.2	33.6	21.2	21.2	39.5	18.4	53.2	74.4	12.4	47.2	47.2
Volume/Cap:	0.41	0.81	0.26	0.40	0.73	0.81	0.81	0.77	0.28	0.77	0.81	0.81
Delay/Veh:	45.1	60.6	34.8	45.1	55.7	48.2	62.6	30.5	11.2	78.6	35.6	35.6
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	60.6	34.8	45.1	55.7	48.2	62.6	30.5	11.2	78.6	35.6	35.6
LOS by Move:	D	E	C	D	E	D	E	C	B	E	D	D
HCM2kAvgQ:	5	12	4	5	10	19	10	21	6	6	21	21

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #4122: BERRYESSA/SIERRA

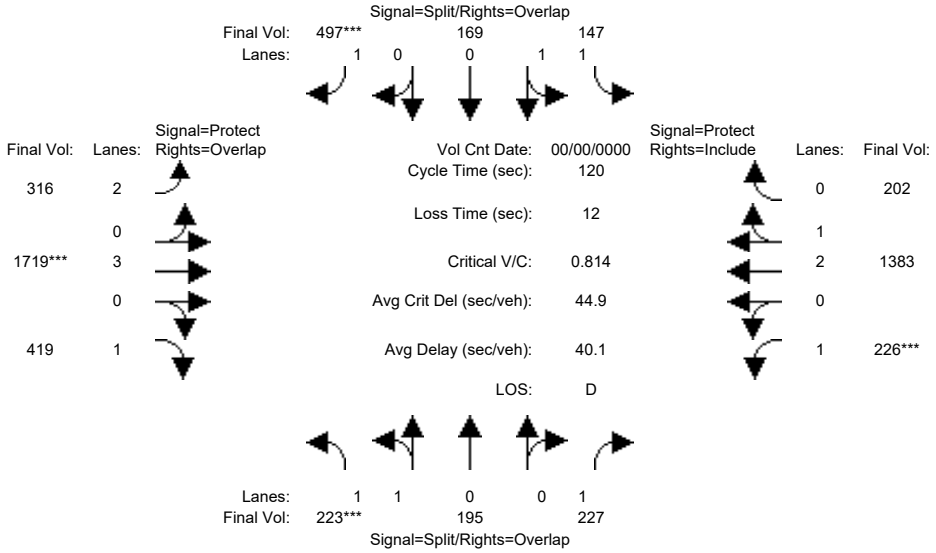


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	204	260	121	114	178	386	234	1569	264	91	1300	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	260	121	114	178	386	234	1569	264	91	1300	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	260	121	114	178	386	234	1569	264	91	1300	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	260	121	114	178	386	234	1569	264	91	1300	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	260	121	114	178	386	234	1569	264	91	1300	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	260	121	114	178	386	234	1569	264	91	1300	170
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	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.64	0.36
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	1750	4952	648
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.07	0.07	0.09	0.22	0.07	0.28	0.15	0.05	0.26	0.26
Crit Moves:		****				****		****		****		
Green Time:	24.2	24.2	33.4	25.9	25.9	38.7	12.8	48.7	72.9	9.2	45.1	45.1
Volume/Cap:	0.58	0.68	0.25	0.30	0.43	0.68	0.70	0.68	0.25	0.68	0.70	0.70
Delay/Veh:	46.3	49.6	34.8	40.3	42.8	42.0	63.2	30.8	11.4	78.2	33.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	49.6	34.8	40.3	42.8	42.0	63.2	30.8	11.4	78.2	33.6	33.6
LOS by Move:	D	D	C	D	D	D	E	C	B	E	C	C
HCM2kAvgQ:	8	10	4	4	6	14	6	16	5	4	16	16

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #4122: BERRYESSA/SIERRA



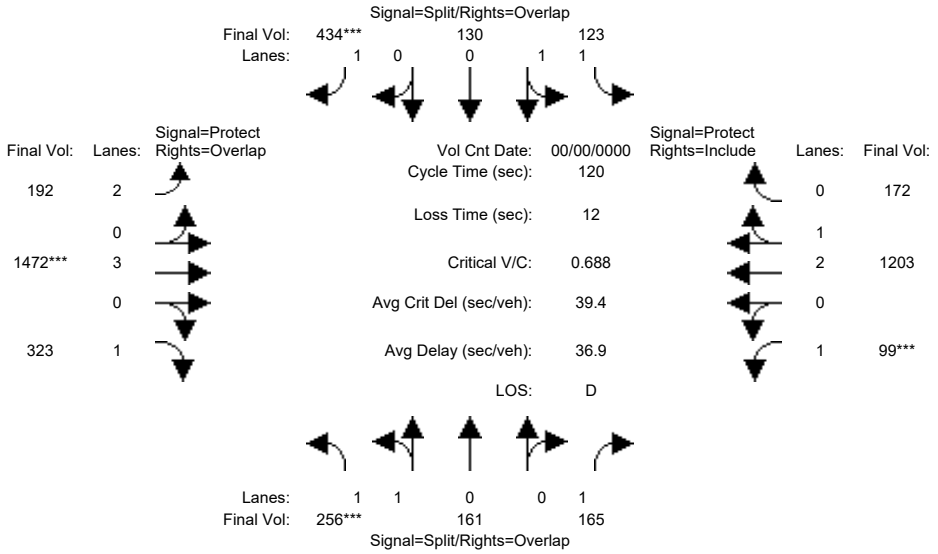
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	223	195	227	147	169	497	316	1719	419	226	1383	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:	223	195	227	147	169	497	316	1719	419	226	1383	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	195	227	147	169	497	316	1719	419	226	1383	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:	223	195	227	147	169	497	316	1719	419	226	1383	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	195	227	147	169	497	316	1719	419	226	1383	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
FinalVolume:	223	195	227	147	169	497	316	1719	419	226	1383	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.08	0.92	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.60	0.40
Final Sat.:	1894	1656	1750	1750	1900	1750	3150	5700	1750	1750	4885	714
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.13	0.08	0.09	0.28	0.10	0.30	0.24	0.13	0.28	0.28
Crit Moves:	****					****		****		****		
Green Time:	17.4	17.4	36.4	27.1	27.1	43.7	16.6	44.5	61.9	19.0	46.9	46.9
Volume/Cap:	0.81	0.81	0.43	0.37	0.39	0.78	0.72	0.81	0.46	0.81	0.72	0.72
Delay/Veh:	62.9	62.9	35.9	40.5	40.9	43.0	59.5	37.6	20.2	71.1	33.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.9	62.9	35.9	40.5	40.9	43.0	59.5	37.6	20.2	71.1	33.2	33.2
LOS by Move:	E	E	D	D	D	D	E	D	C	E	C	C
HCM2kAvgQ:	10	10	7	5	5	19	8	21	11	9	17	17

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #4122: BERRYESSA/SIERRA



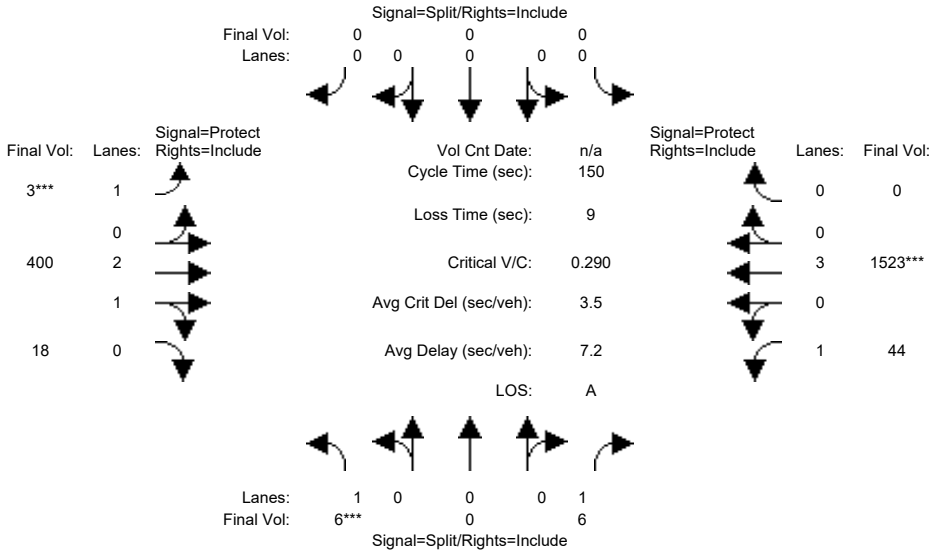
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	256	161	165	123	130	434	192	1472	323	99	1203	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	161	165	123	130	434	192	1472	323	99	1203	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	161	165	123	130	434	192	1472	323	99	1203	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	161	165	123	130	434	192	1472	323	99	1203	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	161	165	123	130	434	192	1472	323	99	1203	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	256	161	165	123	130	434	192	1472	323	99	1203	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.24	0.76	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.61	0.39
Final Sat.:	2179	1370	1750	1750	1900	1750	3150	5700	1750	1750	4899	700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.09	0.07	0.07	0.25	0.06	0.26	0.18	0.06	0.25	0.25
Crit Moves:	****					****		****		****		
Green Time:	20.5	20.5	30.4	32.6	32.6	43.5	10.9	45.0	65.5	9.9	44.0	44.0
Volume/Cap:	0.69	0.69	0.37	0.26	0.25	0.68	0.67	0.69	0.34	0.69	0.67	0.67
Delay/Veh:	53.0	53.0	39.4	34.9	34.8	38.3	64.6	33.4	16.1	77.2	33.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	53.0	39.4	34.9	34.8	38.3	64.6	33.4	16.1	77.2	33.7	33.7
LOS by Move:	D	D	D	C	C	D	E	C	B	E	C	C
HCM2kAvgQ:	9	9	6	4	4	15	5	16	7	4	15	15

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

Market Park South Village Development

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

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



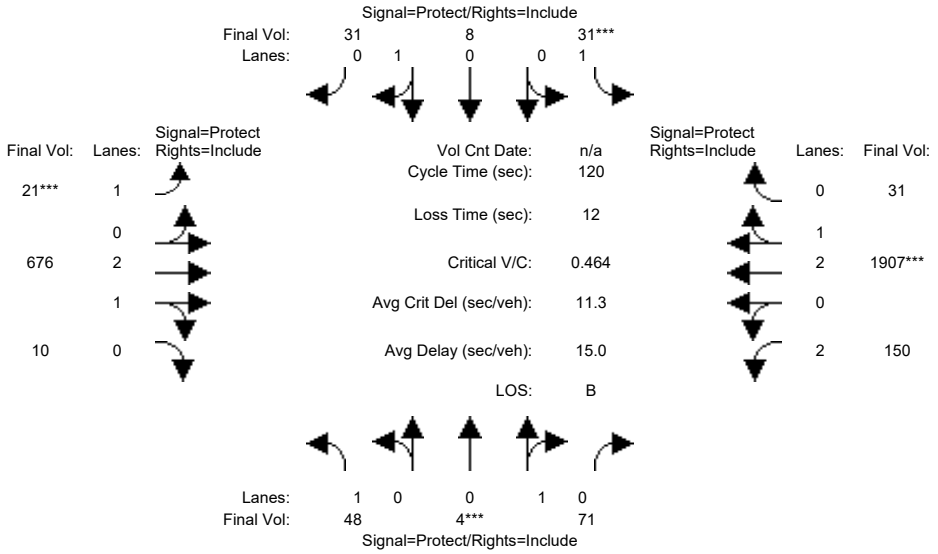
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	0	6	0	0	0	3	400	18	44	1523	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	6	0	0	0	3	400	18	44	1523	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	6	0	0	0	3	400	18	44	1523	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	6	0	0	0	3	400	18	44	1523	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	6	0	0	0	3	400	18	44	1523	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	6	0	0	0	3	400	18	44	1523	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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.87	0.13	1.00	3.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	5359	241	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.07	0.03	0.27	0.00
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	7.0	80.6	80.6	50.4	124	0.0
Volume/Cap:	0.05	0.00	0.05	0.00	0.00	0.00	0.04	0.14	0.14	0.07	0.32	0.00
Delay/Veh:	65.7	0.0	65.7	0.0	0.0	0.0	68.5	17.4	17.4	34.0	3.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.7	0.0	65.7	0.0	0.0	0.0	68.5	17.4	17.4	34.0	3.1	0.0
LOS by Move:	E	A	E	A	A	A	E	B	B	C	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	3	1	5	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



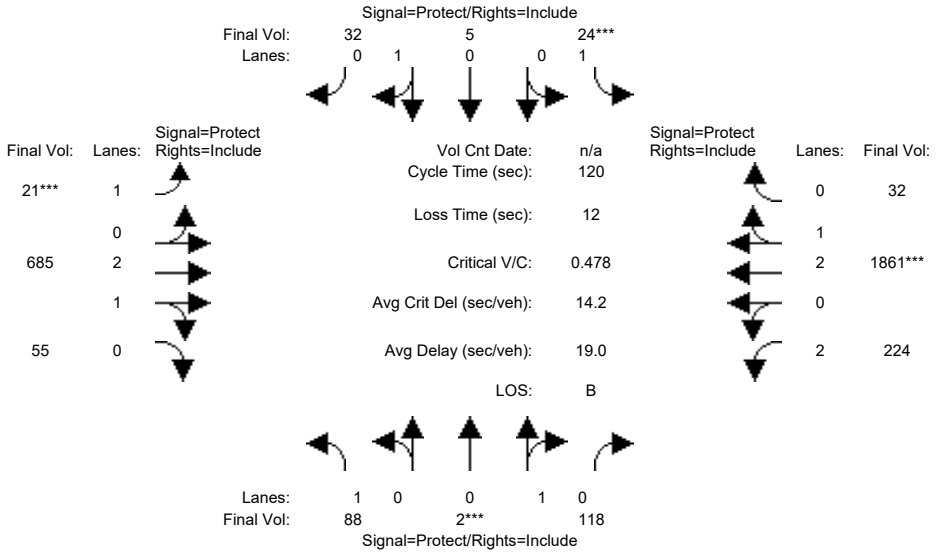
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	48	4	71	31	8	31	21	676	10	150	1907	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	4	71	31	8	31	21	676	10	150	1907	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	4	71	31	8	31	21	676	10	150	1907	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	4	71	31	8	31	21	676	10	150	1907	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	4	71	31	8	31	21	676	10	150	1907	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	4	71	31	8	31	21	676	10	150	1907	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	0.05	0.95	1.00	0.21	0.79	1.00	2.95	0.05	2.00	2.95	0.05
Final Sat.:	1750	96	1704	1750	369	1431	1750	5518	82	3150	5510	90
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.02	0.02	0.02	0.01	0.12	0.12	0.05	0.35	0.35
Crit Moves:		****		****			****				****	
Green Time:	7.0	10.1	10.1	7.0	10.1	10.1	7.0	61.6	61.6	29.3	83.9	83.9
Volume/Cap:	0.47	0.49	0.49	0.30	0.26	0.26	0.21	0.24	0.24	0.19	0.49	0.49
Delay/Veh:	58.0	55.0	55.0	55.8	52.4	52.4	54.9	16.3	16.3	36.1	8.4	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	55.0	55.0	55.8	52.4	52.4	54.9	16.3	16.3	36.1	8.4	8.4
LOS by Move:	E	E	E	E	D	D	D	B	B	D	A	A
HCM2kAvgQ:	2	3	3	1	2	2	1	5	5	3	11	11

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



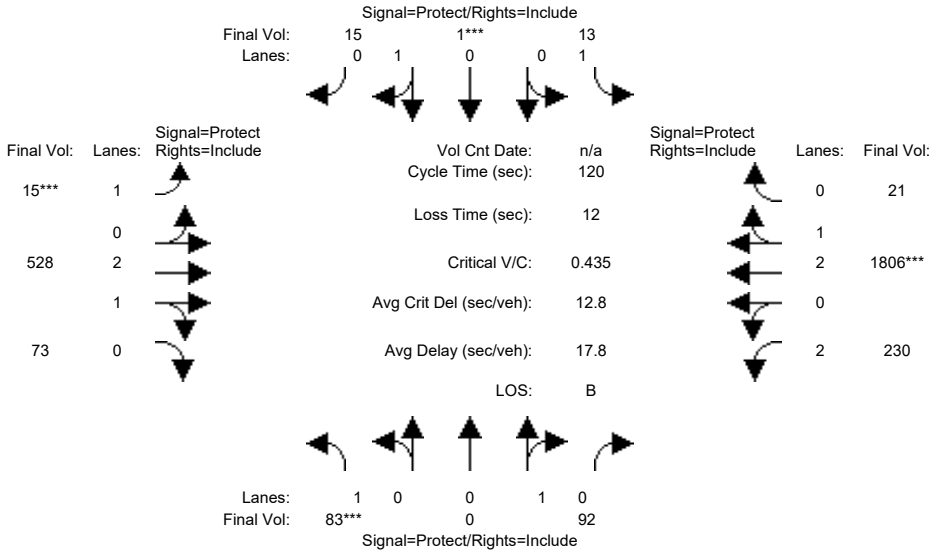
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	2	118	24	5	32	21	685	55	224	1861	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	2	118	24	5	32	21	685	55	224	1861	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	2	118	24	5	32	21	685	55	224	1861	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	2	118	24	5	32	21	685	55	224	1861	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	2	118	24	5	32	21	685	55	224	1861	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	2	118	24	5	32	21	685	55	224	1861	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	0.02	0.98	1.00	0.14	0.86	1.00	2.77	0.23	2.00	2.95	0.05
Final Sat.:	1750	30	1770	1750	243	1557	1750	5183	416	3150	5505	95
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.07	0.01	0.02	0.02	0.01	0.13	0.13	0.07	0.34	0.34
Crit Moves:		****		****			****				****	
Green Time:	9.3	15.5	15.5	7.0	13.2	13.2	7.0	55.6	55.6	29.9	78.5	78.5
Volume/Cap:	0.65	0.52	0.52	0.24	0.19	0.19	0.21	0.29	0.29	0.29	0.52	0.52
Delay/Veh:	64.6	50.8	50.8	55.1	49.0	49.0	54.9	20.0	20.0	36.6	11.0	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	50.8	50.8	55.1	49.0	49.0	54.9	20.0	20.0	36.6	11.0	11.0
LOS by Move:	E	D	D	E	D	D	D	B	B	D	B	B
HCM2kAvgQ:	5	5	5	1	1	1	1	5	5	4	12	12

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



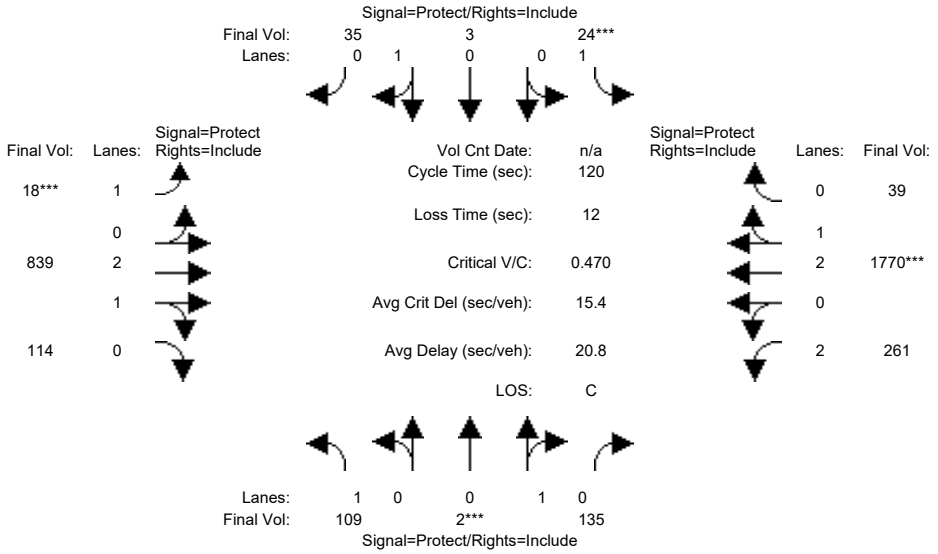
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	83	0	92	13	1	15	15	528	73	230	1806	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	0	92	13	1	15	15	528	73	230	1806	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	0	92	13	1	15	15	528	73	230	1806	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	0	92	13	1	15	15	528	73	230	1806	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	0	92	13	1	15	15	528	73	230	1806	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	0	92	13	1	15	15	528	73	230	1806	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.95	0.95	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.06	0.94	1.00	2.62	0.38	2.00	2.96	0.04
Final Sat.:	1750	0	1800	1750	112	1687	1750	4919	680	3150	5536	64
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.01	0.01	0.01	0.01	0.11	0.11	0.07	0.33	0.33
Crit Moves:	****				****		****				****	
Green Time:	11.5	0.0	12.7	8.9	10.0	10.0	7.0	51.5	51.5	35.0	79.5	79.5
Volume/Cap:	0.49	0.00	0.48	0.10	0.11	0.11	0.15	0.25	0.25	0.25	0.49	0.49
Delay/Veh:	53.7	0.0	52.5	52.2	51.2	51.2	54.3	22.0	22.0	32.6	10.3	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:	53.7	0.0	52.5	52.2	51.2	51.2	54.3	22.0	22.0	32.6	10.3	10.3
LOS by Move:	D	A	D	D	D	D	D	C	C	C	B	B
HCM2kAvgQ:	4	0	4	1	1	1	1	5	5	4	11	11

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



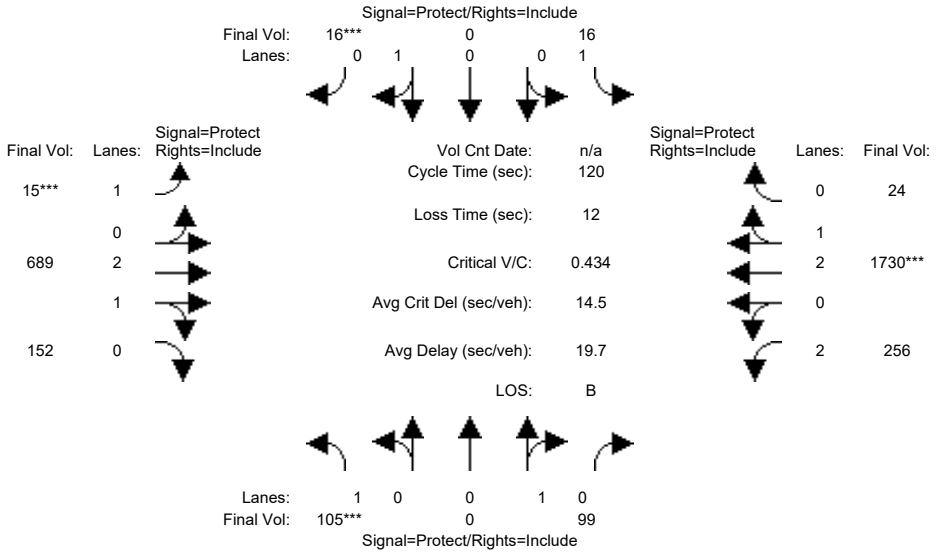
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	109	2	135	24	3	35	18	839	114	261	1770	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	2	135	24	3	35	18	839	114	261	1770	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	2	135	24	3	35	18	839	114	261	1770	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	2	135	24	3	35	18	839	114	261	1770	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	2	135	24	3	35	18	839	114	261	1770	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	2	135	24	3	35	18	839	114	261	1770	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	0.01	0.99	1.00	0.08	0.92	1.00	2.63	0.37	2.00	2.93	0.07
Final Sat.:	1750	26	1774	1750	142	1658	1750	4929	670	3150	5479	121
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.01	0.02	0.02	0.01	0.17	0.17	0.08	0.32	0.32
Crit Moves:		****		****			****				****	
Green Time:	10.7	17.9	17.9	7.0	14.3	14.3	7.0	55.9	55.9	27.2	76.1	76.1
Volume/Cap:	0.70	0.51	0.51	0.24	0.18	0.18	0.18	0.37	0.37	0.37	0.51	0.51
Delay/Veh:	66.5	48.6	48.6	55.1	48.0	48.0	54.6	20.7	20.7	39.4	12.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	48.6	48.6	55.1	48.0	48.0	54.6	20.7	20.7	39.4	12.0	12.0
LOS by Move:	E	D	D	E	D	D	D	C	C	D	B	B
HCM2kAvgQ:	6	5	5	1	1	1	1	7	7	5	12	12

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



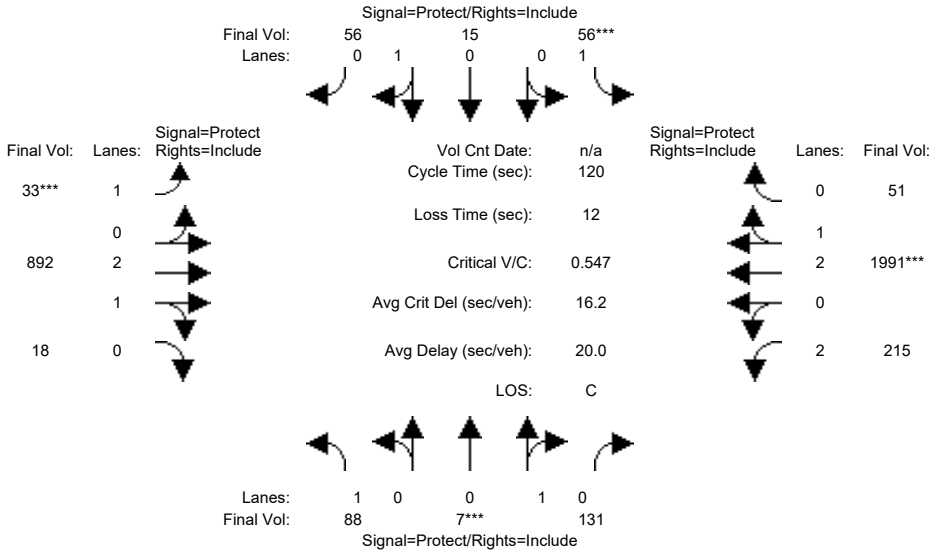
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	105	0	99	16	0	16	15	689	152	256	1730	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	0	99	16	0	16	15	689	152	256	1730	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	0	99	16	0	16	15	689	152	256	1730	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	0	99	16	0	16	15	689	152	256	1730	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	0	99	16	0	16	15	689	152	256	1730	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	0	99	16	0	16	15	689	152	256	1730	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.44	0.56	2.00	2.96	0.04
Final Sat.:	1750	0	1800	1750	0	1800	1750	4587	1012	3150	5523	77
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.01	0.00	0.01	0.01	0.15	0.15	0.08	0.31	0.31
Crit Moves:	****					****	****				****	
Green Time:	14.6	0.0	12.0	12.7	0.0	12.7	7.0	54.1	54.1	29.3	76.4	76.4
Volume/Cap:	0.49	0.00	0.55	0.09	0.00	0.08	0.15	0.33	0.33	0.33	0.49	0.49
Delay/Veh:	51.0	0.0	55.2	48.6	0.0	48.6	54.3	21.4	21.4	37.6	11.7	11.7
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:	51.0	0.0	55.2	48.6	0.0	48.6	54.3	21.4	21.4	37.6	11.7	11.7
LOS by Move:	D	A	E	D	A	D	D	C	C	D	B	B
HCM2kAvgQ:	4	0	4	1	0	1	1	7	7	5	11	11

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



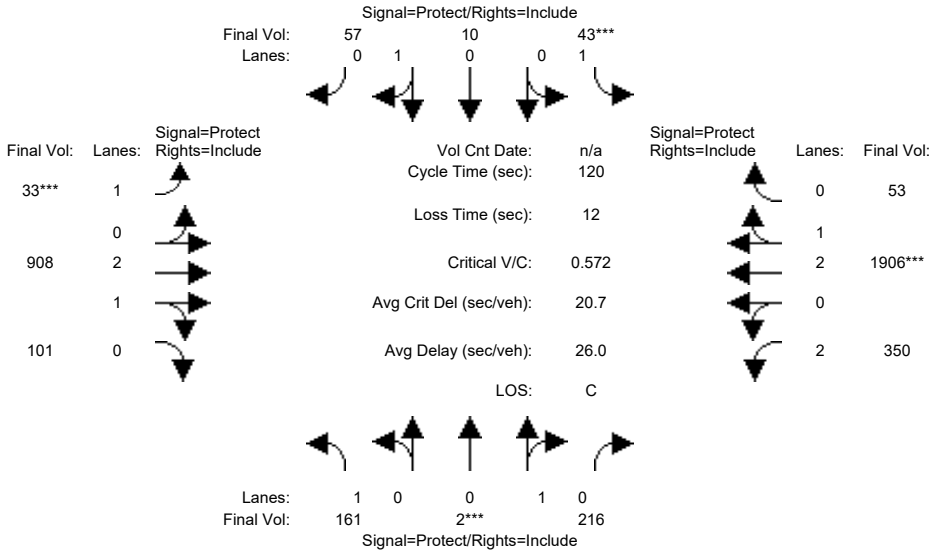
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	7	131	56	15	56	33	892	18	215	1991	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	7	131	56	15	56	33	892	18	215	1991	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	7	131	56	15	56	33	892	18	215	1991	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	7	131	56	15	56	33	892	18	215	1991	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	7	131	56	15	56	33	892	18	215	1991	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	7	131	56	15	56	33	892	18	215	1991	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	0.05	0.95	1.00	0.21	0.79	1.00	2.94	0.06	2.00	2.92	0.08
Final Sat.:	1750	91	1709	1750	380	1420	1750	5489	111	3150	5460	140
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.03	0.04	0.04	0.02	0.16	0.16	0.07	0.36	0.36
Crit Moves:		****		****			****				****	
Green Time:	9.6	16.3	16.3	7.0	13.7	13.7	7.0	59.6	59.6	25.0	77.7	77.7
Volume/Cap:	0.63	0.56	0.56	0.55	0.34	0.34	0.32	0.33	0.33	0.33	0.56	0.56
Delay/Veh:	62.2	51.5	51.5	61.2	50.0	50.0	56.1	18.2	18.2	40.6	12.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.2	51.5	51.5	61.2	50.0	50.0	56.1	18.2	18.2	40.6	12.0	12.0
LOS by Move:	E	D	D	E	D	D	E	B	B	D	B	B
HCM2kAvgQ:	4	6	6	3	3	3	1	7	7	4	14	14

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



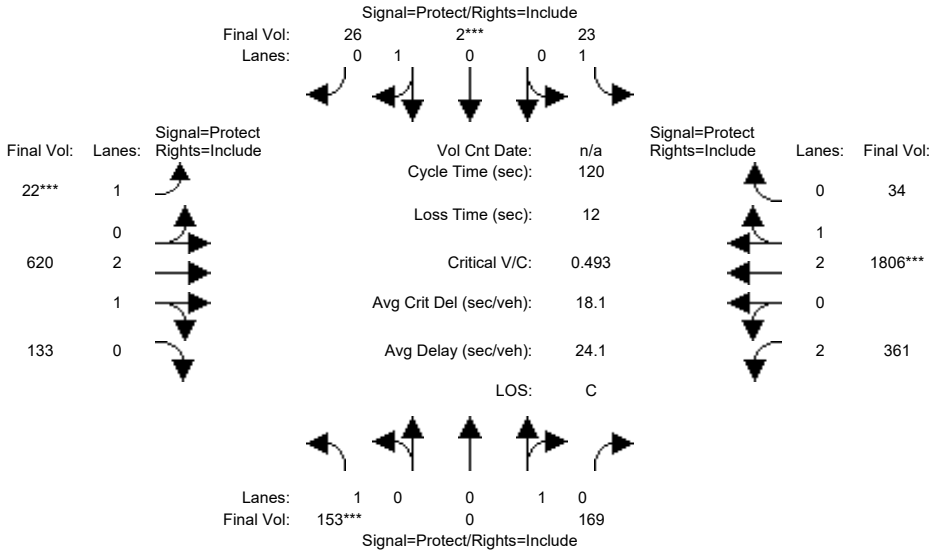
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	161	2	216	43	10	57	33	908	101	350	1906	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	2	216	43	10	57	33	908	101	350	1906	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	2	216	43	10	57	33	908	101	350	1906	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	2	216	43	10	57	33	908	101	350	1906	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	2	216	43	10	57	33	908	101	350	1906	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	2	216	43	10	57	33	908	101	350	1906	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	0.01	0.99	1.00	0.15	0.85	1.00	2.69	0.31	2.00	2.92	0.08
Final Sat.:	1750	17	1783	1750	269	1531	1750	5039	560	3150	5448	152
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.12	0.02	0.04	0.04	0.02	0.18	0.18	0.11	0.35	0.35
Crit Moves:		****		****			****				****	
Green Time:	16.4	24.2	24.2	7.0	14.8	14.8	7.0	47.5	47.5	29.3	69.8	69.8
Volume/Cap:	0.67	0.60	0.60	0.42	0.30	0.30	0.32	0.46	0.46	0.46	0.60	0.60
Delay/Veh:	56.7	46.3	46.3	57.3	48.6	48.6	56.1	26.8	26.8	39.0	16.5	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	46.3	46.3	57.3	48.6	48.6	56.1	26.8	26.8	39.0	16.5	16.5
LOS by Move:	E	D	D	E	D	D	E	C	C	D	B	B
HCM2kAvgQ:	7	8	8	2	3	3	1	9	9	7	16	16

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



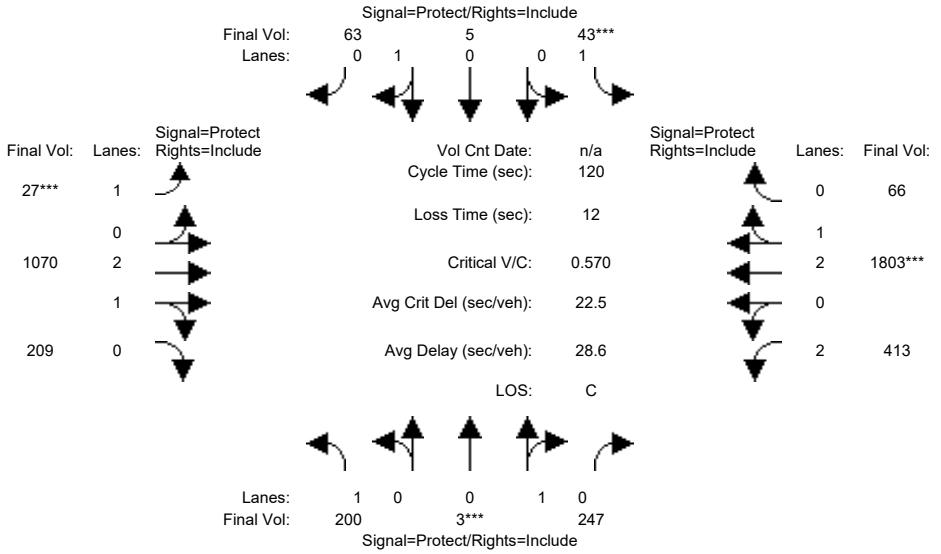
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	153	0	169	23	2	26	22	620	133	361	1806	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	0	169	23	2	26	22	620	133	361	1806	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	0	169	23	2	26	22	620	133	361	1806	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	0	169	23	2	26	22	620	133	361	1806	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	0	169	23	2	26	22	620	133	361	1806	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	0	169	23	2	26	22	620	133	361	1806	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.95	0.95	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.07	0.93	1.00	2.45	0.55	2.00	2.94	0.06
Final Sat.:	1750	0	1800	1750	129	1671	1750	4610	989	3150	5496	103
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.01	0.02	0.02	0.01	0.13	0.13	0.11	0.33	0.33
Crit Moves:	****				****		****				****	
Green Time:	19.1	0.0	18.0	11.2	10.0	10.0	7.0	42.6	42.6	36.3	71.9	71.9
Volume/Cap:	0.55	0.00	0.63	0.14	0.19	0.19	0.22	0.38	0.38	0.38	0.55	0.55
Delay/Veh:	48.8	0.0	52.5	50.4	51.8	51.8	54.9	29.0	29.0	33.2	14.6	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:	48.8	0.0	52.5	50.4	51.8	51.8	54.9	29.0	29.0	33.2	14.6	14.6
LOS by Move:	D	A	D	D	D	D	D	C	C	C	B	B
HCM2kAvgQ:	6	0	7	1	1	1	1	7	7	6	14	14

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



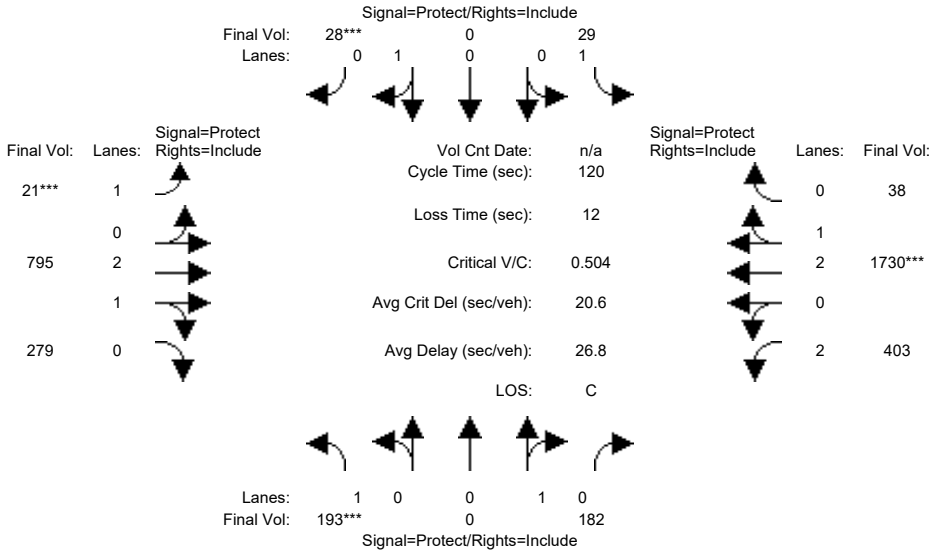
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	3	247	43	5	63	27	1070	209	413	1803	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	3	247	43	5	63	27	1070	209	413	1803	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	3	247	43	5	63	27	1070	209	413	1803	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	3	247	43	5	63	27	1070	209	413	1803	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	3	247	43	5	63	27	1070	209	413	1803	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	3	247	43	5	63	27	1070	209	413	1803	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	0.01	0.99	1.00	0.07	0.93	1.00	2.49	0.51	2.00	2.89	0.11
Final Sat.:	1750	22	1778	1750	132	1668	1750	4684	915	3150	5402	198
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.14	0.02	0.04	0.04	0.02	0.23	0.23	0.13	0.33	0.33
Crit Moves:		****		****			****				****	
Green Time:	20.0	27.6	27.6	7.0	14.6	14.6	7.0	46.6	46.6	26.8	66.4	66.4
Volume/Cap:	0.68	0.60	0.60	0.42	0.31	0.31	0.26	0.59	0.59	0.59	0.60	0.60
Delay/Veh:	53.6	43.8	43.8	57.3	48.9	48.9	55.4	29.5	29.5	43.0	18.3	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	43.8	43.8	57.3	48.9	48.9	55.4	29.5	29.5	43.0	18.3	18.3
LOS by Move:	D	D	D	E	D	D	E	C	C	D	B	B
HCM2kAvgQ:	9	9	9	2	3	3	1	12	12	9	16	16

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



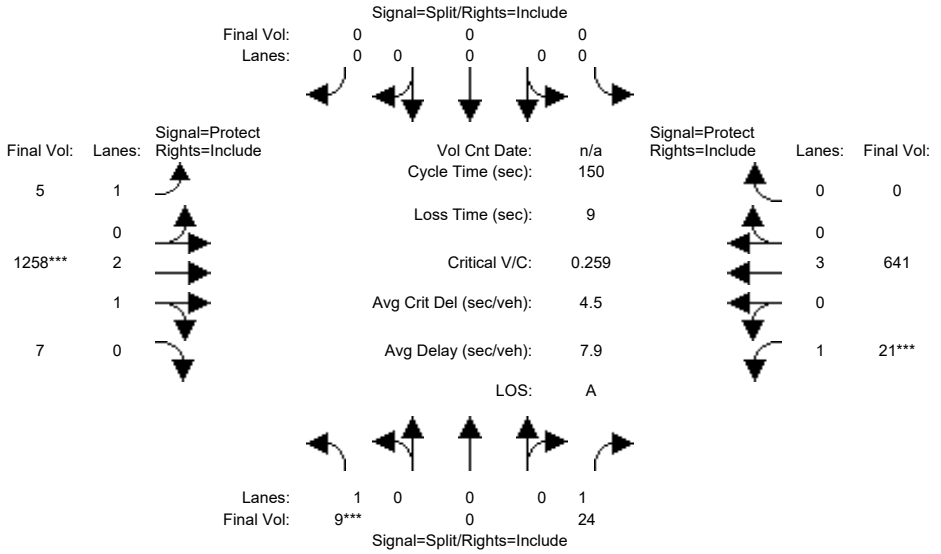
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	193	0	182	29	0	28	21	795	279	403	1730	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	0	182	29	0	28	21	795	279	403	1730	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	0	182	29	0	28	21	795	279	403	1730	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	0	182	29	0	28	21	795	279	403	1730	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	0	182	29	0	28	21	795	279	403	1730	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	0	182	29	0	28	21	795	279	403	1730	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.19	0.81	2.00	2.93	0.07
Final Sat.:	1750	0	1800	1750	0	1800	1750	4143	1454	3150	5479	120
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.10	0.02	0.00	0.02	0.01	0.19	0.19	0.13	0.32	0.32
Crit Moves:	****					****	****				****	
Green Time:	23.6	0.0	21.3	12.3	0.0	12.3	7.0	44.7	44.7	29.8	67.4	67.4
Volume/Cap:	0.56	0.00	0.57	0.16	0.00	0.15	0.21	0.52	0.52	0.52	0.56	0.56
Delay/Veh:	45.7	0.0	47.6	49.6	0.0	49.5	54.9	29.5	29.5	39.5	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	0.0	47.6	49.6	0.0	49.5	54.9	29.5	29.5	39.5	17.1	17.1
LOS by Move:	D	A	D	D	A	D	D	C	C	D	B	B
HCM2kAvgQ:	8	0	7	1	0	1	1	10	10	8	14	14

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

Market Park South Village Development

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

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



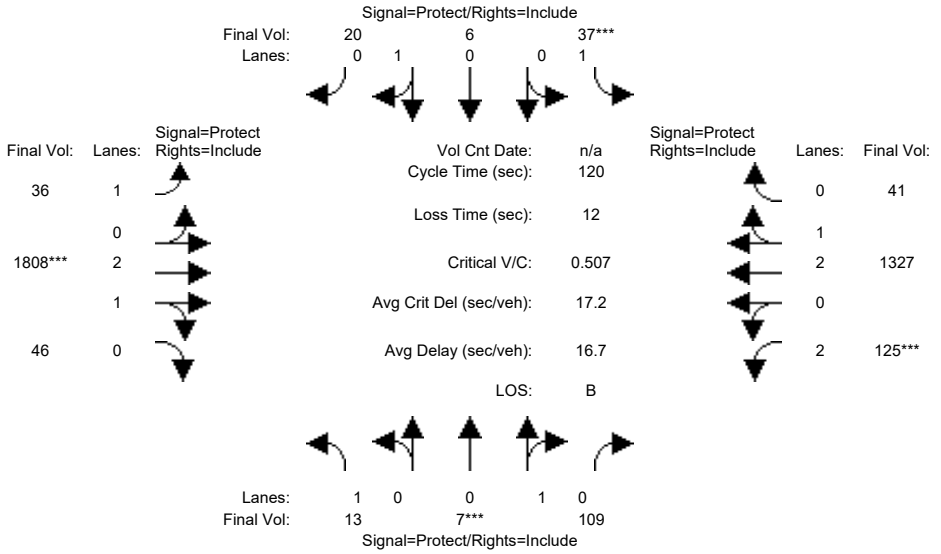
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	0	24	0	0	0	5	1258	7	21	641	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	24	0	0	0	5	1258	7	21	641	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	24	0	0	0	5	1258	7	21	641	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	24	0	0	0	5	1258	7	21	641	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	24	0	0	0	5	1258	7	21	641	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	0	24	0	0	0	5	1258	7	21	641	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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.98	0.02	1.00	3.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	5569	31	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.23	0.23	0.01	0.11	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	38.4	124	124.0	7.0	92.6	0.0
Volume/Cap:	0.08	0.00	0.21	0.00	0.00	0.00	0.01	0.27	0.27	0.26	0.18	0.00
Delay/Veh:	66.0	0.0	67.1	0.0	0.0	0.0	41.6	2.9	2.9	70.7	12.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	0.0	67.1	0.0	0.0	0.0	41.6	2.9	2.9	70.7	12.4	0.0
LOS by Move:	E	A	E	A	A	A	D	A	A	E	B	A
HCM2kAvgQ:	0	0	1	0	0	0	0	4	4	1	4	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



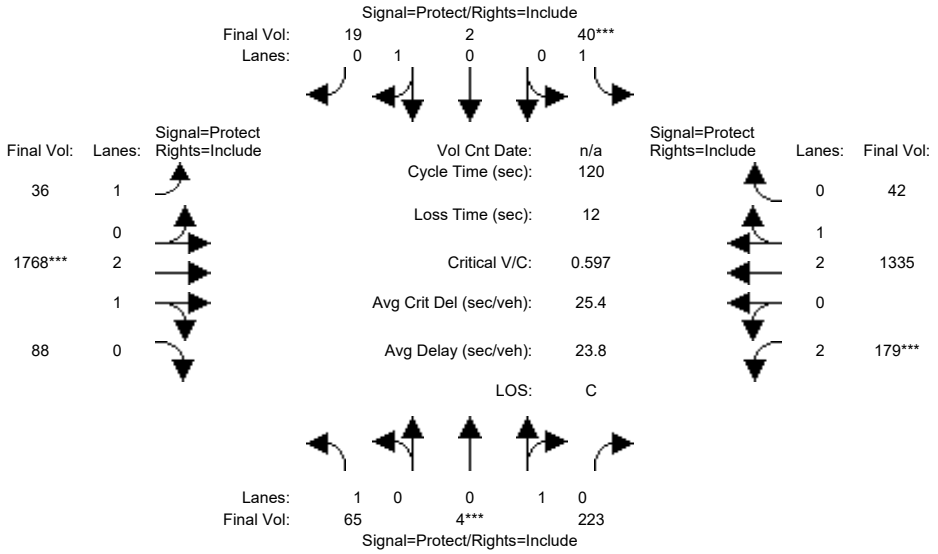
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	13	7	109	37	6	20	36	1808	46	125	1327	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	7	109	37	6	20	36	1808	46	125	1327	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	7	109	37	6	20	36	1808	46	125	1327	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	7	109	37	6	20	36	1808	46	125	1327	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	7	109	37	6	20	36	1808	46	125	1327	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	7	109	37	6	20	36	1808	46	125	1327	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	0.06	0.94	1.00	0.23	0.77	1.00	2.92	0.08	2.00	2.91	0.09
Final Sat.:	1750	109	1691	1750	415	1385	1750	5461	139	3150	5432	168
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.02	0.01	0.01	0.02	0.33	0.33	0.04	0.24	0.24
Crit Moves:		****		****				****		****		
Green Time:	9.0	15.0	15.0	7.0	12.9	12.9	16.6	76.8	76.8	9.2	69.5	69.5
Volume/Cap:	0.10	0.52	0.52	0.36	0.13	0.13	0.15	0.52	0.52	0.52	0.42	0.42
Delay/Veh:	52.0	51.2	51.2	56.5	48.8	48.8	45.8	11.7	11.7	55.2	14.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	51.2	51.2	56.5	48.8	48.8	45.8	11.7	11.7	55.2	14.2	14.2
LOS by Move:	D	D	D	E	D	D	D	B	B	E	B	B
HCM2kAvgQ:	1	5	5	2	1	1	1	12	12	3	9	9

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA

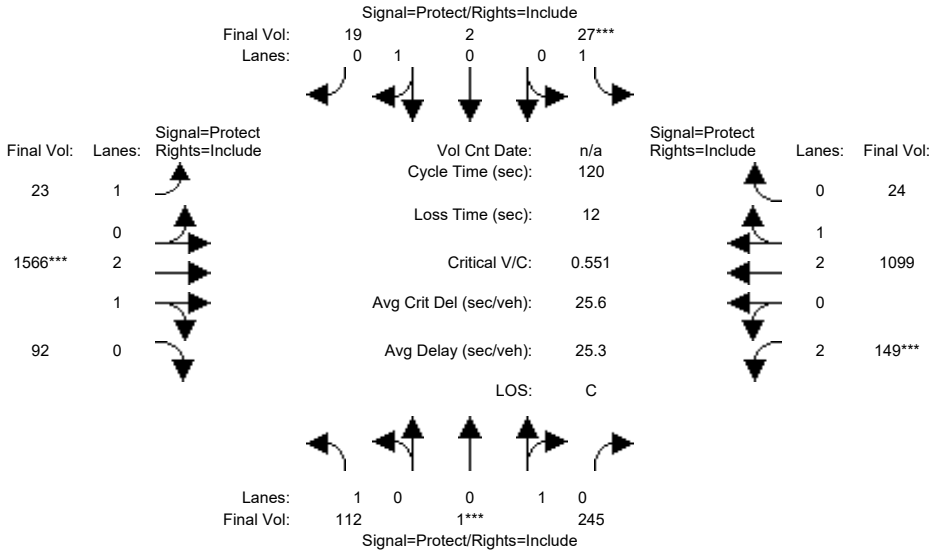


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	65	4	223	40	2	19	36	1768	88	179	1335	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	4	223	40	2	19	36	1768	88	179	1335	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	4	223	40	2	19	36	1768	88	179	1335	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	4	223	40	2	19	36	1768	88	179	1335	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	4	223	40	2	19	36	1768	88	179	1335	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	4	223	40	2	19	36	1768	88	179	1335	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	0.02	0.98	1.00	0.10	0.90	1.00	2.85	0.15	2.00	2.91	0.09
Final Sat.:	1750	32	1768	1750	171	1629	1750	5334	265	3150	5429	171
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.02	0.01	0.01	0.02	0.33	0.33	0.06	0.25	0.25
Crit Moves:		****		****				****		****		
Green Time:	13.1	24.8	24.8	7.0	18.7	18.7	14.6	65.1	65.1	11.2	61.6	61.6
Volume/Cap:	0.34	0.61	0.61	0.39	0.07	0.07	0.17	0.61	0.61	0.61	0.48	0.48
Delay/Veh:	50.5	46.2	46.2	56.9	43.4	43.4	47.6	19.2	19.2	56.1	19.0	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:	50.5	46.2	46.2	56.9	43.4	43.4	47.6	19.2	19.2	56.1	19.0	19.0
LOS by Move:	D	D	D	E	D	D	D	B	B	E	B	B
HCM2kAvgQ:	3	9	9	2	1	1	1	15	15	5	11	11

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



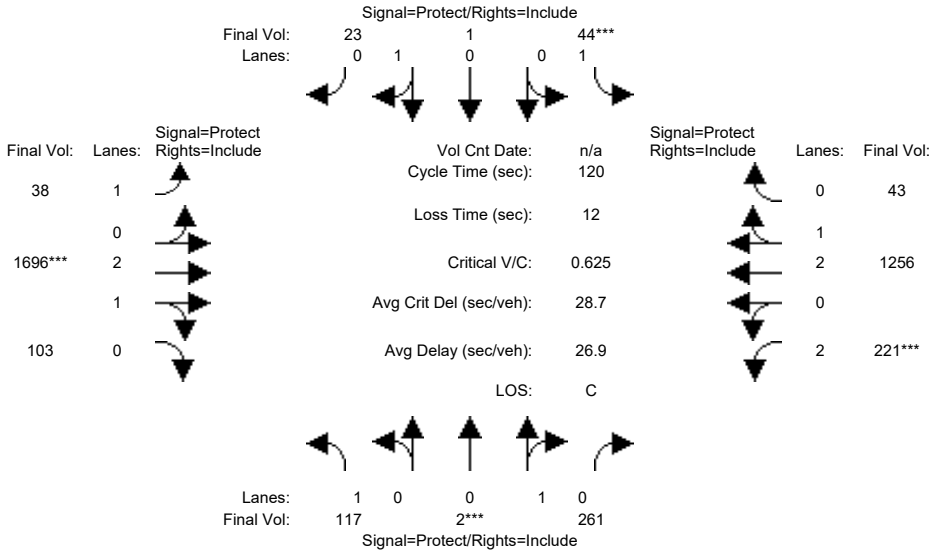
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	112	1	245	27	2	19	23	1566	92	149	1099	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	1	245	27	2	19	23	1566	92	149	1099	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	1	245	27	2	19	23	1566	92	149	1099	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	1	245	27	2	19	23	1566	92	149	1099	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1	245	27	2	19	23	1566	92	149	1099	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	1	245	27	2	19	23	1566	92	149	1099	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	0.01	0.99	1.00	0.10	0.90	1.00	2.83	0.17	2.00	2.93	0.07
Final Sat.:	1750	7	1793	1750	171	1629	1750	5289	311	3150	5480	120
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.02	0.01	0.01	0.01	0.30	0.30	0.05	0.20	0.20
Crit Moves:		****		****				****		****		
Green Time:	15.5	28.8	28.8	7.0	20.2	20.2	16.3	62.3	62.3	10.0	56.0	56.0
Volume/Cap:	0.49	0.57	0.57	0.26	0.07	0.07	0.10	0.57	0.57	0.57	0.43	0.43
Delay/Veh:	50.3	42.0	42.0	55.4	42.1	42.1	45.6	20.0	20.0	56.0	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	42.0	42.0	55.4	42.1	42.1	45.6	20.0	20.0	56.0	21.5	21.5
LOS by Move:	D	D	D	E	D	D	D	B	B	E	C	C
HCM2kAvgQ:	5	9	9	1	1	1	1	14	14	4	9	9

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



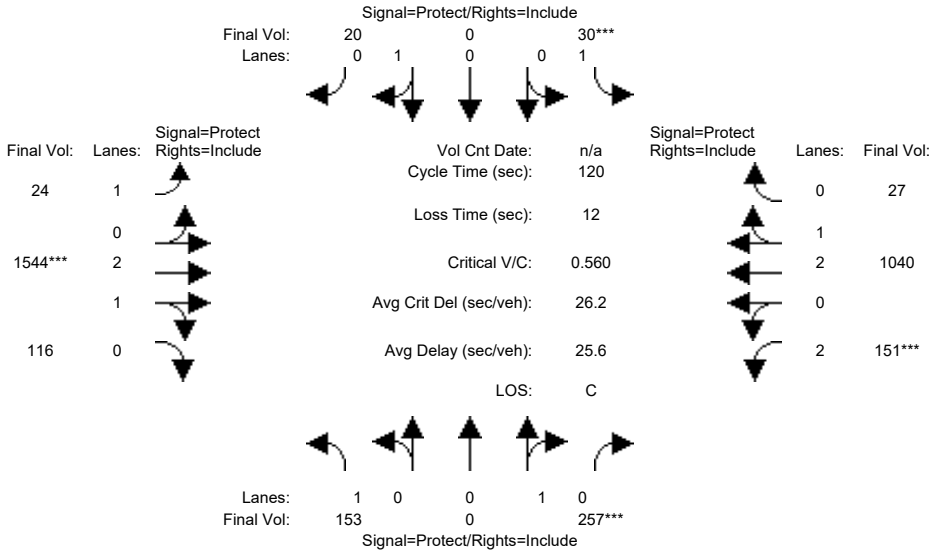
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	117	2	261	44	1	23	38	1696	103	221	1256	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	2	261	44	1	23	38	1696	103	221	1256	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	2	261	44	1	23	38	1696	103	221	1256	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	2	261	44	1	23	38	1696	103	221	1256	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	2	261	44	1	23	38	1696	103	221	1256	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	2	261	44	1	23	38	1696	103	221	1256	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	0.01	0.99	1.00	0.04	0.96	1.00	2.82	0.18	2.00	2.90	0.10
Final Sat.:	1750	14	1786	1750	75	1725	1750	5279	321	3150	5414	185
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.03	0.01	0.01	0.02	0.32	0.32	0.07	0.23	0.23
Crit Moves:		****		****				****		****		
Green Time:	15.3	27.5	27.5	7.0	19.1	19.1	14.8	60.4	60.4	13.2	58.8	58.8
Volume/Cap:	0.52	0.64	0.64	0.43	0.08	0.08	0.18	0.64	0.64	0.64	0.47	0.47
Delay/Veh:	51.2	45.1	45.1	57.5	43.1	43.1	47.5	22.3	22.3	55.1	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	45.1	45.1	57.5	43.1	43.1	47.5	22.3	22.3	55.1	20.5	20.5
LOS by Move:	D	D	D	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	5	10	10	2	1	1	1	16	16	6	11	11

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



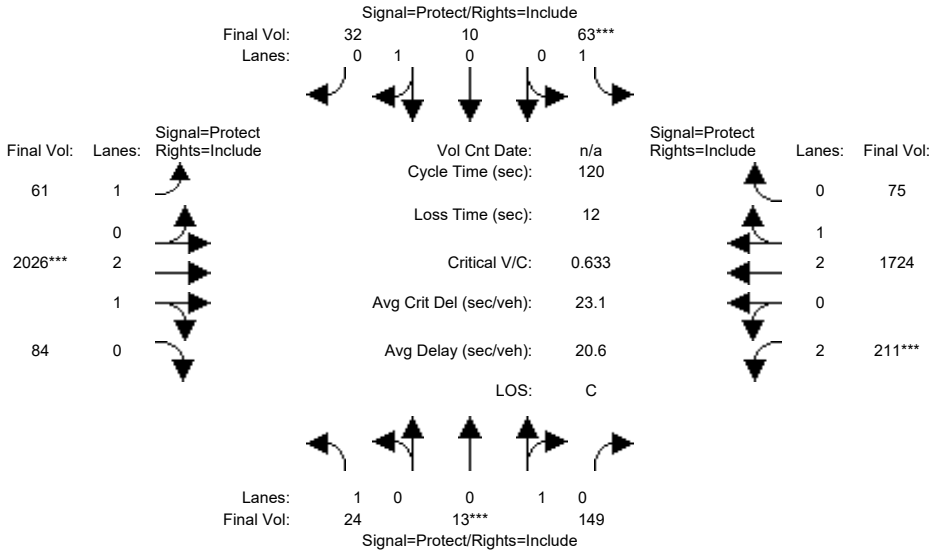
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	153	0	257	30	0	20	24	1544	116	151	1040	27
Growth Adj:	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:	153	0	257	30	0	20	24	1544	116	151	1040	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	0	257	30	0	20	24	1544	116	151	1040	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	0	257	30	0	20	24	1544	116	151	1040	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	0	257	30	0	20	24	1544	116	151	1040	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	0	257	30	0	20	24	1544	116	151	1040	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.78	0.22	2.00	2.92	0.08
Final Sat.:	1750	0	1800	1750	0	1800	1750	5208	391	3150	5458	142
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.14	0.02	0.00	0.01	0.01	0.30	0.30	0.05	0.19	0.19
Crit Moves:			****	****				****		****		
Green Time:	32.5	0.0	29.6	7.0	0.0	7.0	16.7	61.5	61.5	9.9	54.7	54.7
Volume/Cap:	0.32	0.00	0.58	0.29	0.00	0.19	0.10	0.58	0.58	0.58	0.42	0.42
Delay/Veh:	35.4	0.0	41.6	55.7	0.0	54.7	45.2	20.6	20.6	56.2	22.1	22.1
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:	35.4	0.0	41.6	55.7	0.0	54.7	45.2	20.6	20.6	56.2	22.1	22.1
LOS by Move:	D	A	D	E	A	D	D	C	C	E	C	C
HCM2kAvgQ:	5	0	9	1	0	1	1	14	14	4	9	9

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



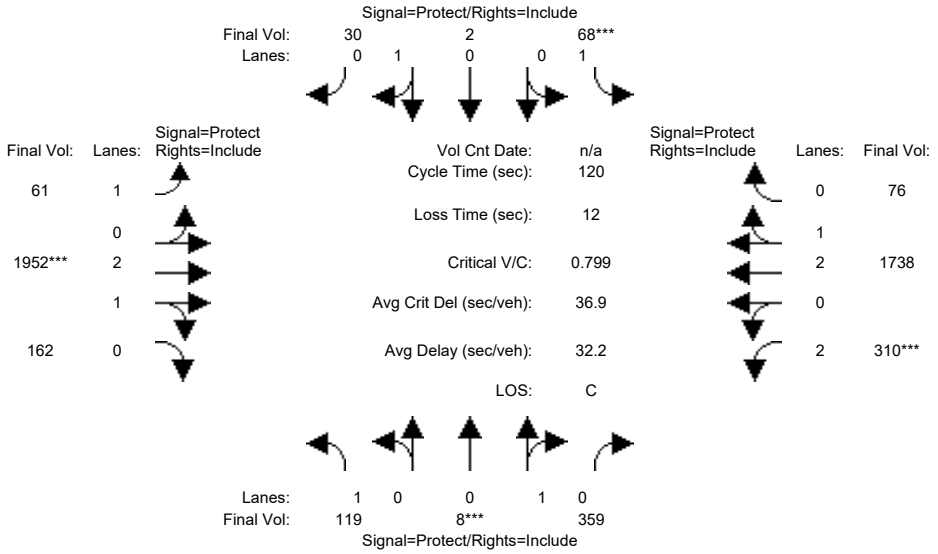
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	13	149	63	10	32	61	2026	84	211	1724	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	13	149	63	10	32	61	2026	84	211	1724	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	13	149	63	10	32	61	2026	84	211	1724	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	13	149	63	10	32	61	2026	84	211	1724	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	13	149	63	10	32	61	2026	84	211	1724	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	13	149	63	10	32	61	2026	84	211	1724	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	0.08	0.92	1.00	0.24	0.76	1.00	2.88	0.12	2.00	2.87	0.13
Final Sat.:	1750	144	1656	1750	429	1371	1750	5377	223	3150	5366	233
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.04	0.02	0.02	0.03	0.38	0.38	0.07	0.32	0.32
Crit Moves:		****		****				****		****		
Green Time:	9.9	17.0	17.0	7.0	14.1	14.1	12.9	71.3	71.3	12.7	71.1	71.1
Volume/Cap:	0.17	0.63	0.63	0.62	0.20	0.20	0.32	0.63	0.63	0.63	0.54	0.54
Delay/Veh:	51.8	53.7	53.7	66.1	48.3	48.3	50.5	16.3	16.3	55.4	14.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	53.7	53.7	66.1	48.3	48.3	50.5	16.3	16.3	55.4	14.9	14.9
LOS by Move:	D	D	D	E	D	D	D	B	B	E	B	B
HCM2kAvgQ:	1	7	7	4	2	2	2	16	16	6	13	13

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA

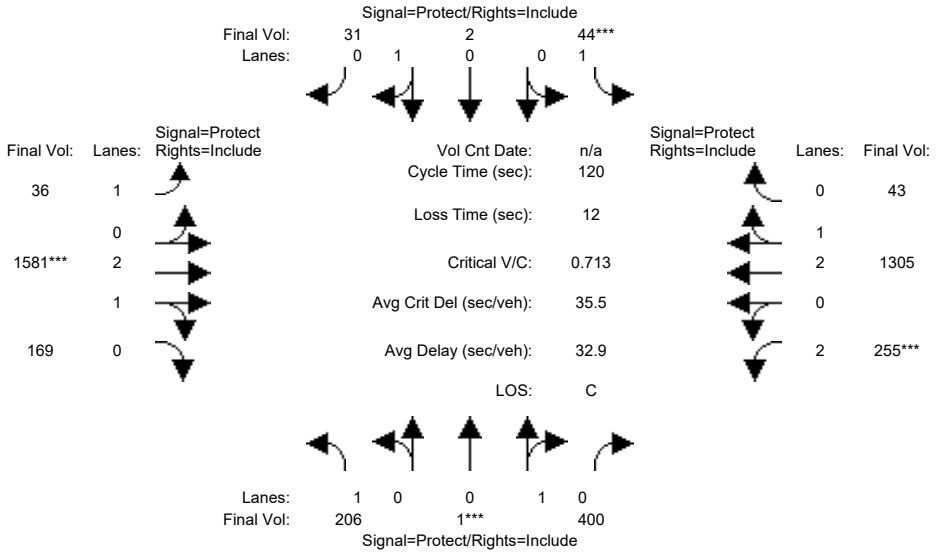


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	119	8	359	68	2	30	61	1952	162	310	1738	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	8	359	68	2	30	61	1952	162	310	1738	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	8	359	68	2	30	61	1952	162	310	1738	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	8	359	68	2	30	61	1952	162	310	1738	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	8	359	68	2	30	61	1952	162	310	1738	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	8	359	68	2	30	61	1952	162	310	1738	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	0.02	0.98	1.00	0.06	0.94	1.00	2.76	0.24	2.00	2.87	0.13
Final Sat.:	1750	39	1761	1750	112	1687	1750	5170	429	3150	5365	235
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.04	0.02	0.02	0.03	0.38	0.38	0.10	0.32	0.32
Crit Moves:		****		****				****		****		
Green Time:	16.8	30.3	30.3	7.0	20.5	20.5	10.8	56.1	56.1	14.6	59.9	59.9
Volume/Cap:	0.49	0.81	0.81	0.67	0.10	0.10	0.39	0.81	0.81	0.81	0.65	0.65
Delay/Veh:	49.2	52.4	52.4	70.8	42.1	42.1	53.1	29.3	29.3	63.3	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	52.4	52.4	70.8	42.1	42.1	53.1	29.3	29.3	63.3	22.8	22.8
LOS by Move:	D	D	D	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	5	15	15	4	1	1	2	22	22	9	17	17

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



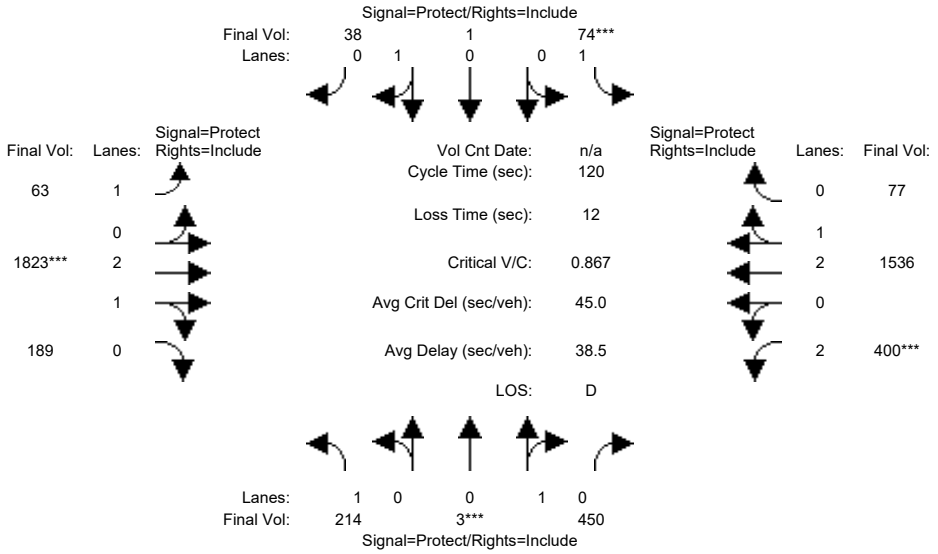
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	206	1	400	44	2	31	36	1581	169	255	1305	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	1	400	44	2	31	36	1581	169	255	1305	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	1	400	44	2	31	36	1581	169	255	1305	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	1	400	44	2	31	36	1581	169	255	1305	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	1	400	44	2	31	36	1581	169	255	1305	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	1	400	44	2	31	36	1581	169	255	1305	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	0.01	0.99	1.00	0.06	0.94	1.00	2.70	0.30	2.00	2.90	0.10
Final Sat.:	1750	4	1796	1750	109	1691	1750	5058	541	3150	5421	179
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.22	0.03	0.02	0.02	0.02	0.31	0.31	0.08	0.24	0.24
Crit Moves:		****		****				****		****		
Green Time:	25.5	36.5	36.5	7.0	18.0	18.0	12.6	51.2	51.2	13.3	51.9	51.9
Volume/Cap:	0.55	0.73	0.73	0.43	0.12	0.12	0.20	0.73	0.73	0.73	0.56	0.56
Delay/Veh:	44.0	42.4	42.4	57.5	44.3	44.3	49.6	29.9	29.9	59.4	25.7	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	42.4	42.4	57.5	44.3	44.3	49.6	29.9	29.9	59.4	25.7	25.7
LOS by Move:	D	D	D	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	8	15	15	2	1	1	1	18	18	7	13	13

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



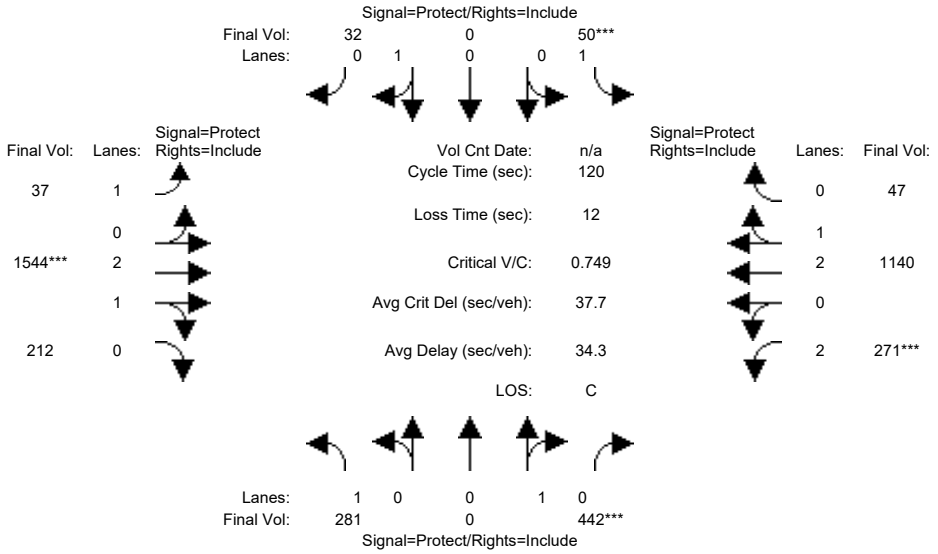
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	214	3	450	74	1	38	63	1823	189	400	1536	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	3	450	74	1	38	63	1823	189	400	1536	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	3	450	74	1	38	63	1823	189	400	1536	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	3	450	74	1	38	63	1823	189	400	1536	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	3	450	74	1	38	63	1823	189	400	1536	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	3	450	74	1	38	63	1823	189	400	1536	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	0.01	0.99	1.00	0.03	0.97	1.00	2.71	0.29	2.00	2.85	0.15
Final Sat.:	1750	12	1788	1750	46	1754	1750	5073	526	3150	5332	267
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.25	0.04	0.02	0.02	0.04	0.36	0.36	0.13	0.29	0.29
Crit Moves:		****		****				****		****		
Green Time:	24.6	34.4	34.4	7.0	16.8	16.8	11.2	49.2	49.2	17.4	55.3	55.3
Volume/Cap:	0.60	0.88	0.88	0.72	0.15	0.15	0.39	0.88	0.88	0.88	0.62	0.62
Delay/Veh:	45.9	56.3	56.3	78.1	45.6	45.6	52.7	36.8	36.8	67.5	24.9	24.9
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:	45.9	56.3	56.3	78.1	45.6	45.6	52.7	36.8	36.8	67.5	24.9	24.9
LOS by Move:	D	E	E	E	D	D	D	D	D	E	C	C
HCM2kAvgQ:	8	20	20	4	1	1	2	23	23	12	15	15

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



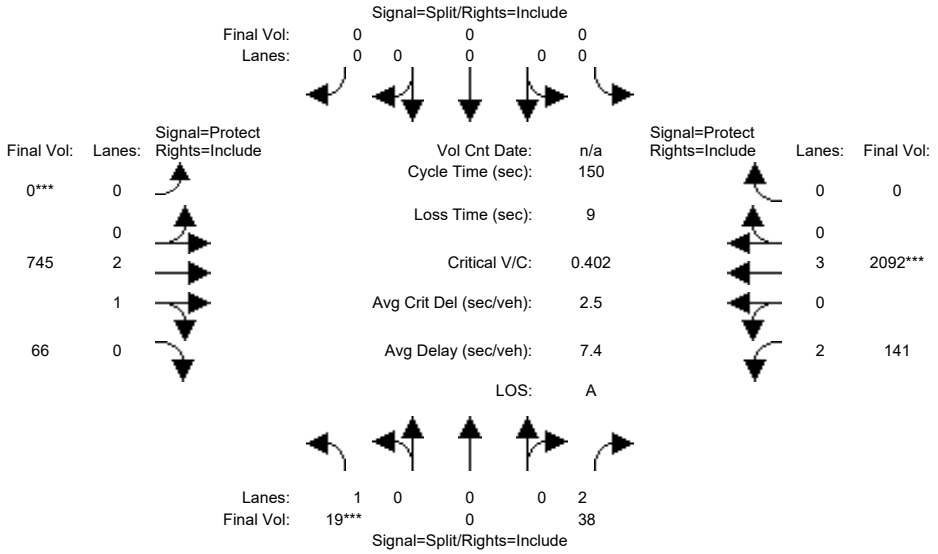
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	281	0	442	50	0	32	37	1544	212	271	1140	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	281	0	442	50	0	32	37	1544	212	271	1140	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	281	0	442	50	0	32	37	1544	212	271	1140	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	0	442	50	0	32	37	1544	212	271	1140	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	0	442	50	0	32	37	1544	212	271	1140	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	0	442	50	0	32	37	1544	212	271	1140	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.62	0.38	2.00	2.88	0.12
Final Sat.:	1750	0	1800	1750	0	1800	1750	4923	676	3150	5378	222
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.25	0.03	0.00	0.02	0.02	0.31	0.31	0.09	0.21	0.21
Crit Moves:			****	****				****		****		
Green Time:	40.9	0.0	38.4	7.0	0.0	7.0	13.5	49.1	49.1	13.5	49.1	49.1
Volume/Cap:	0.47	0.00	0.77	0.49	0.00	0.30	0.19	0.77	0.77	0.77	0.52	0.52
Delay/Veh:	31.6	0.0	42.9	58.4	0.0	55.8	48.7	32.1	32.1	61.4	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	0.0	42.9	58.4	0.0	55.8	48.7	32.1	32.1	61.4	26.8	26.8
LOS by Move:	C	A	D	E	A	E	D	C	C	E	C	C
HCM2kAvgQ:	9	0	17	3	0	1	1	19	19	8	11	11

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #4137: BART ENTRANCE/BERRYESSA



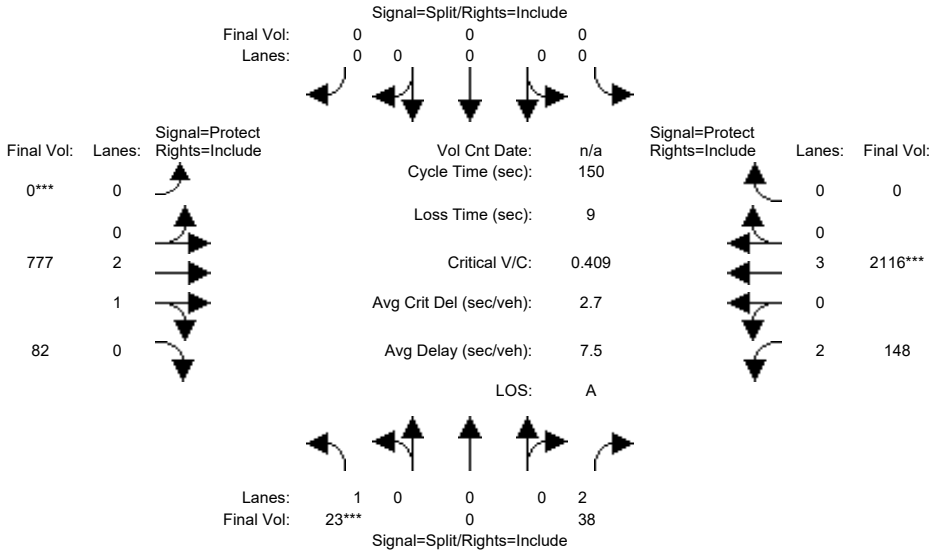
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	0	38	0	0	0	0	745	66	141	2092	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	0	38	0	0	0	0	745	66	141	2092	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	0	38	0	0	0	0	745	66	141	2092	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	38	0	0	0	0	745	66	141	2092	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	38	0	0	0	0	745	66	141	2092	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	0	38	0	0	0	0	745	66	141	2092	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.75	0.25	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	5144	456	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.14	0.14	0.04	0.37	0.00
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	99.1	99.1	31.9	131	0.0
Volume/Cap:	0.16	0.00	0.18	0.00	0.00	0.00	0.00	0.22	0.22	0.21	0.42	0.00
Delay/Veh:	66.7	0.0	66.5	0.0	0.0	0.0	0.0	10.1	10.1	48.8	2.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.7	0.0	66.5	0.0	0.0	0.0	0.0	10.1	10.1	48.8	2.0	0.0
LOS by Move:	E	A	E	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	5	5	3	6	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #4137: BART ENTRANCE/BERRYESSA



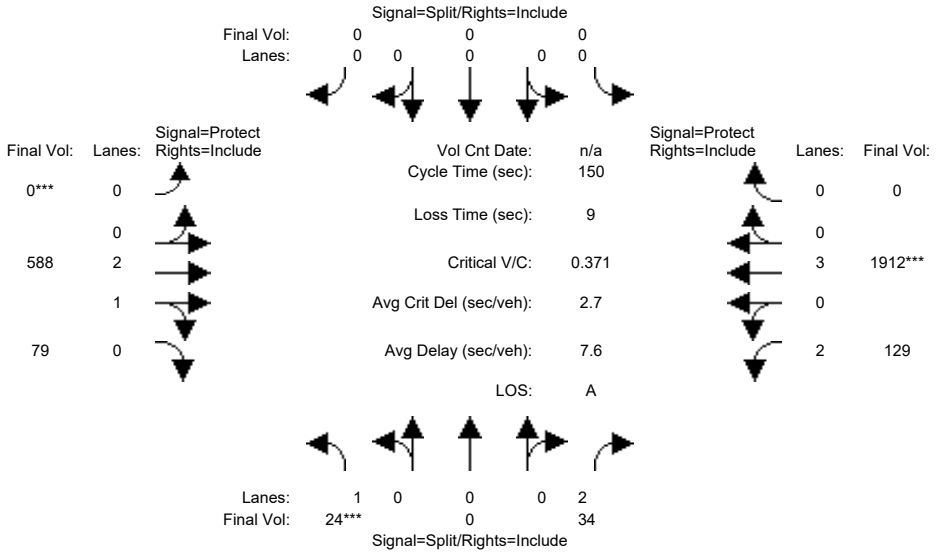
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	0	38	0	0	0	0	777	82	148	2116	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	0	38	0	0	0	0	777	82	148	2116	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	0	38	0	0	0	0	777	82	148	2116	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	0	38	0	0	0	0	777	82	148	2116	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	0	38	0	0	0	0	777	82	148	2116	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	0	38	0	0	0	0	777	82	148	2116	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.70	0.30	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	5065	535	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.15	0.15	0.05	0.37	0.00
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	100	100.3	30.7	131	0.0
Volume/Cap:	0.20	0.00	0.18	0.00	0.00	0.00	0.00	0.23	0.23	0.23	0.43	0.00
Delay/Veh:	67.0	0.0	66.5	0.0	0.0	0.0	0.0	9.8	9.8	50.0	2.0	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:	67.0	0.0	66.5	0.0	0.0	0.0	0.0	9.8	9.8	50.0	2.0	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	5	5	3	7	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #4137: BART ENTRANCE/BERRYESSA



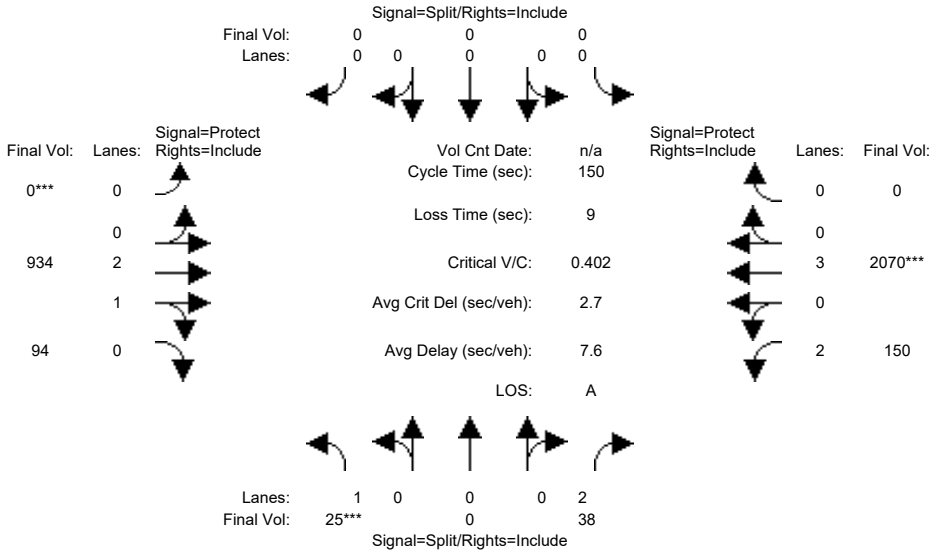
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	0	34	0	0	0	0	588	79	129	1912	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	0	34	0	0	0	0	588	79	129	1912	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	0	34	0	0	0	0	588	79	129	1912	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	0	34	0	0	0	0	588	79	129	1912	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	0	34	0	0	0	0	588	79	129	1912	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	0	34	0	0	0	0	588	79	129	1912	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.63	0.37	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	4936	663	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.12	0.12	0.04	0.34	0.00
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	94.1	94.1	36.9	131	0.0
Volume/Cap:	0.21	0.00	0.16	0.00	0.00	0.00	0.00	0.19	0.19	0.17	0.38	0.00
Delay/Veh:	67.1	0.0	66.4	0.0	0.0	0.0	0.0	11.8	11.8	44.6	1.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	0.0	66.4	0.0	0.0	0.0	0.0	11.8	11.8	44.6	1.9	0.0
LOS by Move:	E	A	E	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	4	4	3	6	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #4137: BART ENTRANCE/BERRYESSA



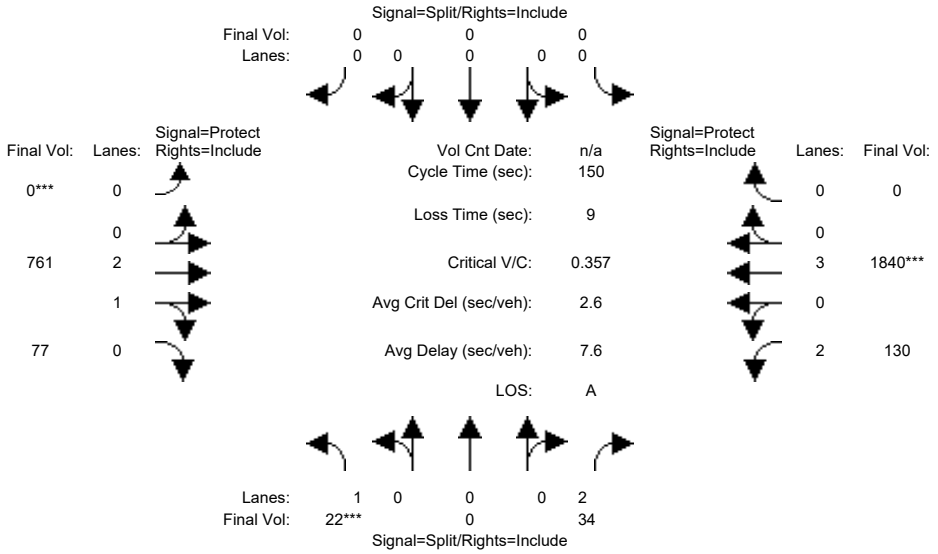
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	0	38	0	0	0	0	934	94	150	2070	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	38	0	0	0	0	934	94	150	2070	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	38	0	0	0	0	934	94	150	2070	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	0	38	0	0	0	0	934	94	150	2070	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	0	38	0	0	0	0	934	94	150	2070	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	0	38	0	0	0	0	934	94	150	2070	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.72	0.28	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	5087	512	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.18	0.18	0.05	0.36	0.00
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	104	104.0	27.0	131	0.0
Volume/Cap:	0.21	0.00	0.18	0.00	0.00	0.00	0.00	0.26	0.26	0.26	0.42	0.00
Delay/Veh:	67.2	0.0	66.5	0.0	0.0	0.0	0.0	8.7	8.7	53.2	1.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.2	0.0	66.5	0.0	0.0	0.0	0.0	8.7	8.7	53.2	1.9	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	6	6	3	6	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #4137: BART ENTRANCE/BERRYESSA



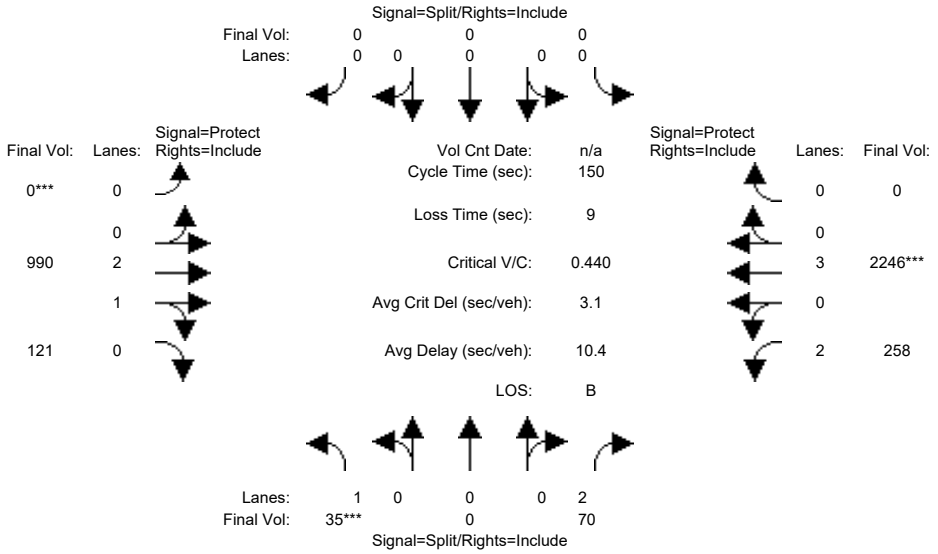
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22	0	34	0	0	0	0	761	77	130	1840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	0	34	0	0	0	0	761	77	130	1840	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	0	34	0	0	0	0	761	77	130	1840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	0	34	0	0	0	0	761	77	130	1840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	34	0	0	0	0	761	77	130	1840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	0	34	0	0	0	0	761	77	130	1840	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.71	0.29	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	5085	514	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.15	0.15	0.04	0.32	0.00
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	99.9	99.9	31.1	131	0.0
Volume/Cap:	0.19	0.00	0.16	0.00	0.00	0.00	0.00	0.22	0.22	0.20	0.37	0.00
Delay/Veh:	67.0	0.0	66.4	0.0	0.0	0.0	0.0	9.9	9.9	49.3	1.8	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:	67.0	0.0	66.4	0.0	0.0	0.0	0.0	9.9	9.9	49.3	1.8	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	5	5	3	5	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #4137: BART ENTRANCE/BERRYESSA



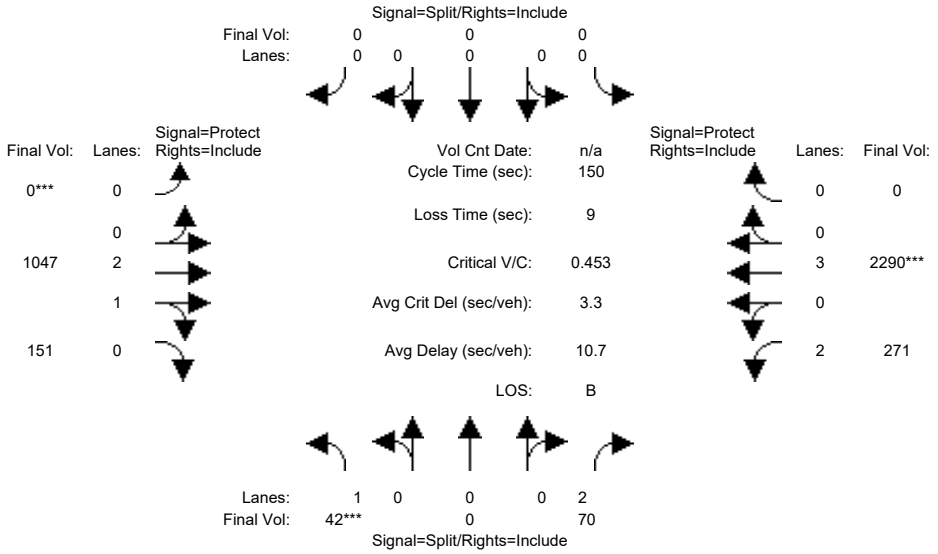
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	0	70	0	0	0	0	990	121	258	2246	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	70	0	0	0	0	990	121	258	2246	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	70	0	0	0	0	990	121	258	2246	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	70	0	0	0	0	990	121	258	2246	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	70	0	0	0	0	990	121	258	2246	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	0	70	0	0	0	0	990	121	258	2246	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.66	0.34	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	4989	610	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.20	0.20	0.08	0.39	0.00
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	92.7	92.7	38.3	131	0.0
Volume/Cap:	0.30	0.00	0.33	0.00	0.00	0.00	0.00	0.32	0.32	0.32	0.45	0.00
Delay/Veh:	68.1	0.0	67.8	0.0	0.0	0.0	0.0	13.7	13.7	45.6	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.1	0.0	67.8	0.0	0.0	0.0	0.0	13.7	13.7	45.6	2.1	0.0
LOS by Move:	E	A	E	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	8	8	5	7	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #4137: BART ENTRANCE/BERRYESSA



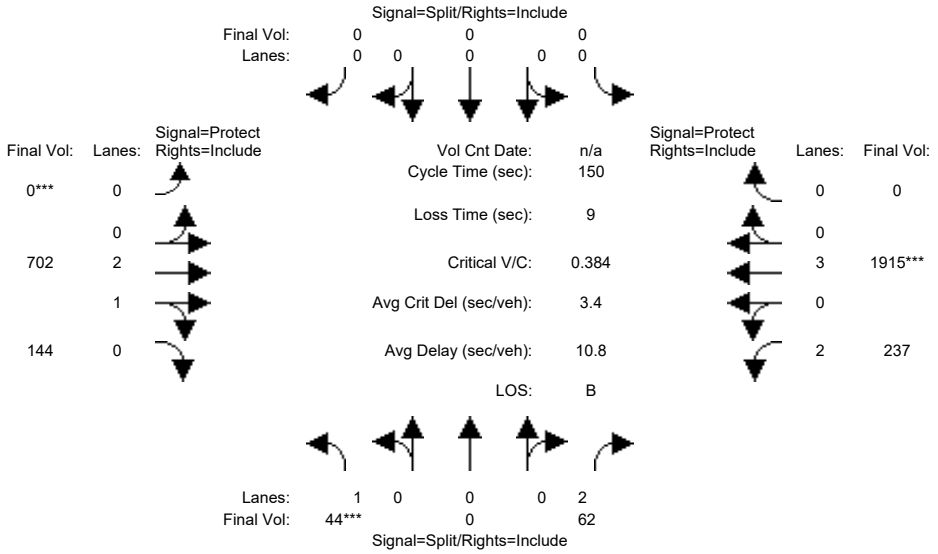
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	42	0	70	0	0	0	0	1047	151	271	2290	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	0	70	0	0	0	0	1047	151	271	2290	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	0	70	0	0	0	0	1047	151	271	2290	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	0	70	0	0	0	0	1047	151	271	2290	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	0	70	0	0	0	0	1047	151	271	2290	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	0	70	0	0	0	0	1047	151	271	2290	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.61	0.39	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	4893	706	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.21	0.21	0.09	0.40	0.00
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	93.4	93.4	37.6	131	0.0
Volume/Cap:	0.36	0.00	0.33	0.00	0.00	0.00	0.00	0.34	0.34	0.34	0.46	0.00
Delay/Veh:	68.8	0.0	67.8	0.0	0.0	0.0	0.0	13.6	13.6	46.4	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.8	0.0	67.8	0.0	0.0	0.0	0.0	13.6	13.6	46.4	2.1	0.0
LOS by Move:	E	A	E	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	9	9	6	7	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #4137: BART ENTRANCE/BERRYESSA



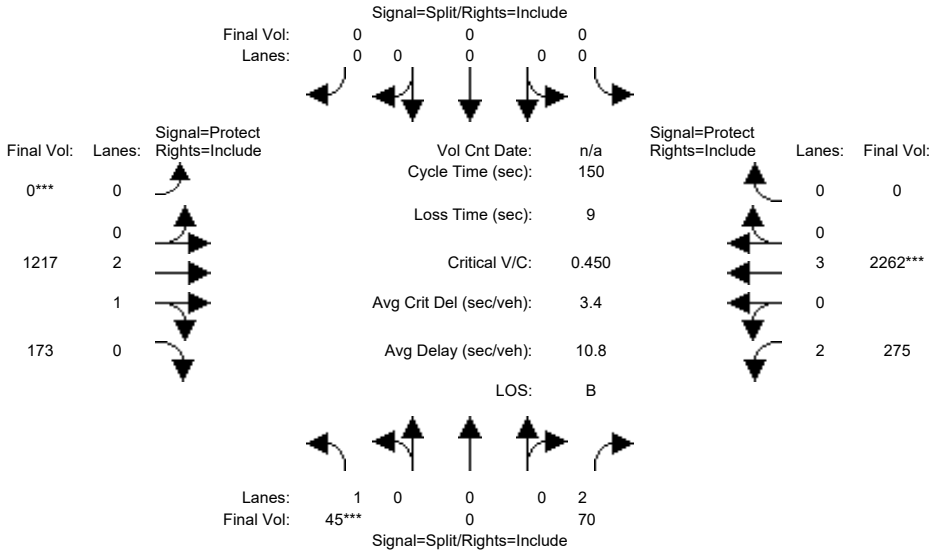
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	0	62	0	0	0	0	702	144	237	1915	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	0	62	0	0	0	0	702	144	237	1915	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	0	62	0	0	0	0	702	144	237	1915	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	0	62	0	0	0	0	702	144	237	1915	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	62	0	0	0	0	702	144	237	1915	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	0	62	0	0	0	0	702	144	237	1915	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.47	0.53	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	4646	953	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.00	0.00	0.00	0.00	0.15	0.15	0.08	0.34	0.00
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	87.5	87.5	43.5	131	0.0
Volume/Cap:	0.38	0.00	0.30	0.00	0.00	0.00	0.00	0.26	0.26	0.26	0.38	0.00
Delay/Veh:	69.1	0.0	67.4	0.0	0.0	0.0	0.0	15.4	15.4	41.0	1.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.1	0.0	67.4	0.0	0.0	0.0	0.0	15.4	15.4	41.0	1.9	0.0
LOS by Move:	E	A	E	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	6	6	5	6	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #4137: BART ENTRANCE/BERRYESSA



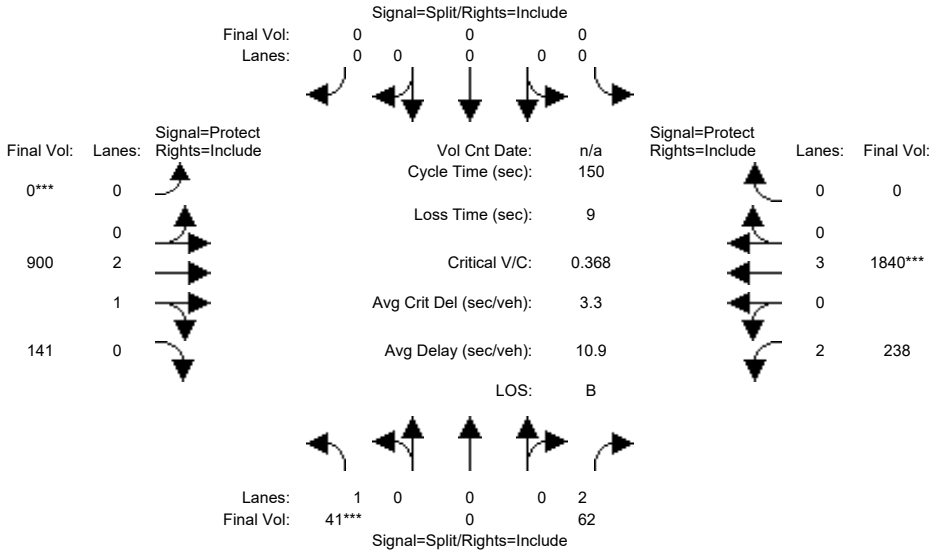
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	0	70	0	0	0	0	1217	173	275	2262	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	70	0	0	0	0	1217	173	275	2262	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	0	70	0	0	0	0	1217	173	275	2262	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	0	70	0	0	0	0	1217	173	275	2262	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	70	0	0	0	0	1217	173	275	2262	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	0	70	0	0	0	0	1217	173	275	2262	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.61	0.39	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	4902	697	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.00	0.00	0.00	0.00	0.25	0.25	0.09	0.40	0.00
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	96.9	96.9	34.1	131	0.0
Volume/Cap:	0.39	0.00	0.33	0.00	0.00	0.00	0.00	0.38	0.38	0.38	0.45	0.00
Delay/Veh:	69.2	0.0	67.8	0.0	0.0	0.0	0.0	12.6	12.6	49.4	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.2	0.0	67.8	0.0	0.0	0.0	0.0	12.6	12.6	49.4	2.1	0.0
LOS by Move:	E	A	E	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	10	10	6	7	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #4137: BART ENTRANCE/BERRYESSA



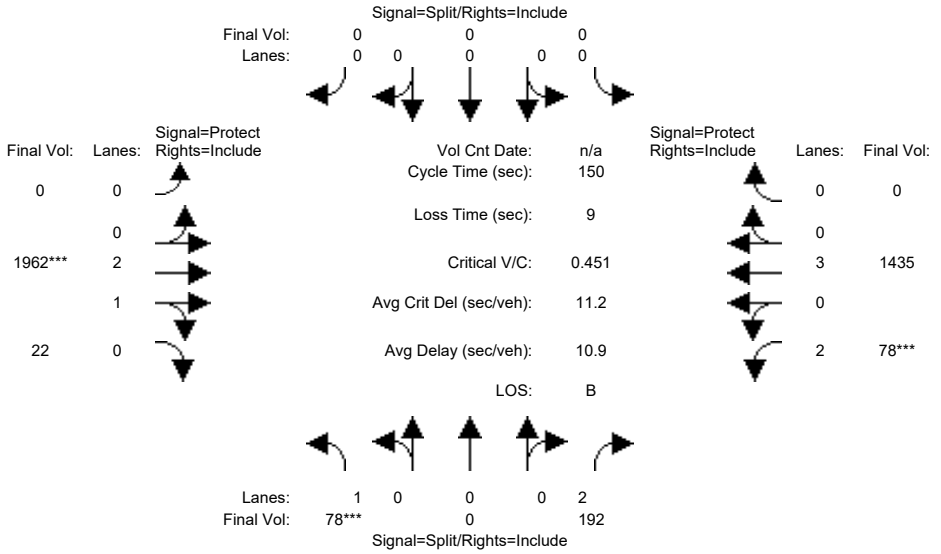
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	41	0	62	0	0	0	0	900	141	238	1840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	0	62	0	0	0	0	900	141	238	1840	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	0	62	0	0	0	0	900	141	238	1840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	0	62	0	0	0	0	900	141	238	1840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	0	62	0	0	0	0	900	141	238	1840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	0	62	0	0	0	0	900	141	238	1840	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.58	0.42	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	4841	758	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.19	0.19	0.08	0.32	0.00
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	93.1	93.1	37.9	131	0.0
Volume/Cap:	0.35	0.00	0.30	0.00	0.00	0.00	0.00	0.30	0.30	0.30	0.37	0.00
Delay/Veh:	68.7	0.0	67.4	0.0	0.0	0.0	0.0	13.3	13.3	45.6	1.8	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:	68.7	0.0	67.4	0.0	0.0	0.0	0.0	13.3	13.3	45.6	1.8	0.0
LOS by Move:	E	A	E	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	7	7	5	5	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #4137: BART ENTRANCE/BERRYESSA



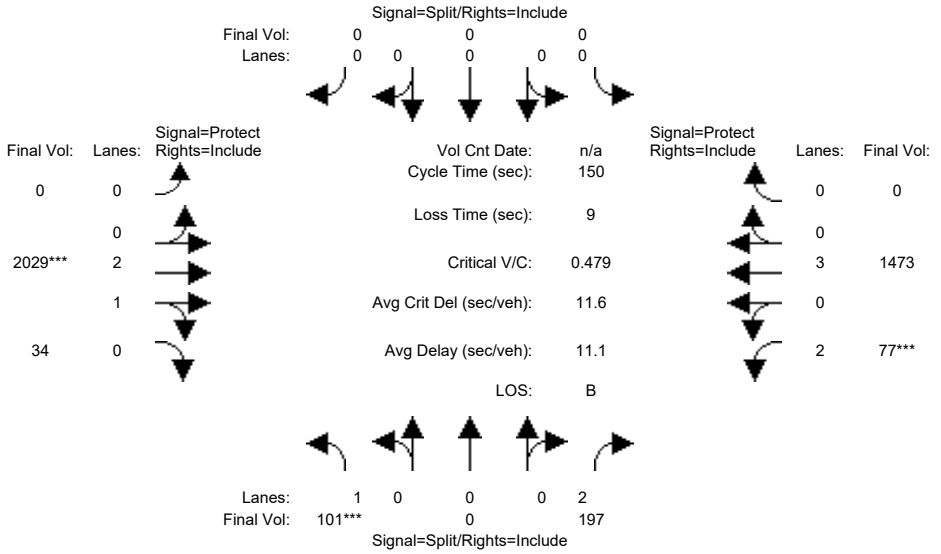
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	78	0	192	0	0	0	0	1962	22	78	1435	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	0	192	0	0	0	0	1962	22	78	1435	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	0	192	0	0	0	0	1962	22	78	1435	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	0	192	0	0	0	0	1962	22	78	1435	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	0	192	0	0	0	0	1962	22	78	1435	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	0	192	0	0	0	0	1962	22	78	1435	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.97	0.03	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	5538	62	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.35	0.35	0.02	0.25	0.00
Crit Moves:	****							****		****		
Green Time:	19.5	0.0	19.5	0.0	0.0	0.0	0.0	114	113.5	7.9	121	0.0
Volume/Cap:	0.34	0.00	0.47	0.00	0.00	0.00	0.00	0.47	0.47	0.47	0.31	0.00
Delay/Veh:	60.3	0.0	61.3	0.0	0.0	0.0	0.0	6.9	6.9	71.1	3.7	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:	60.3	0.0	61.3	0.0	0.0	0.0	0.0	6.9	6.9	71.1	3.7	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	E	A	A
HCM2kAvgQ:	3	0	5	0	0	0	0	11	11	2	5	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #4137: BART ENTRANCE/BERRYESSA



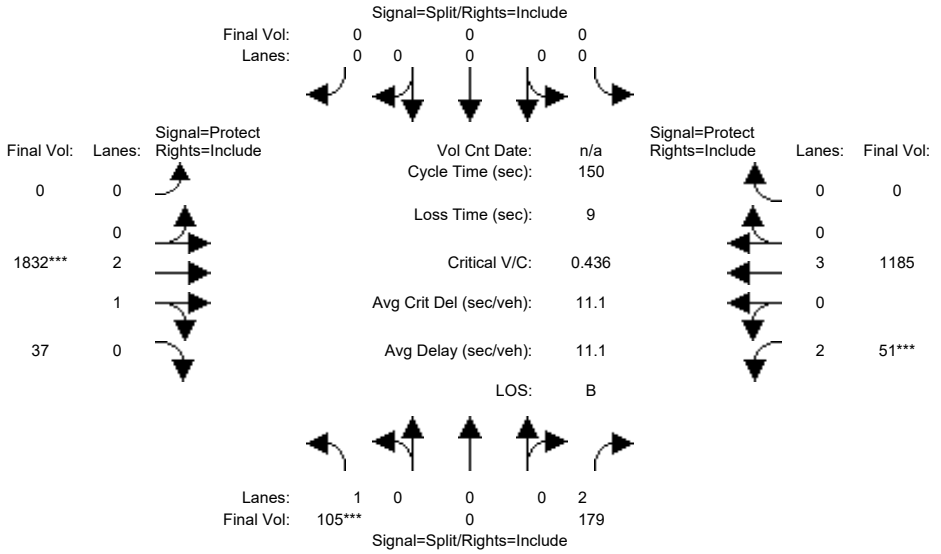
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	101	0	197	0	0	0	0	2029	34	77	1473	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	0	197	0	0	0	0	2029	34	77	1473	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	0	197	0	0	0	0	2029	34	77	1473	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	0	197	0	0	0	0	2029	34	77	1473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	0	197	0	0	0	0	2029	34	77	1473	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	0	197	0	0	0	0	2029	34	77	1473	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.95	0.05	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	5508	92	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.37	0.37	0.02	0.26	0.00
Crit Moves:	****							****		****		
Green Time:	19.4	0.0	19.4	0.0	0.0	0.0	0.0	114	114.1	7.6	122	0.0
Volume/Cap:	0.45	0.00	0.48	0.00	0.00	0.00	0.00	0.48	0.48	0.48	0.32	0.00
Delay/Veh:	61.8	0.0	61.6	0.0	0.0	0.0	0.0	6.9	6.9	71.6	3.7	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:	61.8	0.0	61.6	0.0	0.0	0.0	0.0	6.9	6.9	71.6	3.7	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	E	A	A
HCM2kAvgQ:	5	0	5	0	0	0	0	12	12	2	6	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #4137: BART ENTRANCE/BERRYESSA



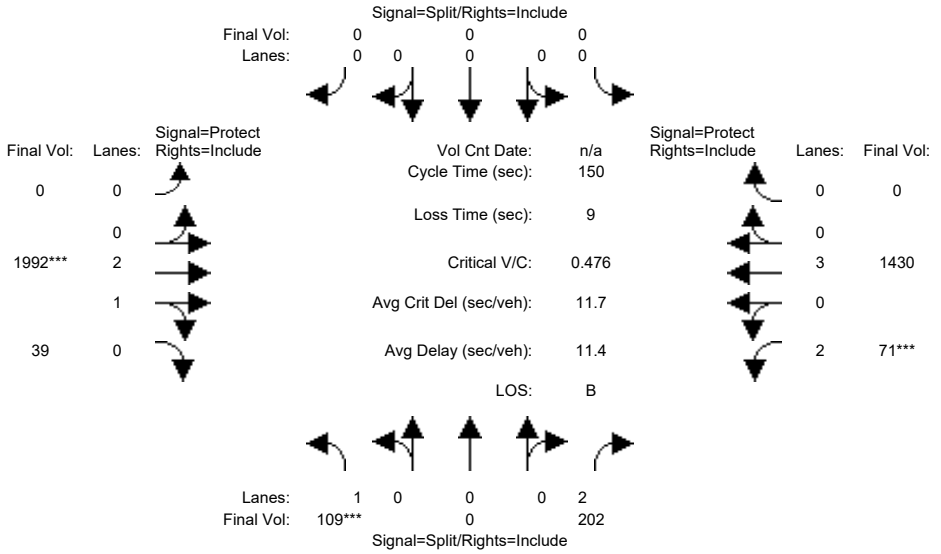
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	105	0	179	0	0	0	0	1832	37	51	1185	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	0	179	0	0	0	0	1832	37	51	1185	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	0	179	0	0	0	0	1832	37	51	1185	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	0	179	0	0	0	0	1832	37	51	1185	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	0	179	0	0	0	0	1832	37	51	1185	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	0	179	0	0	0	0	1832	37	51	1185	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.94	0.06	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	5489	111	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.33	0.33	0.02	0.21	0.00
Crit Moves:	****							****		****		
Green Time:	20.4	0.0	20.4	0.0	0.0	0.0	0.0	114	113.6	7.0	121	0.0
Volume/Cap:	0.44	0.00	0.42	0.00	0.00	0.00	0.00	0.44	0.44	0.35	0.26	0.00
Delay/Veh:	60.8	0.0	60.0	0.0	0.0	0.0	0.0	6.7	6.7	70.7	3.7	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:	60.8	0.0	60.0	0.0	0.0	0.0	0.0	6.7	6.7	70.7	3.7	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	E	A	A
HCM2kAvgQ:	5	0	4	0	0	0	0	10	10	1	4	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #4137: BART ENTRANCE/BERRYESSA



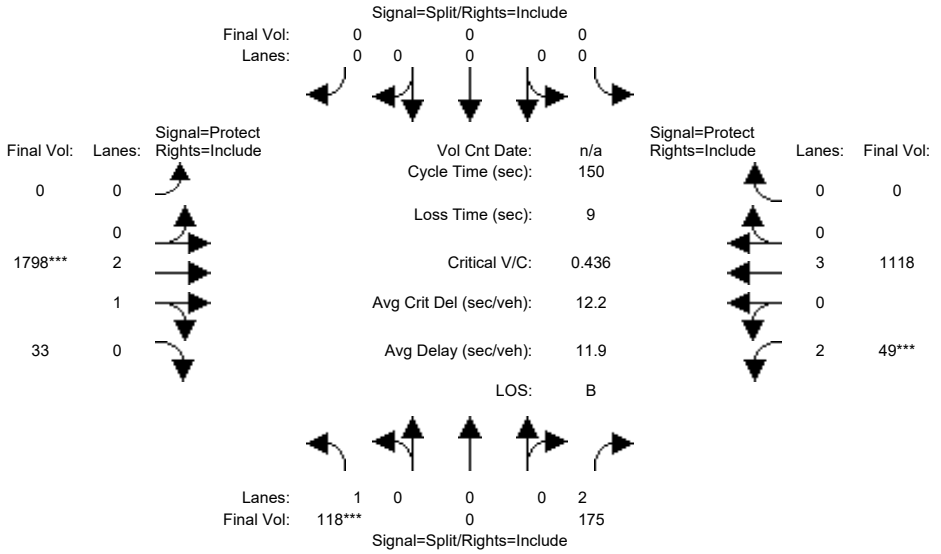
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	109	0	202	0	0	0	0	1992	39	71	1430	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	0	202	0	0	0	0	1992	39	71	1430	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	0	202	0	0	0	0	1992	39	71	1430	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	0	202	0	0	0	0	1992	39	71	1430	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	0	202	0	0	0	0	1992	39	71	1430	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	0	202	0	0	0	0	1992	39	71	1430	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.94	0.06	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	5492	108	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.36	0.36	0.02	0.25	0.00
Crit Moves:	****							****		****		
Green Time:	20.1	0.0	20.1	0.0	0.0	0.0	0.0	114	113.8	7.1	121	0.0
Volume/Cap:	0.46	0.00	0.48	0.00	0.00	0.00	0.00	0.48	0.48	0.48	0.31	0.00
Delay/Veh:	61.4	0.0	60.9	0.0	0.0	0.0	0.0	6.9	6.9	72.1	3.8	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:	61.4	0.0	60.9	0.0	0.0	0.0	0.0	6.9	6.9	72.1	3.8	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	E	A	A
HCM2kAvgQ:	5	0	5	0	0	0	0	12	12	2	6	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #4137: BART ENTRANCE/BERRYESSA



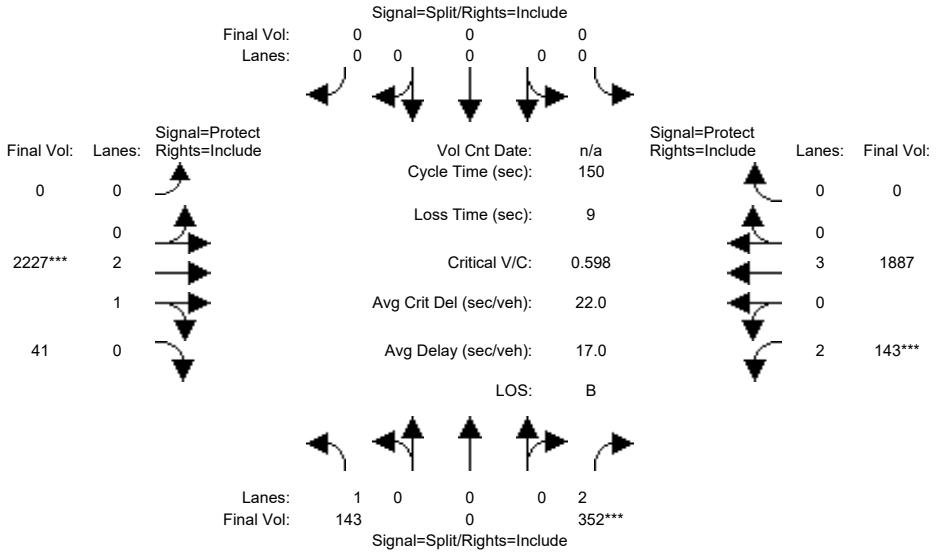
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	118	0	175	0	0	0	0	1798	33	49	1118	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	0	175	0	0	0	0	1798	33	49	1118	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	0	175	0	0	0	0	1798	33	49	1118	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	0	175	0	0	0	0	1798	33	49	1118	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	0	175	0	0	0	0	1798	33	49	1118	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	0	175	0	0	0	0	1798	33	49	1118	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.94	0.06	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	5499	101	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.06	0.00	0.00	0.00	0.00	0.33	0.33	0.02	0.20	0.00
Crit Moves:	****							****		****		
Green Time:	22.9	0.0	22.9	0.0	0.0	0.0	0.0	111	111.1	7.0	118	0.0
Volume/Cap:	0.44	0.00	0.36	0.00	0.00	0.00	0.00	0.44	0.44	0.33	0.25	0.00
Delay/Veh:	58.9	0.0	57.5	0.0	0.0	0.0	0.0	7.6	7.6	70.6	4.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	0.0	57.5	0.0	0.0	0.0	0.0	7.6	7.6	70.6	4.3	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	E	A	A
HCM2kAvgQ:	5	0	4	0	0	0	0	11	11	1	4	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #4137: BART ENTRANCE/BERRYESSA



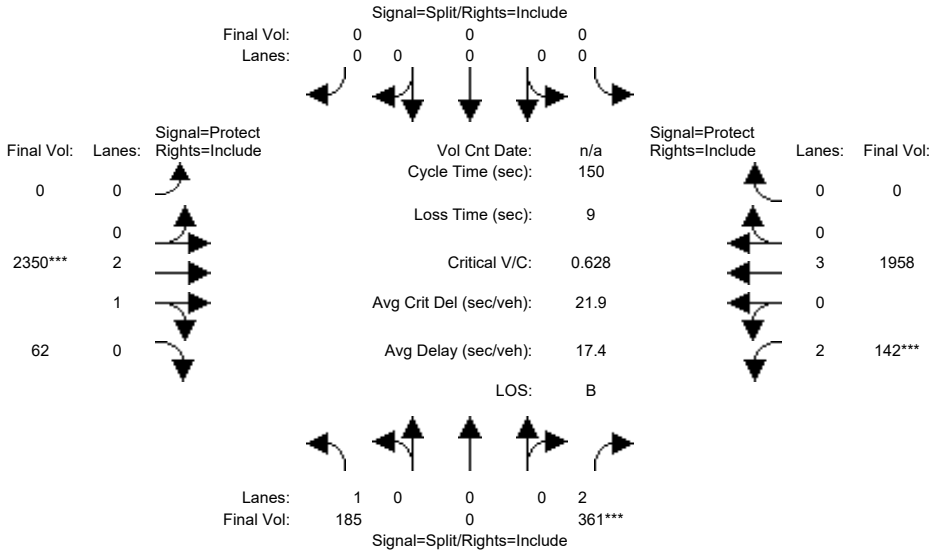
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	143	0	352	0	0	0	0	2227	41	143	1887	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	0	352	0	0	0	0	2227	41	143	1887	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	0	352	0	0	0	0	2227	41	143	1887	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	0	352	0	0	0	0	2227	41	143	1887	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	0	352	0	0	0	0	2227	41	143	1887	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	0	352	0	0	0	0	2227	41	143	1887	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.94	0.06	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	5499	101	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.11	0.00	0.00	0.00	0.00	0.41	0.41	0.05	0.33	0.00
Crit Moves:			****					****		****		
Green Time:	28.0	0.0	28.0	0.0	0.0	0.0	0.0	102	101.6	11.4	113	0.0
Volume/Cap:	0.44	0.00	0.60	0.00	0.00	0.00	0.00	0.60	0.60	0.60	0.44	0.00
Delay/Veh:	54.9	0.0	57.5	0.0	0.0	0.0	0.0	13.4	13.4	71.2	6.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	0.0	57.5	0.0	0.0	0.0	0.0	13.4	13.4	71.2	6.9	0.0
LOS by Move:	D	A	E	A	A	A	A	B	B	E	A	A
HCM2kAvgQ:	6	0	9	0	0	0	0	19	19	4	10	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #4137: BART ENTRANCE/BERRYESSA



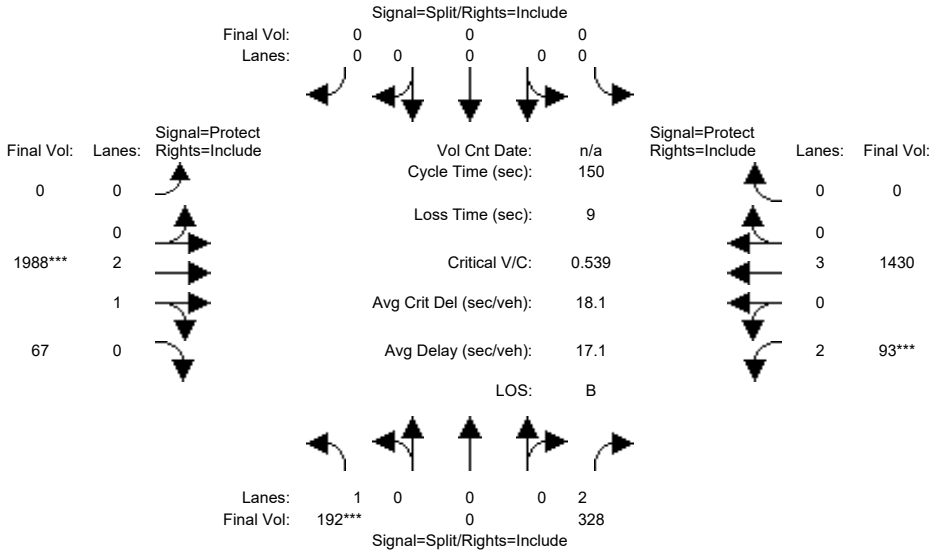
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	185	0	361	0	0	0	0	2350	62	142	1958	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	0	361	0	0	0	0	2350	62	142	1958	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	0	361	0	0	0	0	2350	62	142	1958	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	0	361	0	0	0	0	2350	62	142	1958	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	0	361	0	0	0	0	2350	62	142	1958	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	0	361	0	0	0	0	2350	62	142	1958	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.92	0.08	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	5456	144	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.43	0.43	0.05	0.34	0.00
Crit Moves:			****					****		****		
Green Time:	27.4	0.0	27.4	0.0	0.0	0.0	0.0	103	102.9	10.8	114	0.0
Volume/Cap:	0.58	0.00	0.63	0.00	0.00	0.00	0.00	0.63	0.63	0.63	0.45	0.00
Delay/Veh:	58.7	0.0	58.8	0.0	0.0	0.0	0.0	13.3	13.3	73.2	6.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	0.0	58.8	0.0	0.0	0.0	0.0	13.3	13.3	73.2	6.8	0.0
LOS by Move:	E	A	E	A	A	A	A	B	B	E	A	A
HCM2kAvgQ:	8	0	9	0	0	0	0	20	20	4	11	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #4137: BART ENTRANCE/BERRYESSA



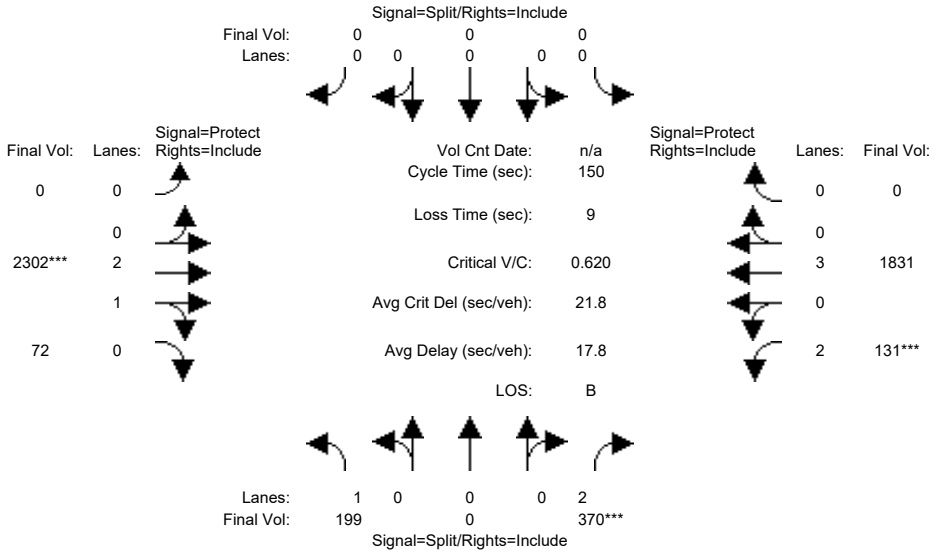
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	192	0	328	0	0	0	0	1988	67	93	1430	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	0	328	0	0	0	0	1988	67	93	1430	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	0	328	0	0	0	0	1988	67	93	1430	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	0	328	0	0	0	0	1988	67	93	1430	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	0	328	0	0	0	0	1988	67	93	1430	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	0	328	0	0	0	0	1988	67	93	1430	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.90	0.10	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	5417	183	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.10	0.00	0.00	0.00	0.00	0.37	0.37	0.03	0.25	0.00
Crit Moves:	****							****		****		
Green Time:	30.6	0.0	30.6	0.0	0.0	0.0	0.0	102	102.2	8.2	110	0.0
Volume/Cap:	0.54	0.00	0.51	0.00	0.00	0.00	0.00	0.54	0.54	0.54	0.34	0.00
Delay/Veh:	55.1	0.0	53.8	0.0	0.0	0.0	0.0	12.2	12.2	72.4	7.0	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:	55.1	0.0	53.8	0.0	0.0	0.0	0.0	12.2	12.2	72.4	7.0	0.0
LOS by Move:	E	A	D	A	A	A	A	B	B	E	A	A
HCM2kAvgQ:	8	0	8	0	0	0	0	16	16	2	7	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #4137: BART ENTRANCE/BERRYESSA



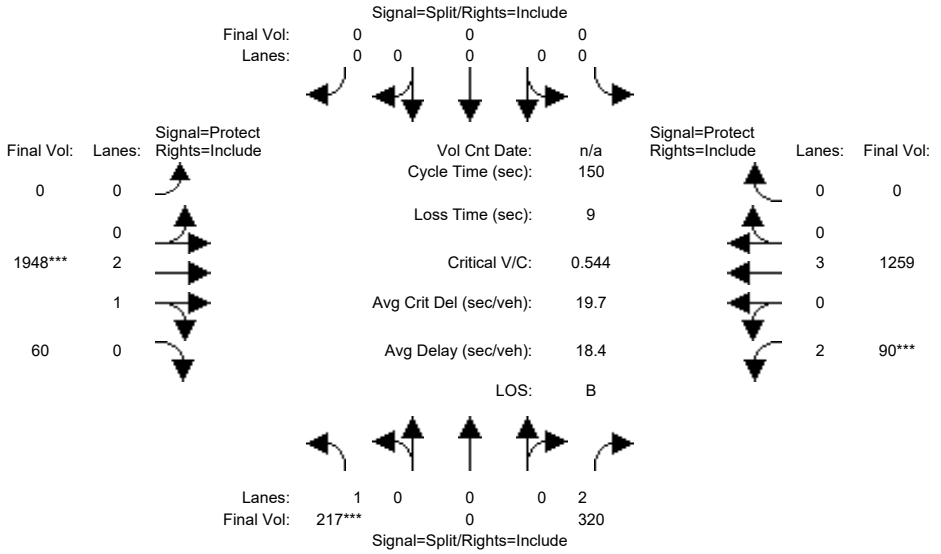
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	199	0	370	0	0	0	0	2302	72	131	1831	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	0	370	0	0	0	0	2302	72	131	1831	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	0	370	0	0	0	0	2302	72	131	1831	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	0	370	0	0	0	0	2302	72	131	1831	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	0	370	0	0	0	0	2302	72	131	1831	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	0	370	0	0	0	0	2302	72	131	1831	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.91	0.09	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	5430	170	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.12	0.00	0.00	0.00	0.00	0.42	0.42	0.04	0.32	0.00
Crit Moves:			****					****		****		
Green Time:	28.4	0.0	28.4	0.0	0.0	0.0	0.0	103	102.5	10.1	113	0.0
Volume/Cap:	0.60	0.00	0.62	0.00	0.00	0.00	0.00	0.62	0.62	0.62	0.43	0.00
Delay/Veh:	58.7	0.0	57.8	0.0	0.0	0.0	0.0	13.4	13.4	73.7	6.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	0.0	57.8	0.0	0.0	0.0	0.0	13.4	13.4	73.7	6.9	0.0
LOS by Move:	E	A	E	A	A	A	A	B	B	E	A	A
HCM2kAvgQ:	9	0	9	0	0	0	0	20	20	3	10	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #4137: BART ENTRANCE/BERRYESSA



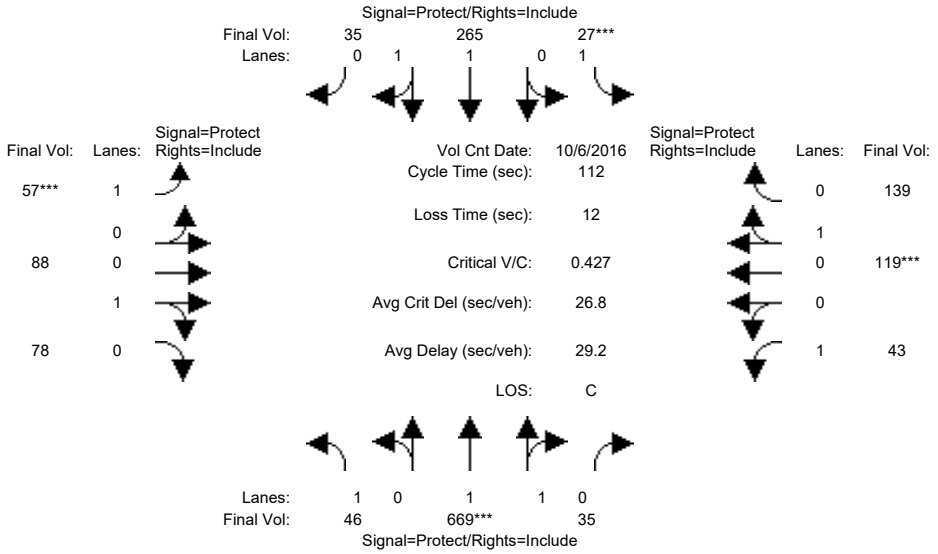
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	217	0	320	0	0	0	0	1948	60	90	1259	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	0	320	0	0	0	0	1948	60	90	1259	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	0	320	0	0	0	0	1948	60	90	1259	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	0	320	0	0	0	0	1948	60	90	1259	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	0	320	0	0	0	0	1948	60	90	1259	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	0	320	0	0	0	0	1948	60	90	1259	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.91	0.09	2.00	3.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	5432	167	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.10	0.00	0.00	0.00	0.00	0.36	0.36	0.03	0.22	0.00
Crit Moves:	****							****		****		
Green Time:	34.2	0.0	34.2	0.0	0.0	0.0	0.0	98.9	98.9	7.9	107	0.0
Volume/Cap:	0.54	0.00	0.45	0.00	0.00	0.00	0.00	0.54	0.54	0.54	0.31	0.00
Delay/Veh:	52.6	0.0	50.2	0.0	0.0	0.0	0.0	13.7	13.7	73.0	8.0	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:	52.6	0.0	50.2	0.0	0.0	0.0	0.0	13.7	13.7	73.0	8.0	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	E	A	A
HCM2kAvgQ:	9	0	7	0	0	0	0	16	16	2	7	0

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

Market Park South Village Development

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

Intersection #3661: LUNDY/SIERRA



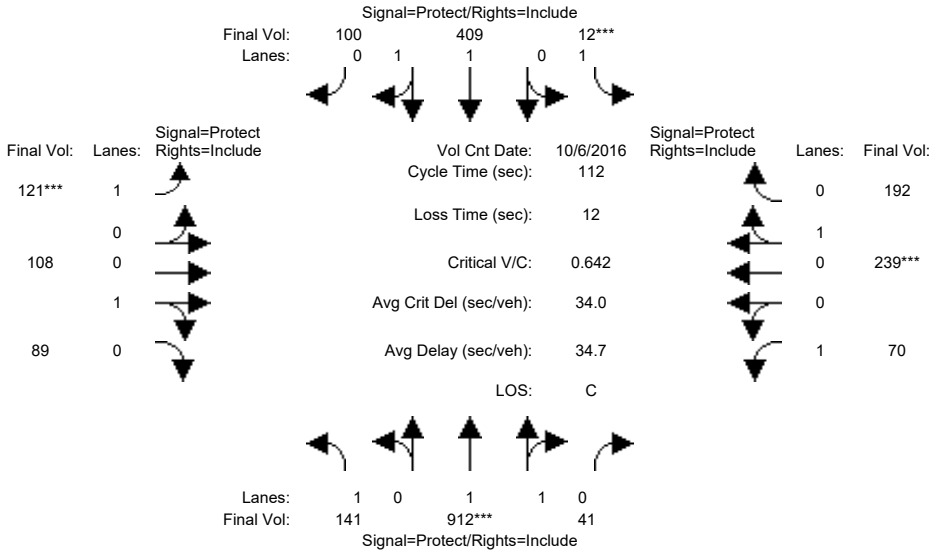
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:45-8:45												
Base Vol:	46	669	35	27	265	35	57	88	78	43	119	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	669	35	27	265	35	57	88	78	43	119	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	669	35	27	265	35	57	88	78	43	119	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	669	35	27	265	35	57	88	78	43	119	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	669	35	27	265	35	57	88	78	43	119	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	669	35	27	265	35	57	88	78	43	119	139
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	1.90	0.10	1.00	1.76	0.24	1.00	0.53	0.47	1.00	0.46	0.54
Final Sat.:	1750	3516	184	1750	3268	432	1750	954	846	1750	830	970
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.02	0.08	0.08	0.03	0.09	0.09	0.02	0.14	0.14
Crit Moves:		****			****			****			****	
Green Time:	22.8	48.3	48.3	7.0	32.5	32.5	8.3	26.6	26.6	18.0	36.4	36.4
Volume/Cap:	0.13	0.44	0.44	0.25	0.28	0.28	0.44	0.39	0.39	0.15	0.44	0.44
Delay/Veh:	36.7	22.5	22.5	51.2	30.8	30.8	52.0	36.4	36.4	40.7	30.3	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	22.5	22.5	51.2	30.8	30.8	52.0	36.4	36.4	40.7	30.3	30.3
LOS by Move:	D	C	C	D	C	C	D	D	D	D	C	C
HCM2kAvgQ:	1	8	8	1	4	4	3	5	5	1	7	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3661: LUNDY/SIERRA



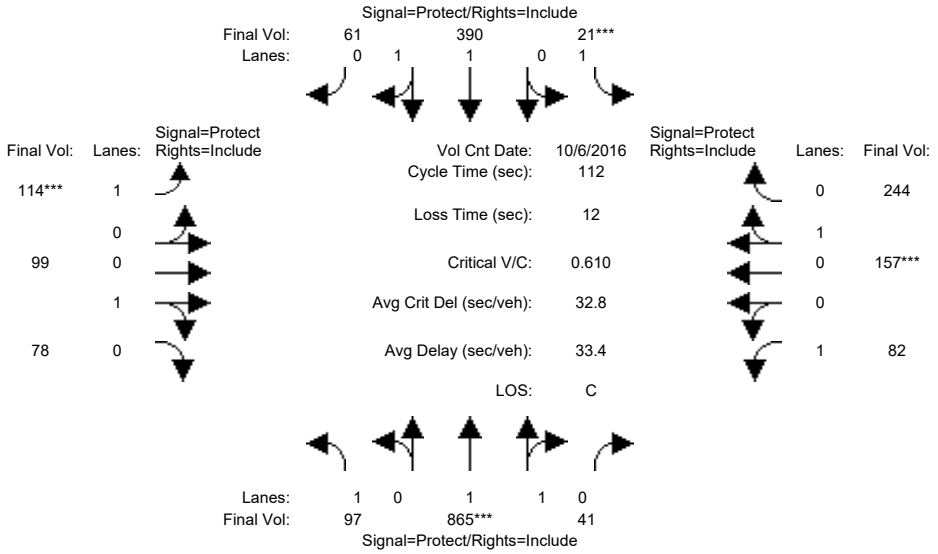
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:45-8:45												
Base Vol:	141	912	41	12	409	100	121	108	89	70	239	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	912	41	12	409	100	121	108	89	70	239	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	912	41	12	409	100	121	108	89	70	239	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	912	41	12	409	100	121	108	89	70	239	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	912	41	12	409	100	121	108	89	70	239	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	912	41	12	409	100	121	108	89	70	239	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.91	0.09	1.00	1.60	0.40	1.00	0.55	0.45	1.00	0.55	0.45
Final Sat.:	1750	3541	159	1750	2973	727	1750	987	813	1750	998	802
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.26	0.01	0.14	0.14	0.07	0.11	0.11	0.04	0.24	0.24
Crit Moves:		****		****			****				****	
Green Time:	18.2	42.3	42.3	7.0	31.1	31.1	11.4	32.3	32.3	18.4	39.3	39.3
Volume/Cap:	0.50	0.68	0.68	0.11	0.50	0.50	0.68	0.38	0.38	0.24	0.68	0.68
Delay/Veh:	44.1	30.6	30.6	50.0	34.3	34.3	58.9	32.3	32.3	41.2	34.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	30.6	30.6	50.0	34.3	34.3	58.9	32.3	32.3	41.2	34.0	34.0
LOS by Move:	D	C	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	5	14	14	1	8	8	6	6	6	2	14	14

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3661: LUNDY/SIERRA



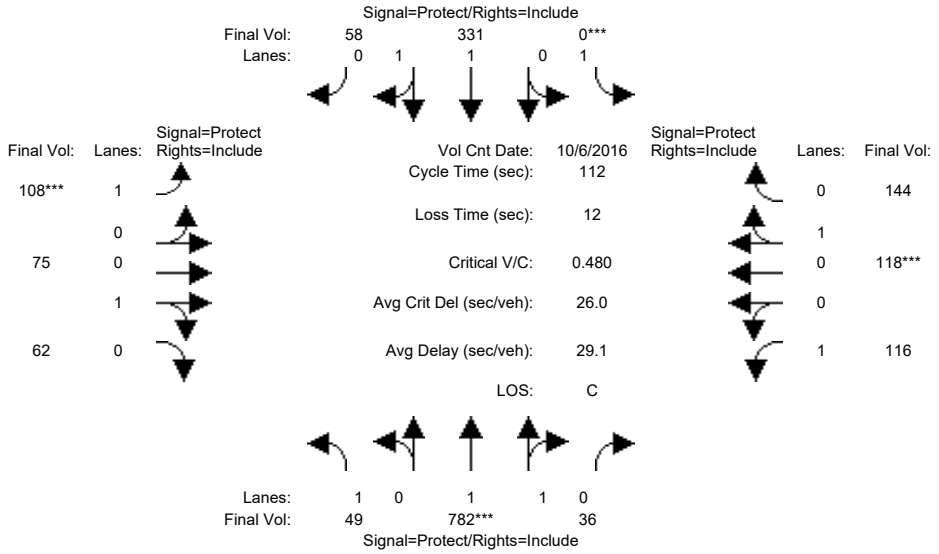
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:45-8:45												
Base Vol:	97	865	41	21	390	61	114	99	78	82	157	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	865	41	21	390	61	114	99	78	82	157	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	865	41	21	390	61	114	99	78	82	157	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	865	41	21	390	61	114	99	78	82	157	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	865	41	21	390	61	114	99	78	82	157	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	865	41	21	390	61	114	99	78	82	157	244
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.91	0.09	1.00	1.72	0.28	1.00	0.56	0.44	1.00	0.39	0.61
Final Sat.:	1750	3532	167	1750	3199	500	1750	1007	793	1750	705	1095
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.01	0.12	0.12	0.07	0.10	0.10	0.05	0.22	0.22
Crit Moves:		****		****			****				****	
Green Time:	16.9	42.7	42.7	7.0	32.9	32.9	11.4	30.7	30.7	19.5	38.9	38.9
Volume/Cap:	0.37	0.64	0.64	0.19	0.42	0.42	0.64	0.36	0.36	0.27	0.64	0.64
Delay/Veh:	43.7	29.4	29.4	50.7	32.1	32.1	56.1	33.2	33.2	40.5	33.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	29.4	29.4	50.7	32.1	32.1	56.1	33.2	33.2	40.5	33.0	33.0
LOS by Move:	D	C	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	3	13	13	1	6	6	5	5	5	3	13	13

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #3661: LUNDY/SIERRA



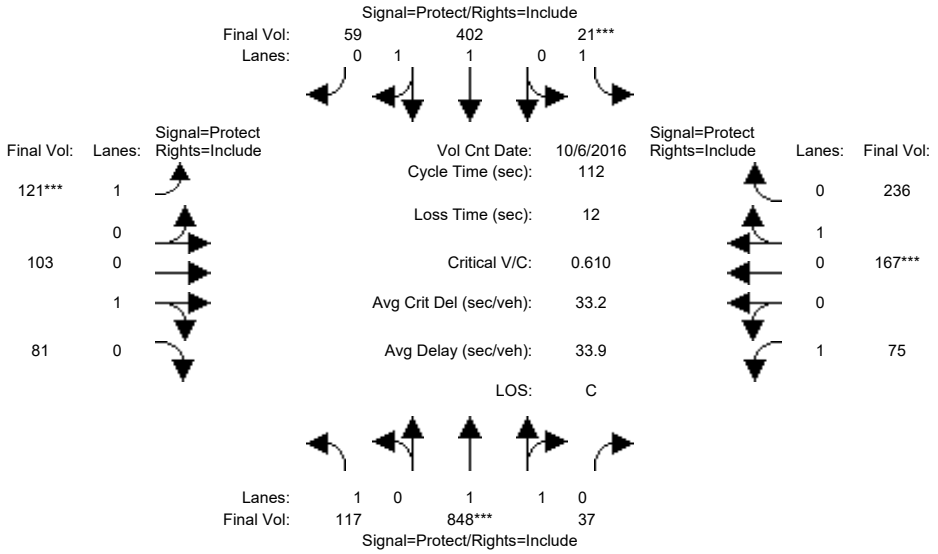
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:45-8:45												
Base Vol:	49	782	36	0	331	58	108	75	62	116	118	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	782	36	0	331	58	108	75	62	116	118	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	782	36	0	331	58	108	75	62	116	118	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	782	36	0	331	58	108	75	62	116	118	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	782	36	0	331	58	108	75	62	116	118	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	782	36	0	331	58	108	75	62	116	118	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.91	0.09	1.00	1.69	0.31	1.00	0.55	0.45	1.00	0.45	0.55
Final Sat.:	1750	3537	163	1750	3148	552	1750	985	815	1750	811	989
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.00	0.11	0.11	0.06	0.08	0.08	0.07	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	19.2	51.6	51.6	0.0	32.4	32.4	14.4	27.8	27.8	20.6	34.0	34.0
Volume/Cap:	0.16	0.48	0.48	0.00	0.36	0.36	0.48	0.31	0.31	0.36	0.48	0.48
Delay/Veh:	39.8	21.1	21.1	0.0	31.8	31.8	46.9	34.7	34.7	40.6	32.5	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	21.1	21.1	0.0	31.8	31.8	46.9	34.7	34.7	40.6	32.5	32.5
LOS by Move:	D	C	C	A	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	10	10	0	6	6	4	4	4	4	8	8

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3661: LUNDY/SIERRA



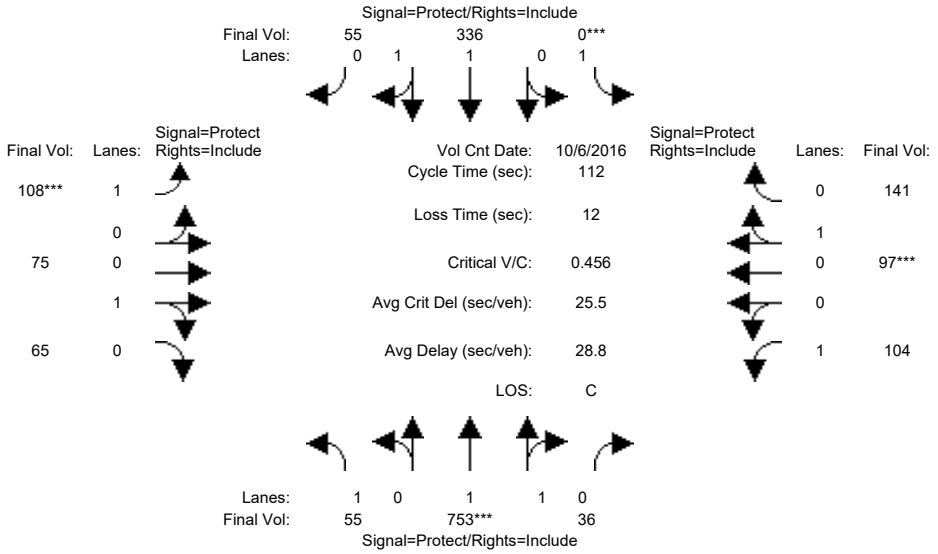
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:45-8:45												
Base Vol:	117	848	37	21	402	59	121	103	81	75	167	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	848	37	21	402	59	121	103	81	75	167	236
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	848	37	21	402	59	121	103	81	75	167	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	848	37	21	402	59	121	103	81	75	167	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	848	37	21	402	59	121	103	81	75	167	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	848	37	21	402	59	121	103	81	75	167	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.91	0.09	1.00	1.74	0.26	1.00	0.56	0.44	1.00	0.41	0.59
Final Sat.:	1750	3545	155	1750	3226	473	1750	1008	792	1750	746	1054
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.01	0.12	0.12	0.07	0.10	0.10	0.04	0.22	0.22
Crit Moves:		****			****			****			****	
Green Time:	17.0	41.8	41.8	7.0	31.8	31.8	12.1	31.8	31.8	19.4	39.1	39.1
Volume/Cap:	0.44	0.64	0.64	0.19	0.44	0.44	0.64	0.36	0.36	0.25	0.64	0.64
Delay/Veh:	44.3	30.0	30.0	50.7	33.1	33.1	55.1	32.4	32.4	40.4	32.8	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:	44.3	30.0	30.0	50.7	33.1	33.1	55.1	32.4	32.4	40.4	32.8	32.8
LOS by Move:	D	C	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	4	12	12	1	7	7	5	5	5	3	13	13

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #3661: LUNDY/SIERRA



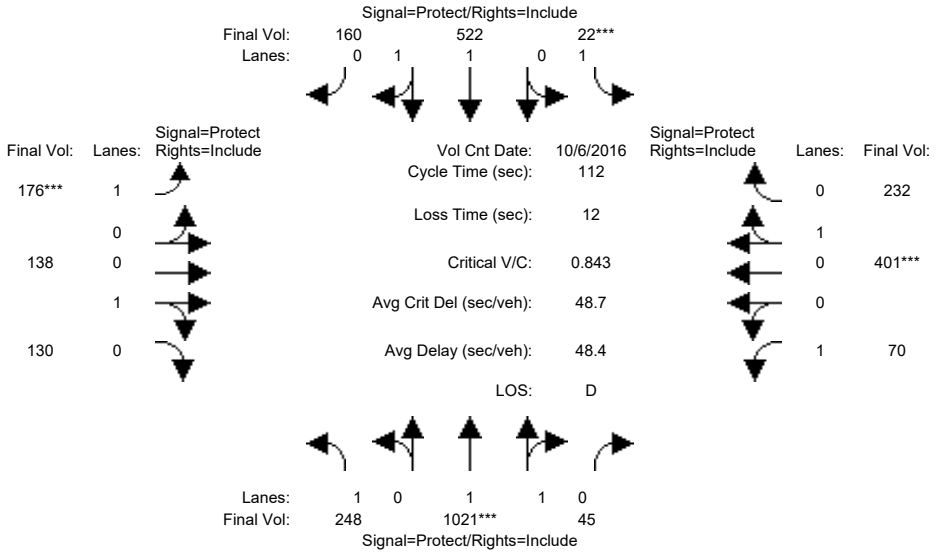
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:45-8:45												
Base Vol:	55	753	36	0	336	55	108	75	65	104	97	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	753	36	0	336	55	108	75	65	104	97	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	753	36	0	336	55	108	75	65	104	97	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	753	36	0	336	55	108	75	65	104	97	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	753	36	0	336	55	108	75	65	104	97	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	753	36	0	336	55	108	75	65	104	97	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.91	0.09	1.00	1.71	0.29	1.00	0.54	0.46	1.00	0.41	0.59
Final Sat.:	1750	3531	169	1750	3179	520	1750	964	836	1750	734	1066
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.00	0.11	0.11	0.06	0.08	0.08	0.06	0.13	0.13
Crit Moves:		****		****			****				****	
Green Time:	19.5	52.4	52.4	0.0	32.9	32.9	15.2	28.0	28.0	19.6	32.5	32.5
Volume/Cap:	0.18	0.46	0.46	0.00	0.36	0.36	0.46	0.31	0.31	0.34	0.46	0.46
Delay/Veh:	39.8	20.4	20.4	0.0	31.4	31.4	46.0	34.5	34.5	41.2	33.2	33.2
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:	39.8	20.4	20.4	0.0	31.4	31.4	46.0	34.5	34.5	41.2	33.2	33.2
LOS by Move:	D	C	C	A	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	9	9	0	5	5	4	4	4	4	7	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3661: LUNDY/SIERRA



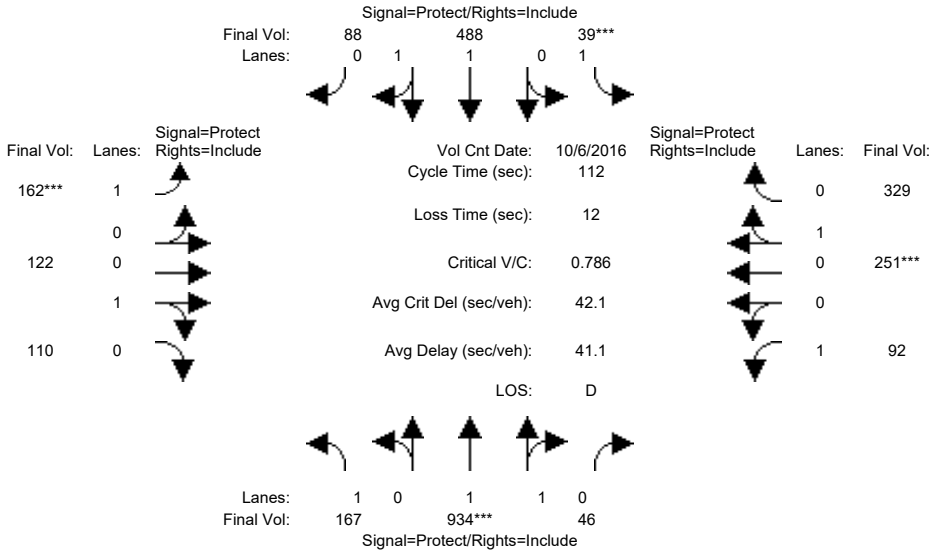
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:45-8:45												
Base Vol:	248	1021	45	22	522	160	176	138	130	70	401	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	1021	45	22	522	160	176	138	130	70	401	232
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	1021	45	22	522	160	176	138	130	70	401	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	1021	45	22	522	160	176	138	130	70	401	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	1021	45	22	522	160	176	138	130	70	401	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	248	1021	45	22	522	160	176	138	130	70	401	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.91	0.09	1.00	1.52	0.48	1.00	0.51	0.49	1.00	0.63	0.37
Final Sat.:	1750	3544	156	1750	2831	868	1750	927	873	1750	1140	660
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.29	0.01	0.18	0.18	0.10	0.15	0.15	0.04	0.35	0.35
Crit Moves:		****		****			****				****	
Green Time:	18.8	36.2	36.2	7.0	24.4	24.4	12.6	40.0	40.0	16.8	44.2	44.2
Volume/Cap:	0.85	0.89	0.89	0.20	0.85	0.85	0.89	0.42	0.42	0.27	0.89	0.89
Delay/Veh:	64.9	44.7	44.7	50.8	50.2	50.2	84.8	27.6	27.6	42.7	45.2	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	44.7	44.7	50.8	50.2	50.2	84.8	27.6	27.6	42.7	45.2	45.2
LOS by Move:	E	D	D	D	D	D	F	C	C	D	D	D
HCM2kAvgQ:	9	18	18	1	14	14	10	7	7	2	25	25

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3661: LUNDY/SIERRA



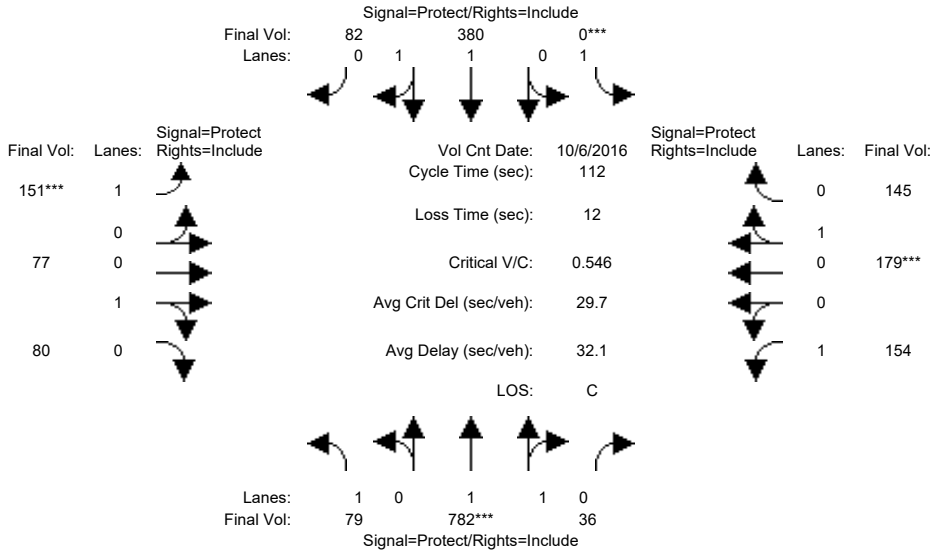
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:45-8:45												
Base Vol:	167	934	46	39	488	88	162	122	110	92	251	329
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	934	46	39	488	88	162	122	110	92	251	329
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	934	46	39	488	88	162	122	110	92	251	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	934	46	39	488	88	162	122	110	92	251	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	934	46	39	488	88	162	122	110	92	251	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	934	46	39	488	88	162	122	110	92	251	329
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.90	0.10	1.00	1.69	0.31	1.00	0.53	0.47	1.00	0.43	0.57
Final Sat.:	1750	3526	174	1750	3134	565	1750	947	853	1750	779	1021
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.02	0.16	0.16	0.09	0.13	0.13	0.05	0.32	0.32
Crit Moves:		****		****			****				****	
Green Time:	16.4	36.2	36.2	7.0	26.8	26.8	12.7	38.2	38.2	18.5	44.1	44.1
Volume/Cap:	0.65	0.82	0.82	0.36	0.65	0.65	0.82	0.38	0.38	0.32	0.82	0.82
Delay/Veh:	50.9	39.4	39.4	52.3	40.1	40.1	71.3	28.3	28.3	41.8	37.8	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	39.4	39.4	52.3	40.1	40.1	71.3	28.3	28.3	41.8	37.8	37.8
LOS by Move:	D	D	D	D	D	D	E	C	C	D	D	D
HCM2kAvgQ:	6	16	16	2	10	10	8	6	6	3	21	21

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #3661: LUNDY/SIERRA



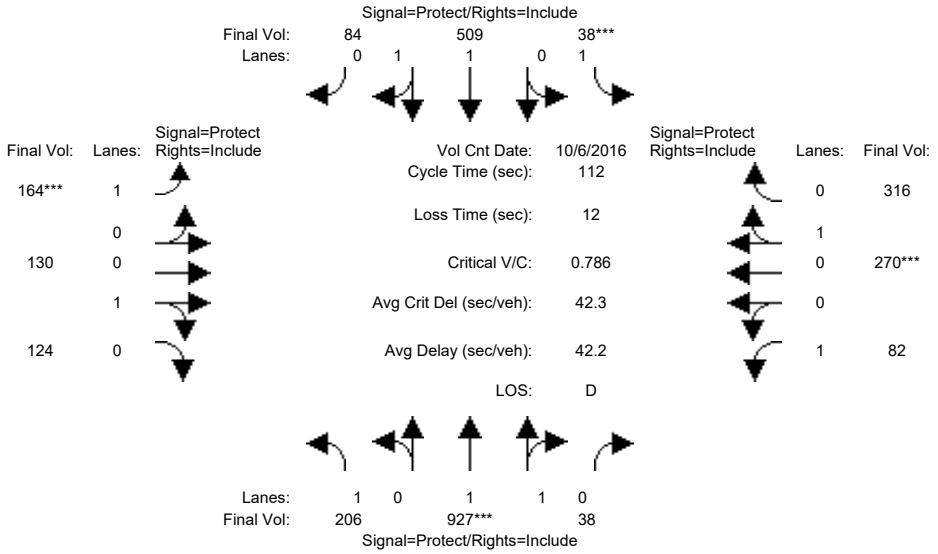
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:45-8:45												
Base Vol:	79	782	36	0	380	82	151	77	80	154	179	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	782	36	0	380	82	151	77	80	154	179	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	782	36	0	380	82	151	77	80	154	179	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	782	36	0	380	82	151	77	80	154	179	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	782	36	0	380	82	151	77	80	154	179	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	782	36	0	380	82	151	77	80	154	179	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.91	0.09	1.00	1.64	0.36	1.00	0.49	0.51	1.00	0.55	0.45
Final Sat.:	1750	3537	163	1750	3043	657	1750	883	917	1750	994	806
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.00	0.12	0.12	0.09	0.09	0.09	0.09	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	15.1	45.4	45.4	0.0	30.2	30.2	17.7	27.5	27.5	27.1	36.9	36.9
Volume/Cap:	0.33	0.55	0.55	0.00	0.46	0.46	0.55	0.36	0.36	0.36	0.55	0.55
Delay/Veh:	44.7	25.9	25.9	0.0	34.4	34.4	45.7	35.4	35.4	35.8	31.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	25.9	25.9	0.0	34.4	34.4	45.7	35.4	35.4	35.8	31.7	31.7
LOS by Move:	D	C	C	A	C	C	D	D	D	D	C	C
HCM2kAvgQ:	3	11	11	0	7	7	6	5	5	5	10	10

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3661: LUNDY/SIERRA



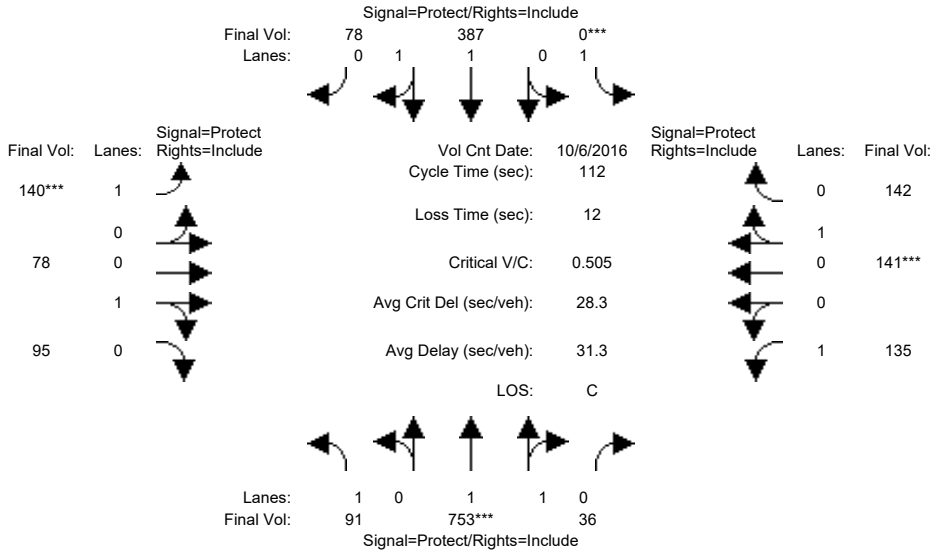
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:45-8:45												
Base Vol:	206	927	38	38	509	84	164	130	124	82	270	316
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	927	38	38	509	84	164	130	124	82	270	316
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	927	38	38	509	84	164	130	124	82	270	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	927	38	38	509	84	164	130	124	82	270	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	927	38	38	509	84	164	130	124	82	270	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	927	38	38	509	84	164	130	124	82	270	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.92	0.08	1.00	1.71	0.29	1.00	0.51	0.49	1.00	0.46	0.54
Final Sat.:	1750	3554	146	1750	3175	524	1750	921	879	1750	829	971
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.26	0.02	0.16	0.16	0.09	0.14	0.14	0.05	0.33	0.33
Crit Moves:		****		****			****				****	
Green Time:	18.1	35.7	35.7	7.0	24.6	24.6	12.8	39.7	39.7	17.6	44.5	44.5
Volume/Cap:	0.73	0.82	0.82	0.35	0.73	0.73	0.82	0.40	0.40	0.30	0.82	0.82
Delay/Veh:	54.0	39.8	39.8	52.2	44.0	44.0	71.1	27.6	27.6	42.4	37.6	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	39.8	39.8	52.2	44.0	44.0	71.1	27.6	27.6	42.4	37.6	37.6
LOS by Move:	D	D	D	D	D	D	E	C	C	D	D	D
HCM2kAvgQ:	7	16	16	2	11	11	8	7	7	3	21	21

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #3661: LUNDY/SIERRA



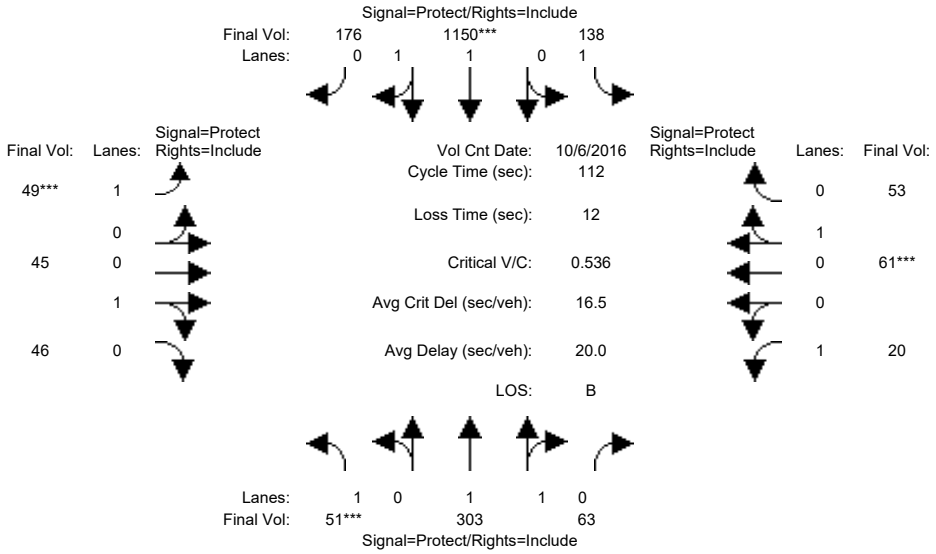
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:45-8:45												
Base Vol:	91	753	36	0	387	78	140	78	95	135	141	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	753	36	0	387	78	140	78	95	135	141	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	753	36	0	387	78	140	78	95	135	141	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	753	36	0	387	78	140	78	95	135	141	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	753	36	0	387	78	140	78	95	135	141	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	753	36	0	387	78	140	78	95	135	141	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.91	0.09	1.00	1.66	0.34	1.00	0.45	0.55	1.00	0.50	0.50
Final Sat.:	1750	3531	169	1750	3079	621	1750	812	988	1750	897	903
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.00	0.13	0.13	0.08	0.10	0.10	0.08	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	15.7	47.3	47.3	0.0	31.6	31.6	17.8	29.2	29.2	23.4	34.9	34.9
Volume/Cap:	0.37	0.50	0.50	0.00	0.45	0.45	0.50	0.37	0.37	0.37	0.50	0.50
Delay/Veh:	44.6	24.0	24.0	0.0	33.3	33.3	44.6	34.3	34.3	38.6	32.2	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:	44.6	24.0	24.0	0.0	33.3	33.3	44.6	34.3	34.3	38.6	32.2	32.2
LOS by Move:	D	C	C	A	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	10	10	0	7	7	5	5	5	4	9	9

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

Market Park South Village Development

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

Intersection #3661: LUNDY/SIERRA



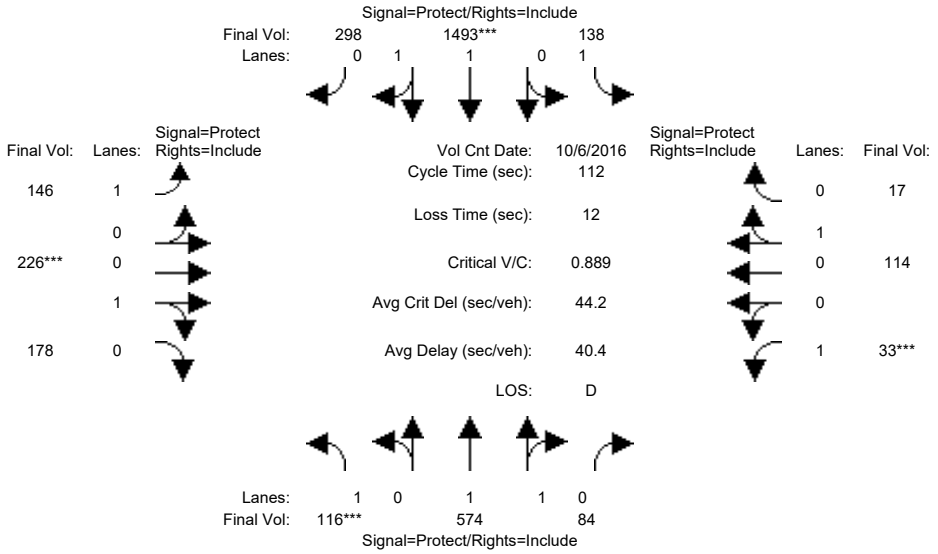
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 5:00-6:00												
Base Vol:	51	303	63	138	1150	176	49	45	46	20	61	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	303	63	138	1150	176	49	45	46	20	61	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	303	63	138	1150	176	49	45	46	20	61	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	303	63	138	1150	176	49	45	46	20	61	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	303	63	138	1150	176	49	45	46	20	61	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	303	63	138	1150	176	49	45	46	20	61	53
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	1.65	0.35	1.00	1.73	0.27	1.00	0.49	0.51	1.00	0.54	0.46
Final Sat.:	1750	3063	637	1750	3209	491	1750	890	910	1750	963	837
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.08	0.36	0.36	0.03	0.05	0.05	0.01	0.06	0.06
Crit Moves:	****				****		****				****	
Green Time:	7.0	44.6	44.6	35.5	73.1	73.1	7.0	11.7	11.7	8.2	12.9	12.9
Volume/Cap:	0.47	0.25	0.25	0.25	0.55	0.55	0.45	0.48	0.48	0.16	0.55	0.55
Delay/Veh:	53.8	22.6	22.6	28.6	10.8	10.8	53.5	49.2	49.2	49.2	49.9	49.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	22.6	22.6	28.6	10.8	10.8	53.5	49.2	49.2	49.2	49.9	49.9
LOS by Move:	D	C	C	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	4	4	4	13	13	2	4	4	1	5	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3661: LUNDY/SIERRA



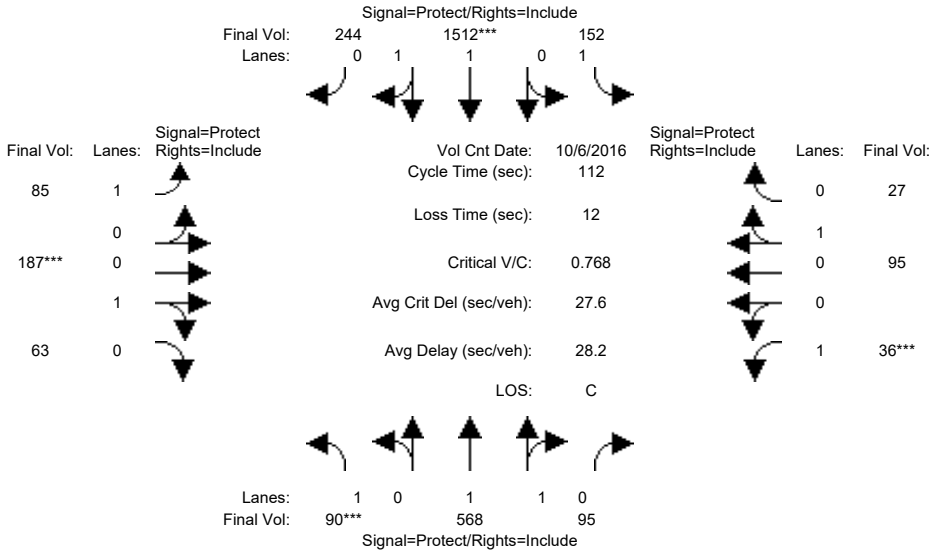
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 5:00-6:00												
Base Vol:	116	574	84	138	1493	298	146	226	178	33	114	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:	116	574	84	138	1493	298	146	226	178	33	114	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	574	84	138	1493	298	146	226	178	33	114	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:	116	574	84	138	1493	298	146	226	178	33	114	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	574	84	138	1493	298	146	226	178	33	114	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:	116	574	84	138	1493	298	146	226	178	33	114	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	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.74	0.26	1.00	1.66	0.34	1.00	0.56	0.44	1.00	0.87	0.13
Final Sat.:	1750	3227	472	1750	3084	616	1750	1007	793	1750	1566	234
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.08	0.48	0.48	0.08	0.22	0.22	0.02	0.07	0.07
Crit Moves:	****				****			****		****		
Green Time:	8.0	45.8	45.8	20.3	58.1	58.1	16.4	26.9	26.9	7.0	17.5	17.5
Volume/Cap:	0.93	0.44	0.44	0.44	0.93	0.93	0.57	0.93	0.93	0.30	0.46	0.46
Delay/Veh:	111.9	24.0	24.0	41.7	34.1	34.1	47.6	68.9	68.9	51.7	44.2	44.2
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:	111.9	24.0	24.0	41.7	34.1	34.1	47.6	68.9	68.9	51.7	44.2	44.2
LOS by Move:	F	C	C	D	C	C	D	E	E	D	D	D
HCM2kAvgQ:	5	8	8	5	34	34	6	19	19	1	5	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3661: LUNDY/SIERRA



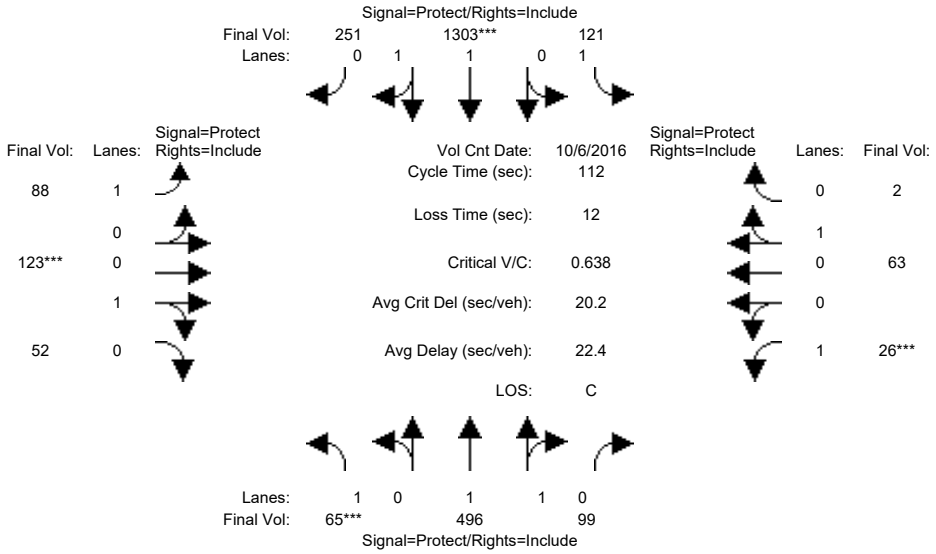
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 5:00-6:00												
Base Vol:	90	568	95	152	1512	244	85	187	63	36	95	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:	90	568	95	152	1512	244	85	187	63	36	95	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	568	95	152	1512	244	85	187	63	36	95	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	568	95	152	1512	244	85	187	63	36	95	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	568	95	152	1512	244	85	187	63	36	95	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	568	95	152	1512	244	85	187	63	36	95	27
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	1.71	0.29	1.00	1.71	0.29	1.00	0.75	0.25	1.00	0.78	0.22
Final Sat.:	1750	3169	530	1750	3185	514	1750	1346	454	1750	1402	398
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.09	0.47	0.47	0.05	0.14	0.14	0.02	0.07	0.07
Crit Moves:	****				****			****			****	
Green Time:	7.2	49.6	49.6	24.0	66.4	66.4	10.9	19.4	19.4	7.0	15.5	15.5
Volume/Cap:	0.80	0.41	0.41	0.41	0.80	0.80	0.50	0.80	0.80	0.33	0.49	0.49
Delay/Veh:	84.0	21.4	21.4	38.6	19.9	19.9	50.3	58.1	58.1	52.0	46.1	46.1
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:	84.0	21.4	21.4	38.6	19.9	19.9	50.3	58.1	58.1	52.0	46.1	46.1
LOS by Move:	F	C	C	D	B	B	D	E	E	D	D	D
HCM2kAvgQ:	4	8	8	5	25	25	4	11	11	2	5	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #3661: LUNDY/SIERRA



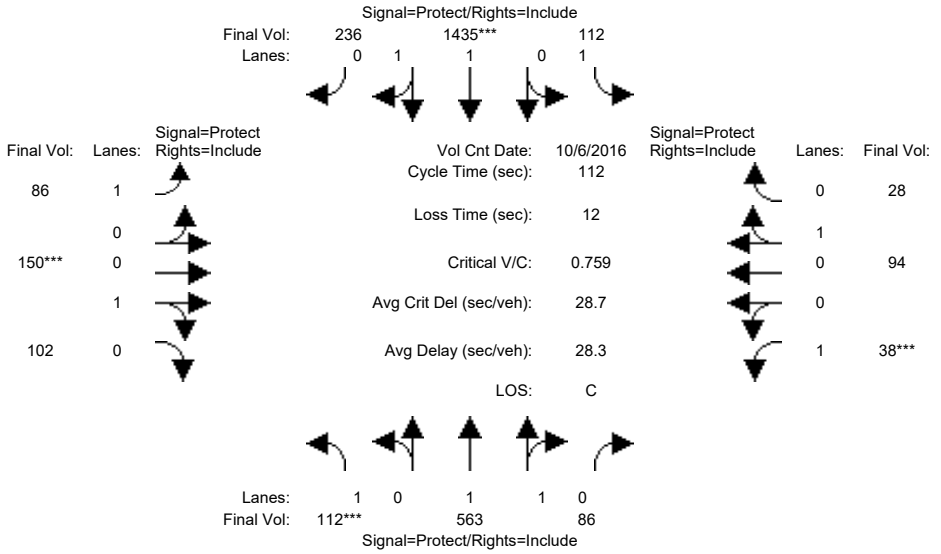
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 5:00-6:00												
Base Vol:	65	496	99	121	1303	251	88	123	52	26	63	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	496	99	121	1303	251	88	123	52	26	63	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	496	99	121	1303	251	88	123	52	26	63	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	496	99	121	1303	251	88	123	52	26	63	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	496	99	121	1303	251	88	123	52	26	63	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	496	99	121	1303	251	88	123	52	26	63	2
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	1.66	0.34	1.00	1.67	0.33	1.00	0.70	0.30	1.00	0.97	0.03
Final Sat.:	1750	3084	616	1750	3102	598	1750	1265	535	1750	1745	55
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.07	0.42	0.42	0.05	0.10	0.10	0.01	0.04	0.04
Crit Moves:	****				****			****			****	
Green Time:	7.0	53.7	53.7	23.1	69.8	69.8	9.5	16.2	16.2	7.0	13.6	13.6
Volume/Cap:	0.59	0.34	0.34	0.34	0.67	0.67	0.59	0.67	0.67	0.24	0.30	0.30
Delay/Veh:	59.7	18.2	18.2	38.5	14.5	14.5	55.5	52.2	52.2	51.1	45.6	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.7	18.2	18.2	38.5	14.5	14.5	55.5	52.2	52.2	51.1	45.6	45.6
LOS by Move:	E	B	B	D	B	B	E	D	D	D	D	D
HCM2kAvgQ:	2	6	6	4	18	18	4	7	7	1	2	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3661: LUNDY/SIERRA



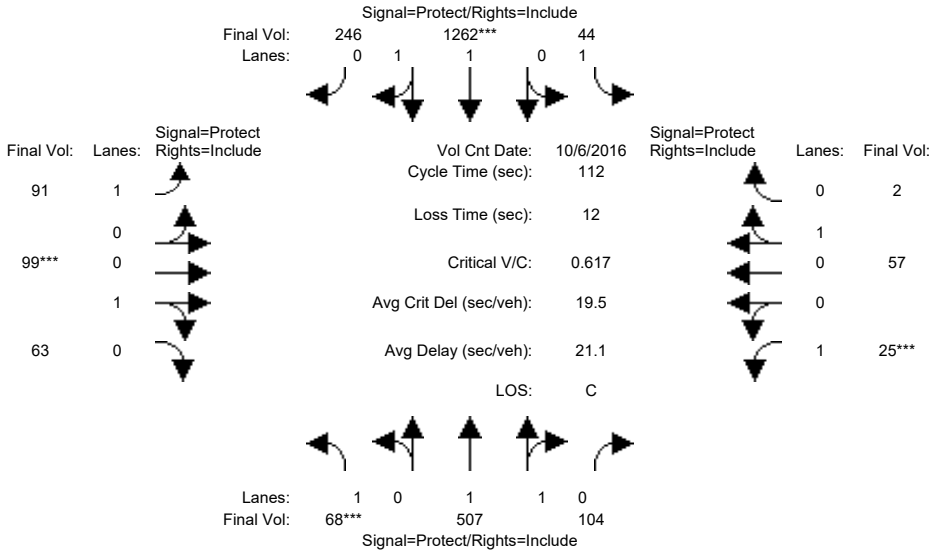
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 5:00-6:00												
Base Vol:	112	563	86	112	1435	236	86	150	102	38	94	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	563	86	112	1435	236	86	150	102	38	94	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	563	86	112	1435	236	86	150	102	38	94	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	563	86	112	1435	236	86	150	102	38	94	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	563	86	112	1435	236	86	150	102	38	94	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	563	86	112	1435	236	86	150	102	38	94	28
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	1.73	0.27	1.00	1.71	0.29	1.00	0.60	0.40	1.00	0.77	0.23
Final Sat.:	1750	3209	490	1750	3177	522	1750	1071	729	1750	1387	413
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.06	0.45	0.45	0.05	0.14	0.14	0.02	0.07	0.07
Crit Moves:	****				****			****			****	
Green Time:	9.1	53.6	53.6	19.6	64.1	64.1	11.1	19.9	19.9	7.0	15.8	15.8
Volume/Cap:	0.79	0.37	0.37	0.37	0.79	0.79	0.50	0.79	0.79	0.35	0.48	0.48
Delay/Veh:	75.6	18.6	18.6	41.5	20.8	20.8	50.1	56.5	56.5	52.2	45.8	45.8
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:	75.6	18.6	18.6	41.5	20.8	20.8	50.1	56.5	56.5	52.2	45.8	45.8
LOS by Move:	E	B	B	D	C	C	D	E	E	D	D	D
HCM2kAvgQ:	4	7	7	4	24	24	4	11	11	2	5	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #3661: LUNDY/SIERRA



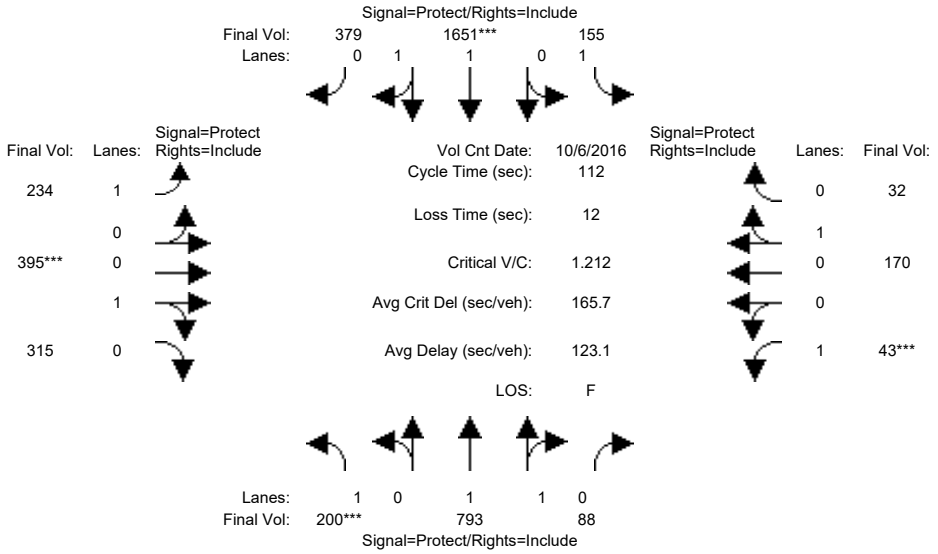
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 5:00-6:00												
Base Vol:	68	507	104	44	1262	246	91	99	63	25	57	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	507	104	44	1262	246	91	99	63	25	57	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	507	104	44	1262	246	91	99	63	25	57	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	507	104	44	1262	246	91	99	63	25	57	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	507	104	44	1262	246	91	99	63	25	57	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	507	104	44	1262	246	91	99	63	25	57	2
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	1.65	0.35	1.00	1.66	0.34	1.00	0.61	0.39	1.00	0.97	0.03
Final Sat.:	1750	3070	630	1750	3096	603	1750	1100	700	1750	1739	61
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.03	0.41	0.41	0.05	0.09	0.09	0.01	0.03	0.03
Crit Moves:	****				****			****			****	
Green Time:	7.0	56.2	56.2	21.3	70.4	70.4	9.3	15.6	15.6	7.0	13.3	13.3
Volume/Cap:	0.62	0.33	0.33	0.13	0.65	0.65	0.63	0.65	0.65	0.23	0.28	0.28
Delay/Veh:	61.8	16.8	16.8	37.9	13.7	13.7	58.1	51.5	51.5	51.0	45.7	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	16.8	16.8	37.9	13.7	13.7	58.1	51.5	51.5	51.0	45.7	45.7
LOS by Move:	E	B	B	D	B	B	E	D	D	D	D	D
HCM2kAvgQ:	3	6	6	1	17	17	4	7	7	1	2	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3661: LUNDY/SIERRA



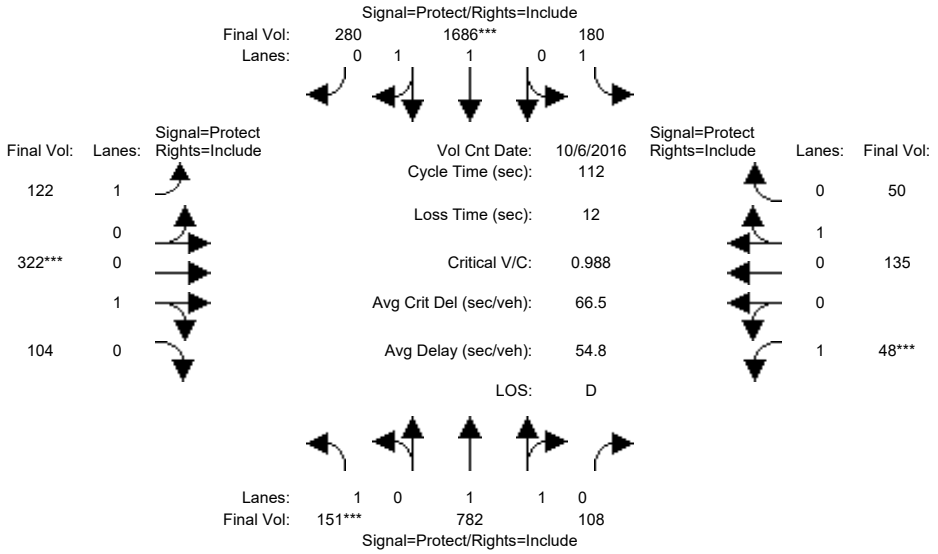
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 5:00-6:00												
Base Vol:	200	793	88	155	1651	379	234	395	315	43	170	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	793	88	155	1651	379	234	395	315	43	170	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	793	88	155	1651	379	234	395	315	43	170	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	793	88	155	1651	379	234	395	315	43	170	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	793	88	155	1651	379	234	395	315	43	170	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	793	88	155	1651	379	234	395	315	43	170	32
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	1.79	0.21	1.00	1.62	0.38	1.00	0.56	0.44	1.00	0.84	0.16
Final Sat.:	1750	3330	370	1750	3009	691	1750	1001	799	1750	1515	285
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.24	0.09	0.55	0.55	0.13	0.39	0.39	0.02	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	10.1	42.5	42.5	15.8	48.3	48.3	22.7	34.7	34.7	7.0	19.0	19.0
Volume/Cap:	1.27	0.63	0.63	0.63	1.27	1.27	0.66	1.27	1.27	0.39	0.66	0.66
Delay/Veh:	214.3	29.2	29.2	50.4	160	160.0	45.7	175	175.3	52.8	48.8	48.8
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:	214.3	29.2	29.2	50.4	160	160.0	45.7	175	175.3	52.8	48.8	48.8
LOS by Move:	F	C	C	D	F	F	D	F	F	D	D	D
HCM2kAvgQ:	13	12	12	6	64	64	9	47	47	2	8	8

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3661: LUNDY/SIERRA



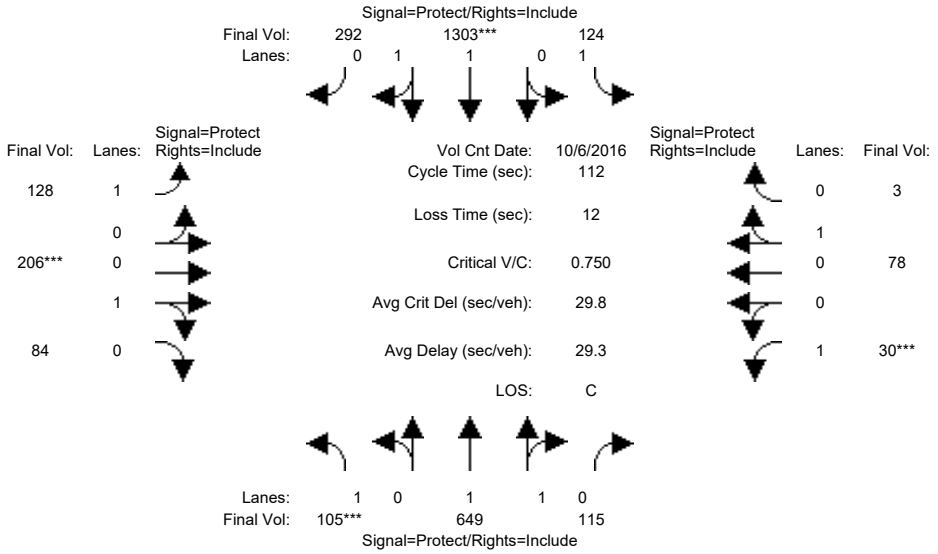
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 5:00-6:00												
Base Vol:	151	782	108	180	1686	280	122	322	104	48	135	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	782	108	180	1686	280	122	322	104	48	135	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	782	108	180	1686	280	122	322	104	48	135	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	782	108	180	1686	280	122	322	104	48	135	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	782	108	180	1686	280	122	322	104	48	135	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	782	108	180	1686	280	122	322	104	48	135	50
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	1.75	0.25	1.00	1.71	0.29	1.00	0.76	0.24	1.00	0.73	0.27
Final Sat.:	1750	3251	449	1750	3173	527	1750	1361	439	1750	1314	486
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.10	0.53	0.53	0.07	0.24	0.24	0.03	0.10	0.10
Crit Moves:	****				****			****			****	
Green Time:	9.4	47.1	47.1	20.1	57.8	57.8	13.2	25.8	25.8	7.0	19.5	19.5
Volume/Cap:	1.03	0.57	0.57	0.57	1.03	1.03	0.59	1.03	1.03	0.44	0.59	0.59
Delay/Veh:	133.4	25.3	25.3	44.5	55.5	55.5	51.2	95.0	95.0	53.4	45.5	45.5
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:	133.4	25.3	25.3	44.5	55.5	55.5	51.2	95.0	95.0	53.4	45.5	45.5
LOS by Move:	F	C	C	D	E	E	D	F	F	D	D	D
HCM2kAvgQ:	7	11	11	7	45	45	5	22	22	2	7	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #3661: LUNDY/SIERRA



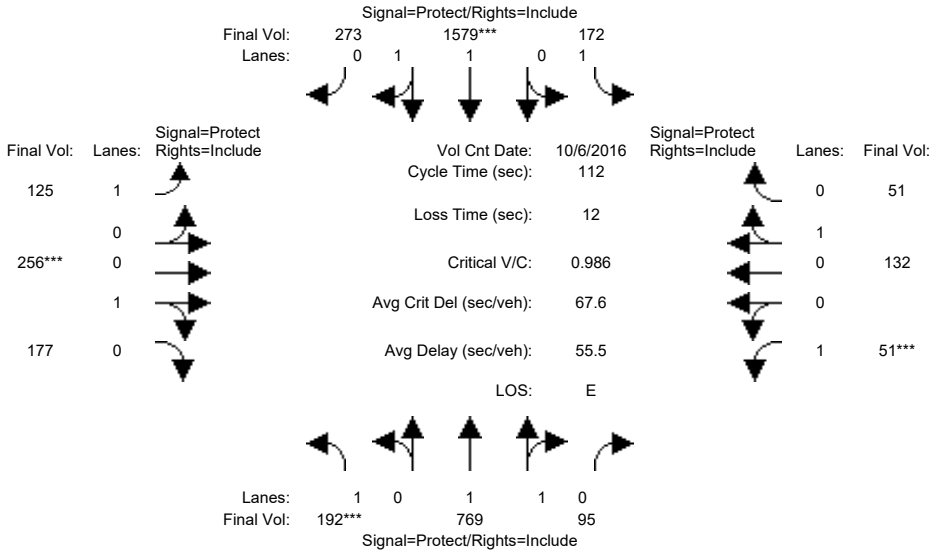
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 5:00-6:00												
Base Vol:	105	649	115	124	1303	292	128	206	84	30	78	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	649	115	124	1303	292	128	206	84	30	78	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	649	115	124	1303	292	128	206	84	30	78	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	649	115	124	1303	292	128	206	84	30	78	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	649	115	124	1303	292	128	206	84	30	78	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	649	115	124	1303	292	128	206	84	30	78	3
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	1.69	0.31	1.00	1.62	0.38	1.00	0.71	0.29	1.00	0.96	0.04
Final Sat.:	1750	3143	557	1750	3022	677	1750	1279	521	1750	1733	67
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.07	0.43	0.43	0.07	0.16	0.16	0.02	0.05	0.05
Crit Moves:	****				****			****			****	
Green Time:	8.6	52.1	52.1	17.9	61.5	61.5	13.5	23.0	23.0	7.0	16.5	16.5
Volume/Cap:	0.79	0.44	0.44	0.44	0.79	0.79	0.61	0.79	0.79	0.27	0.31	0.31
Delay/Veh:	76.5	20.3	20.3	43.7	22.1	22.1	51.7	52.8	52.8	51.4	43.3	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.5	20.3	20.3	43.7	22.1	22.1	51.7	52.8	52.8	51.4	43.3	43.3
LOS by Move:	E	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	4	9	9	5	23	23	5	12	12	1	3	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3661: LUNDY/SIERRA



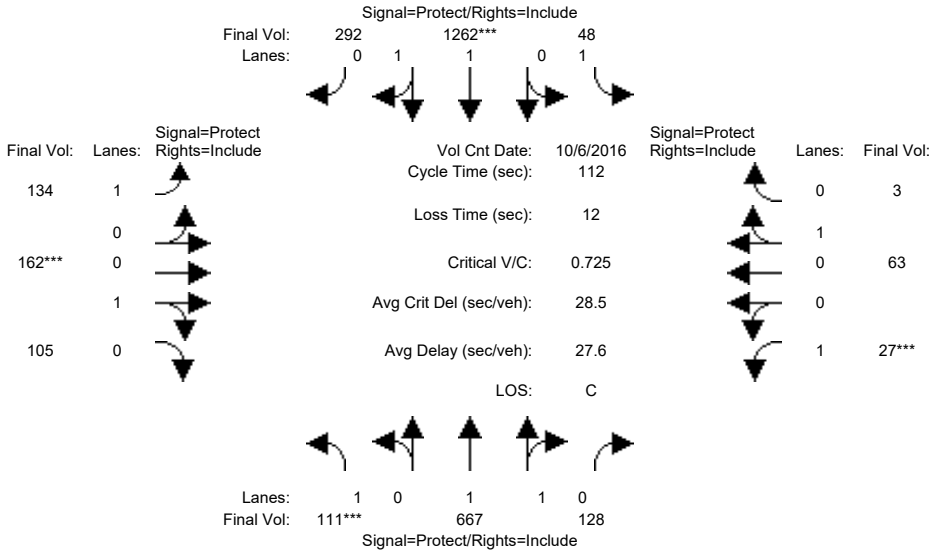
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 5:00-6:00												
Base Vol:	192	769	95	172	1579	273	125	256	177	51	132	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	769	95	172	1579	273	125	256	177	51	132	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	769	95	172	1579	273	125	256	177	51	132	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	769	95	172	1579	273	125	256	177	51	132	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	769	95	172	1579	273	125	256	177	51	132	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	769	95	172	1579	273	125	256	177	51	132	51
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	1.77	0.23	1.00	1.70	0.30	1.00	0.59	0.41	1.00	0.72	0.28
Final Sat.:	1750	3293	407	1750	3154	545	1750	1064	736	1750	1298	502
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.23	0.10	0.50	0.50	0.07	0.24	0.24	0.03	0.10	0.10
Crit Moves:	****				****			****			****	
Green Time:	12.0	46.9	46.9	19.8	54.7	54.7	13.7	26.3	26.3	7.0	19.6	19.6
Volume/Cap:	1.02	0.56	0.56	0.56	1.02	1.02	0.58	1.02	1.02	0.47	0.58	0.58
Delay/Veh:	122.4	25.1	25.1	44.4	56.3	56.3	50.4	93.1	93.1	53.8	45.2	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.4	25.1	25.1	44.4	56.3	56.3	50.4	93.1	93.1	53.8	45.2	45.2
LOS by Move:	F	C	C	D	E	E	D	F	F	D	D	D
HCM2kAvgQ:	9	11	11	6	42	42	5	22	22	2	7	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #3661: LUNDY/SIERRA



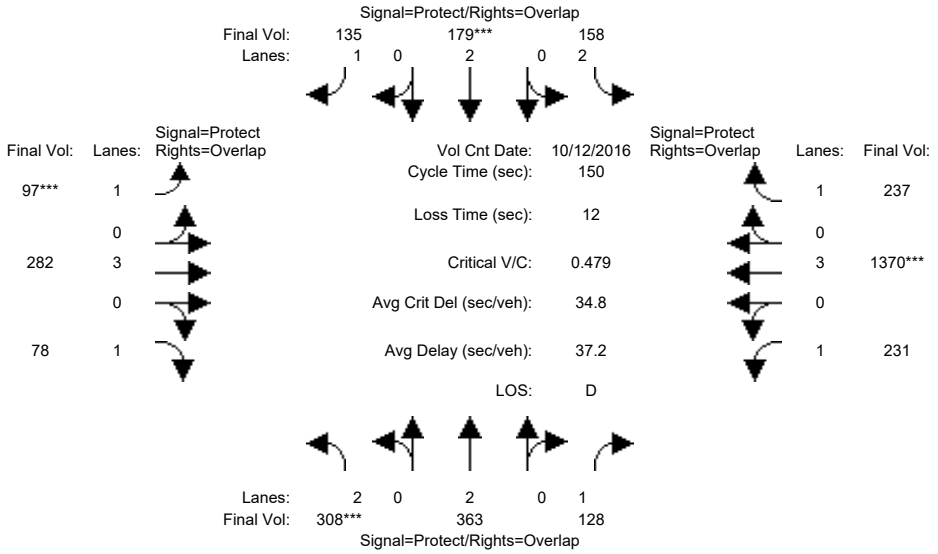
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 5:00-6:00												
Base Vol:	111	667	128	48	1262	292	134	162	105	27	63	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	667	128	48	1262	292	134	162	105	27	63	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	667	128	48	1262	292	134	162	105	27	63	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	667	128	48	1262	292	134	162	105	27	63	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	667	128	48	1262	292	134	162	105	27	63	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	667	128	48	1262	292	134	162	105	27	63	3
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	1.67	0.33	1.00	1.61	0.39	1.00	0.61	0.39	1.00	0.95	0.05
Final Sat.:	1750	3104	596	1750	3004	695	1750	1092	708	1750	1718	82
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.03	0.42	0.42	0.08	0.15	0.15	0.02	0.04	0.04
Crit Moves:	****				****			****			****	
Green Time:	9.3	55.1	55.1	16.0	61.8	61.8	13.3	21.8	21.8	7.0	15.5	15.5
Volume/Cap:	0.76	0.44	0.44	0.19	0.76	0.76	0.64	0.76	0.76	0.25	0.26	0.26
Delay/Veh:	70.8	18.6	18.6	42.6	21.1	21.1	53.9	52.0	52.0	51.2	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.8	18.6	18.6	42.6	21.1	21.1	53.9	52.0	52.0	51.2	43.7	43.7
LOS by Move:	E	B	B	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	4	9	9	2	22	22	6	11	11	1	2	2

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

Market Park South Village Development

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

Intersection #3076: BERRYESSA/LUNDY



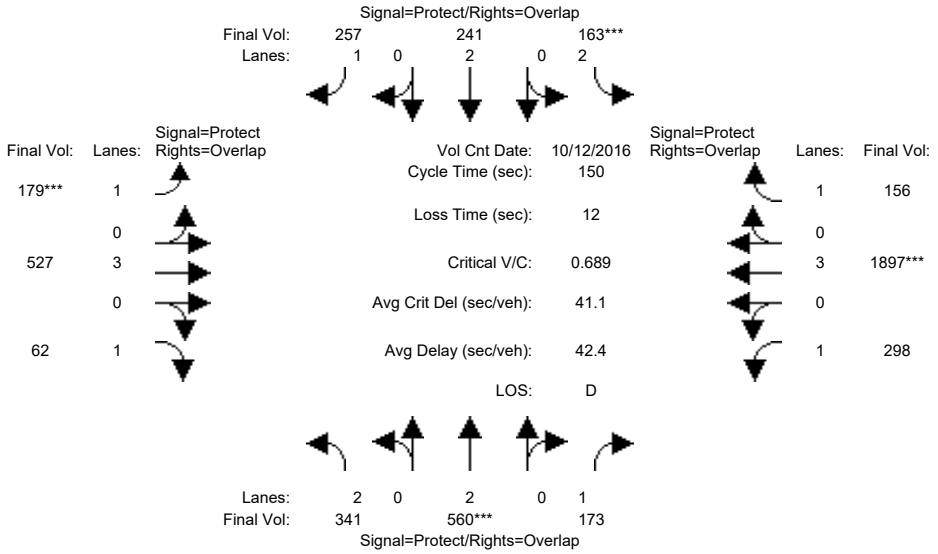
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 7:30-8:30												
Base Vol:	308	363	128	158	179	135	97	282	78	231	1370	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	363	128	158	179	135	97	282	78	231	1370	237
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	363	128	158	179	135	97	282	78	231	1370	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	363	128	158	179	135	97	282	78	231	1370	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	363	128	158	179	135	97	282	78	231	1370	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	363	128	158	179	135	97	282	78	231	1370	237
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.07	0.05	0.05	0.08	0.06	0.05	0.04	0.13	0.24	0.14
Crit Moves:	****				****		****				****	
Green Time:	30.6	29.8	91.3	15.6	14.8	32.1	17.4	31.1	61.7	61.5	75.3	90.9
Volume/Cap:	0.48	0.48	0.12	0.48	0.48	0.36	0.48	0.24	0.11	0.32	0.48	0.22
Delay/Veh:	53.2	53.8	12.4	64.5	65.0	50.8	63.9	49.7	27.3	30.3	24.6	13.6
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:	53.2	53.8	12.4	64.5	65.0	50.8	63.9	49.7	27.3	30.3	24.6	13.6
LOS by Move:	D	D	B	E	E	D	E	D	C	C	C	B
HCM2kAvgQ:	8	8	3	4	4	5	4	3	2	8	13	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3076: BERRYESSA/LUNDY



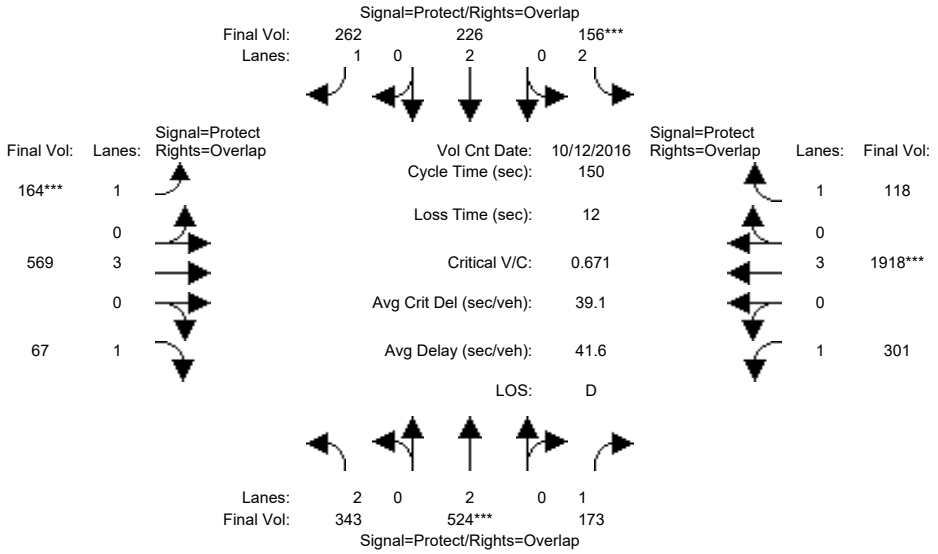
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 7:30-8:30												
Base Vol:	341	560	173	163	241	257	179	527	62	298	1897	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	560	173	163	241	257	179	527	62	298	1897	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	560	173	163	241	257	179	527	62	298	1897	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	560	173	163	241	257	179	527	62	298	1897	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	560	173	163	241	257	179	527	62	298	1897	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	341	560	173	163	241	257	179	527	62	298	1897	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.10	0.05	0.06	0.15	0.10	0.09	0.04	0.17	0.33	0.09
Crit Moves:		****		****			****				****	
Green Time:	26.8	32.1	93.4	11.3	16.5	38.8	22.3	33.3	60.1	61.4	72.4	83.7
Volume/Cap:	0.61	0.69	0.16	0.69	0.58	0.57	0.69	0.42	0.09	0.42	0.69	0.16
Delay/Veh:	58.6	56.9	11.9	76.0	65.4	50.0	68.2	50.2	28.0	32.0	30.8	16.2
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:	58.6	56.9	11.9	76.0	65.4	50.0	68.2	50.2	28.0	32.0	30.8	16.2
LOS by Move:	E	E	B	E	E	D	E	D	C	C	C	B
HCM2kAvgQ:	9	13	3	5	5	11	9	7	2	10	23	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3076: BERRYESSA/LUNDY



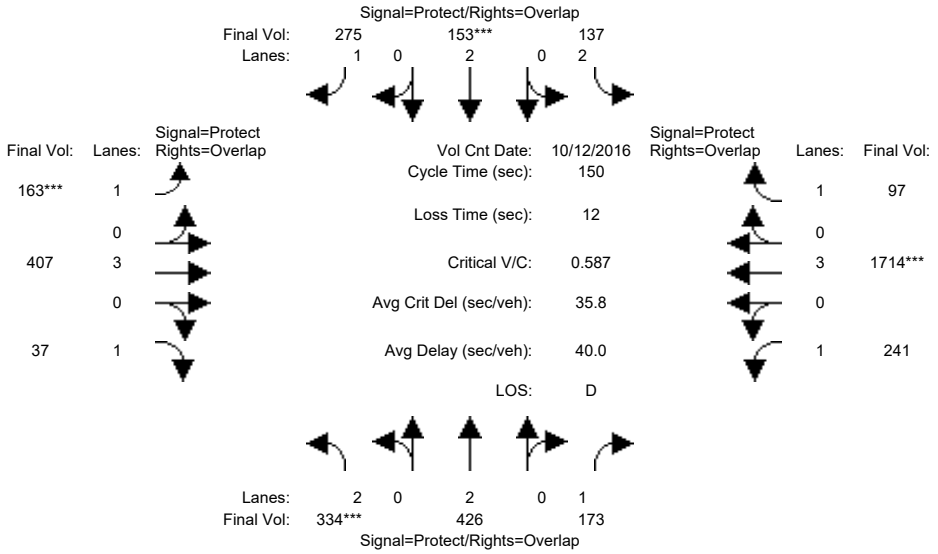
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 7:30-8:30												
Base Vol:	343	524	173	156	226	262	164	569	67	301	1918	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	343	524	173	156	226	262	164	569	67	301	1918	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	524	173	156	226	262	164	569	67	301	1918	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	343	524	173	156	226	262	164	569	67	301	1918	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	524	173	156	226	262	164	569	67	301	1918	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	343	524	173	156	226	262	164	569	67	301	1918	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.10	0.05	0.06	0.15	0.09	0.10	0.04	0.17	0.34	0.07
Crit Moves:		****		****			****				****	
Green Time:	26.0	30.8	91.6	11.1	15.9	36.8	20.9	35.3	61.3	60.8	75.2	86.3
Volume/Cap:	0.63	0.67	0.16	0.67	0.56	0.61	0.67	0.42	0.09	0.42	0.67	0.12
Delay/Veh:	59.9	57.2	12.7	75.1	65.5	52.7	68.4	48.9	27.3	32.4	28.8	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:	59.9	57.2	12.7	75.1	65.5	52.7	68.4	48.9	27.3	32.4	28.8	14.6
LOS by Move:	E	E	B	E	E	D	E	D	C	C	C	B
HCM2kAvgQ:	10	12	4	4	5	11	8	7	2	11	22	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #3076: BERRYESSA/LUNDY



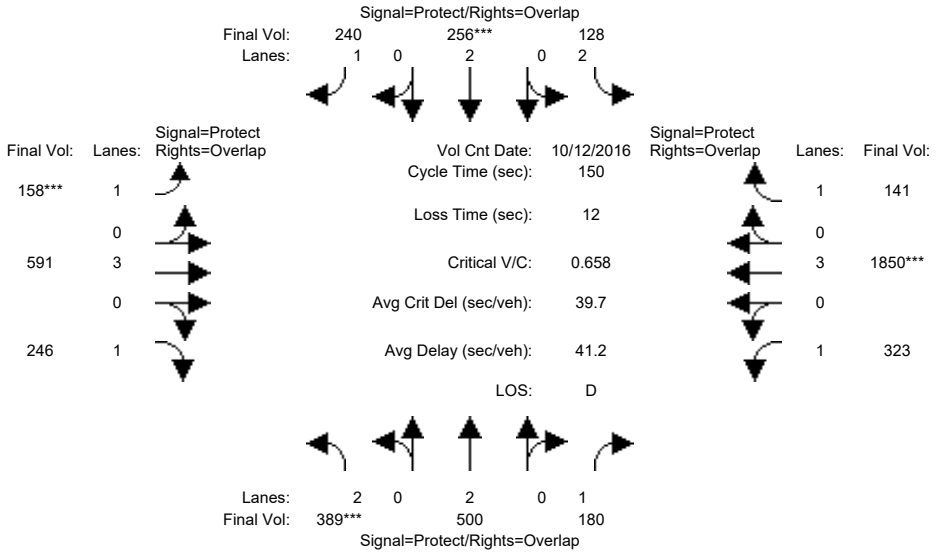
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 7:30-8:30												
Base Vol:	334	426	173	137	153	275	163	407	37	241	1714	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	426	173	137	153	275	163	407	37	241	1714	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	426	173	137	153	275	163	407	37	241	1714	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	426	173	137	153	275	163	407	37	241	1714	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	426	173	137	153	275	163	407	37	241	1714	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	334	426	173	137	153	275	163	407	37	241	1714	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.10	0.04	0.04	0.16	0.09	0.07	0.02	0.14	0.30	0.06
Crit Moves:	****				****		****				****	
Green Time:	27.1	26.4	92.7	11.0	10.3	34.1	23.8	34.4	61.4	66.3	76.8	87.8
Volume/Cap:	0.59	0.64	0.16	0.59	0.59	0.69	0.59	0.31	0.05	0.31	0.59	0.09
Delay/Veh:	57.9	59.4	12.2	71.5	71.3	58.3	61.8	48.1	26.7	27.3	25.8	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.9	59.4	12.2	71.5	71.3	58.3	61.8	48.1	26.7	27.3	25.8	13.7
LOS by Move:	E	E	B	E	E	E	E	D	C	C	C	B
HCM2kAvgQ:	9	10	4	4	3	13	7	5	1	8	18	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3076: BERRYESSA/LUNDY



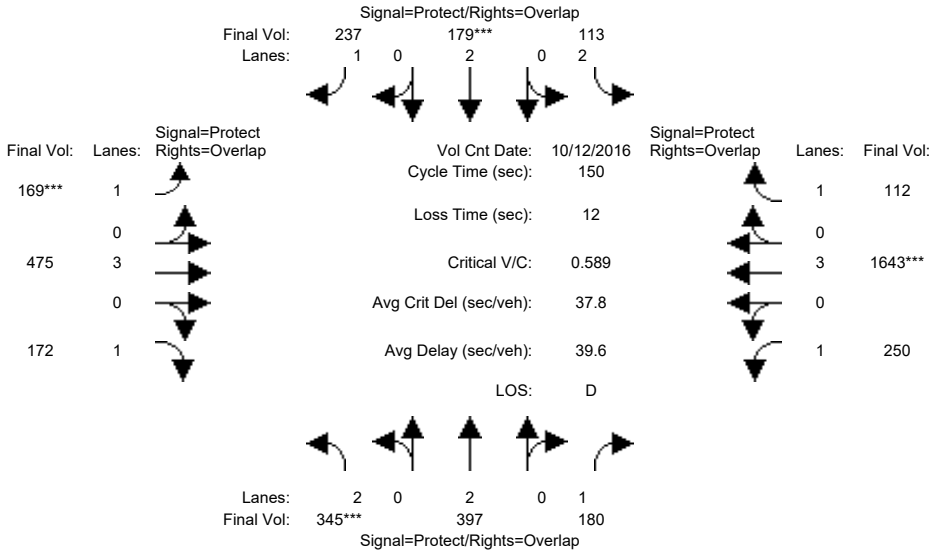
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 7:30-8:30												
Base Vol:	389	500	180	128	256	240	158	591	246	323	1850	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	389	500	180	128	256	240	158	591	246	323	1850	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	389	500	180	128	256	240	158	591	246	323	1850	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	389	500	180	128	256	240	158	591	246	323	1850	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	500	180	128	256	240	158	591	246	323	1850	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	500	180	128	256	240	158	591	246	323	1850	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.10	0.04	0.07	0.14	0.09	0.10	0.14	0.18	0.32	0.08
Crit Moves:	****				****		****				****	
Green Time:	28.1	32.1	92.6	11.4	15.3	35.9	20.6	34.0	62.1	60.5	73.9	85.3
Volume/Cap:	0.66	0.61	0.17	0.54	0.66	0.57	0.66	0.46	0.34	0.46	0.66	0.14
Delay/Veh:	59.2	54.8	12.3	69.1	68.9	52.2	67.9	50.3	30.2	33.2	29.1	15.2
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:	59.2	54.8	12.3	69.1	68.9	52.2	67.9	50.3	30.2	33.2	29.1	15.2
LOS by Move:	E	D	B	E	E	D	E	D	C	C	C	B
HCM2kAvgQ:	11	11	4	3	6	10	8	8	8	12	21	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #3076: BERRYESSA/LUNDY



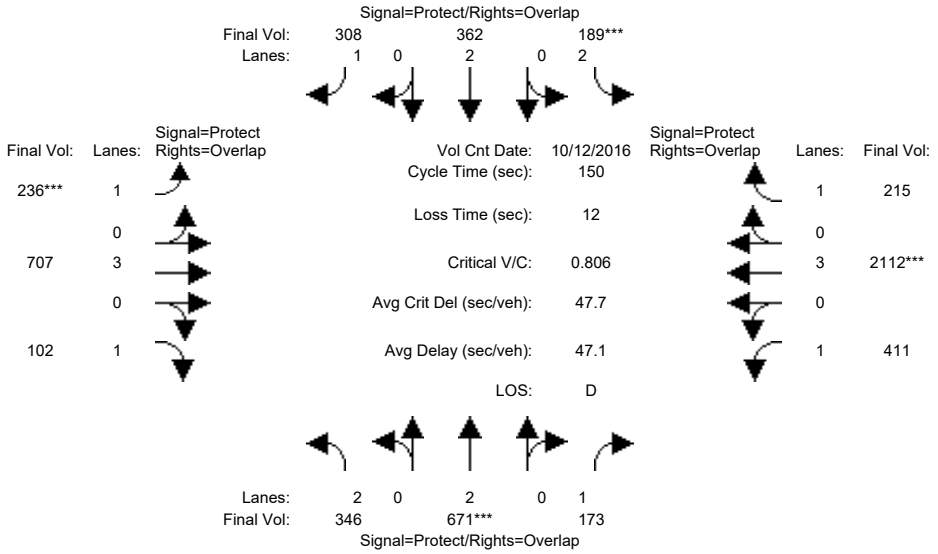
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 7:30-8:30												
Base Vol:	345	397	180	113	179	237	169	475	172	250	1643	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	397	180	113	179	237	169	475	172	250	1643	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	397	180	113	179	237	169	475	172	250	1643	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	397	180	113	179	237	169	475	172	250	1643	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	397	180	113	179	237	169	475	172	250	1643	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	345	397	180	113	179	237	169	475	172	250	1643	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.10	0.04	0.05	0.14	0.10	0.08	0.10	0.14	0.29	0.06
Crit Moves:	****				****		****				****	
Green Time:	27.9	27.6	89.5	12.3	12.0	36.6	24.6	36.1	64.0	61.9	73.5	85.8
Volume/Cap:	0.59	0.57	0.17	0.44	0.59	0.55	0.59	0.35	0.23	0.35	0.59	0.11
Delay/Veh:	57.4	56.9	13.7	66.7	69.6	51.2	61.2	47.3	27.5	30.4	27.8	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.4	56.9	13.7	66.7	69.6	51.2	61.2	47.3	27.5	30.4	27.8	14.7
LOS by Move:	E	E	B	E	E	D	E	D	C	C	C	B
HCM2kAvgQ:	9	9	4	3	4	10	8	6	5	8	18	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3076: BERRYESSA/LUNDY



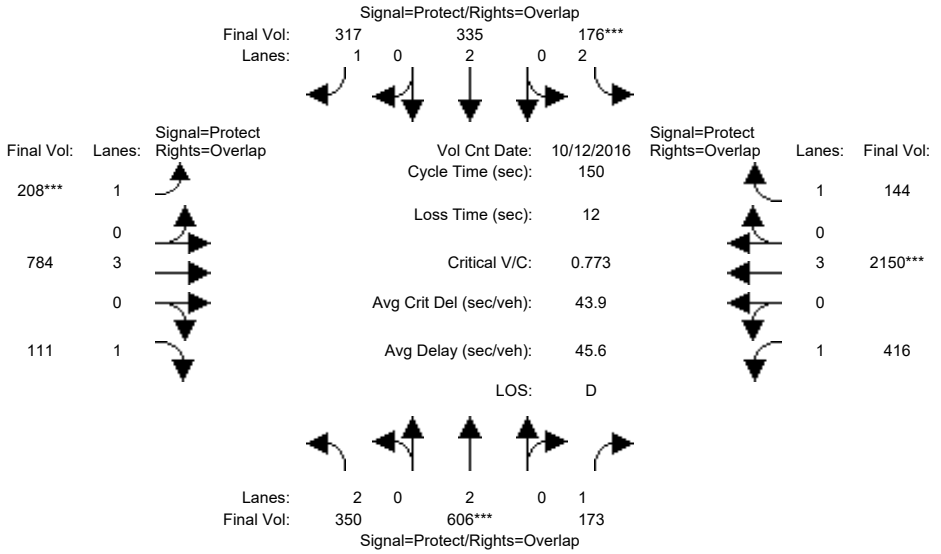
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 7:30-8:30												
Base Vol:	346	671	173	189	362	308	236	707	102	411	2112	215
Growth Adj:	1.00	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	671	173	189	362	308	236	707	102	411	2112	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	671	173	189	362	308	236	707	102	411	2112	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	671	173	189	362	308	236	707	102	411	2112	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	671	173	189	362	308	236	707	102	411	2112	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	346	671	173	189	362	308	236	707	102	411	2112	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.10	0.06	0.10	0.18	0.13	0.12	0.06	0.23	0.37	0.12
Crit Moves:		****		****			****				****	
Green Time:	23.6	32.8	94.4	11.2	20.4	45.5	25.1	32.5	56.1	61.5	68.9	80.1
Volume/Cap:	0.70	0.81	0.16	0.81	0.70	0.58	0.81	0.57	0.16	0.57	0.81	0.23
Delay/Veh:	64.3	61.4	11.5	86.6	66.1	45.8	75.2	53.2	31.4	35.2	36.8	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:	64.3	61.4	11.5	86.6	66.1	45.8	75.2	53.2	31.4	35.2	36.8	18.7
LOS by Move:	E	E	B	F	E	D	E	D	C	D	D	B
HCM2kAvgQ:	10	16	3	5	8	12	12	9	3	16	29	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3076: BERRYESSA/LUNDY



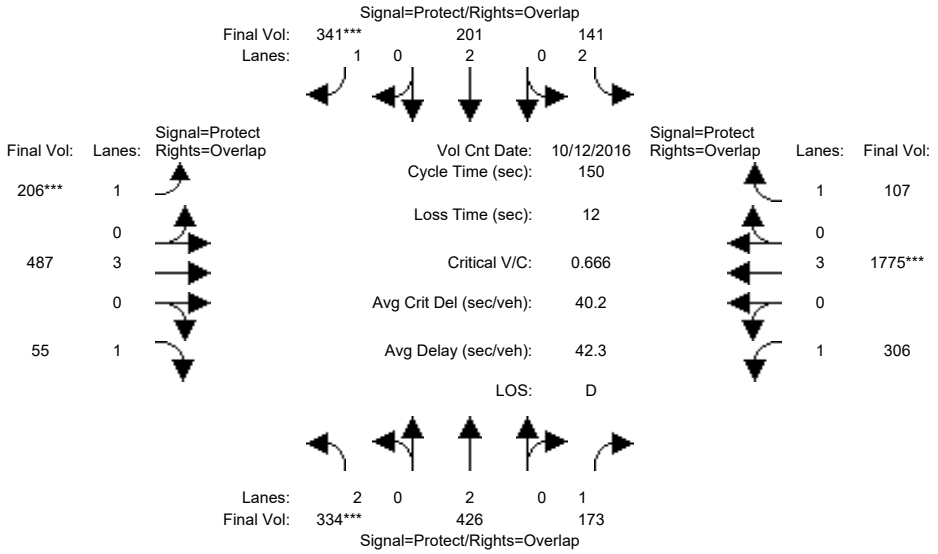
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 7:30-8:30												
Base Vol:	350	606	173	176	335	317	208	784	111	416	2150	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	606	173	176	335	317	208	784	111	416	2150	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	606	173	176	335	317	208	784	111	416	2150	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	606	173	176	335	317	208	784	111	416	2150	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	606	173	176	335	317	208	784	111	416	2150	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	606	173	176	335	317	208	784	111	416	2150	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.10	0.06	0.09	0.18	0.12	0.14	0.06	0.24	0.38	0.08
Crit Moves:		****		****			****				****	
Green Time:	23.3	30.9	91.9	10.8	18.5	41.5	23.1	35.3	58.6	61.0	73.2	84.0
Volume/Cap:	0.72	0.77	0.16	0.77	0.72	0.65	0.77	0.58	0.16	0.58	0.77	0.15
Delay/Veh:	65.2	61.0	12.6	83.5	68.5	51.1	74.0	51.5	29.9	35.9	33.0	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	61.0	12.6	83.5	68.5	51.1	74.0	51.5	29.9	35.9	33.0	15.9
LOS by Move:	E	E	B	F	E	D	E	D	C	D	C	B
HCM2kAvgQ:	10	15	4	5	7	13	10	10	3	16	28	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #3076: BERRYESSA/LUNDY



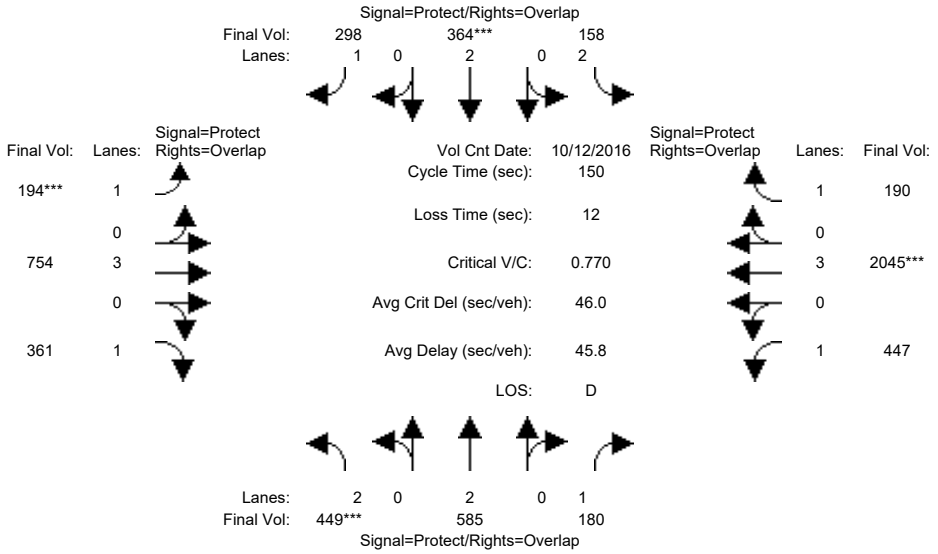
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 7:30-8:30												
Base Vol:	334	426	173	141	201	341	206	487	55	306	1775	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	426	173	141	201	341	206	487	55	306	1775	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	426	173	141	201	341	206	487	55	306	1775	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	426	173	141	201	341	206	487	55	306	1775	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	426	173	141	201	341	206	487	55	306	1775	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	334	426	173	141	201	341	206	487	55	306	1775	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.10	0.04	0.05	0.19	0.12	0.09	0.03	0.17	0.31	0.06
Crit Moves:	****					****	****				****	
Green Time:	23.9	29.1	94.1	12.1	17.4	43.9	26.5	31.7	55.6	65.0	70.2	82.3
Volume/Cap:	0.67	0.58	0.16	0.55	0.46	0.67	0.67	0.40	0.08	0.40	0.67	0.11
Delay/Veh:	62.7	56.0	11.6	69.0	62.6	49.9	63.0	51.2	30.7	29.6	31.5	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.7	56.0	11.6	69.0	62.6	49.9	63.0	51.2	30.7	29.6	31.5	16.3
LOS by Move:	E	E	B	E	E	D	E	D	C	C	C	B
HCM2kAvgQ:	10	9	3	4	4	15	10	6	2	10	21	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3076: BERRYESSA/LUNDY



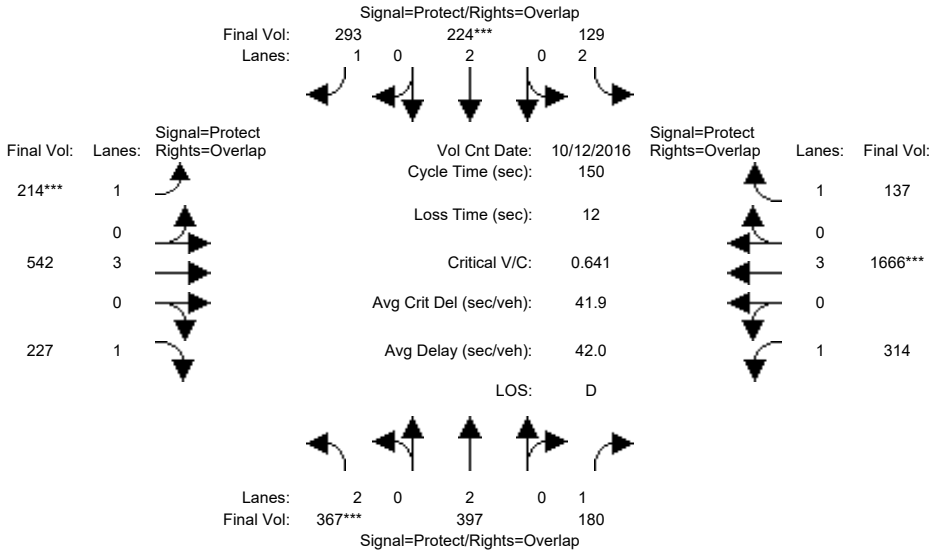
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 7:30-8:30												
Base Vol:	449	585	180	158	364	298	194	754	361	447	2045	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	449	585	180	158	364	298	194	754	361	447	2045	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	449	585	180	158	364	298	194	754	361	447	2045	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	449	585	180	158	364	298	194	754	361	447	2045	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	585	180	158	364	298	194	754	361	447	2045	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	449	585	180	158	364	298	194	754	361	447	2045	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.10	0.05	0.10	0.17	0.11	0.13	0.21	0.26	0.36	0.11
Crit Moves:	****				****		****				****	
Green Time:	27.8	35.0	95.4	11.4	18.7	40.3	21.6	31.2	59.0	60.3	69.9	81.4
Volume/Cap:	0.77	0.66	0.16	0.66	0.77	0.63	0.77	0.64	0.52	0.64	0.77	0.20
Delay/Veh:	64.3	53.9	11.2	74.0	71.1	51.2	75.2	55.3	35.5	37.9	34.7	17.7
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:	64.3	53.9	11.2	74.0	71.1	51.2	75.2	55.3	35.5	37.9	34.7	17.7
LOS by Move:	E	D	B	E	E	D	E	E	D	D	C	B
HCM2kAvgQ:	13	13	3	4	8	13	10	10	13	18	27	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #3076: BERRYESSA/LUNDY



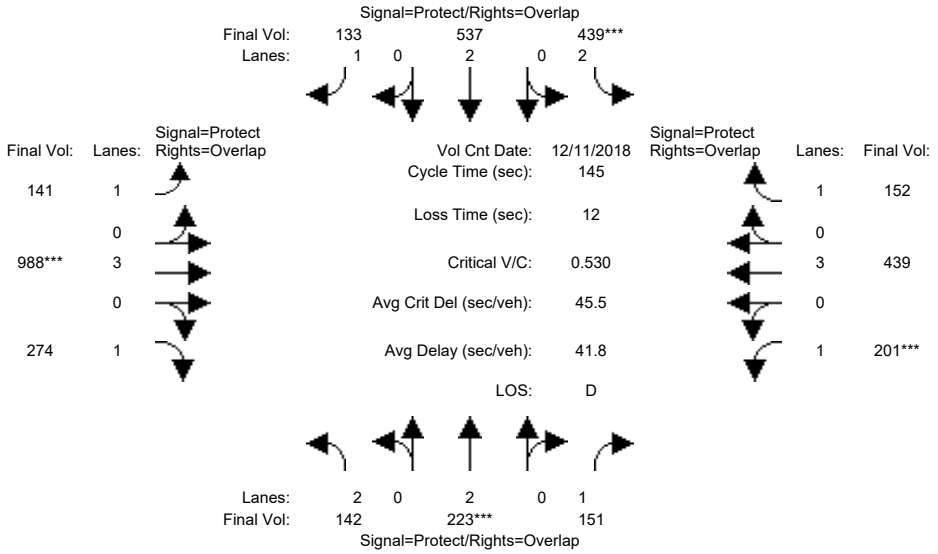
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 7:30-8:30												
Base Vol:	367	397	180	129	224	293	214	542	227	314	1666	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	397	180	129	224	293	214	542	227	314	1666	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	367	397	180	129	224	293	214	542	227	314	1666	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	367	397	180	129	224	293	214	542	227	314	1666	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	397	180	129	224	293	214	542	227	314	1666	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	367	397	180	129	224	293	214	542	227	314	1666	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.10	0.10	0.04	0.06	0.17	0.12	0.10	0.13	0.18	0.29	0.08
Crit Moves:	****				****		****				****	
Green Time:	27.3	28.4	91.7	12.7	13.8	42.4	28.6	33.6	60.8	63.4	68.4	81.0
Volume/Cap:	0.64	0.55	0.17	0.48	0.64	0.59	0.64	0.42	0.32	0.42	0.64	0.14
Delay/Veh:	59.3	56.0	12.7	66.9	69.7	48.3	60.2	50.1	30.7	30.9	31.9	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.3	56.0	12.7	66.9	69.7	48.3	60.2	50.1	30.7	30.9	31.9	17.3
LOS by Move:	E	E	B	E	E	D	E	D	C	C	C	B
HCM2kAvgQ:	10	9	4	3	5	12	10	7	7	11	20	3

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

Market Park South Village Development

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

Intersection #3076: BERRYESSA/LUNDY



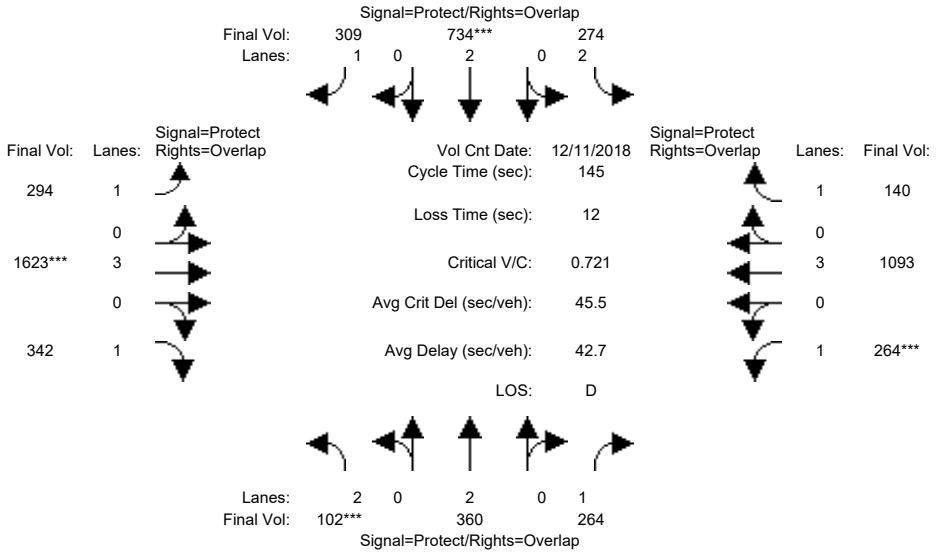
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	142	223	151	439	537	133	141	988	274	201	439	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	223	151	439	537	133	141	988	274	201	439	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	223	151	439	537	133	141	988	274	201	439	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	223	151	439	537	133	141	988	274	201	439	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	223	151	439	537	133	141	988	274	201	439	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	223	151	439	537	133	141	988	274	201	439	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.09	0.14	0.14	0.08	0.08	0.17	0.16	0.11	0.08	0.09
Crit Moves:		****		****				****		****		
Green Time:	13.8	16.1	47.5	38.1	40.4	80.7	40.3	47.4	61.2	31.4	38.5	76.6
Volume/Cap:	0.47	0.53	0.26	0.53	0.51	0.14	0.29	0.53	0.37	0.53	0.29	0.16
Delay/Veh:	63.3	62.2	36.1	46.4	44.4	15.5	41.4	40.0	29.0	51.7	42.5	17.7
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:	63.3	62.2	36.1	46.4	44.4	15.5	41.4	40.0	29.0	51.7	42.5	17.7
LOS by Move:	E	E	D	D	D	B	D	D	C	D	D	B
HCM2kAvgQ:	4	5	5	10	10	3	5	12	9	9	5	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3076: BERRYESSA/LUNDY



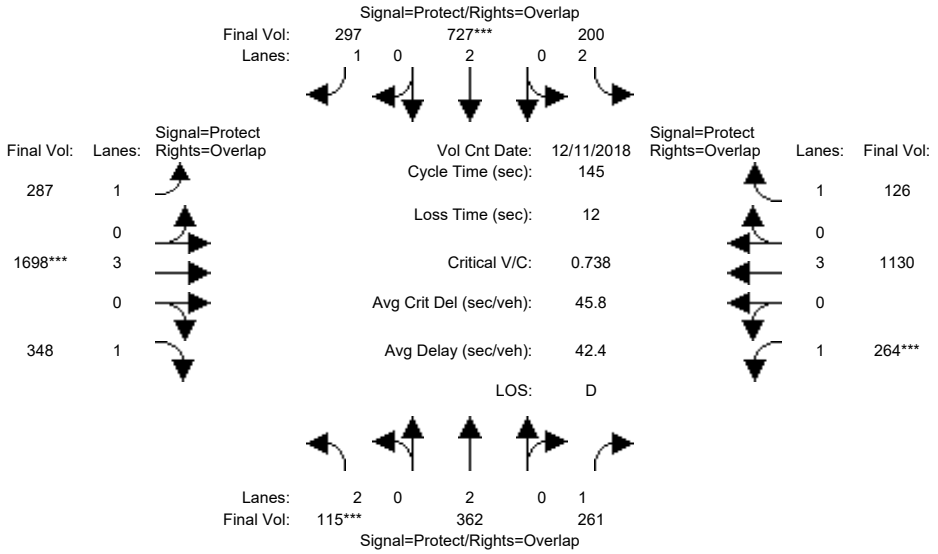
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	102	360	264	274	734	309	294	1623	342	264	1093	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	360	264	274	734	309	294	1623	342	264	1093	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	360	264	274	734	309	294	1623	342	264	1093	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	360	264	274	734	309	294	1623	342	264	1093	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	360	264	274	734	309	294	1623	342	264	1093	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	360	264	274	734	309	294	1623	342	264	1093	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.15	0.09	0.19	0.18	0.17	0.28	0.20	0.15	0.19	0.08
Crit Moves:	****				****			****			****	
Green Time:	7.0	23.8	54.1	21.9	38.7	79.5	40.8	57.1	64.1	30.2	46.5	68.4
Volume/Cap:	0.67	0.58	0.40	0.58	0.72	0.32	0.60	0.72	0.44	0.72	0.60	0.17
Delay/Veh:	78.9	57.3	34.0	59.0	50.9	18.2	47.1	38.5	28.5	60.5	41.9	22.1
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:	78.9	57.3	34.0	59.0	50.9	18.2	47.1	38.5	28.5	60.5	41.9	22.1
LOS by Move:	E	E	C	E	D	B	D	D	C	E	D	C
HCM2kAvgQ:	4	8	9	6	14	8	12	20	11	13	14	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3076: BERRYESSA/LUNDY



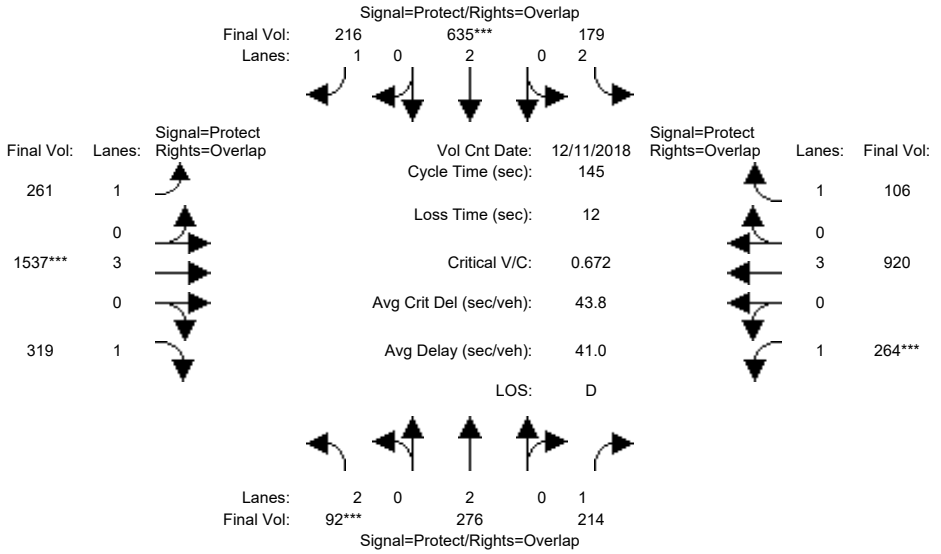
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	115	362	261	200	727	297	287	1698	348	264	1130	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	362	261	200	727	297	287	1698	348	264	1130	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	362	261	200	727	297	287	1698	348	264	1130	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	362	261	200	727	297	287	1698	348	264	1130	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	362	261	200	727	297	287	1698	348	264	1130	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	362	261	200	727	297	287	1698	348	264	1130	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.15	0.06	0.19	0.17	0.16	0.30	0.20	0.15	0.20	0.07
Crit Moves:	****				****			****		****		
Green Time:	7.2	26.9	56.5	17.9	37.6	77.5	39.9	58.6	65.7	29.7	48.3	66.2
Volume/Cap:	0.74	0.51	0.38	0.51	0.74	0.32	0.60	0.74	0.44	0.74	0.60	0.16
Delay/Veh:	84.8	53.8	32.1	60.7	52.1	19.1	47.6	38.0	27.4	61.9	40.8	23.2
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:	84.8	53.8	32.1	60.7	52.1	19.1	47.6	38.0	27.4	61.9	40.8	23.2
LOS by Move:	F	D	C	E	D	B	D	D	C	E	D	C
HCM2kAvgQ:	5	8	9	5	14	7	12	21	11	13	14	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #3076: BERRYESSA/LUNDY



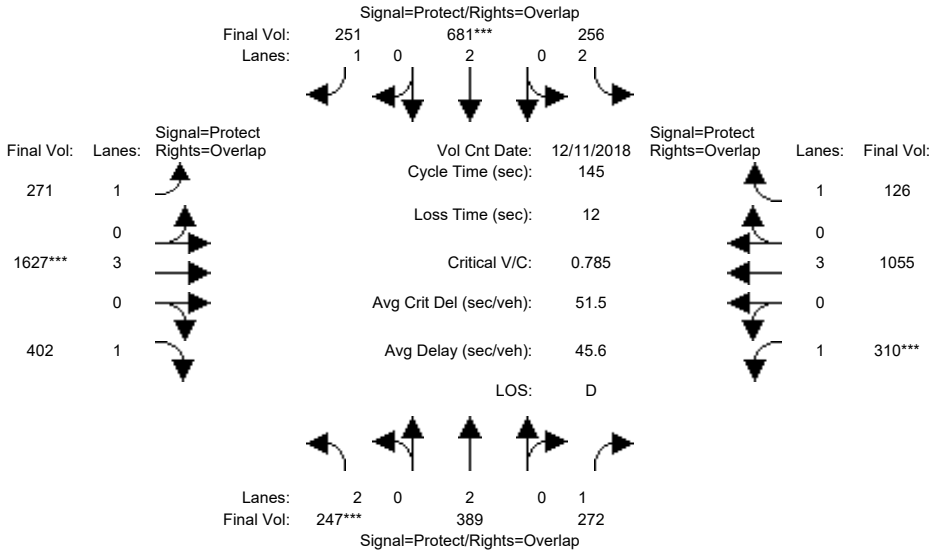
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	92	276	214	179	635	216	261	1537	319	264	920	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	276	214	179	635	216	261	1537	319	264	920	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	276	214	179	635	216	261	1537	319	264	920	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	276	214	179	635	216	261	1537	319	264	920	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	276	214	179	635	216	261	1537	319	264	920	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	276	214	179	635	216	261	1537	319	264	920	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.12	0.06	0.17	0.12	0.15	0.27	0.18	0.15	0.16	0.06
Crit Moves:	****				****			****			****	
Green Time:	7.0	24.0	56.4	18.8	35.8	79.1	43.3	57.8	64.8	32.3	46.9	65.7
Volume/Cap:	0.60	0.44	0.31	0.44	0.68	0.23	0.50	0.68	0.41	0.68	0.50	0.13
Delay/Veh:	74.4	54.9	31.1	59.0	51.3	17.2	42.7	36.7	27.5	56.2	39.8	23.2
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:	74.4	54.9	31.1	59.0	51.3	17.2	42.7	36.7	27.5	56.2	39.8	23.2
LOS by Move:	E	D	C	E	D	B	D	D	C	E	D	C
HCM2kAvgQ:	3	6	7	4	12	5	10	18	10	12	11	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3076: BERRYESSA/LUNDY



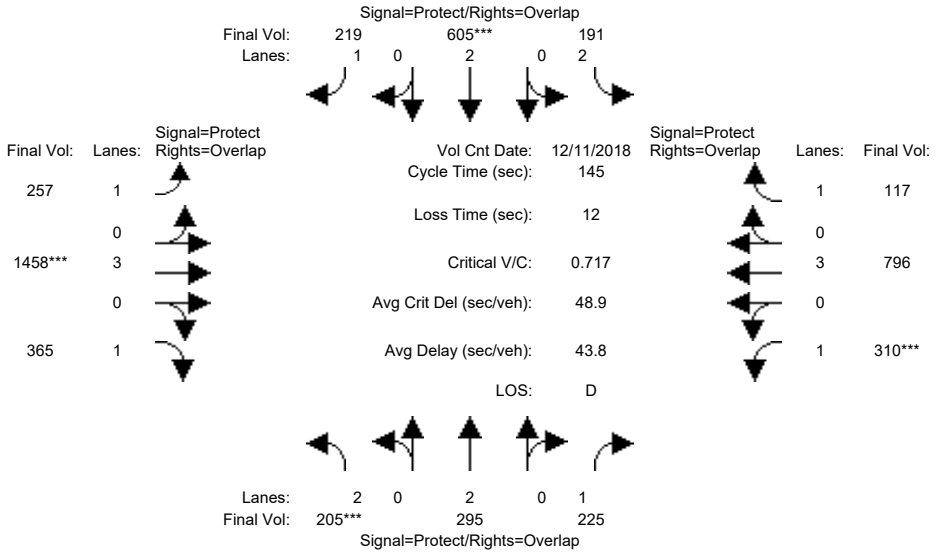
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	247	389	272	256	681	251	271	1627	402	310	1055	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	389	272	256	681	251	271	1627	402	310	1055	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	389	272	256	681	251	271	1627	402	310	1055	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	389	272	256	681	251	271	1627	402	310	1055	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	389	272	256	681	251	271	1627	402	310	1055	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	389	272	256	681	251	271	1627	402	310	1055	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.16	0.08	0.18	0.14	0.15	0.29	0.23	0.18	0.19	0.07
Crit Moves:	****				****			****			****	
Green Time:	14.5	26.5	59.2	21.1	33.1	72.0	38.9	52.7	67.2	32.7	46.5	67.6
Volume/Cap:	0.79	0.56	0.38	0.56	0.79	0.29	0.58	0.79	0.50	0.79	0.58	0.15
Delay/Veh:	76.0	55.0	30.4	59.2	57.4	21.6	47.7	43.2	27.6	62.8	41.5	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.0	55.0	30.4	59.2	57.4	21.6	47.7	43.2	27.6	62.8	41.5	22.4
LOS by Move:	E	D	C	E	E	C	D	D	C	E	D	C
HCM2kAvgQ:	8	8	9	6	14	7	11	22	13	16	13	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #3076: BERRYESSA/LUNDY



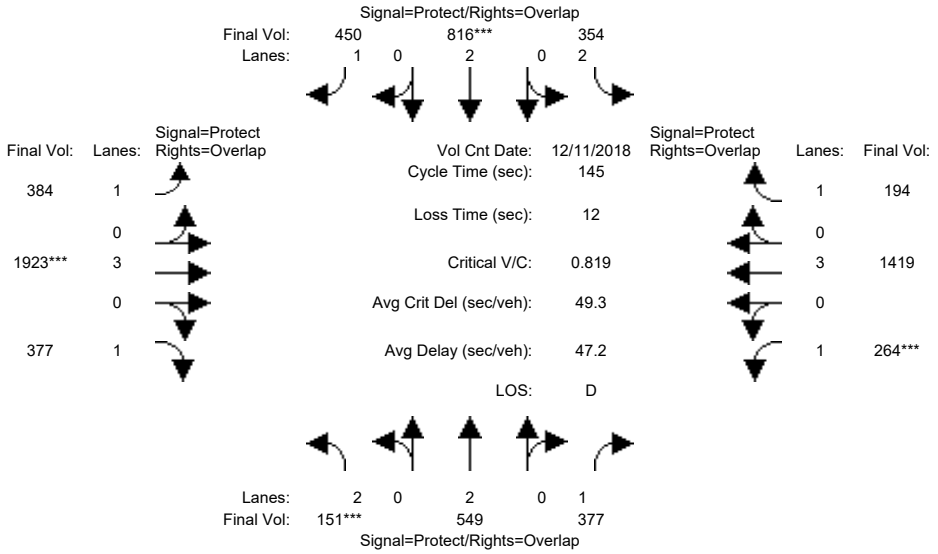
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	205	295	225	191	605	219	257	1458	365	310	796	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	295	225	191	605	219	257	1458	365	310	796	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	295	225	191	605	219	257	1458	365	310	796	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	295	225	191	605	219	257	1458	365	310	796	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	295	225	191	605	219	257	1458	365	310	796	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	295	225	191	605	219	257	1458	365	310	796	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.13	0.06	0.16	0.13	0.15	0.26	0.21	0.18	0.14	0.07
Crit Moves:	****				****			****			****	
Green Time:	13.2	25.5	61.3	19.9	32.2	77.1	44.9	51.8	64.9	35.8	42.7	62.6
Volume/Cap:	0.72	0.44	0.30	0.44	0.72	0.24	0.47	0.72	0.47	0.72	0.47	0.15
Delay/Veh:	72.5	53.9	27.9	58.2	55.1	18.3	41.2	41.5	28.4	55.6	42.2	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.5	53.9	27.9	58.2	55.1	18.3	41.2	41.5	28.4	55.6	42.2	25.2
LOS by Move:	E	D	C	E	E	B	D	D	C	E	D	C
HCM2kAvgQ:	7	6	7	4	12	5	10	18	12	15	10	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3076: BERRYESSA/LUNDY



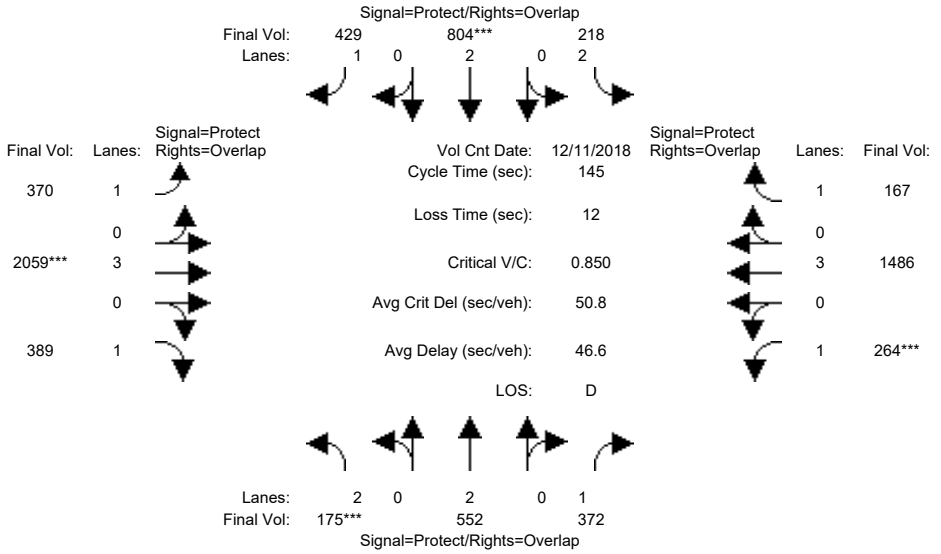
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	151	549	377	354	816	450	384	1923	377	264	1419	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	549	377	354	816	450	384	1923	377	264	1419	194
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	549	377	354	816	450	384	1923	377	264	1419	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	549	377	354	816	450	384	1923	377	264	1419	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	549	377	354	816	450	384	1923	377	264	1419	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	549	377	354	816	450	384	1923	377	264	1419	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.22	0.11	0.21	0.26	0.22	0.34	0.22	0.15	0.25	0.11
Crit Moves:	****				****			****			****	
Green Time:	8.5	26.2	52.9	20.4	38.0	78.5	40.5	59.8	68.2	26.7	46.0	66.3
Volume/Cap:	0.82	0.80	0.59	0.80	0.82	0.47	0.79	0.82	0.46	0.82	0.79	0.24
Delay/Veh:	91.6	63.6	38.8	70.4	55.7	20.9	56.4	40.2	26.3	71.9	47.4	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.6	63.6	38.8	70.4	55.7	20.9	56.4	40.2	26.3	71.9	47.4	24.2
LOS by Move:	F	E	D	E	E	C	E	D	C	E	D	C
HCM2kAvgQ:	6	14	15	8	16	12	17	25	12	14	20	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3076: BERRYESSA/LUNDY



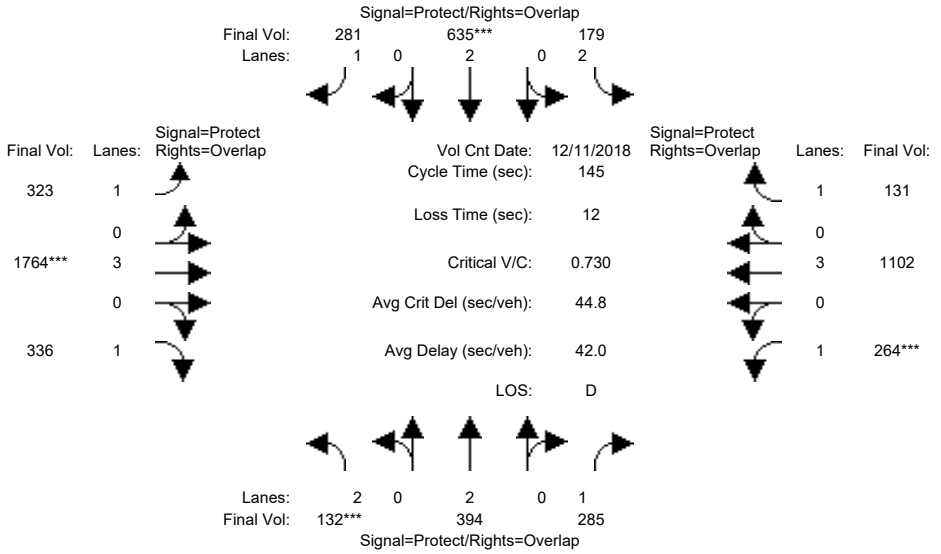
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	175	552	372	218	804	429	370	2059	389	264	1486	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	552	372	218	804	429	370	2059	389	264	1486	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	552	372	218	804	429	370	2059	389	264	1486	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	552	372	218	804	429	370	2059	389	264	1486	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	552	372	218	804	429	370	2059	389	264	1486	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	552	372	218	804	429	370	2059	389	264	1486	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.21	0.07	0.21	0.25	0.21	0.36	0.22	0.15	0.26	0.10
Crit Moves:	****				****			****			****	
Green Time:	9.5	30.9	56.6	14.7	36.1	75.3	39.1	61.7	71.1	25.7	48.3	63.0
Volume/Cap:	0.85	0.68	0.54	0.68	0.85	0.47	0.78	0.85	0.45	0.85	0.78	0.22
Delay/Veh:	93.9	54.9	35.1	68.8	59.2	22.6	57.3	40.5	24.6	77.1	45.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.9	54.9	35.1	68.8	59.2	22.6	57.3	40.5	24.6	77.1	45.8	25.8
LOS by Move:	F	D	D	E	E	C	E	D	C	E	D	C
HCM2kAvgQ:	7	12	14	5	16	12	16	28	12	15	21	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #3076: BERRYESSA/LUNDY



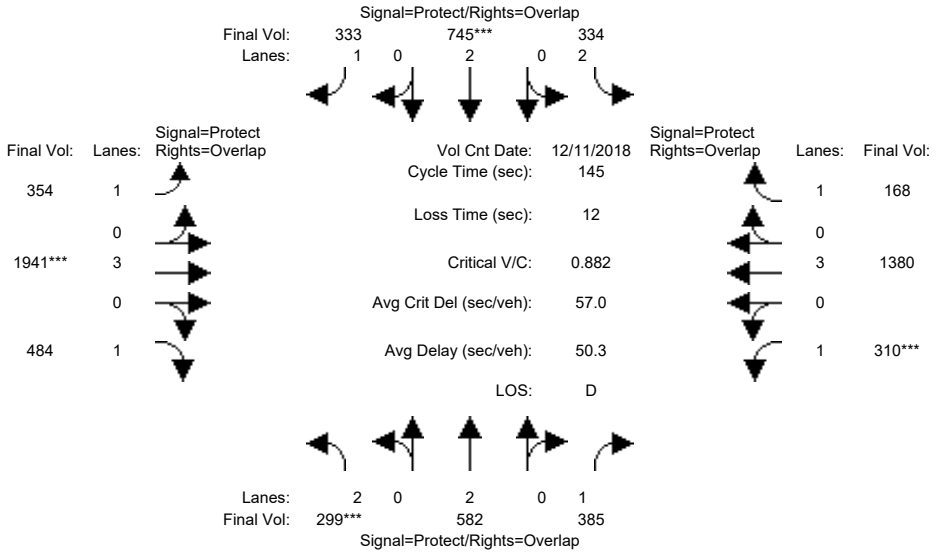
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	132	394	285	179	635	281	323	1764	336	264	1102	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:	132	394	285	179	635	281	323	1764	336	264	1102	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	394	285	179	635	281	323	1764	336	264	1102	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	394	285	179	635	281	323	1764	336	264	1102	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	394	285	179	635	281	323	1764	336	264	1102	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	394	285	179	635	281	323	1764	336	264	1102	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.16	0.06	0.17	0.16	0.18	0.31	0.19	0.15	0.19	0.07
Crit Moves:	****				****			****			****	
Green Time:	8.3	26.8	56.8	14.7	33.2	77.9	44.7	61.5	69.8	30.0	46.8	61.5
Volume/Cap:	0.73	0.56	0.42	0.56	0.73	0.30	0.60	0.73	0.40	0.73	0.60	0.18
Delay/Veh:	81.2	54.8	32.5	64.3	54.9	18.7	44.4	36.0	24.4	61.1	41.8	26.1
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:	81.2	54.8	32.5	64.3	54.9	18.7	44.4	36.0	24.4	61.1	41.8	26.1
LOS by Move:	F	D	C	E	D	B	D	D	C	E	D	C
HCM2kAvgQ:	5	8	10	4	13	7	13	21	10	13	14	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3076: BERRYESSA/LUNDY



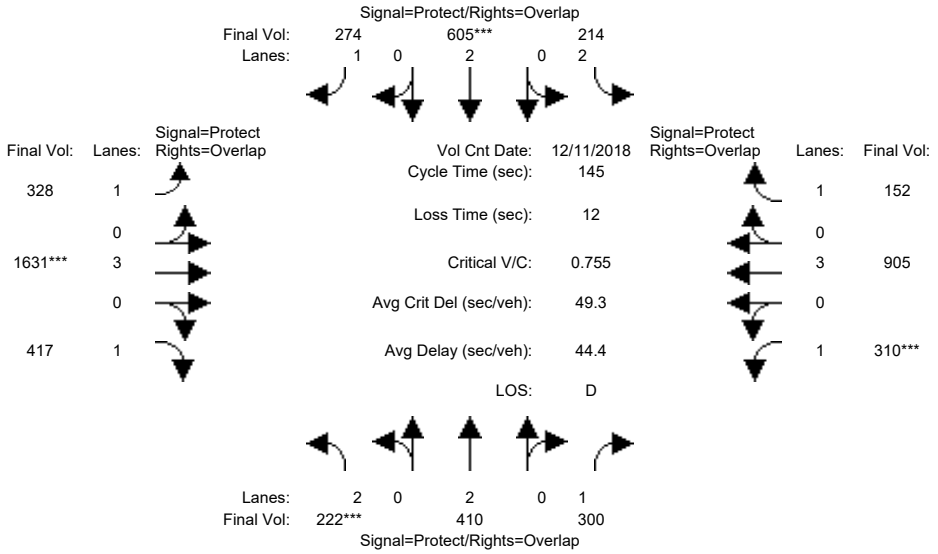
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	299	582	385	334	745	333	354	1941	484	310	1380	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	299	582	385	334	745	333	354	1941	484	310	1380	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	299	582	385	334	745	333	354	1941	484	310	1380	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	299	582	385	334	745	333	354	1941	484	310	1380	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	582	385	334	745	333	354	1941	484	310	1380	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	299	582	385	334	745	333	354	1941	484	310	1380	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.22	0.11	0.20	0.19	0.20	0.34	0.28	0.18	0.24	0.10
Crit Moves:	****				****			****		****		
Green Time:	15.6	28.3	57.4	19.6	32.2	71.0	38.8	56.0	71.6	29.1	46.4	66.0
Volume/Cap:	0.88	0.79	0.56	0.79	0.88	0.39	0.76	0.88	0.56	0.88	0.76	0.21
Delay/Veh:	86.3	61.0	34.9	70.0	65.2	23.6	55.8	46.0	26.5	78.2	46.1	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.3	61.0	34.9	70.0	65.2	23.6	55.8	46.0	26.5	78.2	46.1	24.0
LOS by Move:	F	E	C	E	E	C	E	D	C	E	D	C
HCM2kAvgQ:	11	14	14	8	15	9	16	28	16	17	19	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #3076: BERRYESSA/LUNDY



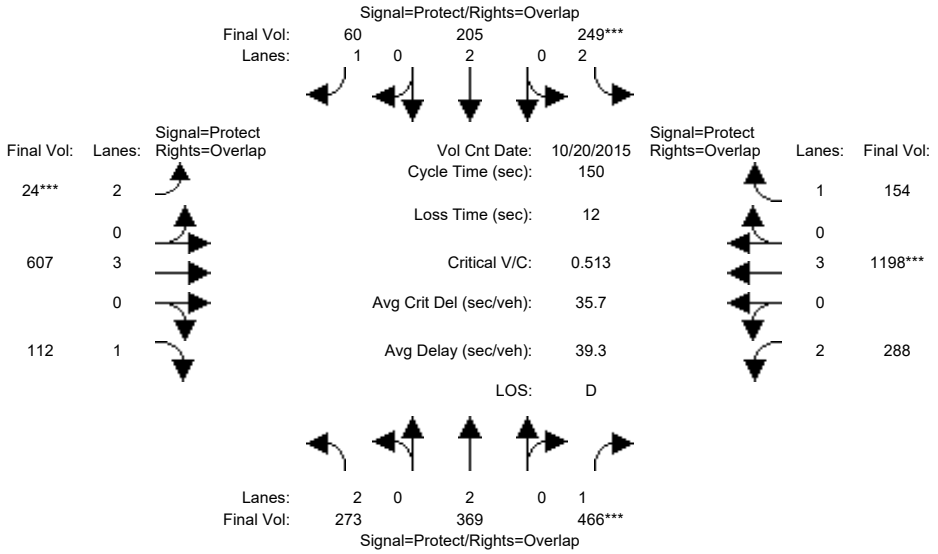
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	222	410	300	214	605	274	328	1631	417	310	905	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	410	300	214	605	274	328	1631	417	310	905	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	410	300	214	605	274	328	1631	417	310	905	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	410	300	214	605	274	328	1631	417	310	905	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	410	300	214	605	274	328	1631	417	310	905	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	222	410	300	214	605	274	328	1631	417	310	905	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.17	0.07	0.16	0.16	0.19	0.29	0.24	0.18	0.16	0.09
Crit Moves:	****				****			****		****		
Green Time:	13.5	27.1	61.0	17.0	30.6	78.7	48.1	54.9	68.4	34.0	40.8	57.8
Volume/Cap:	0.76	0.58	0.41	0.58	0.76	0.29	0.56	0.76	0.50	0.76	0.56	0.22
Delay/Veh:	74.8	55.0	29.7	62.9	57.8	18.1	41.1	40.8	27.0	59.5	45.0	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:	74.8	55.0	29.7	62.9	57.8	18.1	41.1	40.8	27.0	59.5	45.0	28.9
LOS by Move:	E	D	C	E	E	B	D	D	C	E	D	C
HCM2kAvgQ:	7	9	10	5	12	7	13	21	13	15	12	5

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

Market Park South Village Development

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

Intersection #3295: BERRYESSA/FLICKINGER



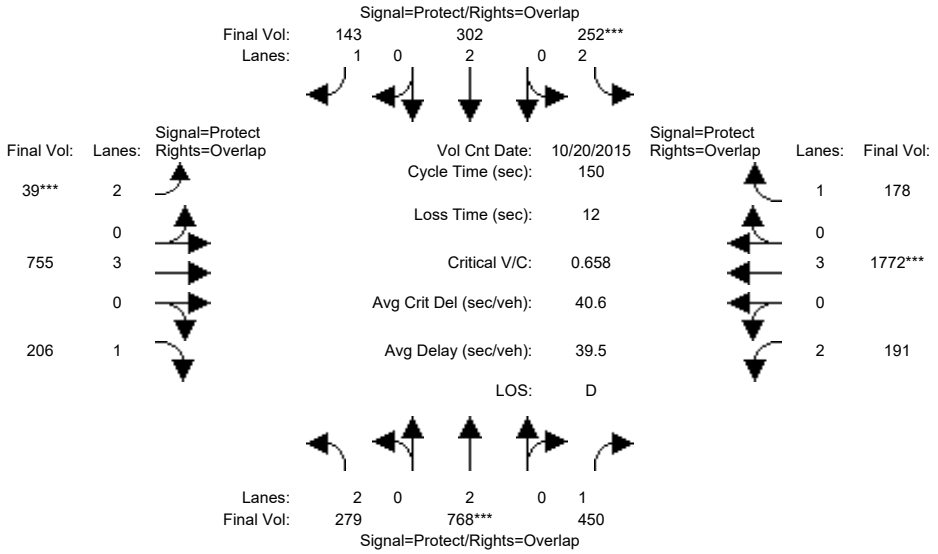
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30												
Base Vol:	273	369	466	249	205	60	24	607	112	288	1198	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:	273	369	466	249	205	60	24	607	112	288	1198	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	369	466	249	205	60	24	607	112	288	1198	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	369	466	249	205	60	24	607	112	288	1198	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	369	466	249	205	60	24	607	112	288	1198	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	369	466	249	205	60	24	607	112	288	1198	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.27	0.08	0.05	0.03	0.01	0.11	0.06	0.09	0.21	0.09
Crit Moves:			****	****			****				****	
Green Time:	40.5	49.4	80.0	22.3	31.2	38.2	7.0	35.7	76.2	30.6	59.3	81.6
Volume/Cap:	0.32	0.30	0.50	0.53	0.26	0.13	0.16	0.45	0.13	0.45	0.53	0.16
Delay/Veh:	44.0	37.5	22.7	60.2	49.9	43.3	69.2	49.0	19.5	52.8	34.9	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	37.5	22.7	60.2	49.9	43.3	69.2	49.0	19.5	52.8	34.9	17.2
LOS by Move:	D	D	C	E	D	D	E	D	B	D	C	B
HCM2kAvgQ:	6	6	14	6	4	2	1	8	3	7	14	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3295: BERRYESSA/FLICKINGER



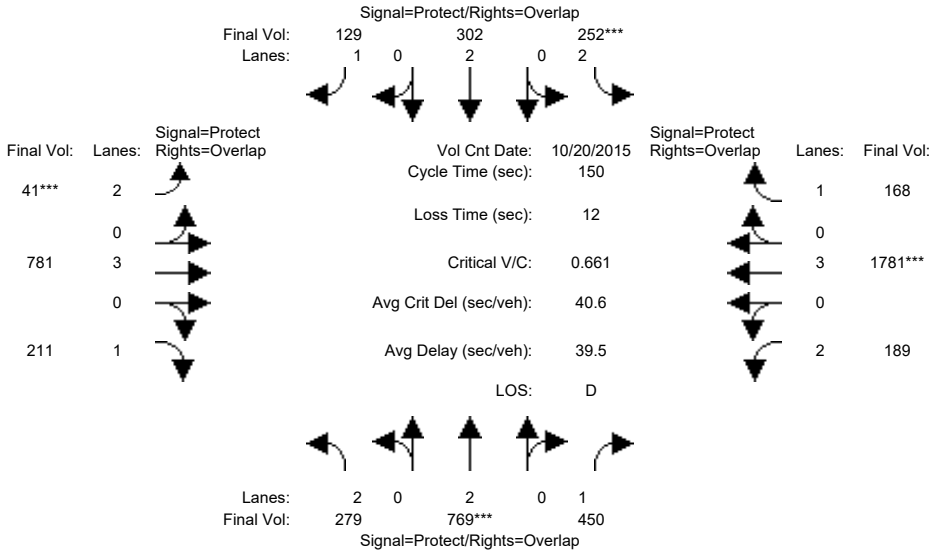
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30												
Base Vol:	279	768	450	252	302	143	39	755	206	191	1772	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	768	450	252	302	143	39	755	206	191	1772	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	768	450	252	302	143	39	755	206	191	1772	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	768	450	252	302	143	39	755	206	191	1772	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	768	450	252	302	143	39	755	206	191	1772	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	768	450	252	302	143	39	755	206	191	1772	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.26	0.08	0.08	0.08	0.01	0.13	0.12	0.06	0.31	0.10
Crit Moves:		****		****			****				****	
Green Time:	32.8	44.6	68.4	17.7	29.5	36.5	7.0	51.9	84.8	23.8	68.7	86.4
Volume/Cap:	0.40	0.68	0.56	0.68	0.40	0.34	0.27	0.38	0.21	0.38	0.68	0.18
Delay/Veh:	50.6	48.1	30.8	68.5	53.0	47.3	70.0	37.1	16.2	57.0	32.7	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	48.1	30.8	68.5	53.0	47.3	70.0	37.1	16.2	57.0	32.7	15.1
LOS by Move:	D	D	C	E	D	D	E	D	B	E	C	B
HCM2kAvgQ:	6	15	16	7	6	6	1	8	5	5	21	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3295: BERRYESSA/FLICKINGER



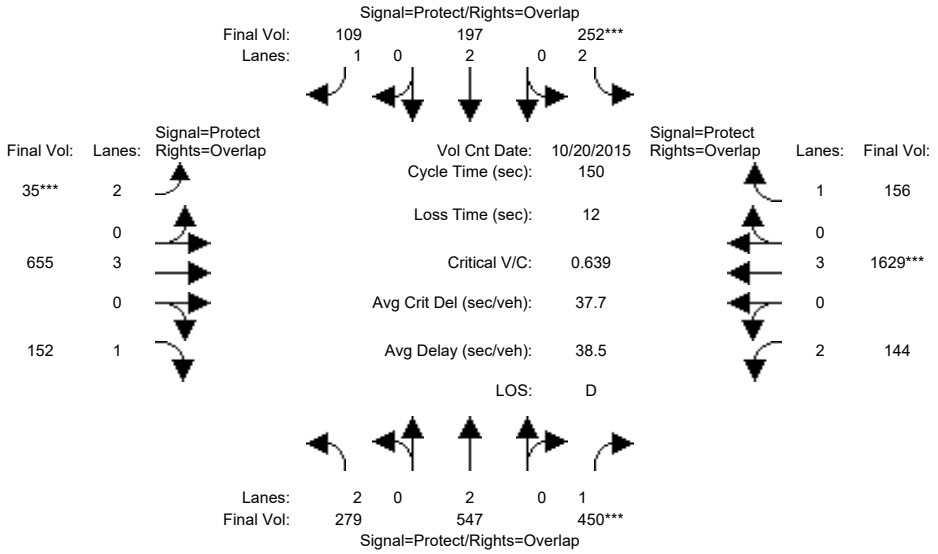
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30												
Base Vol:	279	769	450	252	302	129	41	781	211	189	1781	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	769	450	252	302	129	41	781	211	189	1781	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	769	450	252	302	129	41	781	211	189	1781	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	769	450	252	302	129	41	781	211	189	1781	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	769	450	252	302	129	41	781	211	189	1781	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	769	450	252	302	129	41	781	211	189	1781	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.26	0.08	0.08	0.07	0.01	0.14	0.12	0.06	0.31	0.10
Crit Moves:		****		****			****				****	
Green Time:	32.8	44.6	67.7	17.6	29.4	36.4	7.0	52.7	85.5	23.1	68.8	86.4
Volume/Cap:	0.41	0.68	0.57	0.68	0.41	0.30	0.28	0.39	0.21	0.39	0.68	0.17
Delay/Veh:	50.6	48.2	31.4	68.6	53.0	46.8	70.1	36.7	15.9	57.6	32.7	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	48.2	31.4	68.6	53.0	46.8	70.1	36.7	15.9	57.6	32.7	15.0
LOS by Move:	D	D	C	E	D	D	E	D	B	E	C	B
HCM2kAvgQ:	6	15	16	7	6	5	1	9	5	5	21	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #3295: BERRYESSA/FLICKINGER



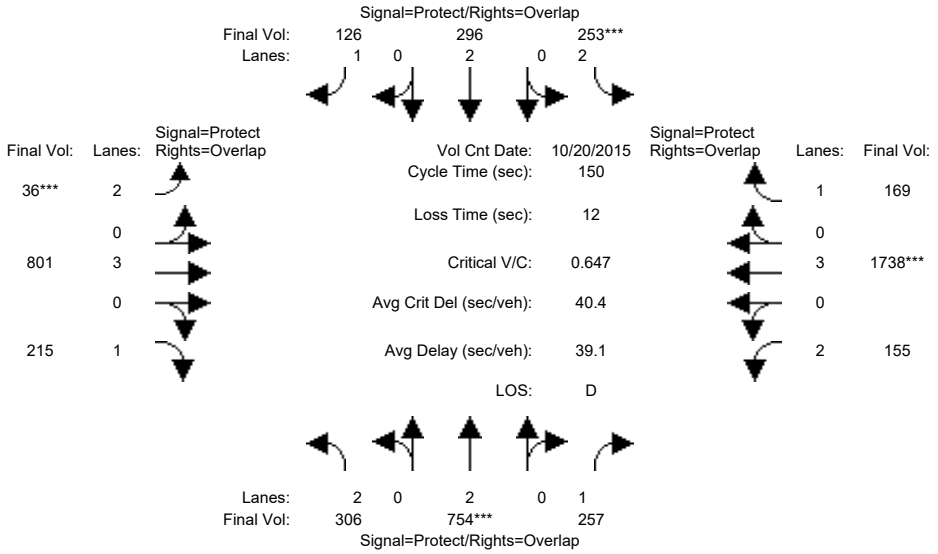
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30												
Base Vol:	279	547	450	252	197	109	35	655	152	144	1629	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	547	450	252	197	109	35	655	152	144	1629	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	547	450	252	197	109	35	655	152	144	1629	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	547	450	252	197	109	35	655	152	144	1629	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	547	450	252	197	109	35	655	152	144	1629	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	547	450	252	197	109	35	655	152	144	1629	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.26	0.08	0.05	0.06	0.01	0.11	0.09	0.05	0.29	0.09
Crit Moves:			****	****			****				****	
Green Time:	37.7	47.8	68.6	18.2	28.4	35.4	7.0	51.2	88.9	20.8	65.0	83.2
Volume/Cap:	0.35	0.45	0.56	0.66	0.27	0.26	0.24	0.34	0.15	0.33	0.66	0.16
Delay/Veh:	46.4	40.9	30.6	67.2	52.2	47.1	69.8	36.9	13.7	58.8	34.4	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	40.9	30.6	67.2	52.2	47.1	69.8	36.9	13.7	58.8	34.4	16.4
LOS by Move:	D	D	C	E	D	D	E	D	B	E	C	B
HCM2kAvgQ:	6	9	16	7	4	4	1	7	3	4	20	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3295: BERRYESSA/FLICKINGER



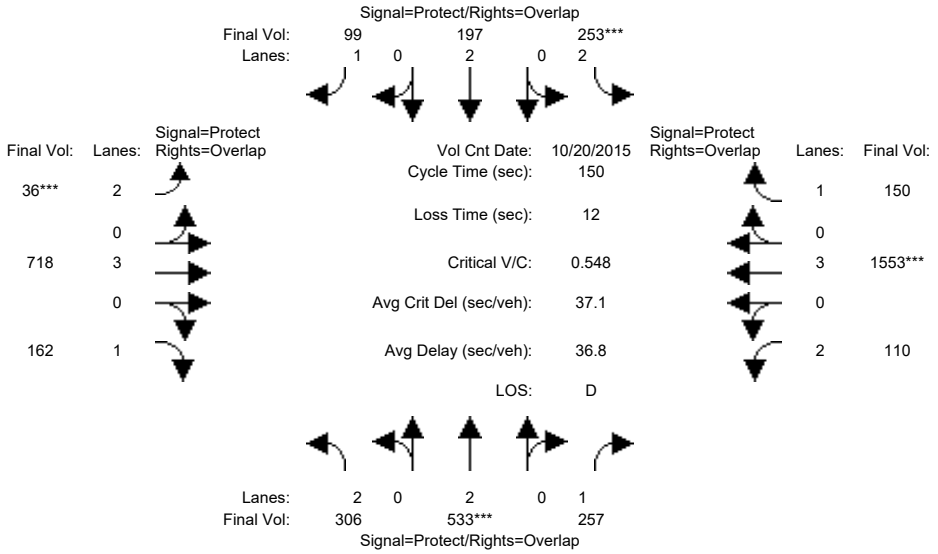
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30												
Base Vol:	306	754	257	253	296	126	36	801	215	155	1738	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	754	257	253	296	126	36	801	215	155	1738	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	754	257	253	296	126	36	801	215	155	1738	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	754	257	253	296	126	36	801	215	155	1738	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	754	257	253	296	126	36	801	215	155	1738	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	754	257	253	296	126	36	801	215	155	1738	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.15	0.08	0.08	0.07	0.01	0.14	0.12	0.05	0.30	0.10
Crit Moves:		****		****			****				****	
Green Time:	34.7	44.5	64.1	18.0	27.8	34.8	7.0	55.9	90.6	19.6	68.4	86.5
Volume/Cap:	0.42	0.67	0.34	0.67	0.42	0.31	0.24	0.38	0.20	0.38	0.67	0.17
Delay/Veh:	49.5	47.8	29.1	67.7	54.3	48.1	69.8	34.5	13.5	60.2	32.6	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	47.8	29.1	67.7	54.3	48.1	69.8	34.5	13.5	60.2	32.6	15.0
LOS by Move:	D	D	C	E	D	D	E	C	B	E	C	B
HCM2kAvgQ:	7	15	8	7	6	5	1	9	5	4	21	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #3295: BERRYESSA/FLICKINGER



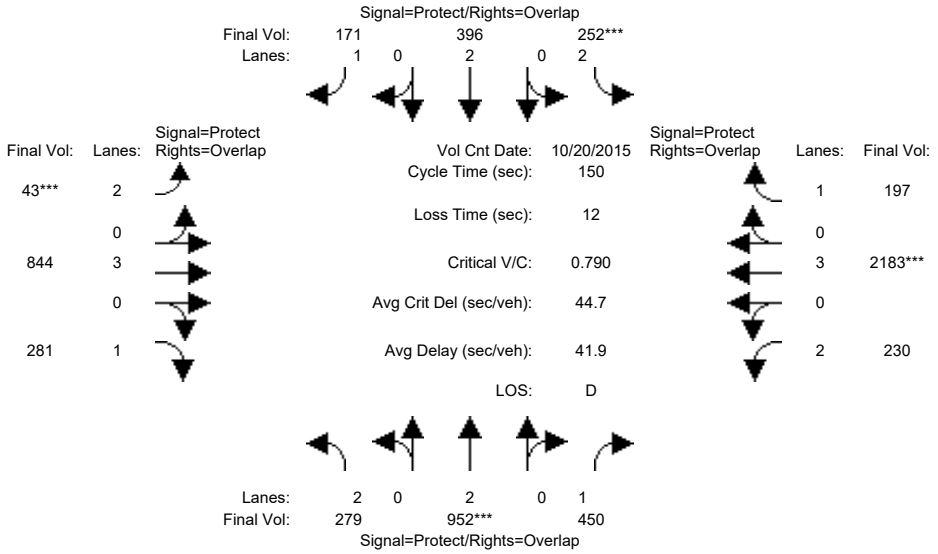
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30												
Base Vol:	306	533	257	253	197	99	36	718	162	110	1553	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	533	257	253	197	99	36	718	162	110	1553	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	533	257	253	197	99	36	718	162	110	1553	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	533	257	253	197	99	36	718	162	110	1553	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	533	257	253	197	99	36	718	162	110	1553	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	533	257	253	197	99	36	718	162	110	1553	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.15	0.08	0.05	0.06	0.01	0.13	0.09	0.03	0.27	0.09
Crit Moves:		****		****			****				****	
Green Time:	34.8	37.3	58.7	21.3	23.9	30.9	7.0	57.9	92.7	21.5	72.4	93.7
Volume/Cap:	0.42	0.56	0.38	0.56	0.33	0.28	0.24	0.33	0.15	0.24	0.56	0.14
Delay/Veh:	49.4	50.1	32.9	61.7	56.3	50.6	69.8	32.4	12.1	57.4	27.9	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	50.1	32.9	61.7	56.3	50.6	69.8	32.4	12.1	57.4	27.9	11.6
LOS by Move:	D	D	C	E	E	D	E	C	B	E	C	B
HCM2kAvgQ:	7	10	9	6	4	4	1	7	3	3	17	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3295: BERRYESSA/FLICKINGER



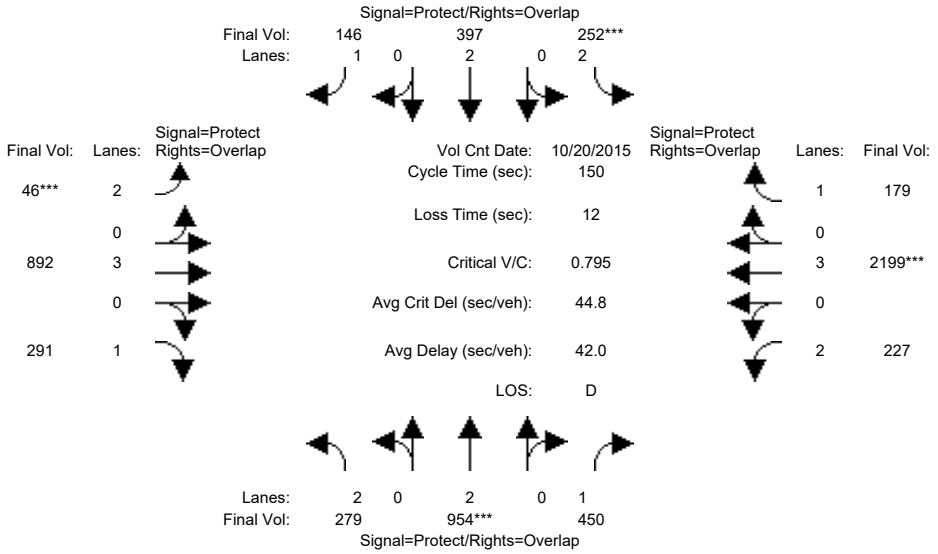
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30												
Base Vol:	279	952	450	252	396	171	43	844	281	230	2183	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	952	450	252	396	171	43	844	281	230	2183	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	952	450	252	396	171	43	844	281	230	2183	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	952	450	252	396	171	43	844	281	230	2183	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	952	450	252	396	171	43	844	281	230	2183	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	952	450	252	396	171	43	844	281	230	2183	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.26	0.08	0.10	0.10	0.01	0.15	0.16	0.07	0.38	0.11
Crit Moves:		****		****			****				****	
Green Time:	27.9	46.0	71.5	14.7	32.8	39.8	7.0	51.8	79.7	25.5	70.3	85.0
Volume/Cap:	0.48	0.82	0.54	0.82	0.48	0.37	0.29	0.43	0.30	0.43	0.82	0.20
Delay/Veh:	55.2	52.7	28.3	81.8	51.5	45.4	70.2	37.9	19.8	56.3	36.4	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	52.7	28.3	81.8	51.5	45.4	70.2	37.9	19.8	56.3	36.4	16.0
LOS by Move:	E	D	C	F	D	D	E	D	B	E	D	B
HCM2kAvgQ:	7	20	15	7	8	7	1	10	8	6	30	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3295: BERRYESSA/FLICKINGER



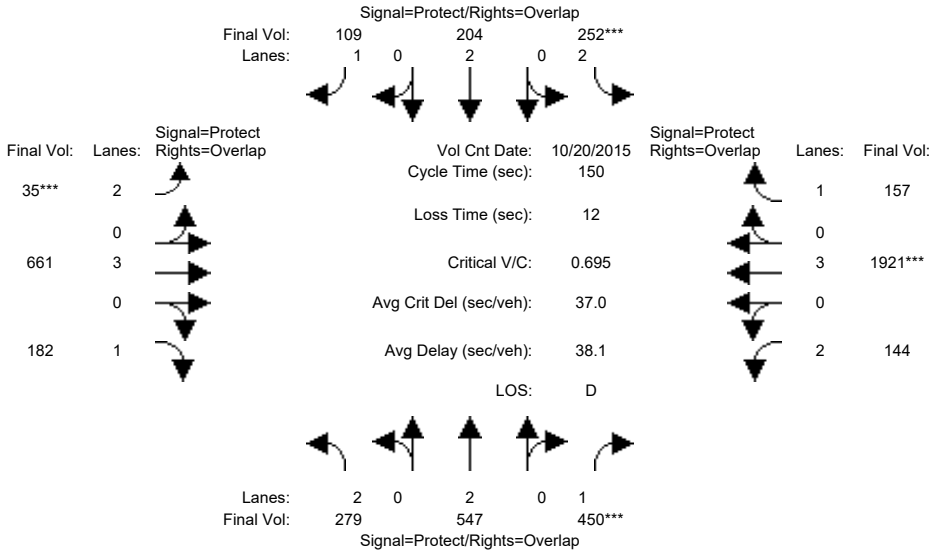
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30												
Base Vol:	279	954	450	252	397	146	46	892	291	227	2199	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:	279	954	450	252	397	146	46	892	291	227	2199	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	954	450	252	397	146	46	892	291	227	2199	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:	279	954	450	252	397	146	46	892	291	227	2199	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	954	450	252	397	146	46	892	291	227	2199	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:	279	954	450	252	397	146	46	892	291	227	2199	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.26	0.08	0.10	0.08	0.01	0.16	0.17	0.07	0.39	0.10
Crit Moves:		****		****			****				****	
Green Time:	27.8	45.9	70.3	14.6	32.7	39.7	7.0	53.1	80.8	24.4	70.5	85.1
Volume/Cap:	0.48	0.82	0.55	0.82	0.48	0.31	0.31	0.44	0.31	0.44	0.82	0.18
Delay/Veh:	55.3	53.0	29.3	82.4	51.6	44.6	70.4	37.3	19.3	57.2	36.4	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	53.0	29.3	82.4	51.6	44.6	70.4	37.3	19.3	57.2	36.4	15.7
LOS by Move:	E	D	C	F	D	D	E	D	B	E	D	B
HCM2kAvgQ:	7	21	15	7	8	6	1	10	8	6	30	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #3295: BERRYESSA/FLICKINGER



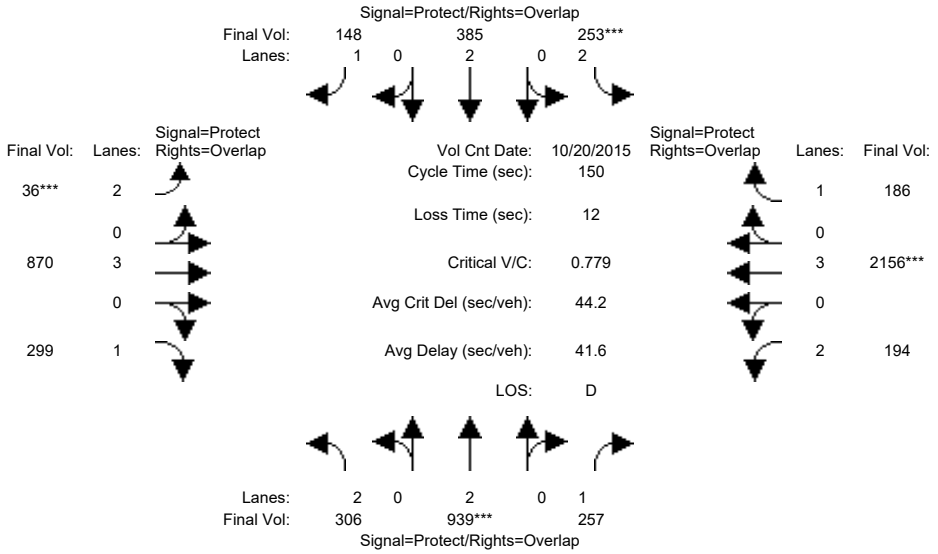
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30												
Base Vol:	279	547	450	252	204	109	35	661	182	144	1921	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	547	450	252	204	109	35	661	182	144	1921	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	547	450	252	204	109	35	661	182	144	1921	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	547	450	252	204	109	35	661	182	144	1921	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	547	450	252	204	109	35	661	182	144	1921	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	547	450	252	204	109	35	661	182	144	1921	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.26	0.08	0.05	0.06	0.01	0.12	0.10	0.05	0.34	0.09
Crit Moves:			****	****			****				****	
Green Time:	34.6	43.9	66.1	16.7	26.0	33.0	7.0	55.2	89.8	22.2	70.4	87.1
Volume/Cap:	0.38	0.49	0.58	0.72	0.31	0.28	0.24	0.32	0.17	0.31	0.72	0.15
Delay/Veh:	49.0	44.1	32.7	71.4	54.4	49.0	69.8	34.0	13.6	57.4	32.9	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:	49.0	44.1	32.7	71.4	54.4	49.0	69.8	34.0	13.6	57.4	32.9	14.6
LOS by Move:	D	D	C	E	D	D	E	C	B	E	C	B
HCM2kAvgQ:	6	10	16	7	4	4	1	7	4	4	24	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3295: BERRYESSA/FLICKINGER



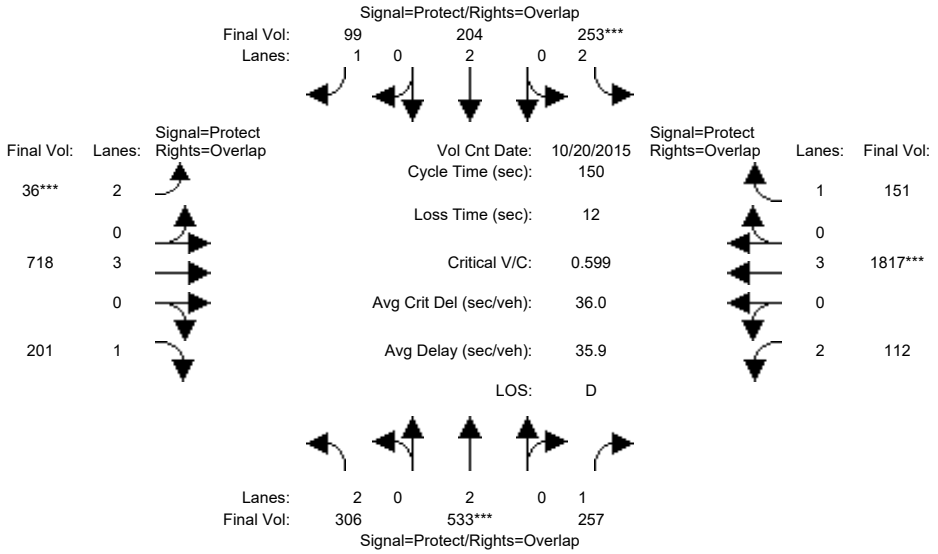
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30												
Base Vol:	306	939	257	253	385	148	36	870	299	194	2156	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	939	257	253	385	148	36	870	299	194	2156	186
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	939	257	253	385	148	36	870	299	194	2156	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	939	257	253	385	148	36	870	299	194	2156	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	939	257	253	385	148	36	870	299	194	2156	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	939	257	253	385	148	36	870	299	194	2156	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.15	0.08	0.10	0.08	0.01	0.15	0.17	0.06	0.38	0.11
Crit Moves:		****		****			****				****	
Green Time:	29.8	45.9	68.1	14.9	31.0	38.0	7.0	55.0	84.8	22.2	70.2	85.1
Volume/Cap:	0.49	0.81	0.32	0.81	0.49	0.33	0.24	0.42	0.30	0.42	0.81	0.19
Delay/Veh:	54.0	52.3	26.5	80.5	53.0	46.1	69.8	35.6	17.3	58.6	36.0	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	52.3	26.5	80.5	53.0	46.1	69.8	35.6	17.3	58.6	36.0	15.8
LOS by Move:	D	D	C	F	D	D	E	D	B	E	D	B
HCM2kAvgQ:	7	20	8	7	8	6	1	10	8	5	29	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #3295: BERRYESSA/FLICKINGER



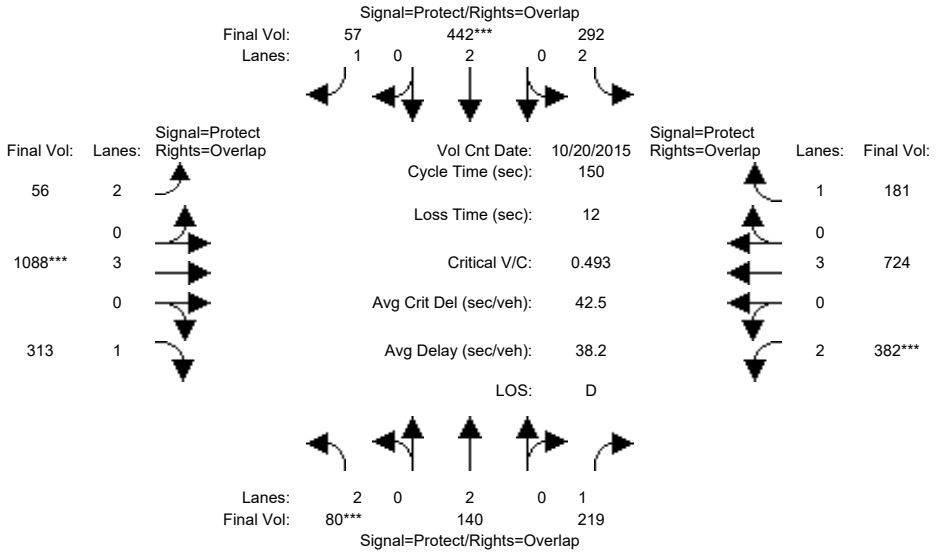
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30												
Base Vol:	306	533	257	253	204	99	36	718	201	112	1817	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	533	257	253	204	99	36	718	201	112	1817	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	533	257	253	204	99	36	718	201	112	1817	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	533	257	253	204	99	36	718	201	112	1817	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	533	257	253	204	99	36	718	201	112	1817	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	533	257	253	204	99	36	718	201	112	1817	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.15	0.08	0.05	0.06	0.01	0.13	0.11	0.04	0.32	0.09
Crit Moves:		****		****			****				****	
Green Time:	31.8	34.1	56.9	19.5	21.8	28.8	7.0	61.6	93.4	22.8	77.4	96.9
Volume/Cap:	0.46	0.62	0.39	0.62	0.37	0.29	0.24	0.31	0.18	0.23	0.62	0.13
Delay/Veh:	52.1	53.5	34.2	64.6	58.3	52.4	69.8	29.9	12.2	56.2	26.2	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:	52.1	53.5	34.2	64.6	58.3	52.4	69.8	29.9	12.2	56.2	26.2	10.3
LOS by Move:	D	D	C	E	E	D	E	C	B	E	C	B
HCM2kAvgQ:	7	11	9	7	4	4	1	7	4	3	19	3

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

Market Park South Village Development

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

Intersection #3295: BERRYESSA/FLICKINGER



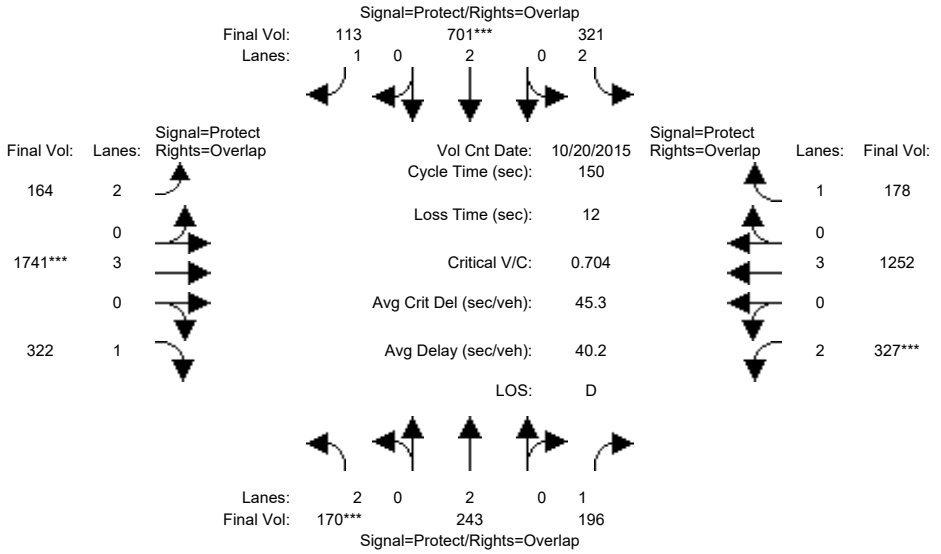
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	80	140	219	292	442	57	56	1088	313	382	724	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	140	219	292	442	57	56	1088	313	382	724	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	140	219	292	442	57	56	1088	313	382	724	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	140	219	292	442	57	56	1088	313	382	724	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	140	219	292	442	57	56	1088	313	382	724	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	140	219	292	442	57	56	1088	313	382	724	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.13	0.09	0.12	0.03	0.02	0.19	0.18	0.12	0.13	0.10
Crit Moves:	****				****			****			****	
Green Time:	7.7	18.0	54.9	25.1	35.4	60.9	25.5	58.0	65.8	36.9	69.4	94.5
Volume/Cap:	0.49	0.31	0.34	0.55	0.49	0.08	0.10	0.49	0.41	0.49	0.27	0.16
Delay/Veh:	71.6	60.7	34.8	58.6	50.0	27.4	52.7	35.0	29.2	49.0	24.9	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.6	60.7	34.8	58.6	50.0	27.4	52.7	35.0	29.2	49.0	24.9	11.5
LOS by Move:	E	E	C	E	D	C	D	D	C	D	C	B
HCM2kAvgQ:	2	3	8	7	9	2	1	12	10	9	7	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3295: BERRYESSA/FLICKINGER



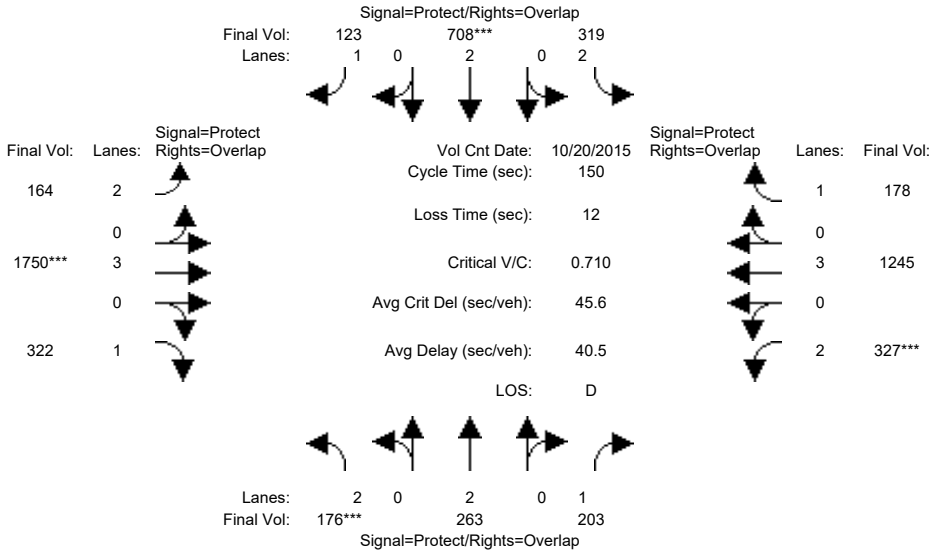
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	170	243	196	321	701	113	164	1741	322	327	1252	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	243	196	321	701	113	164	1741	322	327	1252	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	243	196	321	701	113	164	1741	322	327	1252	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	243	196	321	701	113	164	1741	322	327	1252	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	243	196	321	701	113	164	1741	322	327	1252	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	243	196	321	701	113	164	1741	322	327	1252	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.11	0.10	0.18	0.06	0.05	0.31	0.18	0.10	0.22	0.10
Crit Moves:	****				****			****			****	
Green Time:	11.5	20.1	42.2	30.7	39.3	56.0	16.7	65.1	76.6	22.1	70.5	101.2
Volume/Cap:	0.70	0.48	0.40	0.50	0.70	0.17	0.47	0.70	0.36	0.70	0.47	0.15
Delay/Veh:	76.6	60.8	44.1	53.4	52.4	31.6	63.5	35.5	22.3	65.7	27.1	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.6	60.8	44.1	53.4	52.4	31.6	63.5	35.5	22.3	65.7	27.1	8.9
LOS by Move:	E	E	D	D	D	C	E	D	C	E	C	A
HCM2kAvgQ:	5	5	7	8	15	4	4	22	9	10	13	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3295: BERRYESSA/FLICKINGER



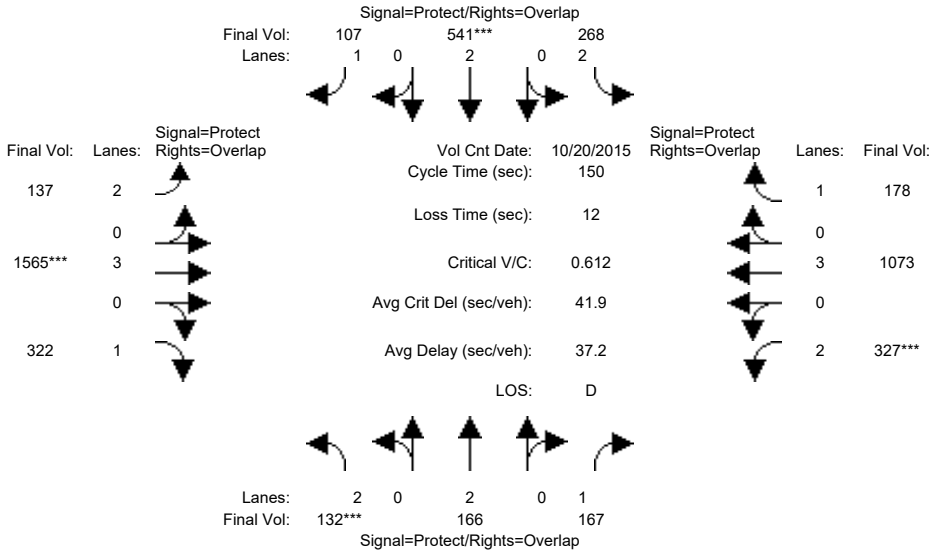
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	176	263	203	319	708	123	164	1750	322	327	1245	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	263	203	319	708	123	164	1750	322	327	1245	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	263	203	319	708	123	164	1750	322	327	1245	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	263	203	319	708	123	164	1750	322	327	1245	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	263	203	319	708	123	164	1750	322	327	1245	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	263	203	319	708	123	164	1750	322	327	1245	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.12	0.10	0.19	0.07	0.05	0.31	0.18	0.10	0.22	0.10
Crit Moves:	****				****			****			****	
Green Time:	11.8	20.8	42.7	30.4	39.4	56.1	16.7	64.9	76.7	21.9	70.1	100.5
Volume/Cap:	0.71	0.50	0.41	0.50	0.71	0.19	0.47	0.71	0.36	0.71	0.47	0.15
Delay/Veh:	76.6	60.5	43.9	53.7	52.5	31.8	63.5	35.8	22.2	66.1	27.4	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.6	60.5	43.9	53.7	52.5	31.8	63.5	35.8	22.2	66.1	27.4	9.1
LOS by Move:	E	E	D	D	D	C	E	D	C	E	C	A
HCM2kAvgQ:	5	5	8	8	15	4	4	22	9	10	13	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #3295: BERRYESSA/FLICKINGER



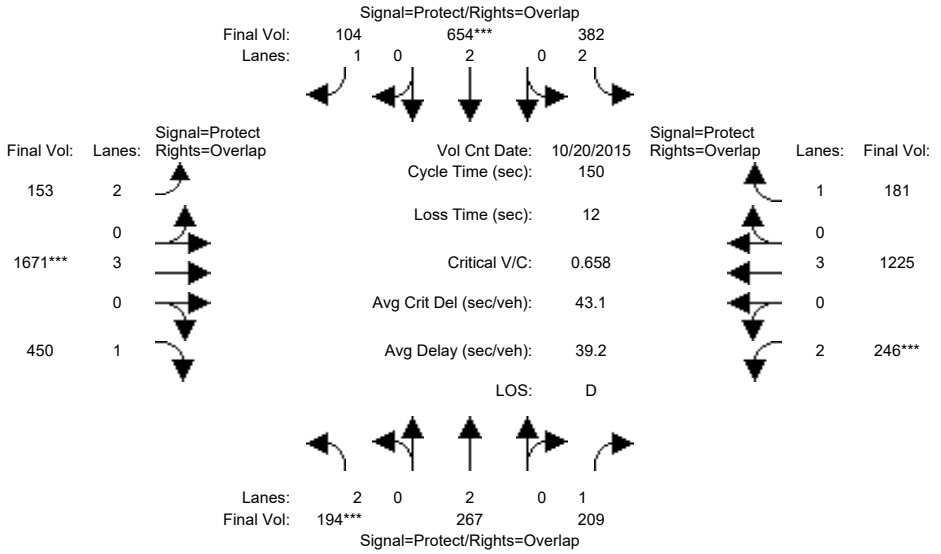
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	132	166	167	268	541	107	137	1565	322	327	1073	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	166	167	268	541	107	137	1565	322	327	1073	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	166	167	268	541	107	137	1565	322	327	1073	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	166	167	268	541	107	137	1565	322	327	1073	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	166	167	268	541	107	137	1565	322	327	1073	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	166	167	268	541	107	137	1565	322	327	1073	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.10	0.09	0.14	0.06	0.04	0.27	0.18	0.10	0.19	0.10
Crit Moves:	****				****			****			****	
Green Time:	10.3	19.9	45.3	25.3	34.9	53.4	18.4	67.3	77.6	25.5	74.4	99.7
Volume/Cap:	0.61	0.33	0.32	0.50	0.61	0.17	0.35	0.61	0.36	0.61	0.38	0.15
Delay/Veh:	73.0	59.4	40.7	57.4	52.7	33.3	60.9	31.8	21.6	59.8	23.6	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:	73.0	59.4	40.7	57.4	52.7	33.3	60.9	31.8	21.6	59.8	23.6	9.4
LOS by Move:	E	E	D	E	D	C	E	C	C	E	C	A
HCM2kAvgQ:	4	3	6	7	11	3	3	18	9	9	10	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3295: BERRYESSA/FLICKINGER



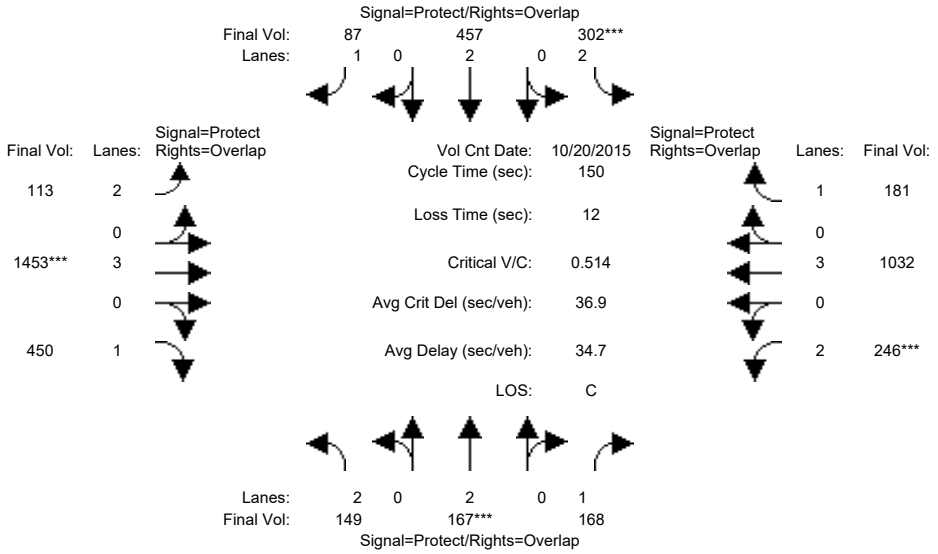
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	194	267	209	382	654	104	153	1671	450	246	1225	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	267	209	382	654	104	153	1671	450	246	1225	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	267	209	382	654	104	153	1671	450	246	1225	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	267	209	382	654	104	153	1671	450	246	1225	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	267	209	382	654	104	153	1671	450	246	1225	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	267	209	382	654	104	153	1671	450	246	1225	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.12	0.12	0.17	0.06	0.05	0.29	0.26	0.08	0.21	0.10
Crit Moves:	****				****			****			****	
Green Time:	14.0	19.6	37.4	33.8	39.3	54.9	15.6	66.9	80.9	17.8	69.1	102.8
Volume/Cap:	0.66	0.54	0.48	0.54	0.66	0.16	0.47	0.66	0.48	0.66	0.47	0.15
Delay/Veh:	71.0	62.2	48.9	52.1	51.0	32.2	64.3	33.2	21.8	67.4	27.9	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	62.2	48.9	52.1	51.0	32.2	64.3	33.2	21.8	67.4	27.9	8.3
LOS by Move:	E	E	D	D	D	C	E	C	C	E	C	A
HCM2kAvgQ:	5	5	8	9	13	3	4	20	13	8	13	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #3295: BERRYESSA/FLICKINGER



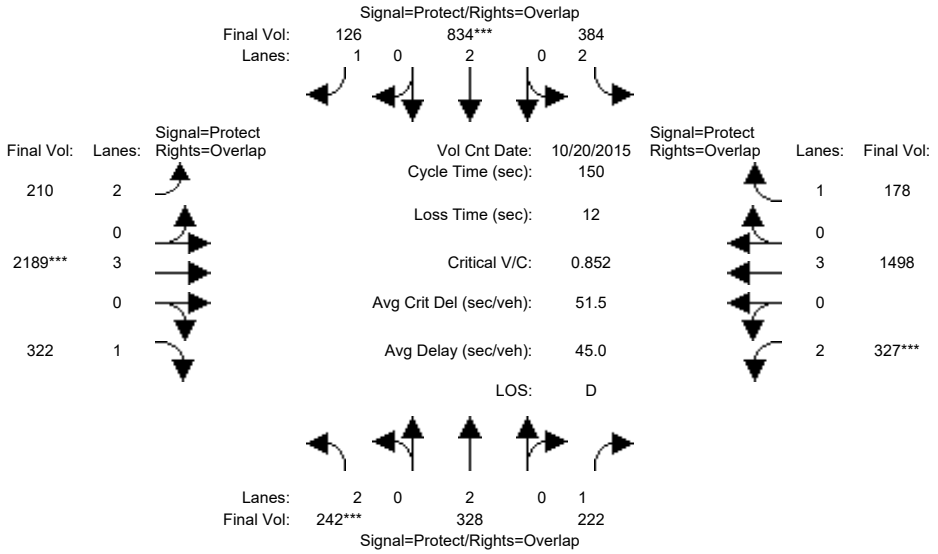
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	149	167	168	302	457	87	113	1453	450	246	1032	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	167	168	302	457	87	113	1453	450	246	1032	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	167	168	302	457	87	113	1453	450	246	1032	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	167	168	302	457	87	113	1453	450	246	1032	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	167	168	302	457	87	113	1453	450	246	1032	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	167	168	302	457	87	113	1453	450	246	1032	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.10	0.10	0.12	0.05	0.04	0.25	0.26	0.08	0.18	0.10
Crit Moves:		****		****				****		****		
Green Time:	11.5	12.8	35.6	28.0	29.3	49.2	19.9	74.4	85.9	22.8	77.3	105.3
Volume/Cap:	0.62	0.51	0.40	0.51	0.62	0.15	0.27	0.51	0.45	0.51	0.35	0.15
Delay/Veh:	71.8	67.0	48.9	55.7	56.8	35.8	58.9	25.7	18.7	59.5	21.6	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.8	67.0	48.9	55.7	56.8	35.8	58.9	25.7	18.7	59.5	21.6	7.5
LOS by Move:	E	E	D	E	E	D	E	C	B	E	C	A
HCM2kAvgQ:	4	4	7	7	10	3	3	15	12	7	9	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3295: BERRYESSA/FLICKINGER



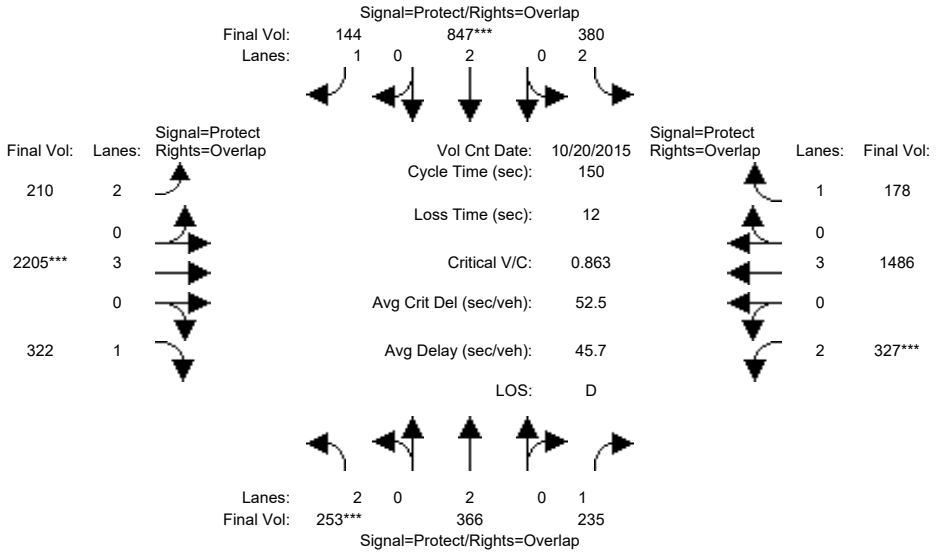
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	242	328	222	384	834	126	210	2189	322	327	1498	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	328	222	384	834	126	210	2189	322	327	1498	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	328	222	384	834	126	210	2189	322	327	1498	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	328	222	384	834	126	210	2189	322	327	1498	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	328	222	384	834	126	210	2189	322	327	1498	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	328	222	384	834	126	210	2189	322	327	1498	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.13	0.12	0.22	0.07	0.07	0.38	0.18	0.10	0.26	0.10
Crit Moves:	****				****			****			****	
Green Time:	13.5	21.6	39.9	30.5	38.6	56.0	17.4	67.6	81.1	18.3	68.5	99.0
Volume/Cap:	0.85	0.60	0.48	0.60	0.85	0.19	0.58	0.85	0.34	0.85	0.58	0.15
Delay/Veh:	88.4	62.0	47.1	55.8	60.3	31.9	65.1	39.7	19.6	81.1	30.4	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:	88.4	62.0	47.1	55.8	60.3	31.9	65.1	39.7	19.6	81.1	30.4	9.7
LOS by Move:	F	E	D	E	E	C	E	D	B	F	C	A
HCM2kAvgQ:	7	7	9	10	19	4	5	31	9	11	17	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3295: BERRYESSA/FLICKINGER



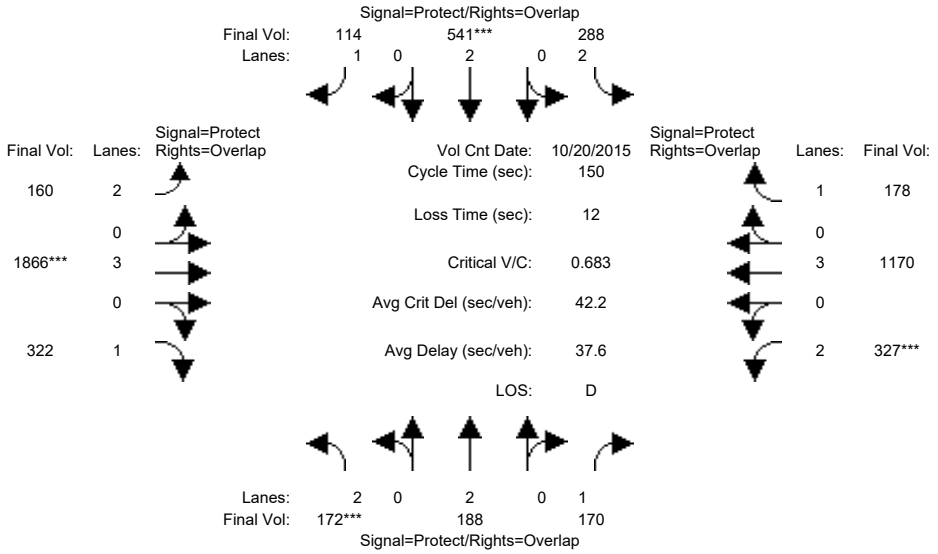
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	253	366	235	380	847	144	210	2205	322	327	1486	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	366	235	380	847	144	210	2205	322	327	1486	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	366	235	380	847	144	210	2205	322	327	1486	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	366	235	380	847	144	210	2205	322	327	1486	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	366	235	380	847	144	210	2205	322	327	1486	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	366	235	380	847	144	210	2205	322	327	1486	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.13	0.12	0.22	0.08	0.07	0.39	0.18	0.10	0.26	0.10
Crit Moves:	****				****			****			****	
Green Time:	14.0	23.4	41.4	29.3	38.7	56.1	17.4	67.2	81.2	18.0	67.9	97.2
Volume/Cap:	0.86	0.62	0.49	0.62	0.86	0.22	0.58	0.86	0.34	0.86	0.58	0.16
Delay/Veh:	89.3	61.1	46.1	57.1	61.1	32.2	65.1	40.5	19.5	82.8	30.7	10.4
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:	89.3	61.1	46.1	57.1	61.1	32.2	65.1	40.5	19.5	82.8	30.7	10.4
LOS by Move:	F	E	D	E	E	C	E	D	B	F	C	B
HCM2kAvgQ:	7	7	9	10	20	5	5	32	9	11	17	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #3295: BERRYESSA/FLICKINGER



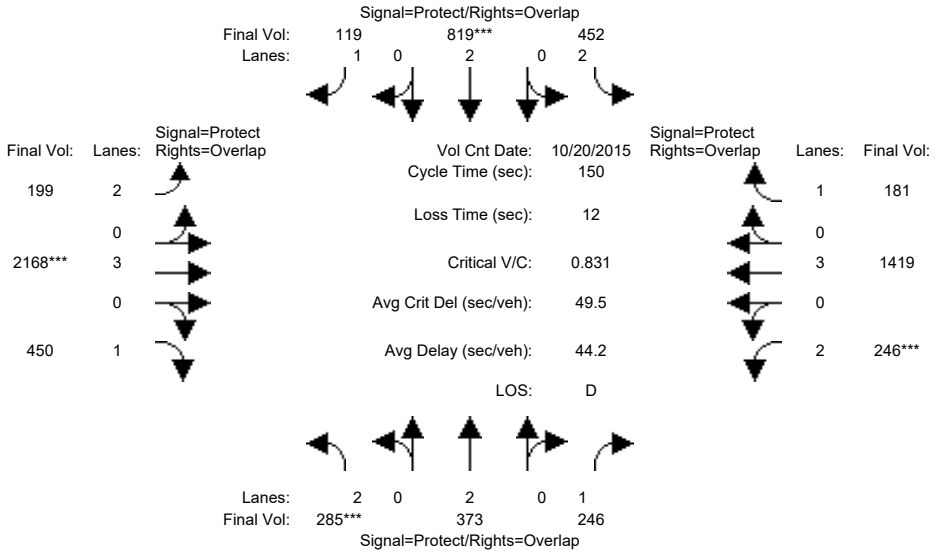
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	172	188	170	288	541	114	160	1866	322	327	1170	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	188	170	288	541	114	160	1866	322	327	1170	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	188	170	288	541	114	160	1866	322	327	1170	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	188	170	288	541	114	160	1866	322	327	1170	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	188	170	288	541	114	160	1866	322	327	1170	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	188	170	288	541	114	160	1866	322	327	1170	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.10	0.09	0.14	0.07	0.05	0.33	0.18	0.10	0.21	0.10
Crit Moves:	****				****			****			****	
Green Time:	12.0	18.2	41.1	25.0	31.3	50.1	18.8	71.9	83.9	22.8	75.9	101.0
Volume/Cap:	0.68	0.41	0.35	0.55	0.68	0.20	0.41	0.68	0.33	0.68	0.41	0.15
Delay/Veh:	74.6	61.5	44.3	58.5	57.2	35.8	61.1	30.9	18.0	64.2	23.1	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:	74.6	61.5	44.3	58.5	57.2	35.8	61.1	30.9	18.0	64.2	23.1	9.0
LOS by Move:	E	E	D	E	E	D	E	C	B	E	C	A
HCM2kAvgQ:	5	4	6	7	11	4	4	22	8	10	11	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3295: BERRYESSA/FLICKINGER



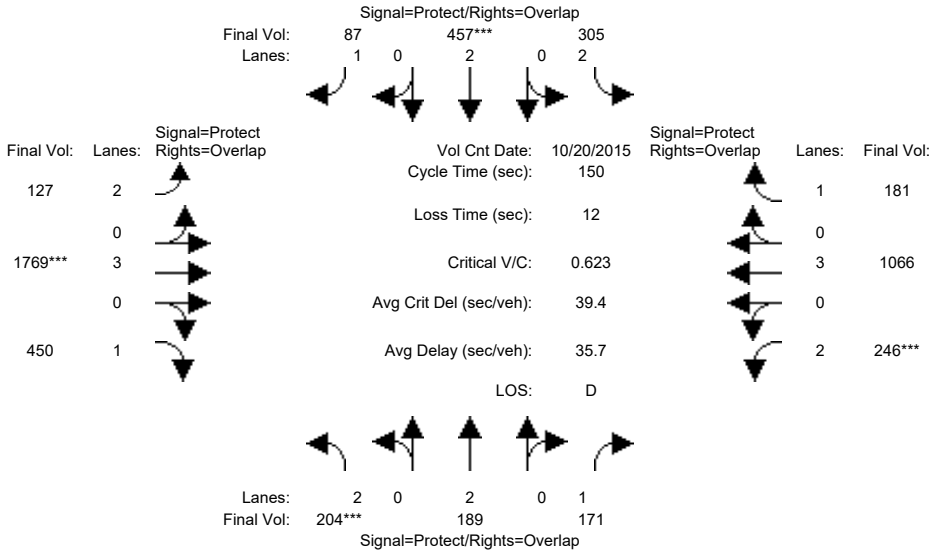
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	285	373	246	452	819	119	199	2168	450	246	1419	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	373	246	452	819	119	199	2168	450	246	1419	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	373	246	452	819	119	199	2168	450	246	1419	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	373	246	452	819	119	199	2168	450	246	1419	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	373	246	452	819	119	199	2168	450	246	1419	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	373	246	452	819	119	199	2168	450	246	1419	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.14	0.14	0.22	0.07	0.06	0.38	0.26	0.08	0.25	0.10
Crit Moves:	****				****			****			****	
Green Time:	16.3	22.4	36.5	32.8	38.9	55.7	16.8	68.7	85.0	14.1	66.0	98.8
Volume/Cap:	0.83	0.66	0.58	0.66	0.83	0.18	0.57	0.83	0.45	0.83	0.57	0.16
Delay/Veh:	81.1	62.9	51.9	55.8	58.5	32.0	65.3	38.0	19.3	84.5	31.6	9.8
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:	81.1	62.9	51.9	55.8	58.5	32.0	65.3	38.0	19.3	84.5	31.6	9.8
LOS by Move:	F	E	D	E	E	C	E	D	B	F	C	A
HCM2kAvgQ:	8	8	10	11	19	4	5	30	13	9	16	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #3295: BERRYESSA/FLICKINGER



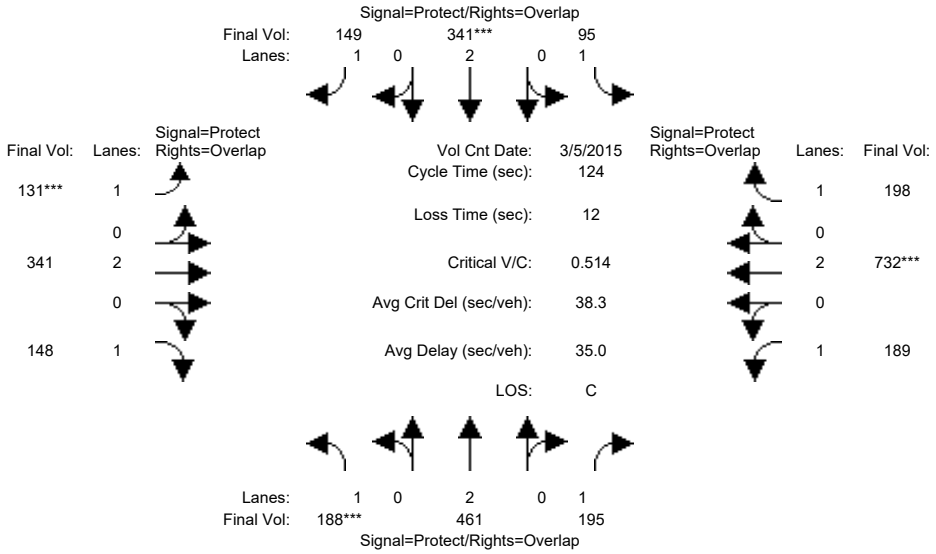
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 5:00-6:00												
Base Vol:	204	189	171	305	457	87	127	1769	450	246	1066	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	189	171	305	457	87	127	1769	450	246	1066	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	189	171	305	457	87	127	1769	450	246	1066	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	189	171	305	457	87	127	1769	450	246	1066	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	189	171	305	457	87	127	1769	450	246	1066	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	189	171	305	457	87	127	1769	450	246	1066	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.10	0.10	0.12	0.05	0.04	0.31	0.26	0.08	0.19	0.10
Crit Moves:	****				****			****			****	
Green Time:	15.6	18.2	36.9	26.4	28.9	47.6	18.7	74.7	90.3	18.8	74.8	101.2
Volume/Cap:	0.62	0.41	0.40	0.55	0.62	0.16	0.32	0.62	0.43	0.62	0.37	0.15
Delay/Veh:	68.1	61.6	47.8	57.6	57.2	36.9	60.4	27.9	16.3	65.3	23.3	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.1	61.6	47.8	57.6	57.2	36.9	60.4	27.9	16.3	65.3	23.3	8.9
LOS by Move:	E	E	D	E	E	D	E	C	B	E	C	A
HCM2kAvgQ:	5	4	7	8	10	3	3	19	12	7	10	3

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

Market Park South Village Development

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

Intersection #3595: JACKSON/MABURY



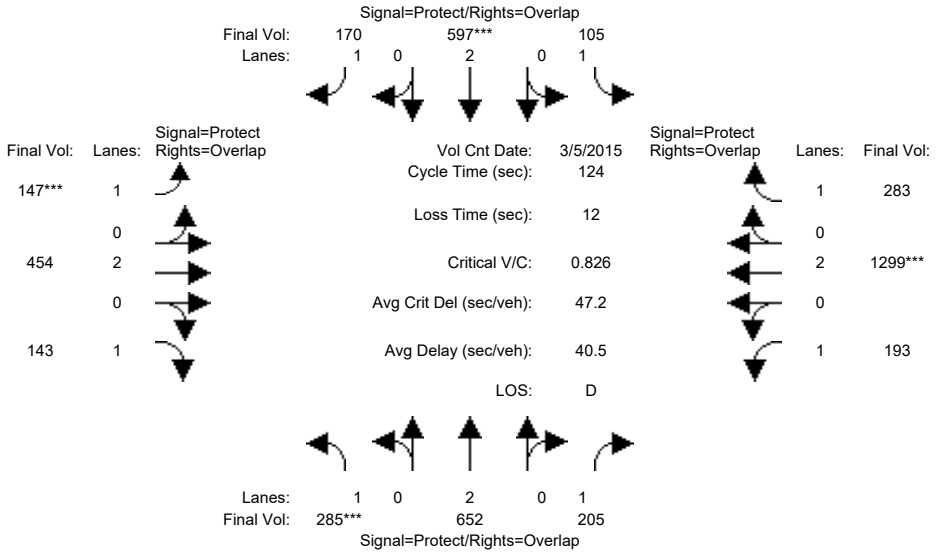
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 7:30-8:30												
Base Vol:	188	461	195	95	341	149	131	341	148	189	732	198
Growth Adj:	1.00	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	461	195	95	341	149	131	341	148	189	732	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	461	195	95	341	149	131	341	148	189	732	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	461	195	95	341	149	131	341	148	189	732	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	461	195	95	341	149	131	341	148	189	732	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	461	195	95	341	149	131	341	148	189	732	198
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.11	0.05	0.09	0.09	0.07	0.09	0.08	0.11	0.19	0.11
Crit Moves:	****				****		****				****	
Green Time:	25.9	32.4	67.6	15.1	21.6	39.7	18.0	29.3	55.2	35.2	46.4	61.5
Volume/Cap:	0.51	0.46	0.20	0.45	0.51	0.27	0.51	0.38	0.19	0.38	0.51	0.23
Delay/Veh:	44.7	38.8	14.5	52.1	47.1	31.6	50.7	40.0	21.0	36.1	30.4	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	38.8	14.5	52.1	47.1	31.6	50.7	40.0	21.0	36.1	30.4	17.9
LOS by Move:	D	D	B	D	D	C	D	D	C	D	C	B
HCM2kAvgQ:	7	8	4	4	6	4	5	5	4	6	11	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3595: JACKSON/MABURY



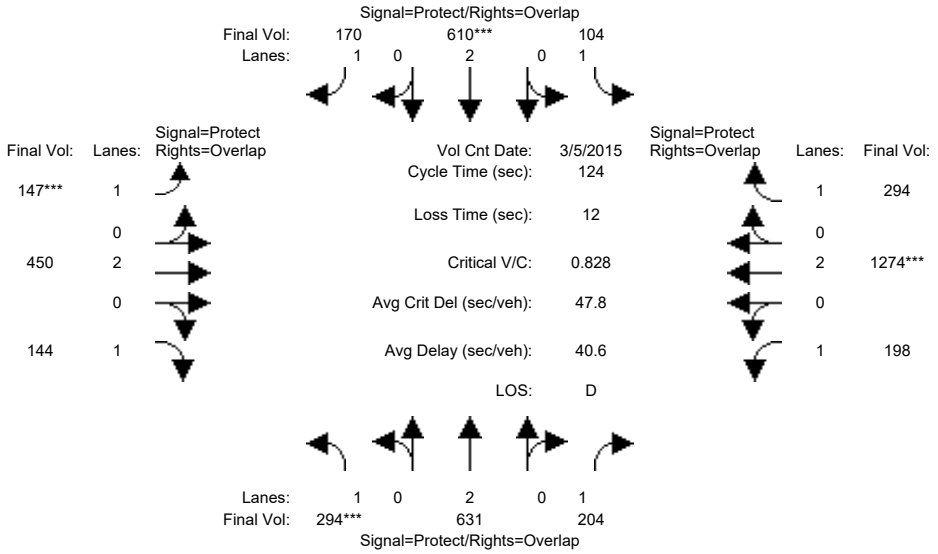
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 7:30-8:30												
Base Vol:	285	652	205	105	597	170	147	454	143	193	1299	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	652	205	105	597	170	147	454	143	193	1299	283
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	652	205	105	597	170	147	454	143	193	1299	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	652	205	105	597	170	147	454	143	193	1299	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	652	205	105	597	170	147	454	143	193	1299	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	652	205	105	597	170	147	454	143	193	1299	283
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.17	0.12	0.06	0.16	0.10	0.08	0.12	0.08	0.11	0.34	0.16
Crit Moves:	****				****		****				****	
Green Time:	24.5	35.6	66.3	12.4	23.6	36.2	12.6	33.3	57.7	30.7	51.3	63.8
Volume/Cap:	0.83	0.60	0.22	0.60	0.83	0.33	0.83	0.45	0.18	0.45	0.83	0.31
Delay/Veh:	62.7	39.0	15.3	58.9	56.0	34.8	80.6	38.0	19.4	40.2	36.1	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.7	39.0	15.3	58.9	56.0	34.8	80.6	38.0	19.4	40.2	36.1	17.6
LOS by Move:	E	D	B	E	E	C	F	D	B	D	D	B
HCM2kAvgQ:	14	11	4	4	12	5	7	7	3	7	24	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3595: JACKSON/MABURY



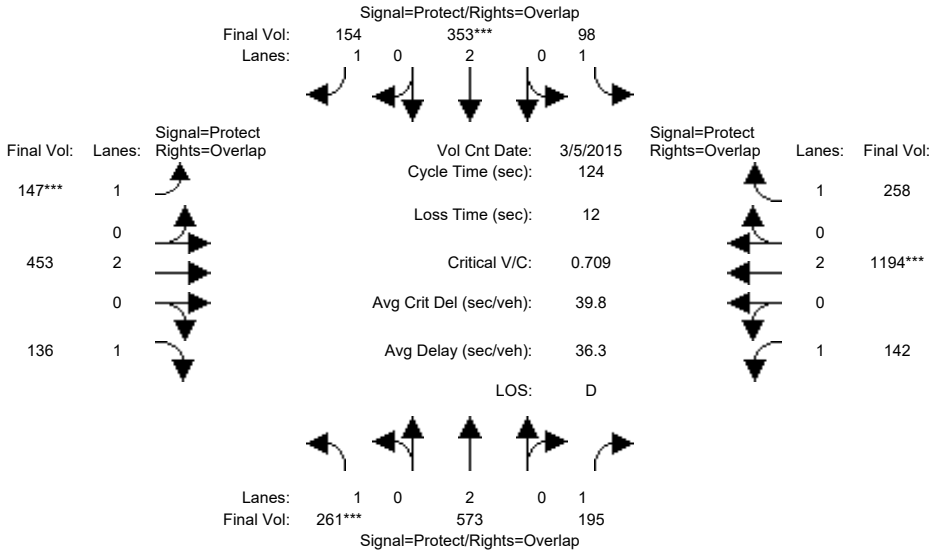
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 7:30-8:30												
Base Vol:	294	631	204	104	610	170	147	450	144	198	1274	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	631	204	104	610	170	147	450	144	198	1274	294
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	631	204	104	610	170	147	450	144	198	1274	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	631	204	104	610	170	147	450	144	198	1274	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	631	204	104	610	170	147	450	144	198	1274	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	294	631	204	104	610	170	147	450	144	198	1274	294
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.12	0.06	0.16	0.10	0.08	0.12	0.08	0.11	0.34	0.17
Crit Moves:	****				****		****				****	
Green Time:	25.2	36.2	66.9	13.0	24.0	36.6	12.6	32.1	57.3	30.7	50.2	63.2
Volume/Cap:	0.83	0.57	0.22	0.57	0.83	0.33	0.83	0.46	0.18	0.46	0.83	0.33
Delay/Veh:	62.2	37.9	15.0	57.0	55.7	34.5	81.0	39.0	19.7	40.4	36.9	18.1
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:	62.2	37.9	15.0	57.0	55.7	34.5	81.0	39.0	19.7	40.4	36.9	18.1
LOS by Move:	E	D	B	E	E	C	F	D	B	D	D	B
HCM2kAvgQ:	14	10	4	4	12	5	7	7	3	7	24	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #3595: JACKSON/MABURY



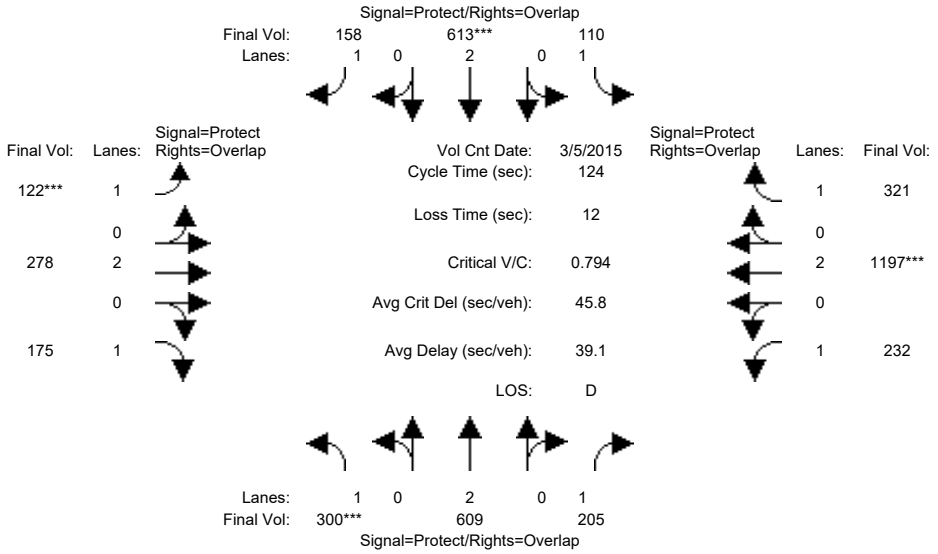
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 7:30-8:30												
Base Vol:	261	573	195	98	353	154	147	453	136	142	1194	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	573	195	98	353	154	147	453	136	142	1194	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	261	573	195	98	353	154	147	453	136	142	1194	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	573	195	98	353	154	147	453	136	142	1194	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	573	195	98	353	154	147	453	136	142	1194	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	573	195	98	353	154	147	453	136	142	1194	258
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.11	0.06	0.09	0.09	0.08	0.12	0.08	0.08	0.31	0.15
Crit Moves:	****				****		****				****	
Green Time:	26.1	30.8	59.0	11.5	16.3	30.9	14.7	41.4	67.5	28.2	55.0	66.5
Volume/Cap:	0.71	0.61	0.23	0.60	0.71	0.35	0.71	0.36	0.14	0.36	0.71	0.27
Delay/Veh:	51.7	42.4	19.3	60.2	56.3	38.8	63.4	31.4	14.0	40.8	29.4	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	42.4	19.3	60.2	56.3	38.8	63.4	31.4	14.0	40.8	29.4	15.8
LOS by Move:	D	D	B	E	E	D	E	C	B	D	C	B
HCM2kAvgQ:	11	10	5	4	7	5	6	6	3	5	19	6

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3595: JACKSON/MABURY



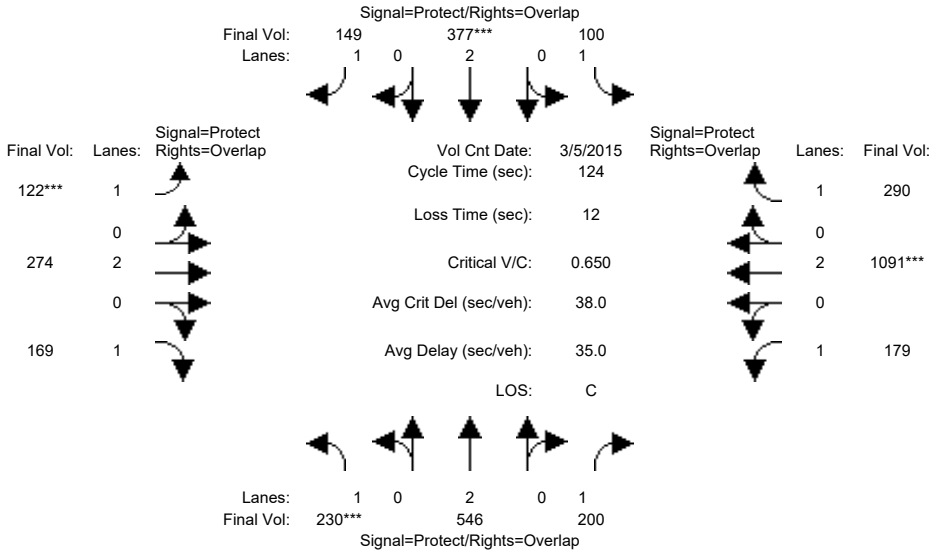
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 7:30-8:30												
Base Vol:	300	609	205	110	613	158	122	278	175	232	1197	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:	300	609	205	110	613	158	122	278	175	232	1197	321
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	609	205	110	613	158	122	278	175	232	1197	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:	300	609	205	110	613	158	122	278	175	232	1197	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	609	205	110	613	158	122	278	175	232	1197	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
FinalVolume:	300	609	205	110	613	158	122	278	175	232	1197	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	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.16	0.12	0.06	0.16	0.09	0.07	0.07	0.10	0.13	0.32	0.18
Crit Moves:	****				****		****				****	
Green Time:	26.8	37.3	74.7	14.6	25.2	36.1	10.9	22.7	49.5	37.3	49.2	63.8
Volume/Cap:	0.79	0.53	0.19	0.53	0.79	0.31	0.79	0.40	0.25	0.44	0.79	0.36
Delay/Veh:	57.1	36.6	11.2	54.1	52.7	34.6	79.6	45.0	25.1	35.5	36.0	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.1	36.6	11.2	54.1	52.7	34.6	79.6	45.0	25.1	35.5	36.0	18.1
LOS by Move:	E	D	B	D	D	C	E	D	C	D	D	B
HCM2kAvgQ:	14	10	4	4	11	5	5	5	5	8	21	8

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #3595: JACKSON/MABURY



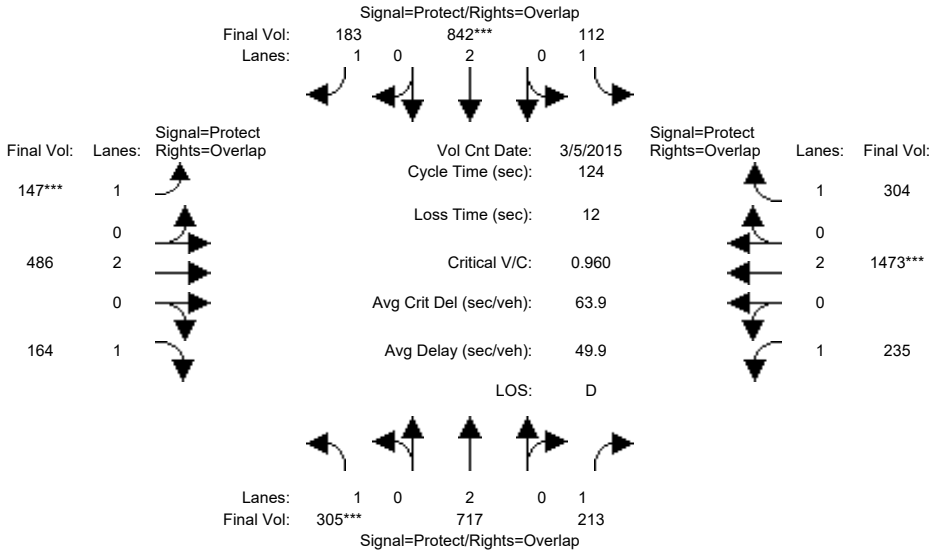
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 7:30-8:30												
Base Vol:	230	546	200	100	377	149	122	274	169	179	1091	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	546	200	100	377	149	122	274	169	179	1091	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	546	200	100	377	149	122	274	169	179	1091	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	546	200	100	377	149	122	274	169	179	1091	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	546	200	100	377	149	122	274	169	179	1091	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	546	200	100	377	149	122	274	169	179	1091	290
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.11	0.06	0.10	0.09	0.07	0.07	0.10	0.10	0.29	0.17
Crit Moves:	****				****		****				****	
Green Time:	25.1	31.5	69.5	12.5	18.9	32.2	13.3	30.0	55.0	38.0	54.7	67.2
Volume/Cap:	0.65	0.57	0.20	0.57	0.65	0.33	0.65	0.30	0.22	0.33	0.65	0.31
Delay/Veh:	49.7	41.1	13.6	57.4	52.0	37.6	61.0	38.6	21.4	33.6	28.0	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	41.1	13.6	57.4	52.0	37.6	61.0	38.6	21.4	33.6	28.0	15.7
LOS by Move:	D	D	B	E	D	D	E	D	C	C	C	B
HCM2kAvgQ:	10	9	4	4	7	5	5	4	4	6	16	6

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3595: JACKSON/MABURY



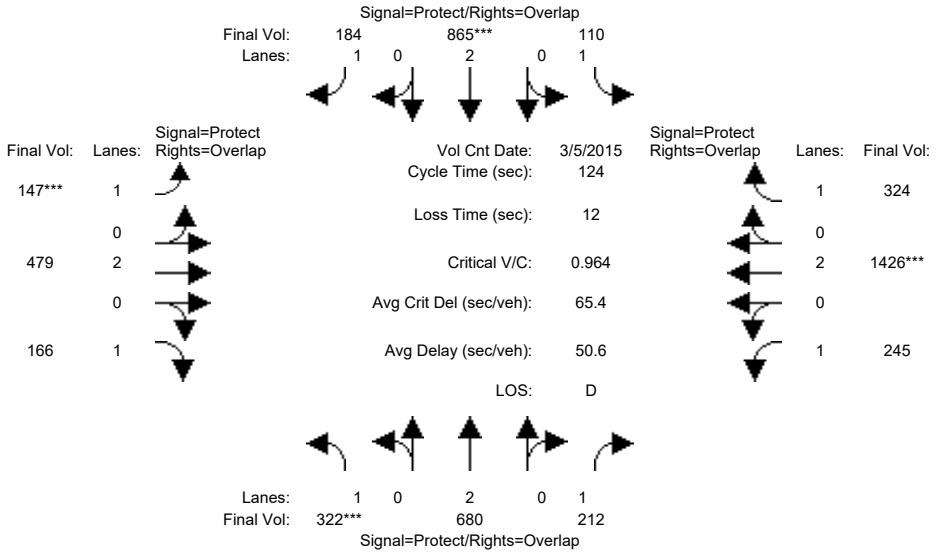
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 7:30-8:30												
Base Vol:	305	717	213	112	842	183	147	486	164	235	1473	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	717	213	112	842	183	147	486	164	235	1473	304
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	717	213	112	842	183	147	486	164	235	1473	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	305	717	213	112	842	183	147	486	164	235	1473	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	717	213	112	842	183	147	486	164	235	1473	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	305	717	213	112	842	183	147	486	164	235	1473	304
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.12	0.06	0.22	0.10	0.08	0.13	0.09	0.13	0.39	0.17
Crit Moves:	****				****		****				****	
Green Time:	22.5	38.2	69.4	12.9	28.6	39.5	10.8	29.7	52.2	31.2	50.0	63.0
Volume/Cap:	0.96	0.61	0.22	0.61	0.96	0.33	0.96	0.53	0.22	0.53	0.96	0.34
Delay/Veh:	90.1	37.6	13.8	59.2	68.4	32.5	117.0	41.7	23.1	41.4	50.7	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.1	37.6	13.8	59.2	68.4	32.5	117.0	41.7	23.1	41.4	50.7	18.4
LOS by Move:	F	D	B	E	E	C	F	D	C	D	D	B
HCM2kAvgQ:	17	12	4	4	18	5	7	8	4	9	33	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3595: JACKSON/MABURY



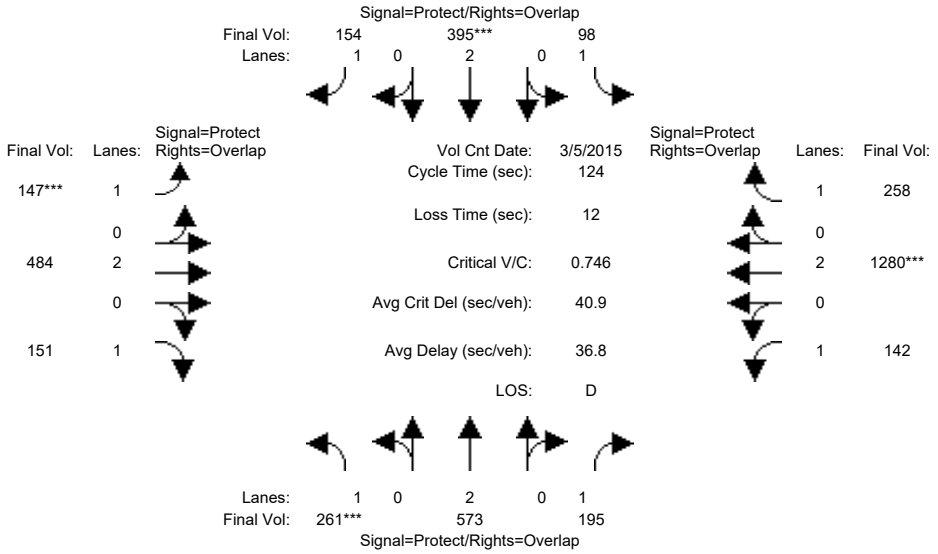
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 7:30-8:30												
Base Vol:	322	680	212	110	865	184	147	479	166	245	1426	324
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	680	212	110	865	184	147	479	166	245	1426	324
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	322	680	212	110	865	184	147	479	166	245	1426	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	680	212	110	865	184	147	479	166	245	1426	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	680	212	110	865	184	147	479	166	245	1426	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	322	680	212	110	865	184	147	479	166	245	1426	324
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.12	0.06	0.23	0.11	0.08	0.13	0.09	0.14	0.38	0.19
Crit Moves:	****				****		****				****	
Green Time:	23.7	39.2	70.3	13.8	29.3	40.1	10.8	28.0	51.6	31.1	48.3	62.0
Volume/Cap:	0.96	0.57	0.21	0.57	0.96	0.33	0.96	0.56	0.23	0.56	0.96	0.37
Delay/Veh:	89.3	36.0	13.4	56.2	68.5	32.1	118.3	43.4	23.5	42.1	52.7	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.3	36.0	13.4	56.2	68.5	32.1	118.3	43.4	23.5	42.1	52.7	19.3
LOS by Move:	F	D	B	E	E	C	F	D	C	D	D	B
HCM2kAvgQ:	18	11	4	4	19	5	7	8	4	9	32	8

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #3595: JACKSON/MABURY



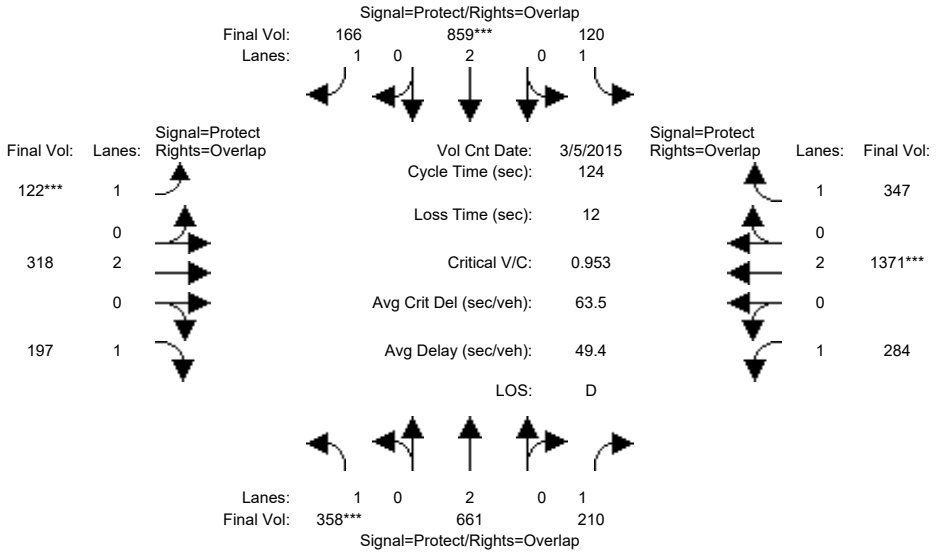
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 7:30-8:30												
Base Vol:	261	573	195	98	395	154	147	484	151	142	1280	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	573	195	98	395	154	147	484	151	142	1280	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	261	573	195	98	395	154	147	484	151	142	1280	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	573	195	98	395	154	147	484	151	142	1280	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	573	195	98	395	154	147	484	151	142	1280	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	573	195	98	395	154	147	484	151	142	1280	258
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.11	0.06	0.10	0.09	0.08	0.13	0.09	0.08	0.34	0.15
Crit Moves:	****				****		****				****	
Green Time:	24.8	30.6	57.8	11.5	17.3	31.2	14.0	42.7	67.5	27.2	56.0	67.4
Volume/Cap:	0.75	0.61	0.24	0.61	0.75	0.35	0.75	0.37	0.16	0.37	0.75	0.27
Delay/Veh:	55.2	42.6	20.0	60.5	57.0	38.5	67.7	30.7	14.2	41.7	30.0	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	42.6	20.0	60.5	57.0	38.5	67.7	30.7	14.2	41.7	30.0	15.3
LOS by Move:	E	D	C	E	E	D	E	C	B	D	C	B
HCM2kAvgQ:	12	10	5	4	7	5	6	7	3	5	21	6

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3595: JACKSON/MABURY



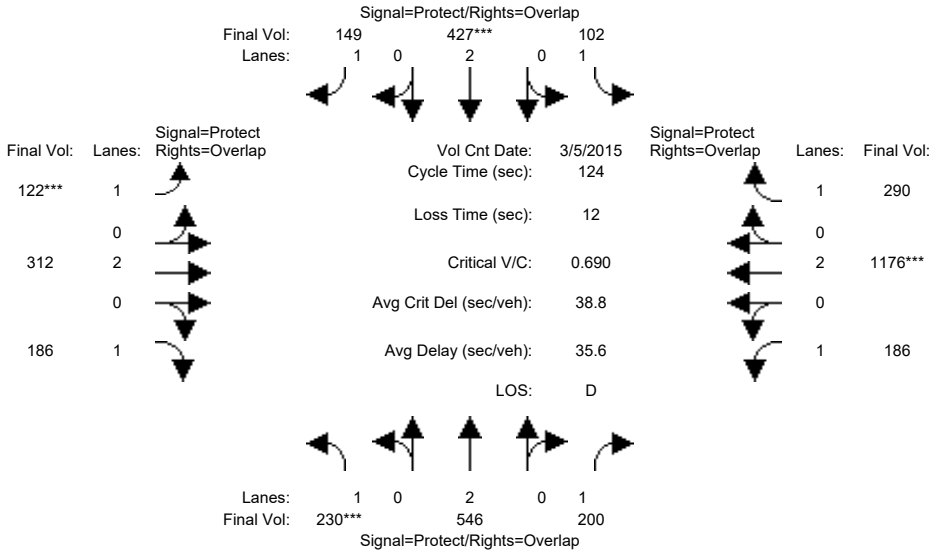
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 7:30-8:30												
Base Vol:	358	661	210	120	859	166	122	318	197	284	1371	347
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	661	210	120	859	166	122	318	197	284	1371	347
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	661	210	120	859	166	122	318	197	284	1371	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	358	661	210	120	859	166	122	318	197	284	1371	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	661	210	120	859	166	122	318	197	284	1371	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	358	661	210	120	859	166	122	318	197	284	1371	347
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.17	0.12	0.07	0.23	0.09	0.07	0.08	0.11	0.16	0.36	0.20
Crit Moves:	****				****		****				****	
Green Time:	26.6	40.2	77.1	15.8	29.4	38.5	9.1	19.0	45.7	36.9	46.9	62.8
Volume/Cap:	0.95	0.54	0.19	0.54	0.95	0.31	0.95	0.54	0.31	0.54	0.95	0.39
Delay/Veh:	82.5	34.8	10.2	53.2	66.2	32.9	122.2	49.5	28.2	37.7	51.6	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.5	34.8	10.2	53.2	66.2	32.9	122.2	49.5	28.2	37.7	51.6	19.1
LOS by Move:	F	C	B	D	E	C	F	D	C	D	D	B
HCM2kAvgQ:	19	10	4	5	18	5	6	6	6	10	30	9

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #3595: JACKSON/MABURY



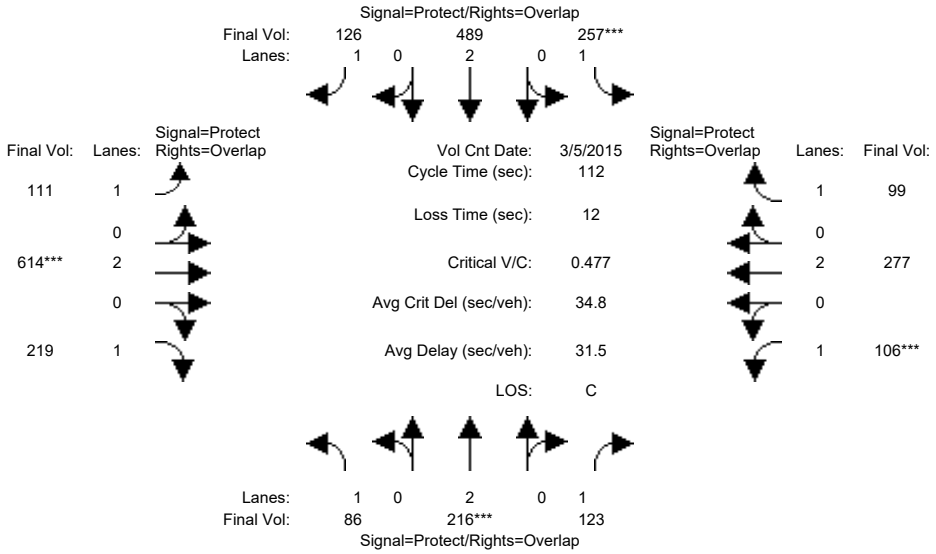
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 7:30-8:30												
Base Vol:	230	546	200	102	427	149	122	312	186	186	1176	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	546	200	102	427	149	122	312	186	186	1176	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	546	200	102	427	149	122	312	186	186	1176	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	546	200	102	427	149	122	312	186	186	1176	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	546	200	102	427	149	122	312	186	186	1176	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	546	200	102	427	149	122	312	186	186	1176	290
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.11	0.06	0.11	0.09	0.07	0.08	0.11	0.11	0.31	0.17
Crit Moves:	****				****		****				****	
Green Time:	23.6	31.2	69.6	12.6	20.2	32.7	12.5	29.7	53.3	38.5	55.6	68.3
Volume/Cap:	0.69	0.57	0.20	0.57	0.69	0.32	0.69	0.34	0.25	0.34	0.69	0.30
Delay/Veh:	52.8	41.4	13.6	57.5	52.2	37.1	64.8	39.3	22.7	33.4	28.5	15.2
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:	52.8	41.4	13.6	57.5	52.2	37.1	64.8	39.3	22.7	33.4	28.5	15.2
LOS by Move:	D	D	B	E	D	D	E	D	C	C	C	B
HCM2kAvgQ:	10	9	4	4	8	5	5	5	5	6	18	6

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

Market Park South Village Development

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

Intersection #3595: JACKSON/MABURY



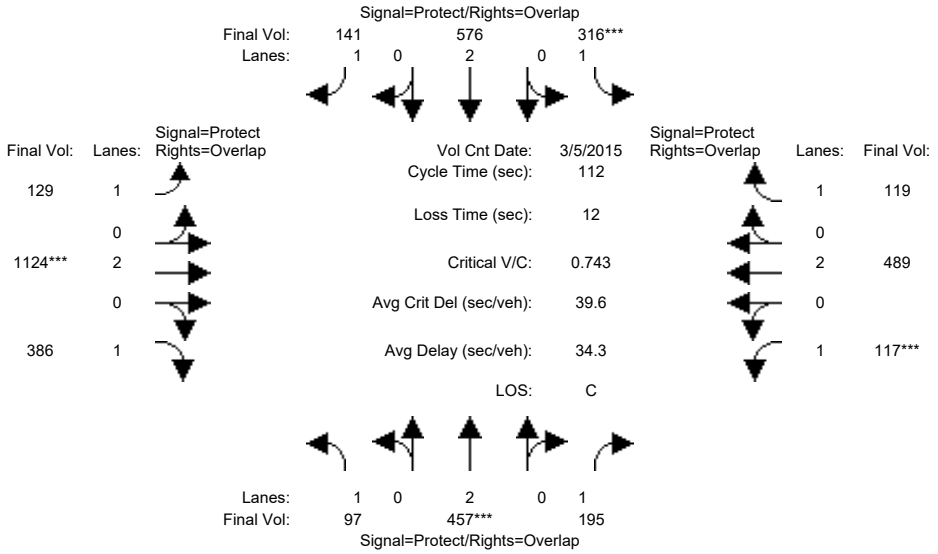
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 5:00-6:00												
Base Vol:	86	216	123	257	489	126	111	614	219	106	277	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	216	123	257	489	126	111	614	219	106	277	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	216	123	257	489	126	111	614	219	106	277	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	216	123	257	489	126	111	614	219	106	277	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	216	123	257	489	126	111	614	219	106	277	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	216	123	257	489	126	111	614	219	106	277	99
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.07	0.15	0.13	0.07	0.06	0.16	0.13	0.06	0.07	0.06
Crit Moves:		****		****				****		****		
Green Time:	15.6	13.3	27.6	34.5	32.2	53.9	21.7	37.9	53.6	14.2	30.5	65.0
Volume/Cap:	0.35	0.48	0.29	0.48	0.45	0.15	0.33	0.48	0.26	0.48	0.27	0.10
Delay/Veh:	44.5	46.9	34.6	32.1	32.9	16.3	39.5	29.5	17.6	47.0	32.1	10.5
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:	44.5	46.9	34.6	32.1	32.9	16.3	39.5	29.5	17.6	47.0	32.1	10.5
LOS by Move:	D	D	C	C	C	B	D	C	B	D	C	B
HCM2kAvgQ:	3	4	4	7	7	2	3	8	5	4	4	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3595: JACKSON/MABURY



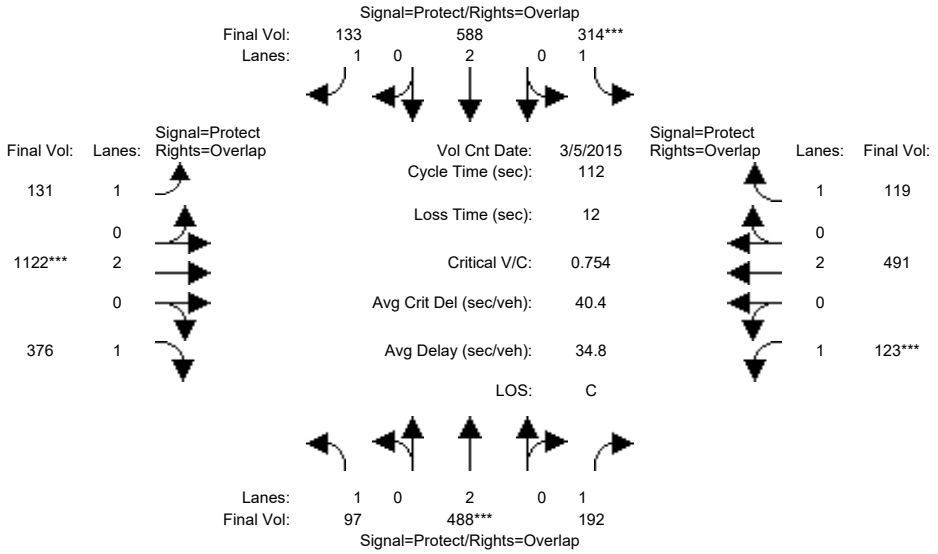
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 5:00-6:00												
Base Vol:	97	457	195	316	576	141	129	1124	386	117	489	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	457	195	316	576	141	129	1124	386	117	489	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	457	195	316	576	141	129	1124	386	117	489	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	457	195	316	576	141	129	1124	386	117	489	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	457	195	316	576	141	129	1124	386	117	489	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	457	195	316	576	141	129	1124	386	117	489	119
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.11	0.18	0.15	0.08	0.07	0.30	0.22	0.07	0.13	0.07
Crit Moves:		****		****				****		****		
Green Time:	13.2	18.1	28.2	27.2	32.1	52.0	19.9	44.6	57.8	10.1	34.8	62.0
Volume/Cap:	0.47	0.74	0.44	0.74	0.53	0.17	0.41	0.74	0.43	0.74	0.41	0.12
Delay/Veh:	47.8	49.6	36.0	46.1	34.1	17.6	41.8	30.8	17.1	67.0	30.8	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	49.6	36.0	46.1	34.1	17.6	41.8	30.8	17.1	67.0	30.8	12.0
LOS by Move:	D	D	D	D	C	B	D	C	B	E	C	B
HCM2kAvgQ:	4	9	6	11	8	3	4	16	8	6	7	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3595: JACKSON/MABURY



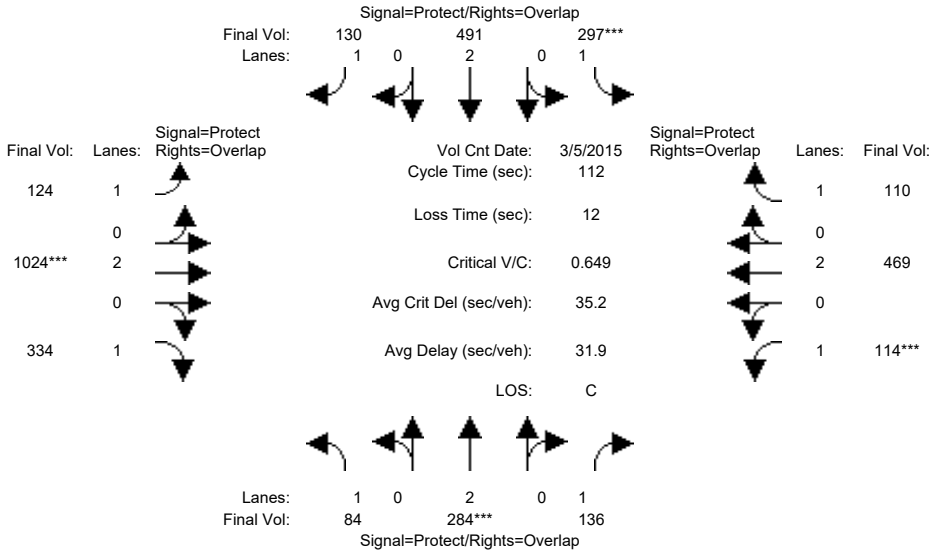
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 5:00-6:00												
Base Vol:	97	488	192	314	588	133	131	1122	376	123	491	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	488	192	314	588	133	131	1122	376	123	491	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	488	192	314	588	133	131	1122	376	123	491	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	488	192	314	588	133	131	1122	376	123	491	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	488	192	314	588	133	131	1122	376	123	491	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	488	192	314	588	133	131	1122	376	123	491	119
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.11	0.18	0.15	0.08	0.07	0.30	0.21	0.07	0.13	0.07
Crit Moves:		****		****				****		****		
Green Time:	13.2	19.1	29.5	26.6	32.6	52.5	19.9	43.8	57.0	10.4	34.4	61.0
Volume/Cap:	0.47	0.75	0.42	0.75	0.53	0.16	0.42	0.75	0.42	0.75	0.42	0.12
Delay/Veh:	47.9	49.3	34.7	47.3	33.8	17.2	41.8	31.7	17.5	67.5	31.1	12.5
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:	47.9	49.3	34.7	47.3	33.8	17.2	41.8	31.7	17.5	67.5	31.1	12.5
LOS by Move:	D	D	C	D	C	B	D	C	B	E	C	B
HCM2kAvgQ:	4	10	6	11	8	3	4	16	8	6	7	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #3595: JACKSON/MABURY



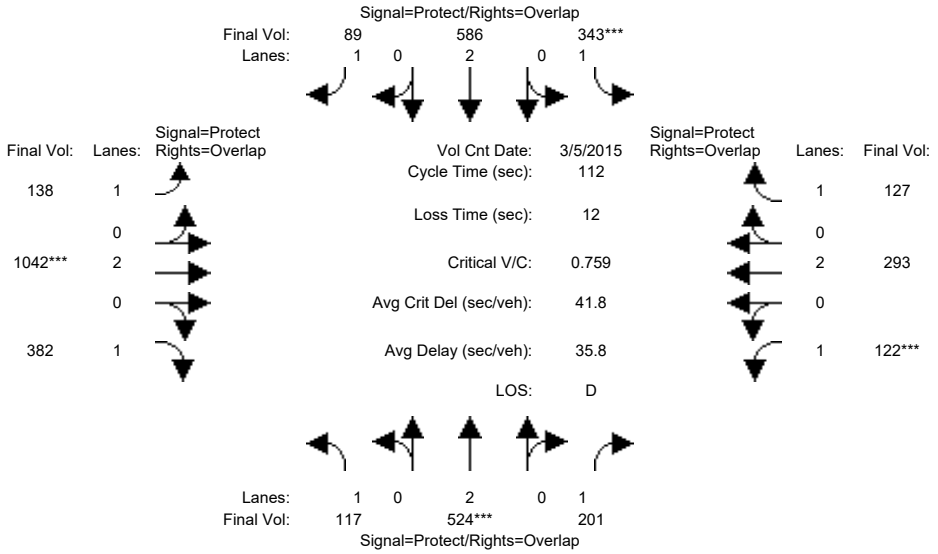
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 5:00-6:00												
Base Vol:	84	284	136	297	491	130	124	1024	334	114	469	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	284	136	297	491	130	124	1024	334	114	469	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	284	136	297	491	130	124	1024	334	114	469	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	284	136	297	491	130	124	1024	334	114	469	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	284	136	297	491	130	124	1024	334	114	469	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	284	136	297	491	130	124	1024	334	114	469	110
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.08	0.17	0.13	0.07	0.07	0.27	0.19	0.07	0.12	0.06
Crit Moves:		****		****				****		****		
Green Time:	13.8	12.9	24.2	29.3	28.5	49.5	21.1	46.5	60.3	11.2	36.7	66.0
Volume/Cap:	0.39	0.65	0.36	0.65	0.51	0.17	0.38	0.65	0.35	0.65	0.38	0.11
Delay/Veh:	46.4	50.8	37.9	40.0	36.2	18.9	40.4	27.1	15.0	56.7	29.1	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	50.8	37.9	40.0	36.2	18.9	40.4	27.1	15.0	56.7	29.1	10.1
LOS by Move:	D	D	D	D	D	B	D	C	B	E	C	B
HCM2kAvgQ:	3	6	4	10	7	3	4	14	7	5	6	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3595: JACKSON/MABURY



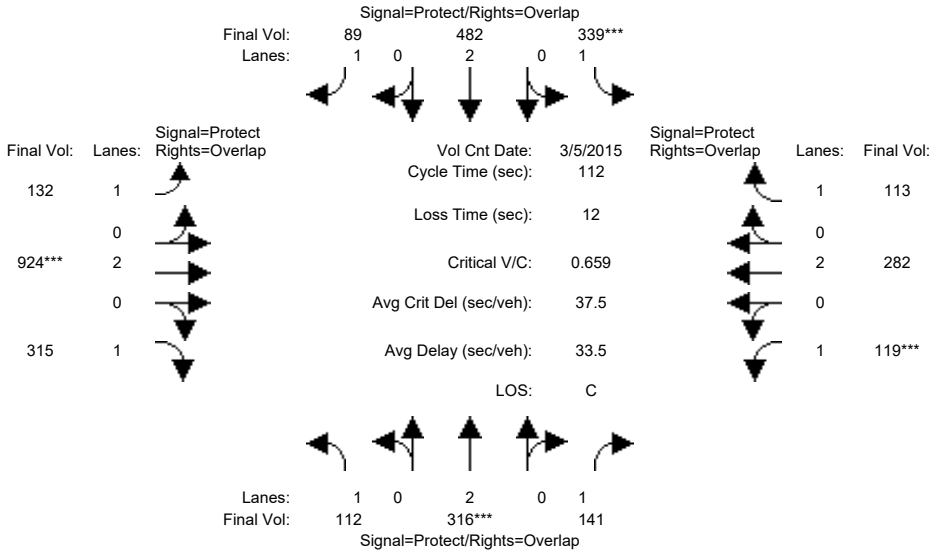
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 5:00-6:00												
Base Vol:	117	524	201	343	586	89	138	1042	382	122	293	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	524	201	343	586	89	138	1042	382	122	293	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	524	201	343	586	89	138	1042	382	122	293	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	524	201	343	586	89	138	1042	382	122	293	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	524	201	343	586	89	138	1042	382	122	293	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	524	201	343	586	89	138	1042	382	122	293	127
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.11	0.20	0.15	0.05	0.08	0.27	0.22	0.07	0.08	0.07
Crit Moves:		****		****				****		****		
Green Time:	14.9	20.3	30.6	28.9	34.4	58.2	23.8	40.5	55.4	10.3	26.9	55.9
Volume/Cap:	0.50	0.76	0.42	0.76	0.50	0.10	0.37	0.76	0.44	0.76	0.32	0.15
Delay/Veh:	46.8	48.4	34.0	45.7	32.2	13.7	38.3	34.0	18.7	68.4	35.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	48.4	34.0	45.7	32.2	13.7	38.3	34.0	18.7	68.4	35.2	15.2
LOS by Move:	D	D	C	D	C	B	D	C	B	E	D	B
HCM2kAvgQ:	5	10	6	12	8	2	4	15	9	6	4	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #3595: JACKSON/MABURY



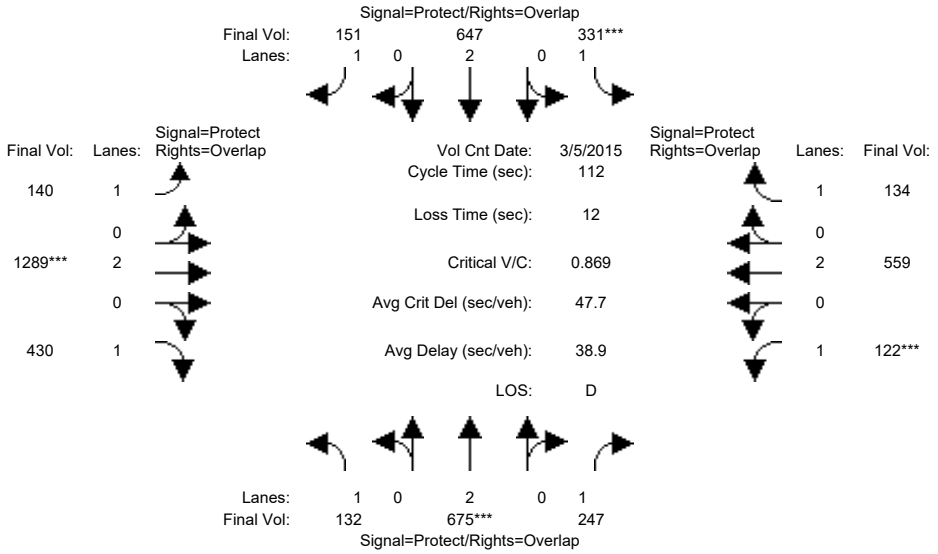
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 5:00-6:00												
Base Vol:	112	316	141	339	482	89	132	924	315	119	282	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:	112	316	141	339	482	89	132	924	315	119	282	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	316	141	339	482	89	132	924	315	119	282	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	316	141	339	482	89	132	924	315	119	282	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	316	141	339	482	89	132	924	315	119	282	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	316	141	339	482	89	132	924	315	119	282	113
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.19	0.13	0.05	0.08	0.24	0.18	0.07	0.07	0.06
Crit Moves:		****		****				****		****		
Green Time:	15.8	14.1	25.7	32.9	31.3	55.5	24.2	41.4	57.1	11.6	28.7	61.6
Volume/Cap:	0.45	0.66	0.35	0.66	0.45	0.10	0.35	0.66	0.35	0.66	0.29	0.12
Delay/Veh:	45.5	50.0	36.7	37.7	33.6	15.1	37.8	30.6	16.6	56.9	33.6	12.2
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:	45.5	50.0	36.7	37.7	33.6	15.1	37.8	30.6	16.6	56.9	33.6	12.2
LOS by Move:	D	D	D	D	C	B	D	C	B	E	C	B
HCM2kAvgQ:	4	6	5	11	7	2	4	13	7	5	4	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3595: JACKSON/MABURY



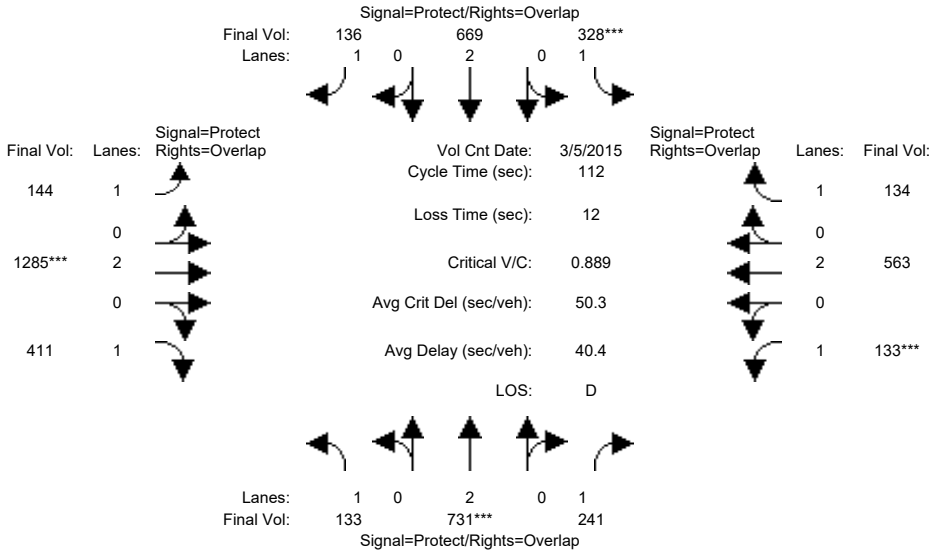
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 5:00-6:00												
Base Vol:	132	675	247	331	647	151	140	1289	430	122	559	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	675	247	331	647	151	140	1289	430	122	559	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	675	247	331	647	151	140	1289	430	122	559	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:	132	675	247	331	647	151	140	1289	430	122	559	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	675	247	331	647	151	140	1289	430	122	559	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	675	247	331	647	151	140	1289	430	122	559	134
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.14	0.19	0.17	0.09	0.08	0.34	0.25	0.07	0.15	0.08
Crit Moves:		****		****				****		****		
Green Time:	14.5	22.9	31.9	24.4	32.8	51.3	18.6	43.7	58.2	9.0	34.1	58.5
Volume/Cap:	0.58	0.87	0.50	0.87	0.58	0.19	0.48	0.87	0.47	0.87	0.48	0.15
Delay/Veh:	49.7	53.4	34.1	61.0	34.6	18.1	43.6	37.3	17.5	90.9	32.0	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	53.4	34.1	61.0	34.6	18.1	43.6	37.3	17.5	90.9	32.0	13.9
LOS by Move:	D	D	C	E	C	B	D	D	B	F	C	B
HCM2kAvgQ:	5	14	8	12	9	3	4	20	9	7	8	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3595: JACKSON/MABURY



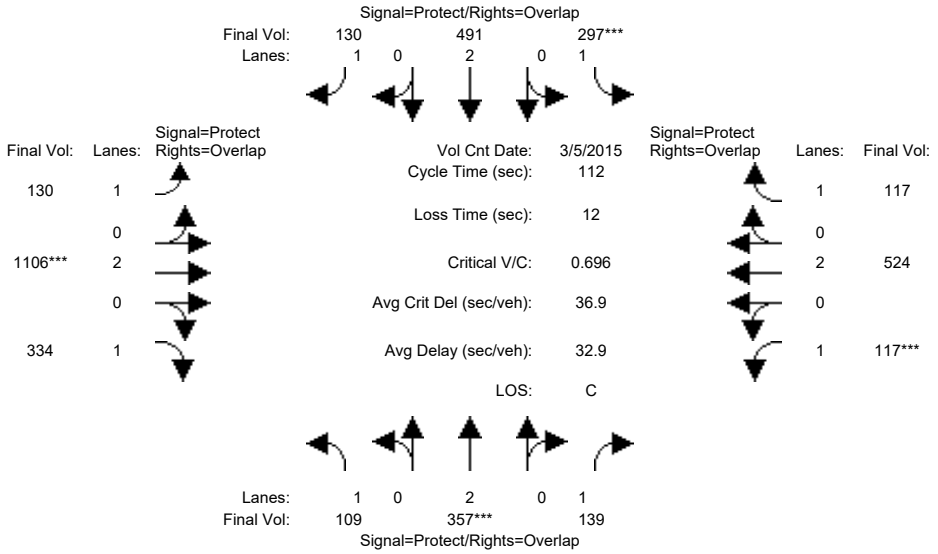
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 5:00-6:00												
Base Vol:	133	731	241	328	669	136	144	1285	411	133	563	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	731	241	328	669	136	144	1285	411	133	563	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	731	241	328	669	136	144	1285	411	133	563	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:	133	731	241	328	669	136	144	1285	411	133	563	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	731	241	328	669	136	144	1285	411	133	563	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	731	241	328	669	136	144	1285	411	133	563	134
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.14	0.19	0.18	0.08	0.08	0.34	0.23	0.08	0.15	0.08
Crit Moves:		****		****				****		****		
Green Time:	14.4	24.2	33.8	23.6	33.4	52.0	18.6	42.6	57.0	9.6	33.5	57.1
Volume/Cap:	0.59	0.89	0.46	0.89	0.59	0.17	0.49	0.89	0.46	0.89	0.49	0.15
Delay/Veh:	50.1	54.3	32.3	65.2	34.3	17.5	43.7	39.7	18.0	93.5	32.6	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:	50.1	54.3	32.3	65.2	34.3	17.5	43.7	39.7	18.0	93.5	32.6	14.6
LOS by Move:	D	D	C	E	C	B	D	D	B	F	C	B
HCM2kAvgQ:	6	16	7	12	9	3	5	20	9	8	8	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #3595: JACKSON/MABURY



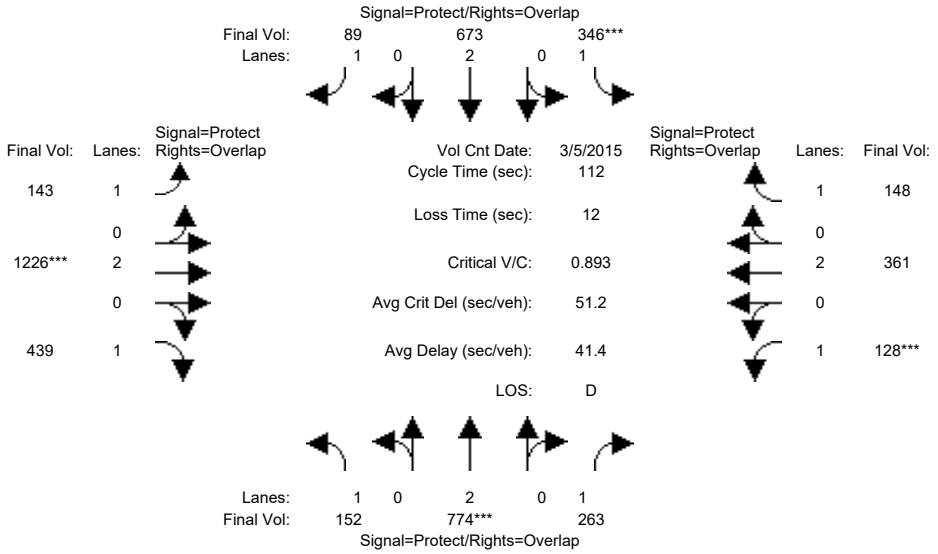
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 5:00-6:00												
Base Vol:	109	357	139	297	491	130	130	1106	334	117	524	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	357	139	297	491	130	130	1106	334	117	524	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	357	139	297	491	130	130	1106	334	117	524	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	357	139	297	491	130	130	1106	334	117	524	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	357	139	297	491	130	130	1106	334	117	524	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	357	139	297	491	130	130	1106	334	117	524	117
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.08	0.17	0.13	0.07	0.07	0.29	0.19	0.07	0.14	0.07
Crit Moves:		****		****				****		****		
Green Time:	13.8	15.1	25.9	27.3	28.6	48.7	20.2	46.8	60.7	10.8	37.4	64.7
Volume/Cap:	0.50	0.70	0.34	0.70	0.51	0.17	0.41	0.70	0.35	0.70	0.41	0.12
Delay/Veh:	47.8	50.4	36.5	43.5	36.1	19.4	41.6	28.1	14.8	61.1	29.0	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	50.4	36.5	43.5	36.1	19.4	41.6	28.1	14.8	61.1	29.0	10.7
LOS by Move:	D	D	D	D	D	B	D	C	B	E	C	B
HCM2kAvgQ:	4	7	4	10	7	3	4	15	7	6	7	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3595: JACKSON/MABURY



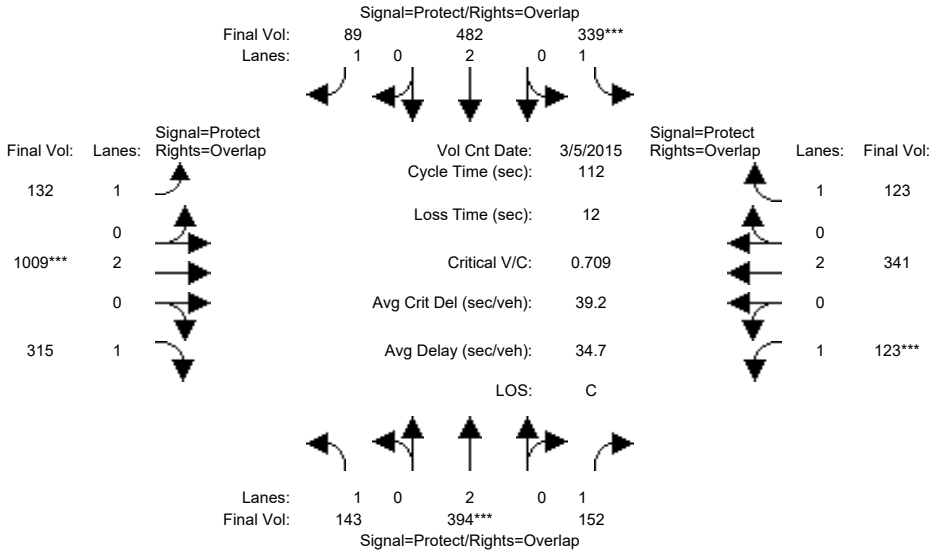
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 5:00-6:00												
Base Vol:	152	774	263	346	673	89	143	1226	439	128	361	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	774	263	346	673	89	143	1226	439	128	361	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	774	263	346	673	89	143	1226	439	128	361	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	774	263	346	673	89	143	1226	439	128	361	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	774	263	346	673	89	143	1226	439	128	361	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	774	263	346	673	89	143	1226	439	128	361	148
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.15	0.20	0.18	0.05	0.08	0.32	0.25	0.07	0.10	0.08
Crit Moves:		****		****				****		****		
Green Time:	16.6	25.6	34.7	24.8	33.8	56.7	23.0	40.5	57.0	9.2	26.7	51.5
Volume/Cap:	0.59	0.89	0.48	0.89	0.59	0.10	0.40	0.89	0.49	0.89	0.40	0.18
Delay/Veh:	48.0	53.5	32.1	64.3	34.0	14.4	39.3	41.5	18.4	95.8	36.2	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	53.5	32.1	64.3	34.0	14.4	39.3	41.5	18.4	95.8	36.2	18.0
LOS by Move:	D	D	C	E	C	B	D	D	B	F	D	B
HCM2kAvgQ:	6	16	8	13	9	2	4	19	10	8	5	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #3595: JACKSON/MABURY



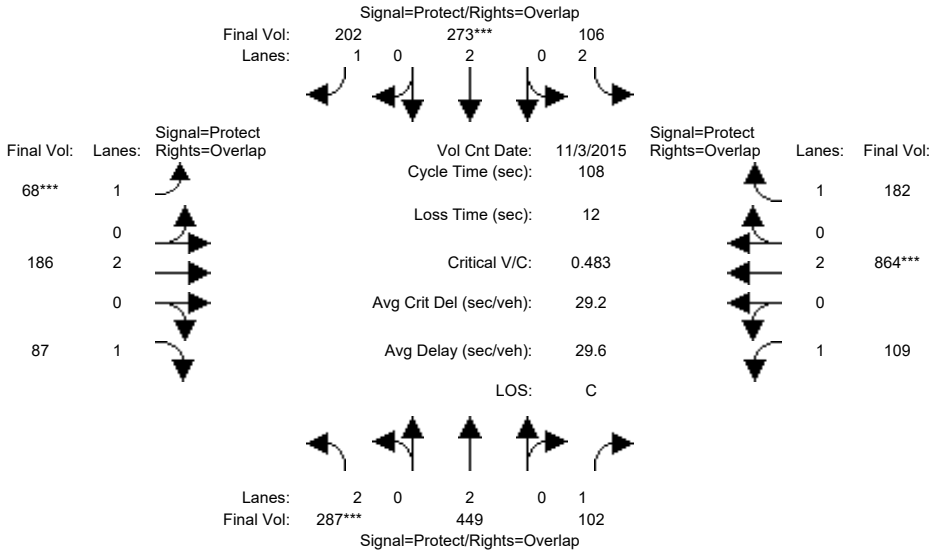
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2015 << 5:00-6:00												
Base Vol:	143	394	152	339	482	89	132	1009	315	123	341	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	394	152	339	482	89	132	1009	315	123	341	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	394	152	339	482	89	132	1009	315	123	341	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	394	152	339	482	89	132	1009	315	123	341	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	394	152	339	482	89	132	1009	315	123	341	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	394	152	339	482	89	132	1009	315	123	341	123
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.09	0.19	0.13	0.05	0.08	0.27	0.18	0.07	0.09	0.07
Crit Moves:		****		****				****		****		
Green Time:	18.4	16.4	27.5	30.6	28.6	52.8	24.2	41.9	60.3	11.1	28.8	59.4
Volume/Cap:	0.50	0.71	0.35	0.71	0.50	0.11	0.35	0.71	0.33	0.71	0.35	0.13
Delay/Veh:	43.9	49.8	35.4	41.6	36.0	16.6	37.8	31.5	14.7	61.6	34.2	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	49.8	35.4	41.6	36.0	16.6	37.8	31.5	14.7	61.6	34.2	13.3
LOS by Move:	D	D	D	D	D	B	D	C	B	E	C	B
HCM2kAvgQ:	5	8	5	11	7	2	4	14	6	6	5	2

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

Market Park South Village Development

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

Intersection #3623: KING/MABURY



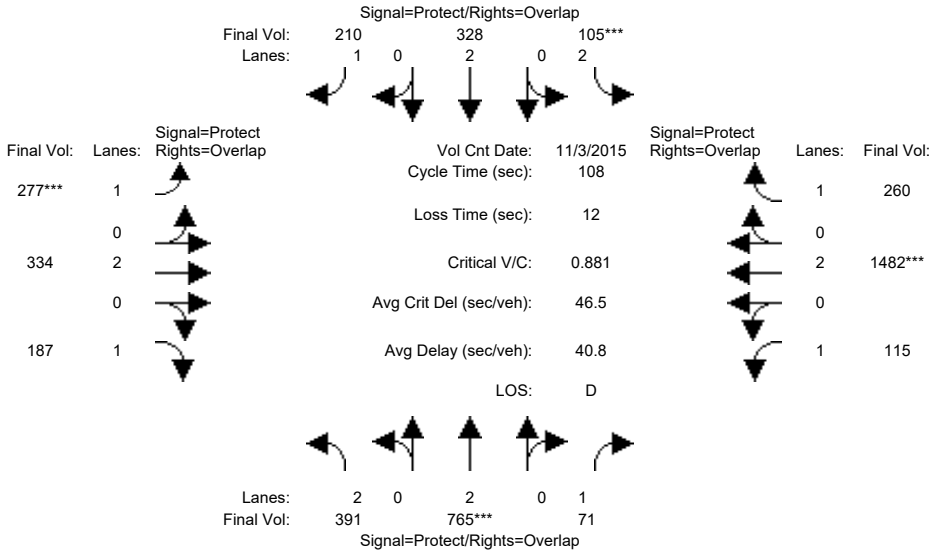
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:15-8:15												
Base Vol:	287	449	102	106	273	202	68	186	87	109	864	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	449	102	106	273	202	68	186	87	109	864	182
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	449	102	106	273	202	68	186	87	109	864	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	449	102	106	273	202	68	186	87	109	864	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	449	102	106	273	202	68	186	87	109	864	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	449	102	106	273	202	68	186	87	109	864	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.06	0.03	0.07	0.12	0.04	0.05	0.05	0.06	0.23	0.10
Crit Moves:	****				****		****				****	
Green Time:	20.4	23.5	48.1	12.9	16.1	24.8	8.7	35.0	55.4	24.5	50.9	63.8
Volume/Cap:	0.48	0.54	0.13	0.28	0.48	0.50	0.48	0.15	0.10	0.27	0.48	0.18
Delay/Veh:	39.7	38.2	17.7	43.7	42.8	37.3	50.1	26.0	13.5	34.8	19.8	10.2
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:	39.7	38.2	17.7	43.7	42.8	37.3	50.1	26.0	13.5	34.8	19.8	10.2
LOS by Move:	D	D	B	D	D	D	D	C	B	C	B	B
HCM2kAvgQ:	5	6	2	2	5	7	3	2	2	3	9	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3623: KING/MABURY



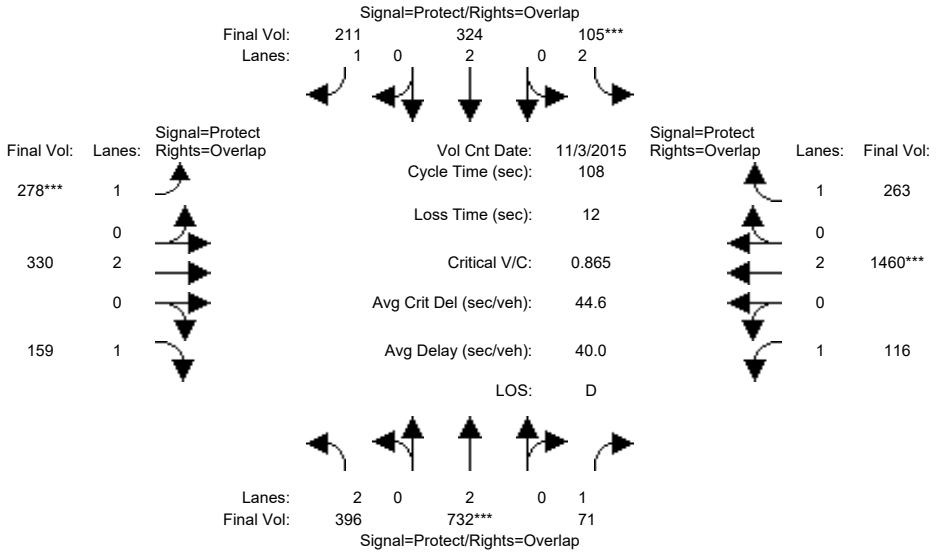
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:15-8:15												
Base Vol:	391	765	71	105	328	210	277	334	187	115	1482	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	391	765	71	105	328	210	277	334	187	115	1482	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	391	765	71	105	328	210	277	334	187	115	1482	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	391	765	71	105	328	210	277	334	187	115	1482	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	765	71	105	328	210	277	334	187	115	1482	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	391	765	71	105	328	210	277	334	187	115	1482	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.04	0.03	0.09	0.12	0.16	0.09	0.11	0.07	0.39	0.15
Crit Moves:		****		****			****				****	
Green Time:	17.7	23.9	50.9	7.0	13.2	32.0	18.8	38.1	55.8	27.0	46.3	53.3
Volume/Cap:	0.76	0.91	0.09	0.51	0.71	0.41	0.91	0.25	0.21	0.26	0.91	0.30
Delay/Veh:	49.5	54.8	15.8	51.1	50.5	30.9	73.3	24.9	14.3	32.8	36.8	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	54.8	15.8	51.1	50.5	30.9	73.3	24.9	14.3	32.8	36.8	16.5
LOS by Move:	D	D	B	D	D	C	E	C	B	C	D	B
HCM2kAvgQ:	7	13	1	3	7	6	13	4	4	3	23	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3623: KING/MABURY



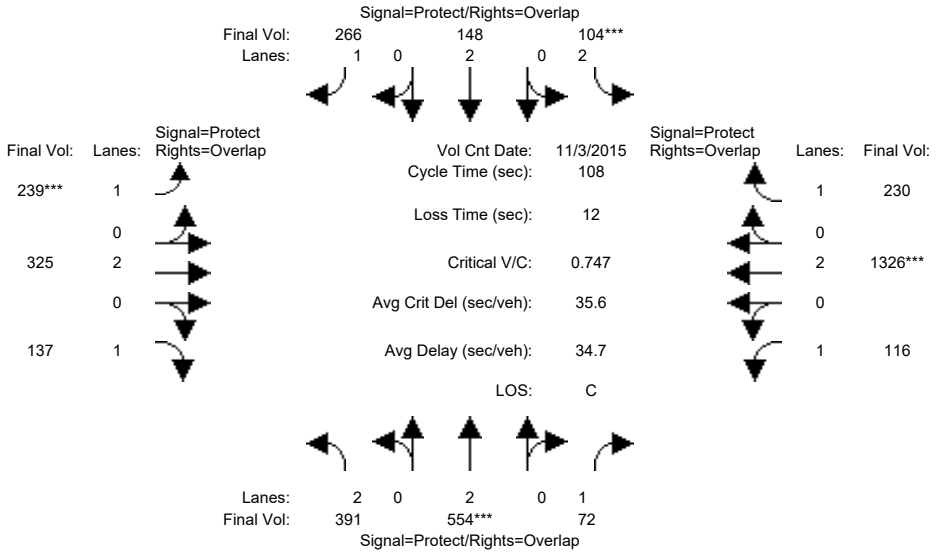
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:15-8:15												
Base Vol:	396	732	71	105	324	211	278	330	159	116	1460	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	396	732	71	105	324	211	278	330	159	116	1460	263
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	396	732	71	105	324	211	278	330	159	116	1460	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	396	732	71	105	324	211	278	330	159	116	1460	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	732	71	105	324	211	278	330	159	116	1460	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	396	732	71	105	324	211	278	330	159	116	1460	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.04	0.03	0.09	0.12	0.16	0.09	0.09	0.07	0.38	0.15
Crit Moves:		****		****			****				****	
Green Time:	17.5	23.3	50.7	7.0	12.9	32.1	19.2	38.3	55.7	27.4	46.5	53.5
Volume/Cap:	0.78	0.89	0.09	0.51	0.72	0.41	0.89	0.24	0.18	0.26	0.89	0.30
Delay/Veh:	50.9	53.2	15.9	51.1	51.2	30.9	69.3	24.7	14.0	32.5	35.1	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	53.2	15.9	51.1	51.2	30.9	69.3	24.7	14.0	32.5	35.1	16.4
LOS by Move:	D	D	B	D	D	C	E	C	B	C	D	B
HCM2kAvgQ:	8	12	1	3	7	6	13	4	3	3	22	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #3623: KING/MABURY



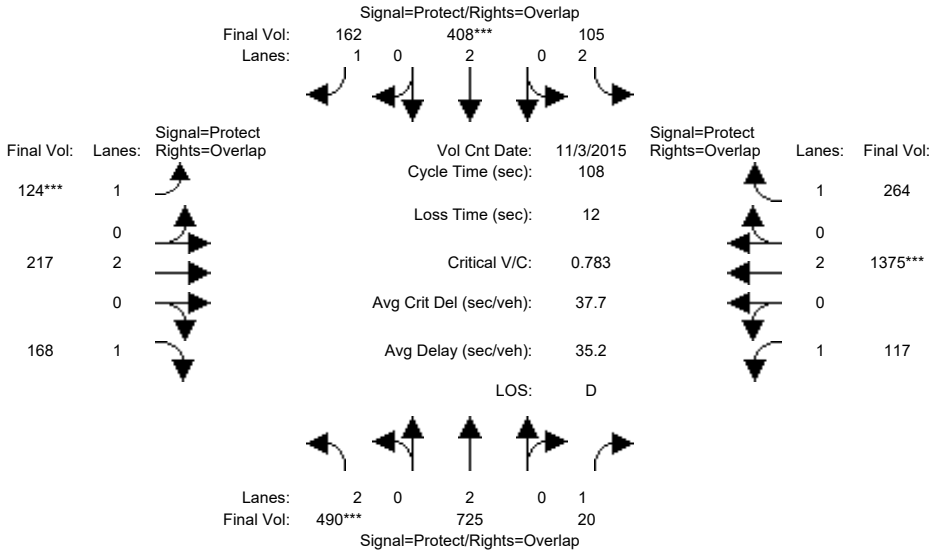
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:15-8:15												
Base Vol:	391	554	72	104	148	266	239	325	137	116	1326	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	391	554	72	104	148	266	239	325	137	116	1326	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	391	554	72	104	148	266	239	325	137	116	1326	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	391	554	72	104	148	266	239	325	137	116	1326	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	554	72	104	148	266	239	325	137	116	1326	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	391	554	72	104	148	266	239	325	137	116	1326	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.04	0.03	0.04	0.15	0.14	0.09	0.08	0.07	0.35	0.13
Crit Moves:		****		****			****				****	
Green Time:	15.8	20.6	49.1	7.0	11.8	31.0	19.3	39.9	55.7	28.6	49.2	56.2
Volume/Cap:	0.85	0.77	0.09	0.51	0.36	0.53	0.77	0.23	0.15	0.25	0.77	0.25
Delay/Veh:	58.9	46.4	16.8	51.0	45.1	33.4	53.1	23.6	13.8	31.6	26.7	14.5
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:	58.9	46.4	16.8	51.0	45.1	33.4	53.1	23.6	13.8	31.6	26.7	14.5
LOS by Move:	E	D	B	D	D	C	D	C	B	C	C	B
HCM2kAvgQ:	8	9	1	3	3	8	10	4	3	3	18	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3623: KING/MABURY



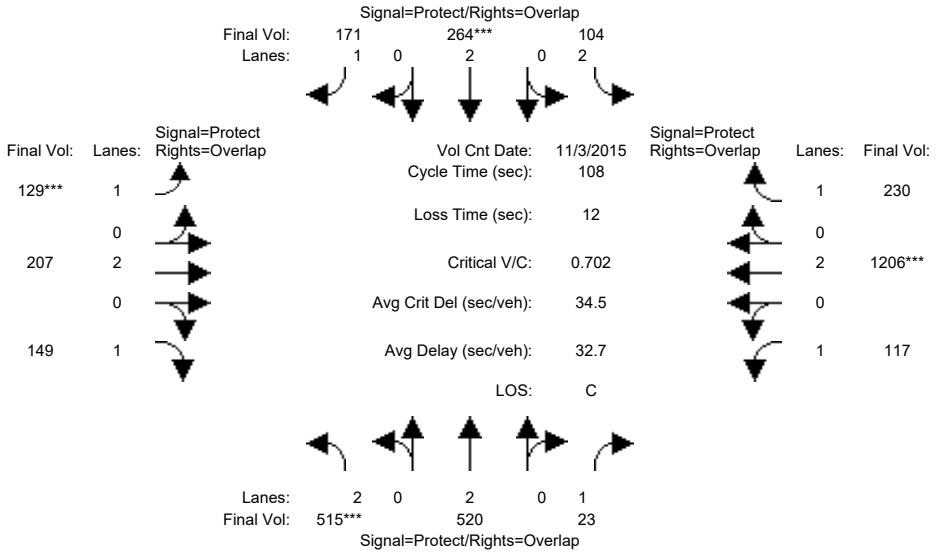
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:15-8:15												
Base Vol:	490	725	20	105	408	162	124	217	168	117	1375	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	725	20	105	408	162	124	217	168	117	1375	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	725	20	105	408	162	124	217	168	117	1375	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	490	725	20	105	408	162	124	217	168	117	1375	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	725	20	105	408	162	124	217	168	117	1375	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	490	725	20	105	408	162	124	217	168	117	1375	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.19	0.01	0.03	0.11	0.09	0.07	0.06	0.10	0.07	0.36	0.15
Crit Moves:	****				****		****				****	
Green Time:	21.5	27.1	52.1	9.2	14.8	24.6	9.8	34.7	56.1	25.0	49.9	59.1
Volume/Cap:	0.78	0.76	0.02	0.39	0.78	0.41	0.78	0.18	0.18	0.29	0.78	0.28
Delay/Veh:	47.4	41.1	14.6	47.7	52.6	36.2	70.0	26.5	13.9	34.5	26.8	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	41.1	14.6	47.7	52.6	36.2	70.0	26.5	13.9	34.5	26.8	13.2
LOS by Move:	D	D	B	D	D	D	E	C	B	C	C	B
HCM2kAvgQ:	9	11	0	2	9	5	6	3	3	3	19	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #3623: KING/MABURY



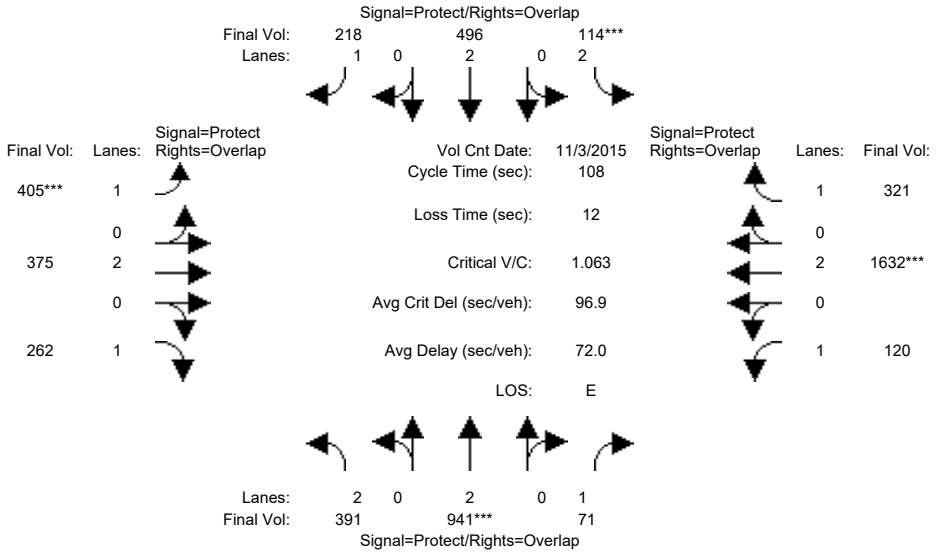
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:15-8:15												
Base Vol:	515	520	23	104	264	171	129	207	149	117	1206	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	515	520	23	104	264	171	129	207	149	117	1206	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	515	520	23	104	264	171	129	207	149	117	1206	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	515	520	23	104	264	171	129	207	149	117	1206	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	515	520	23	104	264	171	129	207	149	117	1206	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	515	520	23	104	264	171	129	207	149	117	1206	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.14	0.01	0.03	0.07	0.10	0.07	0.05	0.09	0.07	0.32	0.13
Crit Moves:	****				****		****				****	
Green Time:	25.2	24.3	49.5	11.5	10.7	22.0	11.3	34.9	60.1	25.2	48.8	60.3
Volume/Cap:	0.70	0.61	0.03	0.31	0.70	0.48	0.70	0.17	0.15	0.29	0.70	0.24
Delay/Veh:	41.1	38.8	16.0	45.1	53.0	38.9	58.2	26.2	11.7	34.4	25.1	12.2
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:	41.1	38.8	16.0	45.1	53.0	38.9	58.2	26.2	11.7	34.4	25.1	12.2
LOS by Move:	D	D	B	D	D	D	E	C	B	C	C	B
HCM2kAvgQ:	9	8	0	2	6	6	6	2	3	3	16	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3623: KING/MABURY



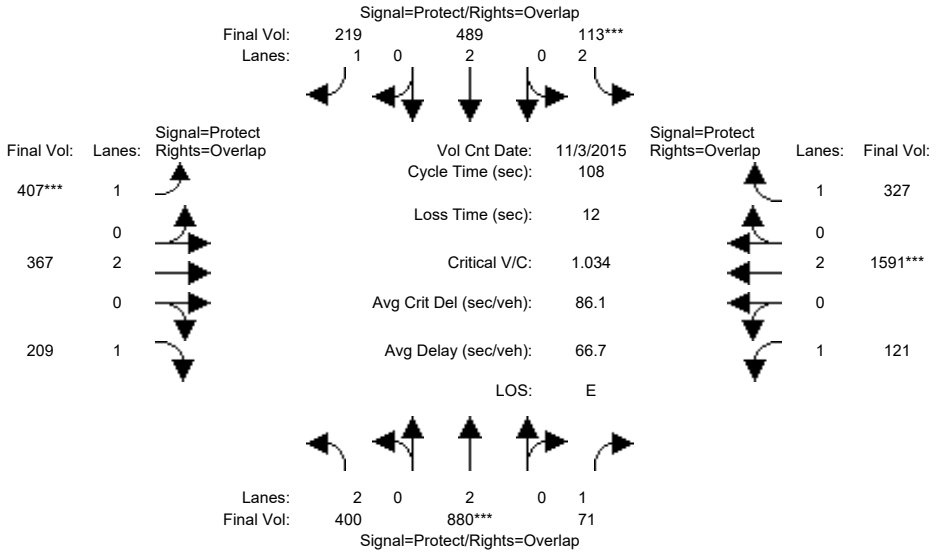
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:15-8:15												
Base Vol:	391	941	71	114	496	218	405	375	262	120	1632	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:	391	941	71	114	496	218	405	375	262	120	1632	321
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	391	941	71	114	496	218	405	375	262	120	1632	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:	391	941	71	114	496	218	405	375	262	120	1632	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	941	71	114	496	218	405	375	262	120	1632	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
FinalVolume:	391	941	71	114	496	218	405	375	262	120	1632	321
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.04	0.04	0.13	0.12	0.23	0.10	0.15	0.07	0.43	0.18
Crit Moves:		****		****			****				****	
Green Time:	15.2	24.3	50.8	7.0	16.0	38.7	22.7	38.2	53.4	26.5	42.1	49.1
Volume/Cap:	0.88	1.10	0.09	0.56	0.88	0.35	1.10	0.28	0.30	0.28	1.10	0.40
Delay/Veh:	63.5	105	15.8	52.4	59.9	25.7	120.2	25.1	16.4	33.3	89.7	20.0
User DelAdj:	1.00	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	105	15.8	52.4	59.9	25.7	120.2	25.1	16.4	33.3	89.7	20.0
LOS by Move:	E	F	B	D	E	C	F	C	B	C	F	C
HCM2kAvgQ:	8	21	1	3	11	6	24	4	6	3	35	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3623: KING/MABURY



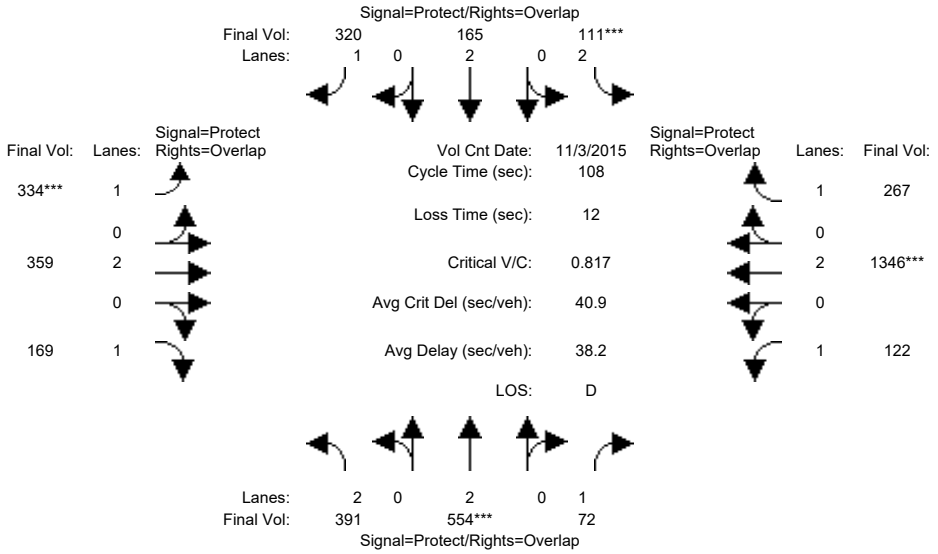
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:15-8:15												
Base Vol:	400	880	71	113	489	219	407	367	209	121	1591	327
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	880	71	113	489	219	407	367	209	121	1591	327
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	880	71	113	489	219	407	367	209	121	1591	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	880	71	113	489	219	407	367	209	121	1591	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	880	71	113	489	219	407	367	209	121	1591	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	880	71	113	489	219	407	367	209	121	1591	327
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.04	0.04	0.13	0.13	0.23	0.10	0.12	0.07	0.42	0.19
Crit Moves:		****		****			****				****	
Green Time:	15.1	23.3	50.7	7.0	15.3	38.7	23.4	38.3	53.3	27.4	42.2	49.2
Volume/Cap:	0.91	1.07	0.09	0.55	0.91	0.35	1.07	0.27	0.24	0.27	1.07	0.41
Delay/Veh:	68.5	94.6	15.9	52.3	65.2	25.7	108.7	25.0	15.9	32.6	78.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.5	94.6	15.9	52.3	65.2	25.7	108.7	25.0	15.9	32.6	78.0	20.0
LOS by Move:	E	F	B	D	E	C	F	C	B	C	E	C
HCM2kAvgQ:	8	19	1	3	11	6	23	4	4	3	32	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #3623: KING/MABURY



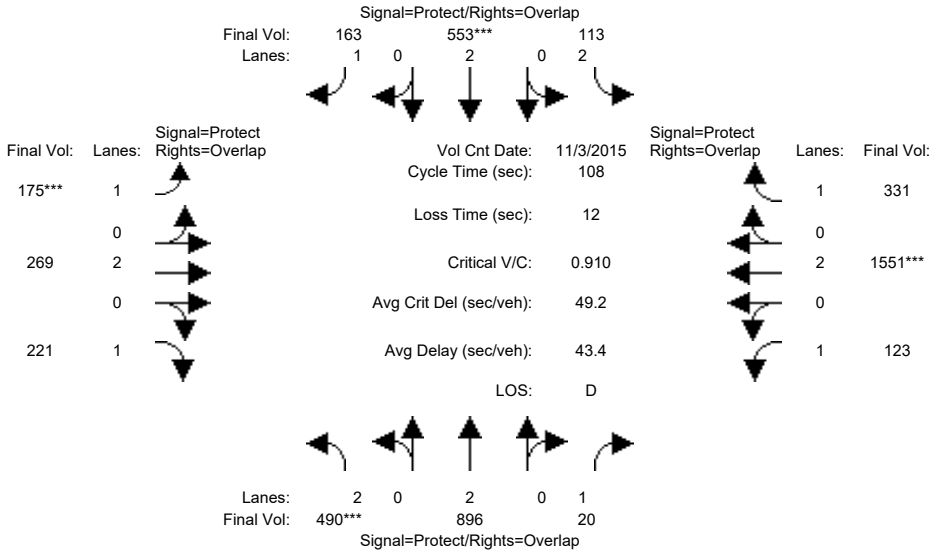
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:15-8:15												
Base Vol:	391	554	72	111	165	320	334	359	169	122	1346	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	391	554	72	111	165	320	334	359	169	122	1346	267
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	391	554	72	111	165	320	334	359	169	122	1346	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	391	554	72	111	165	320	334	359	169	122	1346	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	554	72	111	165	320	334	359	169	122	1346	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	391	554	72	111	165	320	334	359	169	122	1346	267
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.04	0.04	0.04	0.18	0.19	0.09	0.10	0.07	0.35	0.15
Crit Moves:		****		****			****				****	
Green Time:	14.8	18.8	48.6	7.0	11.0	35.6	24.6	40.4	55.2	29.8	45.6	52.6
Volume/Cap:	0.91	0.84	0.09	0.54	0.43	0.55	0.84	0.25	0.19	0.25	0.84	0.31
Delay/Veh:	68.6	52.4	17.1	52.0	46.3	30.9	54.3	23.5	14.4	30.7	32.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.6	52.4	17.1	52.0	46.3	30.9	54.3	23.5	14.4	30.7	32.0	17.0
LOS by Move:	E	D	B	D	D	C	D	C	B	C	C	B
HCM2kAvgQ:	9	9	1	3	3	10	14	4	3	3	20	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3623: KING/MABURY



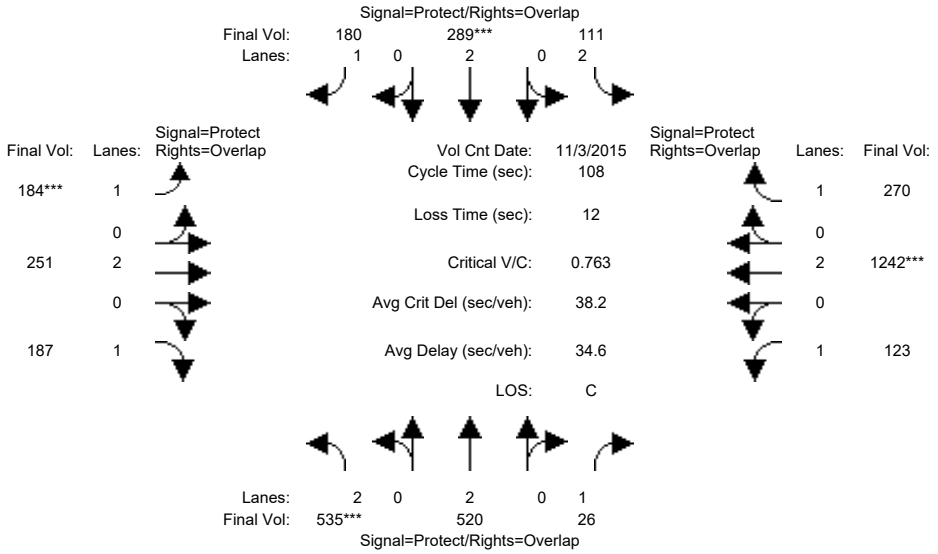
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:15-8:15												
Base Vol:	490	896	20	113	553	163	175	269	221	123	1551	331
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	896	20	113	553	163	175	269	221	123	1551	331
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	896	20	113	553	163	175	269	221	123	1551	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	490	896	20	113	553	163	175	269	221	123	1551	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	896	20	113	553	163	175	269	221	123	1551	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	490	896	20	113	553	163	175	269	221	123	1551	331
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.24	0.01	0.04	0.15	0.09	0.10	0.07	0.13	0.07	0.41	0.19
Crit Moves:	****				****		****				****	
Green Time:	18.5	28.0	54.0	7.7	17.3	29.1	11.9	34.3	52.7	26.0	48.4	56.1
Volume/Cap:	0.91	0.91	0.02	0.50	0.91	0.35	0.91	0.22	0.26	0.29	0.91	0.36
Delay/Veh:	63.6	50.8	13.7	50.1	62.5	32.2	88.1	27.2	16.4	33.9	35.5	15.6
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:	63.6	50.8	13.7	50.1	62.5	32.2	88.1	27.2	16.4	33.9	35.5	15.6
LOS by Move:	E	D	B	D	E	C	F	C	B	C	D	B
HCM2kAvgQ:	10	15	0	3	13	5	9	3	5	3	23	6

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #3623: KING/MABURY



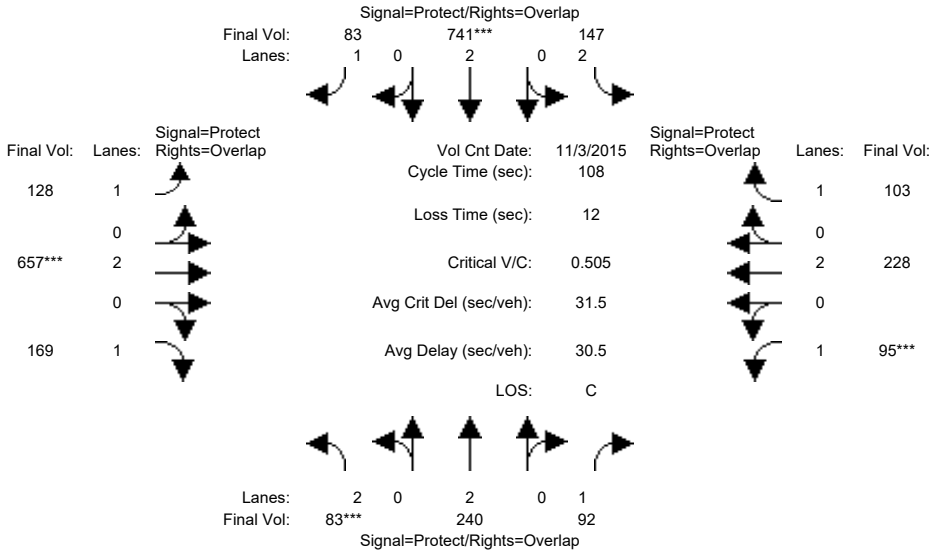
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:15-8:15												
Base Vol:	535	520	26	111	289	180	184	251	187	123	1242	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	535	520	26	111	289	180	184	251	187	123	1242	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	535	520	26	111	289	180	184	251	187	123	1242	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	520	26	111	289	180	184	251	187	123	1242	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	535	520	26	111	289	180	184	251	187	123	1242	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	535	520	26	111	289	180	184	251	187	123	1242	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.01	0.04	0.08	0.10	0.11	0.07	0.11	0.07	0.33	0.15
Crit Moves:	****				****		****				****	
Green Time:	24.1	23.6	50.0	11.2	10.8	25.7	14.9	34.8	58.8	26.4	46.3	57.5
Volume/Cap:	0.76	0.63	0.03	0.34	0.76	0.43	0.76	0.21	0.20	0.29	0.76	0.29
Delay/Veh:	44.2	39.7	15.8	45.6	56.2	35.7	58.2	26.7	12.6	33.5	28.4	14.1
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:	44.2	39.7	15.8	45.6	56.2	35.7	58.2	26.7	12.6	33.5	28.4	14.1
LOS by Move:	D	D	B	D	E	D	E	C	B	C	C	B
HCM2kAvgQ:	10	8	0	2	7	6	8	3	3	3	17	5

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

Market Park South Village Development

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

Intersection #3623: KING/MABURY



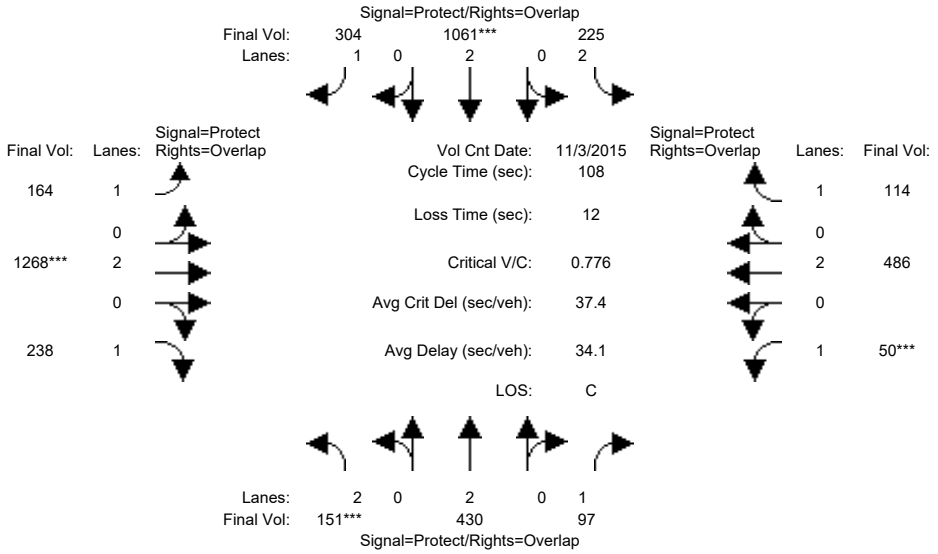
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 5:00-6:00												
Base Vol:	83	240	92	147	741	83	128	657	169	95	228	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:	83	240	92	147	741	83	128	657	169	95	228	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	240	92	147	741	83	128	657	169	95	228	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:	83	240	92	147	741	83	128	657	169	95	228	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	240	92	147	741	83	128	657	169	95	228	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	240	92	147	741	83	128	657	169	95	228	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.05	0.05	0.20	0.05	0.07	0.17	0.10	0.05	0.06	0.06
Crit Moves:	****				****			****		****		
Green Time:	7.0	28.3	39.7	19.8	41.1	62.2	21.1	36.4	43.4	11.4	26.8	46.6
Volume/Cap:	0.41	0.24	0.14	0.25	0.51	0.08	0.37	0.51	0.24	0.51	0.24	0.14
Delay/Veh:	54.4	32.0	23.2	38.8	27.0	10.3	40.8	30.1	22.2	55.4	33.1	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	32.0	23.2	38.8	27.0	10.3	40.8	30.1	22.2	55.4	33.1	18.9
LOS by Move:	D	C	C	D	C	B	D	C	C	E	C	B
HCM2kAvgQ:	2	3	2	3	10	1	4	9	4	3	3	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3623: KING/MABURY



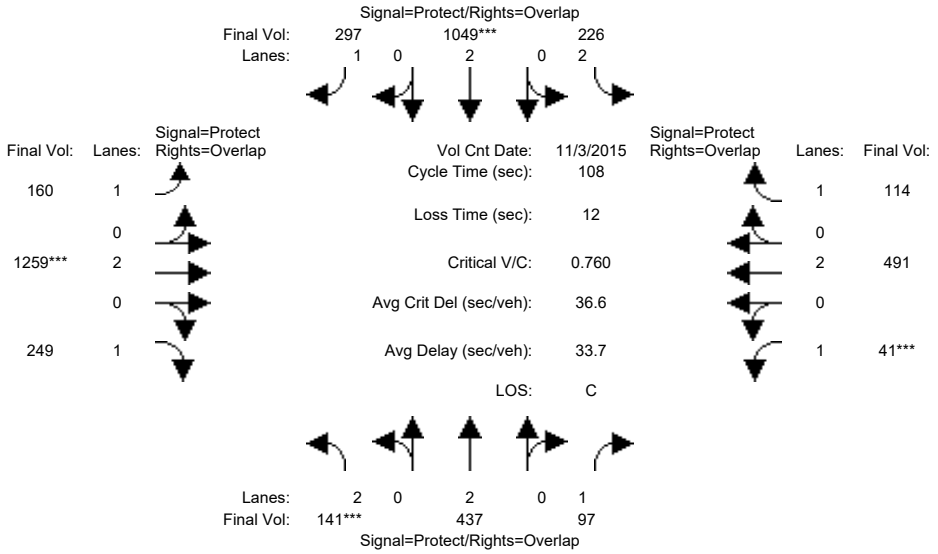
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 5:00-6:00												
Base Vol:	151	430	97	225	1061	304	164	1268	238	50	486	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	430	97	225	1061	304	164	1268	238	50	486	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	430	97	225	1061	304	164	1268	238	50	486	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	430	97	225	1061	304	164	1268	238	50	486	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	430	97	225	1061	304	164	1268	238	50	486	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	430	97	225	1061	304	164	1268	238	50	486	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.06	0.07	0.28	0.17	0.09	0.33	0.14	0.03	0.13	0.07
Crit Moves:	****				****			****			****	
Green Time:	7.0	27.2	34.2	17.2	37.4	59.2	21.8	44.6	51.6	7.0	29.8	47.0
Volume/Cap:	0.74	0.45	0.18	0.45	0.81	0.32	0.46	0.81	0.28	0.44	0.46	0.15
Delay/Veh:	70.8	35.6	27.4	44.0	37.5	14.2	42.2	32.4	17.9	60.6	33.9	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.8	35.6	27.4	44.0	37.5	14.2	42.2	32.4	17.9	60.6	33.9	18.9
LOS by Move:	E	D	C	D	D	B	D	C	B	E	C	B
HCM2kAvgQ:	3	6	2	4	18	6	6	20	5	2	7	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3623: KING/MABURY



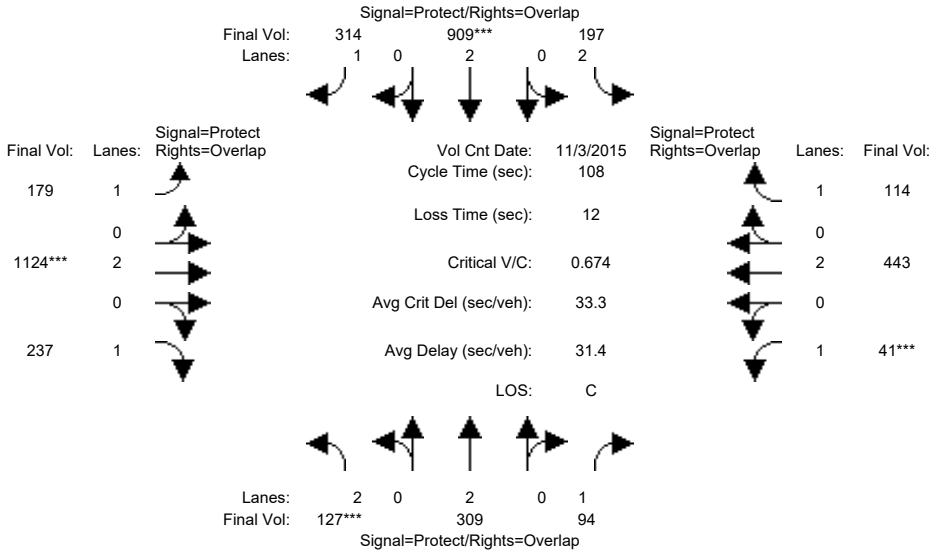
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 5:00-6:00												
Base Vol:	141	437	97	226	1049	297	160	1259	249	41	491	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	437	97	226	1049	297	160	1259	249	41	491	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	437	97	226	1049	297	160	1259	249	41	491	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	437	97	226	1049	297	160	1259	249	41	491	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	437	97	226	1049	297	160	1259	249	41	491	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	437	97	226	1049	297	160	1259	249	41	491	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.06	0.07	0.28	0.17	0.09	0.33	0.14	0.02	0.13	0.07
Crit Moves:	****				****			****			****	
Green Time:	7.0	27.3	34.3	17.0	37.3	58.7	21.4	44.7	51.7	7.0	30.3	47.3
Volume/Cap:	0.69	0.46	0.17	0.46	0.80	0.31	0.46	0.80	0.30	0.36	0.46	0.15
Delay/Veh:	66.9	35.7	27.3	44.3	37.2	14.4	42.5	32.1	18.0	57.1	33.5	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:	66.9	35.7	27.3	44.3	37.2	14.4	42.5	32.1	18.0	57.1	33.5	18.7
LOS by Move:	E	D	C	D	D	B	D	C	B	E	C	B
HCM2kAvgQ:	3	6	2	5	18	6	5	20	5	1	7	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #3623: KING/MABURY



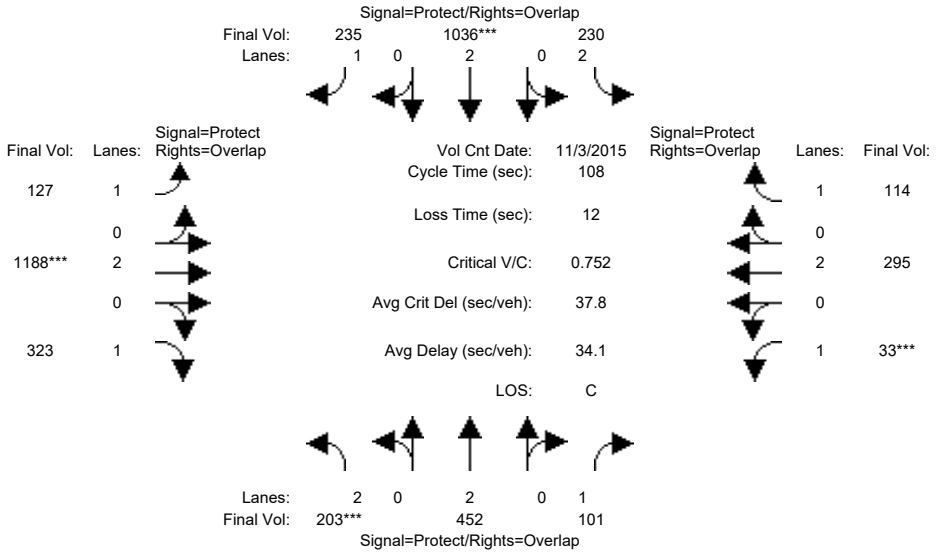
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 5:00-6:00												
Base Vol:	127	309	94	197	909	314	179	1124	237	41	443	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	309	94	197	909	314	179	1124	237	41	443	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	309	94	197	909	314	179	1124	237	41	443	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	309	94	197	909	314	179	1124	237	41	443	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	309	94	197	909	314	179	1124	237	41	443	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	309	94	197	909	314	179	1124	237	41	443	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.05	0.06	0.24	0.18	0.10	0.30	0.14	0.02	0.12	0.07
Crit Moves:	****				****			****			****	
Green Time:	7.0	25.7	32.7	18.0	36.7	61.1	24.5	45.3	52.3	7.0	27.9	45.9
Volume/Cap:	0.62	0.34	0.18	0.38	0.70	0.32	0.45	0.70	0.28	0.36	0.45	0.15
Delay/Veh:	62.7	35.2	28.5	42.1	34.2	13.2	39.7	28.5	17.4	57.1	35.1	19.6
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:	62.7	35.2	28.5	42.1	34.2	13.2	39.7	28.5	17.4	57.1	35.1	19.6
LOS by Move:	E	D	C	D	C	B	D	C	B	E	D	B
HCM2kAvgQ:	3	4	2	4	14	6	6	16	5	1	6	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3623: KING/MABURY



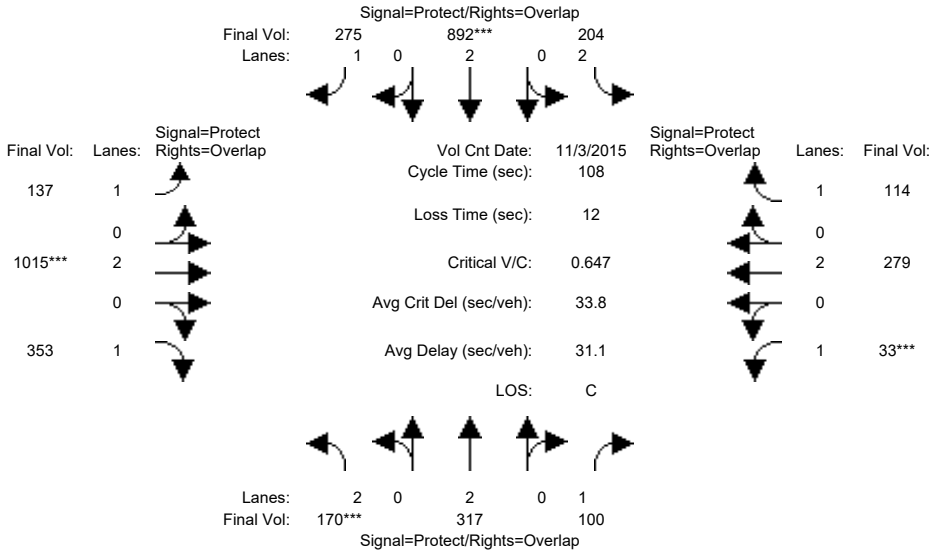
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 5:00-6:00												
Base Vol:	203	452	101	230	1036	235	127	1188	323	33	295	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	452	101	230	1036	235	127	1188	323	33	295	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	452	101	230	1036	235	127	1188	323	33	295	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	452	101	230	1036	235	127	1188	323	33	295	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	452	101	230	1036	235	127	1188	323	33	295	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	452	101	230	1036	235	127	1188	323	33	295	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.06	0.07	0.27	0.13	0.07	0.31	0.18	0.02	0.08	0.07
Crit Moves:	****				****			****			****	
Green Time:	8.8	28.6	35.6	17.6	37.3	59.2	21.9	42.8	51.7	7.0	27.9	45.5
Volume/Cap:	0.79	0.45	0.18	0.45	0.79	0.24	0.36	0.79	0.39	0.29	0.30	0.15
Delay/Veh:	70.0	34.6	26.4	43.7	36.6	13.3	39.8	32.9	19.4	54.5	33.0	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	34.6	26.4	43.7	36.6	13.3	39.8	32.9	19.4	54.5	33.0	19.8
LOS by Move:	E	C	C	D	D	B	D	C	B	D	C	B
HCM2kAvgQ:	4	6	2	5	17	4	4	19	7	1	4	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #3623: KING/MABURY



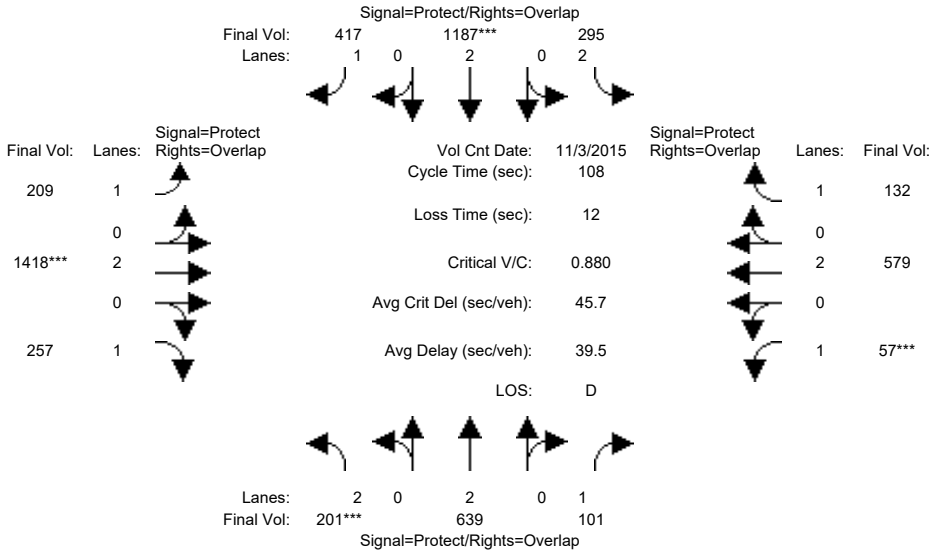
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 5:00-6:00												
Base Vol:	170	317	100	204	892	275	137	1015	353	33	279	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	317	100	204	892	275	137	1015	353	33	279	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	317	100	204	892	275	137	1015	353	33	279	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	317	100	204	892	275	137	1015	353	33	279	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	317	100	204	892	275	137	1015	353	33	279	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	317	100	204	892	275	137	1015	353	33	279	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.06	0.06	0.23	0.16	0.08	0.27	0.20	0.02	0.07	0.07
Crit Moves:	****				****			****			****	
Green Time:	8.6	27.2	34.2	19.0	37.6	60.4	22.8	42.8	51.4	7.0	27.0	46.0
Volume/Cap:	0.67	0.33	0.18	0.37	0.67	0.28	0.37	0.67	0.42	0.29	0.29	0.15
Delay/Veh:	61.9	33.9	27.5	41.1	32.8	13.2	39.3	29.3	20.1	54.5	33.6	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	33.9	27.5	41.1	32.8	13.2	39.3	29.3	20.1	54.5	33.6	19.5
LOS by Move:	E	C	C	D	C	B	D	C	C	D	C	B
HCM2kAvgQ:	4	4	3	4	13	5	4	14	8	1	4	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3623: KING/MABURY



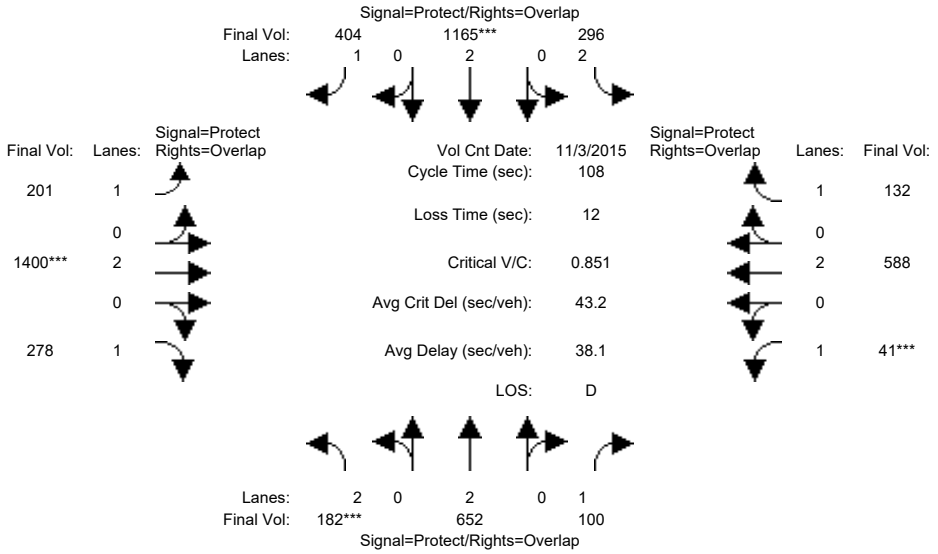
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 5:00-6:00												
Base Vol:	201	639	101	295	1187	417	209	1418	257	57	579	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	639	101	295	1187	417	209	1418	257	57	579	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	639	101	295	1187	417	209	1418	257	57	579	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:	201	639	101	295	1187	417	209	1418	257	57	579	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	639	101	295	1187	417	209	1418	257	57	579	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	639	101	295	1187	417	209	1418	257	57	579	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.06	0.09	0.31	0.24	0.12	0.37	0.15	0.03	0.15	0.08
Crit Moves:	****				****			****			****	
Green Time:	7.6	28.7	35.7	16.0	37.1	59.7	22.6	44.3	51.9	7.0	28.8	44.8
Volume/Cap:	0.91	0.63	0.17	0.63	0.91	0.43	0.57	0.91	0.31	0.50	0.57	0.18
Delay/Veh:	90.7	38.0	26.3	49.7	44.8	15.6	44.8	39.4	18.0	63.8	36.6	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.7	38.0	26.3	49.7	44.8	15.6	44.8	39.4	18.0	63.8	36.6	20.6
LOS by Move:	F	D	C	D	D	B	D	D	B	E	D	C
HCM2kAvgQ:	5	9	2	7	23	9	7	26	6	2	8	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3623: KING/MABURY



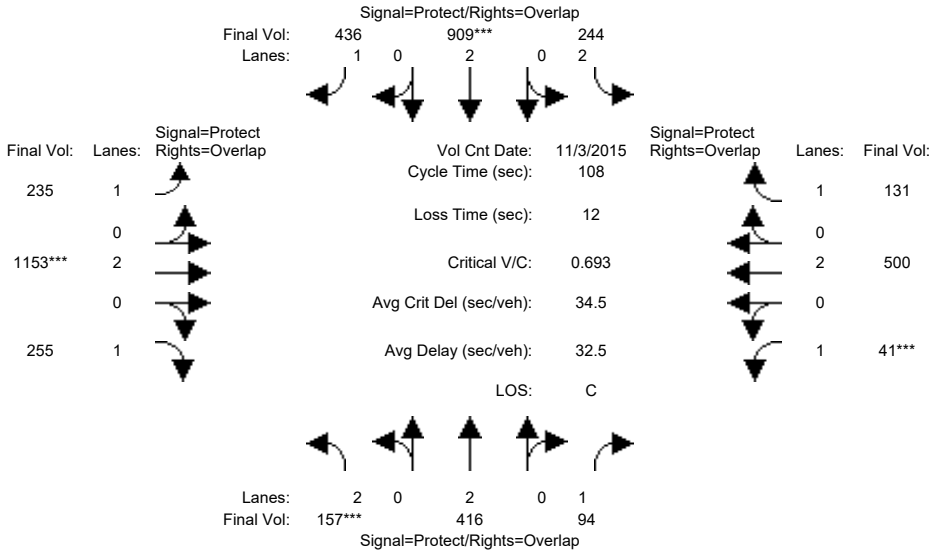
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 5:00-6:00												
Base Vol:	182	652	100	296	1165	404	201	1400	278	41	588	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	652	100	296	1165	404	201	1400	278	41	588	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	652	100	296	1165	404	201	1400	278	41	588	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:	182	652	100	296	1165	404	201	1400	278	41	588	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	652	100	296	1165	404	201	1400	278	41	588	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	652	100	296	1165	404	201	1400	278	41	588	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.06	0.09	0.31	0.23	0.11	0.37	0.16	0.02	0.15	0.08
Crit Moves:	****				****			****			****	
Green Time:	7.0	28.6	35.6	15.7	37.2	59.3	22.0	44.7	51.8	7.0	29.7	45.4
Volume/Cap:	0.89	0.65	0.17	0.65	0.89	0.42	0.56	0.89	0.33	0.36	0.56	0.18
Delay/Veh:	89.5	38.5	26.4	50.5	42.7	15.6	44.9	37.2	18.5	57.1	35.8	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.5	38.5	26.4	50.5	42.7	15.6	44.9	37.2	18.5	57.1	35.8	20.2
LOS by Move:	F	D	C	D	D	B	D	D	B	E	D	C
HCM2kAvgQ:	4	10	2	7	22	8	7	25	6	1	8	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #3623: KING/MABURY



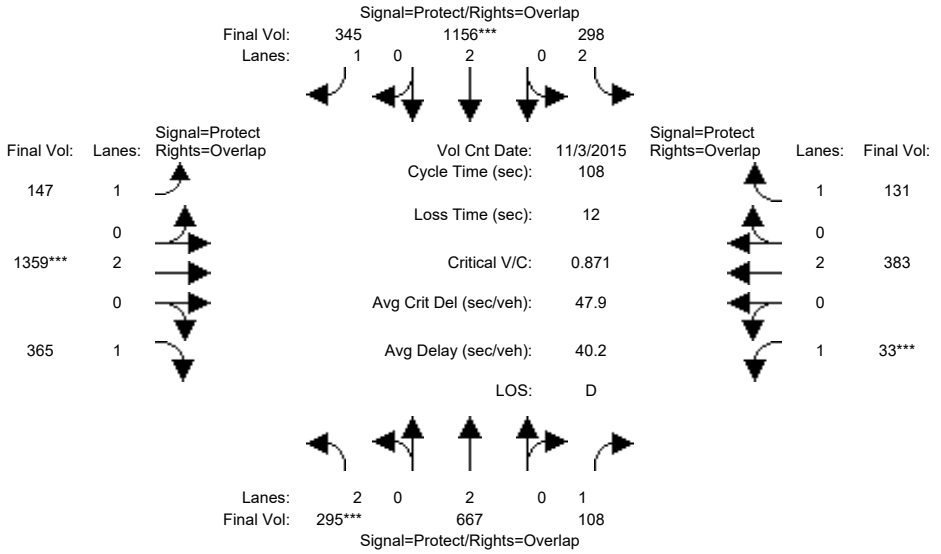
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 5:00-6:00												
Base Vol:	157	416	94	244	909	436	235	1153	255	41	500	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:	157	416	94	244	909	436	235	1153	255	41	500	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	416	94	244	909	436	235	1153	255	41	500	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	416	94	244	909	436	235	1153	255	41	500	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	416	94	244	909	436	235	1153	255	41	500	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	416	94	244	909	436	235	1153	255	41	500	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.05	0.08	0.24	0.25	0.13	0.30	0.15	0.02	0.13	0.07
Crit Moves:	****				****			****			****	
Green Time:	7.5	25.4	32.4	18.0	35.9	62.5	26.6	45.6	53.1	7.0	26.0	44.0
Volume/Cap:	0.72	0.46	0.18	0.46	0.72	0.43	0.55	0.72	0.30	0.36	0.55	0.18
Delay/Veh:	67.6	37.2	28.7	43.6	35.1	14.1	40.4	28.7	17.2	57.1	38.2	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.6	37.2	28.7	43.6	35.1	14.1	40.4	28.7	17.2	57.1	38.2	21.1
LOS by Move:	E	D	C	D	D	B	D	C	B	E	D	C
HCM2kAvgQ:	3	6	2	5	14	9	8	17	5	1	7	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3623: KING/MABURY



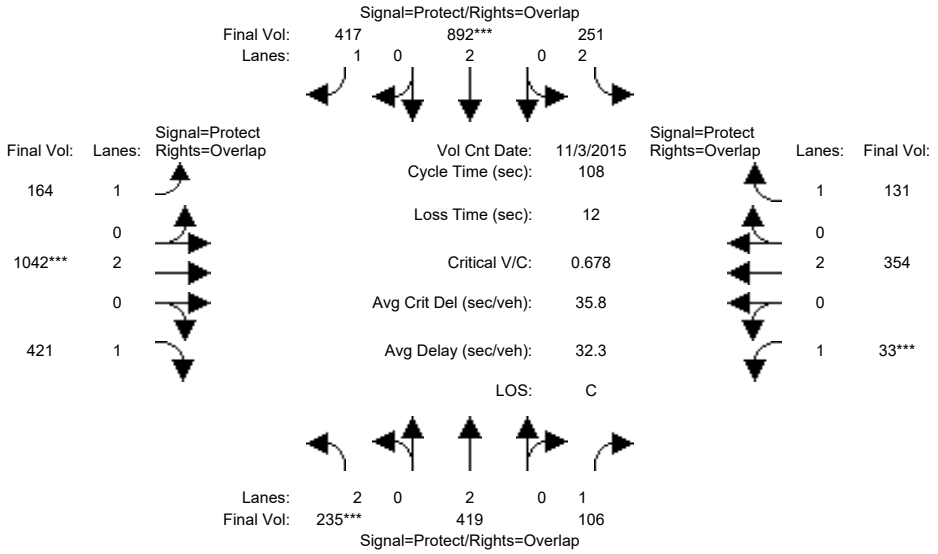
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 5:00-6:00												
Base Vol:	295	667	108	298	1156	345	147	1359	365	33	383	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:	295	667	108	298	1156	345	147	1359	365	33	383	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	667	108	298	1156	345	147	1359	365	33	383	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	667	108	298	1156	345	147	1359	365	33	383	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	667	108	298	1156	345	147	1359	365	33	383	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	295	667	108	298	1156	345	147	1359	365	33	383	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.06	0.09	0.30	0.20	0.08	0.36	0.21	0.02	0.10	0.07
Crit Moves:	****				****			****			****	
Green Time:	11.0	30.5	37.5	16.4	35.8	58.2	22.3	42.1	53.2	7.0	26.8	43.2
Volume/Cap:	0.92	0.62	0.18	0.62	0.92	0.37	0.41	0.92	0.42	0.29	0.41	0.19
Delay/Veh:	80.9	36.5	25.2	48.9	46.6	15.4	40.5	41.7	19.1	54.5	35.2	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.9	36.5	25.2	48.9	46.6	15.4	40.5	41.7	19.1	54.5	35.2	21.6
LOS by Move:	F	D	C	D	D	B	D	D	B	D	D	C
HCM2kAvgQ:	7	9	3	7	22	7	5	25	8	1	5	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #3623: KING/MABURY



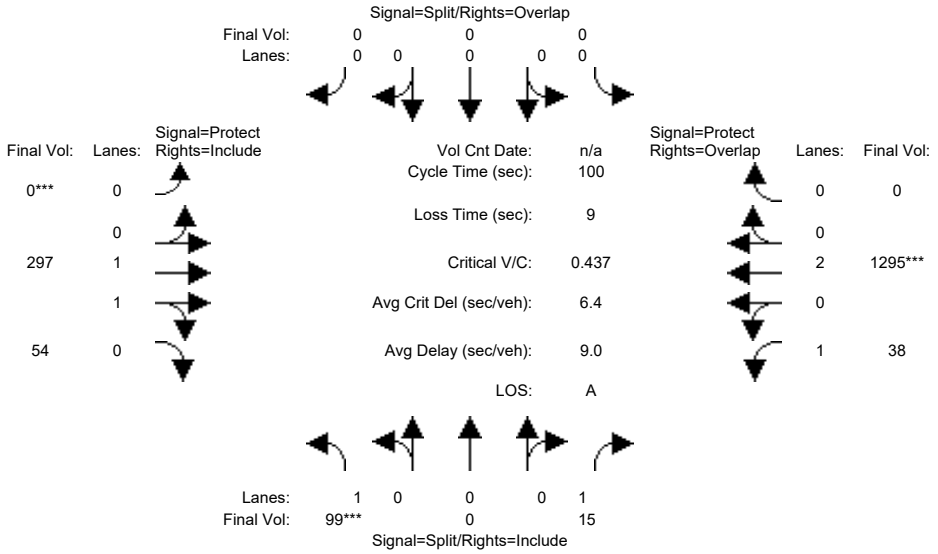
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 5:00-6:00												
Base Vol:	235	419	106	251	892	417	164	1042	421	33	354	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:	235	419	106	251	892	417	164	1042	421	33	354	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	419	106	251	892	417	164	1042	421	33	354	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	419	106	251	892	417	164	1042	421	33	354	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	419	106	251	892	417	164	1042	421	33	354	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	419	106	251	892	417	164	1042	421	33	354	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.06	0.08	0.23	0.24	0.09	0.27	0.24	0.02	0.09	0.07
Crit Moves:	****				****			****			****	
Green Time:	11.4	27.4	34.4	19.8	35.8	60.3	24.5	41.8	53.2	7.0	24.3	44.1
Volume/Cap:	0.71	0.43	0.19	0.43	0.71	0.43	0.41	0.71	0.49	0.29	0.41	0.18
Delay/Veh:	58.8	35.2	27.5	41.5	34.9	15.2	38.8	30.8	20.3	54.5	37.2	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.8	35.2	27.5	41.5	34.9	15.2	38.8	30.8	20.3	54.5	37.2	21.0
LOS by Move:	E	D	C	D	C	B	D	C	C	D	D	C
HCM2kAvgQ:	5	6	3	5	14	9	5	15	10	1	5	3

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

Market Park South Village Development

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

Intersection #4135: LENFEST/MABURY RD



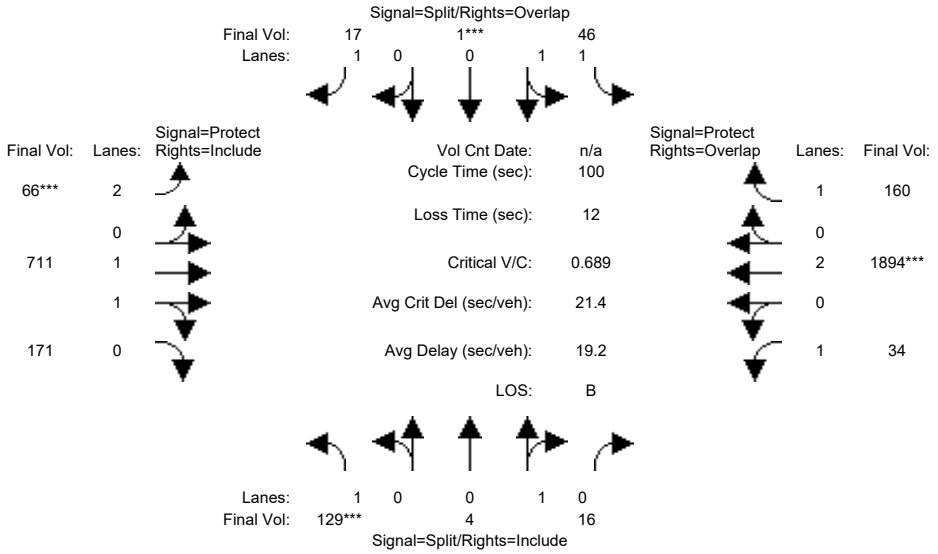
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	99	0	15	0	0	0	0	297	54	38	1295	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	0	15	0	0	0	0	297	54	38	1295	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	0	15	0	0	0	0	297	54	38	1295	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	0	15	0	0	0	0	297	54	38	1295	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	15	0	0	0	0	297	54	38	1295	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	0	15	0	0	0	0	297	54	38	1295	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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.68	0.32	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3130	569	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.01	0.00	0.00	0.00	0.00	0.09	0.09	0.02	0.34	0.00
Crit Moves:	****						****				****	
Green Time:	13.0	0.0	13.0	0.0	0.0	0.0	0.0	45.9	45.9	32.1	78.0	0.0
Volume/Cap:	0.44	0.00	0.07	0.00	0.00	0.00	0.00	0.21	0.21	0.07	0.44	0.00
Delay/Veh:	41.5	0.0	38.3	0.0	0.0	0.0	0.0	16.2	16.2	23.6	3.8	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:	41.5	0.0	38.3	0.0	0.0	0.0	0.0	16.2	16.2	23.6	3.8	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	C	A	A
HCM2kAvgQ:	3	0	0	0	0	0	0	3	3	1	7	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #4135: LENFEST/MABURY RD



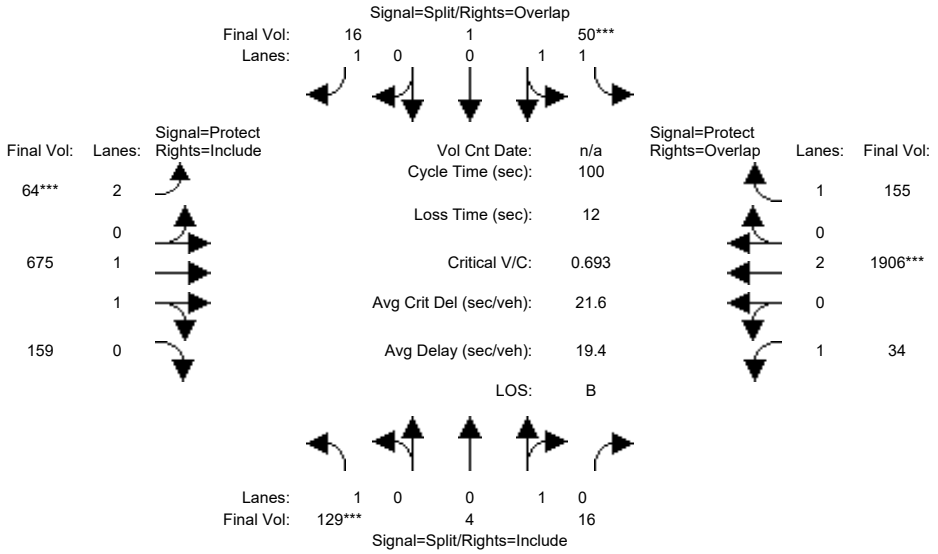
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	129	4	16	46	1	17	66	711	171	34	1894	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	4	16	46	1	17	66	711	171	34	1894	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	4	16	46	1	17	66	711	171	34	1894	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	4	16	46	1	17	66	711	171	34	1894	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	4	16	46	1	17	66	711	171	34	1894	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	4	16	46	1	17	66	711	171	34	1894	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.20	0.80	1.96	0.04	1.00	2.00	1.60	0.40	1.00	2.00	1.00
Final Sat.:	1750	360	1440	3474	76	1750	3150	2982	717	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.01	0.01	0.01	0.01	0.02	0.24	0.24	0.02	0.50	0.09
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	17.0	7.0	52.6	52.6	15.4	61.0	71.0
Volume/Cap:	0.74	0.11	0.11	0.13	0.13	0.06	0.30	0.45	0.45	0.13	0.82	0.13
Delay/Veh:	58.9	41.2	41.2	41.2	41.2	34.9	44.9	14.9	14.9	36.7	17.5	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	41.2	41.2	41.2	41.2	34.9	44.9	14.9	14.9	36.7	17.5	4.7
LOS by Move:	E	D	D	D	D	C	D	B	B	D	B	A
HCM2kAvgQ:	6	1	1	1	1	0	1	8	8	1	24	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #4135: LENFEST/MABURY RD



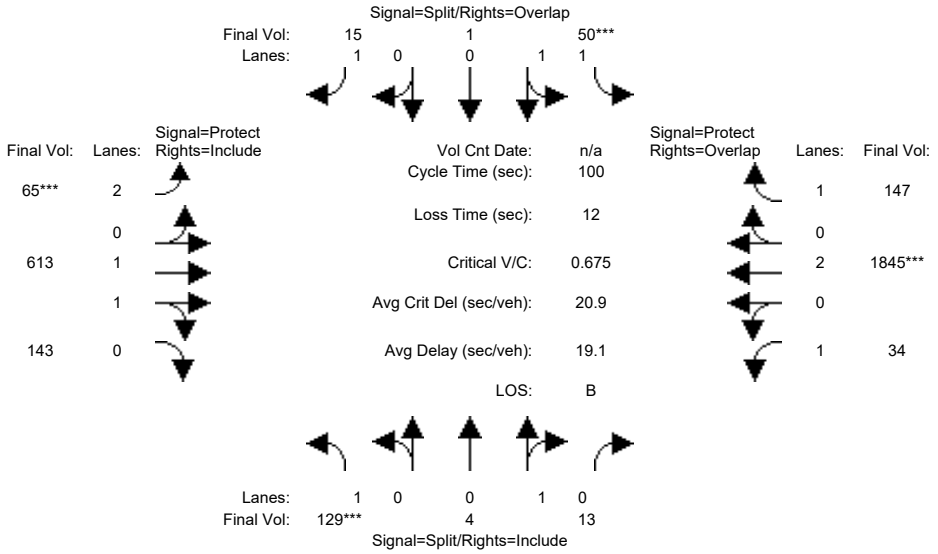
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	129	4	16	50	1	16	64	675	159	34	1906	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	4	16	50	1	16	64	675	159	34	1906	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	4	16	50	1	16	64	675	159	34	1906	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	4	16	50	1	16	64	675	159	34	1906	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	4	16	50	1	16	64	675	159	34	1906	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	4	16	50	1	16	64	675	159	34	1906	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.20	0.80	1.96	0.04	1.00	2.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1750	360	1440	3480	70	1750	3150	2994	705	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.01	0.01	0.01	0.01	0.02	0.23	0.23	0.02	0.50	0.09
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	17.0	7.0	51.9	51.9	16.1	61.0	71.0
Volume/Cap:	0.74	0.11	0.11	0.14	0.14	0.05	0.29	0.43	0.43	0.12	0.82	0.12
Delay/Veh:	58.9	41.2	41.2	41.3	41.3	34.8	44.9	15.1	15.1	36.1	17.8	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	41.2	41.2	41.3	41.3	34.8	44.9	15.1	15.1	36.1	17.8	4.7
LOS by Move:	E	D	D	D	D	C	D	B	B	D	B	A
HCM2kAvgQ:	6	1	1	1	1	0	1	8	8	1	25	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #4135: LENFEST/MABURY RD



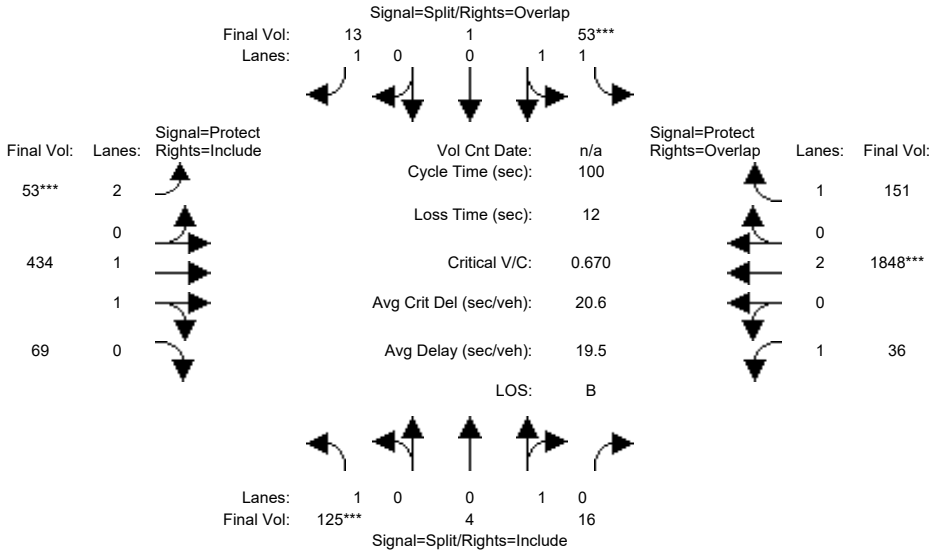
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	129	4	13	50	1	15	65	613	143	34	1845	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	4	13	50	1	15	65	613	143	34	1845	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	4	13	50	1	15	65	613	143	34	1845	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	4	13	50	1	15	65	613	143	34	1845	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	4	13	50	1	15	65	613	143	34	1845	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	4	13	50	1	15	65	613	143	34	1845	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.24	0.76	1.96	0.04	1.00	2.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1750	424	1376	3480	70	1750	3150	3000	700	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.01	0.01	0.01	0.01	0.02	0.20	0.20	0.02	0.49	0.08
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	17.0	7.0	50.7	50.7	17.3	61.0	71.0
Volume/Cap:	0.74	0.09	0.09	0.14	0.14	0.05	0.29	0.40	0.40	0.11	0.80	0.12
Delay/Veh:	58.9	41.1	41.1	41.3	41.3	34.8	44.9	15.4	15.4	35.0	16.8	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	41.1	41.1	41.3	41.3	34.8	44.9	15.4	15.4	35.0	16.8	4.6
LOS by Move:	E	D	D	D	D	C	D	B	B	C	B	A
HCM2kAvgQ:	6	1	1	1	1	0	1	7	7	1	23	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #4135: LENFEST/MABURY RD



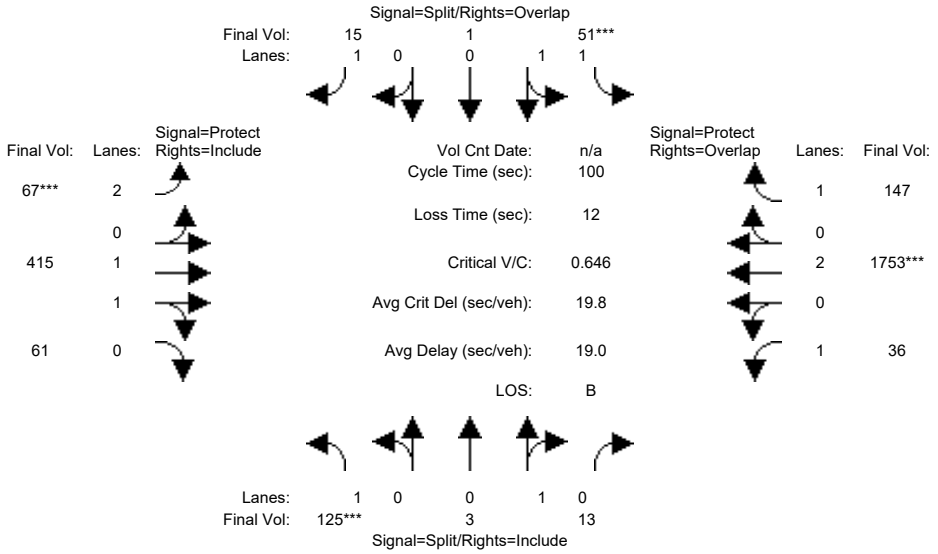
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	125	4	16	53	1	13	53	434	69	36	1848	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	4	16	53	1	13	53	434	69	36	1848	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	4	16	53	1	13	53	434	69	36	1848	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	4	16	53	1	13	53	434	69	36	1848	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	4	16	53	1	13	53	434	69	36	1848	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	4	16	53	1	13	53	434	69	36	1848	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.20	0.80	1.96	0.04	1.00	2.00	1.72	0.28	1.00	2.00	1.00
Final Sat.:	1750	360	1440	3484	66	1750	3150	3192	507	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.01	0.02	0.02	0.01	0.02	0.14	0.14	0.02	0.49	0.09
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	17.0	7.0	44.9	44.9	23.1	61.0	71.0
Volume/Cap:	0.71	0.11	0.11	0.15	0.15	0.04	0.24	0.30	0.30	0.09	0.80	0.12
Delay/Veh:	56.7	41.2	41.2	41.3	41.3	34.8	44.6	17.7	17.7	30.3	16.8	4.6
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:	56.7	41.2	41.2	41.3	41.3	34.8	44.6	17.7	17.7	30.3	16.8	4.6
LOS by Move:	E	D	D	D	D	C	D	B	B	C	B	A
HCM2kAvgQ:	6	1	1	1	1	0	1	5	5	1	23	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #4135: LENFEST/MABURY RD



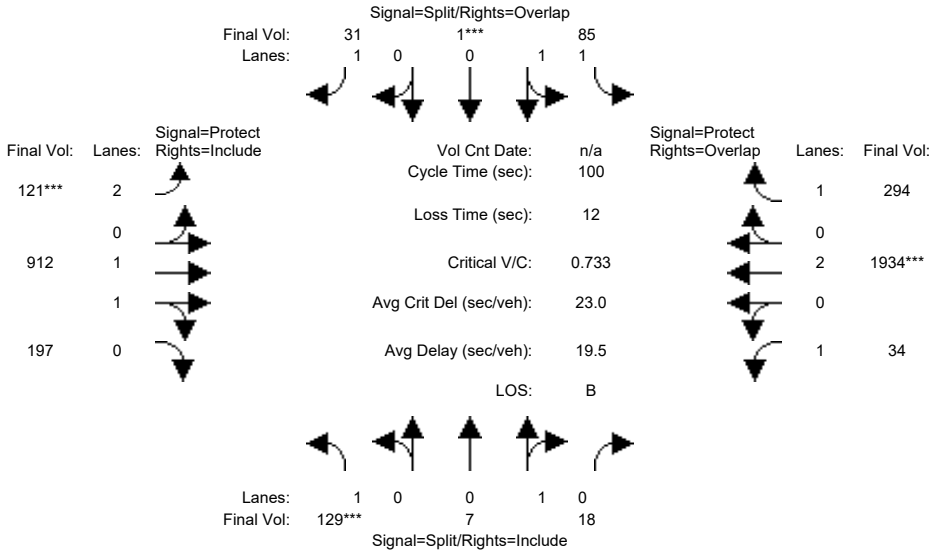
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	125	3	13	51	1	15	67	415	61	36	1753	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	3	13	51	1	15	67	415	61	36	1753	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	3	13	51	1	15	67	415	61	36	1753	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	3	13	51	1	15	67	415	61	36	1753	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	3	13	51	1	15	67	415	61	36	1753	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	3	13	51	1	15	67	415	61	36	1753	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.19	0.81	1.96	0.04	1.00	2.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1750	337	1462	3482	68	1750	3150	3225	474	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.01	0.01	0.01	0.01	0.02	0.13	0.13	0.02	0.46	0.08
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	17.0	7.0	44.0	44.0	24.0	61.0	71.0
Volume/Cap:	0.71	0.09	0.09	0.15	0.15	0.05	0.30	0.29	0.29	0.09	0.76	0.12
Delay/Veh:	56.7	41.1	41.1	41.3	41.3	34.8	45.0	18.1	18.1	29.6	15.6	4.6
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:	56.7	41.1	41.1	41.3	41.3	34.8	45.0	18.1	18.1	29.6	15.6	4.6
LOS by Move:	E	D	D	D	D	C	D	B	B	C	B	A
HCM2kAvgQ:	6	1	1	1	1	0	1	5	5	1	20	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #4135: LENFEST/MABURY RD



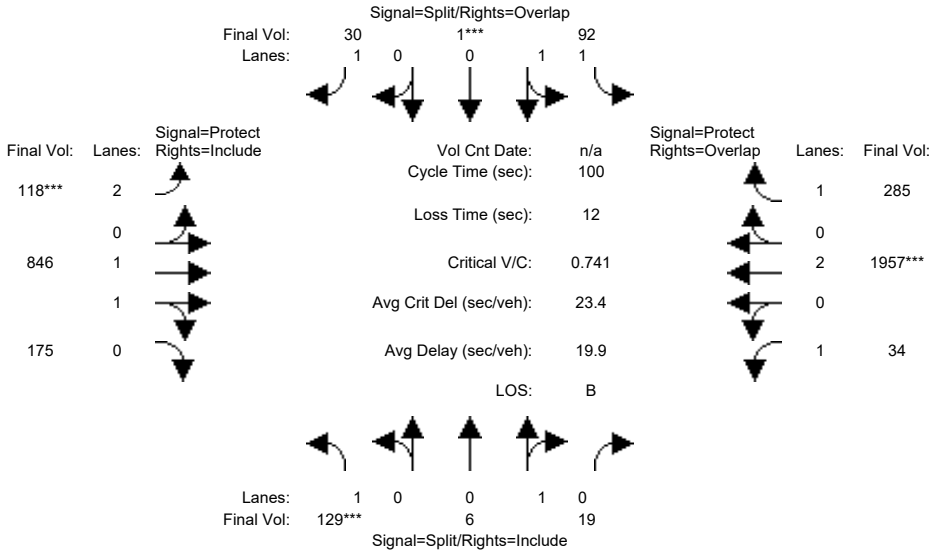
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	129	7	18	85	1	31	121	912	197	34	1934	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	7	18	85	1	31	121	912	197	34	1934	294
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	7	18	85	1	31	121	912	197	34	1934	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	7	18	85	1	31	121	912	197	34	1934	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	7	18	85	1	31	121	912	197	34	1934	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	7	18	85	1	31	121	912	197	34	1934	294
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.28	0.72	1.98	0.02	1.00	2.00	1.63	0.37	1.00	2.00	1.00
Final Sat.:	1750	504	1296	3509	41	1750	3150	3042	657	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.01	0.02	0.02	0.02	0.04	0.30	0.30	0.02	0.51	0.17
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	17.0	7.0	55.1	55.1	12.9	61.0	71.0
Volume/Cap:	0.74	0.14	0.14	0.24	0.24	0.10	0.55	0.54	0.54	0.15	0.83	0.24
Delay/Veh:	58.9	41.4	41.4	41.9	41.9	35.2	47.9	14.7	14.7	39.0	18.3	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	41.4	41.4	41.9	41.9	35.2	47.9	14.7	14.7	39.0	18.3	5.2
LOS by Move:	E	D	D	D	D	D	D	B	B	D	B	A
HCM2kAvgQ:	6	1	1	1	1	1	2	11	11	1	26	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #4135: LENFEST/MABURY RD



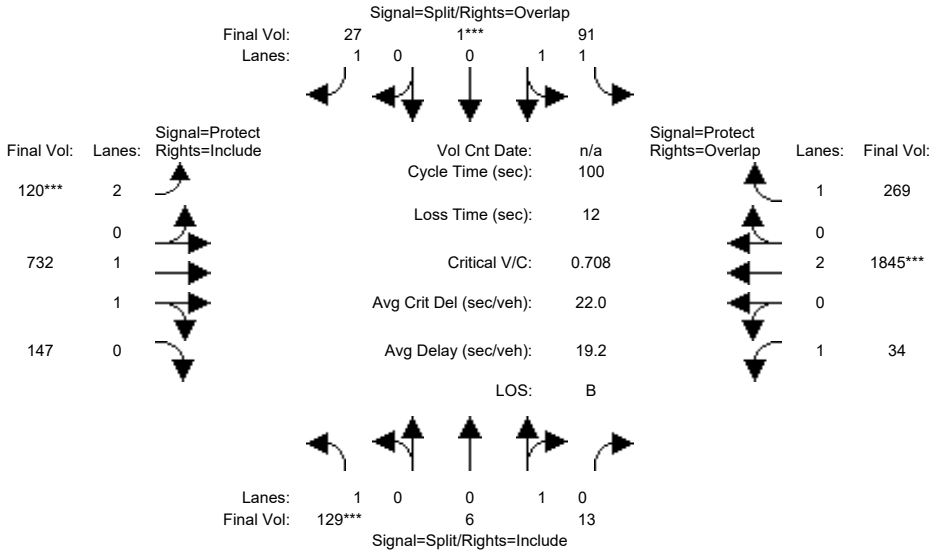
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	129	6	19	92	1	30	118	846	175	34	1957	285
Growth Adj:	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:	129	6	19	92	1	30	118	846	175	34	1957	285
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	6	19	92	1	30	118	846	175	34	1957	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	6	19	92	1	30	118	846	175	34	1957	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	6	19	92	1	30	118	846	175	34	1957	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	6	19	92	1	30	118	846	175	34	1957	285
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.24	0.76	1.98	0.02	1.00	2.00	1.65	0.35	1.00	2.00	1.00
Final Sat.:	1750	432	1368	3512	38	1750	3150	3065	634	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.01	0.03	0.03	0.02	0.04	0.28	0.28	0.02	0.52	0.16
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	17.0	7.0	54.2	54.2	13.8	61.0	71.0
Volume/Cap:	0.74	0.14	0.14	0.26	0.26	0.10	0.54	0.51	0.51	0.14	0.84	0.23
Delay/Veh:	58.9	41.4	41.4	42.0	42.0	35.2	47.5	14.7	14.7	38.2	18.7	5.1
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:	58.9	41.4	41.4	42.0	42.0	35.2	47.5	14.7	14.7	38.2	18.7	5.1
LOS by Move:	E	D	D	D	D	D	D	B	B	D	B	A
HCM2kAvgQ:	6	1	1	1	1	1	2	10	10	1	26	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #4135: LENFEST/MABURY RD



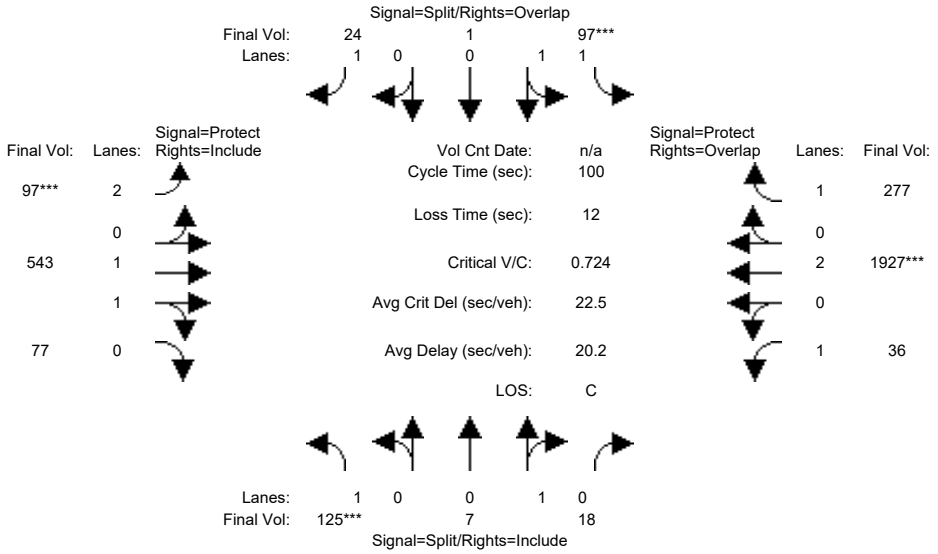
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	129	6	13	91	1	27	120	732	147	34	1845	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	6	13	91	1	27	120	732	147	34	1845	269
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	6	13	91	1	27	120	732	147	34	1845	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	6	13	91	1	27	120	732	147	34	1845	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	6	13	91	1	27	120	732	147	34	1845	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	6	13	91	1	27	120	732	147	34	1845	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.32	0.68	1.98	0.02	1.00	2.00	1.66	0.34	1.00	2.00	1.00
Final Sat.:	1750	568	1232	3511	39	1750	3150	3081	619	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.01	0.03	0.03	0.02	0.04	0.24	0.24	0.02	0.49	0.15
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	17.0	7.0	52.5	52.5	15.5	61.0	71.0
Volume/Cap:	0.74	0.11	0.11	0.26	0.26	0.09	0.54	0.45	0.45	0.13	0.80	0.22
Delay/Veh:	58.9	41.2	41.2	42.0	42.0	35.1	47.8	14.9	14.9	36.6	16.8	5.1
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:	58.9	41.2	41.2	42.0	42.0	35.1	47.8	14.9	14.9	36.6	16.8	5.1
LOS by Move:	E	D	D	D	D	D	D	B	B	D	B	A
HCM2kAvgQ:	6	1	1	1	1	1	2	8	8	1	23	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #4135: LENFEST/MABURY RD



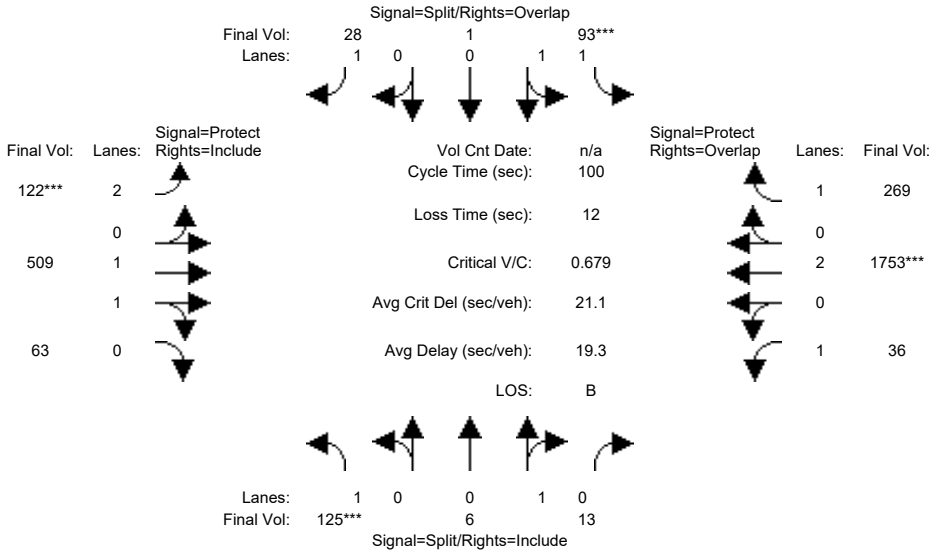
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	125	7	18	97	1	24	97	543	77	36	1927	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	7	18	97	1	24	97	543	77	36	1927	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	7	18	97	1	24	97	543	77	36	1927	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	7	18	97	1	24	97	543	77	36	1927	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	7	18	97	1	24	97	543	77	36	1927	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	7	18	97	1	24	97	543	77	36	1927	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.28	0.72	1.98	0.02	1.00	2.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1750	504	1296	3514	36	1750	3150	3240	459	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.01	0.03	0.03	0.01	0.03	0.17	0.17	0.02	0.51	0.16
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	17.0	7.0	48.0	48.0	20.0	61.0	71.0
Volume/Cap:	0.71	0.14	0.14	0.28	0.28	0.08	0.44	0.35	0.35	0.10	0.83	0.22
Delay/Veh:	56.7	41.4	41.4	42.1	42.1	35.0	46.0	16.4	16.4	32.8	18.1	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	41.4	41.4	42.1	42.1	35.0	46.0	16.4	16.4	32.8	18.1	5.1
LOS by Move:	E	D	D	D	D	D	D	B	B	C	B	A
HCM2kAvgQ:	6	1	1	1	1	1	2	6	6	1	25	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #4135: LENFEST/MABURY RD



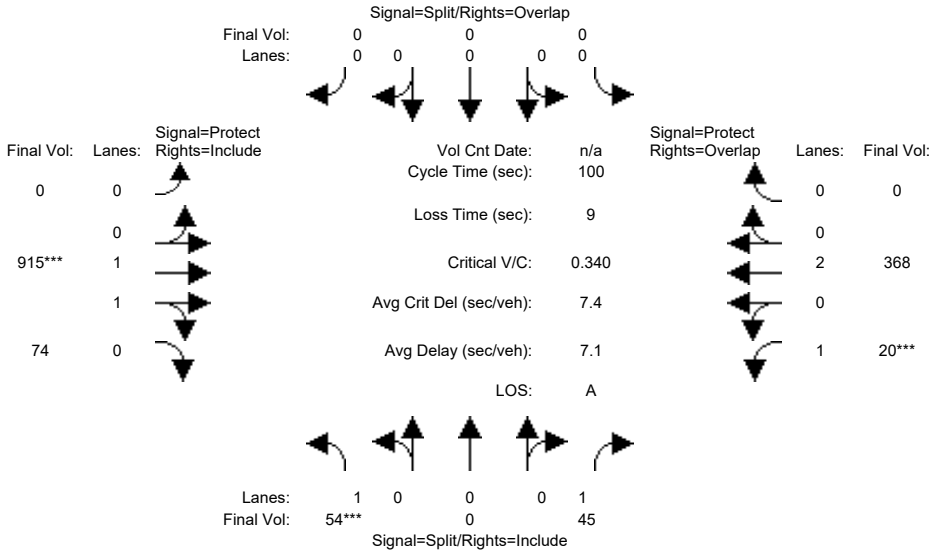
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	125	6	13	93	1	28	122	509	63	36	1753	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	6	13	93	1	28	122	509	63	36	1753	269
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	6	13	93	1	28	122	509	63	36	1753	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	6	13	93	1	28	122	509	63	36	1753	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	6	13	93	1	28	122	509	63	36	1753	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	6	13	93	1	28	122	509	63	36	1753	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.32	0.68	1.98	0.02	1.00	2.00	1.77	0.23	1.00	2.00	1.00
Final Sat.:	1750	568	1232	3512	38	1750	3150	3292	407	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.01	0.03	0.03	0.02	0.04	0.15	0.15	0.02	0.46	0.15
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	17.0	7.0	46.8	46.8	21.2	61.0	71.0
Volume/Cap:	0.71	0.11	0.11	0.26	0.26	0.09	0.55	0.33	0.33	0.10	0.76	0.22
Delay/Veh:	56.7	41.2	41.2	42.0	42.0	35.1	48.0	16.8	16.8	31.8	15.6	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	41.2	41.2	42.0	42.0	35.1	48.0	16.8	16.8	31.8	15.6	5.1
LOS by Move:	E	D	D	D	D	D	D	B	B	C	B	A
HCM2kAvgQ:	6	1	1	1	1	1	2	5	5	1	20	3

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

Market Park South Village Development

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

Intersection #4135: LENFEST/MABURY RD



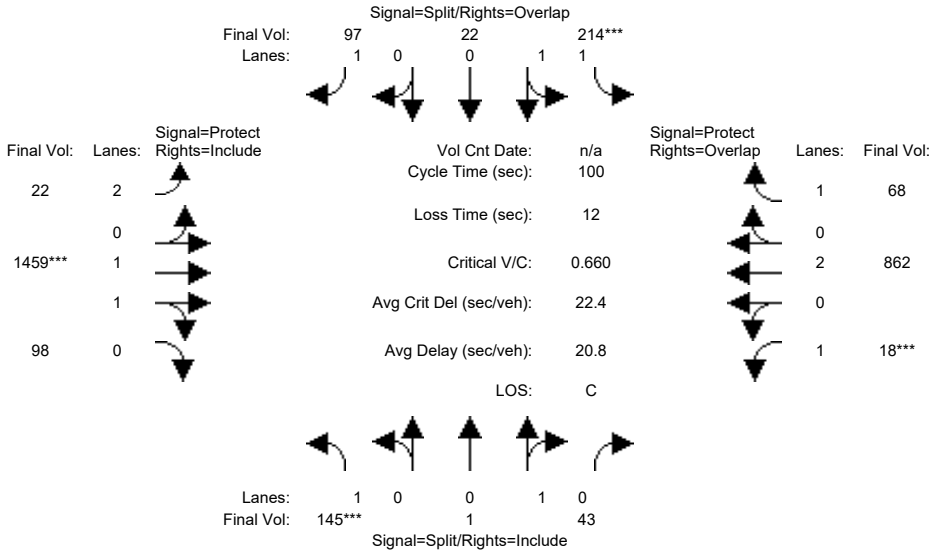
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	54	0	45	0	0	0	0	915	74	20	368	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	0	45	0	0	0	0	915	74	20	368	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	0	45	0	0	0	0	915	74	20	368	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	0	45	0	0	0	0	915	74	20	368	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	0	45	0	0	0	0	915	74	20	368	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	0	45	0	0	0	0	915	74	20	368	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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.85	0.15	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3423	277	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.27	0.27	0.01	0.10	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	74.0	74.0	7.0	81.0	0.0
Volume/Cap:	0.31	0.00	0.26	0.00	0.00	0.00	0.00	0.36	0.36	0.16	0.12	0.00
Delay/Veh:	42.8	0.0	42.4	0.0	0.0	0.0	0.0	4.7	4.7	44.4	2.0	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:	42.8	0.0	42.4	0.0	0.0	0.0	0.0	4.7	4.7	44.4	2.0	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	5	5	1	1	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #4135: LENFEST/MABURY RD



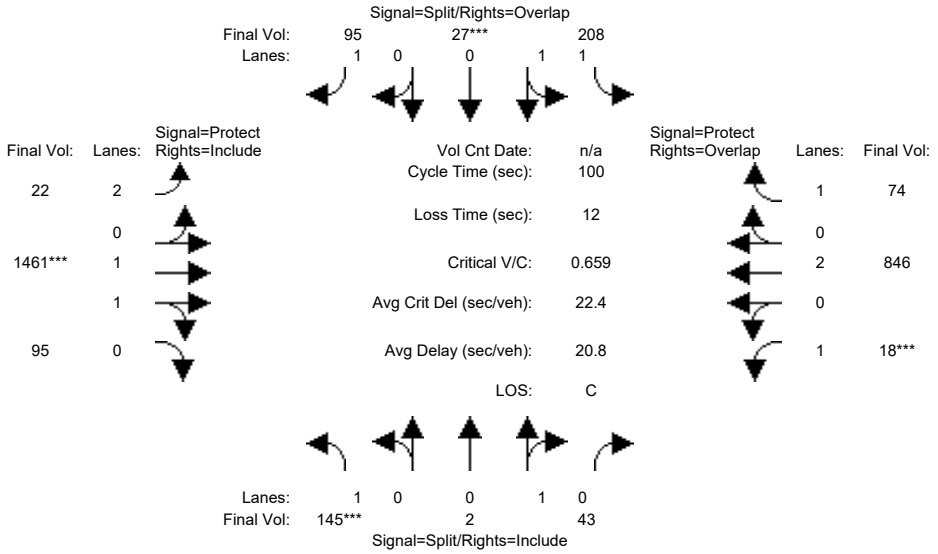
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	145	1	43	214	22	97	22	1459	98	18	862	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1	43	214	22	97	22	1459	98	18	862	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	1	43	214	22	97	22	1459	98	18	862	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	1	43	214	22	97	22	1459	98	18	862	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1	43	214	22	97	22	1459	98	18	862	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	1	43	214	22	97	22	1459	98	18	862	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.02	0.98	1.82	0.18	1.00	2.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	1750	41	1759	3219	331	1750	3150	3467	233	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.02	0.07	0.07	0.06	0.01	0.42	0.42	0.01	0.23	0.04
Crit Moves:	****			****				****		****		
Green Time:	11.7	11.7	11.7	10.0	10.0	25.6	15.6	59.3	59.3	7.0	50.7	60.7
Volume/Cap:	0.71	0.21	0.21	0.66	0.66	0.22	0.04	0.71	0.71	0.15	0.45	0.06
Delay/Veh:	53.5	40.5	40.5	48.1	48.1	29.5	35.9	15.4	15.4	44.3	15.9	8.1
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:	53.5	40.5	40.5	48.1	48.1	29.5	35.9	15.4	15.4	44.3	15.9	8.1
LOS by Move:	D	D	D	D	D	C	D	B	B	D	B	A
HCM2kAvgQ:	6	1	1	4	4	2	0	17	17	1	8	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #4135: LENFEST/MABURY RD



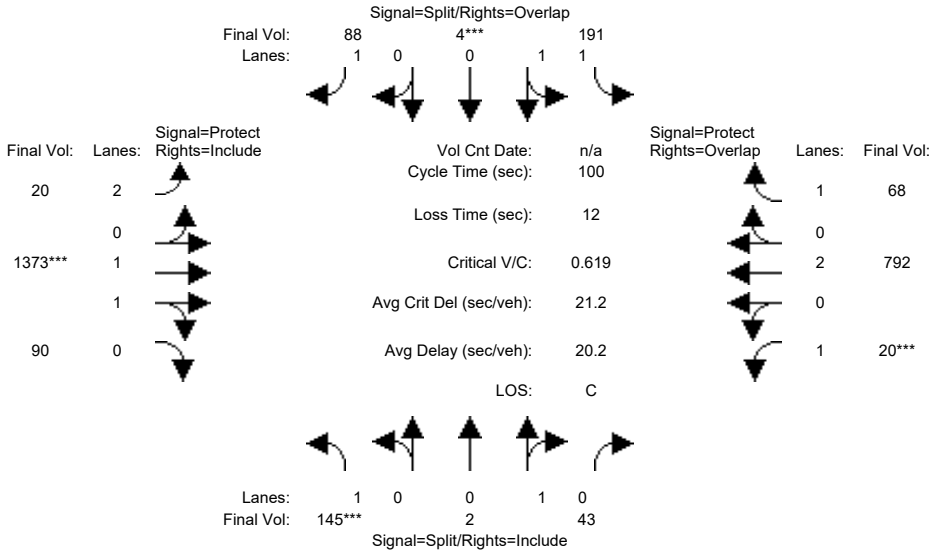
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	145	2	43	208	27	95	22	1461	95	18	846	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	2	43	208	27	95	22	1461	95	18	846	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	2	43	208	27	95	22	1461	95	18	846	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	2	43	208	27	95	22	1461	95	18	846	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	2	43	208	27	95	22	1461	95	18	846	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	2	43	208	27	95	22	1461	95	18	846	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.04	0.96	1.77	0.23	1.00	2.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	1750	80	1720	3142	408	1750	3150	3474	226	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.07	0.07	0.05	0.01	0.42	0.42	0.01	0.22	0.04
Crit Moves:	****				****			****		****		
Green Time:	11.7	11.7	11.7	10.0	10.0	25.9	15.9	59.3	59.3	7.0	50.5	60.5
Volume/Cap:	0.71	0.21	0.21	0.66	0.66	0.21	0.04	0.71	0.71	0.15	0.44	0.07
Delay/Veh:	53.5	40.5	40.5	48.0	48.0	29.3	35.7	15.4	15.4	44.3	16.0	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	40.5	40.5	48.0	48.0	29.3	35.7	15.4	15.4	44.3	16.0	8.2
LOS by Move:	D	D	D	D	D	C	D	B	B	D	B	A
HCM2kAvgQ:	6	1	1	4	4	2	0	17	17	1	8	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #4135: LENFEST/MABURY RD



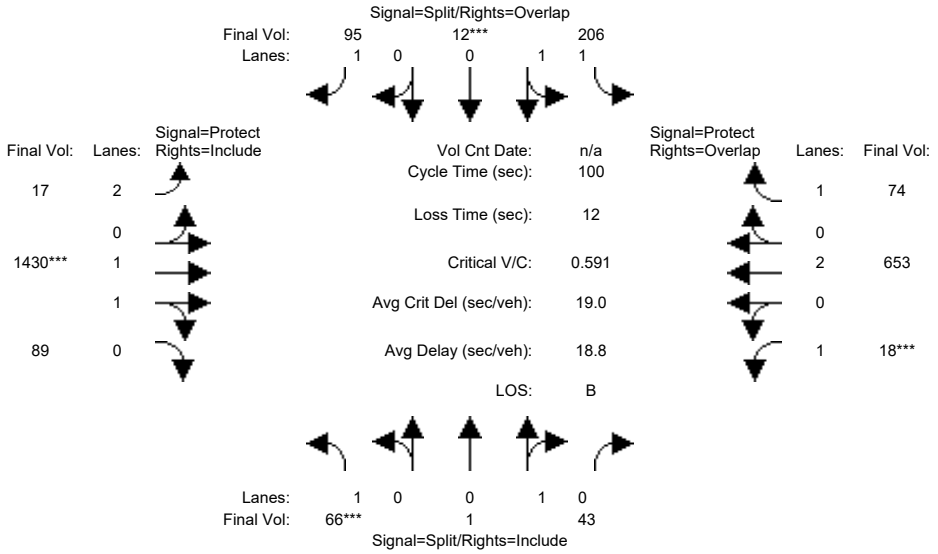
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	145	2	43	191	4	88	20	1373	90	20	792	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	2	43	191	4	88	20	1373	90	20	792	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	2	43	191	4	88	20	1373	90	20	792	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	2	43	191	4	88	20	1373	90	20	792	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	2	43	191	4	88	20	1373	90	20	792	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	2	43	191	4	88	20	1373	90	20	792	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.04	0.96	1.96	0.04	1.00	2.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	1750	80	1720	3477	73	1750	3150	3472	228	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.05	0.05	0.05	0.01	0.40	0.40	0.01	0.21	0.04
Crit Moves:	****				****			****			****	
Green Time:	12.3	12.3	12.3	10.0	10.0	26.5	16.5	58.7	58.7	7.0	49.2	59.2
Volume/Cap:	0.67	0.20	0.20	0.55	0.55	0.19	0.04	0.67	0.67	0.16	0.42	0.07
Delay/Veh:	50.1	39.9	39.9	44.7	44.7	28.6	35.1	15.0	15.0	44.4	16.5	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	39.9	39.9	44.7	44.7	28.6	35.1	15.0	15.0	44.4	16.5	8.7
LOS by Move:	D	D	D	D	D	C	D	B	B	D	B	A
HCM2kAvgQ:	6	1	1	3	3	2	0	15	15	1	8	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #4135: LENFEST/MABURY RD



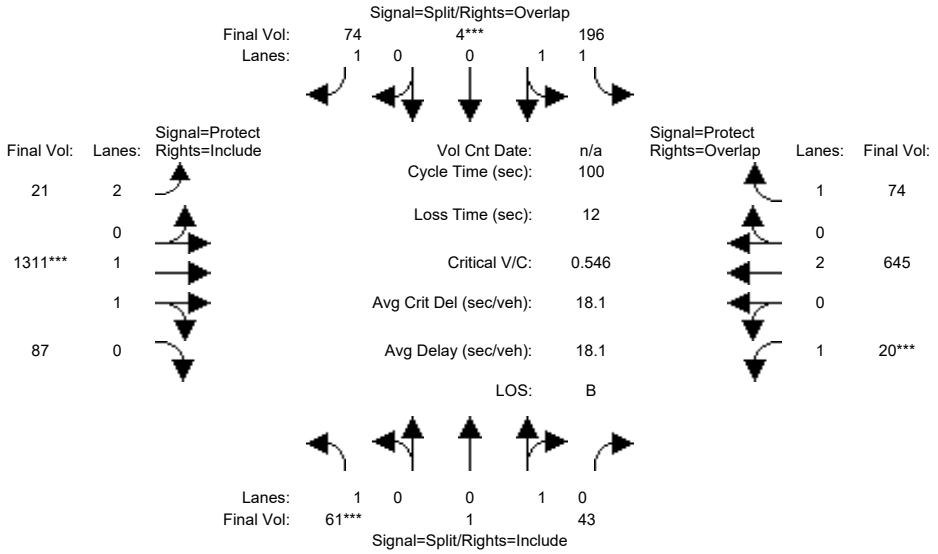
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	66	1	43	206	12	95	17	1430	89	18	653	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	1	43	206	12	95	17	1430	89	18	653	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	1	43	206	12	95	17	1430	89	18	653	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	1	43	206	12	95	17	1430	89	18	653	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1	43	206	12	95	17	1430	89	18	653	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	1	43	206	12	95	17	1430	89	18	653	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.02	0.98	1.89	0.11	1.00	2.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1750	41	1759	3355	195	1750	3150	3483	217	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.02	0.06	0.06	0.05	0.01	0.41	0.41	0.01	0.17	0.04
Crit Moves:	****				****			****			****	
Green Time:	10.0	10.0	10.0	10.0	10.0	29.7	19.7	61.0	61.0	7.0	48.3	58.3
Volume/Cap:	0.38	0.24	0.24	0.61	0.61	0.18	0.03	0.67	0.67	0.15	0.36	0.07
Delay/Veh:	43.5	42.2	42.2	46.3	46.3	26.3	32.4	13.7	13.7	44.3	16.2	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	42.2	42.2	46.3	46.3	26.3	32.4	13.7	13.7	44.3	16.2	9.1
LOS by Move:	D	D	D	D	D	C	C	B	B	D	B	A
HCM2kAvgQ:	2	2	2	4	4	2	0	15	15	1	6	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #4135: LENFEST/MABURY RD



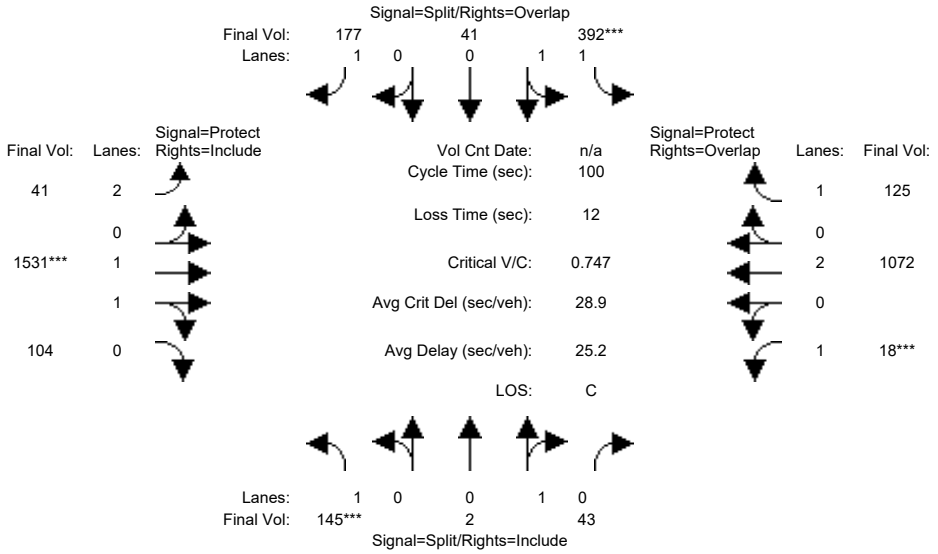
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	61	1	43	196	4	74	21	1311	87	20	645	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	1	43	196	4	74	21	1311	87	20	645	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	1	43	196	4	74	21	1311	87	20	645	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	1	43	196	4	74	21	1311	87	20	645	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1	43	196	4	74	21	1311	87	20	645	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	1	43	196	4	74	21	1311	87	20	645	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.02	0.98	1.96	0.04	1.00	2.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	1750	41	1759	3479	71	1750	3150	3470	230	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.06	0.06	0.04	0.01	0.38	0.38	0.01	0.17	0.04
Crit Moves:	****				****			****			****	
Green Time:	10.0	10.0	10.0	10.0	10.0	29.9	19.9	61.0	61.0	7.0	48.1	58.1
Volume/Cap:	0.35	0.24	0.24	0.56	0.56	0.14	0.03	0.62	0.62	0.16	0.35	0.07
Delay/Veh:	43.2	42.2	42.2	45.0	45.0	25.8	32.4	12.8	12.8	44.4	16.3	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	42.2	42.2	45.0	45.0	25.8	32.4	12.8	12.8	44.4	16.3	9.2
LOS by Move:	D	D	D	D	D	C	C	B	B	D	B	A
HCM2kAvgQ:	2	2	2	3	3	2	0	13	13	1	6	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #4135: LENFEST/MABURY RD



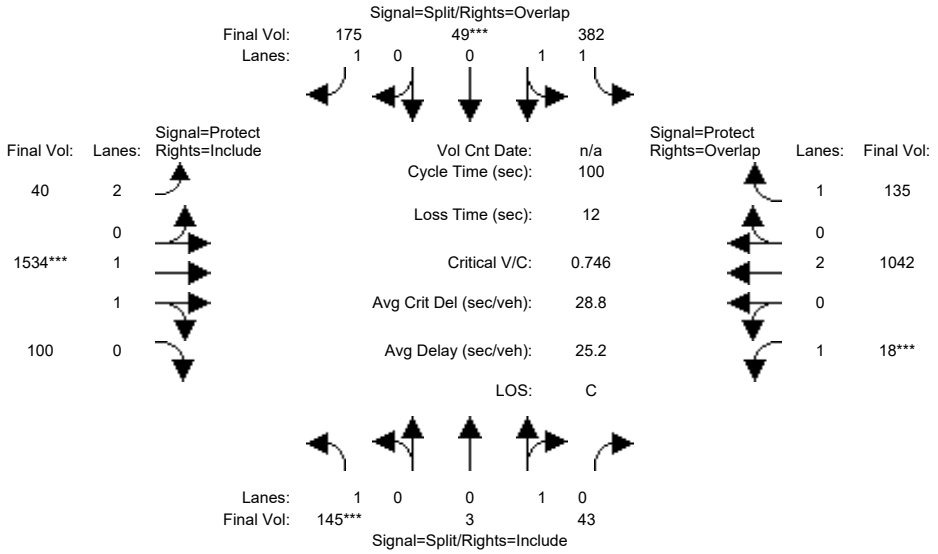
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	145	2	43	392	41	177	41	1531	104	18	1072	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	2	43	392	41	177	41	1531	104	18	1072	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	2	43	392	41	177	41	1531	104	18	1072	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	2	43	392	41	177	41	1531	104	18	1072	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	2	43	392	41	177	41	1531	104	18	1072	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	2	43	392	41	177	41	1531	104	18	1072	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.04	0.96	1.81	0.19	1.00	2.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	1750	80	1720	3214	336	1750	3150	3464	235	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.12	0.12	0.10	0.01	0.44	0.44	0.01	0.28	0.07
Crit Moves:	****			****				****		****		
Green Time:	10.4	10.4	10.4	15.3	15.3	27.7	12.4	55.3	55.3	7.0	50.0	65.2
Volume/Cap:	0.80	0.24	0.24	0.80	0.80	0.37	0.11	0.80	0.80	0.15	0.56	0.11
Delay/Veh:	65.3	41.9	41.9	49.1	49.1	29.6	39.0	20.2	20.2	44.3	17.8	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.3	41.9	41.9	49.1	49.1	29.6	39.0	20.2	20.2	44.3	17.8	6.6
LOS by Move:	E	D	D	D	D	C	D	C	C	D	B	A
HCM2kAvgQ:	7	2	2	7	7	5	1	20	20	1	12	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #4135: LENFEST/MABURY RD



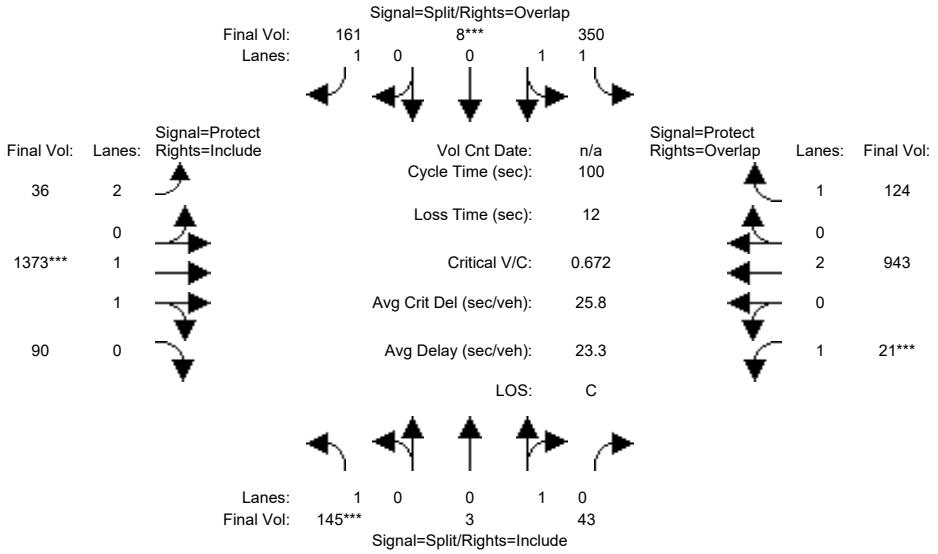
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	145	3	43	382	49	175	40	1534	100	18	1042	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	3	43	382	49	175	40	1534	100	18	1042	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	3	43	382	49	175	40	1534	100	18	1042	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	3	43	382	49	175	40	1534	100	18	1042	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	3	43	382	49	175	40	1534	100	18	1042	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	3	43	382	49	175	40	1534	100	18	1042	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.07	0.93	1.78	0.22	1.00	2.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	1750	117	1683	3146	404	1750	3150	3473	226	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.12	0.12	0.10	0.01	0.44	0.44	0.01	0.27	0.08
Crit Moves:	****				****			****		****		
Green Time:	10.4	10.4	10.4	15.2	15.2	27.9	12.7	55.4	55.4	7.0	49.7	64.9
Volume/Cap:	0.80	0.25	0.25	0.80	0.80	0.36	0.10	0.80	0.80	0.15	0.55	0.12
Delay/Veh:	65.1	41.9	41.9	49.0	49.0	29.3	38.7	20.1	20.1	44.3	17.8	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.1	41.9	41.9	49.0	49.0	29.3	38.7	20.1	20.1	44.3	17.8	6.7
LOS by Move:	E	D	D	D	D	C	D	C	C	D	B	A
HCM2kAvgQ:	7	2	2	7	7	5	1	20	20	1	11	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #4135: LENFEST/MABURY RD



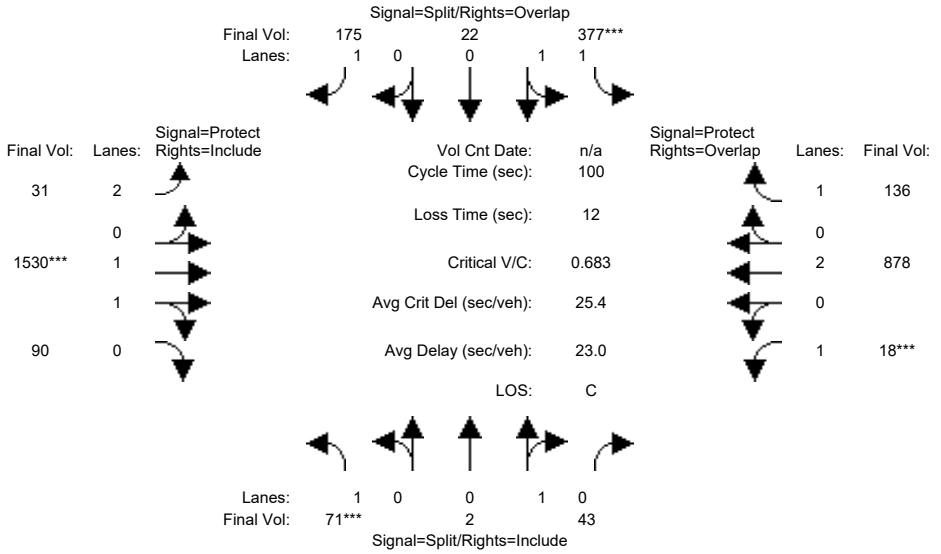
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	145	3	43	350	8	161	36	1373	90	21	943	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	3	43	350	8	161	36	1373	90	21	943	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	3	43	350	8	161	36	1373	90	21	943	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	3	43	350	8	161	36	1373	90	21	943	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	3	43	350	8	161	36	1373	90	21	943	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	3	43	350	8	161	36	1373	90	21	943	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.07	0.93	1.96	0.04	1.00	2.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	1750	117	1683	3471	79	1750	3150	3472	228	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.10	0.10	0.09	0.01	0.40	0.40	0.01	0.25	0.07
Crit Moves:	****				****			****		****		
Green Time:	11.6	11.6	11.6	14.1	14.1	27.8	13.7	55.3	55.3	7.0	48.6	62.7
Volume/Cap:	0.71	0.22	0.22	0.71	0.71	0.33	0.08	0.71	0.71	0.17	0.51	0.11
Delay/Veh:	54.1	40.6	40.6	45.9	45.9	29.1	37.7	17.7	17.7	44.4	17.8	7.5
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:	54.1	40.6	40.6	45.9	45.9	29.1	37.7	17.7	17.7	44.4	17.8	7.5
LOS by Move:	D	D	D	D	D	C	D	B	B	D	B	A
HCM2kAvgQ:	6	2	2	6	6	4	1	17	17	1	10	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #4135: LENFEST/MABURY RD



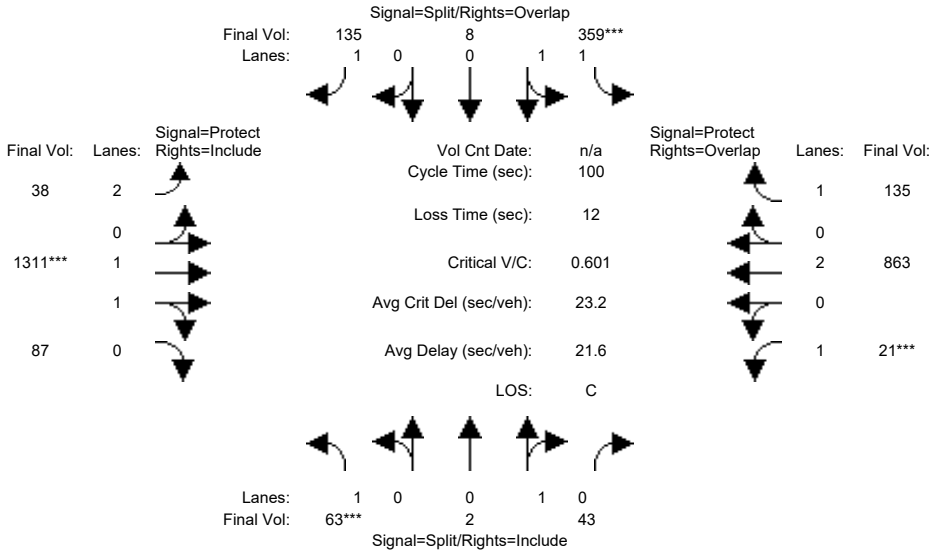
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	71	2	43	377	22	175	31	1530	90	18	878	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	2	43	377	22	175	31	1530	90	18	878	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	2	43	377	22	175	31	1530	90	18	878	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	2	43	377	22	175	31	1530	90	18	878	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	2	43	377	22	175	31	1530	90	18	878	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	2	43	377	22	175	31	1530	90	18	878	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.04	0.96	1.89	0.11	1.00	2.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1750	80	1720	3354	196	1750	3150	3494	206	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.03	0.11	0.11	0.10	0.01	0.44	0.44	0.01	0.23	0.08
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	10.0	14.5	14.5	29.3	14.8	56.5	56.5	7.0	48.7	63.2
Volume/Cap:	0.41	0.25	0.25	0.78	0.78	0.34	0.07	0.78	0.78	0.15	0.47	0.12
Delay/Veh:	43.7	42.3	42.3	48.4	48.4	28.2	36.7	18.7	18.7	44.3	17.3	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	42.3	42.3	48.4	48.4	28.2	36.7	18.7	18.7	44.3	17.3	7.4
LOS by Move:	D	D	D	D	D	C	D	B	B	D	B	A
HCM2kAvgQ:	3	2	2	7	7	4	0	19	19	1	9	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #4135: LENFEST/MABURY RD

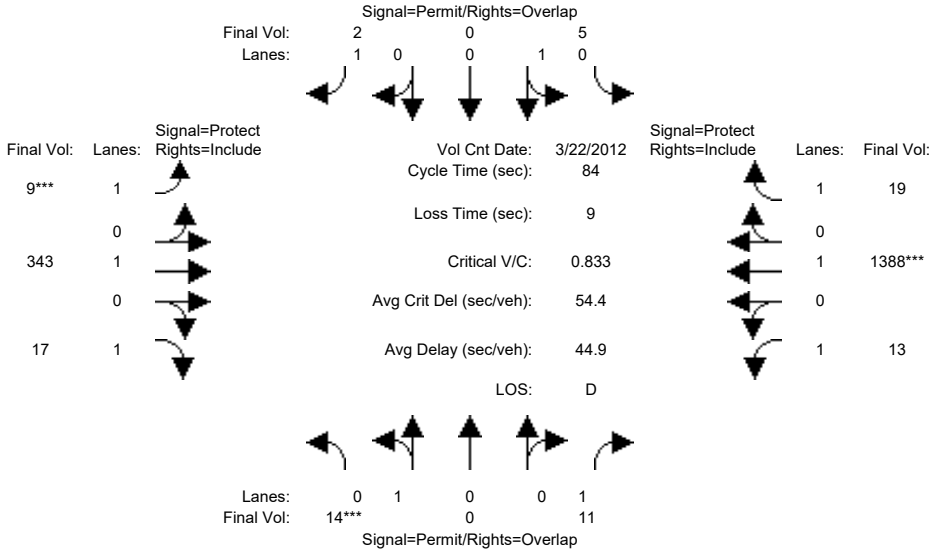


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	2	43	359	8	135	38	1311	87	21	863	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	2	43	359	8	135	38	1311	87	21	863	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	2	43	359	8	135	38	1311	87	21	863	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	2	43	359	8	135	38	1311	87	21	863	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	2	43	359	8	135	38	1311	87	21	863	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	2	43	359	8	135	38	1311	87	21	863	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.04	0.96	1.96	0.04	1.00	2.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	1750	80	1720	3473	77	1750	3150	3470	230	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.03	0.10	0.10	0.08	0.01	0.38	0.38	0.01	0.23	0.08
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	10.0	15.3	15.3	30.0	14.8	55.7	55.7	7.0	48.0	63.2
Volume/Cap:	0.36	0.25	0.25	0.68	0.68	0.26	0.08	0.68	0.68	0.17	0.47	0.12
Delay/Veh:	43.3	42.3	42.3	43.5	43.5	26.8	36.8	16.7	16.7	44.4	17.7	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	42.3	42.3	43.5	43.5	26.8	36.8	16.7	16.7	44.4	17.7	7.4
LOS by Move:	D	D	D	D	D	C	D	B	B	D	B	A
HCM2kAvgQ:	2	2	2	6	6	3	1	15	15	1	9	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 #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



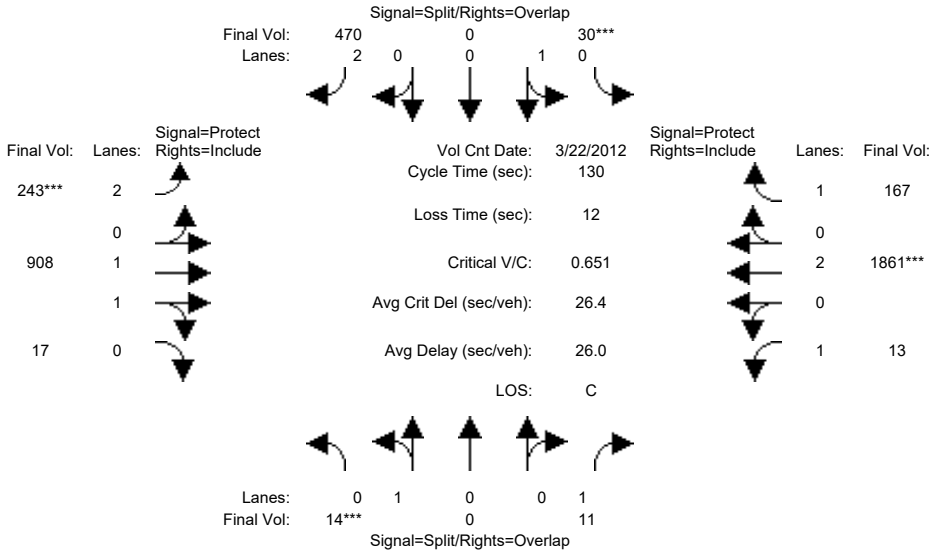
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	5	0	2	9	343	17	13	1388	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	5	0	2	9	343	17	13	1388	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	5	0	2	9	343	17	13	1388	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	5	0	2	9	343	17	13	1388	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	5	0	2	9	343	17	13	1388	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	5	0	2	9	343	17	13	1388	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.18	0.01	0.01	0.73	0.01
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	30.5	10.0	0.0	17.0	7.0	44.5	44.5	20.5	58.0	58.0
Volume/Cap:	0.07	0.00	0.02	0.02	0.00	0.01	0.06	0.34	0.02	0.03	1.06	0.02
Delay/Veh:	33.0	0.0	17.1	32.7	0.0	26.8	35.7	11.6	9.4	24.2	54.7	4.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	0.0	17.1	32.7	0.0	26.8	35.7	11.6	9.4	24.2	54.7	4.1
LOS by Move:	C	A	B	C	A	C	D	B	A	C	D	A
HCM2kAvgQ:	0	0	0	0	0	0	0	5	0	0	49	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



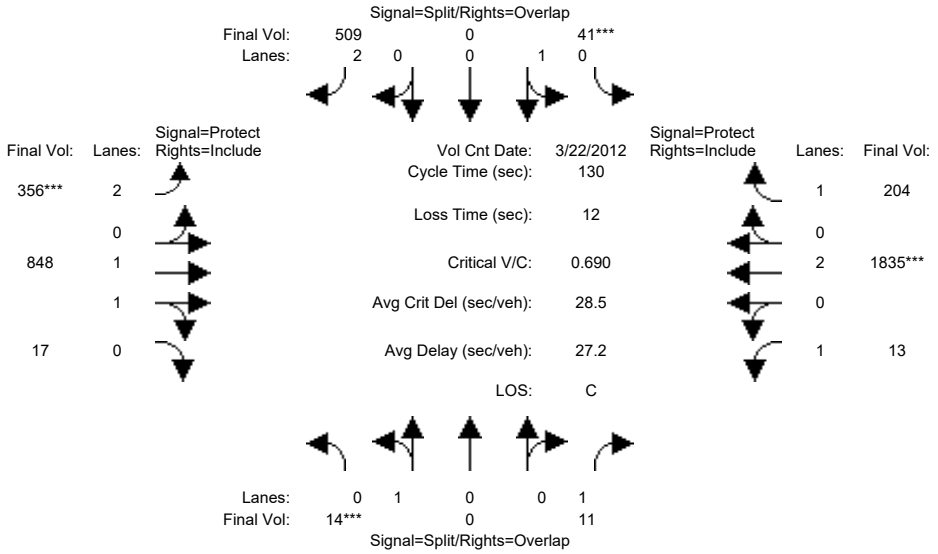
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	30	0	470	243	908	17	13	1861	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	30	0	470	243	908	17	13	1861	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	30	0	470	243	908	17	13	1861	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	30	0	470	243	908	17	13	1861	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	30	0	470	243	908	17	13	1861	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	30	0	470	243	908	17	13	1861	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3632	68	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.00	0.15	0.08	0.25	0.25	0.01	0.49	0.10
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	26.6	14.4	0.0	27.1	12.7	77.0	77.0	16.6	80.9	80.9
Volume/Cap:	0.10	0.00	0.03	0.15	0.00	0.72	0.79	0.42	0.42	0.06	0.79	0.15
Delay/Veh:	56.1	0.0	41.4	52.6	0.0	51.6	69.9	14.5	14.5	49.9	20.0	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:	56.1	0.0	41.4	52.6	0.0	51.6	69.9	14.5	14.5	49.9	20.0	10.3
LOS by Move:	E	A	D	D	A	D	E	B	B	D	C	B
HCM2kAvgQ:	1	0	0	1	0	12	8	10	10	0	26	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



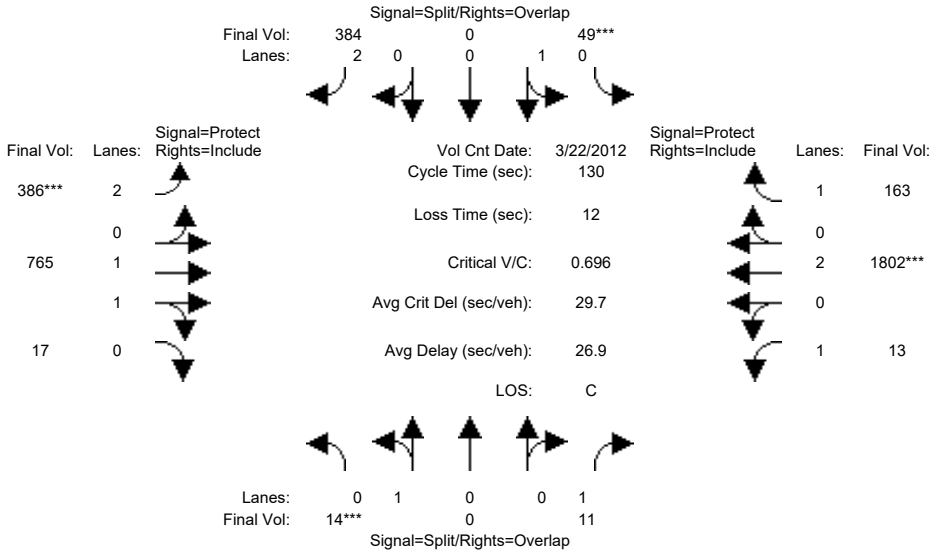
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	41	0	509	356	848	17	13	1835	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	41	0	509	356	848	17	13	1835	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	41	0	509	356	848	17	13	1835	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	41	0	509	356	848	17	13	1835	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	41	0	509	356	848	17	13	1835	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	41	0	509	356	848	17	13	1835	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3627	73	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.00	0.16	0.11	0.23	0.23	0.01	0.48	0.12
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	28.3	10.0	0.0	28.6	18.6	79.7	79.7	18.3	79.4	79.4
Volume/Cap:	0.10	0.00	0.03	0.30	0.00	0.73	0.79	0.38	0.38	0.05	0.79	0.19
Delay/Veh:	56.1	0.0	40.0	57.9	0.0	51.3	63.0	12.8	12.8	48.4	20.9	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	0.0	40.0	57.9	0.0	51.3	63.0	12.8	12.8	48.4	20.9	11.2
LOS by Move:	E	A	D	E	A	D	E	B	B	D	C	B
HCM2kAvgQ:	1	0	0	2	0	13	10	9	9	0	26	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE

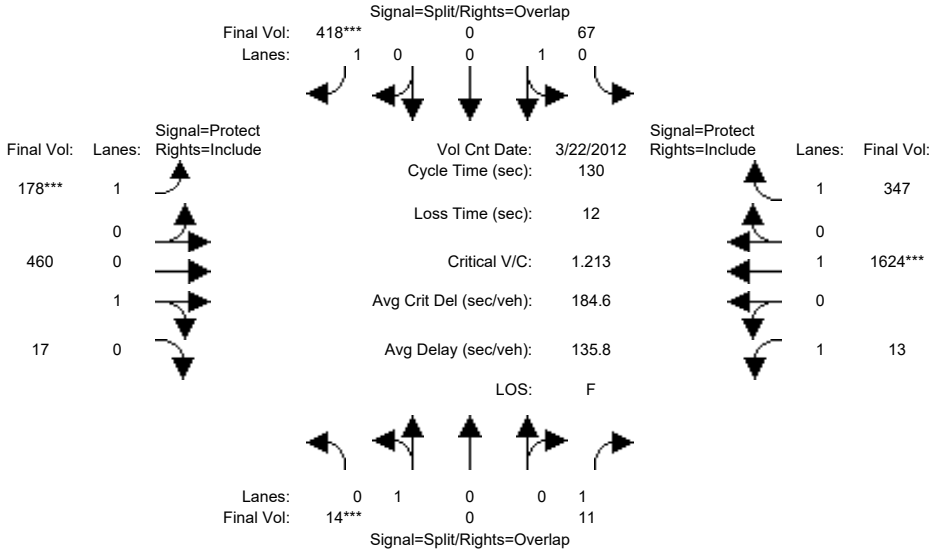


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	49	0	384	386	765	17	13	1802	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	49	0	384	386	765	17	13	1802	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	49	0	384	386	765	17	13	1802	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	49	0	384	386	765	17	13	1802	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	49	0	384	386	765	17	13	1802	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	49	0	384	386	765	17	13	1802	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3620	80	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.03	0.00	0.12	0.12	0.21	0.21	0.01	0.47	0.09
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	29.9	10.0	0.0	30.1	20.1	78.1	78.1	19.9	77.9	77.9
Volume/Cap:	0.10	0.00	0.03	0.35	0.00	0.53	0.79	0.35	0.35	0.05	0.79	0.16
Delay/Veh:	56.1	0.0	38.8	58.5	0.0	44.4	61.5	13.2	13.2	47.0	21.8	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	0.0	38.8	58.5	0.0	44.4	61.5	13.2	13.2	47.0	21.8	11.6
LOS by Move:	E	A	D	E	A	D	E	B	B	D	C	B
HCM2kAvgQ:	1	0	0	2	0	8	11	8	8	0	27	3

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



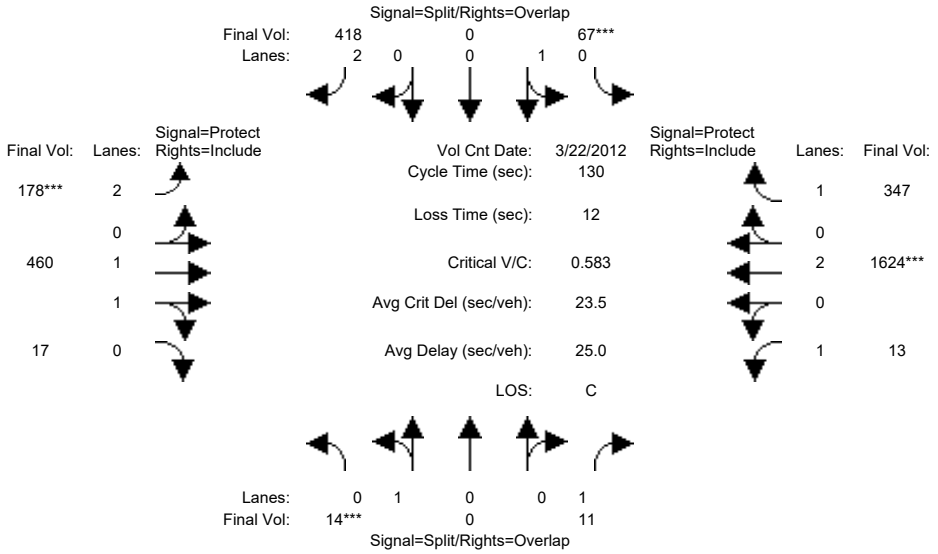
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	67	0	418	178	460	17	13	1624	347
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	67	0	418	178	460	17	13	1624	347
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	67	0	418	178	460	17	13	1624	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	67	0	418	178	460	17	13	1624	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	67	0	418	178	460	17	13	1624	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	67	0	418	178	460	17	13	1624	347
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.96	0.04	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1736	64	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.04	0.00	0.24	0.10	0.27	0.27	0.01	0.85	0.20
Crit Moves:	****					****	****				****	
Green Time:	10.0	0.0	26.0	13.5	0.0	23.6	10.0	78.5	78.5	16.0	84.4	84.4
Volume/Cap:	0.10	0.00	0.03	0.36	0.00	1.32	1.32	0.44	0.44	0.06	1.32	0.31
Delay/Veh:	56.1	0.0	41.9	55.3	0.0	216.2	245.0	14.2	14.2	50.5	171	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	0.0	41.9	55.3	0.0	216.2	245.0	14.2	14.2	50.5	171	10.1
LOS by Move:	E	A	D	E	A	F	F	B	B	D	F	B
HCM2kAvgQ:	1	0	0	3	0	33	16	11	11	0	109	6

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



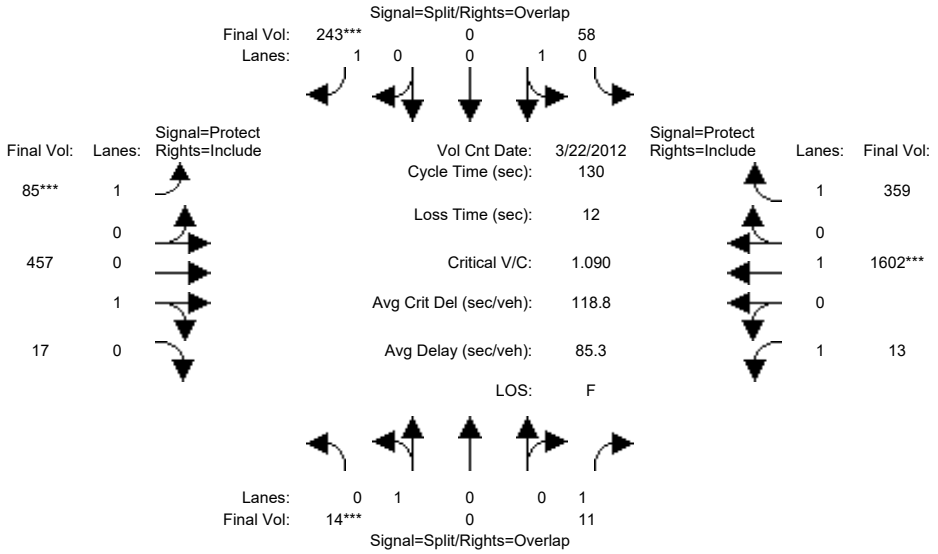
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	67	0	418	178	460	17	13	1624	347
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	67	0	418	178	460	17	13	1624	347
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	67	0	418	178	460	17	13	1624	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	67	0	418	178	460	17	13	1624	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	67	0	418	178	460	17	13	1624	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	67	0	418	178	460	17	13	1624	347
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3568	132	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.04	0.00	0.13	0.06	0.13	0.13	0.01	0.43	0.20
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	36.8	17.0	0.0	27.6	10.6	64.2	64.2	26.8	80.4	80.4
Volume/Cap:	0.10	0.00	0.02	0.28	0.00	0.62	0.69	0.26	0.26	0.04	0.69	0.32
Delay/Veh:	56.1	0.0	33.6	51.7	0.0	48.3	65.9	19.2	19.2	41.3	17.4	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	0.0	33.6	51.7	0.0	48.3	65.9	19.2	19.2	41.3	17.4	12.0
LOS by Move:	E	A	C	D	A	D	E	B	B	D	B	B
HCM2kAvgQ:	1	0	0	3	0	10	6	5	5	0	21	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE

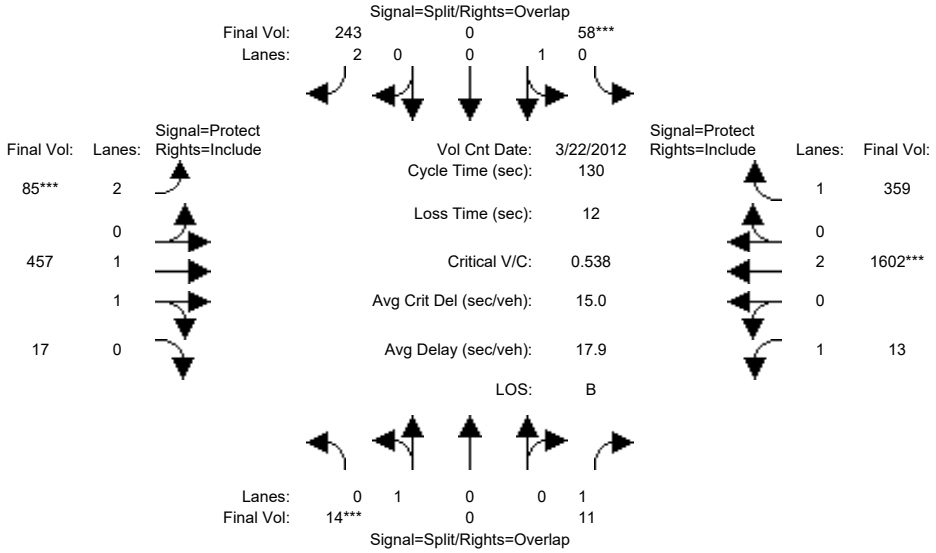


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	58	0	243	85	457	17	13	1602	359
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	58	0	243	85	457	17	13	1602	359
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	58	0	243	85	457	17	13	1602	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	58	0	243	85	457	17	13	1602	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	58	0	243	85	457	17	13	1602	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	58	0	243	85	457	17	13	1602	359
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.96	0.04	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1735	65	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.03	0.00	0.14	0.05	0.26	0.26	0.01	0.84	0.21
Crit Moves:	****					****	****				****	
Green Time:	10.0	0.0	26.8	9.3	0.0	16.3	7.0	82.0	82.0	16.8	91.7	91.7
Volume/Cap:	0.10	0.00	0.03	0.45	0.00	1.11	0.90	0.42	0.42	0.06	1.19	0.29
Delay/Veh:	56.1	0.0	41.3	60.5	0.0	150.6	122.9	12.3	12.3	49.8	114	7.2
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:	56.1	0.0	41.3	60.5	0.0	150.6	122.9	12.3	12.3	49.8	114	7.2
LOS by Move:	E	A	D	E	A	F	F	B	B	D	F	A
HCM2kAvgQ:	1	0	0	3	0	17	6	10	10	0	94	5

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



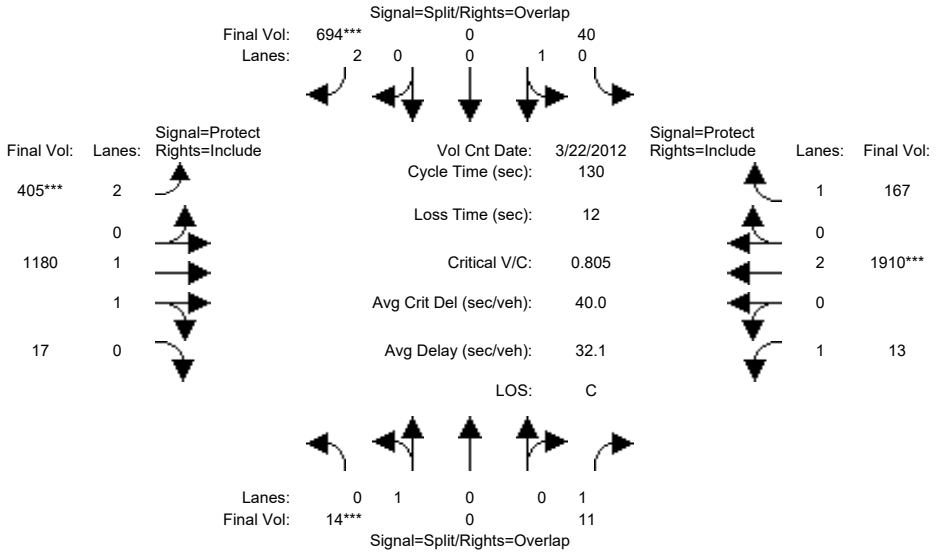
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	58	0	243	85	457	17	13	1602	359
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	58	0	243	85	457	17	13	1602	359
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	58	0	243	85	457	17	13	1602	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	58	0	243	85	457	17	13	1602	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	58	0	243	85	457	17	13	1602	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	58	0	243	85	457	17	13	1602	359
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3567	133	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.03	0.00	0.08	0.03	0.13	0.13	0.01	0.42	0.21
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	39.0	10.0	0.0	17.0	7.0	69.0	69.0	29.0	91.0	91.0
Volume/Cap:	0.10	0.00	0.02	0.42	0.00	0.59	0.50	0.24	0.24	0.03	0.60	0.29
Delay/Veh:	56.1	0.0	32.1	59.3	0.0	55.5	62.1	16.5	16.5	39.6	10.5	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	0.0	32.1	59.3	0.0	55.5	62.1	16.5	16.5	39.6	10.5	7.5
LOS by Move:	E	A	C	E	A	E	E	B	B	D	B	A
HCM2kAvgQ:	1	0	0	3	0	6	3	5	5	0	16	6

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



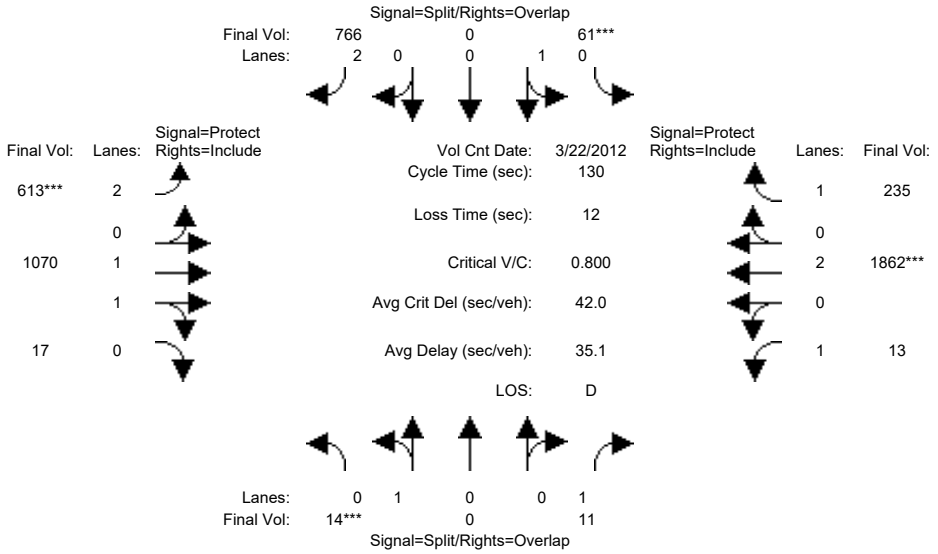
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	40	0	694	405	1180	17	13	1910	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	40	0	694	405	1180	17	13	1910	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	40	0	694	405	1180	17	13	1910	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	40	0	694	405	1180	17	13	1910	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	40	0	694	405	1180	17	13	1910	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	40	0	694	405	1180	17	13	1910	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3647	53	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.00	0.22	0.13	0.32	0.32	0.01	0.50	0.10
Crit Moves:	****					****	****				****	
Green Time:	10.0	0.0	23.5	13.7	0.0	32.9	19.2	80.8	80.8	13.5	75.1	75.1
Volume/Cap:	0.10	0.00	0.03	0.21	0.00	0.87	0.87	0.52	0.52	0.07	0.87	0.17
Delay/Veh:	56.1	0.0	44.0	53.8	0.0	56.7	70.3	14.0	14.0	52.8	27.4	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:	56.1	0.0	44.0	53.8	0.0	56.7	70.3	14.0	14.0	52.8	27.4	12.9
LOS by Move:	E	A	D	D	A	E	E	B	B	D	C	B
HCM2kAvgQ:	1	0	0	2	0	19	12	13	13	0	32	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE

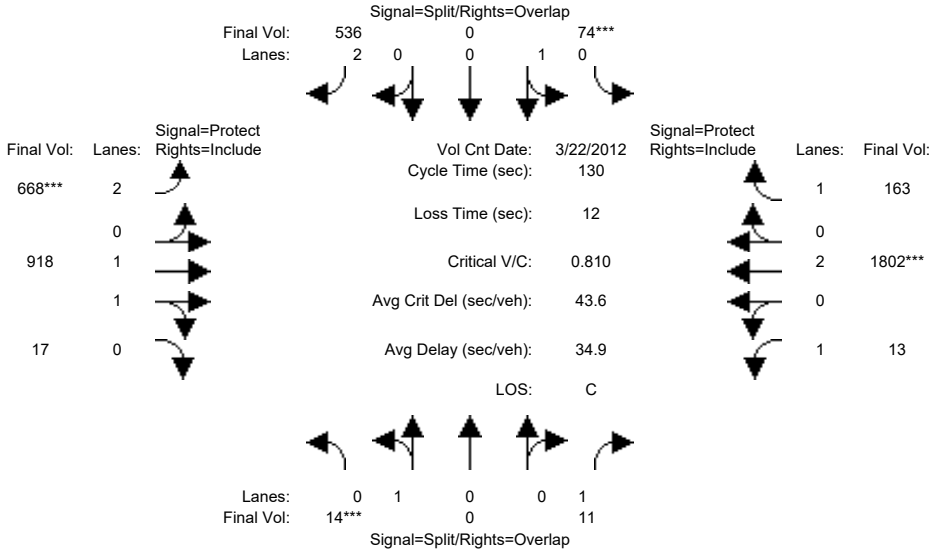


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	61	0	766	613	1070	17	13	1862	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	61	0	766	613	1070	17	13	1862	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	61	0	766	613	1070	17	13	1862	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	61	0	766	613	1070	17	13	1862	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	61	0	766	613	1070	17	13	1862	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	61	0	766	613	1070	17	13	1862	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3642	58	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.03	0.00	0.24	0.19	0.29	0.29	0.01	0.49	0.13
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	25.2	10.0	0.0	37.9	27.9	82.8	82.8	15.2	70.1	70.1
Volume/Cap:	0.10	0.00	0.03	0.44	0.00	0.84	0.91	0.46	0.46	0.06	0.91	0.25
Delay/Veh:	56.1	0.0	42.6	59.6	0.0	49.9	66.0	12.3	12.3	51.2	33.4	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	0.0	42.6	59.6	0.0	49.9	66.0	12.3	12.3	51.2	33.4	16.1
LOS by Move:	E	A	D	E	A	D	E	B	B	D	C	B
HCM2kAvgQ:	1	0	0	3	0	19	18	11	11	0	33	5

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



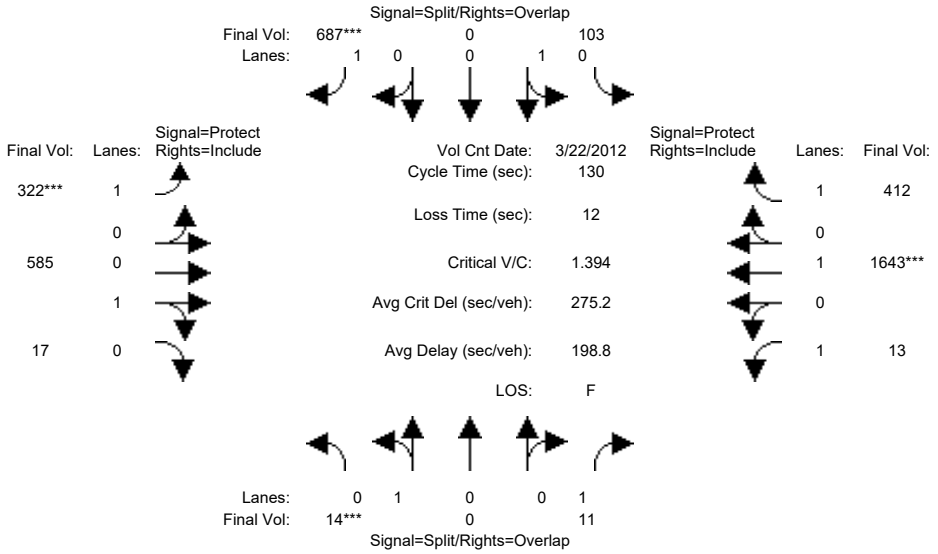
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	74	0	536	668	918	17	13	1802	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	74	0	536	668	918	17	13	1802	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	74	0	536	668	918	17	13	1802	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	74	0	536	668	918	17	13	1802	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	74	0	536	668	918	17	13	1802	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	74	0	536	668	918	17	13	1802	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3633	67	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.04	0.00	0.17	0.21	0.25	0.25	0.01	0.47	0.09
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	27.2	10.0	0.0	40.3	30.3	80.8	80.8	17.2	67.7	67.7
Volume/Cap:	0.10	0.00	0.03	0.53	0.00	0.55	0.91	0.41	0.41	0.06	0.91	0.18
Delay/Veh:	56.1	0.0	40.9	61.8	0.0	38.0	64.0	12.6	12.6	49.4	35.1	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	0.0	40.9	61.8	0.0	38.0	64.0	12.6	12.6	49.4	35.1	16.5
LOS by Move:	E	A	D	E	A	D	E	B	B	D	D	B
HCM2kAvgQ:	1	0	0	4	0	11	19	9	9	0	33	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



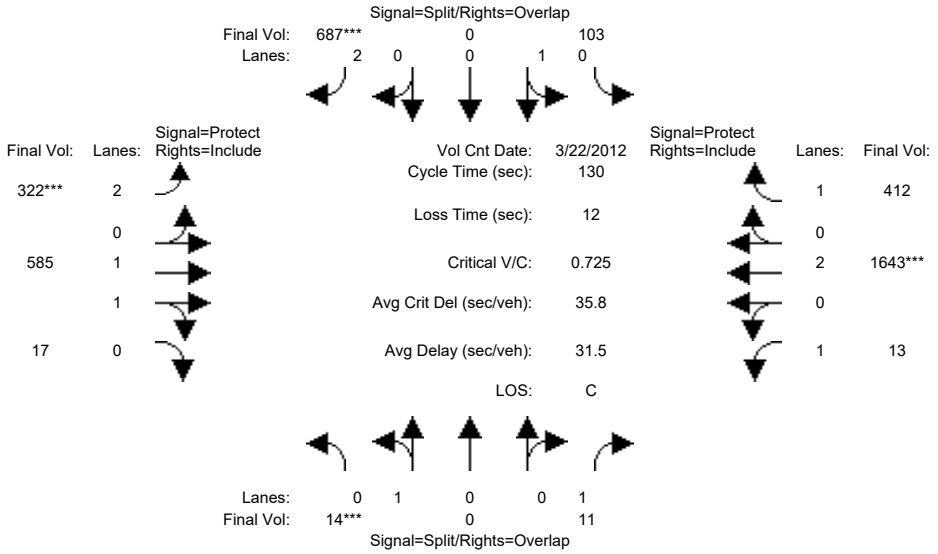
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	103	0	687	322	585	17	13	1643	412
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	103	0	687	322	585	17	13	1643	412
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	103	0	687	322	585	17	13	1643	412
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	103	0	687	322	585	17	13	1643	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	103	0	687	322	585	17	13	1643	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	103	0	687	322	585	17	13	1643	412
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1749	51	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.06	0.00	0.39	0.18	0.33	0.33	0.01	0.86	0.24
Crit Moves:	****					****	****				****	
Green Time:	10.0	0.0	22.5	17.9	0.0	33.7	15.8	77.6	77.6	12.5	74.3	74.3
Volume/Cap:	0.10	0.00	0.04	0.42	0.00	1.51	1.51	0.56	0.56	0.08	1.51	0.41
Delay/Veh:	56.1	0.0	44.8	52.4	0.0	290.3	310.8	16.5	16.5	53.7	264	15.9
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:	56.1	0.0	44.8	52.4	0.0	290.3	310.8	16.5	16.5	53.7	264	15.9
LOS by Move:	E	A	D	D	A	F	F	B	B	D	F	B
HCM2kAvgQ:	1	0	0	4	0	61	30	15	15	0	130	9

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



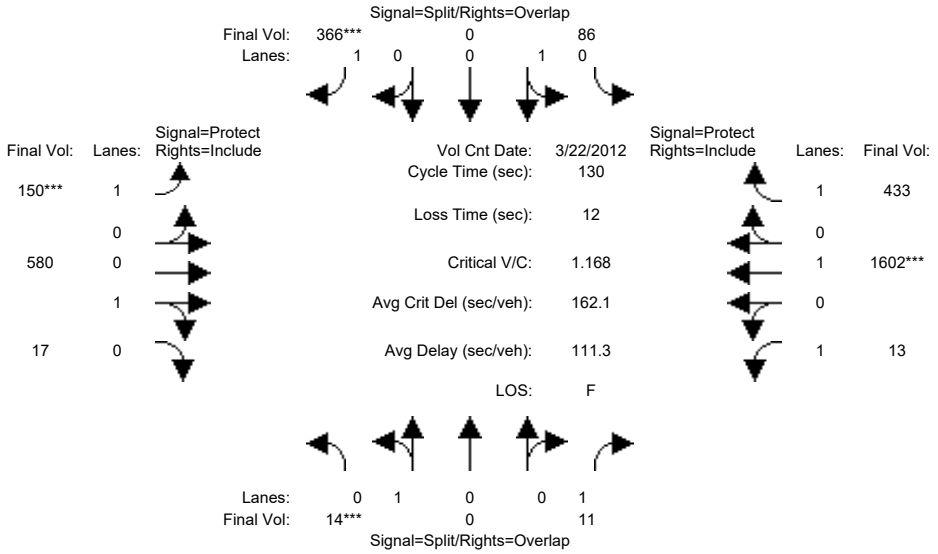
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	103	0	687	322	585	17	13	1643	412
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	103	0	687	322	585	17	13	1643	412
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	103	0	687	322	585	17	13	1643	412
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	103	0	687	322	585	17	13	1643	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	103	0	687	322	585	17	13	1643	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	103	0	687	322	585	17	13	1643	412
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3595	104	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.06	0.00	0.22	0.10	0.16	0.16	0.01	0.43	0.24
Crit Moves:	****					****	****				****	
Green Time:	10.0	0.0	32.1	19.2	0.0	36.2	17.0	66.7	66.7	22.1	71.8	71.8
Volume/Cap:	0.10	0.00	0.03	0.39	0.00	0.78	0.78	0.32	0.32	0.04	0.78	0.43
Delay/Veh:	56.1	0.0	37.1	51.0	0.0	47.9	64.2	18.5	18.5	45.2	25.0	17.4
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:	56.1	0.0	37.1	51.0	0.0	47.9	64.2	18.5	18.5	45.2	25.0	17.4
LOS by Move:	E	A	D	D	A	D	E	B	B	D	C	B
HCM2kAvgQ:	1	0	0	4	0	17	9	7	7	0	25	10

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE

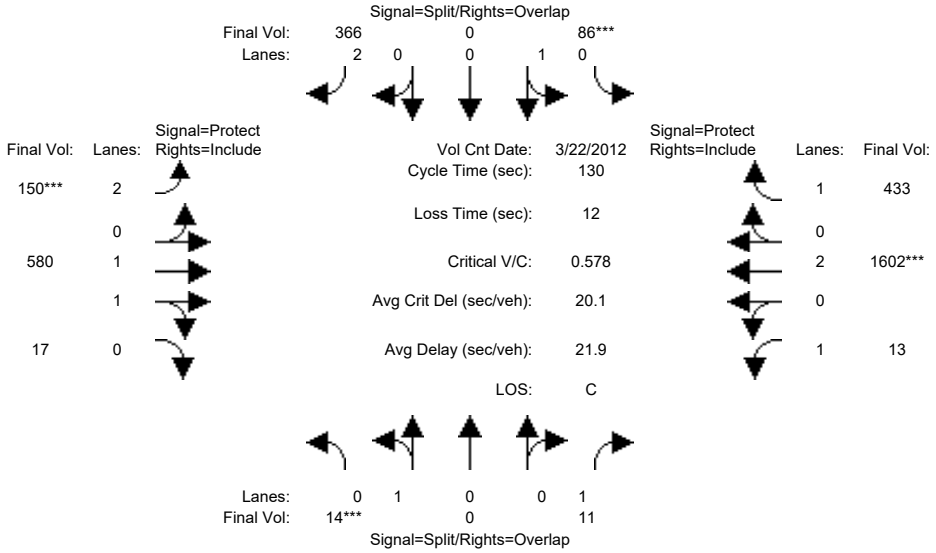


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	86	0	366	150	580	17	13	1602	433
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	86	0	366	150	580	17	13	1602	433
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	86	0	366	150	580	17	13	1602	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	86	0	366	150	580	17	13	1602	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	86	0	366	150	580	17	13	1602	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	86	0	366	150	580	17	13	1602	433
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1749	51	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.00	0.21	0.09	0.33	0.33	0.01	0.84	0.25
Crit Moves:	****					****	****				****	
Green Time:	10.0	0.0	23.3	12.7	0.0	21.5	8.8	82.0	82.0	13.3	86.5	86.5
Volume/Cap:	0.10	0.00	0.04	0.49	0.00	1.27	1.27	0.53	0.53	0.07	1.27	0.37
Delay/Veh:	56.1	0.0	44.1	57.8	0.0	198.8	231.3	13.7	13.7	52.9	148	9.9
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:	56.1	0.0	44.1	57.8	0.0	198.8	231.3	13.7	13.7	52.9	148	9.9
LOS by Move:	E	A	D	E	A	F	F	B	B	D	F	A
HCM2kAvgQ:	1	0	0	4	0	28	13	14	14	0	103	8

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE

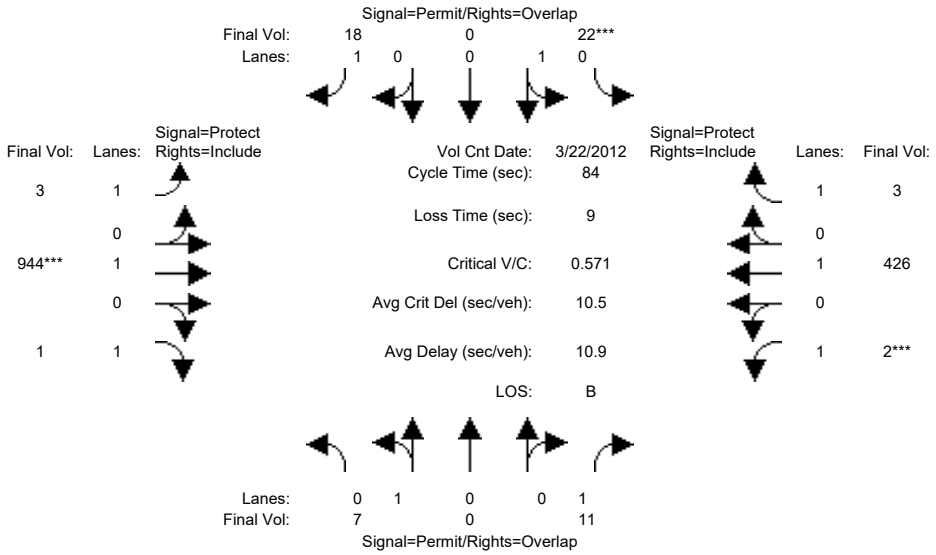


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	86	0	366	150	580	17	13	1602	433
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	86	0	366	150	580	17	13	1602	433
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	86	0	366	150	580	17	13	1602	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	86	0	366	150	580	17	13	1602	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	86	0	366	150	580	17	13	1602	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	86	0	366	150	580	17	13	1602	433
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3595	105	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.00	0.12	0.05	0.16	0.16	0.01	0.42	0.25
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	33.9	12.7	0.0	22.3	9.7	71.5	71.5	23.9	85.7	85.7
Volume/Cap:	0.10	0.00	0.02	0.49	0.00	0.68	0.64	0.29	0.29	0.04	0.64	0.38
Delay/Veh:	56.1	0.0	35.8	57.8	0.0	53.8	64.3	15.8	15.8	43.7	13.6	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:	56.1	0.0	35.8	57.8	0.0	53.8	64.3	15.8	15.8	43.7	13.6	10.3
LOS by Move:	E	A	D	E	A	D	E	B	B	D	B	B
HCM2kAvgQ:	1	0	0	4	0	9	5	6	6	0	18	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 #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



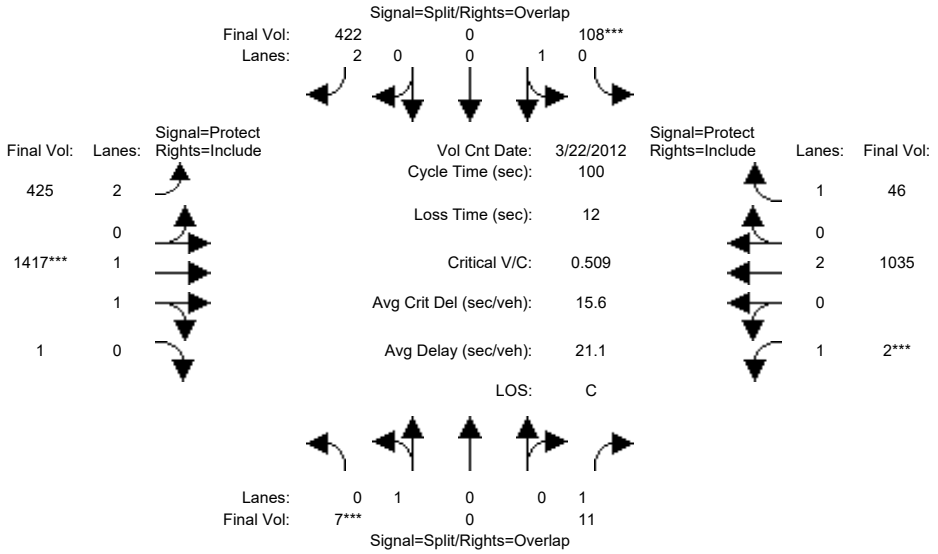
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	22	0	18	3	944	1	2	426	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	22	0	18	3	944	1	2	426	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	22	0	18	3	944	1	2	426	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	22	0	18	3	944	1	2	426	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	22	0	18	3	944	1	2	426	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	22	0	18	3	944	1	2	426	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.01	0.00	0.50	0.00	0.00	0.22	0.00
Crit Moves:				****				****		****		
Green Time:	10.0	0.0	17.0	10.0	0.0	27.6	17.6	58.0	58.0	7.0	47.4	47.4
Volume/Cap:	0.03	0.00	0.03	0.10	0.00	0.03	0.01	0.72	0.00	0.01	0.40	0.00
Delay/Veh:	32.8	0.0	26.9	33.2	0.0	19.1	26.3	10.0	4.0	35.4	10.5	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	0.0	26.9	33.2	0.0	19.1	26.3	10.0	4.0	35.4	10.5	8.0
LOS by Move:	C	A	C	C	A	B	C	A	A	D	B	A
HCM2kAvgQ:	0	0	0	1	0	0	0	16	0	0	6	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



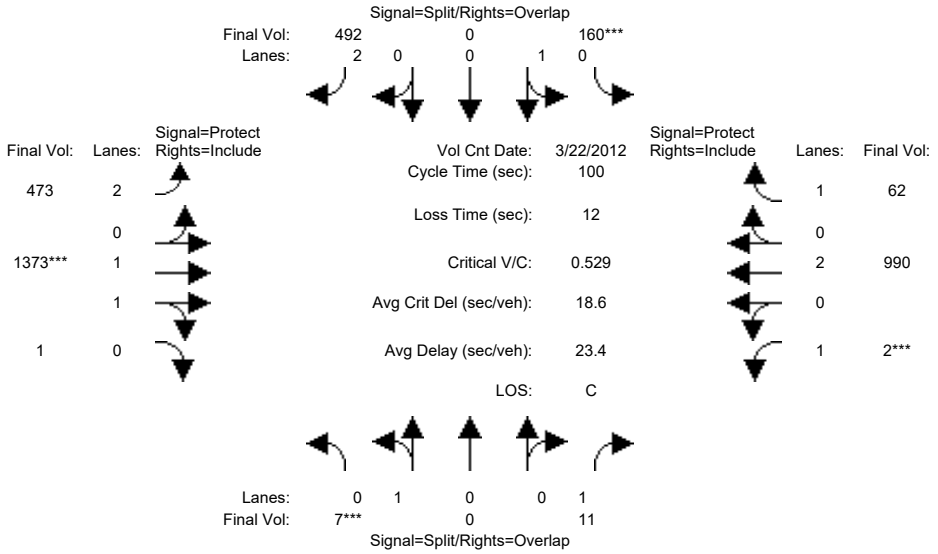
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	108	0	422	425	1417	1	2	1035	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	108	0	422	425	1417	1	2	1035	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	108	0	422	425	1417	1	2	1035	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	108	0	422	425	1417	1	2	1035	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	108	0	422	425	1417	1	2	1035	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	108	0	422	425	1417	1	2	1035	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3697	3	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.06	0.00	0.13	0.13	0.38	0.38	0.00	0.27	0.03
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	17.0	10.0	0.0	32.5	22.5	61.0	61.0	7.0	45.5	45.5
Volume/Cap:	0.04	0.00	0.04	0.60	0.00	0.41	0.60	0.63	0.63	0.02	0.60	0.06
Delay/Veh:	40.7	0.0	34.7	48.6	0.0	26.6	36.1	12.9	12.9	43.3	21.0	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	0.0	34.7	48.6	0.0	26.6	36.1	12.9	12.9	43.3	21.0	15.3
LOS by Move:	D	A	C	D	A	C	D	B	B	D	C	B
HCM2kAvgQ:	0	0	0	4	0	6	8	14	14	0	12	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



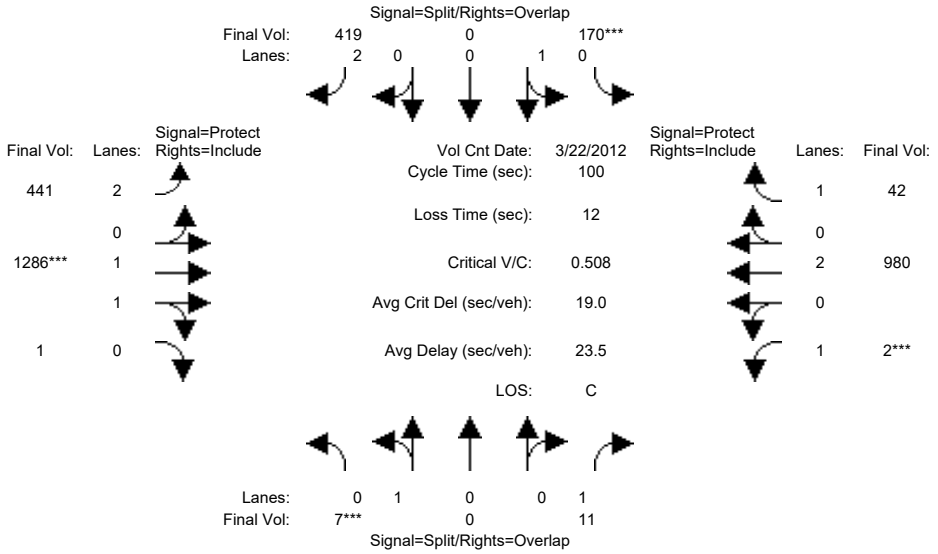
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	160	0	492	473	1373	1	2	990	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	160	0	492	473	1373	1	2	990	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	160	0	492	473	1373	1	2	990	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	160	0	492	473	1373	1	2	990	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	160	0	492	473	1373	1	2	990	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	160	0	492	473	1373	1	2	990	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3697	3	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.09	0.00	0.16	0.15	0.37	0.37	0.00	0.26	0.04
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	17.0	13.7	0.0	37.2	23.5	57.3	57.3	7.0	40.8	40.8
Volume/Cap:	0.04	0.00	0.04	0.65	0.00	0.42	0.64	0.65	0.65	0.02	0.64	0.09
Delay/Veh:	40.7	0.0	34.7	46.8	0.0	23.6	36.3	15.2	15.2	43.3	24.6	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	0.0	34.7	46.8	0.0	23.6	36.3	15.2	15.2	43.3	24.6	18.2
LOS by Move:	D	A	C	D	A	C	D	B	B	D	C	B
HCM2kAvgQ:	0	0	0	6	0	7	9	15	15	0	12	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE

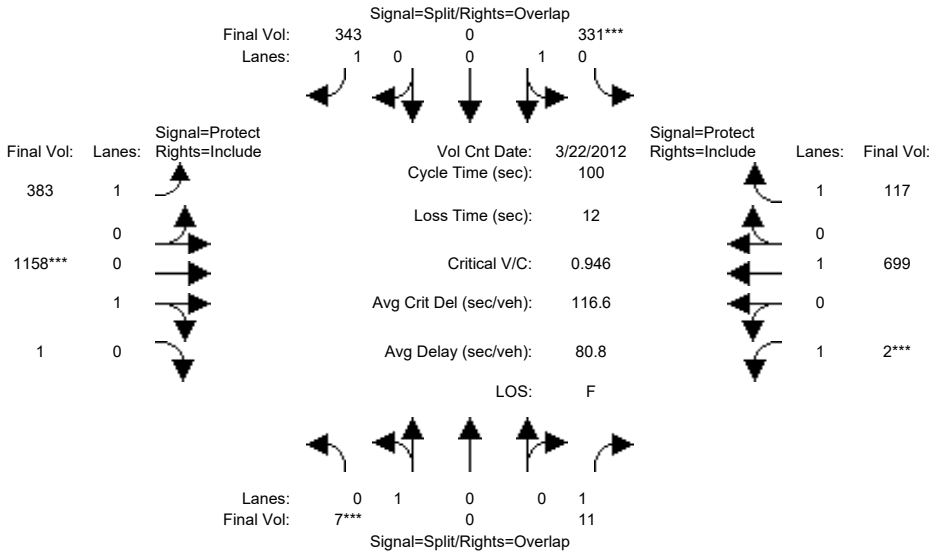


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	170	0	419	441	1286	1	2	980	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	170	0	419	441	1286	1	2	980	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	170	0	419	441	1286	1	2	980	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	170	0	419	441	1286	1	2	980	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	170	0	419	441	1286	1	2	980	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	170	0	419	441	1286	1	2	980	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3697	3	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.09	0.00	0.13	0.14	0.35	0.35	0.00	0.26	0.02
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	17.0	15.2	0.0	37.3	22.1	55.8	55.8	7.0	40.7	40.7
Volume/Cap:	0.04	0.00	0.04	0.62	0.00	0.36	0.63	0.62	0.62	0.02	0.63	0.06
Delay/Veh:	40.7	0.0	34.7	44.2	0.0	22.9	37.2	15.5	15.5	43.3	24.5	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	0.0	34.7	44.2	0.0	22.9	37.2	15.5	15.5	43.3	24.5	18.0
LOS by Move:	D	A	C	D	A	C	D	B	B	D	C	B
HCM2kAvgQ:	0	0	0	6	0	6	8	14	14	0	12	1

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



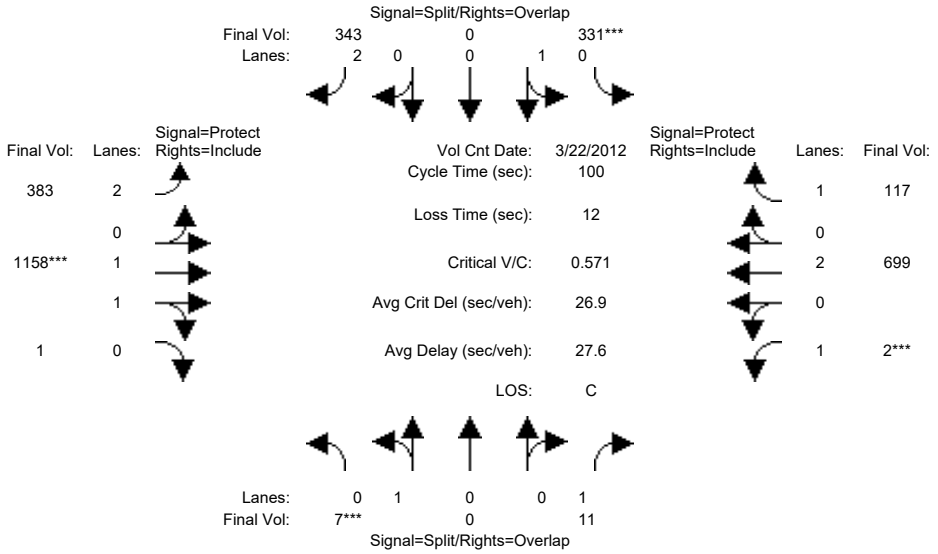
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	331	0	343	383	1158	1	2	699	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	331	0	343	383	1158	1	2	699	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	331	0	343	383	1158	1	2	699	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	331	0	343	383	1158	1	2	699	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	331	0	343	383	1158	1	2	699	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	331	0	343	383	1158	1	2	699	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.99	0.01	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1798	2	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.18	0.00	0.20	0.22	0.64	0.64	0.00	0.37	0.07
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	17.0	15.8	0.0	39.0	23.2	55.2	55.2	7.0	39.0	39.0
Volume/Cap:	0.04	0.00	0.04	1.17	0.00	0.50	0.94	1.17	1.17	0.02	0.94	0.17
Delay/Veh:	40.7	0.0	34.7	148.1	0.0	23.8	68.2	108	108.1	43.3	49.8	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	0.0	34.7	148.1	0.0	23.8	68.2	108	108.1	43.3	49.8	20.0
LOS by Move:	D	A	C	F	A	C	E	F	F	D	D	C
HCM2kAvgQ:	0	0	0	20	0	9	17	61	61	0	24	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



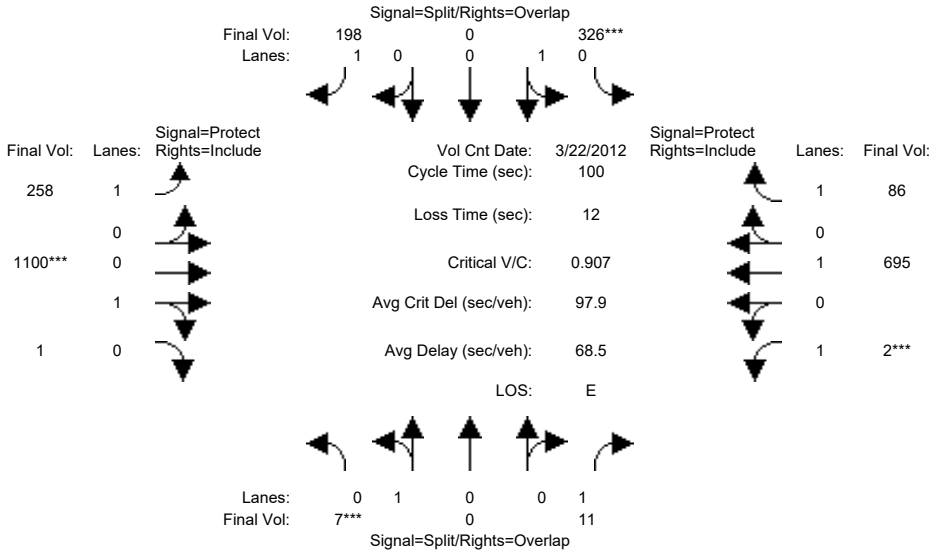
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	331	0	343	383	1158	1	2	699	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	331	0	343	383	1158	1	2	699	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	331	0	343	383	1158	1	2	699	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	331	0	343	383	1158	1	2	699	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	331	0	343	383	1158	1	2	699	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	331	0	343	383	1158	1	2	699	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3697	3	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.18	0.00	0.11	0.12	0.31	0.31	0.00	0.18	0.07
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	17.0	26.3	0.0	46.9	20.6	44.7	44.7	7.0	31.1	31.1
Volume/Cap:	0.04	0.00	0.04	0.70	0.00	0.23	0.59	0.70	0.70	0.02	0.59	0.21
Delay/Veh:	40.7	0.0	34.7	38.0	0.0	15.9	37.3	23.6	23.6	43.3	29.8	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	0.0	34.7	38.0	0.0	15.9	37.3	23.6	23.6	43.3	29.8	25.6
LOS by Move:	D	A	C	D	A	B	D	C	C	D	C	C
HCM2kAvgQ:	0	0	0	11	0	4	7	15	15	0	9	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



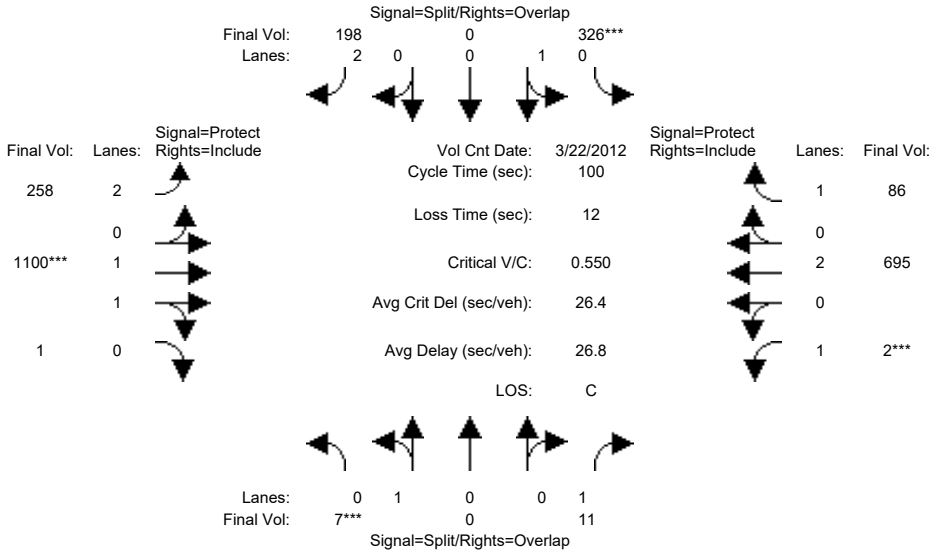
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	326	0	198	258	1100	1	2	695	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:	7	0	11	326	0	198	258	1100	1	2	695	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	326	0	198	258	1100	1	2	695	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:	7	0	11	326	0	198	258	1100	1	2	695	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	326	0	198	258	1100	1	2	695	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:	7	0	11	326	0	198	258	1100	1	2	695	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.99	0.01	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1798	2	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.18	0.00	0.11	0.15	0.61	0.61	0.00	0.37	0.05
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	17.0	16.2	0.0	34.0	17.7	54.8	54.8	7.0	44.0	44.0
Volume/Cap:	0.04	0.00	0.04	1.12	0.00	0.33	0.83	1.12	1.12	0.02	0.83	0.11
Delay/Veh:	40.7	0.0	34.7	129.7	0.0	24.9	56.6	88.9	88.9	43.3	31.7	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	0.0	34.7	129.7	0.0	24.9	56.6	88.9	88.9	43.3	31.7	16.5
LOS by Move:	D	A	C	F	A	C	E	F	F	D	C	B
HCM2kAvgQ:	0	0	0	19	0	5	11	54	54	0	20	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



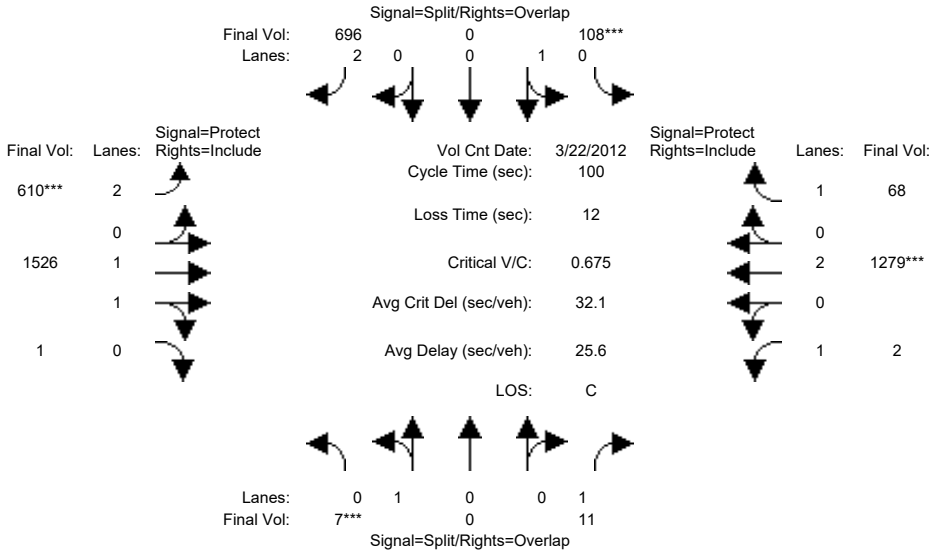
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	326	0	198	258	1100	1	2	695	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:	7	0	11	326	0	198	258	1100	1	2	695	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	326	0	198	258	1100	1	2	695	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:	7	0	11	326	0	198	258	1100	1	2	695	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	326	0	198	258	1100	1	2	695	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:	7	0	11	326	0	198	258	1100	1	2	695	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3697	3	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.18	0.00	0.06	0.08	0.30	0.30	0.00	0.18	0.05
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	17.0	26.9	0.0	42.7	15.8	44.1	44.1	7.0	35.3	35.3
Volume/Cap:	0.04	0.00	0.04	0.67	0.00	0.15	0.52	0.67	0.67	0.02	0.52	0.14
Delay/Veh:	40.7	0.0	34.7	36.4	0.0	17.6	39.6	23.3	23.3	43.3	26.0	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	0.0	34.7	36.4	0.0	17.6	39.6	23.3	23.3	43.3	26.0	22.1
LOS by Move:	D	A	C	D	A	B	D	C	C	D	C	C
HCM2kAvgQ:	0	0	0	10	0	2	5	14	14	0	8	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



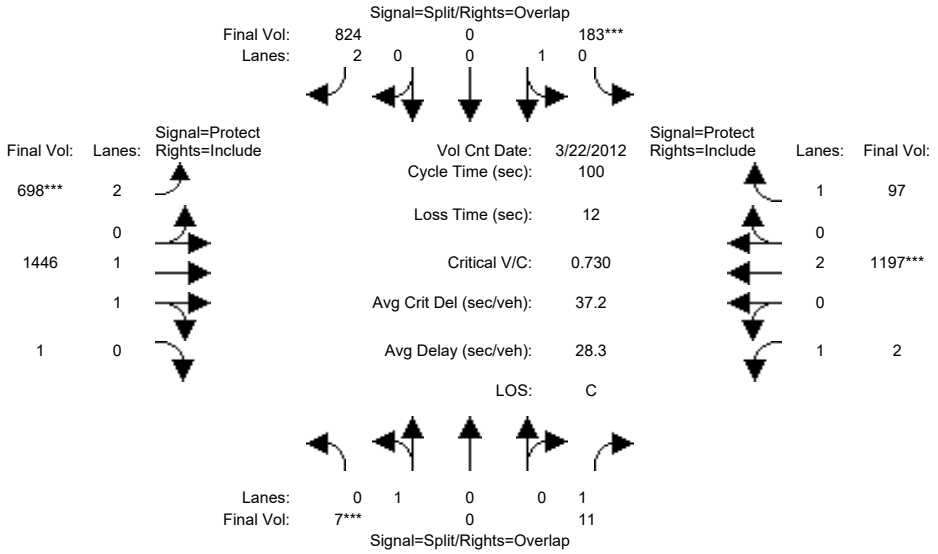
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	108	0	696	610	1526	1	2	1279	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	108	0	696	610	1526	1	2	1279	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	108	0	696	610	1526	1	2	1279	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	108	0	696	610	1526	1	2	1279	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	108	0	696	610	1526	1	2	1279	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	108	0	696	610	1526	1	2	1279	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3698	2	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.06	0.00	0.22	0.19	0.41	0.41	0.00	0.34	0.04
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	19.9	10.0	0.0	34.8	24.8	58.1	58.1	9.9	43.2	43.2
Volume/Cap:	0.04	0.00	0.03	0.60	0.00	0.63	0.78	0.71	0.71	0.01	0.78	0.09
Delay/Veh:	40.7	0.0	32.4	48.6	0.0	28.5	40.1	16.0	16.0	40.7	26.8	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	0.0	32.4	48.6	0.0	28.5	40.1	16.0	16.0	40.7	26.8	16.9
LOS by Move:	D	A	C	D	A	C	D	B	B	D	C	B
HCM2kAvgQ:	0	0	0	4	0	11	12	18	18	0	17	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE

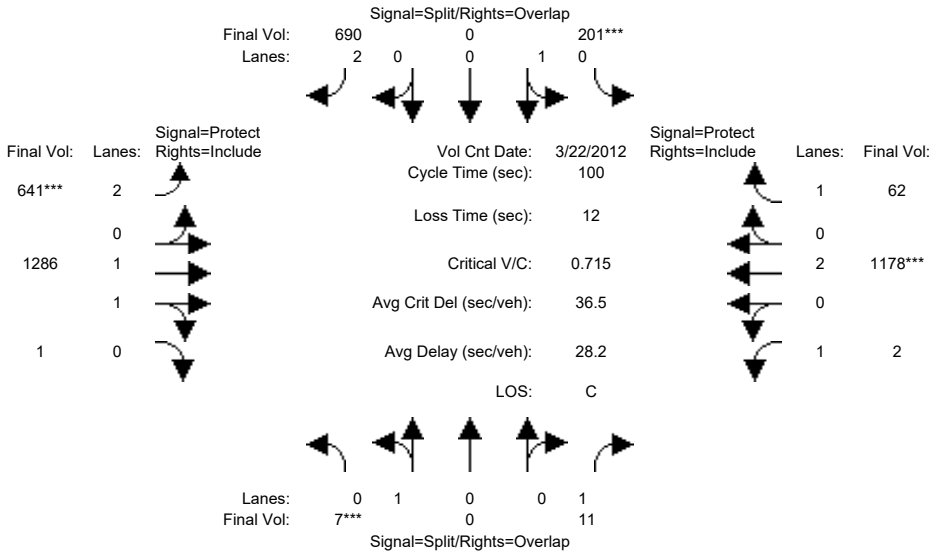


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	183	0	824	698	1446	1	2	1197	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	183	0	824	698	1446	1	2	1197	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	183	0	824	698	1446	1	2	1197	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	183	0	824	698	1446	1	2	1197	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	183	0	824	698	1446	1	2	1197	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	183	0	824	698	1446	1	2	1197	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3697	3	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.10	0.00	0.26	0.22	0.39	0.39	0.00	0.32	0.06
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	20.0	12.4	0.0	39.5	27.1	55.6	55.6	10.0	38.5	38.5
Volume/Cap:	0.04	0.00	0.03	0.82	0.00	0.66	0.82	0.70	0.70	0.01	0.82	0.14
Delay/Veh:	40.7	0.0	32.3	63.2	0.0	26.1	40.4	17.3	17.3	40.6	31.4	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:	40.7	0.0	32.3	63.2	0.0	26.1	40.4	17.3	17.3	40.6	31.4	20.1
LOS by Move:	D	A	C	E	A	C	D	B	B	D	C	C
HCM2kAvgQ:	0	0	0	8	0	13	14	17	17	0	17	2

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



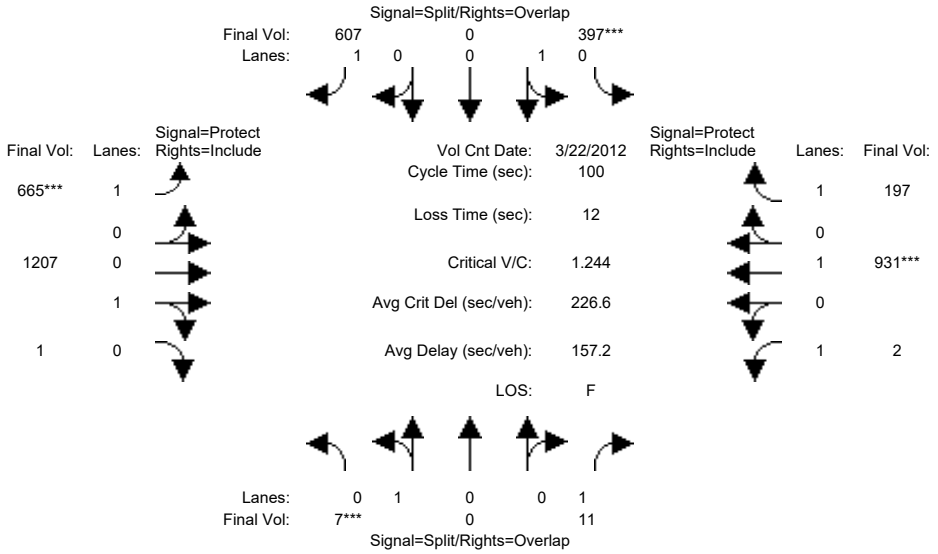
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	201	0	690	641	1286	1	2	1178	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	201	0	690	641	1286	1	2	1178	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	201	0	690	641	1286	1	2	1178	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	201	0	690	641	1286	1	2	1178	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	201	0	690	641	1286	1	2	1178	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	201	0	690	641	1286	1	2	1178	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3697	3	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.11	0.00	0.22	0.20	0.35	0.35	0.00	0.31	0.04
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	20.7	13.9	0.0	39.3	25.4	53.3	53.3	10.7	38.7	38.7
Volume/Cap:	0.04	0.00	0.03	0.80	0.00	0.56	0.80	0.65	0.65	0.01	0.80	0.09
Delay/Veh:	40.7	0.0	31.6	58.4	0.0	24.1	40.8	17.5	17.5	39.9	30.5	19.6
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:	40.7	0.0	31.6	58.4	0.0	24.1	40.8	17.5	17.5	39.9	30.5	19.6
LOS by Move:	D	A	C	E	A	C	D	B	B	D	C	B
HCM2kAvgQ:	0	0	0	9	0	10	13	15	15	0	16	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



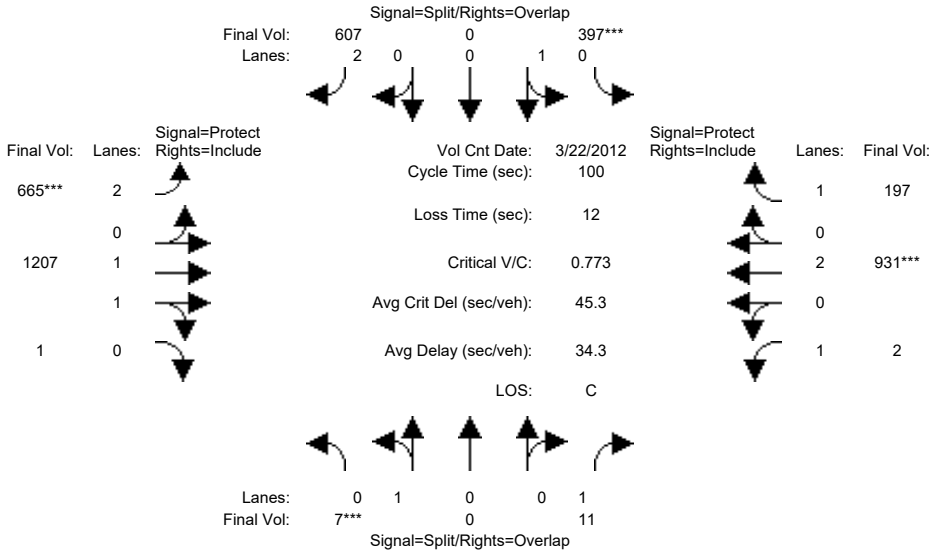
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	397	0	607	665	1207	1	2	931	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	397	0	607	665	1207	1	2	931	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	397	0	607	665	1207	1	2	931	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	397	0	607	665	1207	1	2	931	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	397	0	607	665	1207	1	2	931	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	397	0	607	665	1207	1	2	931	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.99	0.01	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1799	1	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.22	0.00	0.35	0.38	0.67	0.67	0.00	0.49	0.11
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	17.0	15.8	0.0	43.0	27.2	55.2	55.2	7.0	35.0	35.0
Volume/Cap:	0.04	0.00	0.04	1.40	0.00	0.81	1.40	1.22	1.22	0.02	1.40	0.32
Delay/Veh:	40.7	0.0	34.7	241.3	0.0	31.4	228.0	129	128.6	43.3	221	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	0.0	34.7	241.3	0.0	31.4	228.0	129	128.6	43.3	221	24.1
LOS by Move:	D	A	C	F	A	C	F	F	F	D	F	C
HCM2kAvgQ:	0	0	0	29	0	20	49	68	68	0	61	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



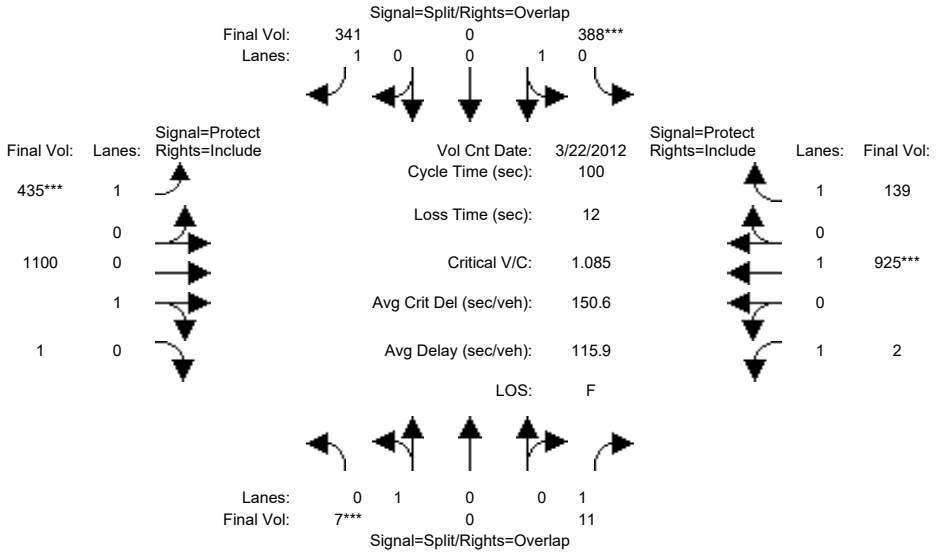
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	397	0	607	665	1207	1	2	931	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	397	0	607	665	1207	1	2	931	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	397	0	607	665	1207	1	2	931	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	397	0	607	665	1207	1	2	931	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	397	0	607	665	1207	1	2	931	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	397	0	607	665	1207	1	2	931	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3697	3	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.22	0.00	0.19	0.21	0.33	0.33	0.00	0.25	0.11
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	19.3	25.4	0.0	49.8	24.3	43.3	43.3	9.3	28.2	28.2
Volume/Cap:	0.04	0.00	0.03	0.87	0.00	0.39	0.87	0.75	0.75	0.01	0.87	0.40
Delay/Veh:	40.7	0.0	32.8	51.7	0.0	15.8	46.6	26.0	26.0	41.2	41.8	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	0.0	32.8	51.7	0.0	15.8	46.6	26.0	26.0	41.2	41.8	29.5
LOS by Move:	D	A	C	D	A	B	D	C	C	D	D	C
HCM2kAvgQ:	0	0	0	15	0	7	15	17	17	0	15	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



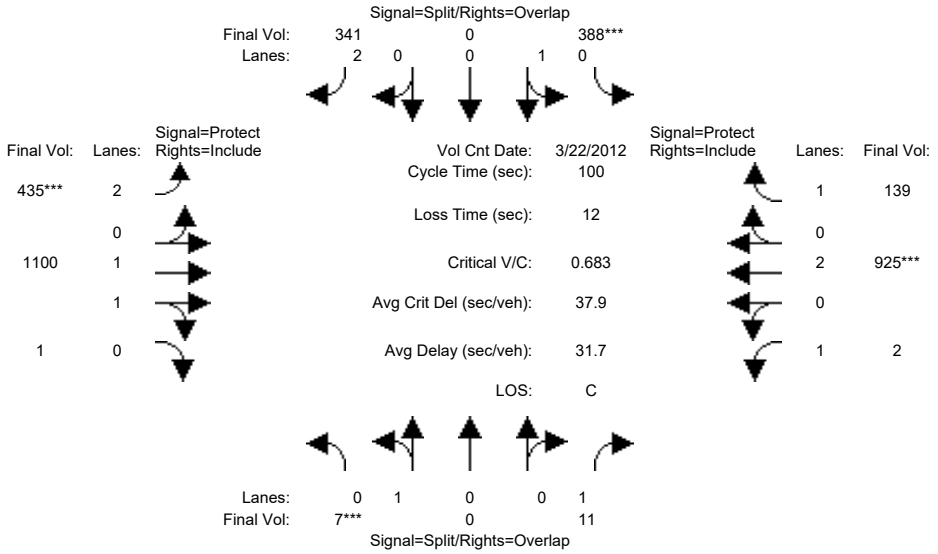
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	388	0	341	435	1100	1	2	925	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	388	0	341	435	1100	1	2	925	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	388	0	341	435	1100	1	2	925	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	388	0	341	435	1100	1	2	925	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	388	0	341	435	1100	1	2	925	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	388	0	341	435	1100	1	2	925	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.99	0.01	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1798	2	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.22	0.00	0.19	0.25	0.61	0.61	0.00	0.49	0.08
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	17.0	17.7	0.0	38.1	20.4	53.3	53.3	7.0	39.9	39.9
Volume/Cap:	0.04	0.00	0.04	1.22	0.00	0.51	1.22	1.15	1.15	0.02	1.22	0.20
Delay/Veh:	40.7	0.0	34.7	164.9	0.0	24.5	161.2	102	101.9	43.3	140	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:	40.7	0.0	34.7	164.9	0.0	24.5	161.2	102	101.9	43.3	140	19.7
LOS by Move:	D	A	C	F	A	C	F	F	F	D	F	B
HCM2kAvgQ:	0	0	0	24	0	9	28	57	57	0	49	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



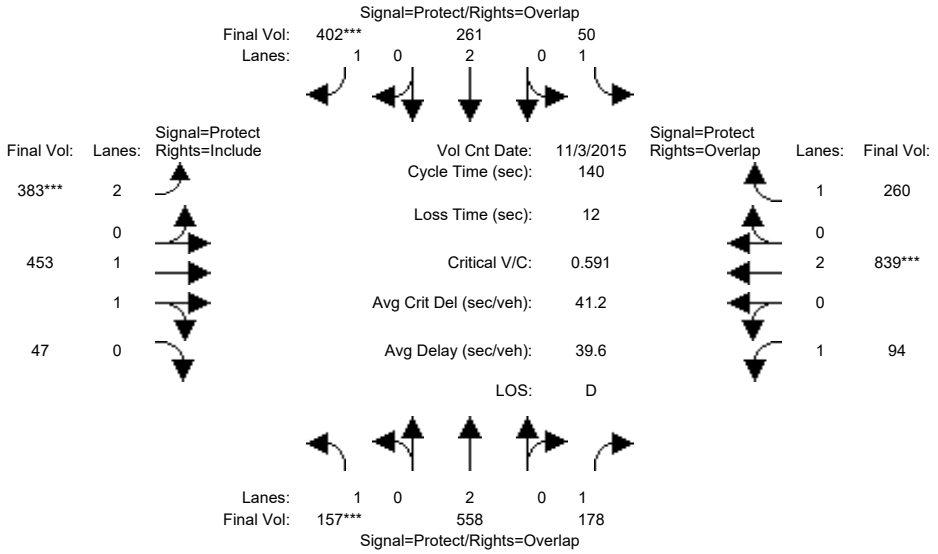
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	388	0	341	435	1100	1	2	925	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	388	0	341	435	1100	1	2	925	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	388	0	341	435	1100	1	2	925	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	388	0	341	435	1100	1	2	925	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	388	0	341	435	1100	1	2	925	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	388	0	341	435	1100	1	2	925	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3697	3	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.22	0.00	0.11	0.14	0.30	0.30	0.00	0.24	0.08
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	19.5	28.2	0.0	46.2	18.0	40.3	40.3	9.5	31.8	31.8
Volume/Cap:	0.04	0.00	0.03	0.77	0.00	0.23	0.77	0.74	0.74	0.01	0.77	0.25
Delay/Veh:	40.7	0.0	32.7	39.8	0.0	16.3	45.1	27.3	27.3	41.0	33.7	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	0.0	32.7	39.8	0.0	16.3	45.1	27.3	27.3	41.0	33.7	25.5
LOS by Move:	D	A	C	D	A	B	D	C	C	D	C	C
HCM2kAvgQ:	0	0	0	13	0	4	10	16	16	0	13	3

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

Market Park South Village Development

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

Intersection #3625: KING/McKEE



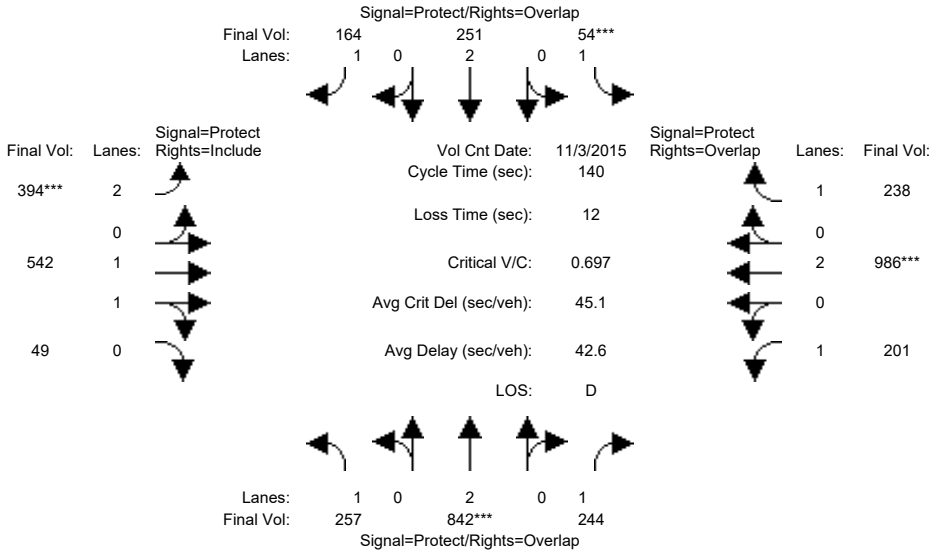
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:20-8:20												
Base Vol:	157	558	178	50	261	402	383	453	47	94	839	260
Growth Adj:	1.00	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	558	178	50	261	402	383	453	47	94	839	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	558	178	50	261	402	383	453	47	94	839	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	558	178	50	261	402	383	453	47	94	839	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	558	178	50	261	402	383	453	47	94	839	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	558	178	50	261	402	383	453	47	94	839	260
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3352	348	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.10	0.03	0.07	0.23	0.12	0.14	0.14	0.05	0.22	0.15
Crit Moves:	****					****	****				****	
Green Time:	21.3	35.0	58.0	11.9	25.6	54.4	28.8	58.1	58.1	23.1	52.3	64.2
Volume/Cap:	0.59	0.59	0.25	0.34	0.38	0.59	0.59	0.33	0.33	0.33	0.59	0.32
Delay/Veh:	58.8	47.1	26.9	61.7	50.5	35.3	51.7	27.9	27.9	52.3	35.9	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.8	47.1	26.9	61.7	50.5	35.3	51.7	27.9	27.9	52.3	35.9	24.3
LOS by Move:	E	D	C	E	D	D	D	C	C	D	D	C
HCM2kAvgQ:	8	11	5	2	5	14	9	7	7	4	15	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3625: KING/McKEE



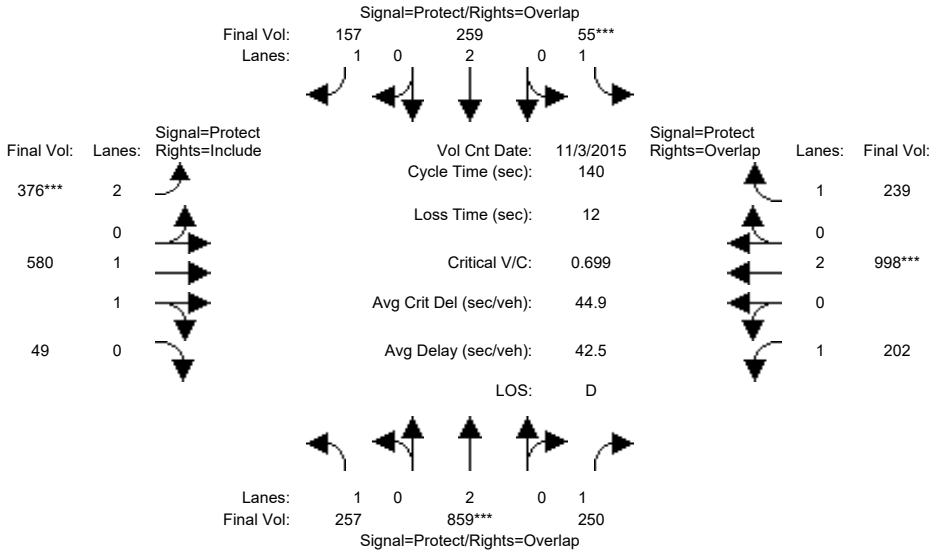
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:20-8:20												
Base Vol:	257	842	244	54	251	164	394	542	49	201	986	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	842	244	54	251	164	394	542	49	201	986	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	842	244	54	251	164	394	542	49	201	986	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	842	244	54	251	164	394	542	49	201	986	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	842	244	54	251	164	394	542	49	201	986	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	257	842	244	54	251	164	394	542	49	201	986	238
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3393	307	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.14	0.03	0.07	0.09	0.13	0.16	0.16	0.11	0.26	0.14
Crit Moves:		****		****			****				****	
Green Time:	34.5	44.2	76.3	7.0	16.8	41.7	25.0	44.7	44.7	32.1	51.8	58.8
Volume/Cap:	0.60	0.70	0.26	0.62	0.55	0.31	0.70	0.50	0.50	0.50	0.70	0.32
Delay/Veh:	48.9	44.0	17.0	77.8	59.5	38.4	58.0	39.0	39.0	48.0	39.1	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	44.0	17.0	77.8	59.5	38.4	58.0	39.0	39.0	48.0	39.1	27.5
LOS by Move:	D	D	B	E	E	D	E	D	D	D	D	C
HCM2kAvgQ:	11	17	6	2	5	6	11	11	11	8	18	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3625: KING/McKEE



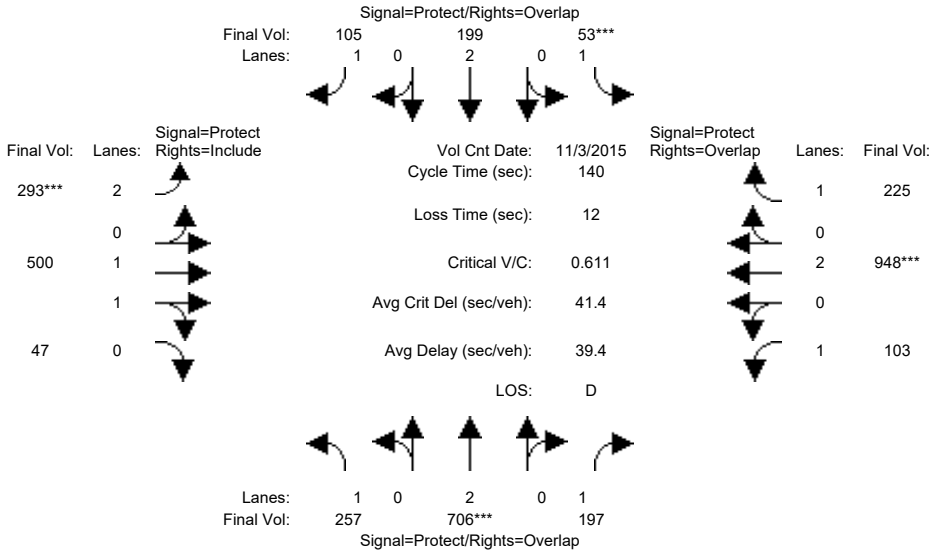
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:20-8:20												
Base Vol:	257	859	250	55	259	157	376	580	49	202	998	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	859	250	55	259	157	376	580	49	202	998	239
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	859	250	55	259	157	376	580	49	202	998	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	859	250	55	259	157	376	580	49	202	998	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	859	250	55	259	157	376	580	49	202	998	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	257	859	250	55	259	157	376	580	49	202	998	239
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3412	288	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.14	0.03	0.07	0.09	0.12	0.17	0.17	0.12	0.26	0.14
Crit Moves:		****		****			****				****	
Green Time:	35.0	45.0	75.7	7.0	17.0	40.8	23.8	45.3	45.3	30.7	52.3	59.3
Volume/Cap:	0.59	0.70	0.26	0.63	0.56	0.31	0.70	0.53	0.53	0.53	0.70	0.32
Delay/Veh:	48.3	43.5	17.4	78.9	59.5	39.0	59.0	39.0	39.0	49.5	38.9	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	43.5	17.4	78.9	59.5	39.0	59.0	39.0	39.0	49.5	38.9	27.2
LOS by Move:	D	D	B	E	E	D	E	D	D	D	D	C
HCM2kAvgQ:	11	17	6	2	5	5	10	11	11	9	19	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #3625: KING/McKEE



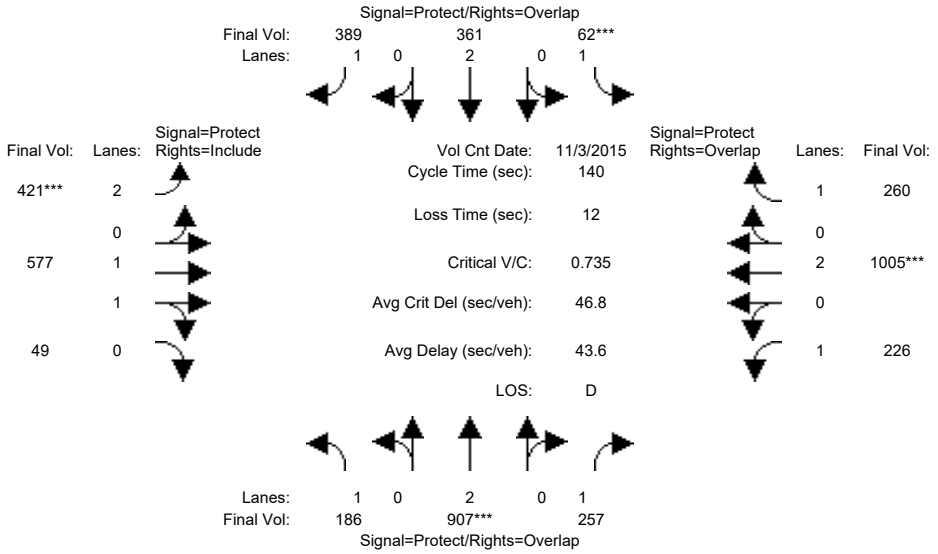
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:20-8:20												
Base Vol:	257	706	197	53	199	105	293	500	47	103	948	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	706	197	53	199	105	293	500	47	103	948	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	706	197	53	199	105	293	500	47	103	948	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	706	197	53	199	105	293	500	47	103	948	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	706	197	53	199	105	293	500	47	103	948	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	257	706	197	53	199	105	293	500	47	103	948	225
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3382	318	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.19	0.11	0.03	0.05	0.06	0.09	0.15	0.15	0.06	0.25	0.13
Crit Moves:		****		****			****				****	
Green Time:	33.3	42.6	64.9	7.0	16.2	37.5	21.3	56.1	56.1	22.3	57.1	64.1
Volume/Cap:	0.62	0.61	0.24	0.61	0.45	0.22	0.61	0.37	0.37	0.37	0.61	0.28
Delay/Veh:	50.4	42.6	22.9	76.7	58.5	40.1	57.8	29.7	29.7	53.4	33.4	23.8
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:	50.4	42.6	22.9	76.7	58.5	40.1	57.8	29.7	29.7	53.4	33.4	23.8
LOS by Move:	D	D	C	E	E	D	E	C	C	D	C	C
HCM2kAvgQ:	11	13	5	2	4	4	8	8	8	4	16	6

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3625: KING/McKEE



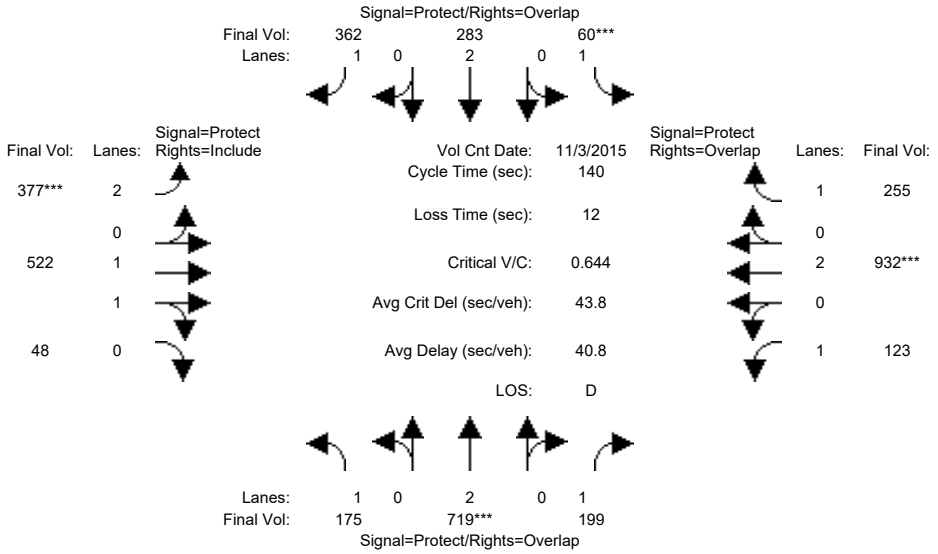
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:20-8:20												
Base Vol:	186	907	257	62	361	389	421	577	49	226	1005	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	907	257	62	361	389	421	577	49	226	1005	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	907	257	62	361	389	421	577	49	226	1005	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	907	257	62	361	389	421	577	49	226	1005	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	907	257	62	361	389	421	577	49	226	1005	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	907	257	62	361	389	421	577	49	226	1005	260
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3410	290	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.15	0.04	0.10	0.22	0.13	0.17	0.17	0.13	0.26	0.15
Crit Moves:		****		****			****				****	
Green Time:	27.6	45.4	78.1	7.0	24.7	50.1	25.4	42.9	42.9	32.7	50.3	57.3
Volume/Cap:	0.54	0.74	0.26	0.71	0.54	0.62	0.74	0.55	0.55	0.55	0.74	0.36
Delay/Veh:	52.1	44.4	16.2	88.9	53.3	39.0	59.1	41.1	41.1	48.8	41.3	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	44.4	16.2	88.9	53.3	39.0	59.1	41.1	41.1	48.8	41.3	29.0
LOS by Move:	D	D	B	F	D	D	E	D	D	D	D	C
HCM2kAvgQ:	8	18	6	3	7	14	12	12	12	10	20	8

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #3625: KING/McKEE



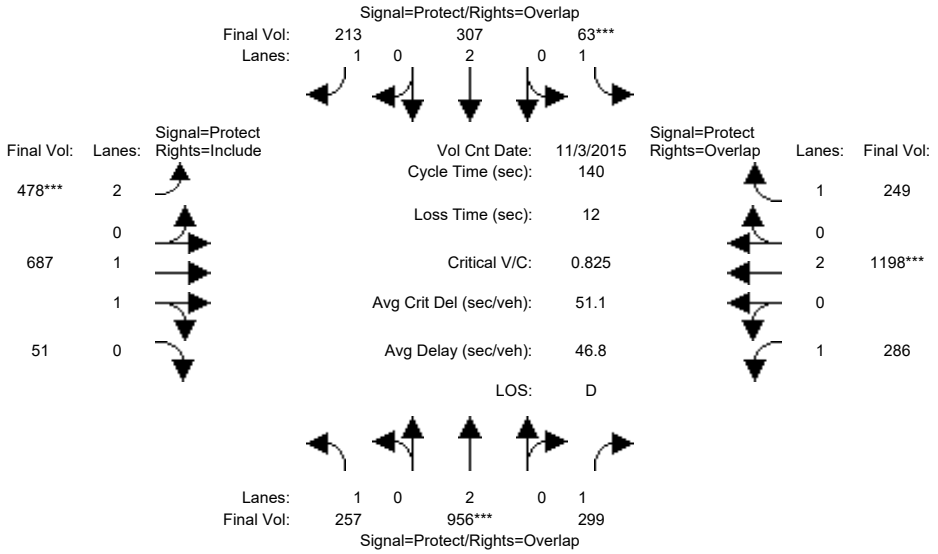
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:20-8:20												
Base Vol:	175	719	199	60	283	362	377	522	48	123	932	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	719	199	60	283	362	377	522	48	123	932	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	719	199	60	283	362	377	522	48	123	932	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	719	199	60	283	362	377	522	48	123	932	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	719	199	60	283	362	377	522	48	123	932	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	719	199	60	283	362	377	522	48	123	932	255
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3388	312	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.11	0.03	0.07	0.21	0.12	0.15	0.15	0.07	0.25	0.15
Crit Moves:		****		****			****				****	
Green Time:	26.0	41.2	66.0	7.5	22.6	48.7	26.0	54.5	54.5	24.9	53.4	60.8
Volume/Cap:	0.54	0.64	0.24	0.64	0.46	0.59	0.64	0.40	0.40	0.40	0.64	0.34
Delay/Veh:	53.4	44.3	22.2	79.4	53.7	39.2	55.2	31.0	31.0	51.7	36.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	44.3	22.2	79.4	53.7	39.2	55.2	31.0	31.0	51.7	36.5	26.5
LOS by Move:	D	D	C	E	D	D	E	C	C	D	D	C
HCM2kAvgQ:	8	14	5	3	5	13	10	9	9	5	17	8

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3625: KING/McKEE



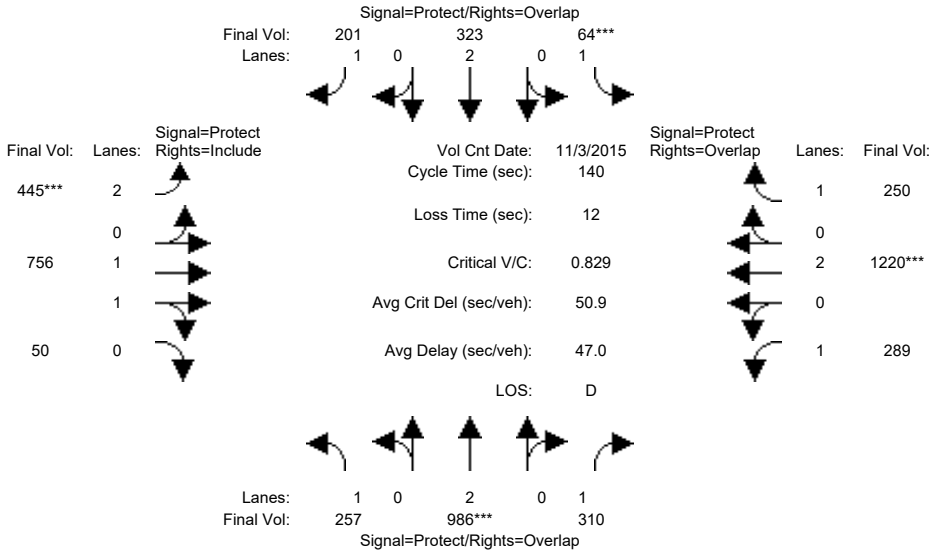
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:20-8:20												
Base Vol:	257	956	299	63	307	213	478	687	51	286	1198	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	956	299	63	307	213	478	687	51	286	1198	249
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	956	299	63	307	213	478	687	51	286	1198	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	956	299	63	307	213	478	687	51	286	1198	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	956	299	63	307	213	478	687	51	286	1198	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	257	956	299	63	307	213	478	687	51	286	1198	249
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3444	256	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.17	0.04	0.08	0.12	0.15	0.20	0.20	0.16	0.32	0.14
Crit Moves:		****		****			****				****	
Green Time:	31.8	42.4	77.8	7.0	17.5	43.1	25.6	43.2	43.2	35.4	53.1	60.1
Volume/Cap:	0.65	0.83	0.31	0.72	0.65	0.40	0.83	0.65	0.65	0.65	0.83	0.33
Delay/Veh:	52.6	50.8	16.9	90.6	61.4	38.7	65.1	43.1	43.1	50.0	43.7	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	50.8	16.9	90.6	61.4	38.7	65.1	43.1	43.1	50.0	43.7	26.9
LOS by Move:	D	D	B	F	E	D	E	D	D	D	D	C
HCM2kAvgQ:	12	21	7	3	6	7	14	14	14	12	25	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3625: KING/McKEE



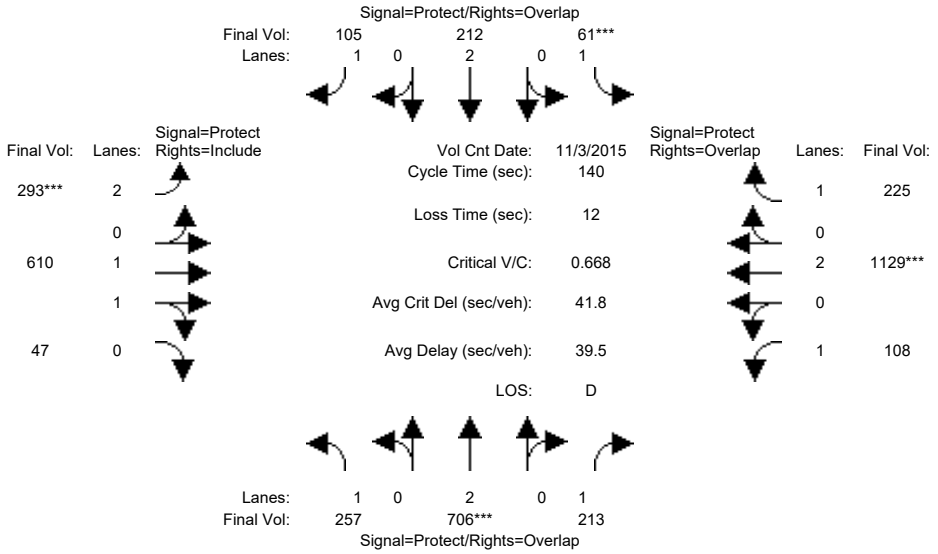
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:20-8:20												
Base Vol:	257	986	310	64	323	201	445	756	50	289	1220	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	986	310	64	323	201	445	756	50	289	1220	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	986	310	64	323	201	445	756	50	289	1220	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	986	310	64	323	201	445	756	50	289	1220	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	986	310	64	323	201	445	756	50	289	1220	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	257	986	310	64	323	201	445	756	50	289	1220	250
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3470	230	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.18	0.04	0.09	0.11	0.14	0.22	0.22	0.17	0.32	0.14
Crit Moves:		****		****			****				****	
Green Time:	32.0	43.5	76.9	7.0	18.5	42.2	23.7	44.1	44.1	33.4	53.8	60.8
Volume/Cap:	0.64	0.84	0.32	0.73	0.64	0.38	0.84	0.69	0.69	0.69	0.84	0.33
Delay/Veh:	52.4	50.2	17.5	92.4	60.4	39.1	67.2	43.8	43.8	53.5	43.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	50.2	17.5	92.4	60.4	39.1	67.2	43.8	43.8	53.5	43.4	26.4
LOS by Move:	D	D	B	F	E	D	E	D	D	D	D	C
HCM2kAvgQ:	11	22	8	3	6	7	13	16	16	13	26	7

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #3625: KING/McKEE



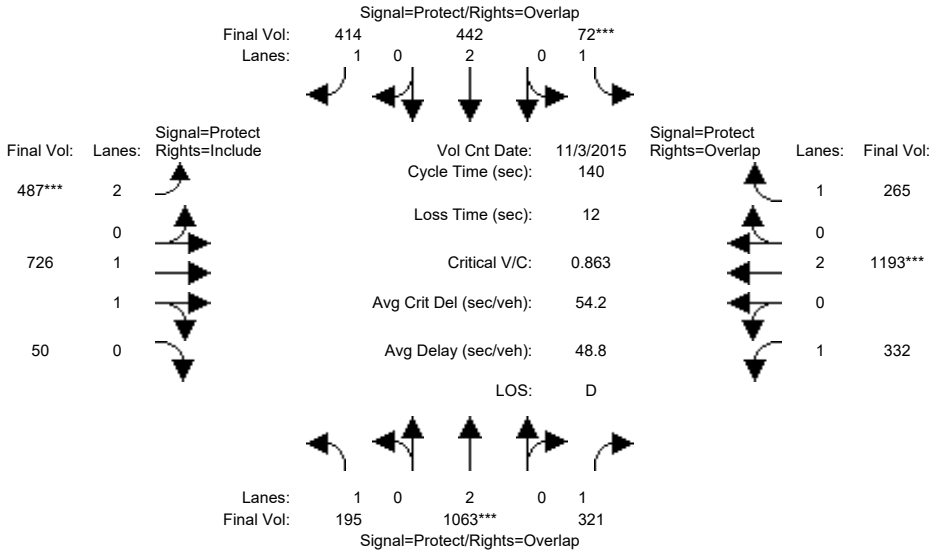
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:20-8:20												
Base Vol:	257	706	213	61	212	105	293	610	47	108	1129	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	706	213	61	212	105	293	610	47	108	1129	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	706	213	61	212	105	293	610	47	108	1129	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	706	213	61	212	105	293	610	47	108	1129	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	706	213	61	212	105	293	610	47	108	1129	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	257	706	213	61	212	105	293	610	47	108	1129	225
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3435	265	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.19	0.12	0.03	0.06	0.06	0.09	0.18	0.18	0.06	0.30	0.13
Crit Moves:		****		****			****				****	
Green Time:	31.1	38.9	60.0	7.3	15.1	34.6	19.5	60.7	60.7	21.1	62.3	69.6
Volume/Cap:	0.66	0.67	0.28	0.67	0.52	0.24	0.67	0.41	0.41	0.41	0.67	0.26
Delay/Veh:	53.8	46.5	26.2	82.5	60.1	42.5	61.1	27.5	27.5	54.9	31.7	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	46.5	26.2	82.5	60.1	42.5	61.1	27.5	27.5	54.9	31.7	20.5
LOS by Move:	D	D	C	F	E	D	E	C	C	D	C	C
HCM2kAvgQ:	12	14	6	3	4	4	8	10	10	5	19	6

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3625: KING/McKEE



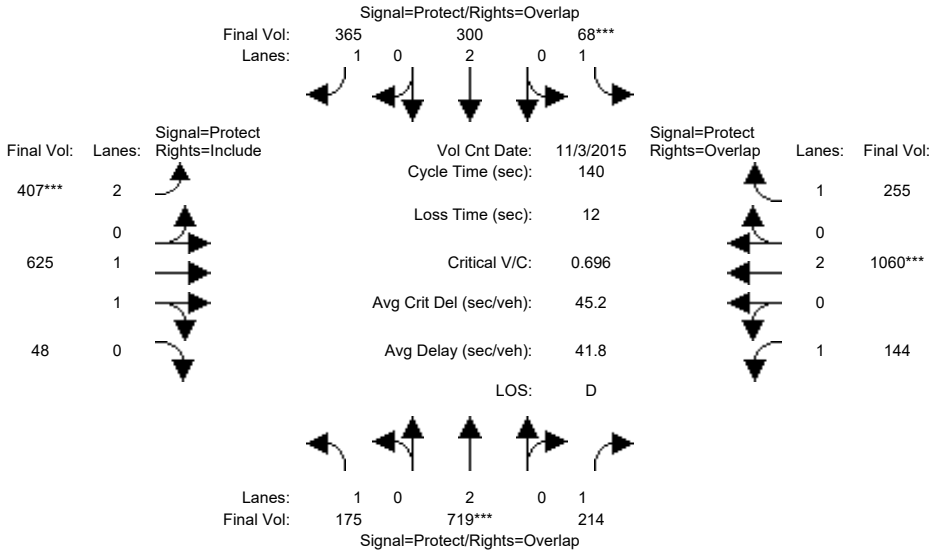
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:20-8:20												
Base Vol:	195	1063	321	72	442	414	487	726	50	332	1193	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	1063	321	72	442	414	487	726	50	332	1193	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	1063	321	72	442	414	487	726	50	332	1193	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	1063	321	72	442	414	487	726	50	332	1193	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1063	321	72	442	414	487	726	50	332	1193	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	1063	321	72	442	414	487	726	50	332	1193	265
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3461	238	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.18	0.04	0.12	0.24	0.15	0.21	0.21	0.19	0.31	0.15
Crit Moves:		****		****			****				****	
Green Time:	25.6	45.2	81.2	7.0	26.7	51.7	25.0	39.8	39.8	36.0	50.8	57.8
Volume/Cap:	0.61	0.87	0.32	0.82	0.61	0.64	0.87	0.74	0.74	0.74	0.87	0.37
Delay/Veh:	56.1	51.2	15.3	110.0	53.4	38.7	69.2	48.2	48.2	54.0	47.5	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	51.2	15.3	110.0	53.4	38.7	69.2	48.2	48.2	54.0	47.5	28.8
LOS by Move:	E	D	B	F	D	D	E	D	D	D	D	C
HCM2kAvgQ:	9	24	7	3	8	15	15	17	17	15	26	8

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #3625: KING/McKEE



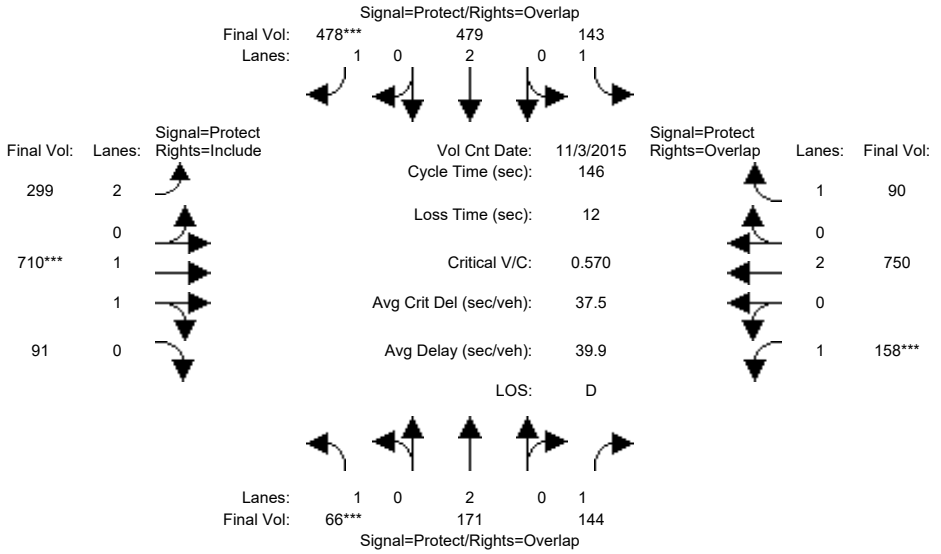
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:20-8:20												
Base Vol:	175	719	214	68	300	365	407	625	48	144	1060	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	719	214	68	300	365	407	625	48	144	1060	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	719	214	68	300	365	407	625	48	144	1060	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	719	214	68	300	365	407	625	48	144	1060	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	719	214	68	300	365	407	625	48	144	1060	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	719	214	68	300	365	407	625	48	144	1060	255
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3436	264	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.12	0.04	0.08	0.21	0.13	0.18	0.18	0.08	0.28	0.15
Crit Moves:		****		****			****				****	
Green Time:	25.6	38.1	63.6	7.8	20.3	46.3	26.0	56.5	56.5	25.6	56.1	63.9
Volume/Cap:	0.55	0.70	0.27	0.70	0.54	0.63	0.70	0.45	0.45	0.45	0.70	0.32
Delay/Veh:	53.9	47.9	23.9	84.6	56.7	41.9	57.0	30.6	30.6	52.0	36.3	24.4
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:	53.9	47.9	23.9	84.6	56.7	41.9	57.0	30.6	30.6	52.0	36.3	24.4
LOS by Move:	D	D	C	F	E	D	E	C	C	D	D	C
HCM2kAvgQ:	8	15	6	3	6	14	11	11	11	6	19	7

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

Market Park South Village Development

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

Intersection #3625: KING/McKEE



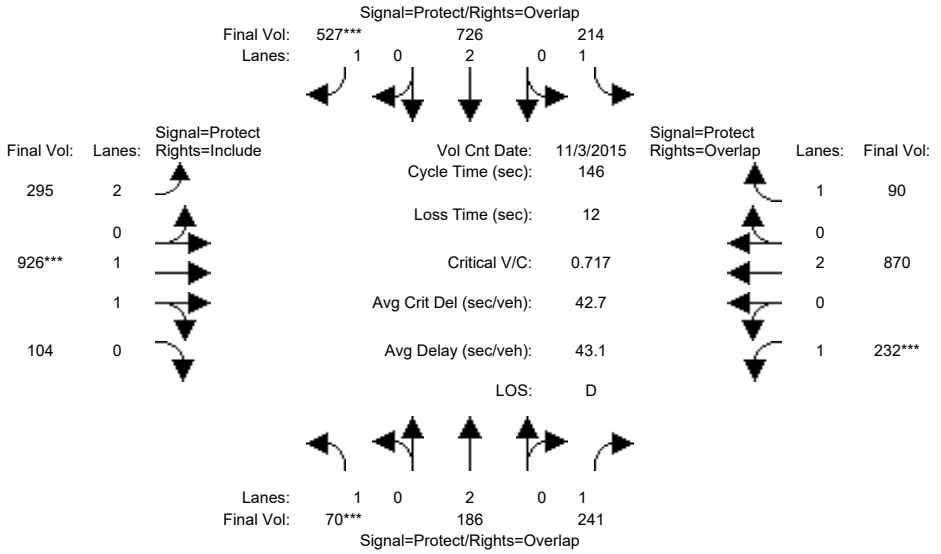
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 4:50-5:50												
Base Vol:	66	171	144	143	479	478	299	710	91	158	750	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	171	144	143	479	478	299	710	91	158	750	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	171	144	143	479	478	299	710	91	158	750	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	171	144	143	479	478	299	710	91	158	750	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	171	144	143	479	478	299	710	91	158	750	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	171	144	143	479	478	299	710	91	158	750	90
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.77	0.23	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3279	420	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.08	0.08	0.13	0.27	0.09	0.22	0.22	0.09	0.20	0.05
Crit Moves:	****					****		****		****		
Green Time:	9.7	25.2	48.4	30.1	45.7	71.2	25.5	55.5	55.5	23.1	53.1	83.2
Volume/Cap:	0.57	0.26	0.25	0.40	0.40	0.56	0.54	0.57	0.57	0.57	0.54	0.09
Delay/Veh:	72.7	52.5	35.8	50.8	39.7	27.2	56.0	36.4	36.4	59.6	37.3	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.7	52.5	35.8	50.8	39.7	27.2	56.0	36.4	36.4	59.6	37.3	14.3
LOS by Move:	E	D	D	D	D	C	E	D	D	E	D	B
HCM2kAvgQ:	4	3	5	6	8	16	8	14	14	8	13	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3625: KING/McKEE



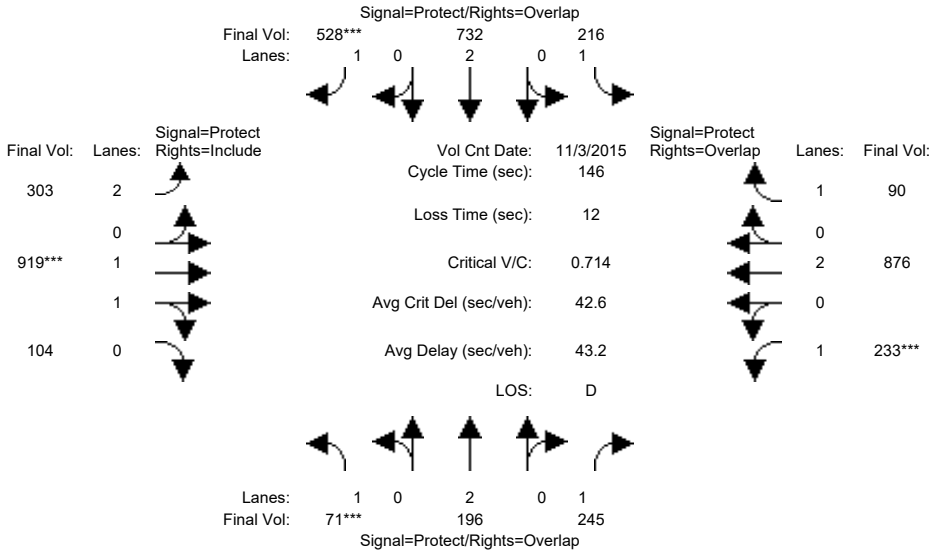
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 4:50-5:50												
Base Vol:	70	186	241	214	726	527	295	926	104	232	870	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	186	241	214	726	527	295	926	104	232	870	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	186	241	214	726	527	295	926	104	232	870	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	186	241	214	726	527	295	926	104	232	870	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	186	241	214	726	527	295	926	104	232	870	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	186	241	214	726	527	295	926	104	232	870	90
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.79	0.21	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3326	374	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.14	0.12	0.19	0.30	0.09	0.28	0.28	0.13	0.23	0.05
Crit Moves:	****					****		****		****		
Green Time:	8.1	18.1	45.1	32.3	42.2	66.5	24.3	56.7	56.7	27.0	59.4	91.6
Volume/Cap:	0.72	0.40	0.45	0.55	0.66	0.66	0.56	0.72	0.72	0.72	0.56	0.08
Delay/Veh:	90.3	59.5	41.1	52.2	47.1	33.0	57.4	39.7	39.7	63.5	33.8	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.3	59.5	41.1	52.2	47.1	33.0	57.4	39.7	39.7	63.5	33.8	10.7
LOS by Move:	F	E	D	D	D	C	E	D	D	E	C	B
HCM2kAvgQ:	5	4	9	9	14	19	8	21	21	12	15	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3625: KING/McKEE



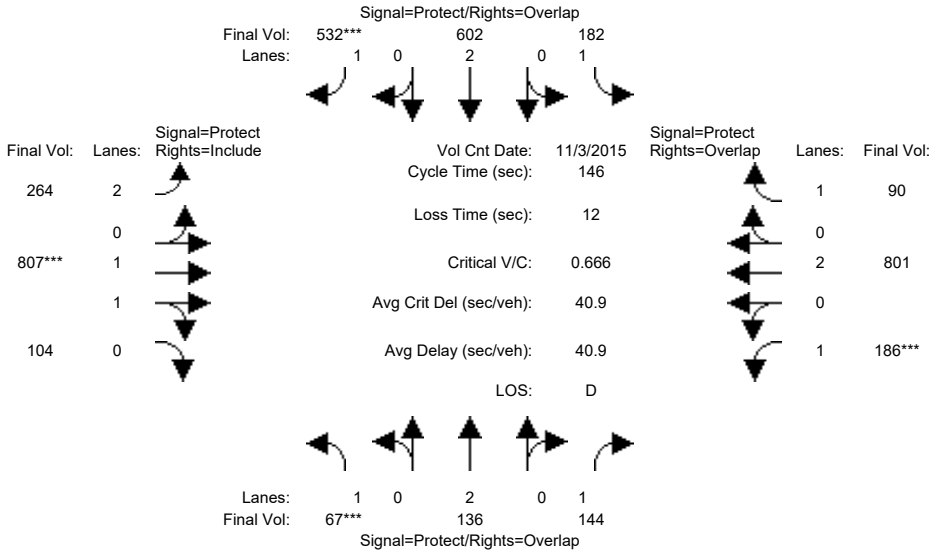
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 4:50-5:50												
Base Vol:	71	196	245	216	732	528	303	919	104	233	876	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	196	245	216	732	528	303	919	104	233	876	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	196	245	216	732	528	303	919	104	233	876	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	196	245	216	732	528	303	919	104	233	876	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	196	245	216	732	528	303	919	104	233	876	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	196	245	216	732	528	303	919	104	233	876	90
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.79	0.21	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3324	376	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.14	0.12	0.19	0.30	0.10	0.28	0.28	0.13	0.23	0.05
Crit Moves:	****					****		****		****		
Green Time:	8.3	17.9	45.2	32.3	42.0	66.6	24.6	56.5	56.5	27.2	59.1	91.4
Volume/Cap:	0.71	0.42	0.45	0.56	0.67	0.66	0.57	0.71	0.71	0.71	0.57	0.08
Delay/Veh:	89.4	59.8	41.1	52.3	47.5	33.0	57.3	39.7	39.7	63.1	34.1	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.4	59.8	41.1	52.3	47.5	33.0	57.3	39.7	39.7	63.1	34.1	10.8
LOS by Move:	F	E	D	D	D	C	E	D	D	E	C	B
HCM2kAvgQ:	5	4	9	9	14	19	8	20	20	12	15	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #3625: KING/McKEE



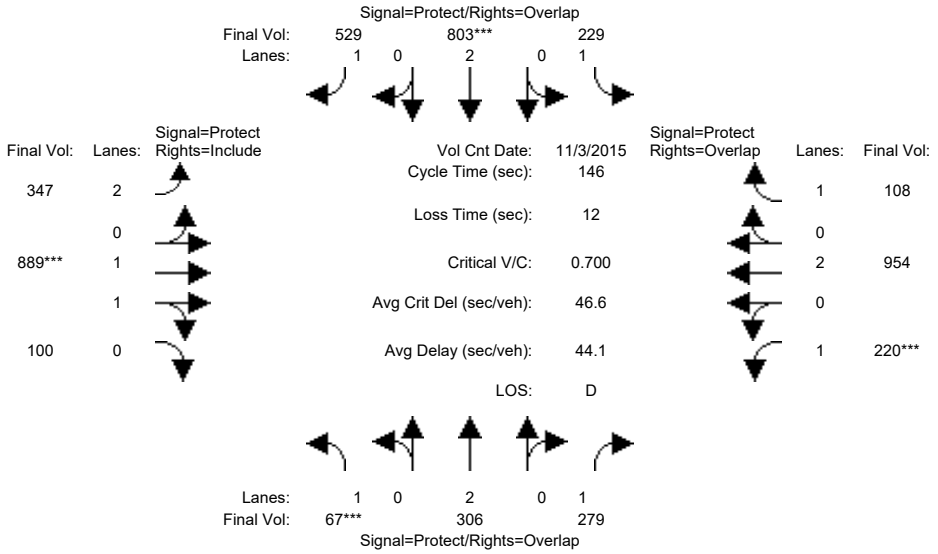
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 4:50-5:50												
Base Vol:	67	136	144	182	602	532	264	807	104	186	801	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	136	144	182	602	532	264	807	104	186	801	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	136	144	182	602	532	264	807	104	186	801	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	136	144	182	602	532	264	807	104	186	801	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	136	144	182	602	532	264	807	104	186	801	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	136	144	182	602	532	264	807	104	186	801	90
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.77	0.23	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3277	422	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.08	0.10	0.16	0.30	0.08	0.25	0.25	0.11	0.21	0.05
Crit Moves:	****					****		****		****		
Green Time:	8.4	22.5	45.8	34.2	48.3	70.3	22.0	54.0	54.0	23.3	55.3	89.5
Volume/Cap:	0.67	0.23	0.26	0.44	0.48	0.63	0.56	0.67	0.67	0.67	0.56	0.08
Delay/Veh:	83.1	54.4	37.7	48.6	39.1	29.8	58.9	39.7	39.7	63.7	36.2	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.1	54.4	37.7	48.6	39.1	29.8	58.9	39.7	39.7	63.7	36.2	11.6
LOS by Move:	F	D	D	D	D	C	E	D	D	E	D	B
HCM2kAvgQ:	4	3	5	7	10	18	7	18	18	9	14	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3625: KING/McKEE



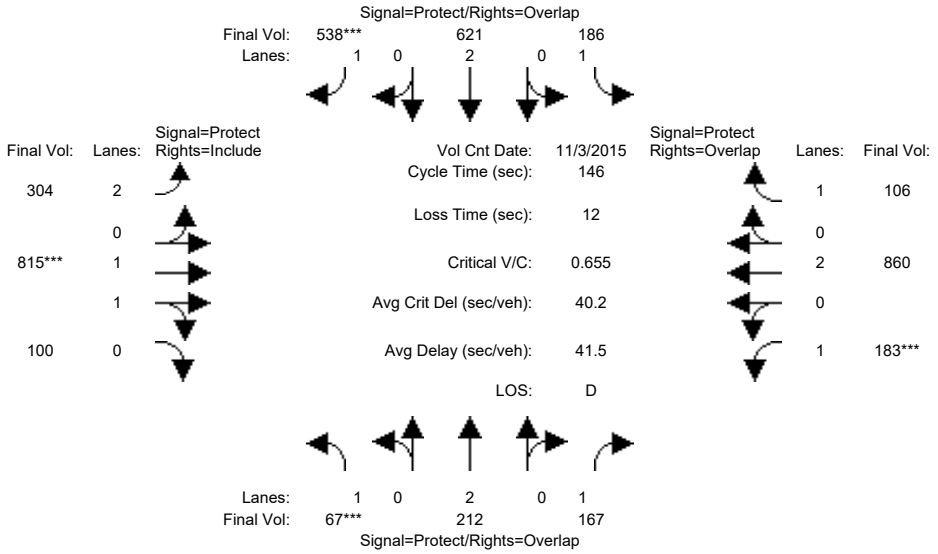
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 4:50-5:50												
Base Vol:	67	306	279	229	803	529	347	889	100	220	954	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	306	279	229	803	529	347	889	100	220	954	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	306	279	229	803	529	347	889	100	220	954	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	306	279	229	803	529	347	889	100	220	954	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	306	279	229	803	529	347	889	100	220	954	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	306	279	229	803	529	347	889	100	220	954	108
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.79	0.21	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3326	374	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.16	0.13	0.21	0.30	0.11	0.27	0.27	0.13	0.25	0.06
Crit Moves:	****				****			****			****	
Green Time:	8.0	19.8	46.0	32.2	44.1	69.1	25.0	55.7	55.7	26.2	57.0	89.2
Volume/Cap:	0.70	0.59	0.51	0.59	0.70	0.64	0.64	0.70	0.70	0.70	0.64	0.10
Delay/Veh:	88.4	61.1	41.5	53.5	47.1	30.7	59.0	39.7	39.7	63.1	37.2	11.8
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:	88.4	61.1	41.5	53.5	47.1	30.7	59.0	39.7	39.7	63.1	37.2	11.8
LOS by Move:	F	E	D	D	D	C	E	D	D	E	D	B
HCM2kAvgQ:	5	7	11	9	15	18	10	20	20	11	17	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #3625: KING/McKEE



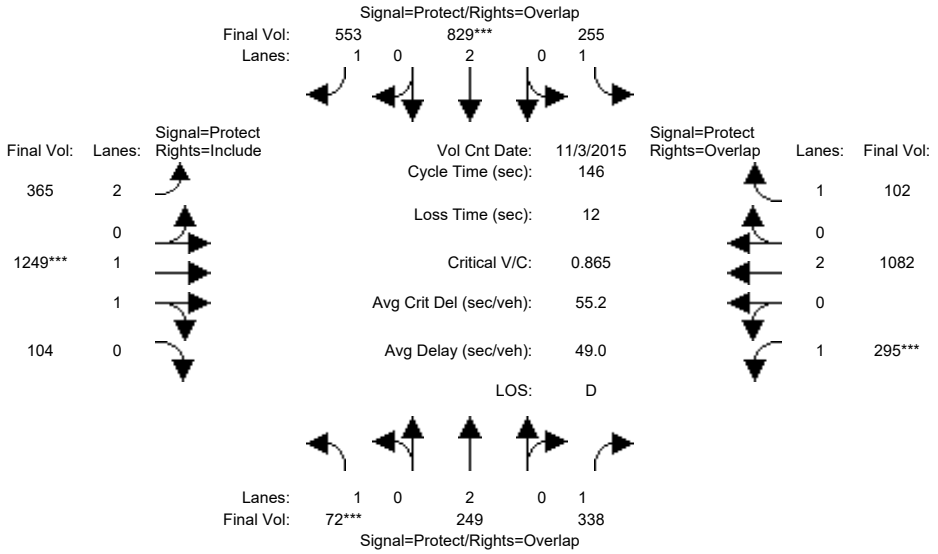
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 4:50-5:50												
Base Vol:	67	212	167	186	621	538	304	815	100	183	860	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	212	167	186	621	538	304	815	100	183	860	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	212	167	186	621	538	304	815	100	183	860	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	212	167	186	621	538	304	815	100	183	860	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	212	167	186	621	538	304	815	100	183	860	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	212	167	186	621	538	304	815	100	183	860	106
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.78	0.22	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3295	404	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.10	0.11	0.16	0.31	0.10	0.25	0.25	0.10	0.23	0.06
Crit Moves:	****					****		****		****		
Green Time:	8.5	21.8	45.1	33.8	47.0	70.5	23.5	55.1	55.1	23.3	55.0	88.8
Volume/Cap:	0.65	0.37	0.31	0.46	0.51	0.64	0.60	0.65	0.65	0.65	0.60	0.10
Delay/Veh:	81.6	56.4	38.9	49.1	40.5	29.8	58.9	38.7	38.7	63.1	37.4	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.6	56.4	38.9	49.1	40.5	29.8	58.9	38.7	38.7	63.1	37.4	12.0
LOS by Move:	F	E	D	D	D	C	E	D	D	E	D	B
HCM2kAvgQ:	4	4	6	7	11	19	8	18	18	9	15	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3625: KING/McKEE



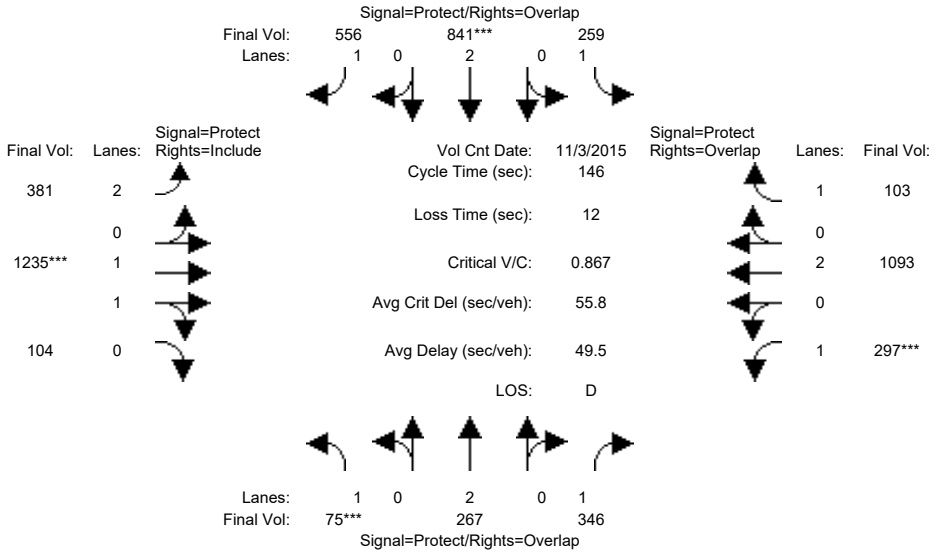
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 4:50-5:50												
Base Vol:	72	249	338	255	829	553	365	1249	104	295	1082	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:	72	249	338	255	829	553	365	1249	104	295	1082	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	249	338	255	829	553	365	1249	104	295	1082	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:	72	249	338	255	829	553	365	1249	104	295	1082	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	249	338	255	829	553	365	1249	104	295	1082	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:	72	249	338	255	829	553	365	1249	104	295	1082	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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3415	284	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.19	0.15	0.22	0.32	0.12	0.37	0.37	0.17	0.28	0.06
Crit Moves:	****				****			****			****	
Green Time:	7.0	14.0	42.5	29.8	36.8	62.9	26.1	61.7	61.7	28.5	64.1	93.9
Volume/Cap:	0.86	0.68	0.66	0.71	0.86	0.73	0.65	0.86	0.86	0.86	0.65	0.09
Delay/Veh:	123.2	69.1	48.8	60.8	60.5	38.3	58.4	43.7	43.7	76.9	33.0	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.2	69.1	48.8	60.8	60.5	38.3	58.4	43.7	43.7	76.9	33.0	9.9
LOS by Move:	F	E	D	E	E	D	E	D	D	E	C	A
HCM2kAvgQ:	6	7	15	11	17	21	10	30	30	17	19	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3625: KING/McKEE



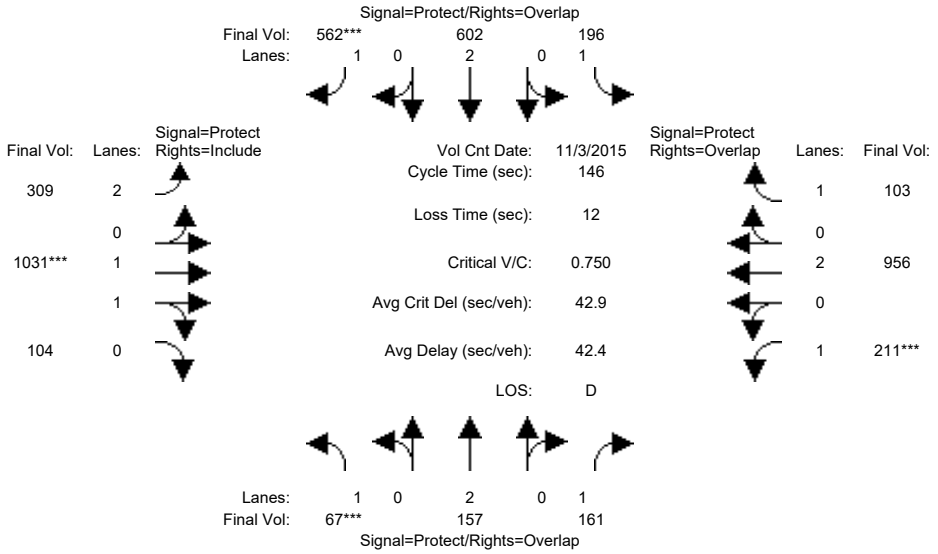
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 4:50-5:50												
Base Vol:	75	267	346	259	841	556	381	1235	104	297	1093	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:	75	267	346	259	841	556	381	1235	104	297	1093	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	267	346	259	841	556	381	1235	104	297	1093	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:	75	267	346	259	841	556	381	1235	104	297	1093	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	267	346	259	841	556	381	1235	104	297	1093	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	267	346	259	841	556	381	1235	104	297	1093	103
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3412	287	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.20	0.15	0.22	0.32	0.12	0.36	0.36	0.17	0.29	0.06
Crit Moves:	****				****			****			****	
Green Time:	7.2	14.3	42.9	30.2	37.3	63.8	26.5	60.9	60.9	28.6	63.0	93.2
Volume/Cap:	0.87	0.72	0.67	0.72	0.87	0.73	0.67	0.87	0.87	0.87	0.67	0.09
Delay/Veh:	124.4	70.4	48.9	60.7	60.4	37.5	58.6	44.3	44.3	77.1	34.2	10.2
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:	124.4	70.4	48.9	60.7	60.4	37.5	58.6	44.3	44.3	77.1	34.2	10.2
LOS by Move:	F	E	D	E	E	D	E	D	D	E	C	B
HCM2kAvgQ:	6	7	15	11	17	21	10	30	30	17	20	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #3625: KING/McKEE



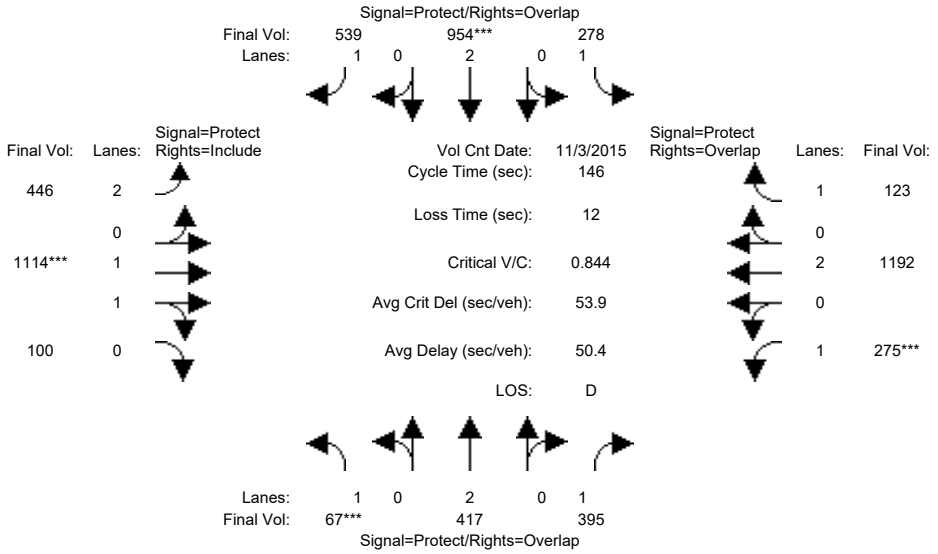
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 4:50-5:50												
Base Vol:	67	157	161	196	602	562	309	1031	104	211	956	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:	67	157	161	196	602	562	309	1031	104	211	956	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	157	161	196	602	562	309	1031	104	211	956	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:	67	157	161	196	602	562	309	1031	104	211	956	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	157	161	196	602	562	309	1031	104	211	956	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	157	161	196	602	562	309	1031	104	211	956	103
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3361	339	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.09	0.11	0.16	0.32	0.10	0.31	0.31	0.12	0.25	0.06
Crit Moves:	****					****		****		****		
Green Time:	7.4	19.3	42.8	31.6	43.4	66.7	23.3	59.7	59.7	23.5	59.8	91.4
Volume/Cap:	0.75	0.31	0.31	0.52	0.53	0.70	0.61	0.75	0.75	0.75	0.61	0.09
Delay/Veh:	97.7	57.7	40.6	51.8	43.3	34.5	59.4	38.9	38.9	69.2	34.7	10.9
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:	97.7	57.7	40.6	51.8	43.3	34.5	59.4	38.9	38.9	69.2	34.7	10.9
LOS by Move:	F	E	D	D	D	C	E	D	D	E	C	B
HCM2kAvgQ:	5	3	6	8	11	21	8	23	23	11	17	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3625: KING/McKEE



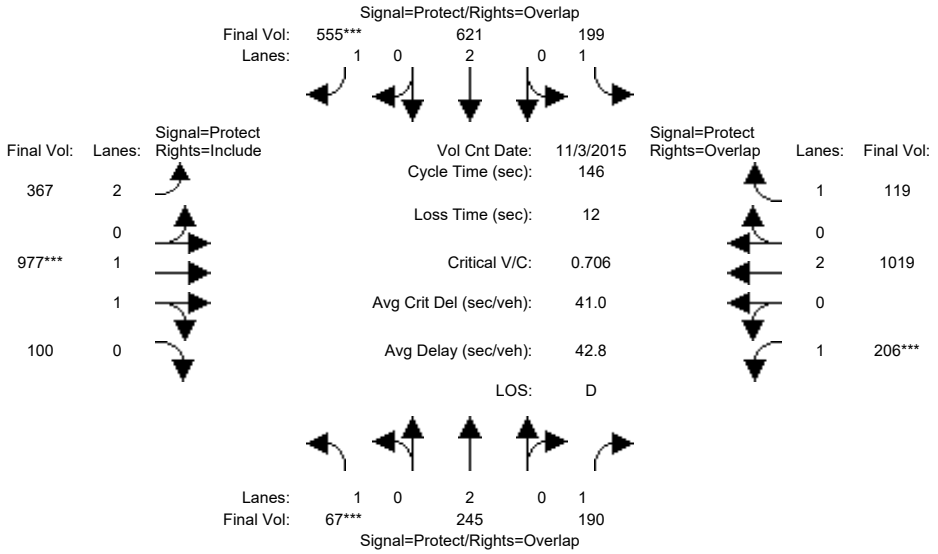
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 4:50-5:50												
Base Vol:	67	417	395	278	954	539	446	1114	100	275	1192	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	417	395	278	954	539	446	1114	100	275	1192	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	417	395	278	954	539	446	1114	100	275	1192	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	417	395	278	954	539	446	1114	100	275	1192	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	417	395	278	954	539	446	1114	100	275	1192	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	417	395	278	954	539	446	1114	100	275	1192	123
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3395	305	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.23	0.16	0.25	0.31	0.14	0.33	0.33	0.16	0.31	0.07
Crit Moves:	****				****			****			****	
Green Time:	7.0	20.6	47.7	29.8	43.3	69.3	26.0	56.6	56.6	27.1	57.7	87.4
Volume/Cap:	0.80	0.78	0.69	0.78	0.85	0.65	0.79	0.85	0.85	0.85	0.79	0.12
Delay/Veh:	108.8	67.8	46.4	65.5	54.3	30.9	65.1	45.6	45.6	75.7	41.9	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.8	67.8	46.4	65.5	54.3	30.9	65.1	45.6	45.6	75.7	41.9	12.7
LOS by Move:	F	E	D	E	D	C	E	D	D	E	D	B
HCM2kAvgQ:	5	11	17	12	19	18	13	27	27	15	25	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #3625: KING/McKEE



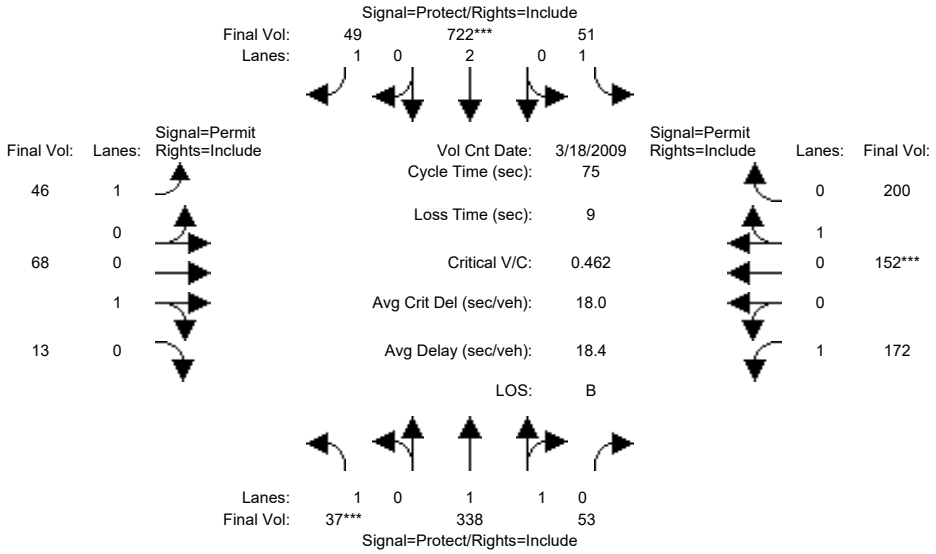
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 4:50-5:50												
Base Vol:	67	245	190	199	621	555	367	977	100	206	1019	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	245	190	199	621	555	367	977	100	206	1019	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	245	190	199	621	555	367	977	100	206	1019	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	245	190	199	621	555	367	977	100	206	1019	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	245	190	199	621	555	367	977	100	206	1019	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	245	190	199	621	555	367	977	100	206	1019	119
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3356	344	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.11	0.11	0.16	0.32	0.12	0.29	0.29	0.12	0.27	0.07
Crit Moves:	****					****		****		****		
Green Time:	7.9	18.6	42.9	30.8	41.5	67.1	25.6	60.2	60.2	24.4	59.0	89.8
Volume/Cap:	0.71	0.51	0.37	0.54	0.57	0.69	0.66	0.71	0.71	0.71	0.66	0.11
Delay/Veh:	89.3	60.3	41.3	52.8	45.5	33.8	59.2	37.1	37.1	65.1	36.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.3	60.3	41.3	52.8	45.5	33.8	59.2	37.1	37.1	65.1	36.6	11.6
LOS by Move:	F	E	D	D	D	C	E	D	D	E	D	B
HCM2kAvgQ:	5	6	7	8	11	21	10	21	21	11	19	2

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

Market Park South Village Development

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

Intersection #3574: HEDDING/MABURY



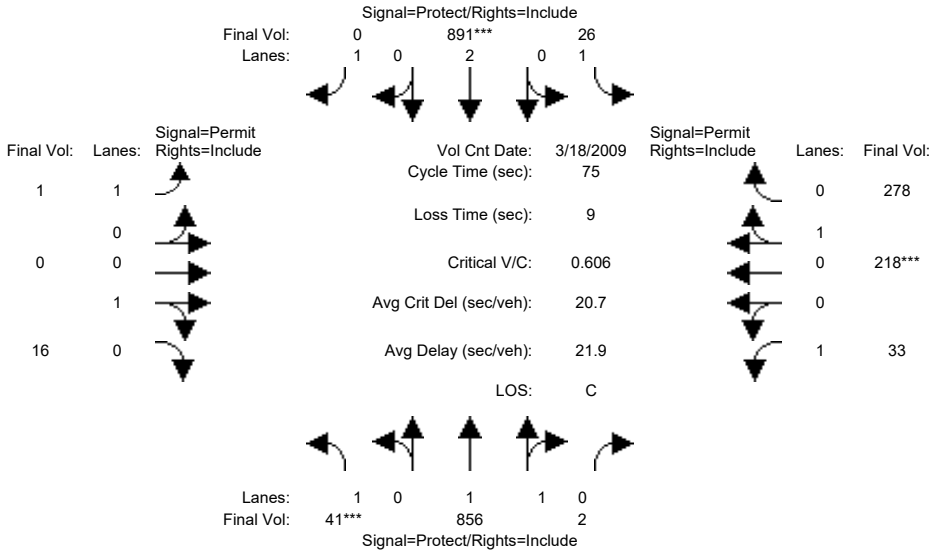
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:30-8:30												
Base Vol:	37	338	53	51	722	49	46	68	13	172	152	200
Growth Adj:	1.00	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	338	53	51	722	49	46	68	13	172	152	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	338	53	51	722	49	46	68	13	172	152	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	338	53	51	722	49	46	68	13	172	152	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	338	53	51	722	49	46	68	13	172	152	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	338	53	51	722	49	46	68	13	172	152	200
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	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.72	0.28	1.00	2.00	1.00	1.00	0.84	0.16	1.00	0.43	0.57
Final Sat.:	1750	3198	501	1750	3800	1750	1750	1511	289	1750	777	1023
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.03	0.19	0.03	0.03	0.05	0.05	0.10	0.20	0.20
Crit Moves:	****				****						****	
Green Time:	7.0	21.2	21.2	14.9	29.1	29.1	29.9	29.9	29.9	29.9	29.9	29.9
Volume/Cap:	0.23	0.37	0.37	0.15	0.49	0.07	0.07	0.11	0.11	0.25	0.49	0.49
Delay/Veh:	32.2	21.8	21.8	25.0	17.6	14.5	14.0	14.3	14.3	15.2	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	21.8	21.8	25.0	17.6	14.5	14.0	14.3	14.3	15.2	17.4	17.4
LOS by Move:	C	C	C	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	4	4	1	6	1	1	1	1	3	6	6

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (AM)

Intersection #3574: HEDDING/MABURY



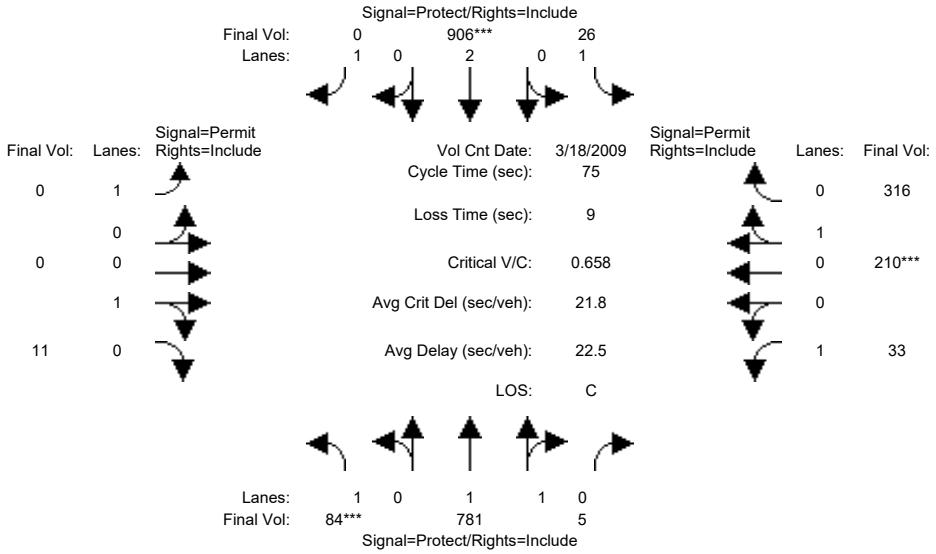
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:30-8:30												
Base Vol:	41	856	2	26	891	0	1	0	16	33	218	278
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	856	2	26	891	0	1	0	16	33	218	278
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	856	2	26	891	0	1	0	16	33	218	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	856	2	26	891	0	1	0	16	33	218	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	856	2	26	891	0	1	0	16	33	218	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	856	2	26	891	0	1	0	16	33	218	278
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.44	0.56
Final Sat.:	1750	3691	9	1750	3800	1750	1750	0	1800	1750	791	1009
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.01	0.23	0.00	0.00	0.00	0.01	0.02	0.28	0.28
Crit Moves:	****				****						****	
Green Time:	7.0	24.3	24.3	9.8	27.1	0.0	31.9	0.0	31.9	31.9	31.9	31.9
Volume/Cap:	0.25	0.71	0.71	0.11	0.65	0.00	0.00	0.00	0.02	0.04	0.65	0.65
Delay/Veh:	32.4	24.4	24.4	29.0	21.1	0.0	12.4	0.0	12.5	12.7	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	24.4	24.4	29.0	21.1	0.0	12.4	0.0	12.5	12.7	19.1	19.1
LOS by Move:	C	C	C	C	C	A	B	A	B	B	B	B
HCM2kAvgQ:	1	9	9	1	8	0	0	0	0	0	9	9

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (AM)

Intersection #3574: HEDDING/MABURY



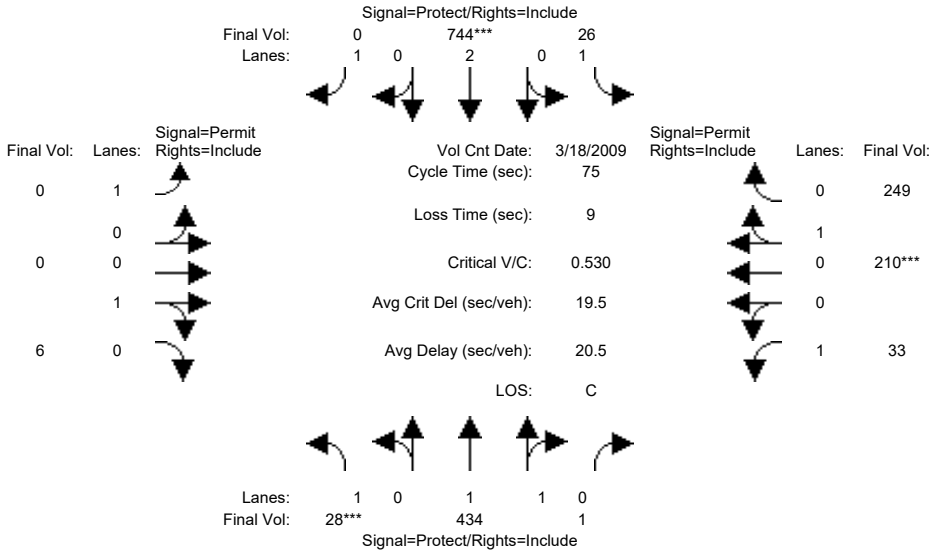
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:30-8:30												
Base Vol:	84	781	5	26	906	0	0	0	11	33	210	316
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	781	5	26	906	0	0	0	11	33	210	316
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	781	5	26	906	0	0	0	11	33	210	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	781	5	26	906	0	0	0	11	33	210	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	781	5	26	906	0	0	0	11	33	210	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	781	5	26	906	0	0	0	11	33	210	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.40	0.60
Final Sat.:	1750	3676	24	1750	3800	1750	1750	0	1800	1750	719	1081
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.01	0.24	0.00	0.00	0.00	0.01	0.02	0.29	0.29
Crit Moves:	****				****						****	
Green Time:	7.0	23.3	23.3	10.2	26.5	0.0	0.0	0.0	32.5	32.5	32.5	32.5
Volume/Cap:	0.51	0.68	0.68	0.11	0.67	0.00	0.00	0.00	0.01	0.04	0.67	0.67
Delay/Veh:	35.2	24.4	24.4	28.6	22.0	0.0	0.0	0.0	12.1	12.3	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	24.4	24.4	28.6	22.0	0.0	0.0	0.0	12.1	12.3	19.4	19.4
LOS by Move:	D	C	C	C	C	A	A	A	B	B	B	B
HCM2kAvgQ:	2	8	8	1	8	0	0	0	0	0	10	10

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (AM)

Intersection #3574: HEDDING/MABURY



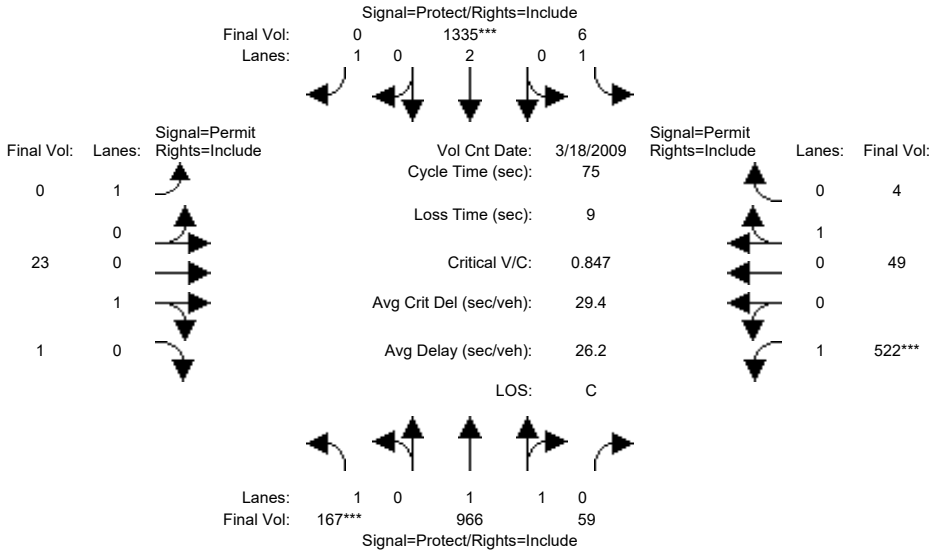
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:30-8:30												
Base Vol:	28	434	1	26	744	0	0	0	6	33	210	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	434	1	26	744	0	0	0	6	33	210	249
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	434	1	26	744	0	0	0	6	33	210	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	434	1	26	744	0	0	0	6	33	210	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	434	1	26	744	0	0	0	6	33	210	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	434	1	26	744	0	0	0	6	33	210	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.46	0.54
Final Sat.:	1750	3691	9	1750	3800	1750	1750	0	1800	1750	824	976
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.01	0.20	0.00	0.00	0.00	0.00	0.02	0.26	0.26
Crit Moves:	****				****						****	
Green Time:	7.0	19.2	19.2	13.4	25.6	0.0	0.0	0.0	33.4	33.4	33.4	33.4
Volume/Cap:	0.17	0.46	0.46	0.08	0.57	0.00	0.00	0.00	0.01	0.04	0.57	0.57
Delay/Veh:	31.8	23.9	23.9	25.8	20.8	0.0	0.0	0.0	11.6	11.8	16.5	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	23.9	23.9	25.8	20.8	0.0	0.0	0.0	11.6	11.8	16.5	16.5
LOS by Move:	C	C	C	C	C	A	A	A	B	B	B	B
HCM2kAvgQ:	1	4	4	0	6	0	0	0	0	0	8	8

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (AM)

Intersection #3574: HEDDING/MABURY



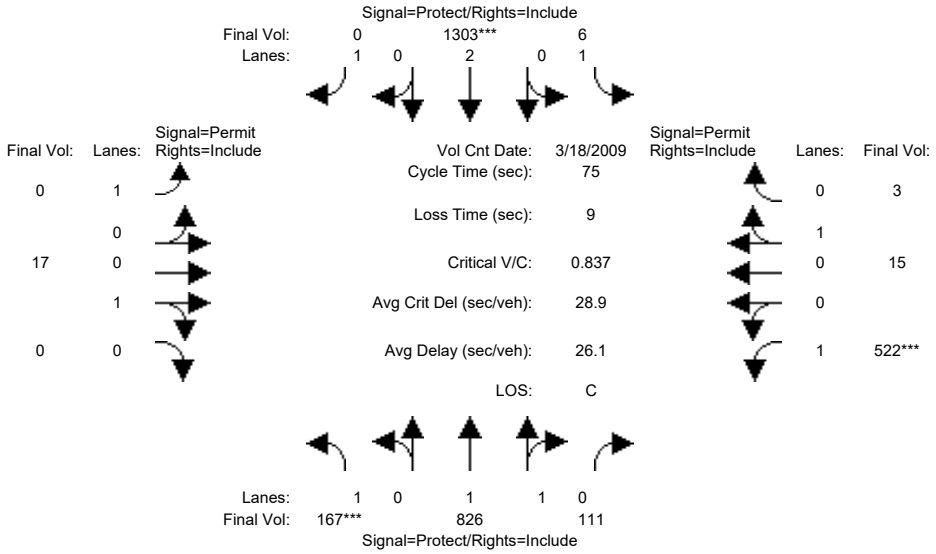
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:30-8:30												
Base Vol:	167	966	59	6	1335	0	0	23	1	522	49	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:	167	966	59	6	1335	0	0	23	1	522	49	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	966	59	6	1335	0	0	23	1	522	49	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:	167	966	59	6	1335	0	0	23	1	522	49	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	966	59	6	1335	0	0	23	1	522	49	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	966	59	6	1335	0	0	23	1	522	49	4
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	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	1.00	0.96	0.04	1.00	0.92	0.08
Final Sat.:	1750	3487	213	1750	3800	1750	1750	1725	75	1750	1664	136
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.28	0.00	0.35	0.00	0.00	0.01	0.01	0.30	0.03	0.03
Crit Moves:	****				****					****		
Green Time:	8.5	29.6	29.6	10.0	31.1	0.0	0.0	26.4	26.4	26.4	26.4	26.4
Volume/Cap:	0.85	0.70	0.70	0.03	0.85	0.00	0.00	0.04	0.04	0.85	0.08	0.08
Delay/Veh:	59.9	20.6	20.6	28.3	24.3	0.0	0.0	16.0	16.0	33.0	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	20.6	20.6	28.3	24.3	0.0	0.0	16.0	16.0	33.0	16.3	16.3
LOS by Move:	E	C	C	C	C	A	A	B	B	C	B	B
HCM2kAvgQ:	5	10	10	0	13	0	0	0	0	12	1	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (AM)

Intersection #3574: HEDDING/MABURY



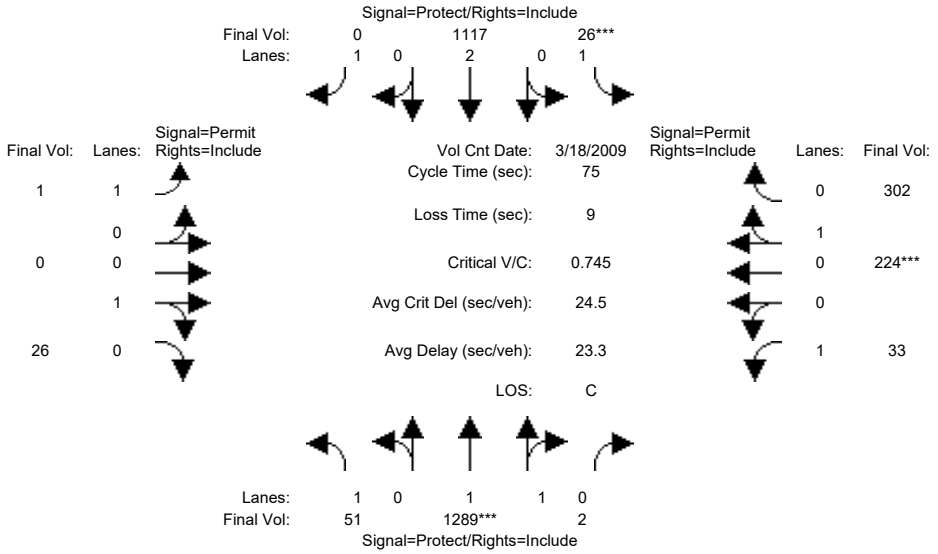
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:30-8:30												
Base Vol:	167	826	111	6	1303	0	0	17	0	522	15	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	826	111	6	1303	0	0	17	0	522	15	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	826	111	6	1303	0	0	17	0	522	15	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	826	111	6	1303	0	0	17	0	522	15	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	826	111	6	1303	0	0	17	0	522	15	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	826	111	6	1303	0	0	17	0	522	15	3
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	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	1.00	0.00	1.00	0.83	0.17
Final Sat.:	1750	3261	438	1750	3800	1750	1750	1800	0	1750	1500	300
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.00	0.34	0.00	0.00	0.01	0.00	0.30	0.01	0.01
Crit Moves:	****				****					****		
Green Time:	8.6	28.7	28.7	10.6	30.7	0.0	0.0	26.7	0.0	26.7	26.7	26.7
Volume/Cap:	0.84	0.66	0.66	0.02	0.84	0.00	0.00	0.03	0.00	0.84	0.03	0.03
Delay/Veh:	58.0	20.3	20.3	27.8	24.0	0.0	0.0	15.7	0.0	31.8	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	20.3	20.3	27.8	24.0	0.0	0.0	15.7	0.0	31.8	15.7	15.7
LOS by Move:	E	C	C	C	C	A	A	B	A	C	B	B
HCM2kAvgQ:	5	9	9	0	13	0	0	0	0	12	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (AM)

Intersection #3574: HEDDING/MABURY



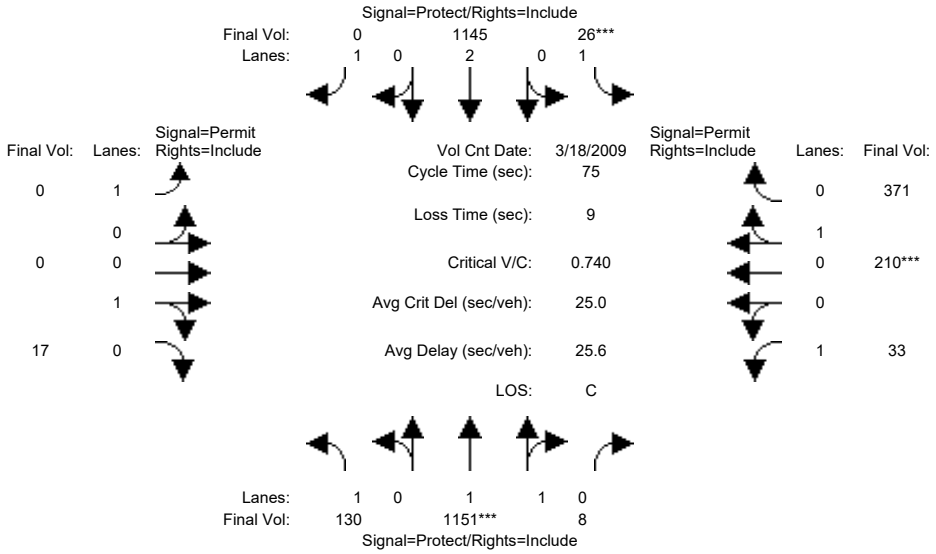
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:30-8:30												
Base Vol:	51	1289	2	26	1117	0	1	0	26	33	224	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	1289	2	26	1117	0	1	0	26	33	224	302
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	1289	2	26	1117	0	1	0	26	33	224	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	1289	2	26	1117	0	1	0	26	33	224	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1289	2	26	1117	0	1	0	26	33	224	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1289	2	26	1117	0	1	0	26	33	224	302
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.43	0.57
Final Sat.:	1750	3694	6	1750	3800	1750	1750	0	1800	1750	767	1033
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.01	0.29	0.00	0.00	0.00	0.01	0.02	0.29	0.29
Crit Moves:		****		****							****	
Green Time:	9.4	32.1	32.1	7.0	29.7	0.0	26.9	0.0	26.9	26.9	26.9	26.9
Volume/Cap:	0.23	0.82	0.82	0.16	0.74	0.00	0.00	0.00	0.04	0.05	0.82	0.82
Delay/Veh:	30.1	22.2	22.2	31.8	21.4	0.0	15.4	0.0	15.7	15.8	29.7	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:	30.1	22.2	22.2	31.8	21.4	0.0	15.4	0.0	15.7	15.8	29.7	29.7
LOS by Move:	C	C	C	C	C	A	B	A	B	B	C	C
HCM2kAvgQ:	1	14	14	1	10	0	0	0	0	0	11	11

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3574: HEDDING/MABURY



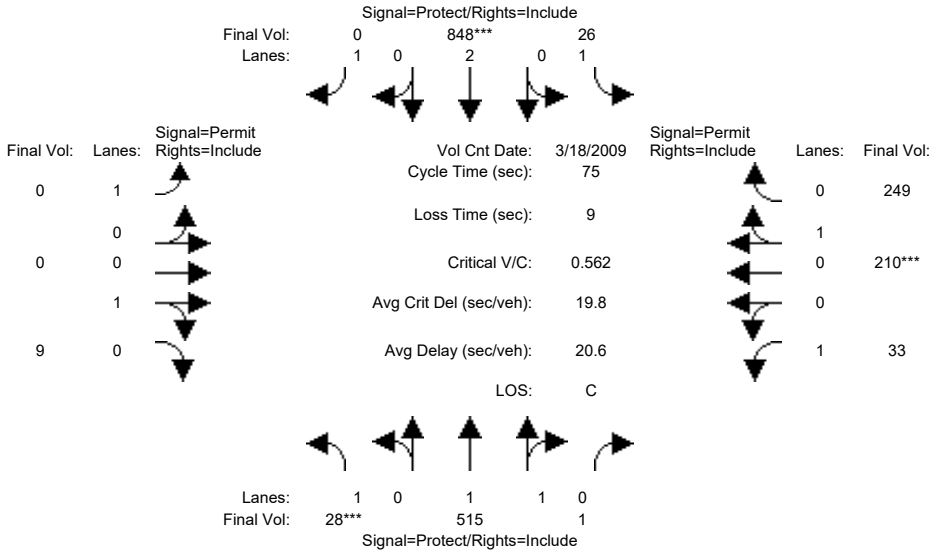
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:30-8:30												
Base Vol:	130	1151	8	26	1145	0	0	0	17	33	210	371
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1151	8	26	1145	0	0	0	17	33	210	371
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1151	8	26	1145	0	0	0	17	33	210	371
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1151	8	26	1145	0	0	0	17	33	210	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1151	8	26	1145	0	0	0	17	33	210	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1151	8	26	1145	0	0	0	17	33	210	371
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.36	0.64
Final Sat.:	1750	3674	26	1750	3800	1750	1750	0	1800	1750	651	1149
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.01	0.30	0.00	0.00	0.00	0.01	0.02	0.32	0.32
Crit Moves:		****		****							****	
Green Time:	8.5	29.1	29.1	7.0	27.5	0.0	0.0	0.0	29.9	29.9	29.9	29.9
Volume/Cap:	0.65	0.81	0.81	0.16	0.82	0.00	0.00	0.00	0.02	0.05	0.81	0.81
Delay/Veh:	39.4	24.0	24.0	31.8	25.5	0.0	0.0	0.0	13.7	13.8	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	24.0	24.0	31.8	25.5	0.0	0.0	0.0	13.7	13.8	26.8	26.8
LOS by Move:	D	C	C	C	C	A	A	A	B	B	C	C
HCM2kAvgQ:	3	13	13	1	11	0	0	0	0	0	12	12

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #3574: HEDDING/MABURY



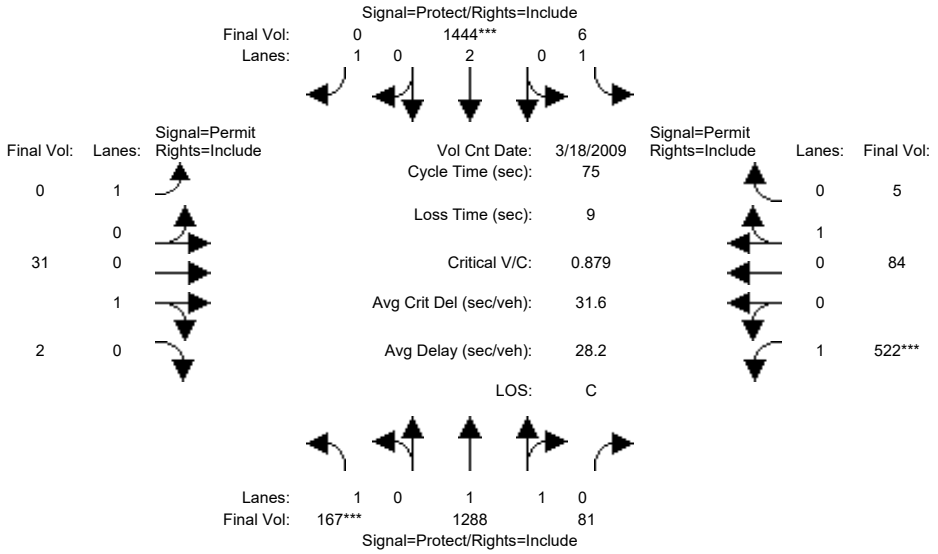
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:30-8:30												
Base Vol:	28	515	1	26	848	0	0	0	9	33	210	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	515	1	26	848	0	0	0	9	33	210	249
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	515	1	26	848	0	0	0	9	33	210	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	515	1	26	848	0	0	0	9	33	210	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	515	1	26	848	0	0	0	9	33	210	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	515	1	26	848	0	0	0	9	33	210	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.46	0.54
Final Sat.:	1750	3693	7	1750	3800	1750	1750	0	1800	1750	824	976
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.01	0.22	0.00	0.00	0.00	0.01	0.02	0.26	0.26
Crit Moves:	****				****						****	
Green Time:	7.0	20.7	20.7	13.8	27.5	0.0	0.0	0.0	31.5	31.5	31.5	31.5
Volume/Cap:	0.17	0.51	0.51	0.08	0.61	0.00	0.00	0.00	0.01	0.04	0.61	0.61
Delay/Veh:	31.8	23.3	23.3	25.4	20.1	0.0	0.0	0.0	12.7	12.9	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	23.3	23.3	25.4	20.1	0.0	0.0	0.0	12.7	12.9	18.4	18.4
LOS by Move:	C	C	C	C	C	A	A	A	B	B	B	B
HCM2kAvgQ:	1	5	5	0	7	0	0	0	0	0	8	8

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3574: HEDDING/MABURY



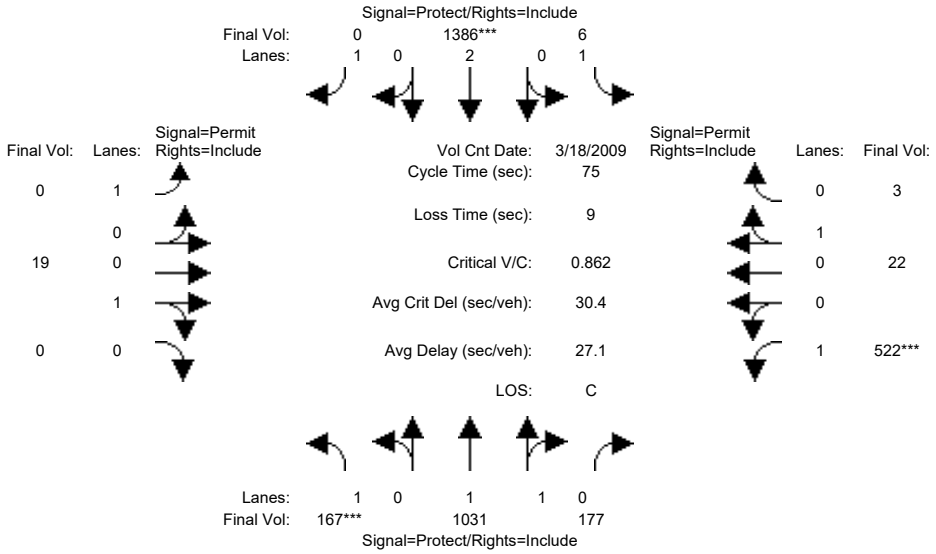
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:30-8:30												
Base Vol:	167	1288	81	6	1444	0	0	31	2	522	84	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1288	81	6	1444	0	0	31	2	522	84	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1288	81	6	1444	0	0	31	2	522	84	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	1288	81	6	1444	0	0	31	2	522	84	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1288	81	6	1444	0	0	31	2	522	84	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	1288	81	6	1444	0	0	31	2	522	84	5
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	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	1.00	0.94	0.06	1.00	0.94	0.06
Final Sat.:	1750	3481	219	1750	3800	1750	1750	1691	109	1750	1699	101
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.37	0.00	0.38	0.00	0.00	0.02	0.02	0.30	0.05	0.05
Crit Moves:	****				****					****		
Green Time:	8.1	32.4	32.4	8.2	32.4	0.0	0.0	25.4	25.4	25.4	25.4	25.4
Volume/Cap:	0.88	0.86	0.86	0.03	0.88	0.00	0.00	0.05	0.05	0.88	0.15	0.15
Delay/Veh:	67.1	24.1	24.1	29.9	25.3	0.0	0.0	16.7	16.7	37.5	17.3	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	24.1	24.1	29.9	25.3	0.0	0.0	16.7	16.7	37.5	17.3	17.3
LOS by Move:	E	C	C	C	C	A	A	B	B	D	B	B
HCM2kAvgQ:	5	16	16	0	14	0	0	1	1	11	1	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #3574: HEDDING/MABURY



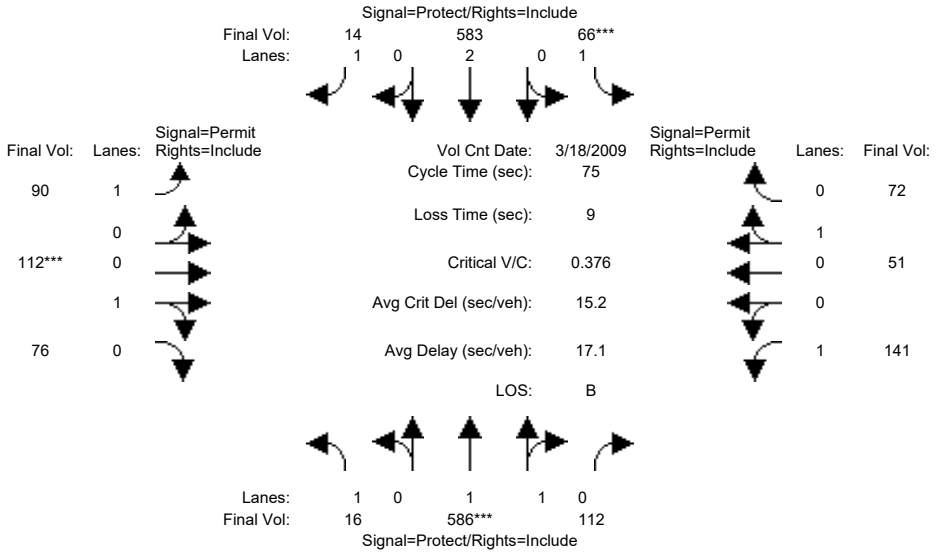
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:30-8:30												
Base Vol:	167	1031	177	6	1386	0	0	19	0	522	22	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1031	177	6	1386	0	0	19	0	522	22	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1031	177	6	1386	0	0	19	0	522	22	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	1031	177	6	1386	0	0	19	0	522	22	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1031	177	6	1386	0	0	19	0	522	22	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	1031	177	6	1386	0	0	19	0	522	22	3
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	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	1.70	0.30	1.00	2.00	1.00	1.00	1.00	0.00	1.00	0.88	0.12
Final Sat.:	1750	3157	542	1750	3800	1750	1750	1800	0	1750	1584	216
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.33	0.00	0.36	0.00	0.00	0.01	0.00	0.30	0.01	0.01
Crit Moves:	****				****					****		
Green Time:	8.3	31.1	31.1	8.9	31.7	0.0	0.0	26.0	0.0	26.0	26.0	26.0
Volume/Cap:	0.86	0.79	0.79	0.03	0.86	0.00	0.00	0.03	0.00	0.86	0.04	0.04
Delay/Veh:	63.1	21.8	21.8	29.3	24.7	0.0	0.0	16.2	0.0	34.9	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.1	21.8	21.8	29.3	24.7	0.0	0.0	16.2	0.0	34.9	16.3	16.3
LOS by Move:	E	C	C	C	C	A	A	B	A	C	B	B
HCM2kAvgQ:	5	13	13	0	15	0	0	0	0	13	0	0

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

Market Park South Village Development

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

Intersection #3574: HEDDING/MABURY



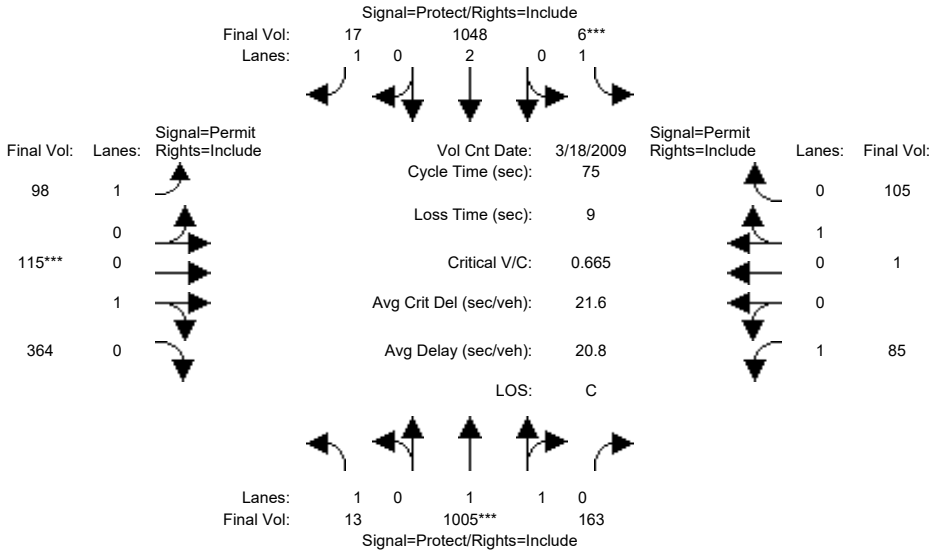
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 5:00-6:00												
Base Vol:	16	586	112	66	583	14	90	112	76	141	51	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	586	112	66	583	14	90	112	76	141	51	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	586	112	66	583	14	90	112	76	141	51	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	586	112	66	583	14	90	112	76	141	51	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	586	112	66	583	14	90	112	76	141	51	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	586	112	66	583	14	90	112	76	141	51	72
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	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.67	0.33	1.00	2.00	1.00	1.00	0.60	0.40	1.00	0.41	0.59
Final Sat.:	1750	3106	594	1750	3800	1750	1750	1072	728	1750	746	1054
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.04	0.15	0.01	0.05	0.10	0.10	0.08	0.07	0.07
Crit Moves:		****		****				****				
Green Time:	17.1	37.6	37.6	7.5	28.1	28.1	20.8	20.8	20.8	20.8	20.8	20.8
Volume/Cap:	0.04	0.38	0.38	0.38	0.41	0.02	0.19	0.38	0.38	0.29	0.25	0.25
Delay/Veh:	22.6	11.6	11.6	32.9	17.5	14.8	20.8	22.3	22.3	21.6	21.3	21.3
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:	22.6	11.6	11.6	32.9	17.5	14.8	20.8	22.3	22.3	21.6	21.3	21.3
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	5	5	2	5	0	2	4	4	3	2	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 No Project (PM)

Intersection #3574: HEDDING/MABURY



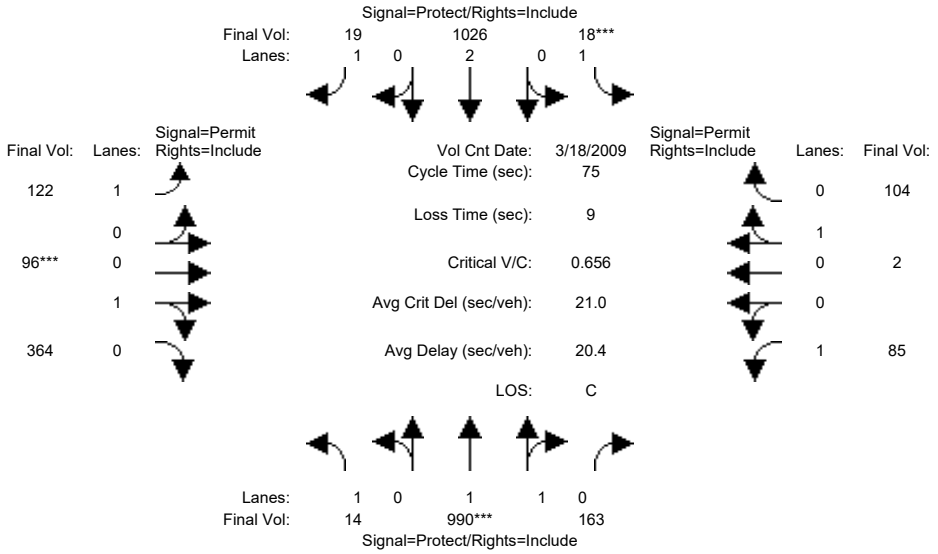
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 5:00-6:00												
Base Vol:	13	1005	163	6	1048	17	98	115	364	85	1	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1005	163	6	1048	17	98	115	364	85	1	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1005	163	6	1048	17	98	115	364	85	1	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1005	163	6	1048	17	98	115	364	85	1	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1005	163	6	1048	17	98	115	364	85	1	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	1005	163	6	1048	17	98	115	364	85	1	105
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	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.71	0.29	1.00	2.00	1.00	1.00	0.24	0.76	1.00	0.01	0.99
Final Sat.:	1750	3183	516	1750	3800	1750	1750	432	1368	1750	17	1783
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.00	0.28	0.01	0.06	0.27	0.27	0.05	0.06	0.06
Crit Moves:		****		****				****				
Green Time:	9.9	32.0	32.0	7.0	29.1	29.1	27.0	27.0	27.0	27.0	27.0	27.0
Volume/Cap:	0.06	0.74	0.74	0.04	0.71	0.02	0.16	0.74	0.74	0.13	0.16	0.16
Delay/Veh:	28.6	19.9	19.9	31.0	21.0	14.2	16.4	25.5	25.5	16.3	16.5	16.5
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:	28.6	19.9	19.9	31.0	21.0	14.2	16.4	25.5	25.5	16.3	16.5	16.5
LOS by Move:	C	B	B	C	C	B	B	C	C	B	B	B
HCM2kAvgQ:	0	12	12	0	10	0	2	12	12	1	2	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Mabury] (PM)

Intersection #3574: HEDDING/MABURY



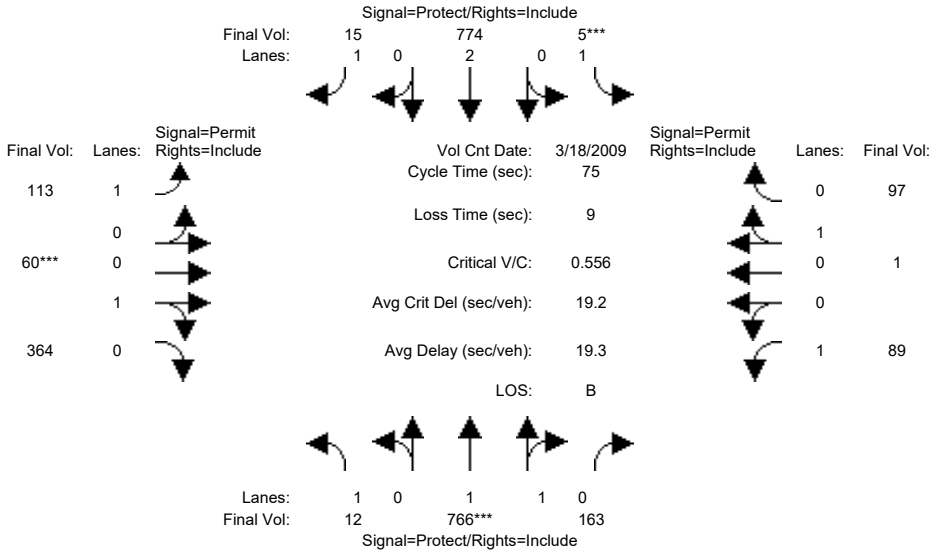
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 5:00-6:00												
Base Vol:	14	990	163	18	1026	19	122	96	364	85	2	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	990	163	18	1026	19	122	96	364	85	2	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	990	163	18	1026	19	122	96	364	85	2	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	990	163	18	1026	19	122	96	364	85	2	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	990	163	18	1026	19	122	96	364	85	2	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	990	163	18	1026	19	122	96	364	85	2	104
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	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.71	0.29	1.00	2.00	1.00	1.00	0.21	0.79	1.00	0.02	0.98
Final Sat.:	1750	3177	523	1750	3800	1750	1750	376	1424	1750	34	1766
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.01	0.27	0.01	0.07	0.26	0.26	0.05	0.06	0.06
Crit Moves:		****		****				****				
Green Time:	10.1	32.4	32.4	7.0	29.3	29.3	26.6	26.6	26.6	26.6	26.6	26.6
Volume/Cap:	0.06	0.72	0.72	0.11	0.69	0.03	0.20	0.72	0.72	0.14	0.17	0.17
Delay/Veh:	28.4	19.2	19.2	31.4	20.5	14.1	17.0	25.0	25.0	16.5	16.7	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	19.2	19.2	31.4	20.5	14.1	17.0	25.0	25.0	16.5	16.7	16.7
LOS by Move:	C	B	B	C	C	B	B	C	C	B	B	B
HCM2kAvgQ:	0	11	11	0	10	0	2	11	11	1	2	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Mabury] (PM)

Intersection #3574: HEDDING/MABURY



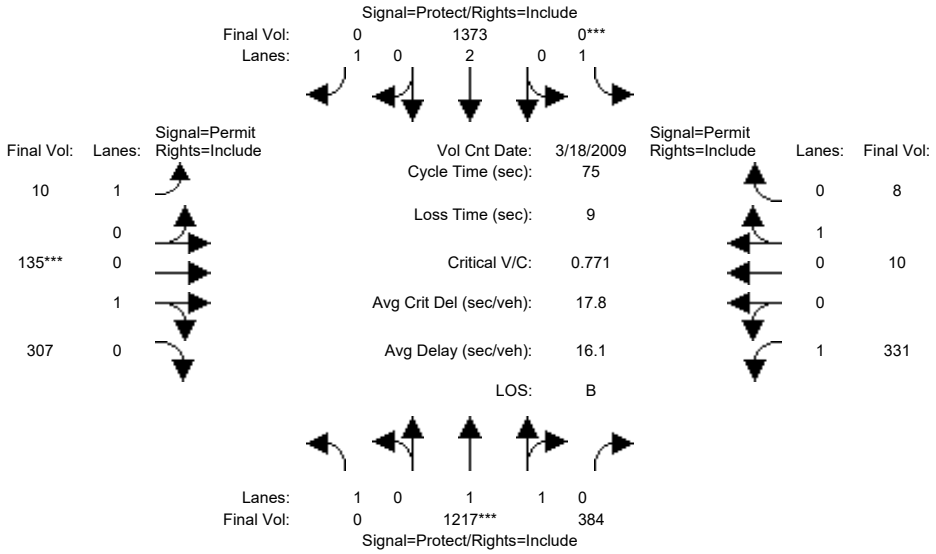
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 5:00-6:00												
Base Vol:	12	766	163	5	774	15	113	60	364	89	1	97
Growth Adj:	1.00	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	766	163	5	774	15	113	60	364	89	1	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	766	163	5	774	15	113	60	364	89	1	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	766	163	5	774	15	113	60	364	89	1	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	766	163	5	774	15	113	60	364	89	1	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	766	163	5	774	15	113	60	364	89	1	97
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	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.64	0.36	1.00	2.00	1.00	1.00	0.14	0.86	1.00	0.01	0.99
Final Sat.:	1750	3050	649	1750	3800	1750	1750	255	1545	1750	18	1782
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.00	0.20	0.01	0.06	0.24	0.24	0.05	0.05	0.05
Crit Moves:		****		****				****				
Green Time:	11.8	30.4	30.4	7.0	25.7	25.7	28.6	28.6	28.6	28.6	28.6	28.6
Volume/Cap:	0.04	0.62	0.62	0.03	0.59	0.03	0.17	0.62	0.62	0.13	0.14	0.14
Delay/Veh:	26.9	18.5	18.5	31.0	21.1	16.4	15.5	20.5	20.5	15.2	15.3	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	18.5	18.5	31.0	21.1	16.4	15.5	20.5	20.5	15.2	15.3	15.3
LOS by Move:	C	B	B	C	C	B	B	C	C	B	B	B
HCM2kAvgQ:	0	9	9	0	7	0	2	9	9	1	1	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 Proposed Project [Berry] (PM)

Intersection #3574: HEDDING/MABURY



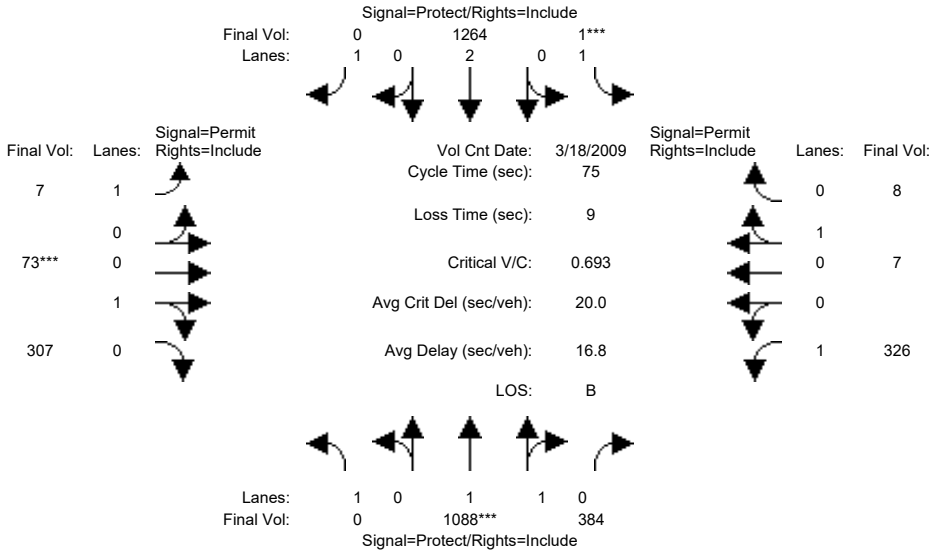
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 5:00-6:00												
Base Vol:	0	1217	384	0	1373	0	10	135	307	331	10	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:	0	1217	384	0	1373	0	10	135	307	331	10	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1217	384	0	1373	0	10	135	307	331	10	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:	0	1217	384	0	1373	0	10	135	307	331	10	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1217	384	0	1373	0	10	135	307	331	10	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:	0	1217	384	0	1373	0	10	135	307	331	10	8
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	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.51	0.49	1.00	2.00	1.00	1.00	0.31	0.69	1.00	0.56	0.44
Final Sat.:	1750	2812	887	1750	3800	1750	1750	550	1250	1750	1000	800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.00	0.36	0.00	0.01	0.25	0.25	0.19	0.01	0.01
Crit Moves:		****		****				****				
Green Time:	0.0	42.1	42.1	0.0	42.1	0.0	23.9	23.9	23.9	23.9	23.9	23.9
Volume/Cap:	0.00	0.77	0.77	0.00	0.64	0.00	0.02	0.77	0.77	0.59	0.03	0.03
Delay/Veh:	0.0	14.5	14.5	0.0	12.0	0.0	17.5	29.4	29.4	23.2	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.5	14.5	0.0	12.0	0.0	17.5	29.4	29.4	23.2	17.6	17.6
LOS by Move:	A	B	B	A	B	A	B	C	C	C	B	B
HCM2kAvgQ:	0	15	15	0	10	0	0	12	12	6	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2030 City Preferred Project [Berry] (PM)

Intersection #3574: HEDDING/MABURY



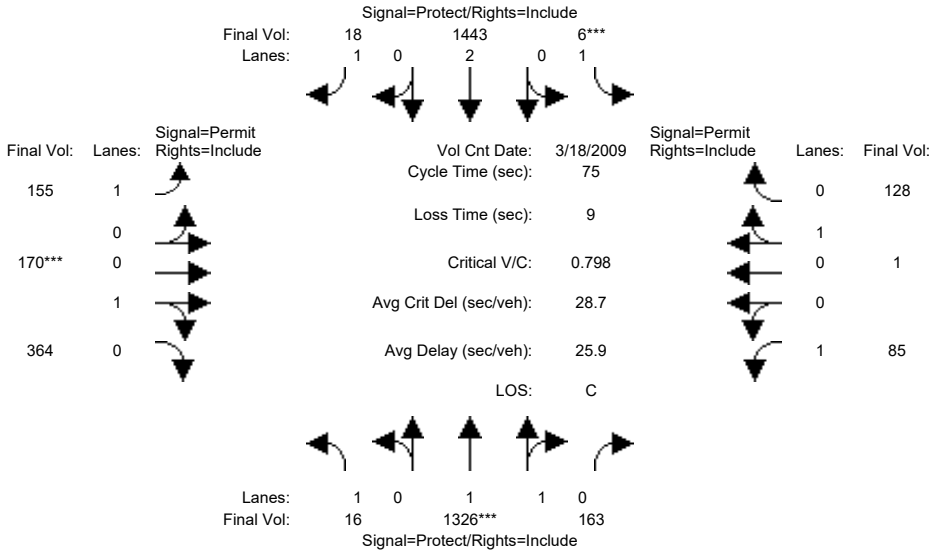
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 5:00-6:00												
Base Vol:	0	1088	384	1	1264	0	7	73	307	326	7	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:	0	1088	384	1	1264	0	7	73	307	326	7	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1088	384	1	1264	0	7	73	307	326	7	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:	0	1088	384	1	1264	0	7	73	307	326	7	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1088	384	1	1264	0	7	73	307	326	7	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:	0	1088	384	1	1264	0	7	73	307	326	7	8
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	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.46	0.54	1.00	2.00	1.00	1.00	0.19	0.81	1.00	0.47	0.53
Final Sat.:	1750	2734	965	1750	3800	1750	1750	346	1454	1750	840	960
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.00	0.33	0.00	0.00	0.21	0.21	0.19	0.01	0.01
Crit Moves:		****		****				****				
Green Time:	0.0	38.5	38.5	7.0	45.5	0.0	20.5	20.5	20.5	20.5	20.5	20.5
Volume/Cap:	0.00	0.77	0.77	0.01	0.55	0.00	0.01	0.77	0.77	0.68	0.03	0.03
Delay/Veh:	0.0	16.8	16.8	30.9	8.9	0.0	19.9	32.7	32.7	28.4	20.0	20.0
User DelAdj:	1.00	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	16.8	16.8	30.9	8.9	0.0	19.9	32.7	32.7	28.4	20.0	20.0
LOS by Move:	A	B	B	C	A	A	B	C	C	C	C	C
HCM2kAvgQ:	0	14	14	0	8	0	0	11	11	7	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 No Project (PM)

Intersection #3574: HEDDING/MABURY



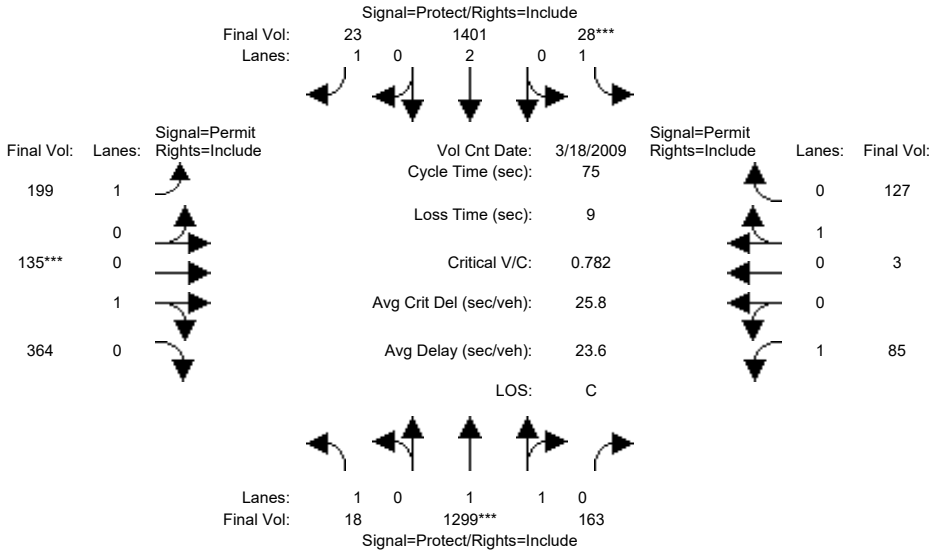
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 5:00-6:00												
Base Vol:	16	1326	163	6	1443	18	155	170	364	85	1	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1326	163	6	1443	18	155	170	364	85	1	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1326	163	6	1443	18	155	170	364	85	1	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1326	163	6	1443	18	155	170	364	85	1	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1326	163	6	1443	18	155	170	364	85	1	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	1326	163	6	1443	18	155	170	364	85	1	128
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	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	0.32	0.68	1.00	0.01	0.99
Final Sat.:	1750	3295	405	1750	3800	1750	1750	573	1227	1750	14	1786
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.40	0.00	0.38	0.01	0.09	0.30	0.30	0.05	0.07	0.07
Crit Moves:		****		****				****				
Green Time:	8.1	34.0	34.0	7.0	32.9	32.9	25.0	25.0	25.0	25.0	25.0	25.0
Volume/Cap:	0.08	0.89	0.89	0.04	0.87	0.02	0.27	0.89	0.89	0.15	0.21	0.21
Delay/Veh:	30.3	25.1	25.1	31.0	24.1	12.0	18.5	38.8	38.8	17.6	18.1	18.1
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:	30.3	25.1	25.1	31.0	24.1	12.0	18.5	38.8	38.8	17.6	18.1	18.1
LOS by Move:	C	C	C	C	C	B	B	D	D	B	B	B
HCM2kAvgQ:	0	17	17	0	15	0	3	16	16	1	2	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3574: HEDDING/MABURY



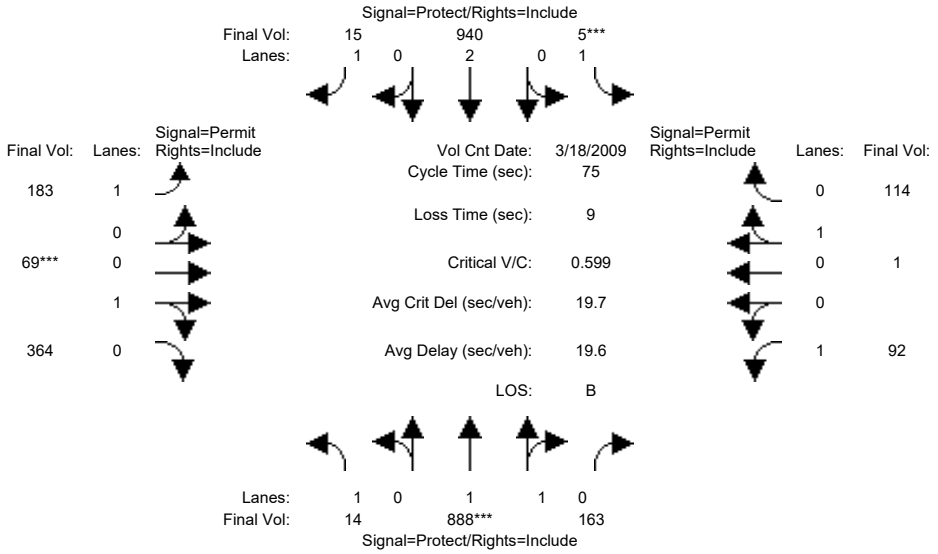
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 5:00-6:00												
Base Vol:	18	1299	163	28	1401	23	199	135	364	85	3	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1299	163	28	1401	23	199	135	364	85	3	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1299	163	28	1401	23	199	135	364	85	3	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1299	163	28	1401	23	199	135	364	85	3	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1299	163	28	1401	23	199	135	364	85	3	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1299	163	28	1401	23	199	135	364	85	3	127
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	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.77	0.23	1.00	2.00	1.00	1.00	0.27	0.73	1.00	0.02	0.98
Final Sat.:	1750	3287	412	1750	3800	1750	1750	487	1313	1750	42	1758
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.40	0.02	0.37	0.01	0.11	0.28	0.28	0.05	0.07	0.07
Crit Moves:		****		****				****				
Green Time:	8.4	34.7	34.7	7.0	33.3	33.3	24.3	24.3	24.3	24.3	24.3	24.3
Volume/Cap:	0.09	0.85	0.85	0.17	0.83	0.03	0.35	0.85	0.85	0.15	0.22	0.22
Delay/Veh:	30.1	22.4	22.4	31.8	22.1	11.8	19.7	35.5	35.5	18.1	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	22.4	22.4	31.8	22.1	11.8	19.7	35.5	35.5	18.1	18.6	18.6
LOS by Move:	C	C	C	C	C	B	B	D	D	B	B	B
HCM2kAvgQ:	0	16	16	1	14	0	4	15	15	1	2	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #3574: HEDDING/MABURY



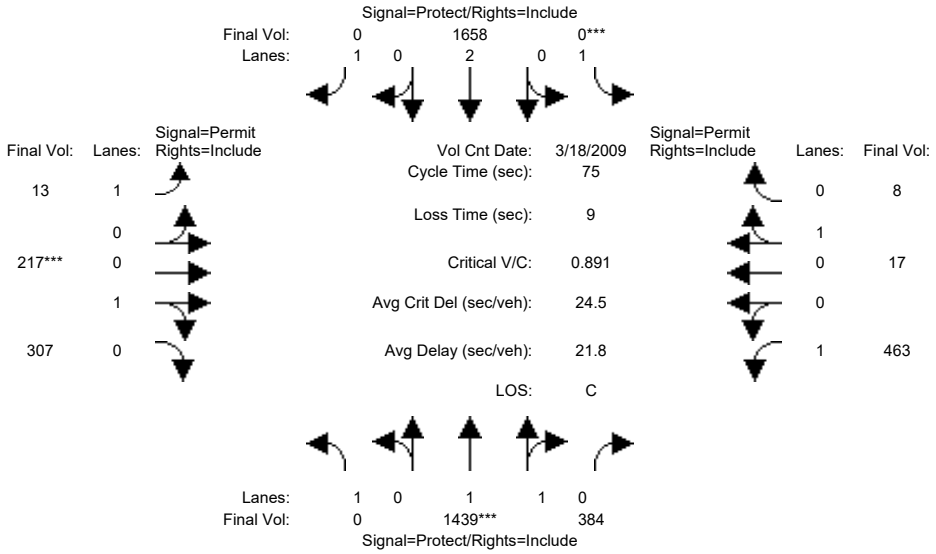
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 5:00-6:00												
Base Vol:	14	888	163	5	940	15	183	69	364	92	1	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	888	163	5	940	15	183	69	364	92	1	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	888	163	5	940	15	183	69	364	92	1	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	888	163	5	940	15	183	69	364	92	1	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	888	163	5	940	15	183	69	364	92	1	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	888	163	5	940	15	183	69	364	92	1	114
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	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.68	0.32	1.00	2.00	1.00	1.00	0.16	0.84	1.00	0.01	0.99
Final Sat.:	1750	3126	574	1750	3800	1750	1750	287	1513	1750	16	1784
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.00	0.25	0.01	0.10	0.24	0.24	0.05	0.06	0.06
Crit Moves:		****		****				****				
Green Time:	10.7	31.9	31.9	7.0	28.3	28.3	27.1	27.1	27.1	27.1	27.1	27.1
Volume/Cap:	0.06	0.67	0.67	0.03	0.66	0.02	0.29	0.67	0.67	0.15	0.18	0.18
Delay/Veh:	27.9	18.4	18.4	31.0	20.5	14.7	17.4	22.8	22.8	16.3	16.5	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	18.4	18.4	31.0	20.5	14.7	17.4	22.8	22.8	16.3	16.5	16.5
LOS by Move:	C	B	B	C	C	B	B	C	C	B	B	B
HCM2kAvgQ:	0	10	10	0	9	0	3	10	10	1	2	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3574: HEDDING/MABURY



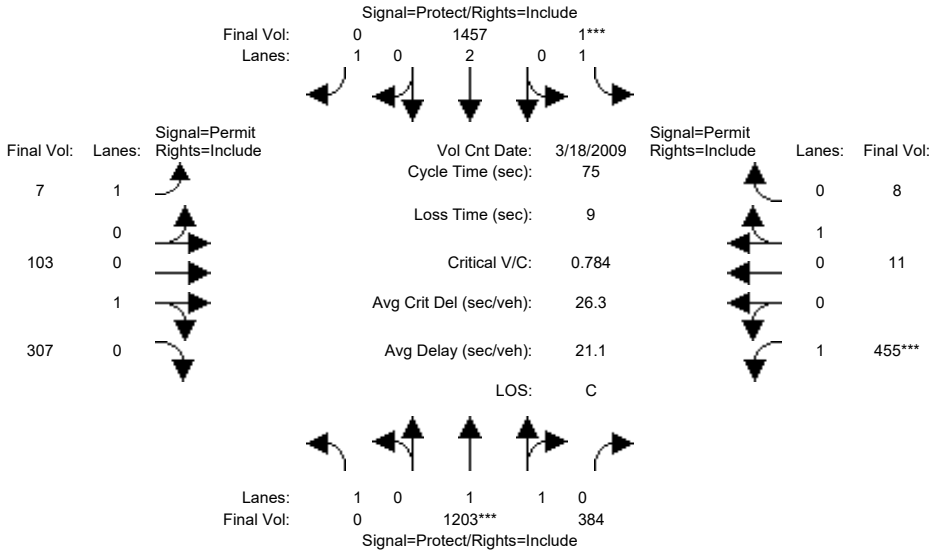
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 5:00-6:00												
Base Vol:	0	1439	384	0	1658	0	13	217	307	463	17	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:	0	1439	384	0	1658	0	13	217	307	463	17	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1439	384	0	1658	0	13	217	307	463	17	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:	0	1439	384	0	1658	0	13	217	307	463	17	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1439	384	0	1658	0	13	217	307	463	17	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:	0	1439	384	0	1658	0	13	217	307	463	17	8
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	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.57	0.43	1.00	2.00	1.00	1.00	0.41	0.59	1.00	0.68	0.32
Final Sat.:	1750	2920	779	1750	3800	1750	1750	745	1055	1750	1224	576
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.49	0.00	0.44	0.00	0.01	0.29	0.29	0.26	0.01	0.01
Crit Moves:		****		****				****				
Green Time:	0.0	41.5	41.5	0.0	41.5	0.0	24.5	24.5	24.5	24.5	24.5	24.5
Volume/Cap:	0.00	0.89	0.89	0.00	0.79	0.00	0.02	0.89	0.89	0.81	0.04	0.04
Delay/Veh:	0.0	20.1	20.1	0.0	15.4	0.0	17.1	39.6	39.6	31.6	17.3	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.1	20.1	0.0	15.4	0.0	17.1	39.6	39.6	31.6	17.3	17.3
LOS by Move:	A	C	C	A	B	A	B	D	D	C	B	B
HCM2kAvgQ:	0	20	20	0	14	0	0	16	16	10	0	0

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #3574: HEDDING/MABURY



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: 18 Mar 2009 << 5:00-6:00												
Base Vol:	0	1203	384	1	1457	0	7	103	307	455	11	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:	0	1203	384	1	1457	0	7	103	307	455	11	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1203	384	1	1457	0	7	103	307	455	11	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:	0	1203	384	1	1457	0	7	103	307	455	11	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1203	384	1	1457	0	7	103	307	455	11	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:	0	1203	384	1	1457	0	7	103	307	455	11	8
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	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.50	0.50	1.00	2.00	1.00	1.00	0.25	0.75	1.00	0.58	0.42
Final Sat.:	1750	2804	895	1750	3800	1750	1750	452	1348	1750	1042	758
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.00	0.38	0.00	0.00	0.23	0.23	0.26	0.01	0.01
Crit Moves:		****		****						****		
Green Time:	0.0	36.7	36.7	7.0	43.7	0.0	22.3	22.3	22.3	22.3	22.3	22.3
Volume/Cap:	0.00	0.88	0.88	0.01	0.66	0.00	0.01	0.77	0.77	0.88	0.04	0.04
Delay/Veh:	0.0	22.2	22.2	30.9	11.3	0.0	18.6	30.6	30.6	40.4	18.8	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.2	22.2	30.9	11.3	0.0	18.6	30.6	30.6	40.4	18.8	18.8
LOS by Move:	A	C	C	C	B	A	B	C	C	D	B	B
HCM2kAvgQ:	0	18	18	0	11	0	0	11	11	10	0	0

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

Appendix D
Freeway Level of Service Calculations

Existing Freeway Levels of Service

#	Freeway	Segment	Direction	Peak Hour	Mixed-Flow Lane Speed[1] (mi/hr)	Volume[1] (pc/hr/ln)	Density[1] (pc/mi/ln)	LOS[1]	HOV Lane Speed[1] (mi/hr)	Volume[1] (pc/hr/ln)	Density[1] (pc/mi/ln)	LOS[1]
1	SR 87	from Alma Avenue to I-280	NB	AM	48.40	1,991	41	D	63.66	1,400	22	C
			NB	PM	21.20	1,407	**66**	**F**	63.82	1,393	22	C
2	SR 87	from I-280 to Julian Street	NB	AM	22.20	1,446	**65**	**F**	42.77	1,745	41	D
			NB	PM	60.60	1,746	29	D	67.76	1,174	17	A
3	SR 87	from Julian Street to Taylor Street	NB	AM	28.60	1,660	**58**	**F**	48.34	1,713	35	D
			NB	PM	57.00	1,905	33	D	66.75	1,242	19	B
4	SR 87	from Taylor Street to Julian Street	SB	AM	55.40	1,943	35	D	60.48	1,511	25	D
			SB	PM	25.40	1,561	**61**	**F**	48.76	1,709	35	D
5	SR 87	from Julian Street to I-280	SB	AM	52.60	1,980	38	D	67.40	1,199	18	A
			SB	PM	23.40	1,491	**64**	**F**	54.16	1,646	30	D
6	SR 87	from I-280 to Alma Avenue	SB	AM	62.40	1,601	26	C	67.79	1,172	17	A
			SB	PM	21.40	1,415	**66**	**F**	44.53	1,738	39	D
7	I-280	from Bird Avenue to SR 87	EB	AM	60.40	1,759	29	D	--	--	--	--
			EB	PM	11.40	923	**81**	**F**	--	--	--	--
8	I-280	from SR 87 to Tenth Street	EB	AM	55.20	1,946	35	D	--	--	--	--
			EB	PM	14.40	1,094	**76**	**F**	--	--	--	--
9	I-280	from Tenth Street to McLaughlin Avenue	EB	AM	56.40	1,921	34	D	--	--	--	--
			EB	PM	45.40	1,975	44	D	--	--	--	--
10	I-280	from McLaughlin Avenue to US 101	EB	AM	57.20	1,899	33	D	--	--	--	--
			EB	PM	53.80	1,968	37	D	--	--	--	--
11	I-280	from US 101 to McLaughlin Avenue	WB	AM	10.80	886	**82**	**F**	--	--	--	--
			WB	PM	60.20	1,771	29	D	--	--	--	--
12	I-280	from McLaughlin Avenue to Tenth Street	WB	AM	19.40	1,333	**69**	**F**	--	--	--	--
			WB	PM	44.00	1,963	45	D	--	--	--	--
13	I-280	from Tenth Street to SR 87	WB	AM	21.60	1,423	**66**	**F**	--	--	--	--
			WB	PM	30.60	1,716	56	E	--	--	--	--
14	I-280	from SR 87 to Bird Avenue	WB	AM	31.60	1,742	55	E	--	--	--	--
			WB	PM	20.80	1,391	**67**	**F**	--	--	--	--
15	I-680	from US 101 to King Road	NB	AM	50.80	1,990	39	D	--	--	--	--
			NB	PM	56.60	1,915	34	D	--	--	--	--
16	I-680	from King Road to Capitol Expressway	NB	AM	12.20	971	**80**	**F**	--	--	--	--
			NB	PM	37.20	1,865	50	E	--	--	--	--
17	I-680	from Capitol Expressway to Alum Rock Avenue	NB	AM	13.40	1,039	**78**	**F**	--	--	--	--
			NB	PM	57.20	1,899	33	D	--	--	--	--
18	I-680	from Alum Rock Avenue to McKee Road	NB	AM	20.00	1,358	**68**	**F**	--	--	--	--
			NB	PM	54.20	1,962	36	D	--	--	--	--
19	I-680	from McKee Road to Berryessa Road	NB	AM	35.80	1,838	51	E	--	--	--	--
			NB	PM	57.00	1,905	33	D	--	--	--	--
20	I-680	from Berryessa Road to Hostetter Road	NB	AM	60.00	1,782	30	D	--	--	--	--
			NB	PM	60.00	1,782	30	D	--	--	--	--
21	I-680	from Hostetter Road to Capitol Avenue	NB	AM	62.20	1,621	26	C	--	--	--	--
			NB	PM	62.80	1,559	25	C	--	--	--	--
22	I-680	from Capitol Avenue to Montague Expressway	NB	AM	58.40	1,858	32	D	--	--	--	--
			NB	PM	59.00	1,833	31	D	--	--	--	--
23	I-680	from Montague Expressway to Capitol Avenue	SB	AM	59.60	1,804	30	D	--	--	--	--
			SB	PM	12.00	959	**80**	**F**	--	--	--	--
24	I-680	from Capitol Avenue to Hostetter Road	SB	AM	61.60	1,674	27	D	--	--	--	--
			SB	PM	14.80	1,115	**75**	**F**	--	--	--	--
25	I-680	from Hostetter Road to Berryessa Road	SB	AM	59.00	1,833	31	D	--	--	--	--
			SB	PM	19.40	1,333	**69**	**F**	--	--	--	--
26	I-680	from Berryessa Road to McKee Road	SB	AM	62.80	1,559	25	C	--	--	--	--
			SB	PM	32.40	1,762	54	E	--	--	--	--
27	I-680	from McKee Road to Alum Rock Avenue	SB	AM	45.00	1,972	44	D	--	--	--	--
			SB	PM	29.20	1,678	**57**	**F**	--	--	--	--
28	I-680	from Alum Rock Avenue to Capitol Expressway	SB	AM	30.40	1,711	56	E	--	--	--	--
			SB	PM	50.60	1,991	39	D	--	--	--	--
29	I-680	from Capitol Expressway to King Road	SB	AM	18.80	1,307	**70**	**F**	--	--	--	--
			SB	PM	54.40	1,960	36	D	--	--	--	--
30	I-680	from King Road to US 101	SB	AM	18.20	1,280	**70**	**F**	--	--	--	--
			SB	PM	52.60	1,980	38	D	--	--	--	--
31	I-880	from The Alameda to Coleman Avenue	NB	AM	15.60	1,156	**74**	**F**	--	--	--	--
			NB	PM	6.20	566	**91**	**F**	--	--	--	--
32	I-880	from Coleman Avenue to North First Street	NB	AM	16.60	1,205	**73**	**F**	--	--	--	--
			NB	PM	13.60	1,050	**77**	**F**	--	--	--	--
33	I-880	from North First Street to US 101	NB	AM	17.80	1,262	**71**	**F**	--	--	--	--
			NB	PM	27.80	1,637	**59**	**F**	--	--	--	--
34	I-880	from US 101 to East Brokaw Road	NB	AM	24.00	1,512	**63**	**F**	--	--	--	--
			NB	PM	27.20	1,618	**60**	**F**	--	--	--	--
35	I-880	from East Brokaw Road to Montague Expressway	NB	AM	61.40	1,690	28	D	73.42	475	6	A
			NB	PM	60.00	1,782	30	D	73.10	541	7	A
36	I-880	from Montague Expressway to East Brokaw Road	SB	AM	57.80	1,880	33	D	66.75	1,242	19	B
			SB	PM	14.20	1,083	**76**	**F**	28.51	1,725	**60**	**F**
37	I-880	from East Brokaw Road to US 101	SB	AM	11.20	911	**81**	**F**	39.02	1,754	45	E
			SB	PM	12.00	959	**80**	**F**	2.52	619	**245**	**F**
38	I-880	from US 101 to North First Street	SB	AM	11.20	911	**81**	**F**	--	--	--	--
			SB	PM	10.40	861	**83**	**F**	--	--	--	--
39	I-880	from North First Street to Coleman Avenue	SB	AM	37.60	1,872	50	E	--	--	--	--
			SB	PM	15.80	1,166	**74**	**F**	--	--	--	--
40	I-880	from Coleman Avenue to The Alameda	SB	AM	55.00	1,950	35	D	--	--	--	--
			SB	PM	23.80	1,505	**63**	**F**	--	--	--	--

Existing Freeway Levels of Service

#	Freeway	Segment	Direction	Peak Hour	Mixed-Flow Lane Speed[1] (mi/hr)	Mixed-Flow Lane Volume[1] (pc/hr/ln)	Mixed-Flow Lane Density[1] (pc/mi/ln)	Mixed-Flow Lane LOS[1]	HOV Lane Speed[1] (mi/hr)	HOV Lane Volume[1] (pc/hr/ln)	HOV Lane Density[1] (pc/mi/ln)	HOV Lane LOS[1]
41	US 101	from Tully Road to Story Road	NB	AM	21.80	1,431	**66**	**F**	57.02	1,595	28	D
			NB	PM	42.80	1,950	46	D	72.26	689	10	A
42	US 101	from Story Road to I-280	NB	AM	9.40	796	**85**	**F**	17.42	1,579	**91**	**F**
			NB	PM	61.00	1,719	28	D	74.93	90	1	A
43	US 101	from I-280 to Santa Clara Street	NB	AM	12.80	1,006	**79**	**F**	16.87	1,567	**93**	**F**
			NB	PM	60.80	1,733	29	D	76.14	--[2]	--[2]	A
44	US 101	from Santa Clara Street to McKee Road	NB	AM	12.40	983	**79**	**F**	20.80	1,642	**79**	**F**
			NB	PM	63.40	1,487	23	C	74.51	212	3	A
45	US 101	from McKee Road to Oakland Road	NB	AM	19.20	1,324	**69**	**F**	28.32	1,724	**61**	**F**
			NB	PM	57.40	1,893	33	D	73.30	500	7	A
46	US 101	from Oakland Road to I-880	NB	AM	22.20	1,446	**65**	**F**	52.00	1,675	32	D
			NB	PM	32.60	1,767	54	E	74.60	186	2	A
47	US 101	from I-880 to Old Bayshore Highway	NB	AM	14.80	1,115	**75**	**F**	56.11	1,613	29	D
			NB	PM	56.80	1,910	34	D	73.19	523	7	A
48	US 101	from Old Bayshore Highway to North First Street	NB	AM	12.00	959	**80**	**F**	42.80	1,745	41	D
			NB	PM	60.00	1,782	30	D	74.44	230	3	A
49	US 101	from North First Street to Guadalupe Parkway (SR 87)	NB	AM	9.20	783	**85**	**F**	10.04	1,331	**133**	**F**
			NB	PM	61.40	1,690	28	D	69.30	1,049	15	A
50	US 101	from Guadalupe Parkway (SR 87) to North First Street	SB	AM	61.20	1,705	28	D	74.67	166	2	A
			SB	PM	14.80	1,115	**75**	**F**	45.42	1,733	38	D
51	US 101	from North First Street to Old Bayshore Highway	SB	AM	56.60	1,915	34	D	73.86	378	5	A
			SB	PM	7.40	657	**89**	**F**	38.60	1,754	45	E
52	US 101	from Old Bayshore Highway to I-880	SB	AM	60.60	1,746	29	D	72.58	636	9	A
			SB	PM	6.40	582	**91**	**F**	27.94	1,721	**62**	**F**
53	US 101	from I-880 to Oakland Road	SB	AM	55.40	1,943	35	D	75.73	--[2]	--[2]	A
			SB	PM	12.00	959	**80**	**F**	23.79	1,682	**71**	**F**
54	US 101	from Oakland Road to McKee Road	SB	AM	60.80	1,733	29	D	74.06	331	4	A
			SB	PM	23.80	1,505	**63**	**F**	45.20	1,734	38	D
55	US 101	from McKee Road to Santa Clara Street	SB	AM	66.00	968	15	B	72.69	617	8	A
			SB	PM	20.00	1,358	**68**	**F**	52.98	1,663	31	D
56	US 101	from Santa Clara Street to I-280	SB	AM	62.80	1,559	25	C	73.62	432	6	A
			SB	PM	32.20	1,757	55	E	56.27	1,610	29	D
57	US 101	from I-280 to Story Road	SB	AM	57.80	1,880	33	D	74.58	194	3	A
			SB	PM	37.00	1,861	50	E	55.68	1,621	29	D
58	US 101	from Story Road to Tully Road	SB	AM	34.20	1,804	53	E	73.33	494	7	A
			SB	PM	41.20	1,930	47	E	56.85	1,599	28	D

[1]Santa Clara Valley Transportation Authority CMP Monitoring & Conformance Report, 2018.
[2]Speed exceeds the bound of the equation used to derive volume and density.
Entries denoted in bold indicate unacceptable LOS F conditions.

Year 2040 No Project

					Year 2040 No Project									
					Mixed-Flow Lane					HOV Lane				
#	Freeway	Segment	Direction	Peak Hour	Speed[1] (mi/hr)	# of Lanes[1]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS	Speed[1, 2] (mi/hr)	# of Lanes[1 3]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS
1	SR 87	from Alma Avenue to I-280	NB	AM	48.40	2.0	2,310	48	E	63.66	1.0	2,088	33	D
			NB	PM	21.20	2.0	1,688	**80**	**F**	63.82	1.0	1,855	29	D
2	SR 87	from I-280 to Julian Street	NB	AM	22.20	2.0	1,534	**69**	**F**	42.77	1.0	1,624	38	D
			NB	PM	60.60	2.0	1,965	32	D	67.76	1.0	694	10	A
3	SR 87	from Julian Street to Taylor Street	NB	AM	28.60	2.0	1,734	**61**	**F**	48.34	1.0	2,067	43	D
			NB	PM	57.00	2.0	2,381	42	D	66.75	1.0	1,262	19	C
4	SR 87	from Taylor Street to Julian Street	SB	AM	55.40	2.0	2,368	43	D	60.48	1.0	1,153	19	C
			SB	PM	25.40	2.0	1,833	**72**	**F**	48.76	1.0	2,013	41	D
5	SR 87	from Julian Street to I-280	SB	AM	52.60	2.0	2,467	47	E	67.40	1.0	1,091	16	B
			SB	PM	23.40	2.0	2,076	**89**	**F**	54.16	1.0	2,028	37	D
6	SR 87	from I-280 to Alma Avenue	SB	AM	62.40	2.0	1,722	28	D	67.79	1.0	1,522	22	C
			SB	PM	21.40	2.0	1,569	**73**	**F**	44.53	1.0	1,977	44	D
7	I-280	from Bird Avenue to SR 87	EB	AM	60.40	4.0	1,883	31	D	55.00	1.0	601	11	A
			EB	PM	11.40	4.0	1,015	**89**	**F**	55.00	1.0	1,729	31	D
8	I-280	from SR 87 to Tenth Street	EB	AM	55.20	4.0	2,127	39	D	55.00	1.0	805	15	B
			EB	PM	14.40	4.0	1,346	**93**	**F**	55.00	1.0	1,880	34	D
9	I-280	from Tenth Street to McLaughlin Avenue	EB	AM	56.40	4.0	2,277	40	D	55.00	1.0	766	14	B
			EB	PM	45.40	4.0	2,132	47	E	55.00	1.0	2,041	37	D
10	I-280	from McLaughlin Avenue to US 101	EB	AM	57.20	4.0	2,174	38	D	55.00	1.0	758	14	B
			EB	PM	53.80	4.0	2,092	39	D	55.00	1.0	1,947	35	D
11	I-280	from US 101 to McLaughlin Avenue	WB	AM	10.80	4.0	1,119	**104**	**F**	55.00	1.0	1,766	32	D
			WB	PM	60.20	4.0	2,070	34	D	55.00	1.0	1,617	29	D
12	I-280	from McLaughlin Avenue to Tenth Street	WB	AM	19.40	4.0	1,513	**78**	**F**	55.00	1.0	2,219	40	D
			WB	PM	44.00	4.0	2,305	52	E	55.00	1.0	1,760	32	D
13	I-280	from Tenth Street to SR 87	WB	AM	21.60	4.0	1,631	**76**	**F**	55.00	1.0	2,074	38	D
			WB	PM	30.60	4.0	1,852	**61**	**F**	55.00	1.0	1,612	29	D
14	I-280	from SR 87 to Bird Avenue	WB	AM	31.60	4.0	1,841	**58**	**F**	55.00	1.0	1,859	34	D
			WB	PM	20.80	4.0	1,535	**74**	**F**	55.00	1.0	1,192	22	C
15	I-680	from US 101 to King Road	NB	AM	50.80	4.0	2,344	46	E	55.00	1.0	758	14	B
			NB	PM	56.60	4.0	2,157	38	D	55.00	1.0	1,947	35	D
16	I-680	from King Road to Capitol Expressway	NB	AM	12.20	4.0	1,177	**96**	**F**	55.00	1.0	966	18	B
			NB	PM	37.20	4.0	2,202	**59**	**F**	55.00	1.0	1,790	33	D
17	I-680	from Capitol Expressway to Alum Rock Avenue	NB	AM	13.40	4.0	1,201	**90**	**F**	55.00	1.0	565	10	A
			NB	PM	57.20	4.0	2,265	40	D	55.00	1.0	1,654	30	D
18	I-680	from Alum Rock Avenue to McKee Road	NB	AM	20.00	4.0	1,474	**74**	**F**	55.00	1.0	565	10	A
			NB	PM	54.20	4.0	2,385	44	D	55.00	1.0	1,654	30	D
19	I-680	from McKee Road to Berryessa Road	NB	AM	35.80	4.0	1,906	53	E	55.00	1.0	906	16	B
			NB	PM	57.00	4.0	2,319	41	D	55.00	1.0	1,883	34	D
20	I-680	from Berryessa Road to Hostetter Road	NB	AM	60.00	4.0	1,817	30	D	55.00	1.0	797	14	B
			NB	PM	60.00	4.0	2,353	39	D	55.00	1.0	1,758	32	D
21	I-680	from Hostetter Road to Capitol Avenue	NB	AM	62.20	4.0	1,652	27	D	55.00	1.0	751	14	B
			NB	PM	62.80	4.0	2,103	33	D	55.00	1.0	1,663	30	D
22	I-680	from Capitol Avenue to Montague Expressway	NB	AM	58.40	4.0	1,895	32	D	55.00	1.0	793	14	B
			NB	PM	59.00	4.0	2,446	41	D	55.00	1.0	1,823	33	D
23	I-680	from Montague Expressway to Capitol Avenue	SB	AM	59.60	4.0	2,298	39	D	55.00	1.0	1,846	34	D
			SB	PM	12.00	4.0	1,096	**91**	**F**	55.00	1.0	1,824	33	D
24	I-680	from Capitol Avenue to Hostetter Road	SB	AM	61.60	4.0	2,198	36	D	55.00	1.0	1,815	33	D
			SB	PM	14.80	4.0	1,252	**85**	**F**	55.00	1.0	1,656	30	D
25	I-680	from Hostetter Road to Berryessa Road	SB	AM	59.00	4.0	2,330	39	D	55.00	1.0	1,795	33	D
			SB	PM	19.40	4.0	1,527	**79**	**F**	55.00	1.0	1,817	33	D
26	I-680	from Berryessa Road to McKee Road	SB	AM	62.80	4.0	1,921	31	D	55.00	1.0	1,930	35	D
			SB	PM	32.40	4.0	1,938	**60**	**F**	55.00	1.0	2,076	38	D
27	I-680	from McKee Road to Alum Rock Avenue	SB	AM	45.00	4.0	2,279	51	E	55.00	1.0	1,851	34	D
			SB	PM	29.20	4.0	1,894	**65**	**F**	55.00	1.0	1,500	27	D
28	I-680	from Alum Rock Avenue to Capitol Expressway	SB	AM	30.40	4.0	2,024	**67**	**F**	55.00	1.0	1,851	34	D
			SB	PM	50.60	4.0	2,238	44	D	55.00	1.0	1,500	27	D
29	I-680	from Capitol Expressway to King Road	SB	AM	18.80	4.0	1,709	**91**	**F**	55.00	1.0	2,016	37	D
			SB	PM	54.40	4.0	2,244	41	D	55.00	1.0	1,679	31	D
30	I-680	from King Road to US 101	SB	AM	18.20	4.0	1,484	**82**	**F**	55.00	1.0	1,766	32	D
			SB	PM	52.60	4.0	2,276	43	D	55.00	1.0	1,617	29	D
31	I-880	from The Alameda to Coleman Avenue	NB	AM	15.60	3.0	1,300	**83**	**F**	55.00	1.0	1,575	29	D
			NB	PM	6.20	3.0	759	**122**	**F**	55.00	1.0	1,899	35	D
32	I-880	from Coleman Avenue to North First Street	NB	AM	16.60	3.0	1,346	**81**	**F**	55.00	1.0	1,714	31	D
			NB	PM	13.60	3.0	1,227	**90**	**F**	55.00	1.0	2,128	39	D
33	I-880	from North First Street to US 101	NB	AM	17.80	3.0	1,452	**82**	**F**	55.00	1.0	1,505	27	D
			NB	PM	27.80	3.0	1,746	**63**	**F**	55.00	1.0	1,811	33	D
34	I-880	from US 101 to East Brokaw Road	NB	AM	24.00	3.0	1,722	**72**	**F**	55.00	1.0	897	16	B
			NB	PM	27.20	3.0	2,069	**76**	**F**	55.00	1.0	1,971	36	D
35	I-880	from East Brokaw Road to Montague Expressway	NB	AM	61.40	3.0	1,850	30	D	73.42	1.0	812	11	A
			NB	PM	60.00	3.0	2,239	37	D	73.10	1.0	1,825	25	C
36	I-880	from Montague Expressway to East Brokaw Road	SB	AM	57.80	3.0	2,260	39	D	66.75	1.0	1,914	29	D
			SB	PM	14.20	3.0	1,312	**92**	**F**	28.51	1.0	1,745	**61**	**F**
37	I-880	from East Brokaw Road to US 101	SB	AM	11.20	3.0	1,295	**116**	**F**	39.02	1.0	2,095	54	E
			SB	PM	12.00	3.0	1,224	**102**	**F**	2.52	1.0	1,538	**609**	**F**
38	I-880	from US 101 to North First Street	SB	AM	11.20	3.0	1,004	**90**	**F**	55.00	1.0	1,891	34	D
			SB	PM	10.40	3.0	1,012	**97**	**F**	55.00	1.0	1,862	34	D
39	I-880	from North First Street to Coleman Avenue	SB	AM	37.60	3.0	2,013	54	E	55.00	1.0	2,135	39	D
			SB	PM	15.80	3.0	1,403	**89**	**F**	55.00	1.0	2,141	39	D
40	I-880	from Coleman Avenue to The Alameda	SB	AM	55.00	3.0	2,086	38	D	55.00	1.0	1,865	34	D
			SB	PM	23.80	3.0	1,770	**74**	**F**	55.00	1.0	1,968	36	D
41	US 101	from Tully Road to Story Road	NB	AM	21.80	3.0	1,589	**73**	**F**	57.02	1.0	1,839	32	D
			NB	PM	42.80	3.0	2,317	54	E	72.26	1.0	942	13	B
42	US 101	from Story Road to I-280	NB	AM	9.40	3.0	915	**97**	**F**	17.42	1.0	1,834	**105**	**F**
			NB	PM	61.00	3.0	2,078	34	D	74.93	1.0	735	10	A
43	US 101	from I-280 to Santa Clara Street	NB	AM	12.80	3.0	1,274	**100**	**F**	16.87	1.0	1,940	**115**	**F**
			NB	PM	60.80	3.0	2,182	36	D	76.14	1.0	1,119	15	B
44	US 101	from Santa Clara Street to McKee Road	NB	AM	12.40	3.0	1,094	**88**	**F**	20.80	1.0	1,826	**88**	**F**
			NB	PM	63.40	3.0	1,790	28	D	74.51	1.0	543	7	A
45	US 101	from McKee Road to Oakland Road	NB	AM	19.20	3.0	1,510	**79**	**F**	28.32	1.0	2,059	**73**	**F**
			NB	PM	57.40	3.0	2,257	39	D	73.30	1.0	785	11	A
46	US 101	from Oakland Road to I-880	NB	AM	22.20	3.0	1,628	**73**	**F**	52.00	1.0	2,127	41	D
			NB	PM	32.60	3.0	2,273	**70**	**F**	74.60	1.0	709	10	A
47	US 101	from I-880 to Old Bayshore Highway	NB	AM	14.80	3.0	1,356	**92**	**F**	56.11	1.0	2,102	37	D
			NB	PM	56.80	3.0	2,317	41	D	73.19	1.0	824	11	A
48	US 101	from Old Bayshore Highway to North First Street	NB	AM	12.00	3.0	1,274	**106**	**F**	42.80	1.0	2,039	48	E
			NB	PM	60.00	3.0	2,111	35	D	74.44	1.0	888	12	B

Year 2040 No Project

					Year 2040 No Project									
					Mixed-Flow Lane					HOV Lane				
#	Freeway	Segment	Direction	Peak Hour	Speed[1] (mi/hr)	# of Lanes[1]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS	Speed[1, 2] (mi/hr)	# of Lanes[1 3]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS
49	US 101	from North First Street to Guadalupe Parkway (SR 87)	NB	AM	9.20	3.0	880	**96**	**F**	10.04	1.0	1,864	**186**	**F**
			NB	PM	61.40	3.0	2,252	37	D	69.30	1.0	1,218	18	B
50	US 101	from Guadalupe Parkway (SR 87) to North First Street	SB	AM	61.20	3.0	2,090	34	D	74.67	1.0	721	10	A
			SB	PM	14.80	3.0	1,258	**85**	**F**	45.42	1.0	2,054	45	D
51	US 101	from North First Street to Old Bayshore Highway	SB	AM	56.60	3.0	2,402	42	D	73.86	1.0	778	11	A
			SB	PM	7.40	3.0	821	**111**	**F**	38.60	1.0	2,062	53	E
52	US 101	from Old Bayshore Highway to I-880	SB	AM	60.60	3.0	2,268	37	D	72.58	1.0	637	9	A
			SB	PM	6.40	3.0	1,034	**162**	**F**	27.94	1.0	2,102	**75**	**F**
53	US 101	from I-880 to Oakland Road	SB	AM	55.40	3.0	2,527	46	D	75.73	1.0	657	9	A
			SB	PM	12.00	3.0	1,178	**98**	**F**	23.79	1.0	2,086	**88**	**F**
54	US 101	from Oakland Road to McKee Road	SB	AM	60.80	3.0	2,348	39	D	74.06	1.0	548	7	A
			SB	PM	23.80	3.0	1,678	**71**	**F**	45.20	1.0	2,108	47	E
55	US 101	from McKee Road to Santa Clara Street	SB	AM	66.00	3.0	1,447	22	C	72.69	1.0	507	7	A
			SB	PM	20.00	3.0	1,542	**77**	**F**	52.98	1.0	1,913	36	D
56	US 101	from Santa Clara Street to I-280	SB	AM	62.80	3.0	2,319	37	D	73.62	1.0	441	6	A
			SB	PM	32.20	3.0	2,077	**64**	**F**	56.27	1.0	2,047	36	D
57	US 101	from I-280 to Story Road	SB	AM	57.80	3.0	2,568	44	D	74.58	1.0	359	5	A
			SB	PM	37.00	3.0	2,074	56	E	55.68	1.0	1,770	32	D
58	US 101	from Story Road to Tully Road	SB	AM	34.20	3.0	2,618	**77**	**F**	73.33	1.0	450	6	A
			SB	PM	41.20	3.0	2,207	54	E	56.85	1.0	1,762	31	D

[1]Santa Clara Valley Transportation Authority CMP Monitoring & Conformance Report, 2018.
[2]The average speed for future HOV lanes were assumed to be 55 mph.
[3]Future HOV number of lanes were obtained from travel demand forecasting model.
Entries denoted in bold indicate unacceptable LOS F conditions.

Year 2040 Proposed Project with Mabury Interchange

					Year 2040 Proposed Project with Mabury Interchange									
					Mixed-Flow Lane					HOV Lane				
#	Freeway	Segment	Direction	Peak Hour	Speed[1] (mi/hr)	# of Lanes[1]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS	Speed[1, 2] (mi/hr)	# of Lanes[1 3]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS
1	SR 87	from Alma Avenue to I-280	NB	AM	48.40	2.0	2,257	47	E	63.66	1.0	2,168	34	D
			NB	PM	21.20	2.0	1,686	**80**	**F**	63.82	1.0	1,862	29	D
2	SR 87	from I-280 to Julian Street	NB	AM	22.20	2.0	1,536	**69**	**F**	42.77	1.0	1,612	38	D
			NB	PM	60.60	2.0	1,965	32	D	67.76	1.0	691	10	A
3	SR 87	from Julian Street to Taylor Street	NB	AM	28.60	2.0	1,708	**60**	**F**	48.34	1.0	2,087	43	D
			NB	PM	57.00	2.0	2,379	42	D	66.75	1.0	1,261	19	C
4	SR 87	from Taylor Street to Julian Street	SB	AM	55.40	2.0	2,370	43	D	60.48	1.0	1,152	19	C
			SB	PM	25.40	2.0	1,810	**71**	**F**	48.76	1.0	2,044	42	D
5	SR 87	from Julian Street to I-280	SB	AM	52.60	2.0	2,468	47	E	67.40	1.0	1,093	16	B
			SB	PM	23.40	2.0	2,061	**88**	**F**	54.16	1.0	2,032	38	D
6	SR 87	from I-280 to Alma Avenue	SB	AM	62.40	2.0	1,722	28	D	67.79	1.0	1,497	22	C
			SB	PM	21.40	2.0	1,596	**75**	**F**	44.53	1.0	1,957	44	D
7	I-280	from Bird Avenue to SR 87	EB	AM	60.40	4.0	1,887	31	D	55.00	1.0	595	11	A
			EB	PM	11.40	4.0	1,023	**90**	**F**	55.00	1.0	1,715	31	D
8	I-280	from SR 87 to Tenth Street	EB	AM	55.20	4.0	2,123	38	D	55.00	1.0	820	15	B
			EB	PM	14.40	4.0	1,363	**95**	**F**	55.00	1.0	1,830	33	D
9	I-280	from Tenth Street to McLaughlin Avenue	EB	AM	56.40	4.0	2,275	40	D	55.00	1.0	762	14	B
			EB	PM	45.40	4.0	2,127	47	E	55.00	1.0	2,070	38	D
10	I-280	from McLaughlin Avenue to US 101	EB	AM	57.20	4.0	2,174	38	D	55.00	1.0	753	14	B
			EB	PM	53.80	4.0	2,085	39	D	55.00	1.0	1,904	35	D
11	I-280	from US 101 to McLaughlin Avenue	WB	AM	10.80	4.0	1,119	**104**	**F**	55.00	1.0	1,777	32	D
			WB	PM	60.20	4.0	2,071	34	D	55.00	1.0	1,615	29	D
12	I-280	from McLaughlin Avenue to Tenth Street	WB	AM	19.40	4.0	1,507	**78**	**F**	55.00	1.0	2,228	41	D
			WB	PM	44.00	4.0	2,304	52	E	55.00	1.0	1,764	32	D
13	I-280	from Tenth Street to SR 87	WB	AM	21.60	4.0	1,607	**74**	**F**	55.00	1.0	2,142	39	D
			WB	PM	30.60	4.0	1,849	**60**	**F**	55.00	1.0	1,621	29	D
14	I-280	from SR 87 to Bird Avenue	WB	AM	31.60	4.0	1,839	**58**	**F**	55.00	1.0	1,843	34	D
			WB	PM	20.80	4.0	1,534	**74**	**F**	55.00	1.0	1,189	22	C
15	I-680	from US 101 to King Road	NB	AM	50.80	4.0	2,345	46	E	55.00	1.0	753	14	B
			NB	PM	56.60	4.0	2,160	38	D	55.00	1.0	1,904	35	D
16	I-680	from King Road to Capitol Expressway	NB	AM	12.20	4.0	1,182	**97**	**F**	55.00	1.0	948	17	B
			NB	PM	37.20	4.0	2,193	**59**	**F**	55.00	1.0	1,775	32	D
17	I-680	from Capitol Expressway to Alum Rock Avenue	NB	AM	13.40	4.0	1,204	**90**	**F**	55.00	1.0	552	10	A
			NB	PM	57.20	4.0	2,264	40	D	55.00	1.0	1,626	30	D
18	I-680	from Alum Rock Avenue to McKee Road	NB	AM	20.00	4.0	1,479	**74**	**F**	55.00	1.0	552	10	A
			NB	PM	54.20	4.0	2,384	44	D	55.00	1.0	1,626	30	D
19	I-680	from McKee Road to Berryessa Road	NB	AM	35.80	4.0	1,901	53	E	55.00	1.0	897	16	B
			NB	PM	57.00	4.0	2,335	41	D	55.00	1.0	1,778	32	D
20	I-680	from Berryessa Road to Hostetter Road	NB	AM	60.00	4.0	1,820	30	D	55.00	1.0	791	14	B
			NB	PM	60.00	4.0	2,383	40	D	55.00	1.0	1,746	32	D
21	I-680	from Hostetter Road to Capitol Avenue	NB	AM	62.20	4.0	1,658	27	D	55.00	1.0	749	14	B
			NB	PM	62.80	4.0	2,105	34	D	55.00	1.0	1,727	31	D
22	I-680	from Capitol Avenue to Montague Expressway	NB	AM	58.40	4.0	1,895	32	D	55.00	1.0	794	14	B
			NB	PM	59.00	4.0	2,447	41	D	55.00	1.0	1,871	34	D
23	I-680	from Montague Expressway to Capitol Avenue	SB	AM	59.60	4.0	2,275	38	D	55.00	1.0	1,808	33	D
			SB	PM	12.00	4.0	1,093	**91**	**F**	55.00	1.0	1,820	33	D
24	I-680	from Capitol Avenue to Hostetter Road	SB	AM	61.60	4.0	2,169	35	D	55.00	1.0	1,728	31	D
			SB	PM	14.80	4.0	1,257	**85**	**F**	55.00	1.0	1,652	30	D
25	I-680	from Hostetter Road to Berryessa Road	SB	AM	59.00	4.0	2,302	39	D	55.00	1.0	1,816	33	D
			SB	PM	19.40	4.0	1,528	**79**	**F**	55.00	1.0	1,797	33	D
26	I-680	from Berryessa Road to McKee Road	SB	AM	62.80	4.0	1,917	31	D	55.00	1.0	1,909	35	D
			SB	PM	32.40	4.0	1,934	**60**	**F**	55.00	1.0	2,055	37	D
27	I-680	from McKee Road to Alum Rock Avenue	SB	AM	45.00	4.0	2,282	51	E	55.00	1.0	1,836	33	D
			SB	PM	29.20	4.0	1,909	**65**	**F**	55.00	1.0	1,487	27	D
28	I-680	from Alum Rock Avenue to Capitol Expressway	SB	AM	30.40	4.0	2,026	**67**	**F**	55.00	1.0	1,836	33	D
			SB	PM	50.60	4.0	2,239	44	D	55.00	1.0	1,487	27	D
29	I-680	from Capitol Expressway to King Road	SB	AM	18.80	4.0	1,716	**91**	**F**	55.00	1.0	1,985	36	D
			SB	PM	54.40	4.0	2,244	41	D	55.00	1.0	1,671	30	D
30	I-680	from King Road to US 101	SB	AM	18.20	4.0	1,484	**82**	**F**	55.00	1.0	1,777	32	D
			SB	PM	52.60	4.0	2,277	43	D	55.00	1.0	1,615	29	D
31	I-880	from The Alameda to Coleman Avenue	NB	AM	15.60	3.0	1,306	**84**	**F**	55.00	1.0	1,566	28	D
			NB	PM	6.20	3.0	779	**126**	**F**	55.00	1.0	1,853	34	D
32	I-880	from Coleman Avenue to North First Street	NB	AM	16.60	3.0	1,347	**81**	**F**	55.00	1.0	1,706	31	D
			NB	PM	13.60	3.0	1,239	**91**	**F**	55.00	1.0	2,105	38	D
33	I-880	from North First Street to US 101	NB	AM	17.80	3.0	1,446	**81**	**F**	55.00	1.0	1,514	28	D
			NB	PM	27.80	3.0	1,733	**62**	**F**	55.00	1.0	1,839	33	D
34	I-880	from US 101 to East Brokaw Road	NB	AM	24.00	3.0	1,724	**72**	**F**	55.00	1.0	898	16	B
			NB	PM	27.20	3.0	2,062	**76**	**F**	55.00	1.0	1,998	36	D
35	I-880	from East Brokaw Road to Montague Expressway	NB	AM	61.40	3.0	1,844	30	D	73.42	1.0	815	11	A
			NB	PM	60.00	3.0	2,254	38	D	73.10	1.0	1,793	25	C
36	I-880	from Montague Expressway to East Brokaw Road	SB	AM	57.80	3.0	2,243	39	D	66.75	1.0	2,006	30	D
			SB	PM	14.20	3.0	1,311	**92**	**F**	28.51	1.0	1,722	**60**	**F**
37	I-880	from East Brokaw Road to US 101	SB	AM	11.20	3.0	1,317	**118**	**F**	39.02	1.0	2,068	53	E
			SB	PM	12.00	3.0	1,218	**102**	**F**	2.52	1.0	1,519	**602**	**F**
38	I-880	from US 101 to North First Street	SB	AM	11.20	3.0	1,025	**92**	**F**	55.00	1.0	1,857	34	D
			SB	PM	10.40	3.0	1,006	**97**	**F**	55.00	1.0	1,860	34	D
39	I-880	from North First Street to Coleman Avenue	SB	AM	37.60	3.0	2,013	54	E	55.00	1.0	2,133	39	D
			SB	PM	15.80	3.0	1,407	**89**	**F**	55.00	1.0	2,133	39	D
40	I-880	from Coleman Avenue to The Alameda	SB	AM	55.00	3.0	2,094	38	D	55.00	1.0	1,831	33	D
			SB	PM	23.80	3.0	1,772	**74**	**F**	55.00	1.0	1,965	36	D
41	US 101	from Tully Road to Story Road	NB	AM	21.80	3.0	1,586	**73**	**F**	57.02	1.0	1,834	32	D
			NB	PM	42.80	3.0	2,315	54	E	72.26	1.0	874	12	B
42	US 101	from Story Road to I-280	NB	AM	9.40	3.0	908	**97**	**F**	17.42	1.0	1,829	**105**	**F**
			NB	PM	61.00	3.0	2,087	34	D	74.93	1.0	667	9	A
43	US 101	from I-280 to Santa Clara Street	NB	AM	12.80	3.0	1,272	**99**	**F**	16.87	1.0	1,949	**116**	**F**
			NB	PM	60.80	3.0	2,196	36	D	76.14	1.0	1,029	14	B
44	US 101	from Santa Clara Street to McKee Road	NB	AM	12.40	3.0	1,092	**88**	**F**	20.80	1.0	1,823	**88**	**F**
			NB	PM	63.40	3.0	1,795	28	D	74.51	1.0	506	7	A
45	US 101	from McKee Road to Oakland Road	NB	AM	19.20	3.0	1,524	**79**	**F**	28.32	1.0	2,059	**73**	**F**
			NB	PM	57.40	3.0	2,285	40	D	73.30	1.0	717	10	A
46	US 101	from Oakland Road to I-880	NB	AM	22.20	3.0	1,639	**74**	**F**	52.00	1.0	2,127	41	D
			NB	PM	32.60	3.0	2,283	**70**	**F**	74.60	1.0	663	9	A
47	US 101	from I-880 to Old Bayshore Highway	NB	AM	14.80	3.0	1,355	**92**	**F**	56.11	1.0	2,102	37	D
			NB	PM	56.80	3.0	2,338	41	D	73.19	1.0	778	11	A
48	US 101	from Old Bayshore Highway to North First Street	NB	AM	12.00	3.0	1,274	**106**	**F**	42.80	1.0	2,049	48	E
			NB	PM	60.00	3.0	2,100	35	D	74.44	1.0	916	12	B

Year 2040 Proposed Project with Mabury Interchange

					Year 2040 Proposed Project with Mabury Interchange									
					Mixed-Flow Lane					HOV Lane				
#	Freeway	Segment	Direction	Peak Hour	Speed[1] (mi/hr)	# of Lanes[1]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS	Speed[1, 2] (mi/hr)	# of Lanes[1 3]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS
49	US 101	from North First Street to Guadalupe Parkway (SR 87)	NB	AM	9.20	3.0	881	**96**	**F**	10.04	1.0	1,874	**187**	**F**
			NB	PM	61.40	3.0	2,247	37	D	69.30	1.0	1,246	18	B
50	US 101	from Guadalupe Parkway (SR 87) to North First Street	SB	AM	61.20	3.0	2,101	34	D	74.67	1.0	732	10	A
			SB	PM	14.80	3.0	1,260	**85**	**F**	45.42	1.0	2,077	46	D
51	US 101	from North First Street to Old Bayshore Highway	SB	AM	56.60	3.0	2,412	43	D	73.86	1.0	789	11	A
			SB	PM	7.40	3.0	809	**109**	**F**	38.60	1.0	2,085	54	E
52	US 101	from Old Bayshore Highway to I-880	SB	AM	60.60	3.0	2,288	38	D	72.58	1.0	623	9	A
			SB	PM	6.40	3.0	1,028	**161**	**F**	27.94	1.0	2,094	**75**	**F**
53	US 101	from I-880 to Oakland Road	SB	AM	55.40	3.0	2,544	46	D	75.73	1.0	643	8	A
			SB	PM	12.00	3.0	1,151	**96**	**F**	23.79	1.0	2,078	**87**	**F**
54	US 101	from Oakland Road to McKee Road	SB	AM	60.80	3.0	2,380	39	D	74.06	1.0	534	7	A
			SB	PM	23.80	3.0	1,658	**70**	**F**	45.20	1.0	2,100	46	D
55	US 101	from McKee Road to Santa Clara Street	SB	AM	66.00	3.0	1,451	22	C	72.69	1.0	512	7	A
			SB	PM	20.00	3.0	1,533	**77**	**F**	52.98	1.0	1,877	35	D
56	US 101	from Santa Clara Street to I-280	SB	AM	62.80	3.0	2,331	37	D	73.62	1.0	437	6	A
			SB	PM	32.20	3.0	2,067	**64**	**F**	56.27	1.0	2,039	36	D
57	US 101	from I-280 to Story Road	SB	AM	57.80	3.0	2,575	45	D	74.58	1.0	365	5	A
			SB	PM	37.00	3.0	2,063	56	E	55.68	1.0	1,757	32	D
58	US 101	from Story Road to Tully Road	SB	AM	34.20	3.0	2,610	**76**	**F**	73.33	1.0	456	6	A
			SB	PM	41.20	3.0	2,199	53	E	56.85	1.0	1,749	31	D

[1]Santa Clara Valley Transportation Authority CMP Monitoring & Conformance Report, 2018.
[2]The average speed for future HOV lanes were assumed to be 55 mph.
[3]Future HOV number of lanes were obtained from travel demand forecasting model.
Entries denoted in bold indicate unacceptable LOS F conditions.

Year 2040 City Preferred Project with Mabury Interchange

					Year 2040 City Preferred Project with Mabury Interchange									
					Mixed-Flow Lane					HOV Lane				
#	Freeway	Segment	Direction	Peak Hour	Speed[1] (mi/hr)	# of Lanes[1]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS	Speed[1, 2] (mi/hr)	# of Lanes[1 3]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS
1	SR 87	from Alma Avenue to I-280	NB	AM	48.40	2.0	2,040	42	D	63.66	1.0	1,865	29	D
			NB	PM	21.20	2.0	1,630	**77**	**F**	63.82	1.0	1,663	26	C
2	SR 87	from I-280 to Julian Street	NB	AM	22.20	2.0	1,469	**66**	**F**	42.77	1.0	1,276	30	D
			NB	PM	60.60	2.0	1,914	32	D	67.76	1.0	690	10	A
3	SR 87	from Julian Street to Taylor Street	NB	AM	28.60	2.0	1,675	**59**	**F**	48.34	1.0	1,647	34	D
			NB	PM	57.00	2.0	2,419	42	D	66.75	1.0	1,298	19	C
4	SR 87	from Taylor Street to Julian Street	SB	AM	55.40	2.0	2,330	42	D	60.48	1.0	1,194	20	C
			SB	PM	25.40	2.0	1,604	**63**	**F**	48.76	1.0	1,706	35	D
5	SR 87	from Julian Street to I-280	SB	AM	52.60	2.0	2,393	45	D	67.40	1.0	1,080	16	B
			SB	PM	23.40	2.0	1,722	**74**	**F**	54.16	1.0	1,784	33	D
6	SR 87	from I-280 to Alma Avenue	SB	AM	62.40	2.0	1,719	28	D	67.79	1.0	1,196	18	B
			SB	PM	21.40	2.0	1,443	**67**	**F**	44.53	1.0	1,748	39	D
7	I-280	from Bird Avenue to SR 87	EB	AM	60.40	4.0	1,850	31	D	55.00	1.0	532	10	A
			EB	PM	11.40	4.0	975	**86**	**F**	55.00	1.0	1,521	28	D
8	I-280	from SR 87 to Tenth Street	EB	AM	55.20	4.0	2,106	38	D	55.00	1.0	532	10	A
			EB	PM	14.40	4.0	1,161	**81**	**F**	55.00	1.0	1,733	32	D
9	I-280	from Tenth Street to McLaughlin Avenue	EB	AM	56.40	4.0	2,041	36	D	55.00	1.0	532	10	A
			EB	PM	45.40	4.0	1,932	43	D	55.00	1.0	1,824	33	D
10	I-280	from McLaughlin Avenue to US 101	EB	AM	57.20	4.0	1,940	34	D	55.00	1.0	510	9	A
			EB	PM	53.80	4.0	1,953	36	D	55.00	1.0	1,718	31	D
11	I-280	from US 101 to McLaughlin Avenue	WB	AM	10.80	4.0	941	**87**	**F**	55.00	1.0	1,555	28	D
			WB	PM	60.20	4.0	1,899	32	D	55.00	1.0	1,425	26	C
12	I-280	from McLaughlin Avenue to Tenth Street	WB	AM	19.40	4.0	1,278	**66**	**F**	55.00	1.0	2,009	37	D
			WB	PM	44.00	4.0	2,188	50	E	55.00	1.0	1,529	28	D
13	I-280	from Tenth Street to SR 87	WB	AM	21.60	4.0	1,459	**68**	**F**	55.00	1.0	1,895	34	D
			WB	PM	30.60	4.0	1,722	56	E	55.00	1.0	1,414	26	C
14	I-280	from SR 87 to Bird Avenue	WB	AM	31.60	4.0	1,779	56	E	55.00	1.0	1,666	30	D
			WB	PM	20.80	4.0	1,411	**68**	**F**	55.00	1.0	1,037	19	C
15	I-680	from US 101 to King Road	NB	AM	50.80	4.0	2,062	41	D	55.00	1.0	510	9	A
			NB	PM	56.60	4.0	1,942	34	D	55.00	1.0	1,718	31	D
16	I-680	from King Road to Capitol Expressway	NB	AM	12.20	4.0	969	**79**	**F**	55.00	1.0	425	8	A
			NB	PM	37.20	4.0	1,986	53	E	55.00	1.0	1,612	29	D
17	I-680	from Capitol Expressway to Alum Rock Avenue	NB	AM	13.40	4.0	1,046	**78**	**F**	55.00	1.0	268	5	A
			NB	PM	57.20	4.0	2,134	37	D	55.00	1.0	1,496	27	D
18	I-680	from Alum Rock Avenue to McKee Road	NB	AM	20.00	4.0	1,391	**70**	**F**	55.00	1.0	268	5	A
			NB	PM	54.20	4.0	2,241	41	D	55.00	1.0	1,496	27	D
19	I-680	from McKee Road to Berryessa Road	NB	AM	35.80	4.0	1,879	52	E	55.00	1.0	428	8	A
			NB	PM	57.00	4.0	2,216	39	D	55.00	1.0	1,688	31	D
20	I-680	from Berryessa Road to Hostetter Road	NB	AM	60.00	4.0	1,817	30	D	55.00	1.0	362	7	A
			NB	PM	60.00	4.0	2,251	38	D	55.00	1.0	1,634	30	D
21	I-680	from Hostetter Road to Capitol Avenue	NB	AM	62.20	4.0	1,646	26	D	55.00	1.0	339	6	A
			NB	PM	62.80	4.0	2,022	32	D	55.00	1.0	1,533	28	D
22	I-680	from Capitol Avenue to Montague Expressway	NB	AM	58.40	4.0	1,895	32	D	55.00	1.0	374	7	A
			NB	PM	59.00	4.0	2,303	39	D	55.00	1.0	1,605	29	D
23	I-680	from Montague Expressway to Capitol Avenue	SB	AM	59.60	4.0	2,149	36	D	55.00	1.0	1,721	31	D
			SB	PM	12.00	4.0	1,004	**84**	**F**	55.00	1.0	1,449	26	C
24	I-680	from Capitol Avenue to Hostetter Road	SB	AM	61.60	4.0	2,056	33	D	55.00	1.0	1,592	29	D
			SB	PM	14.80	4.0	1,166	**79**	**F**	55.00	1.0	1,303	24	C
25	I-680	from Hostetter Road to Berryessa Road	SB	AM	59.00	4.0	2,180	37	D	55.00	1.0	1,688	31	D
			SB	PM	19.40	4.0	1,342	**69**	**F**	55.00	1.0	1,404	26	C
26	I-680	from Berryessa Road to McKee Road	SB	AM	62.80	4.0	1,802	29	D	55.00	1.0	1,799	33	D
			SB	PM	32.40	4.0	1,776	55	E	55.00	1.0	1,610	29	D
27	I-680	from McKee Road to Alum Rock Avenue	SB	AM	45.00	4.0	2,116	47	E	55.00	1.0	1,688	31	D
			SB	PM	29.20	4.0	1,700	**58**	**F**	55.00	1.0	1,183	22	C
28	I-680	from Alum Rock Avenue to Capitol Expressway	SB	AM	30.40	4.0	1,836	**60**	**F**	55.00	1.0	1,688	31	D
			SB	PM	50.60	4.0	2,037	40	D	55.00	1.0	1,183	22	C
29	I-680	from Capitol Expressway to King Road	SB	AM	18.80	4.0	1,471	**78**	**F**	55.00	1.0	1,780	32	D
			SB	PM	54.40	4.0	2,041	38	D	55.00	1.0	1,389	25	C
30	I-680	from King Road to US 101	SB	AM	18.20	4.0	1,306	**72**	**F**	55.00	1.0	1,555	28	D
			SB	PM	52.60	4.0	2,105	40	D	55.00	1.0	1,425	26	C
31	I-880	from The Alameda to Coleman Avenue	NB	AM	15.60	3.0	1,167	**75**	**F**	55.00	1.0	1,097	20	C
			NB	PM	6.20	3.0	662	**107**	**F**	55.00	1.0	1,812	33	D
32	I-880	from Coleman Avenue to North First Street	NB	AM	16.60	3.0	1,220	**74**	**F**	55.00	1.0	1,171	21	C
			NB	PM	13.60	3.0	1,111	**82**	**F**	55.00	1.0	2,007	36	D
33	I-880	from North First Street to US 101	NB	AM	17.80	3.0	1,285	**72**	**F**	55.00	1.0	1,025	19	C
			NB	PM	27.80	3.0	1,669	**60**	**F**	55.00	1.0	1,782	32	D
34	I-880	from US 101 to East Brokaw Road	NB	AM	24.00	3.0	1,608	**67**	**F**	55.00	1.0	792	14	B
			NB	PM	27.20	3.0	1,949	**72**	**F**	55.00	1.0	1,899	35	D
35	I-880	from East Brokaw Road to Montague Expressway	NB	AM	61.40	3.0	1,839	30	D	73.42	1.0	707	10	A
			NB	PM	60.00	3.0	2,116	35	D	73.10	1.0	1,574	22	C
36	I-880	from Montague Expressway to East Brokaw Road	SB	AM	57.80	3.0	2,111	37	D	66.75	1.0	1,792	27	D
			SB	PM	14.20	3.0	1,184	**83**	**F**	28.51	1.0	1,558	55	E
37	I-880	from East Brokaw Road to US 101	SB	AM	11.20	3.0	1,225	**109**	**F**	39.02	1.0	1,920	49	E
			SB	PM	12.00	3.0	1,045	**87**	**F**	2.52	1.0	1,254	**497**	**F**
38	I-880	from US 101 to North First Street	SB	AM	11.20	3.0	873	**78**	**F**	55.00	1.0	1,710	31	D
			SB	PM	10.40	3.0	835	**80**	**F**	55.00	1.0	1,579	29	D
39	I-880	from North First Street to Coleman Avenue	SB	AM	37.60	3.0	1,868	50	E	55.00	1.0	1,982	36	D
			SB	PM	15.80	3.0	1,182	**75**	**F**	55.00	1.0	1,799	33	D
40	I-880	from Coleman Avenue to The Alameda	SB	AM	55.00	3.0	2,001	36	D	55.00	1.0	1,719	31	D
			SB	PM	23.80	3.0	1,532	**64**	**F**	55.00	1.0	1,622	29	D
41	US 101	from Tully Road to Story Road	NB	AM	21.80	3.0	1,469	**67**	**F**	57.02	1.0	1,351	24	C
			NB	PM	42.80	3.0	2,255	53	E	72.26	1.0	940	13	B
42	US 101	from Story Road to I-280	NB	AM	9.40	3.0	839	**89**	**F**	17.42	1.0	1,346	**77**	**F**
			NB	PM	61.00	3.0	2,103	34	D	74.93	1.0	733	10	A
43	US 101	from I-280 to Santa Clara Street	NB	AM	12.80	3.0	1,009	**79**	**F**	16.87	1.0	1,506	**89**	**F**
			NB	PM	60.80	3.0	2,221	37	D	76.14	1.0	1,178	15	B
44	US 101	from Santa Clara Street to McKee Road	NB	AM	12.40	3.0	1,092	**88**	**F**	20.80	1.0	1,537	**74**	**F**
			NB	PM	63.40	3.0	1,839	29	D	74.51	1.0	689	9	A
45	US 101	from McKee Road to Oakland Road	NB	AM	19.20	3.0	1,376	**72**	**F**	28.32	1.0	1,735	**61**	**F**
			NB	PM	57.40	3.0	2,285	40	D	73.30	1.0	874	12	B
46	US 101	from Oakland Road to I-880	NB	AM	22.20	3.0	1,495	**67**	**F**	52.00	1.0	1,794	35	D
			NB	PM	32.60	3.0	2,291	**70**	**F**	74.60	1.0	635	9	A
47	US 101	from I-880 to Old Bayshore Highway	NB	AM	14.80	3.0	1,127	**76**	**F**	56.11	1.0	1,769	32	D
			NB	PM	56.80	3.0	2,337	41	D	73.19	1.0	750	10	A
48	US 101	from Old Bayshore Highway to North First Street	NB	AM	12.00	3.0	1,106	**92**	**F**	42.80	1.0	1,647	38	D
			NB	PM	60.00	3.0	2,092	35	D	74.44	1.0	732	10	A

Year 2040 City Preferred Project with Mabury Interchange

					Year 2040 City Preferred Project with Mabury Interchange									
					Mixed-Flow Lane					HOV Lane				
#	Freeway	Segment	Direction	Peak Hour	Speed[1] (mi/hr)	# of Lanes[1]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS	Speed[1, 2] (mi/hr)	# of Lanes[1 3]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS
49	US 101	from North First Street to Guadalupe Parkway (SR 87)	NB	AM	9.20	3.0	805	**87**	**F**	10.04	1.0	1,472	**147**	**F**
			NB	PM	61.40	3.0	1,964	32	D	69.30	1.0	1,062	15	B
50	US 101	from Guadalupe Parkway (SR 87) to North First Street	SB	AM	61.20	3.0	1,880	31	D	74.67	1.0	503	7	A
			SB	PM	14.80	3.0	1,110	**75**	**F**	45.42	1.0	1,808	40	D
51	US 101	from North First Street to Old Bayshore Highway	SB	AM	56.60	3.0	2,197	39	D	73.86	1.0	560	8	A
			SB	PM	7.40	3.0	724	**98**	**F**	38.60	1.0	1,816	47	E
52	US 101	from Old Bayshore Highway to I-880	SB	AM	60.60	3.0	2,165	36	D	72.58	1.0	562	8	A
			SB	PM	6.40	3.0	817	**128**	**F**	27.94	1.0	1,716	**61**	**F**
53	US 101	from I-880 to Oakland Road	SB	AM	55.40	3.0	2,539	46	D	75.73	1.0	582	8	A
			SB	PM	12.00	3.0	975	**81**	**F**	23.79	1.0	1,700	**71**	**F**
54	US 101	from Oakland Road to McKee Road	SB	AM	60.80	3.0	2,352	39	D	74.06	1.0	473	6	A
			SB	PM	23.80	3.0	1,497	**63**	**F**	45.20	1.0	1,722	38	D
55	US 101	from McKee Road to Santa Clara Street	SB	AM	66.00	3.0	1,467	22	C	72.69	1.0	586	8	A
			SB	PM	20.00	3.0	1,491	**75**	**F**	52.98	1.0	1,540	29	D
56	US 101	from Santa Clara Street to I-280	SB	AM	62.80	3.0	2,304	37	D	73.62	1.0	506	7	A
			SB	PM	32.20	3.0	1,842	57	E	56.27	1.0	1,637	29	D
57	US 101	from I-280 to Story Road	SB	AM	57.80	3.0	2,480	43	D	74.58	1.0	416	6	A
			SB	PM	37.00	3.0	1,879	51	E	55.68	1.0	1,407	25	C
58	US 101	from Story Road to Tully Road	SB	AM	34.20	3.0	2,431	**71**	**F**	73.33	1.0	507	7	A
			SB	PM	41.20	3.0	2,030	49	E	56.85	1.0	1,399	25	C

[1]Santa Clara Valley Transportation Authority CMP Monitoring & Conformance Report, 2018.
[2]The average speed for future HOV lanes were assumed to be 55 mph.
[3]Future HOV number of lanes were obtained from travel demand forecasting model.
Entries denoted in bold indicate unacceptable LOS F conditions.

Year 2040 Proposed Project with Berryessa Interchange

					Year 2040 Proposed Project with Berryessa Interchange									
					Mixed-Flow Lane					HOV Lane				
#	Freeway	Segment	Direction	Peak Hour	Speed[1] (mi/hr)	# of Lanes[1]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS	Speed[1, 2] (mi/hr)	# of Lanes[1 3]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS
1	SR 87	from Alma Avenue to I-280	NB	AM	48.40	2.0	2,294	47	E	63.66	1.0	2,082	33	D
			NB	PM	21.20	2.0	1,694	**80**	**F**	63.82	1.0	1,851	29	D
2	SR 87	from I-280 to Julian Street	NB	AM	22.20	2.0	1,530	**69**	**F**	42.77	1.0	1,612	38	D
			NB	PM	60.60	2.0	1,950	32	D	67.76	1.0	688	10	A
3	SR 87	from Julian Street to Taylor Street	NB	AM	28.60	2.0	1,695	**59**	**F**	48.34	1.0	2,079	43	D
			NB	PM	57.00	2.0	2,375	42	D	66.75	1.0	1,278	19	C
4	SR 87	from Taylor Street to Julian Street	SB	AM	55.40	2.0	2,378	43	D	60.48	1.0	1,147	19	C
			SB	PM	25.40	2.0	1,803	**71**	**F**	48.76	1.0	2,026	42	D
5	SR 87	from Julian Street to I-280	SB	AM	52.60	2.0	2,469	47	E	67.40	1.0	1,094	16	B
			SB	PM	23.40	2.0	2,072	**89**	**F**	54.16	1.0	2,031	37	D
6	SR 87	from I-280 to Alma Avenue	SB	AM	62.40	2.0	1,727	28	D	67.79	1.0	1,509	22	C
			SB	PM	21.40	2.0	1,594	**74**	**F**	44.53	1.0	1,956	44	D
7	I-280	from Bird Avenue to SR 87	EB	AM	60.40	4.0	1,886	31	D	55.00	1.0	590	11	A
			EB	PM	11.40	4.0	1,017	**89**	**F**	55.00	1.0	1,744	32	D
8	I-280	from SR 87 to Tenth Street	EB	AM	55.20	4.0	2,131	39	D	55.00	1.0	829	15	B
			EB	PM	14.40	4.0	1,345	**93**	**F**	55.00	1.0	1,928	35	D
9	I-280	from Tenth Street to McLaughlin Avenue	EB	AM	56.40	4.0	2,277	40	D	55.00	1.0	759	14	B
			EB	PM	45.40	4.0	2,127	47	E	55.00	1.0	2,083	38	D
10	I-280	from McLaughlin Avenue to US 101	EB	AM	57.20	4.0	2,176	38	D	55.00	1.0	749	14	B
			EB	PM	53.80	4.0	2,097	39	D	55.00	1.0	1,980	36	D
11	I-280	from US 101 to McLaughlin Avenue	WB	AM	10.80	4.0	1,111	**103**	**F**	55.00	1.0	1,814	33	D
			WB	PM	60.20	4.0	2,077	34	D	55.00	1.0	1,613	29	D
12	I-280	from McLaughlin Avenue to Tenth Street	WB	AM	19.40	4.0	1,484	**77**	**F**	55.00	1.0	2,233	41	D
			WB	PM	44.00	4.0	2,305	52	E	55.00	1.0	1,751	32	D
13	I-280	from Tenth Street to SR 87	WB	AM	21.60	4.0	1,619	**75**	**F**	55.00	1.0	2,062	37	D
			WB	PM	30.60	4.0	1,848	**60**	**F**	55.00	1.0	1,605	29	D
14	I-280	from SR 87 to Bird Avenue	WB	AM	31.60	4.0	1,851	**59**	**F**	55.00	1.0	1,800	33	D
			WB	PM	20.80	4.0	1,534	**74**	**F**	55.00	1.0	1,173	21	C
15	I-680	from US 101 to King Road	NB	AM	50.80	4.0	2,348	46	E	55.00	1.0	749	14	B
			NB	PM	56.60	4.0	2,175	38	D	55.00	1.0	1,980	36	D
16	I-680	from King Road to Capitol Expressway	NB	AM	12.20	4.0	1,183	**97**	**F**	55.00	1.0	966	18	B
			NB	PM	37.20	4.0	2,210	**59**	**F**	55.00	1.0	1,864	34	D
17	I-680	from Capitol Expressway to Alum Rock Avenue	NB	AM	13.40	4.0	1,204	**90**	**F**	55.00	1.0	568	10	A
			NB	PM	57.20	4.0	2,281	40	D	55.00	1.0	1,701	31	D
18	I-680	from Alum Rock Avenue to McKee Road	NB	AM	20.00	4.0	1,471	**74**	**F**	55.00	1.0	568	10	A
			NB	PM	54.20	4.0	2,408	44	D	55.00	1.0	1,701	31	D
19	I-680	from McKee Road to Berryessa Road	NB	AM	35.80	4.0	1,897	53	E	55.00	1.0	897	16	B
			NB	PM	57.00	4.0	2,336	41	D	55.00	1.0	1,816	33	D
20	I-680	from Berryessa Road to Hostetter Road	NB	AM	60.00	4.0	1,822	30	D	55.00	1.0	785	14	B
			NB	PM	60.00	4.0	2,379	40	D	55.00	1.0	1,750	32	D
21	I-680	from Hostetter Road to Capitol Avenue	NB	AM	62.20	4.0	1,653	27	D	55.00	1.0	742	13	B
			NB	PM	62.80	4.0	2,131	34	D	55.00	1.0	1,641	30	D
22	I-680	from Capitol Avenue to Montague Expressway	NB	AM	58.40	4.0	1,889	32	D	55.00	1.0	784	14	B
			NB	PM	59.00	4.0	2,440	41	D	55.00	1.0	1,900	35	D
23	I-680	from Montague Expressway to Capitol Avenue	SB	AM	59.60	4.0	2,267	38	D	55.00	1.0	1,882	34	D
			SB	PM	12.00	4.0	1,096	**91**	**F**	55.00	1.0	1,804	33	D
24	I-680	from Capitol Avenue to Hostetter Road	SB	AM	61.60	4.0	2,185	35	D	55.00	1.0	1,789	33	D
			SB	PM	14.80	4.0	1,250	**84**	**F**	55.00	1.0	1,642	30	D
25	I-680	from Hostetter Road to Berryessa Road	SB	AM	59.00	4.0	2,321	39	D	55.00	1.0	1,792	33	D
			SB	PM	19.40	4.0	1,509	**78**	**F**	55.00	1.0	1,799	33	D
26	I-680	from Berryessa Road to McKee Road	SB	AM	62.80	4.0	1,937	31	D	55.00	1.0	1,869	34	D
			SB	PM	32.40	4.0	1,943	**60**	**F**	55.00	1.0	2,078	38	D
27	I-680	from McKee Road to Alum Rock Avenue	SB	AM	45.00	4.0	2,311	51	E	55.00	1.0	1,816	33	D
			SB	PM	29.20	4.0	1,913	**66**	**F**	55.00	1.0	1,511	27	D
28	I-680	from Alum Rock Avenue to Capitol Expressway	SB	AM	30.40	4.0	2,051	**67**	**F**	55.00	1.0	1,816	33	D
			SB	PM	50.60	4.0	2,258	45	D	55.00	1.0	1,511	27	D
29	I-680	from Capitol Expressway to King Road	SB	AM	18.80	4.0	1,706	**91**	**F**	55.00	1.0	2,060	37	D
			SB	PM	54.40	4.0	2,254	41	D	55.00	1.0	1,704	31	D
30	I-680	from King Road to US 101	SB	AM	18.20	4.0	1,478	**81**	**F**	55.00	1.0	1,814	33	D
			SB	PM	52.60	4.0	2,283	43	D	55.00	1.0	1,613	29	D
31	I-880	from The Alameda to Coleman Avenue	NB	AM	15.60	3.0	1,301	**83**	**F**	55.00	1.0	1,553	28	D
			NB	PM	6.20	3.0	764	**123**	**F**	55.00	1.0	1,890	34	D
32	I-880	from Coleman Avenue to North First Street	NB	AM	16.60	3.0	1,340	**81**	**F**	55.00	1.0	1,691	31	D
			NB	PM	13.60	3.0	1,220	**90**	**F**	55.00	1.0	2,144	39	D
33	I-880	from North First Street to US 101	NB	AM	17.80	3.0	1,430	**80**	**F**	55.00	1.0	1,475	27	D
			NB	PM	27.80	3.0	1,717	**62**	**F**	55.00	1.0	1,835	33	D
34	I-880	from US 101 to East Brokaw Road	NB	AM	24.00	3.0	1,732	**72**	**F**	55.00	1.0	886	16	B
			NB	PM	27.20	3.0	2,076	**76**	**F**	55.00	1.0	2,007	36	D
35	I-880	from East Brokaw Road to Montague Expressway	NB	AM	61.40	3.0	1,864	30	D	73.42	1.0	798	11	A
			NB	PM	60.00	3.0	2,229	37	D	73.10	1.0	1,895	26	C
36	I-880	from Montague Expressway to East Brokaw Road	SB	AM	57.80	3.0	2,267	39	D	66.75	1.0	1,965	29	D
			SB	PM	14.20	3.0	1,320	**93**	**F**	28.51	1.0	1,763	**62**	**F**
37	I-880	from East Brokaw Road to US 101	SB	AM	11.20	3.0	1,307	**117**	**F**	39.02	1.0	2,148	55	E
			SB	PM	12.00	3.0	1,260	**105**	**F**	2.52	1.0	1,497	**593**	**F**
38	I-880	from US 101 to North First Street	SB	AM	11.20	3.0	1,017	**91**	**F**	55.00	1.0	1,862	34	D
			SB	PM	10.40	3.0	1,014	**97**	**F**	55.00	1.0	1,843	34	D
39	I-880	from North First Street to Coleman Avenue	SB	AM	37.60	3.0	2,010	53	E	55.00	1.0	2,135	39	D
			SB	PM	15.80	3.0	1,400	**89**	**F**	55.00	1.0	2,143	39	D
40	I-880	from Coleman Avenue to The Alameda	SB	AM	55.00	3.0	2,099	38	D	55.00	1.0	1,822	33	D
			SB	PM	23.80	3.0	1,761	**74**	**F**	55.00	1.0	1,965	36	D
41	US 101	from Tully Road to Story Road	NB	AM	21.80	3.0	1,569	**72**	**F**	57.02	1.0	1,833	32	D
			NB	PM	42.80	3.0	2,320	54	E	72.26	1.0	860	12	B
42	US 101	from Story Road to I-280	NB	AM	9.40	3.0	908	**97**	**F**	17.42	1.0	1,828	**105**	**F**
			NB	PM	61.00	3.0	2,097	34	D	74.93	1.0	651	9	A
43	US 101	from I-280 to Santa Clara Street	NB	AM	12.80	3.0	1,277	**100**	**F**	16.87	1.0	1,950	**116**	**F**
			NB	PM	60.80	3.0	2,193	36	D	76.14	1.0	1,020	13	B
44	US 101	from Santa Clara Street to McKee Road	NB	AM	12.40	3.0	1,087	**88**	**F**	20.80	1.0	1,797	**86**	**F**
			NB	PM	63.40	3.0	1,768	28	D	74.51	1.0	554	7	A
45	US 101	from McKee Road to Oakland Road	NB	AM	19.20	3.0	1,493	**78**	**F**	28.32	1.0	2,199	**78**	**F**
			NB	PM	57.40	3.0	2,284	40	D	73.30	1.0	843	12	B
46	US 101	from Oakland Road to I-880	NB	AM	22.20	3.0	1,672	**75**	**F**	52.00	1.0	1,999	38	D
			NB	PM	32.60	3.0	2,092	**64**	**F**	74.60	1.0	520	7	A
47	US 101	from I-880 to Old Bayshore Highway	NB	AM	14.80	3.0	1,402	**95**	**F**	56.11	1.0	1,976	35	D
			NB	PM	56.80	3.0	2,288	40	D	73.19	1.0	627	9	A
48	US 101	from Old Bayshore Highway to North First Street	NB	AM	12.00	3.0	1,284	**107**	**F**	42.80	1.0	2,040	48	E
			NB	PM	60.00	3.0	2,078	35	D	74.44	1.0	832	11	A

Year 2040 Proposed Project with Berryessa Interchange

					Year 2040 Proposed Project with Berryessa Interchange									
					Mixed-Flow Lane					HOV Lane				
#	Freeway	Segment	Direction	Peak Hour	Speed[1] (mi/hr)	# of Lanes[1]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS	Speed[1, 2] (mi/hr)	# of Lanes[1 3]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS
49	US 101	from North First Street to Guadalupe Parkway (SR 87)	NB	AM	9.20	3.0	884	**96**	**F**	10.04	1.0	1,868	**186**	**F**
			NB	PM	61.40	3.0	2,256	37	D	69.30	1.0	1,159	17	B
50	US 101	from Guadalupe Parkway (SR 87) to North First Street	SB	AM	61.20	3.0	2,093	34	D	74.67	1.0	712	10	A
			SB	PM	14.80	3.0	1,262	**85**	**F**	45.42	1.0	2,064	45	D
51	US 101	from North First Street to Old Bayshore Highway	SB	AM	56.60	3.0	2,405	42	D	73.86	1.0	768	10	A
			SB	PM	7.40	3.0	815	**110**	**F**	38.60	1.0	2,073	54	E
52	US 101	from Old Bayshore Highway to I-880	SB	AM	60.60	3.0	2,262	37	D	72.58	1.0	551	8	A
			SB	PM	6.40	3.0	1,094	**171**	**F**	27.94	1.0	1,925	**69**	**F**
53	US 101	from I-880 to Oakland Road	SB	AM	55.40	3.0	2,480	45	D	75.73	1.0	570	8	A
			SB	PM	12.00	3.0	1,116	**93**	**F**	23.79	1.0	1,911	**80**	**F**
54	US 101	from Oakland Road to McKee Road	SB	AM	60.80	3.0	2,177	36	D	74.06	1.0	467	6	A
			SB	PM	23.80	3.0	1,580	**66**	**F**	45.20	1.0	1,930	43	D
55	US 101	from McKee Road to Santa Clara Street	SB	AM	66.00	3.0	1,435	22	C	72.69	1.0	526	7	A
			SB	PM	20.00	3.0	1,525	**76**	**F**	52.98	1.0	1,889	36	D
56	US 101	from Santa Clara Street to I-280	SB	AM	62.80	3.0	2,327	37	D	73.62	1.0	451	6	A
			SB	PM	32.20	3.0	2,087	**65**	**F**	56.27	1.0	2,049	36	D
57	US 101	from I-280 to Story Road	SB	AM	57.80	3.0	2,580	45	D	74.58	1.0	374	5	A
			SB	PM	37.00	3.0	2,076	56	E	55.68	1.0	1,741	31	D
58	US 101	from Story Road to Tully Road	SB	AM	34.20	3.0	2,619	**77**	**F**	73.33	1.0	463	6	A
			SB	PM	41.20	3.0	2,215	54	E	56.85	1.0	1,733	30	D

[1]Santa Clara Valley Transportation Authority CMP Monitoring & Conformance Report, 2018.
[2]The average speed for future HOV lanes were assumed to be 55 mph.
[3]Future HOV number of lanes were obtained from travel demand forecasting model.
Entries denoted in bold indicate unacceptable LOS F conditions.

Year 2040 City Preferred Project with Berryessa Interchange

					Year 2040 City Preferred Project with Berryessa Interchange									
					Mixed-Flow Lane					HOV Lane				
#	Freeway	Segment	Direction	Peak Hour	Speed[1] (mi/hr)	# of Lanes[1]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS	Speed[1, 2] (mi/hr)	# of Lanes[1 3]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS
1	SR 87	from Alma Avenue to I-280	NB	AM	48.40	2.0	2,051	42	D	63.66	1.0	1,871	29	D
			NB	PM	21.20	2.0	1,634	**77**	**F**	63.82	1.0	1,660	26	C
2	SR 87	from I-280 to Julian Street	NB	AM	22.20	2.0	1,449	**65**	**F**	42.77	1.0	1,263	30	D
			NB	PM	60.60	2.0	1,913	32	D	67.76	1.0	700	10	A
3	SR 87	from Julian Street to Taylor Street	NB	AM	28.60	2.0	1,667	**58**	**F**	48.34	1.0	1,636	34	D
			NB	PM	57.00	2.0	2,420	42	D	66.75	1.0	1,311	20	C
4	SR 87	from Taylor Street to Julian Street	SB	AM	55.40	2.0	2,336	42	D	60.48	1.0	1,212	20	C
			SB	PM	25.40	2.0	1,621	**64**	**F**	48.76	1.0	1,716	35	D
5	SR 87	from Julian Street to I-280	SB	AM	52.60	2.0	2,391	45	D	67.40	1.0	1,096	16	B
			SB	PM	23.40	2.0	1,674	**72**	**F**	54.16	1.0	1,820	34	D
6	SR 87	from I-280 to Alma Avenue	SB	AM	62.40	2.0	1,727	28	D	67.79	1.0	1,194	18	B
			SB	PM	21.40	2.0	1,446	**68**	**F**	44.53	1.0	1,760	40	D
7	I-280	from Bird Avenue to SR 87	EB	AM	60.40	4.0	1,844	31	D	55.00	1.0	530	10	A
			EB	PM	11.40	4.0	959	**84**	**F**	55.00	1.0	1,531	28	D
8	I-280	from SR 87 to Tenth Street	EB	AM	55.20	4.0	2,099	38	D	55.00	1.0	530	10	A
			EB	PM	14.40	4.0	1,146	**80**	**F**	55.00	1.0	1,758	32	D
9	I-280	from Tenth Street to McLaughlin Avenue	EB	AM	56.40	4.0	2,034	36	D	55.00	1.0	530	10	A
			EB	PM	45.40	4.0	1,921	42	D	55.00	1.0	1,906	35	D
10	I-280	from McLaughlin Avenue to US 101	EB	AM	57.20	4.0	1,946	34	D	55.00	1.0	508	9	A
			EB	PM	53.80	4.0	1,947	36	D	55.00	1.0	1,729	31	D
11	I-280	from US 101 to McLaughlin Avenue	WB	AM	10.80	4.0	934	**87**	**F**	55.00	1.0	1,626	30	D
			WB	PM	60.20	4.0	1,908	32	D	55.00	1.0	1,422	26	C
12	I-280	from McLaughlin Avenue to Tenth Street	WB	AM	19.40	4.0	1,284	**66**	**F**	55.00	1.0	2,008	37	D
			WB	PM	44.00	4.0	2,175	49	E	55.00	1.0	1,521	28	D
13	I-280	from Tenth Street to SR 87	WB	AM	21.60	4.0	1,467	**68**	**F**	55.00	1.0	1,905	35	D
			WB	PM	30.60	4.0	1,709	56	E	55.00	1.0	1,414	26	C
14	I-280	from SR 87 to Bird Avenue	WB	AM	31.60	4.0	1,782	56	E	55.00	1.0	1,673	30	D
			WB	PM	20.80	4.0	1,397	**67**	**F**	55.00	1.0	1,045	19	C
15	I-680	from US 101 to King Road	NB	AM	50.80	4.0	2,070	41	D	55.00	1.0	508	9	A
			NB	PM	56.60	4.0	1,953	34	D	55.00	1.0	1,729	31	D
16	I-680	from King Road to Capitol Expressway	NB	AM	12.20	4.0	977	**80**	**F**	55.00	1.0	436	8	A
			NB	PM	37.20	4.0	2,018	54	E	55.00	1.0	1,536	28	D
17	I-680	from Capitol Expressway to Alum Rock Avenue	NB	AM	13.40	4.0	1,044	**78**	**F**	55.00	1.0	279	5	A
			NB	PM	57.20	4.0	2,132	37	D	55.00	1.0	1,587	29	D
18	I-680	from Alum Rock Avenue to McKee Road	NB	AM	20.00	4.0	1,431	**72**	**F**	55.00	1.0	279	5	A
			NB	PM	54.20	4.0	2,251	42	D	55.00	1.0	1,587	29	D
19	I-680	from McKee Road to Berryessa Road	NB	AM	35.80	4.0	1,882	53	E	55.00	1.0	428	8	A
			NB	PM	57.00	4.0	2,211	39	D	55.00	1.0	1,742	32	D
20	I-680	from Berryessa Road to Hostetter Road	NB	AM	60.00	4.0	1,822	30	D	55.00	1.0	363	7	A
			NB	PM	60.00	4.0	2,220	37	D	55.00	1.0	1,655	30	D
21	I-680	from Hostetter Road to Capitol Avenue	NB	AM	62.20	4.0	1,653	27	D	55.00	1.0	342	6	A
			NB	PM	62.80	4.0	1,989	32	D	55.00	1.0	1,550	28	D
22	I-680	from Capitol Avenue to Montague Expressway	NB	AM	58.40	4.0	1,889	32	D	55.00	1.0	380	7	A
			NB	PM	59.00	4.0	2,282	39	D	55.00	1.0	1,597	29	D
23	I-680	from Montague Expressway to Capitol Avenue	SB	AM	59.60	4.0	2,171	36	D	55.00	1.0	1,666	30	D
			SB	PM	12.00	4.0	993	**83**	**F**	55.00	1.0	1,447	26	C
24	I-680	from Capitol Avenue to Hostetter Road	SB	AM	61.60	4.0	2,033	33	D	55.00	1.0	1,606	29	D
			SB	PM	14.80	4.0	1,159	**78**	**F**	55.00	1.0	1,315	24	C
25	I-680	from Hostetter Road to Berryessa Road	SB	AM	59.00	4.0	2,157	37	D	55.00	1.0	1,788	33	D
			SB	PM	19.40	4.0	1,340	**69**	**F**	55.00	1.0	1,403	26	C
26	I-680	from Berryessa Road to McKee Road	SB	AM	62.80	4.0	1,826	29	D	55.00	1.0	1,728	31	D
			SB	PM	32.40	4.0	1,782	55	E	55.00	1.0	1,623	30	D
27	I-680	from McKee Road to Alum Rock Avenue	SB	AM	45.00	4.0	2,150	48	E	55.00	1.0	1,655	30	D
			SB	PM	29.20	4.0	1,721	**59**	**F**	55.00	1.0	1,198	22	C
28	I-680	from Alum Rock Avenue to Capitol Expressway	SB	AM	30.40	4.0	1,867	**61**	**F**	55.00	1.0	1,655	30	D
			SB	PM	50.60	4.0	2,034	40	D	55.00	1.0	1,198	22	C
29	I-680	from Capitol Expressway to King Road	SB	AM	18.80	4.0	1,471	**78**	**F**	55.00	1.0	1,818	33	D
			SB	PM	54.40	4.0	2,031	37	D	55.00	1.0	1,400	25	C
30	I-680	from King Road to US 101	SB	AM	18.20	4.0	1,302	**72**	**F**	55.00	1.0	1,626	30	D
			SB	PM	52.60	4.0	2,115	40	D	55.00	1.0	1,422	26	C
31	I-880	from The Alameda to Coleman Avenue	NB	AM	15.60	3.0	1,174	**75**	**F**	55.00	1.0	1,090	20	C
			NB	PM	6.20	3.0	647	**104**	**F**	55.00	1.0	1,808	33	D
32	I-880	from Coleman Avenue to North First Street	NB	AM	16.60	3.0	1,221	**74**	**F**	55.00	1.0	1,161	21	C
			NB	PM	13.60	3.0	1,095	**80**	**F**	55.00	1.0	2,028	37	D
33	I-880	from North First Street to US 101	NB	AM	17.80	3.0	1,271	**71**	**F**	55.00	1.0	1,005	18	B
			NB	PM	27.80	3.0	1,640	**59**	**F**	55.00	1.0	1,773	32	D
34	I-880	from US 101 to East Brokaw Road	NB	AM	24.00	3.0	1,614	**67**	**F**	55.00	1.0	774	14	B
			NB	PM	27.20	3.0	1,941	**71**	**F**	55.00	1.0	1,890	34	D
35	I-880	from East Brokaw Road to Montague Expressway	NB	AM	61.40	3.0	1,853	30	D	73.42	1.0	689	9	A
			NB	PM	60.00	3.0	2,088	35	D	73.10	1.0	1,613	22	C
36	I-880	from Montague Expressway to East Brokaw Road	SB	AM	57.80	3.0	2,103	36	D	66.75	1.0	1,804	27	D
			SB	PM	14.20	3.0	1,190	**84**	**F**	28.51	1.0	1,566	55	E
37	I-880	from East Brokaw Road to US 101	SB	AM	11.20	3.0	1,207	**108**	**F**	39.02	1.0	1,963	50	E
			SB	PM	12.00	3.0	1,056	**88**	**F**	2.52	1.0	1,259	**499**	**F**
38	I-880	from US 101 to North First Street	SB	AM	11.20	3.0	847	**76**	**F**	55.00	1.0	1,754	32	D
			SB	PM	10.40	3.0	837	**80**	**F**	55.00	1.0	1,552	28	D
39	I-880	from North First Street to Coleman Avenue	SB	AM	37.60	3.0	1,875	50	E	55.00	1.0	1,918	35	D
			SB	PM	15.80	3.0	1,189	**75**	**F**	55.00	1.0	1,808	33	D
40	I-880	from Coleman Avenue to The Alameda	SB	AM	55.00	3.0	1,974	36	D	55.00	1.0	1,758	32	D
			SB	PM	23.80	3.0	1,534	**64**	**F**	55.00	1.0	1,618	29	D
41	US 101	from Tully Road to Story Road	NB	AM	21.80	3.0	1,502	**69**	**F**	57.02	1.0	1,343	24	C
			NB	PM	42.80	3.0	2,263	53	E	72.26	1.0	905	13	B
42	US 101	from Story Road to I-280	NB	AM	9.40	3.0	856	**91**	**F**	17.42	1.0	1,338	**77**	**F**
			NB	PM	61.00	3.0	2,118	35	D	74.93	1.0	696	9	A
43	US 101	from I-280 to Santa Clara Street	NB	AM	12.80	3.0	1,017	**79**	**F**	16.87	1.0	1,530	**91**	**F**
			NB	PM	60.80	3.0	2,221	37	D	76.14	1.0	1,138	15	B
44	US 101	from Santa Clara Street to McKee Road	NB	AM	12.40	3.0	1,077	**87**	**F**	20.80	1.0	1,531	**74**	**F**
			NB	PM	63.40	3.0	1,829	29	D	74.51	1.0	698	9	A
45	US 101	from McKee Road to Oakland Road	NB	AM	19.20	3.0	1,400	**73**	**F**	28.32	1.0	1,884	**67**	**F**
			NB	PM	57.40	3.0	2,312	40	D	73.30	1.0	964	13	B
46	US 101	from Oakland Road to I-880	NB	AM	22.20	3.0	1,531	**69**	**F**	52.00	1.0	1,656	32	D
			NB	PM	32.60	3.0	2,130	**65**	**F**	74.60	1.0	522	7	A
47	US 101	from I-880 to Old Bayshore Highway	NB	AM	14.80	3.0	1,145	**77**	**F**	56.11	1.0	1,633	29	D
			NB	PM	56.80	3.0	2,302	41	D	73.19	1.0	629	9	A
48	US 101	from Old Bayshore Highway to North First Street	NB	AM	12.00	3.0	1,116	**93**	**F**	42.80	1.0	1,639	38	D
			NB	PM	60.00	3.0	2,054	34	D	74.44	1.0	719	10	A

Year 2040 City Preferred Project with Berryessa Interchange

					Year 2040 City Preferred Project with Berryessa Interchange									
					Mixed-Flow Lane					HOV Lane				
#	Freeway	Segment	Direction	Peak Hour	Speed[1] (mi/hr)	# of Lanes[1]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS	Speed[1, 2] (mi/hr)	# of Lanes[1 3]	Volume (pc/hr/ln)	Density (pc/mi/ln)	LOS
49	US 101	from North First Street to Guadalupe Parkway (SR 87)	NB	AM	9.20	3.0	807	**88**	**F**	10.04	1.0	1,467	**146**	**F**
			NB	PM	61.40	3.0	1,949	32	D	69.30	1.0	1,046	15	B
50	US 101	from Guadalupe Parkway (SR 87) to North First Street	SB	AM	61.20	3.0	1,863	30	D	74.67	1.0	475	6	A
			SB	PM	14.80	3.0	1,117	**75**	**F**	45.42	1.0	1,790	39	D
51	US 101	from North First Street to Old Bayshore Highway	SB	AM	56.60	3.0	2,183	39	D	73.86	1.0	531	7	A
			SB	PM	7.40	3.0	731	**99**	**F**	38.60	1.0	1,799	47	E
52	US 101	from Old Bayshore Highway to I-880	SB	AM	60.60	3.0	2,140	35	D	72.58	1.0	476	7	A
			SB	PM	6.40	3.0	846	**132**	**F**	27.94	1.0	1,543	55	E
53	US 101	from I-880 to Oakland Road	SB	AM	55.40	3.0	2,461	44	D	75.73	1.0	495	7	A
			SB	PM	12.00	3.0	969	**81**	**F**	23.79	1.0	1,529	**64**	**F**
54	US 101	from Oakland Road to McKee Road	SB	AM	60.80	3.0	2,153	35	D	74.06	1.0	392	5	A
			SB	PM	23.80	3.0	1,406	**59**	**F**	45.20	1.0	1,548	34	D
55	US 101	from McKee Road to Santa Clara Street	SB	AM	66.00	3.0	1,438	22	C	72.69	1.0	562	8	A
			SB	PM	20.00	3.0	1,454	**73**	**F**	52.98	1.0	1,554	29	D
56	US 101	from Santa Clara Street to I-280	SB	AM	62.80	3.0	2,292	36	D	73.62	1.0	487	7	A
			SB	PM	32.20	3.0	1,846	57	E	56.27	1.0	1,665	30	D
57	US 101	from I-280 to Story Road	SB	AM	57.80	3.0	2,484	43	D	74.58	1.0	397	5	A
			SB	PM	37.00	3.0	1,882	51	E	55.68	1.0	1,411	25	C
58	US 101	from Story Road to Tully Road	SB	AM	34.20	3.0	2,431	**71**	**F**	73.33	1.0	486	7	A
			SB	PM	41.20	3.0	2,024	49	E	56.85	1.0	1,403	25	C

[1]Santa Clara Valley Transportation Authority CMP Monitoring & Conformance Report, 2018.
[2]The average speed for future HOV lanes were assumed to be 55 mph.
[3]Future HOV number of lanes were obtained from travel demand forecasting model.
Entries denoted in bold indicate unacceptable LOS F conditions.

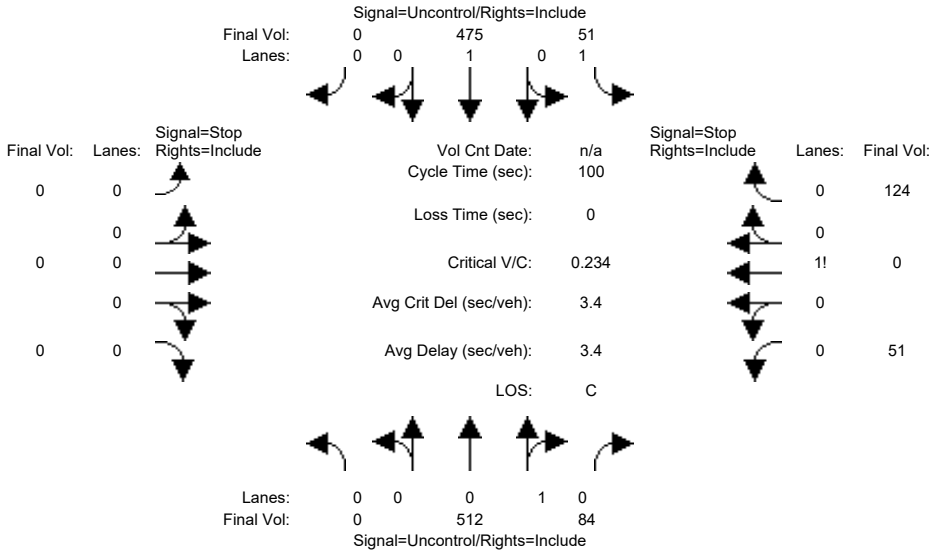
Appendix E
Site Access Analysis

Levels of Service Calculations

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8001: Sierra Road and Private Street 1



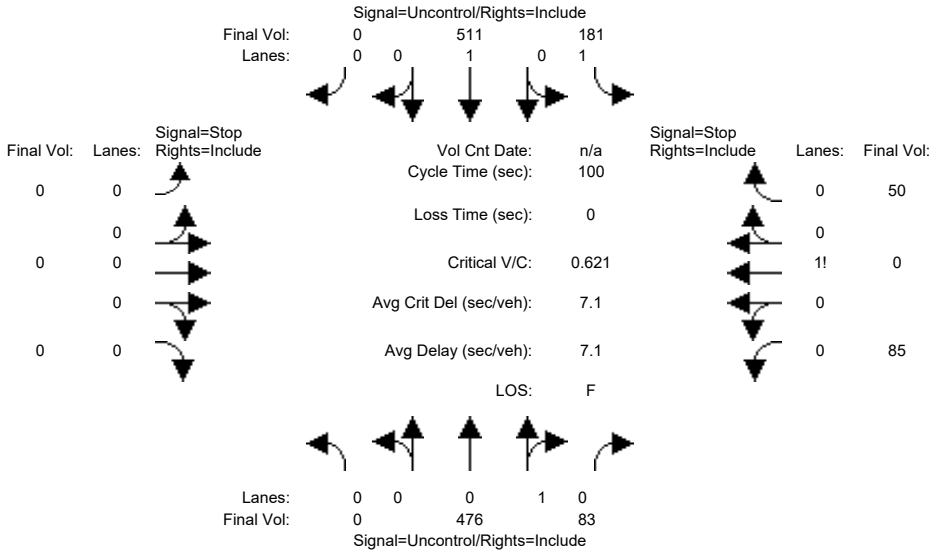
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	512	84	51	475	0	0	0	0	51	0	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	512	84	51	475	0	0	0	0	51	0	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	512	84	51	475	0	0	0	0	51	0	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	512	84	51	475	0	0	0	0	51	0	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	512	84	51	475	0	0	0	0	51	0	124
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	596	xxxx	xxxxx	xxxx	xxxx	xxxxx	1131	1131	554
Potent Cap.:	xxxx	xxxx	xxxxx	990	xxxx	xxxxx	xxxx	xxxx	xxxxx	227	205	536
Move Cap.:	xxxx	xxxx	xxxxx	990	xxxx	xxxxx	xxxx	xxxx	xxxxx	218	195	536
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.23
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	376	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			22.6		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8001: Sierra Road and Private Street 1



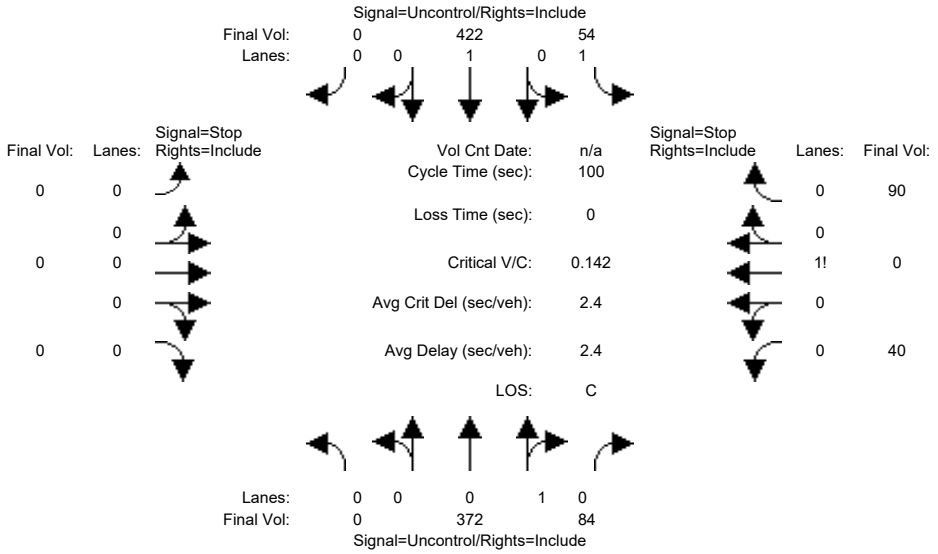
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	476	83	181	511	0	0	0	0	85	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	476	83	181	511	0	0	0	0	85	0	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	476	83	181	511	0	0	0	0	85	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	476	83	181	511	0	0	0	0	85	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	476	83	181	511	0	0	0	0	85	0	50
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	559	xxxx	xxxxx	xxxx	xxxx	xxxxx	1391	1391	518
Potent Cap.:	xxxx	xxxx	xxxxx	1022	xxxx	xxxxx	xxxx	xxxx	xxxxx	158	144	562
Move Cap.:	xxxx	xxxx	xxxxx	1022	xxxx	xxxxx	xxxx	xxxx	xxxxx	137	118	562
Volume/Cap:	xxxx	xxxx	xxxx	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	0.62	0.00	0.09
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	190	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	60.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			60.3		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8001: Sierra Road and Private Street 1



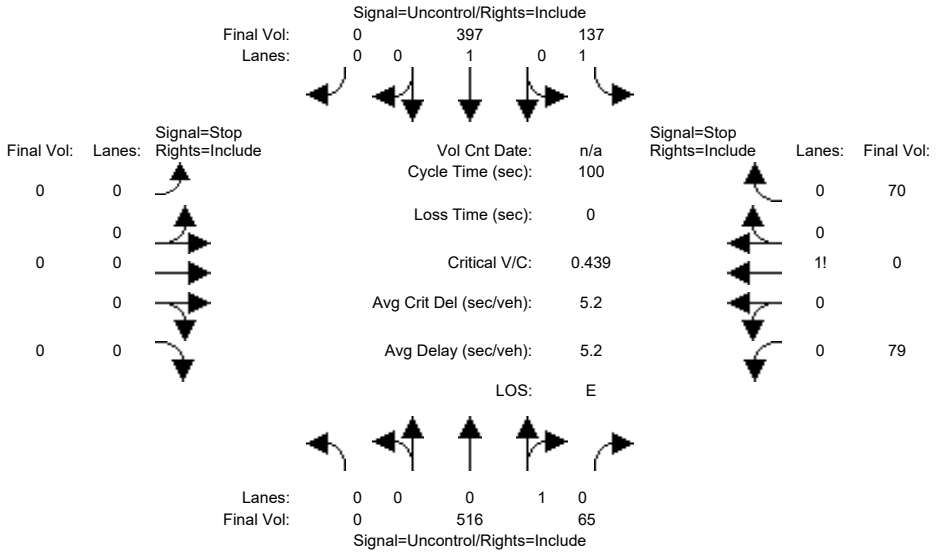
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	372	84	54	422	0	0	0	0	40	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	372	84	54	422	0	0	0	0	40	0	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	372	84	54	422	0	0	0	0	40	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	372	84	54	422	0	0	0	0	40	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	372	84	54	422	0	0	0	0	40	0	90
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	456	xxxx	xxxxx	xxxx	xxxx	xxxxx	944	944	414
Potent Cap.:	xxxx	xxxx	xxxxx	1115	xxxx	xxxxx	xxxx	xxxx	xxxxx	293	264	643
Move Cap.:	xxxx	xxxx	xxxxx	1115	xxxx	xxxxx	xxxx	xxxx	xxxxx	283	251	643
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	0.00	0.14
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	462	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.8		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8001: Sierra Road and Private Street 1



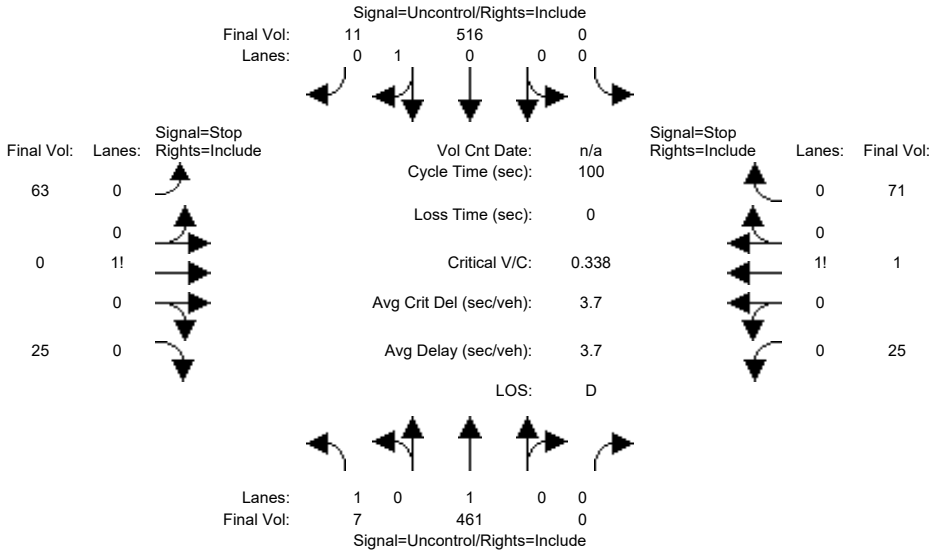
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	516	65	137	397	0	0	0	0	79	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	516	65	137	397	0	0	0	0	79	0	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	516	65	137	397	0	0	0	0	79	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	516	65	137	397	0	0	0	0	79	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	516	65	137	397	0	0	0	0	79	0	70
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	581	xxxx	xxxxx	xxxx	xxxx	xxxxx	1220	1220	549
Potent Cap.:	xxxx	xxxx	xxxxx	1003	xxxx	xxxxx	xxxx	xxxx	xxxxx	201	182	540
Move Cap.:	xxxx	xxxx	xxxxx	1003	xxxx	xxxxx	xxxx	xxxx	xxxxx	180	157	540
Volume/Cap:	xxxx	xxxx	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	0.44	0.00	0.13
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	262	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	35.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			35.4		
ApproachLOS:	*			*			*			E		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8002: Sierra Road and North Main Street



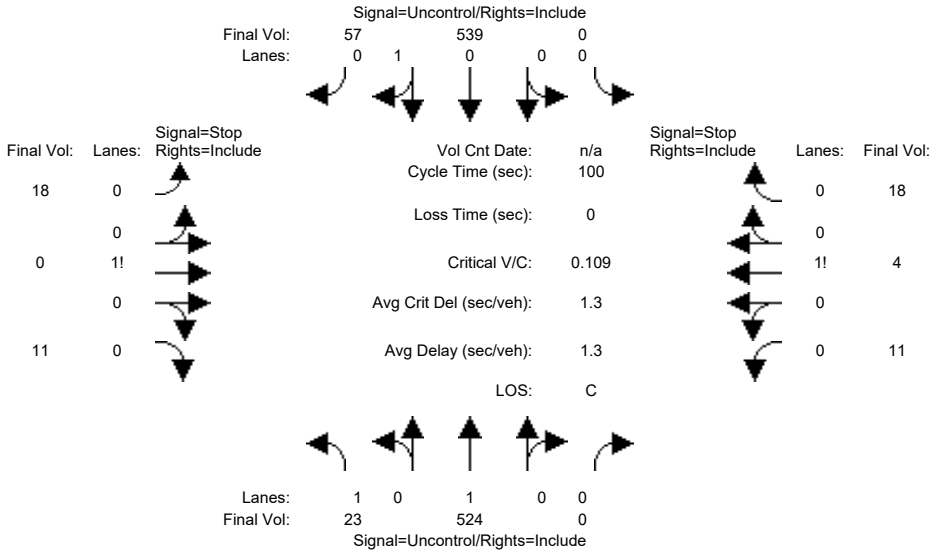
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	7	461	0	0	516	11	63	0	25	25	1	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	461	0	0	516	11	63	0	25	25	1	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	461	0	0	516	11	63	0	25	25	1	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	461	0	0	516	11	63	0	25	25	1	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	461	0	0	516	11	63	0	25	25	1	71
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	527	xxxx	xxxxx	xxxx	xxxx	xxxxx	1033	997	522	1009	1002	461
Potent Cap.:	1050	xxxx	xxxxx	xxxx	xxxx	xxxxx	213	246	559	221	244	605
Move Cap.:	1050	xxxx	xxxxx	xxxx	xxxx	xxxxx	186	245	559	210	243	605
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.34	0.00	0.04	0.12	0.00	0.12
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	230	xxxxx	xxxx	403	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx	xxxxx	0.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	30.1	xxxxx	xxxxx	16.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			30.1			16.7		
ApproachLOS:	*			*			D			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8002: Sierra Road and North Main Street



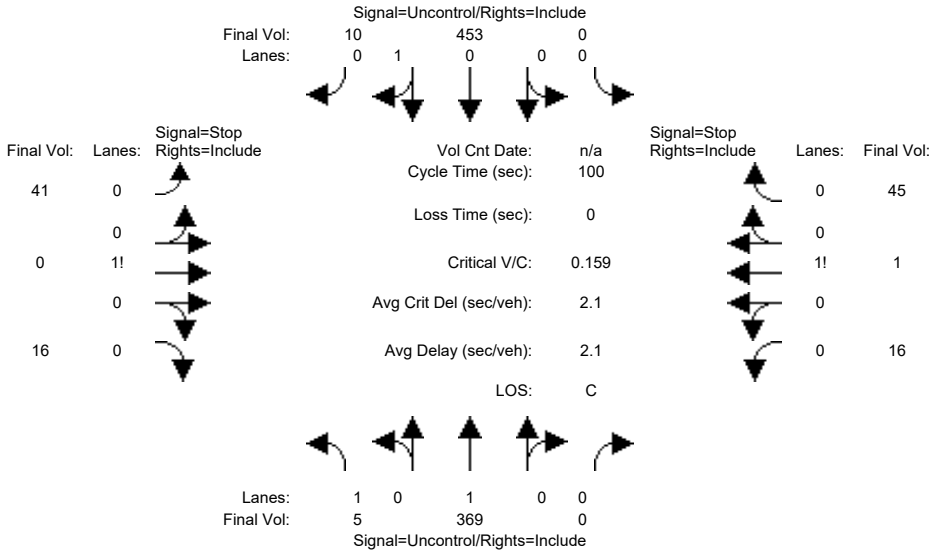
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	23	524	0	0	539	57	18	0	11	11	4	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	524	0	0	539	57	18	0	11	11	4	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	524	0	0	539	57	18	0	11	11	4	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	524	0	0	539	57	18	0	11	11	4	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	524	0	0	539	57	18	0	11	11	4	18
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	596	xxxx	xxxxx	xxxx	xxxx	xxxxx	1149	1138	568	1143	1166	524
Potent Cap.:	990	xxxx	xxxxx	xxxx	xxxx	xxxxx	177	203	527	179	196	557
Move Cap.:	990	xxxx	xxxxx	xxxx	xxxx	xxxxx	166	199	527	172	191	557
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	0.00	0.02	0.06	0.02	0.03
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	224	xxxxx	xxxx	282	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.4	xxxxx	xxxxx	19.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			23.4			19.5		
ApproachLOS:	*			*			C			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8002: Sierra Road and North Main Street



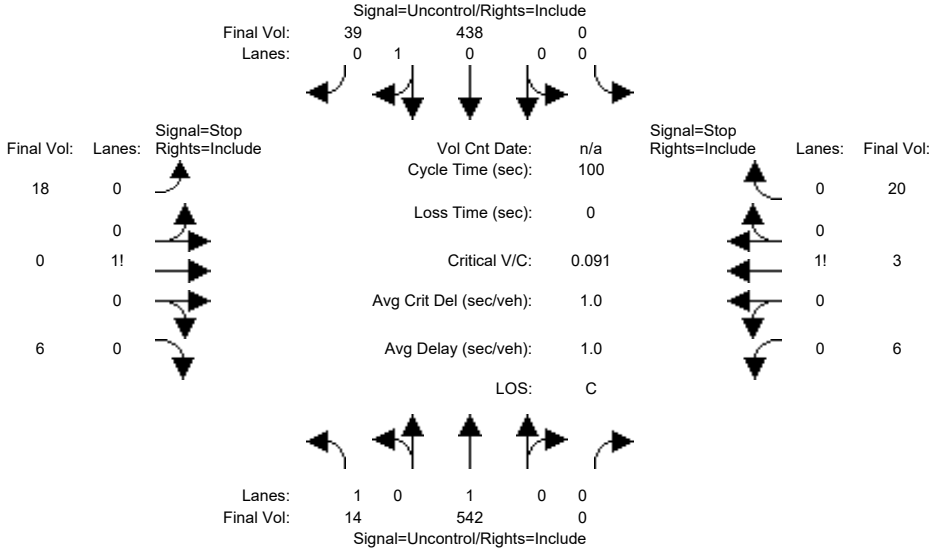
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	5	369	0	0	453	10	41	0	16	16	1	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	369	0	0	453	10	41	0	16	16	1	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	369	0	0	453	10	41	0	16	16	1	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	369	0	0	453	10	41	0	16	16	1	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	369	0	0	453	10	41	0	16	16	1	45
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	463	xxxx	xxxxx	xxxx	xxxx	xxxxx	860	837	458	845	842	369
Potent Cap.:	1109	xxxx	xxxxx	xxxx	xxxx	xxxxx	278	305	607	285	303	681
Move Cap.:	1109	xxxx	xxxxx	xxxx	xxxx	xxxxx	258	304	607	276	302	681
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	0.00	0.03	0.06	0.00	0.07
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	308	xxxxx	xxxx	487	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.3	xxxxx	xxxxx	13.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			19.3			13.5		
ApproachLOS:	*			*			C			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8002: Sierra Road and North Main Street



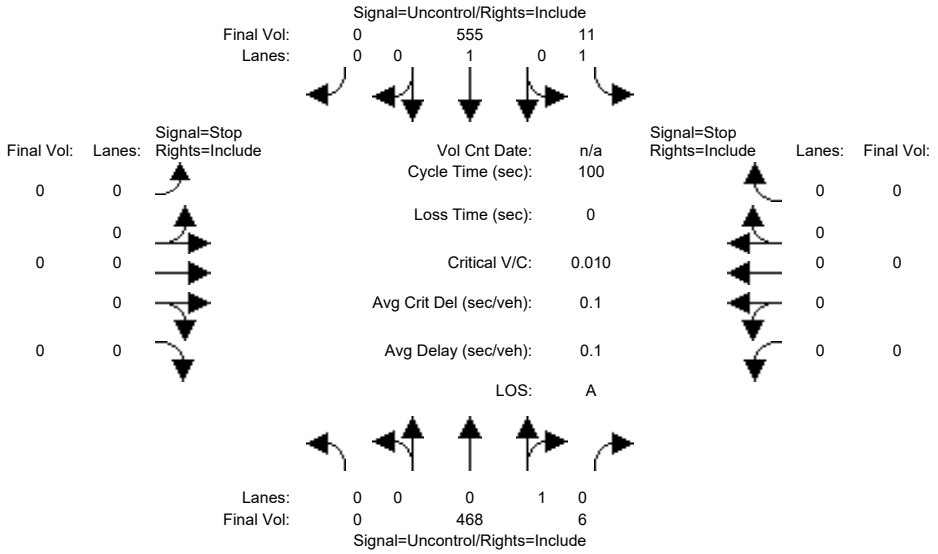
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	14	542	0	0	438	39	18	0	6	6	3	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	542	0	0	438	39	18	0	6	6	3	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	542	0	0	438	39	18	0	6	6	3	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	542	0	0	438	39	18	0	6	6	3	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	542	0	0	438	39	18	0	6	6	3	20
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	477	xxxx	xxxxx	xxxx	xxxx	xxxxx	1039	1028	458	1031	1047	542
Potent Cap.:	1096	xxxx	xxxxx	xxxx	xxxx	xxxxx	211	236	607	213	230	544
Move Cap.:	1096	xxxx	xxxxx	xxxx	xxxx	xxxxx	199	233	607	209	227	544
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.00	0.01	0.03	0.01	0.04
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	239	xxxxx	xxxx	369	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.7	xxxxx	xxxxx	15.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			21.7			15.6		
ApproachLOS:	*			*			C			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8003: Sierra Road and South Main Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	468	6	11	555	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	468	6	11	555	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	468	6	11	555	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	468	6	11	555	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	468	6	11	555	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	474	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1099	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1099	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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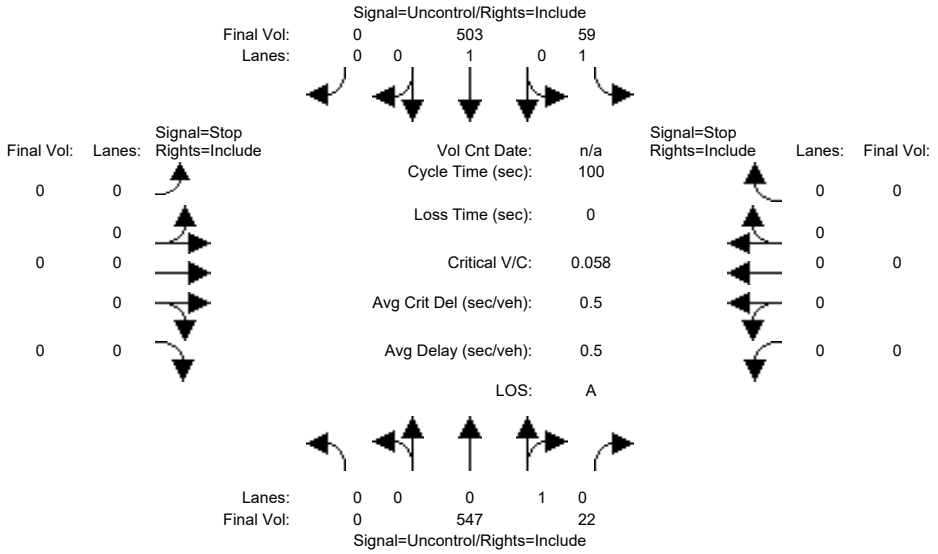
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8003: Sierra Road and South Main Street



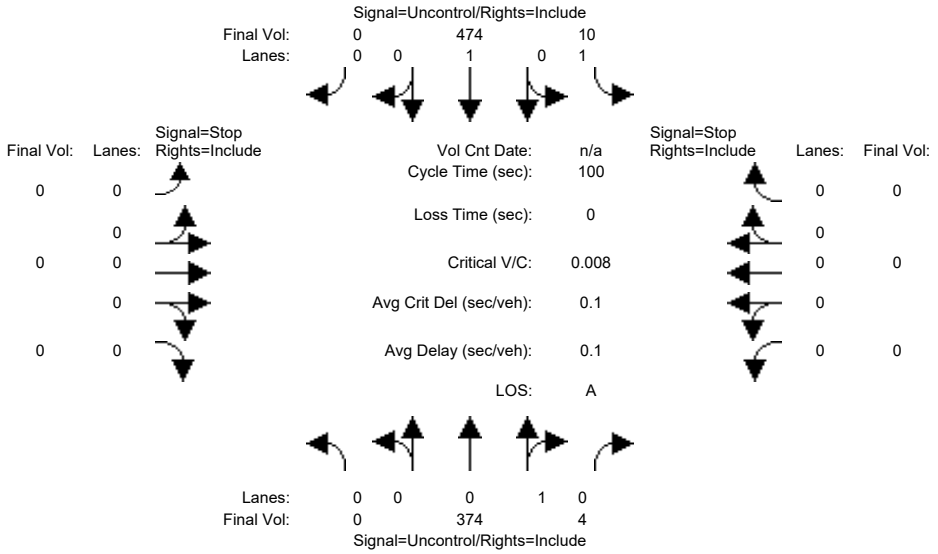
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	547	22	59	503	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	547	22	59	503	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	547	22	59	503	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	547	22	59	503	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	547	22	59	503	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	569	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1013	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1013	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8003: Sierra Road and South Main Street



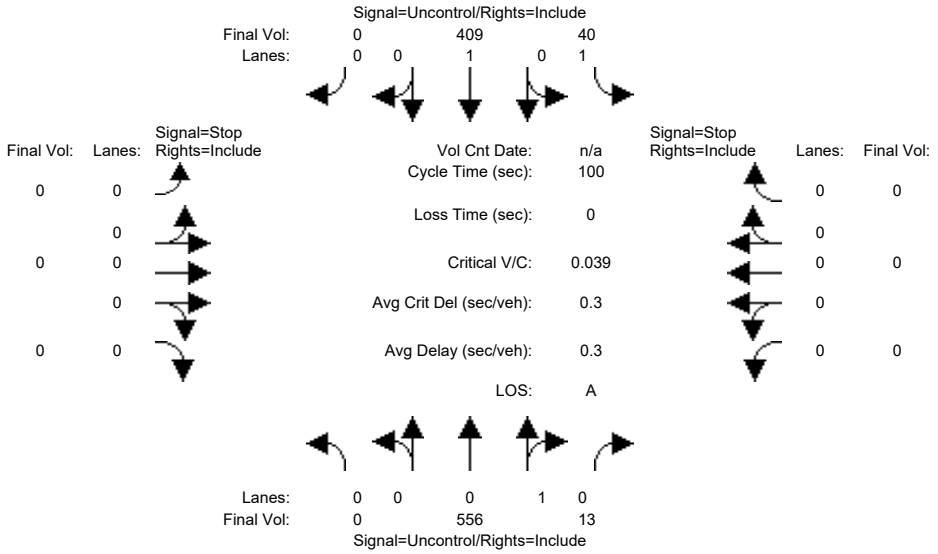
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	374	4	10	474	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	374	4	10	474	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	374	4	10	474	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	374	4	10	474	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	374	4	10	474	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	378	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1192	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1192	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8003: Sierra Road and South Main Street



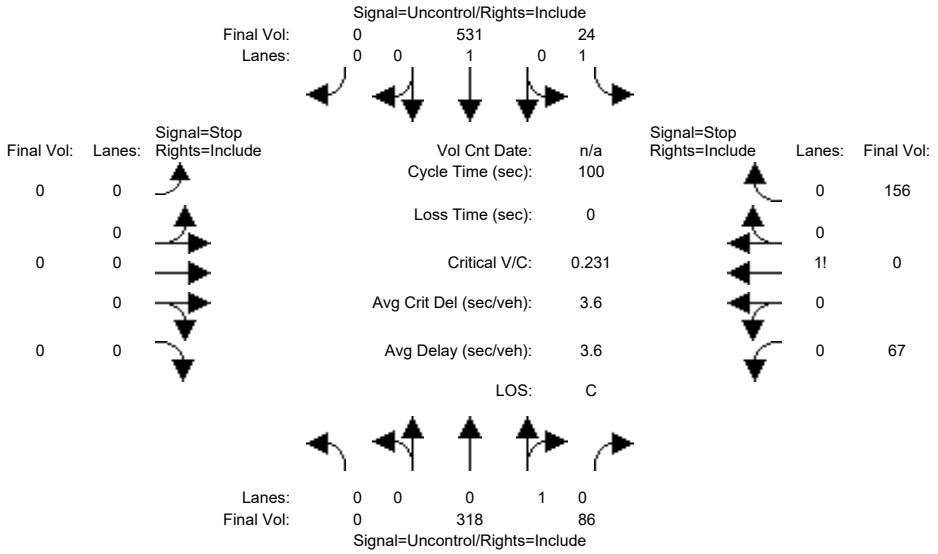
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	556	13	40	409	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	556	13	40	409	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	556	13	40	409	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	556	13	40	409	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	556	13	40	409	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	569	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1013	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1013	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8004: Sierra Road and Private Street 2



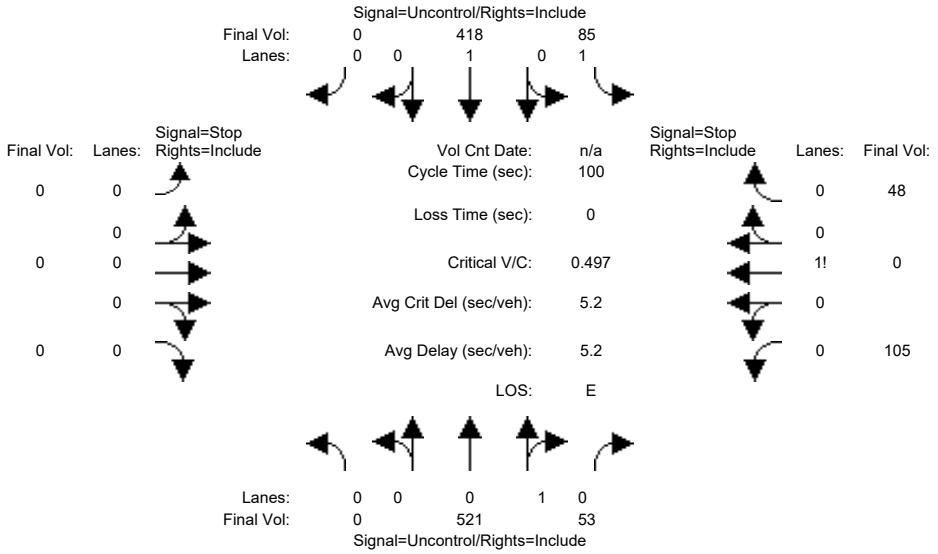
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	318	86	24	531	0	0	0	0	67	0	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	318	86	24	531	0	0	0	0	67	0	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	318	86	24	531	0	0	0	0	67	0	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	318	86	24	531	0	0	0	0	67	0	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	318	86	24	531	0	0	0	0	67	0	156
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	404	xxxx	xxxxx	xxxx	xxxx	xxxxx	940	940	361
Potent Cap.:	xxxx	xxxx	xxxxx	1166	xxxx	xxxxx	xxxx	xxxx	xxxxx	295	266	688
Move Cap.:	xxxx	xxxx	xxxxx	1166	xxxx	xxxxx	xxxx	xxxx	xxxxx	290	260	688
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.23
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	488	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.5		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8004: Sierra Road and Private Street 2



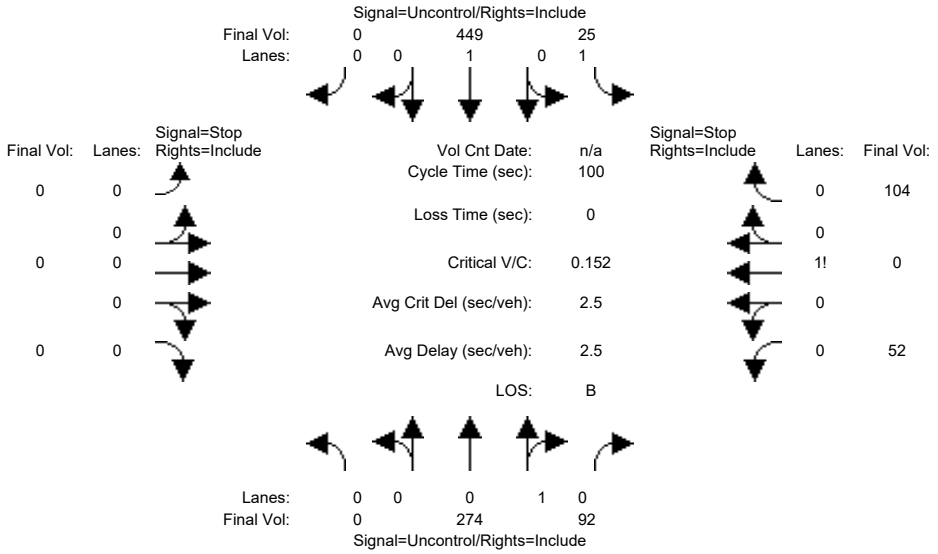
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	521	53	85	418	0	0	0	0	105	0	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	521	53	85	418	0	0	0	0	105	0	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	521	53	85	418	0	0	0	0	105	0	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	521	53	85	418	0	0	0	0	105	0	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	521	53	85	418	0	0	0	0	105	0	48
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	574	xxxx	xxxxx	xxxx	xxxx	xxxxx	1136	1136	548
Potent Cap.:	xxxx	xxxx	xxxxx	1009	xxxx	xxxxx	xxxx	xxxx	xxxxx	226	204	540
Move Cap.:	xxxx	xxxx	xxxxx	1009	xxxx	xxxxx	xxxx	xxxx	xxxxx	211	187	540
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.50	0.00	0.09
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	261	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	36.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			36.6		
ApproachLOS:	*			*			*			E		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8004: Sierra Road and Private Street 2



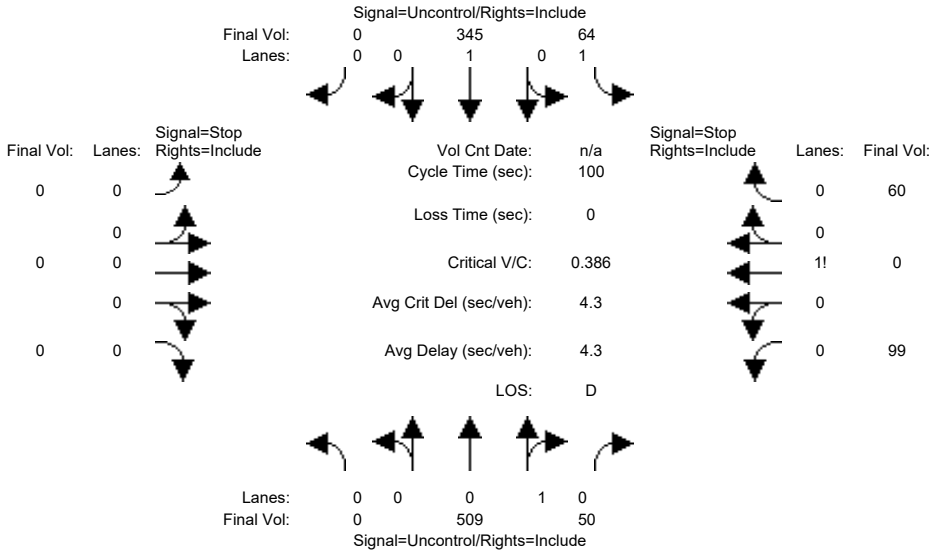
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	274	92	25	449	0	0	0	0	52	0	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	274	92	25	449	0	0	0	0	52	0	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	274	92	25	449	0	0	0	0	52	0	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	274	92	25	449	0	0	0	0	52	0	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	274	92	25	449	0	0	0	0	52	0	104
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	366	xxxx	xxxxx	xxxx	xxxx	xxxxx	819	819	320
Potent Cap.:	xxxx	xxxx	xxxxx	1204	xxxx	xxxxx	xxxx	xxxx	xxxxx	348	312	725
Move Cap.:	xxxx	xxxx	xxxxx	1204	xxxx	xxxxx	xxxx	xxxx	xxxxx	342	306	725
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	0.00	0.14
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	528	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.6		
ApproachLOS:	*			*			*			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8004: Sierra Road and Private Street 2



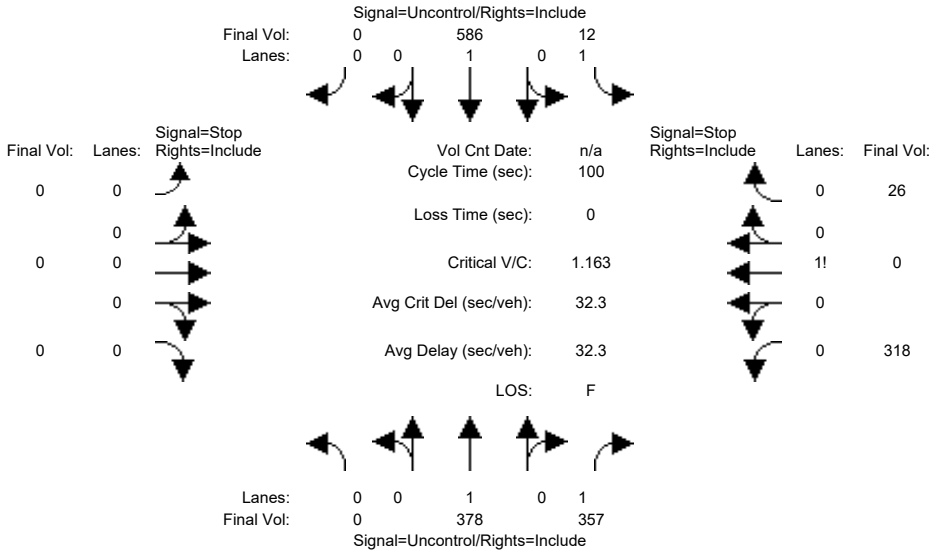
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	509	50	64	345	0	0	0	0	99	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	509	50	64	345	0	0	0	0	99	0	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	509	50	64	345	0	0	0	0	99	0	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	509	50	64	345	0	0	0	0	99	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	509	50	64	345	0	0	0	0	99	0	60
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	559	xxxx	xxxxx	xxxx	xxxx	xxxxx	1007	1007	534
Potent Cap.:	xxxx	xxxx	xxxxx	1022	xxxx	xxxxx	xxxx	xxxx	xxxxx	269	243	550
Move Cap.:	xxxx	xxxx	xxxxx	1022	xxxx	xxxxx	xxxx	xxxx	xxxxx	256	228	550
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.39	0.00	0.11
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	321	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			26.7		
ApproachLOS:	*			*			*			D		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8005: Sierra Road and Green Street



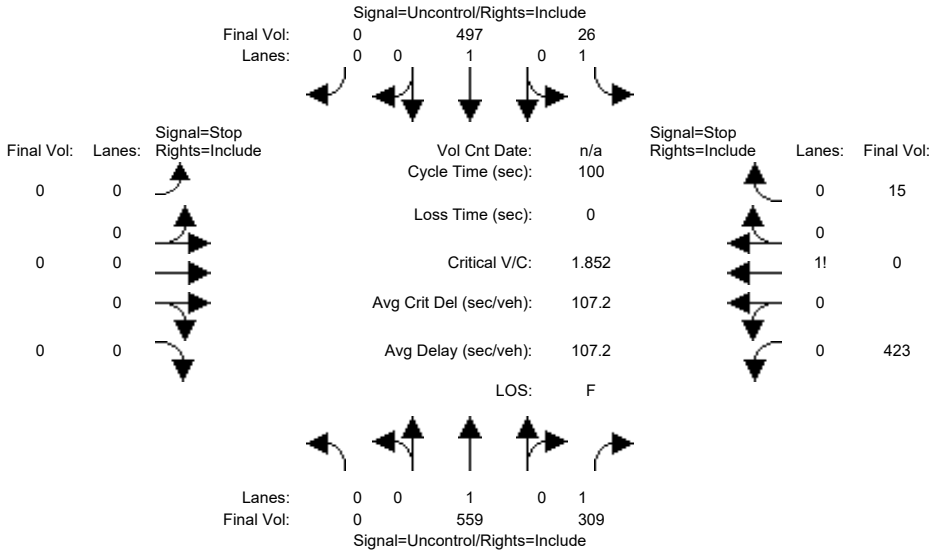
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	378	357	12	586	0	0	0	0	318	0	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	378	357	12	586	0	0	0	0	318	0	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	378	357	12	586	0	0	0	0	318	0	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	378	357	12	586	0	0	0	0	318	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	378	357	12	586	0	0	0	0	318	0	26
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	735	xxxx	xxxxx	xxxx	xxxx	xxxxx	988	988	378
Potent Cap.:	xxxx	xxxx	xxxxx	879	xxxx	xxxxx	xxxx	xxxx	xxxxx	276	249	673
Move Cap.:	xxxx	xxxx	xxxxx	879	xxxx	xxxxx	xxxx	xxxx	xxxxx	273	246	673
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	1.16	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	286	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	157	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			157.0		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8005: Sierra Road and Green Street



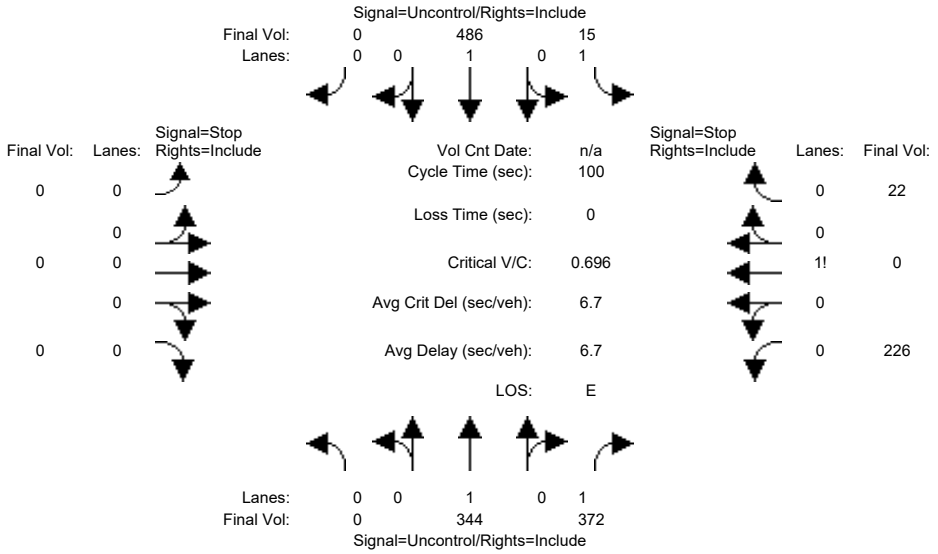
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	559	309	26	497	0	0	0	0	423	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	559	309	26	497	0	0	0	0	423	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	559	309	26	497	0	0	0	0	423	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	559	309	26	497	0	0	0	0	423	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	559	309	26	497	0	0	0	0	423	0	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	868	xxxx	xxxxx	xxxx	xxxx	xxxxx	1108	1108	559
Potent Cap.:	xxxx	xxxx	xxxxx	785	xxxx	xxxxx	xxxx	xxxx	xxxxx	234	212	532
Move Cap.:	xxxx	xxxx	xxxxx	785	xxxx	xxxxx	xxxx	xxxx	xxxxx	228	205	532
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	1.85	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	233	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	30.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	447	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			447.1		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8005: Sierra Road and Green Street



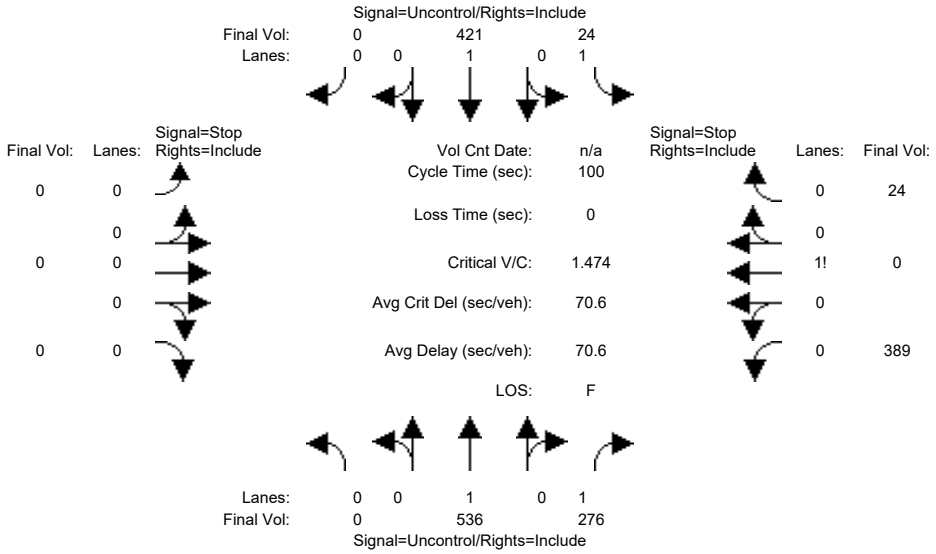
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	344	372	15	486	0	0	0	0	226	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	344	372	15	486	0	0	0	0	226	0	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	344	372	15	486	0	0	0	0	226	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	344	372	15	486	0	0	0	0	226	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	344	372	15	486	0	0	0	0	226	0	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	716	xxxx	xxxxx	xxxx	xxxx	xxxxx	860	860	344
Potent Cap.:	xxxx	xxxx	xxxxx	894	xxxx	xxxxx	xxxx	xxxx	xxxxx	329	296	703
Move Cap.:	xxxx	xxxx	xxxxx	894	xxxx	xxxxx	xxxx	xxxx	xxxxx	325	291	703
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.70	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	341	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	39.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			39.1		
ApproachLOS:	*			*			*			E		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8005: Sierra Road and Green Street



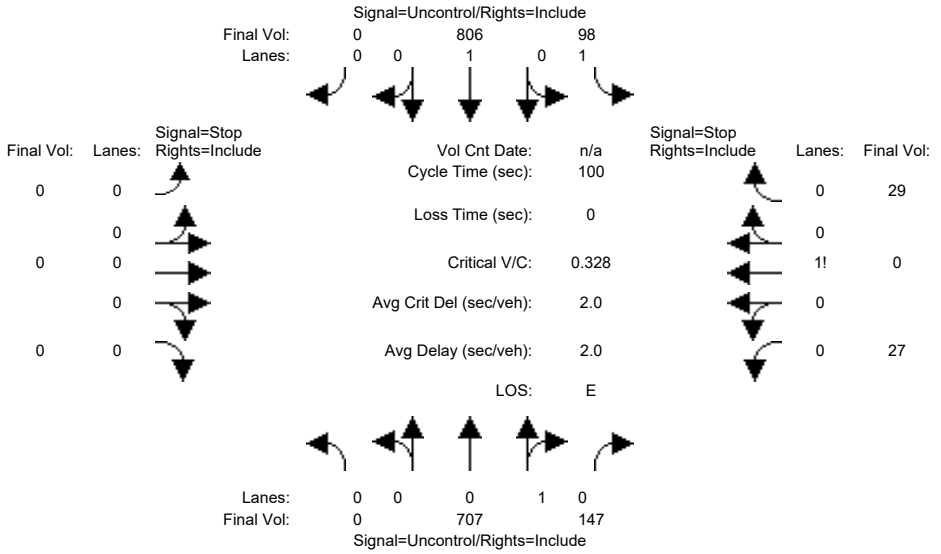
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	536	276	24	421	0	0	0	0	389	0	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	536	276	24	421	0	0	0	0	389	0	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	536	276	24	421	0	0	0	0	389	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	536	276	24	421	0	0	0	0	389	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	536	276	24	421	0	0	0	0	389	0	24
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	812	xxxx	xxxxx	xxxx	xxxx	xxxxx	1005	1005	536
Potent Cap.:	xxxx	xxxx	xxxxx	823	xxxx	xxxxx	xxxx	xxxx	xxxxx	270	243	549
Move Cap.:	xxxx	xxxx	xxxxx	823	xxxx	xxxxx	xxxx	xxxx	xxxxx	264	236	549
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	1.47	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	272	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	285	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			284.9		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8006: Sierra Road and Private Street 4



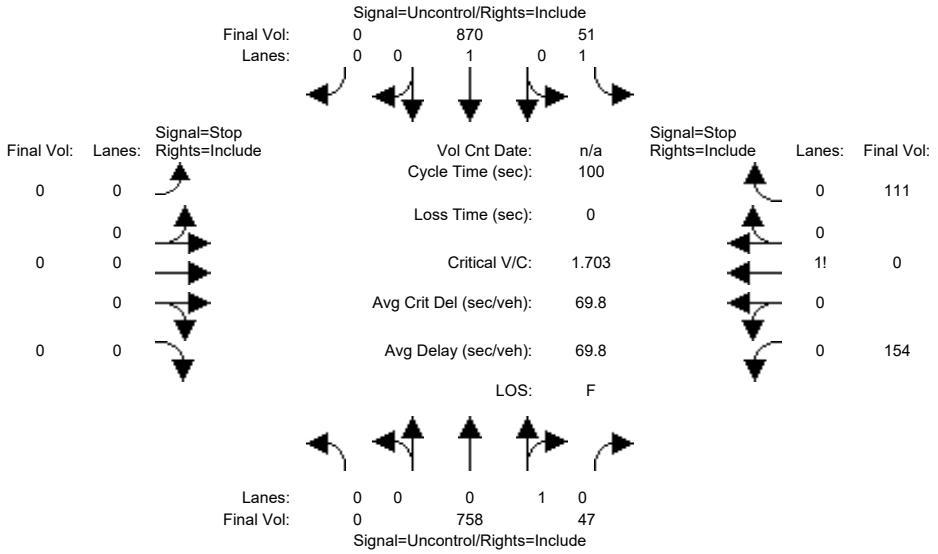
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	707	147	98	806	0	0	0	0	27	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	707	147	98	806	0	0	0	0	27	0	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	707	147	98	806	0	0	0	0	27	0	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:	0	707	147	98	806	0	0	0	0	27	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	707	147	98	806	0	0	0	0	27	0	29
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	854	xxxx	xxxxx	xxxx	xxxx	xxxxx	1783	1783	781
Potent Cap.:	xxxx	xxxx	xxxxx	794	xxxx	xxxxx	xxxx	xxxx	xxxxx	91	83	398
Move Cap.:	xxxx	xxxx	xxxxx	794	xxxx	xxxxx	xxxx	xxxx	xxxxx	82	73	398
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	0.00	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	140	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	46.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			46.9		
ApproachLOS:	*			*			*			E		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8006: Sierra Road and Private Street 4



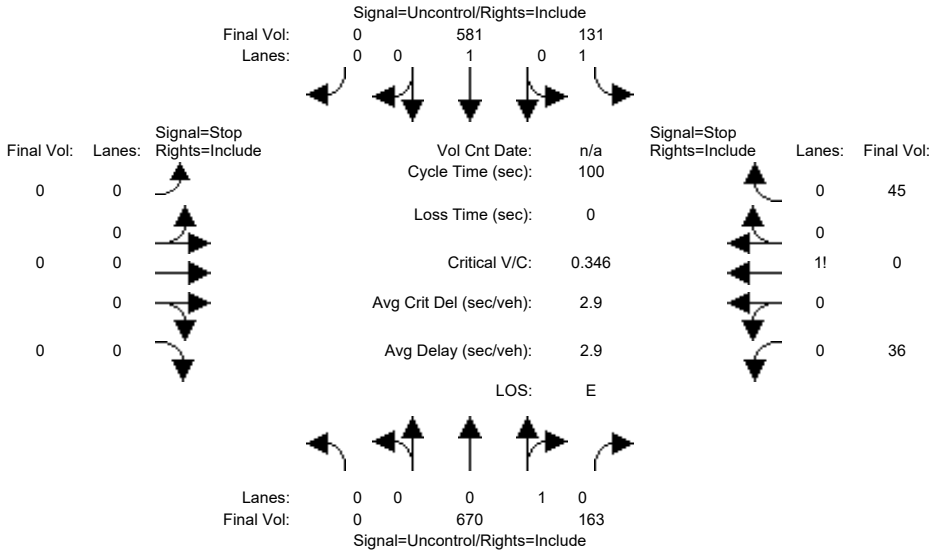
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	758	47	51	870	0	0	0	0	154	0	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	758	47	51	870	0	0	0	0	154	0	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	758	47	51	870	0	0	0	0	154	0	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:	0	758	47	51	870	0	0	0	0	154	0	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	758	47	51	870	0	0	0	0	154	0	111
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	805	xxxx	xxxxx	xxxx	xxxx	xxxxx	1754	1754	782
Potent Cap.:	xxxx	xxxx	xxxxx	828	xxxx	xxxxx	xxxx	xxxx	xxxxx	95	86	398
Move Cap.:	xxxx	xxxx	xxxxx	828	xxxx	xxxxx	xxxx	xxxx	xxxxx	90	81	398
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	1.70	0.00	0.28
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	134	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	523	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			522.9		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8006: Sierra Road and Private Street 4



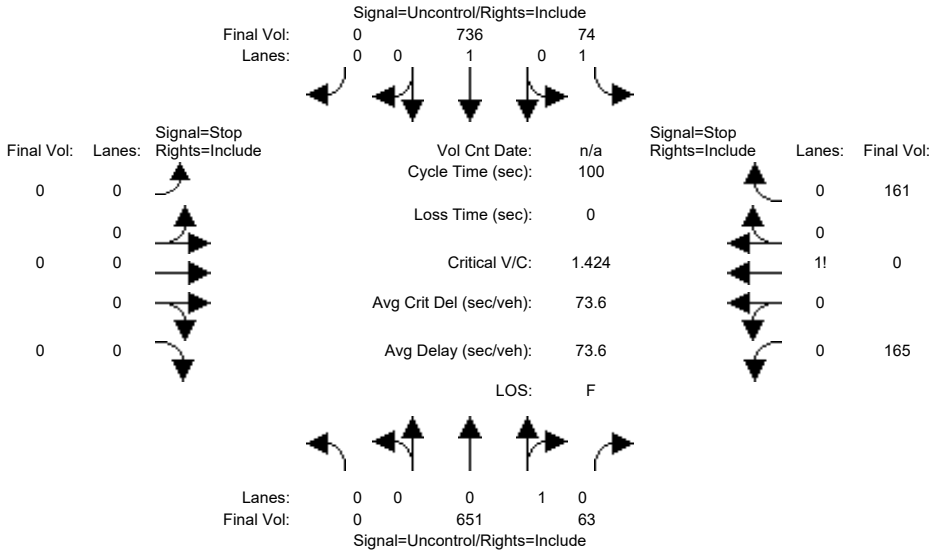
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	670	163	131	581	0	0	0	0	36	0	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	670	163	131	581	0	0	0	0	36	0	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	670	163	131	581	0	0	0	0	36	0	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	670	163	131	581	0	0	0	0	36	0	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	670	163	131	581	0	0	0	0	36	0	45
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	833	xxxx	xxxxx	xxxx	xxxx	xxxxx	1595	1595	752
Potent Cap.:	xxxx	xxxx	xxxxx	809	xxxx	xxxxx	xxxx	xxxx	xxxxx	119	108	414
Move Cap.:	xxxx	xxxx	xxxxx	809	xxxx	xxxxx	xxxx	xxxx	xxxxx	104	90	414
Volume/Cap:	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	0.35	0.00	0.11
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	178	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	41.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			41.0		
ApproachLOS:	*			*			*			E		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8006: Sierra Road and Private Street 4



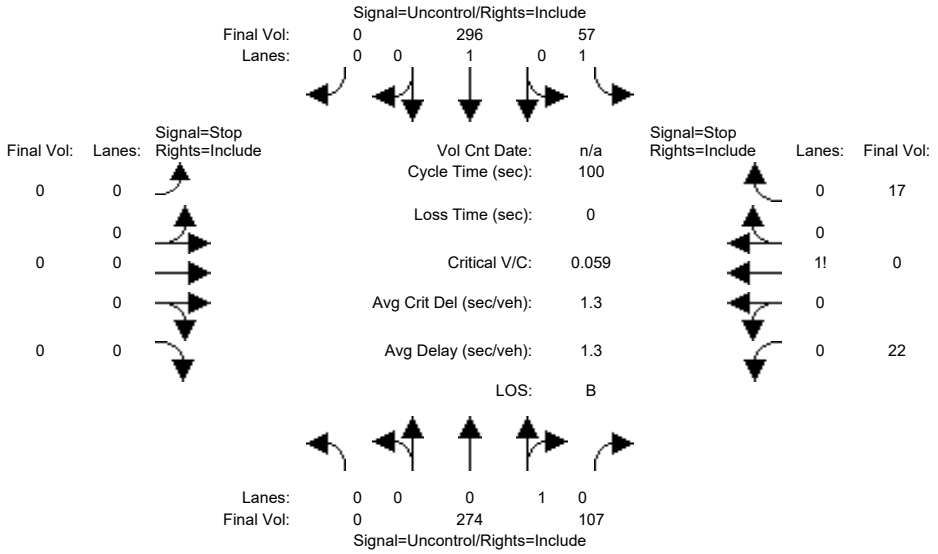
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	651	63	74	736	0	0	0	0	165	0	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	651	63	74	736	0	0	0	0	165	0	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	651	63	74	736	0	0	0	0	165	0	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	651	63	74	736	0	0	0	0	165	0	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	651	63	74	736	0	0	0	0	165	0	161
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	714	xxxx	xxxxx	xxxx	xxxx	xxxxx	1567	1567	683
Potent Cap.:	xxxx	xxxx	xxxxx	895	xxxx	xxxxx	xxxx	xxxx	xxxxx	124	112	453
Move Cap.:	xxxx	xxxx	xxxxx	895	xxxx	xxxxx	xxxx	xxxx	xxxxx	116	103	453
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	1.42	0.00	0.36
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	183	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	416	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			415.7		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8007: Green Street and Private Street 3



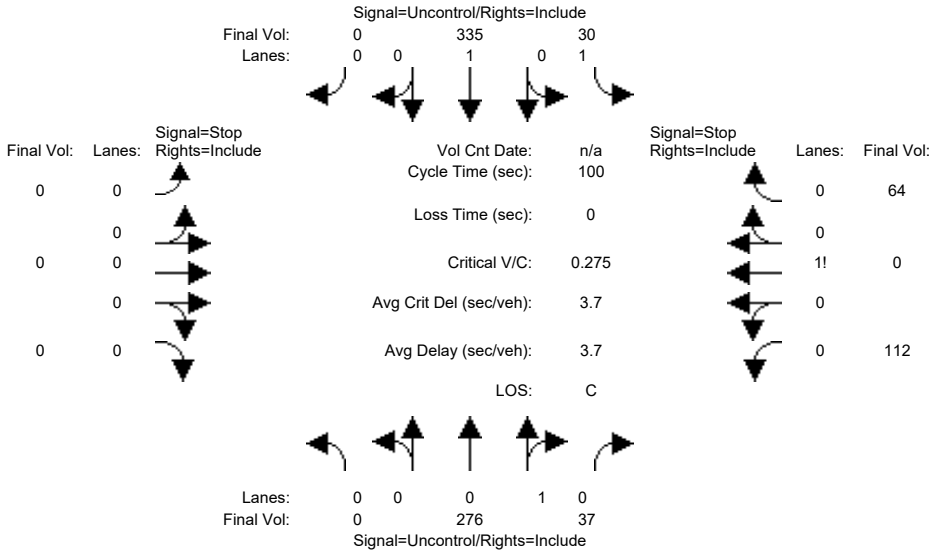
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	274	107	57	296	0	0	0	0	22	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	274	107	57	296	0	0	0	0	22	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	274	107	57	296	0	0	0	0	22	0	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:	0	274	107	57	296	0	0	0	0	22	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	274	107	57	296	0	0	0	0	22	0	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	381	xxxx	xxxxx	xxxx	xxxx	xxxxx	738	738	328
Potent Cap.:	xxxx	xxxx	xxxxx	1189	xxxx	xxxxx	xxxx	xxxx	xxxxx	388	348	718
Move Cap.:	xxxx	xxxx	xxxxx	1189	xxxx	xxxxx	xxxx	xxxx	xxxxx	374	331	718
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	473	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.3		
ApproachLOS:	*			*			*			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8007: Green Street and Private Street 3



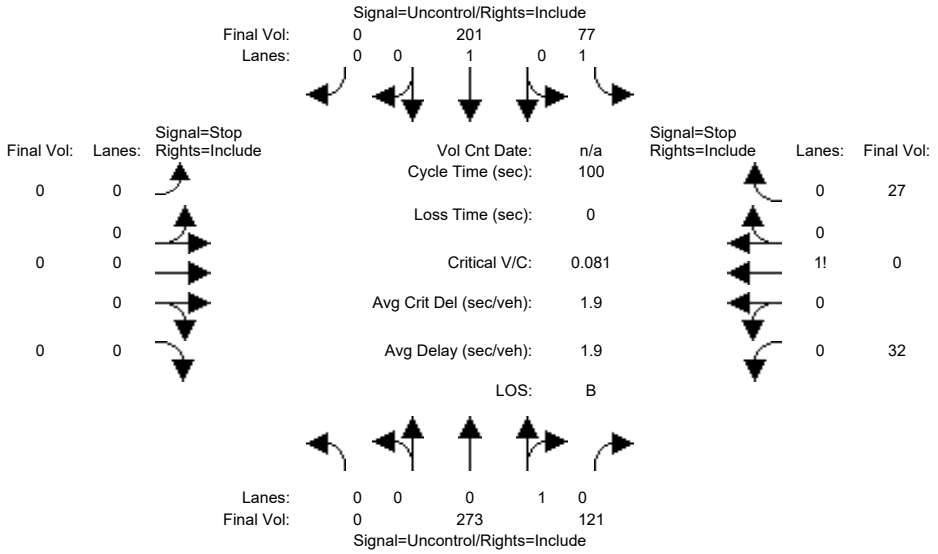
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	276	37	30	335	0	0	0	0	112	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	276	37	30	335	0	0	0	0	112	0	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	276	37	30	335	0	0	0	0	112	0	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	276	37	30	335	0	0	0	0	112	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	276	37	30	335	0	0	0	0	112	0	64
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	313	xxxx	xxxxx	xxxx	xxxx	xxxxx	690	690	295
Potent Cap.:	xxxx	xxxx	xxxxx	1259	xxxx	xxxxx	xxxx	xxxx	xxxxx	414	371	750
Move Cap.:	xxxx	xxxx	xxxxx	1259	xxxx	xxxxx	xxxx	xxxx	xxxxx	407	362	750
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.28	0.00	0.09
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	488	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.5		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8007: Green Street and Private Street 3



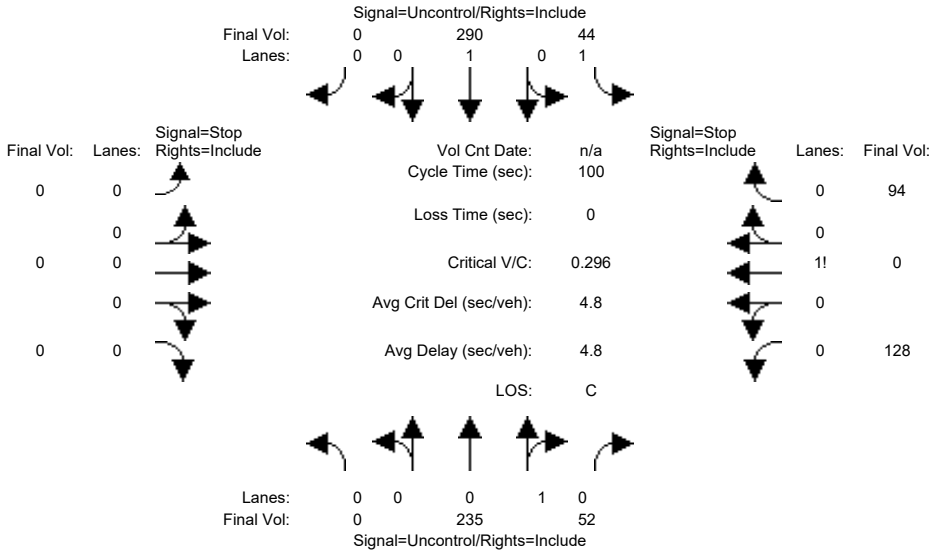
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	273	121	77	201	0	0	0	0	32	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	273	121	77	201	0	0	0	0	32	0	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	273	121	77	201	0	0	0	0	32	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	273	121	77	201	0	0	0	0	32	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	273	121	77	201	0	0	0	0	32	0	27
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	394	xxxx	xxxxx	xxxx	xxxx	xxxxx	689	689	334
Potent Cap.:	xxxx	xxxx	xxxxx	1176	xxxx	xxxxx	xxxx	xxxx	xxxxx	415	371	713
Move Cap.:	xxxx	xxxx	xxxxx	1176	xxxx	xxxxx	xxxx	xxxx	xxxxx	394	347	713
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	496	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.2		
ApproachLOS:	*			*			*			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8007: Green Street and Private Street 3



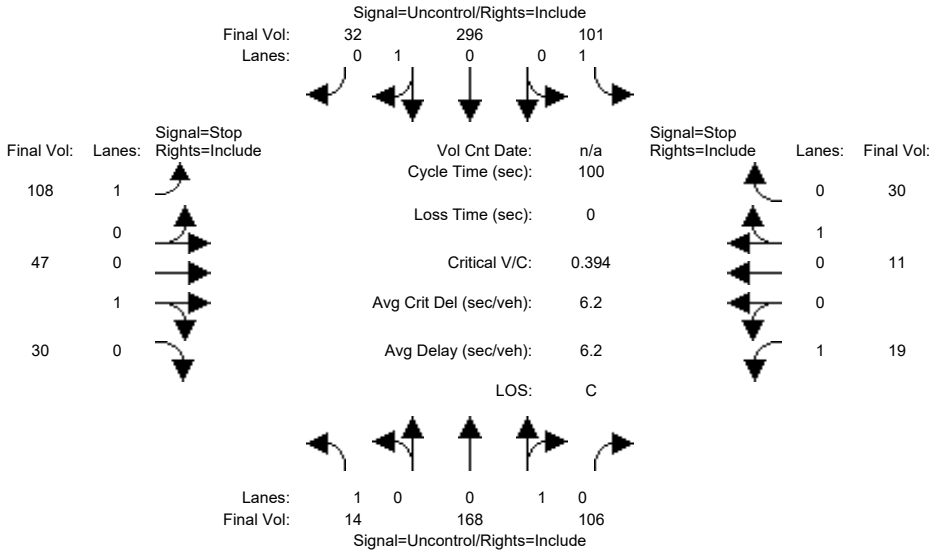
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	235	52	44	290	0	0	0	0	128	0	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	235	52	44	290	0	0	0	0	128	0	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	235	52	44	290	0	0	0	0	128	0	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	235	52	44	290	0	0	0	0	128	0	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	235	52	44	290	0	0	0	0	128	0	94
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	287	xxxx	xxxxx	xxxx	xxxx	xxxxx	639	639	261
Potent Cap.:	xxxx	xxxx	xxxxx	1287	xxxx	xxxxx	xxxx	xxxx	xxxxx	443	397	783
Move Cap.:	xxxx	xxxx	xxxxx	1287	xxxx	xxxxx	xxxx	xxxx	xxxxx	432	383	783
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.30	0.00	0.12
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	533	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.5		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8008: Green Street and Private Street 2



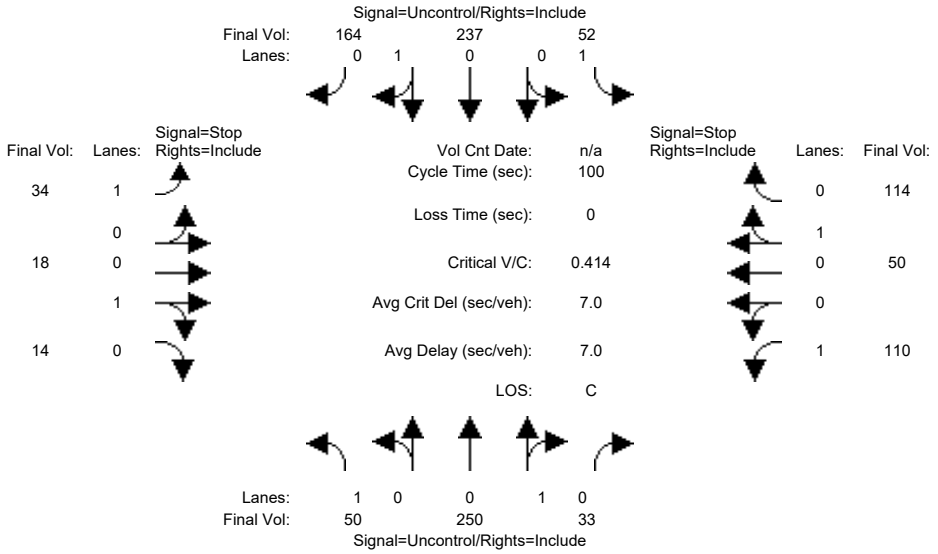
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	14	168	106	101	296	32	108	47	30	19	11	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	168	106	101	296	32	108	47	30	19	11	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	168	106	101	296	32	108	47	30	19	11	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	168	106	101	296	32	108	47	30	19	11	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	168	106	101	296	32	108	47	30	19	11	30
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	328	xxxx	xxxxx	274	xxxx	xxxxx	784	816	312	802	779	221
Potent Cap.:	1243	xxxx	xxxxx	1301	xxxx	xxxxx	313	314	733	305	330	824
Move Cap.:	1243	xxxx	xxxxx	1301	xxxx	xxxxx	274	286	733	239	301	824
Volume/Cap:	0.01	xxxx	xxxx	0.08	xxxx	xxxx	0.39	0.16	0.04	0.08	0.04	0.04
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	1.8	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	8.0	xxxx	xxxxx	26.4	xxxx	xxxxx	21.4	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	D	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	375	xxxx	xxxx	561
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.8	xxxxx	xxxx	0.2
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	17.1	xxxxx	xxxx	11.9
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	B
ApproachDel:	xxxxxx			xxxxxx			22.5			14.9		
ApproachLOS:	*			*			C			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8008: Green Street and Private Street 2



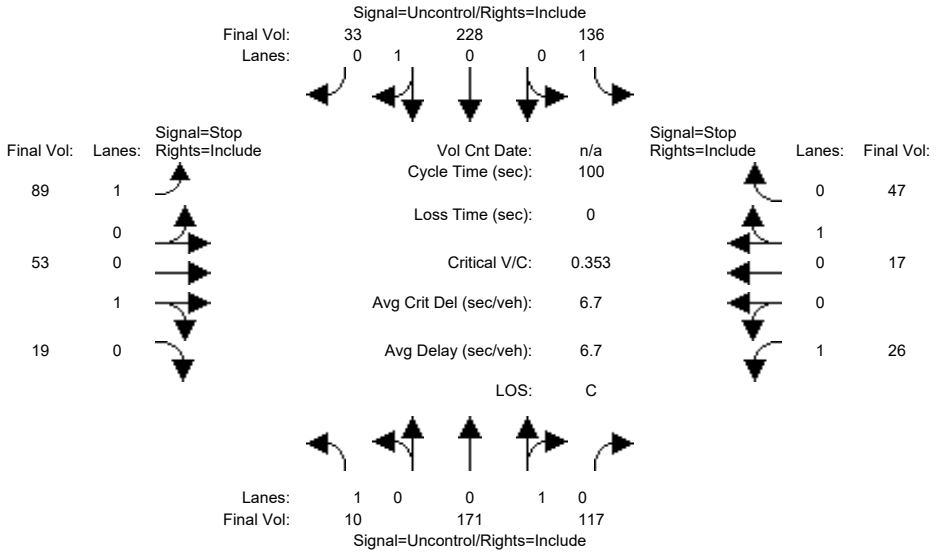
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	50	250	33	52	237	164	34	18	14	110	50	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	250	33	52	237	164	34	18	14	110	50	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	250	33	52	237	164	34	18	14	110	50	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	250	33	52	237	164	34	18	14	110	50	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	250	33	52	237	164	34	18	14	110	50	114
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	401	xxxx	xxxxx	283	xxxx	xxxxx	872	806	319	806	872	267
Potent Cap.:	1169	xxxx	xxxxx	1291	xxxx	xxxxx	273	318	726	303	291	777
Move Cap.:	1169	xxxx	xxxxx	1291	xxxx	xxxxx	188	292	726	266	268	777
Volume/Cap:	0.04	xxxx	xxxx	0.04	xxxx	xxxx	0.18	0.06	0.02	0.41	0.19	0.15
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	0.6	xxxx	xxxxx	1.9	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	7.9	xxxx	xxxxx	28.4	xxxx	xxxxx	27.8	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	D	*	*	D	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	395	xxxx	xxxx	492
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.3	xxxxx	xxxx	1.5
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.9	xxxxx	xxxx	15.9
Shared LOS:	*	*	*	*	*	*	*	*	B	*	*	C
ApproachDel:	xxxxxx			xxxxxx			21.8			20.7		
ApproachLOS:	*			*			C			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8008: Green Street and Private Street 2



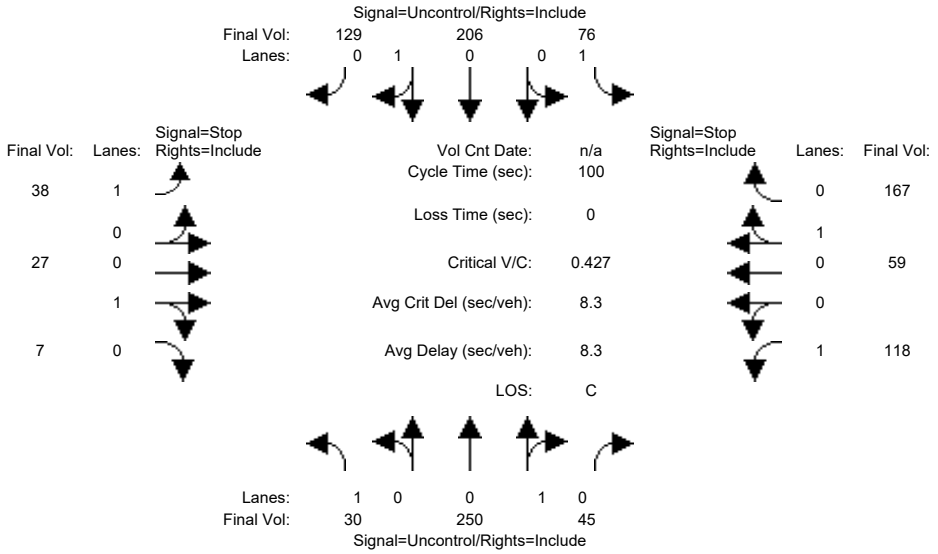
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	171	117	136	228	33	89	53	19	26	17	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	171	117	136	228	33	89	53	19	26	17	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	171	117	136	228	33	89	53	19	26	17	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	171	117	136	228	33	89	53	19	26	17	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	171	117	136	228	33	89	53	19	26	17	47
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	261	xxxx	xxxxx	288	xxxx	xxxxx	798	825	245	802	783	230
Potent Cap.:	1315	xxxx	xxxxx	1286	xxxx	xxxxx	306	310	799	305	328	815
Move Cap.:	1315	xxxx	xxxxx	1286	xxxx	xxxxx	252	275	799	232	291	815
Volume/Cap:	0.01	xxxx	xxxx	0.11	xxxx	xxxx	0.35	0.19	0.02	0.11	0.06	0.06
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	1.5	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	8.1	xxxx	xxxxx	26.8	xxxx	xxxxx	22.5	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	D	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	333	xxxx	xxxx	551
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.8	xxxxx	xxxx	0.4
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	18.8	xxxxx	xxxx	12.4
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	B
ApproachDel:	xxxxxx			xxxxxx			23.2			15.3		
ApproachLOS:	*			*			C			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8008: Green Street and Private Street 2



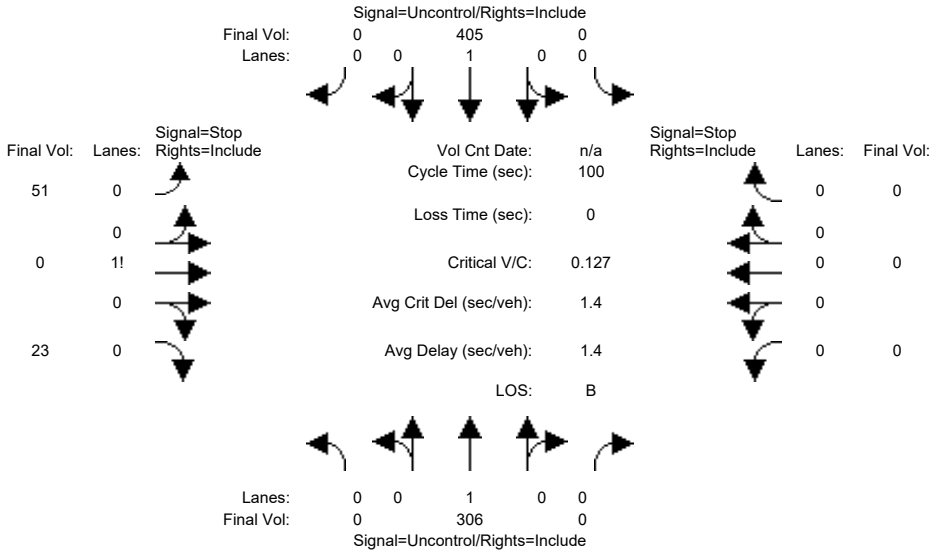
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	30	250	45	76	206	129	38	27	7	118	59	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	250	45	76	206	129	38	27	7	118	59	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	250	45	76	206	129	38	27	7	118	59	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	250	45	76	206	129	38	27	7	118	59	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	250	45	76	206	129	38	27	7	118	59	167
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	335	xxxx	xxxxx	295	xxxx	xxxxx	868	778	271	772	820	273
Potent Cap.:	1236	xxxx	xxxxx	1278	xxxx	xxxxx	275	330	773	319	312	771
Move Cap.:	1236	xxxx	xxxxx	1278	xxxx	xxxxx	170	303	773	276	287	771
Volume/Cap:	0.02	xxxx	xxxx	0.06	xxxx	xxxx	0.22	0.09	0.01	0.43	0.21	0.22
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	0.8	xxxx	xxxxx	2.0	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	8.0	xxxx	xxxxx	32.1	xxxx	xxxxx	27.4	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	D	*	*	D	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	346	xxxx	xxxx	535
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.3	xxxxx	xxxx	2.1
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.5	xxxxx	xxxx	16.6
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	C
ApproachDel:	xxxxxx			xxxxxx			24.8			20.3		
ApproachLOS:	*			*			C			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8009: Green Street and South Main Street



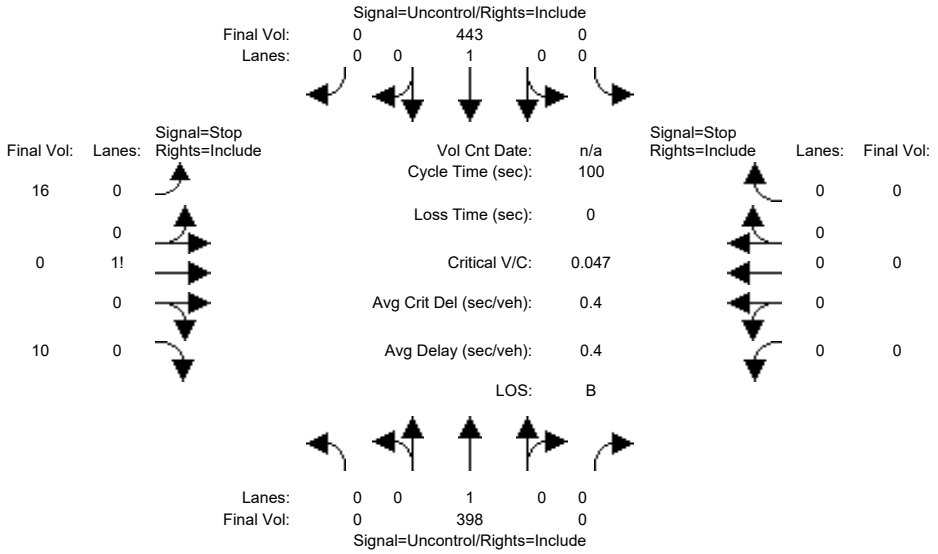
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	306	0	0	405	0	51	0	23	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	306	0	0	405	0	51	0	23	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	306	0	0	405	0	51	0	23	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	306	0	0	405	0	51	0	23	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	306	0	0	405	0	51	0	23	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	711	711	405	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	403	361	650	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	403	361	650	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	457	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.4			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8009: Green Street and South Main Street



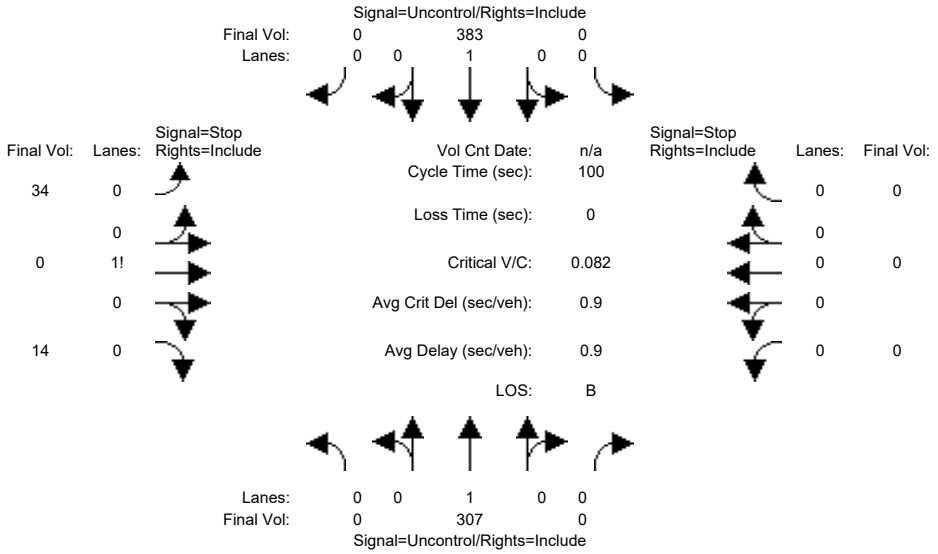
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	398	0	0	443	0	16	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	398	0	0	443	0	16	0	10	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	398	0	0	443	0	16	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	398	0	0	443	0	16	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	398	0	0	443	0	16	0	10	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	841	841	443	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	338	303	619	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	338	303	619	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	409	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.4			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8009: Green Street and South Main Street



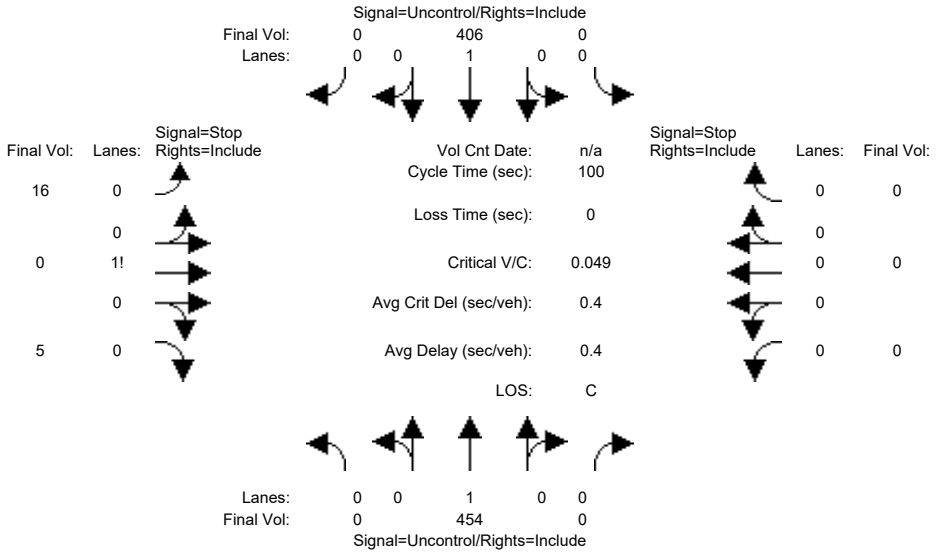
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	307	0	0	383	0	34	0	14	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	307	0	0	383	0	34	0	14	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	307	0	0	383	0	34	0	14	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	307	0	0	383	0	34	0	14	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	307	0	0	383	0	34	0	14	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	690	690	383	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	414	371	669	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	414	371	669	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	466	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.6			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8009: Green Street and South Main Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	454	0	0	406	0	16	0	5	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	454	0	0	406	0	16	0	5	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	454	0	0	406	0	16	0	5	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	454	0	0	406	0	16	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	454	0	0	406	0	16	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	860	860	406	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	329	296	649	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	329	296	649	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.01	xxxx	xxxx	xxxx

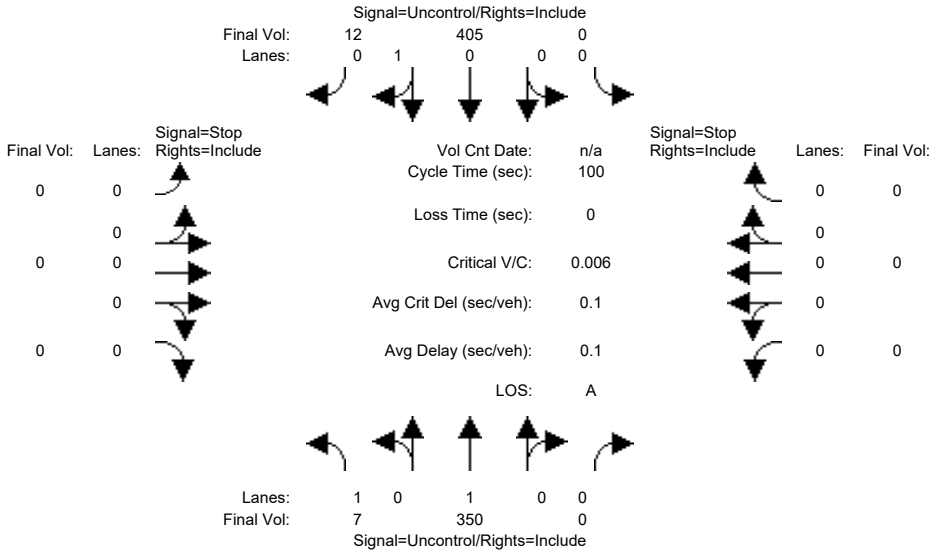
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	373	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.2			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8010: Green Street and North Main Street



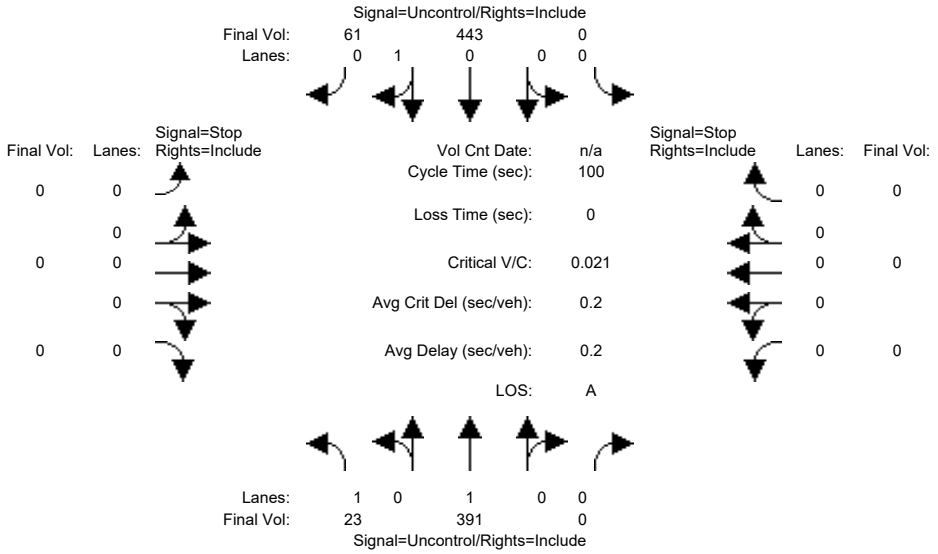
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	7	350	0	0	405	12	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	350	0	0	405	12	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	350	0	0	405	12	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	350	0	0	405	12	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	350	0	0	405	12	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	417	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1153	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1153	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8010: Green Street and North Main Street



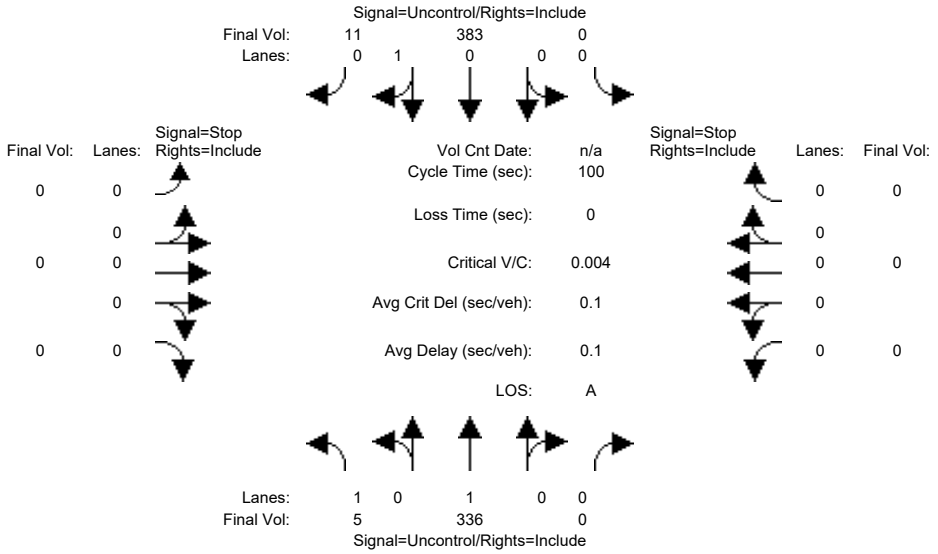
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	23	391	0	0	443	61	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	391	0	0	443	61	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	391	0	0	443	61	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	391	0	0	443	61	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	391	0	0	443	61	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	504	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1071	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1071	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8010: Green Street and North Main Street



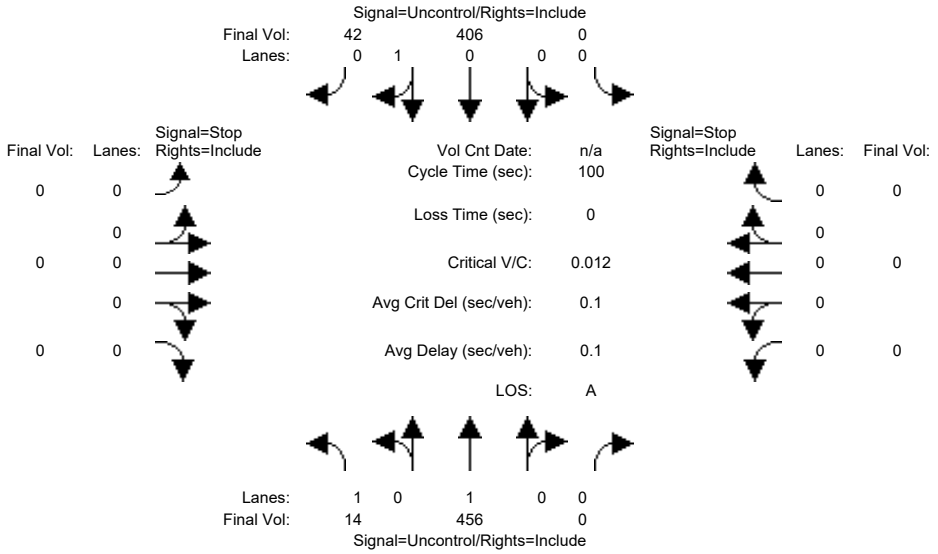
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	5	336	0	0	383	11	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	336	0	0	383	11	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	336	0	0	383	11	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	336	0	0	383	11	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	336	0	0	383	11	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	394	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1176	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1176	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8010: Green Street and North Main Street



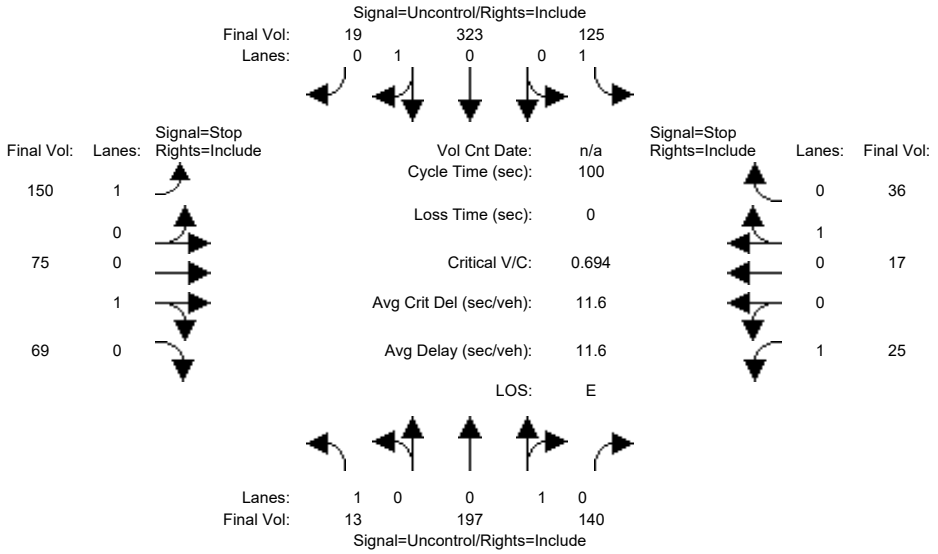
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	14	456	0	0	406	42	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	456	0	0	406	42	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	456	0	0	406	42	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	456	0	0	406	42	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	456	0	0	406	42	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	448	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1123	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1123	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8011: Green Street and Private Street 1



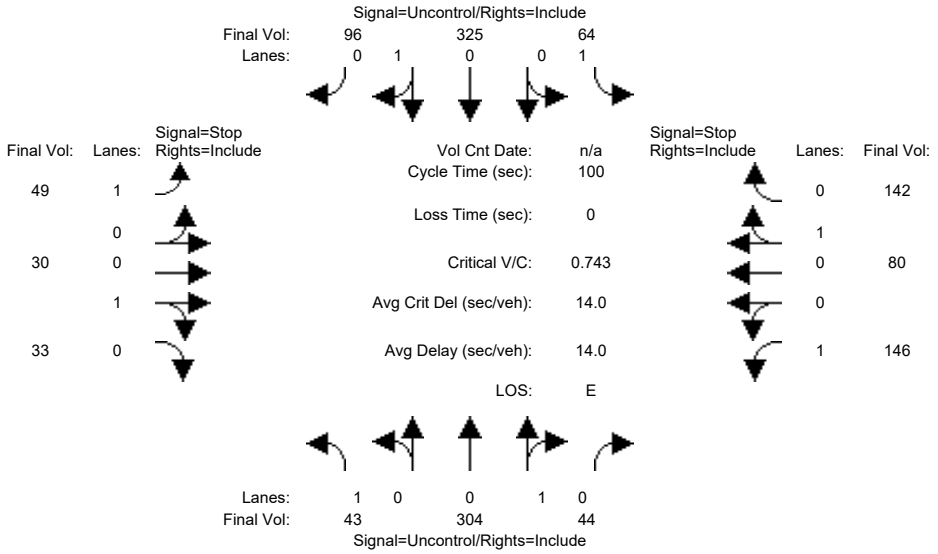
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	13	197	140	125	323	19	150	75	69	25	17	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	197	140	125	323	19	150	75	69	25	17	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	197	140	125	323	19	150	75	69	25	17	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	197	140	125	323	19	150	75	69	25	17	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	197	140	125	323	19	150	75	69	25	17	36
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	342	xxxx	xxxxx	337	xxxx	xxxxx	902	946	333	948	885	267
Potent Cap.:	1228	xxxx	xxxxx	1234	xxxx	xxxxx	261	264	714	243	286	777
Move Cap.:	1228	xxxx	xxxxx	1234	xxxx	xxxxx	216	235	714	152	254	777
Volume/Cap:	0.01	xxxx	xxxx	0.10	xxxx	xxxx	0.69	0.32	0.10	0.16	0.07	0.05
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	4.4	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	8.2	xxxx	xxxxx	52.5	xxxx	xxxxx	33.3	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	F	*	*	D	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	346	xxxx	xxxx	468
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	2.0	xxxxx	xxxx	0.4
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	22.6	xxxxx	xxxx	13.7
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	B
ApproachDel:	xxxxxx			xxxxxx			37.9			20.0		
ApproachLOS:	*			*			E			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8011: Green Street and Private Street 1



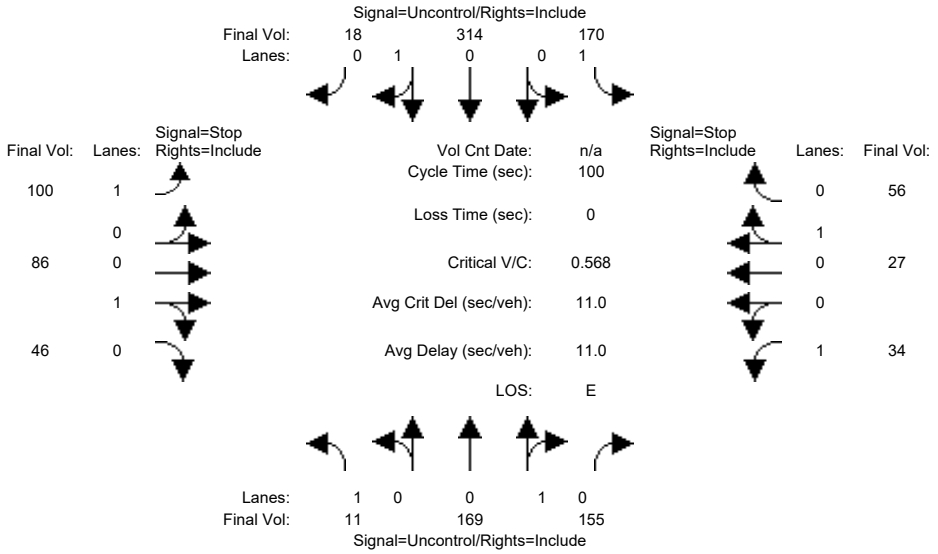
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	43	304	44	64	325	96	49	30	33	146	80	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	304	44	64	325	96	49	30	33	146	80	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	304	44	64	325	96	49	30	33	146	80	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	304	44	64	325	96	49	30	33	146	80	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	43	304	44	64	325	96	49	30	33	146	80	142
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	421	xxxx	xxxxx	348	xxxx	xxxxx	1024	935	373	945	961	326
Potent Cap.:	1149	xxxx	xxxxx	1222	xxxx	xxxxx	216	267	678	244	258	720
Move Cap.:	1149	xxxx	xxxxx	1222	xxxx	xxxxx	119	244	678	196	236	720
Volume/Cap:	0.04	xxxx	xxxx	0.05	xxxx	xxxx	0.41	0.12	0.05	0.74	0.34	0.20
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	1.7	xxxx	xxxxx	4.9	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	8.1	xxxx	xxxxx	54.7	xxxx	xxxxx	62.8	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	F	*	*	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	367	xxxx	xxxx	414
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.6	xxxxx	xxxx	3.1
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.8	xxxxx	xxxx	23.3
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	C
ApproachDel:	xxxxxx			xxxxxx			33.4			39.0		
ApproachLOS:	*			*			D			E		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8011: Green Street and Private Street 1



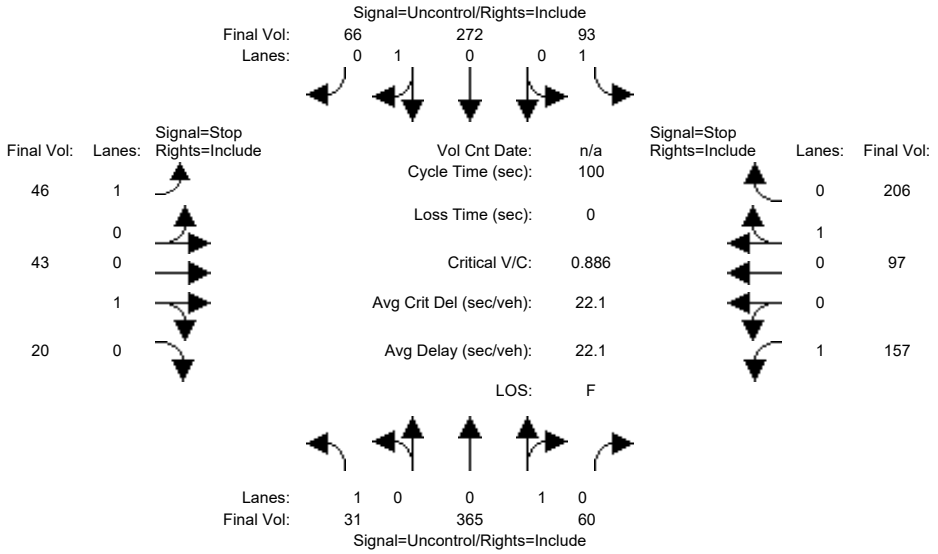
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	11	169	155	170	314	18	100	86	46	34	27	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	169	155	170	314	18	100	86	46	34	27	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	169	155	170	314	18	100	86	46	34	27	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	169	155	170	314	18	100	86	46	34	27	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	169	155	170	314	18	100	86	46	34	27	56
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	332	xxxx	xxxxx	324	xxxx	xxxxx	973	1009	323	998	941	247
Potent Cap.:	1239	xxxx	xxxxx	1247	xxxx	xxxxx	233	242	723	225	266	797
Move Cap.:	1239	xxxx	xxxxx	1247	xxxx	xxxxx	176	207	723	128	227	797
Volume/Cap:	0.01	xxxx	xxxx	0.14	xxxx	xxxx	0.57	0.41	0.06	0.27	0.12	0.07
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.5	xxxx	xxxxx	3.0	xxxx	xxxxx	1.0	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	8.3	xxxx	xxxxx	49.5	xxxx	xxxxx	43.1	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	E	*	*	E	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	276	xxxx	xxxx	439
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	2.4	xxxxx	xxxx	0.7
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	29.5	xxxxx	xxxx	15.1
Shared LOS:	*	*	*	*	*	*	*	*	D	*	*	C
ApproachDel:	xxxxxx			xxxxxx			38.1			23.2		
ApproachLOS:	*			*			E			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8011: Green Street and Private Street 1



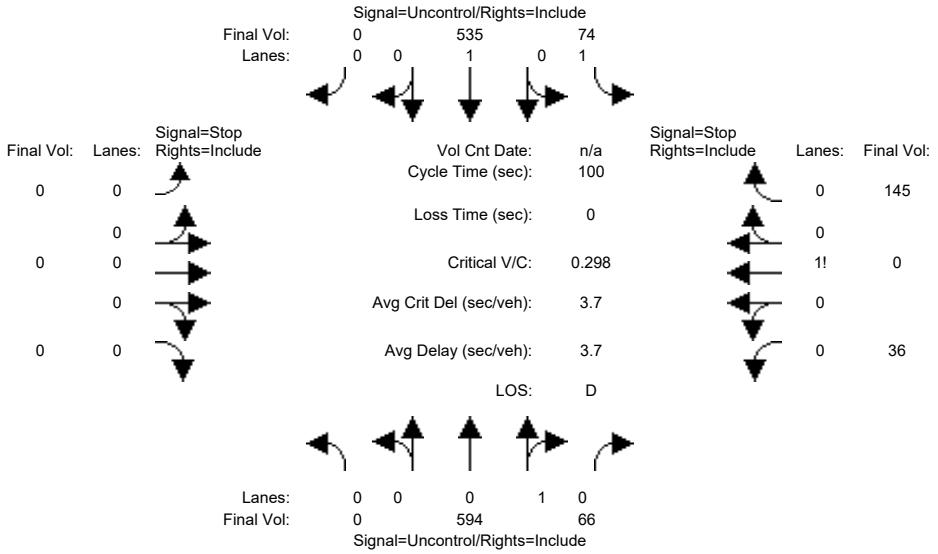
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	31	365	60	93	272	66	46	43	20	157	97	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	365	60	93	272	66	46	43	20	157	97	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	365	60	93	272	66	46	43	20	157	97	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	365	60	93	272	66	46	43	20	157	97	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	31	365	60	93	272	66	46	43	20	157	97	206
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	338	xxxx	xxxxx	425	xxxx	xxxxx	1100	978	305	980	981	395
Potent Cap.:	1232	xxxx	xxxxx	1145	xxxx	xxxxx	191	252	740	231	251	659
Move Cap.:	1232	xxxx	xxxxx	1145	xxxx	xxxxx	81	226	740	177	225	659
Volume/Cap:	0.03	xxxx	xxxx	0.08	xxxx	xxxx	0.57	0.19	0.03	0.89	0.43	0.31
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx	2.5	xxxx	xxxxx	6.5	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	8.4	xxxx	xxxxx	96.7	xxxx	xxxxx	93.4	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	F	*	*	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	290	xxxx	xxxx	408
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.8	xxxxx	xxxx	6.0
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	20.8	xxxxx	xxxx	35.4
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	E
ApproachDel:	xxxxxx			xxxxxx			52.9			55.2		
ApproachLOS:	*			*			F			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8001: Sierra Road and Private Street 1



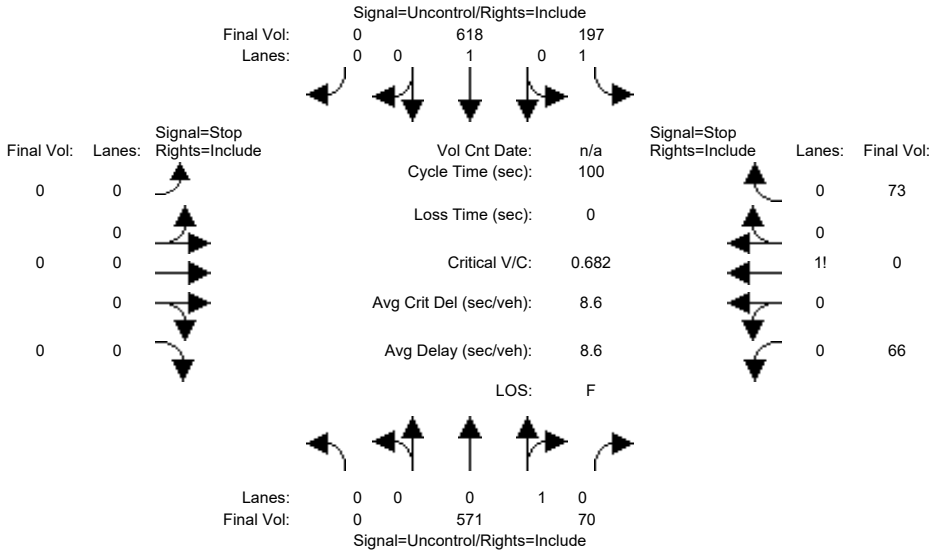
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	594	66	74	535	0	0	0	0	36	0	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	594	66	74	535	0	0	0	0	36	0	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	594	66	74	535	0	0	0	0	36	0	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	594	66	74	535	0	0	0	0	36	0	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	594	66	74	535	0	0	0	0	36	0	145
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	660	xxxx	xxxxx	xxxx	xxxx	xxxxx	1310	1310	627
Potent Cap.:	xxxx	xxxx	xxxxx	938	xxxx	xxxxx	xxxx	xxxx	xxxxx	177	160	487
Move Cap.:	xxxx	xxxx	xxxxx	938	xxxx	xxxxx	xxxx	xxxx	xxxxx	166	148	487
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.22	0.00	0.30
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	352	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	25.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			25.5		
ApproachLOS:	*			*			*			D		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8001: Sierra Road and Private Street 1



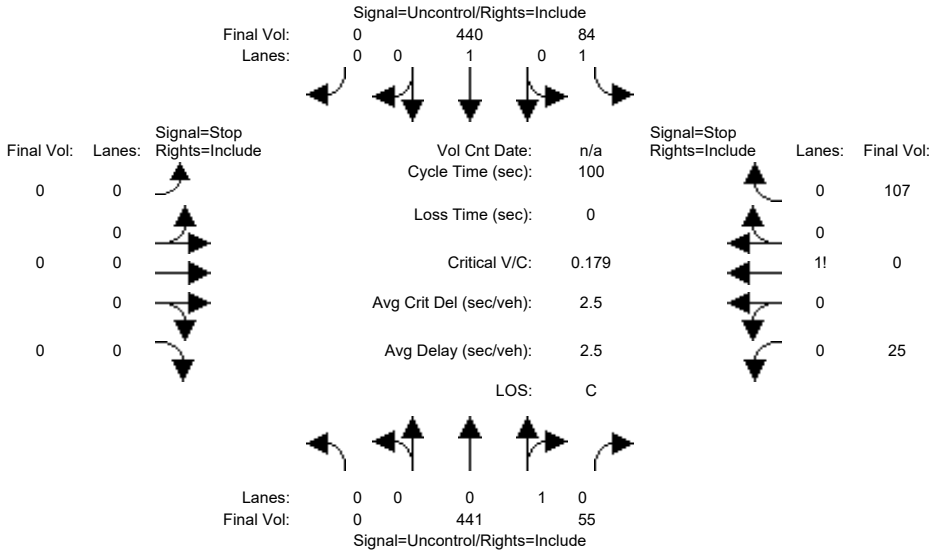
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	571	70	197	618	0	0	0	0	66	0	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	571	70	197	618	0	0	0	0	66	0	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	571	70	197	618	0	0	0	0	66	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	571	70	197	618	0	0	0	0	66	0	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	571	70	197	618	0	0	0	0	66	0	73
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	641	xxxx	xxxxx	xxxx	xxxx	xxxxx	1618	1618	606
Potent Cap.:	xxxx	xxxx	xxxxx	953	xxxx	xxxxx	xxxx	xxxx	xxxxx	115	104	501
Move Cap.:	xxxx	xxxx	xxxxx	953	xxxx	xxxxx	xxxx	xxxx	xxxxx	97	83	501
Volume/Cap:	xxxx	xxxx	xxxx	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	0.68	0.00	0.15
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	168	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	85.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			85.2		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #8001: Sierra Road and Private Street 1



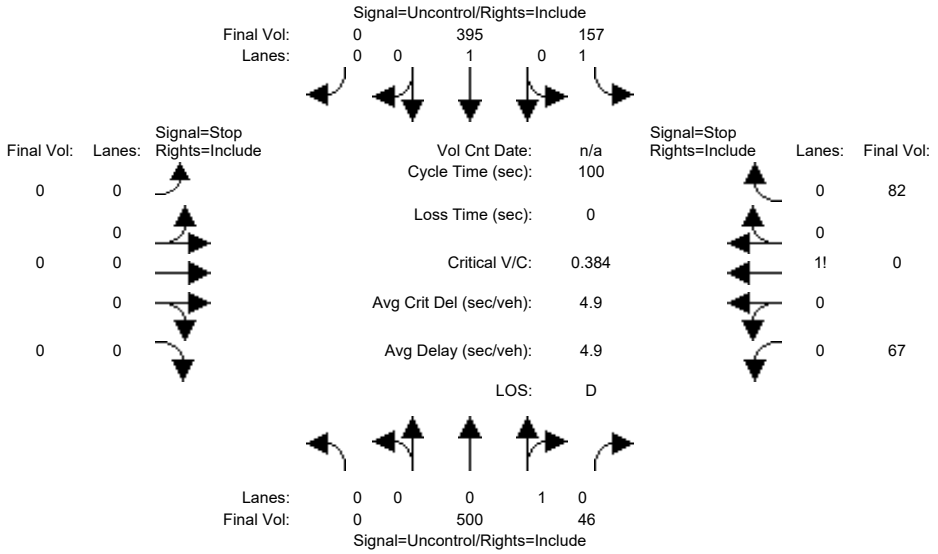
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	441	55	84	440	0	0	0	0	25	0	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	441	55	84	440	0	0	0	0	25	0	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	441	55	84	440	0	0	0	0	25	0	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	441	55	84	440	0	0	0	0	25	0	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	441	55	84	440	0	0	0	0	25	0	107
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	496	xxxx	xxxxx	xxxx	xxxx	xxxxx	1077	1077	469
Potent Cap.:	xxxx	xxxx	xxxxx	1078	xxxx	xxxxx	xxxx	xxxx	xxxxx	245	221	599
Move Cap.:	xxxx	xxxx	xxxxx	1078	xxxx	xxxxx	xxxx	xxxx	xxxxx	230	204	599
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	0.00	0.18
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	459	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.0		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8001: Sierra Road and Private Street 1



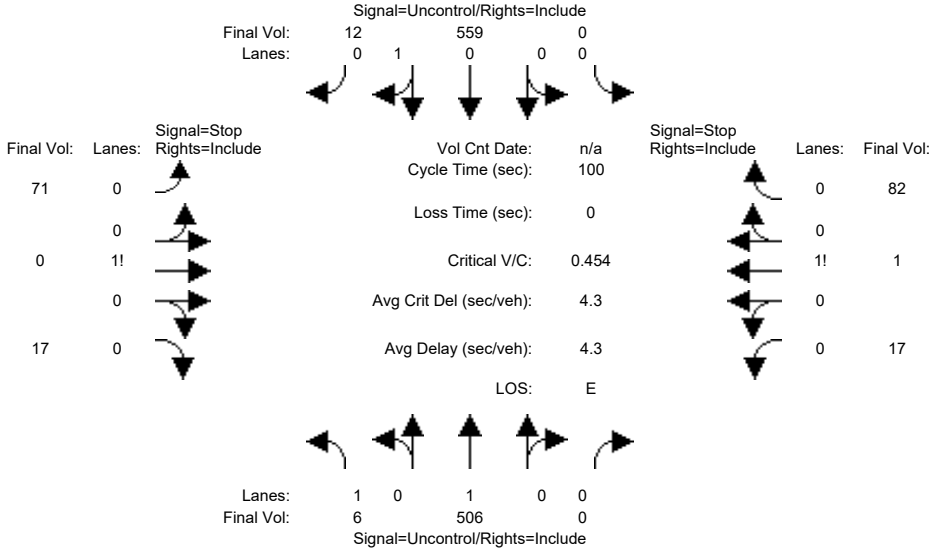
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	500	46	157	395	0	0	0	0	67	0	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	500	46	157	395	0	0	0	0	67	0	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	500	46	157	395	0	0	0	0	67	0	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	500	46	157	395	0	0	0	0	67	0	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	500	46	157	395	0	0	0	0	67	0	82
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	546	xxxx	xxxxx	xxxx	xxxx	xxxxx	1232	1232	523
Potent Cap.:	xxxx	xxxx	xxxxx	1033	xxxx	xxxxx	xxxx	xxxx	xxxxx	197	179	558
Move Cap.:	xxxx	xxxx	xxxxx	1033	xxxx	xxxxx	xxxx	xxxx	xxxxx	174	152	558
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	0.38	0.00	0.15
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	281	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	31.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			31.5		
ApproachLOS:	*			*			*			D		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8002: Sierra Road and North Main Street



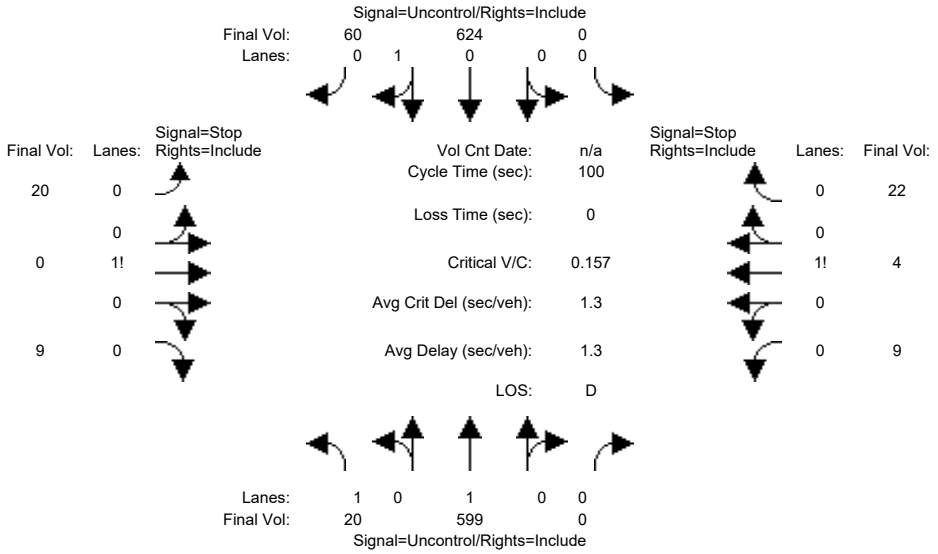
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	6	506	0	0	559	12	71	0	17	17	1	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	506	0	0	559	12	71	0	17	17	1	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	506	0	0	559	12	71	0	17	17	1	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	506	0	0	559	12	71	0	17	17	1	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	506	0	0	559	12	71	0	17	17	1	82
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	571	xxxx	xxxxx	xxxx	xxxx	xxxxx	1125	1083	565	1092	1089	506
Potent Cap.:	1012	xxxx	xxxxx	xxxx	xxxx	xxxxx	184	219	528	194	217	570
Move Cap.:	1012	xxxx	xxxxx	xxxx	xxxx	xxxxx	156	218	528	187	216	570
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.45	0.00	0.03	0.09	0.00	0.14
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	181	xxxxx	xxxx	418	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.4	xxxxx	xxxxx	0.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	42.4	xxxxx	xxxxx	16.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			42.4			16.3		
ApproachLOS:	*			*			E			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8002: Sierra Road and North Main Street



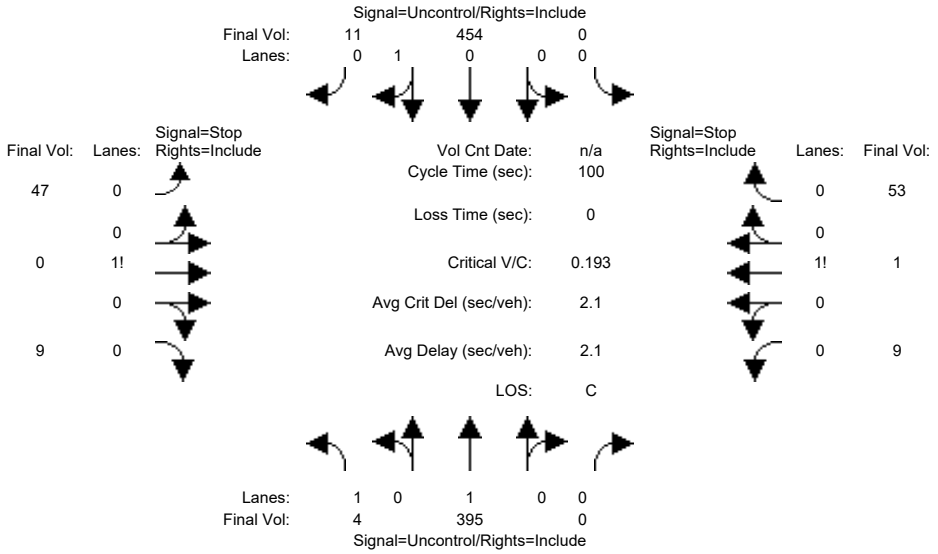
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	20	599	0	0	624	60	20	0	9	9	4	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	599	0	0	624	60	20	0	9	9	4	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	599	0	0	624	60	20	0	9	9	4	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	599	0	0	624	60	20	0	9	9	4	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	599	0	0	624	60	20	0	9	9	4	22
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	684	xxxx	xxxxx	xxxx	xxxx	xxxxx	1306	1293	654	1298	1323	599
Potent Cap.:	919	xxxx	xxxxx	xxxx	xxxx	xxxxx	138	164	470	140	158	505
Move Cap.:	919	xxxx	xxxxx	xxxx	xxxx	xxxxx	127	161	470	135	154	505
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	0.00	0.02	0.07	0.03	0.04
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	165	xxxxx	xxxx	257	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	31.5	xxxxx	xxxxx	21.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			31.5			21.2		
ApproachLOS:	*			*			D			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #8002: Sierra Road and North Main Street



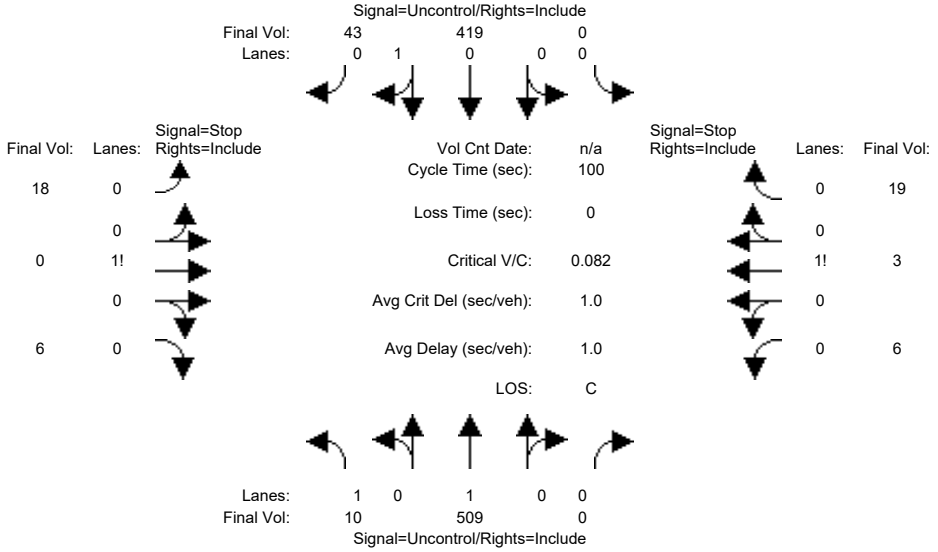
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	4	395	0	0	454	11	47	0	9	9	1	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	395	0	0	454	11	47	0	9	9	1	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	395	0	0	454	11	47	0	9	9	1	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	395	0	0	454	11	47	0	9	9	1	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	395	0	0	454	11	47	0	9	9	1	53
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	465	xxxx	xxxxx	xxxx	xxxx	xxxxx	890	863	460	867	868	395
Potent Cap.:	1107	xxxx	xxxxx	xxxx	xxxx	xxxxx	266	295	606	275	293	659
Move Cap.:	1107	xxxx	xxxxx	xxxx	xxxx	xxxxx	243	294	606	271	292	659
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	0.00	0.01	0.03	0.00	0.08
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	269	xxxxx	xxxx	538	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.9	xxxxx	xxxxx	12.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			21.9			12.6		
ApproachLOS:	*			*			C			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8002: Sierra Road and North Main Street



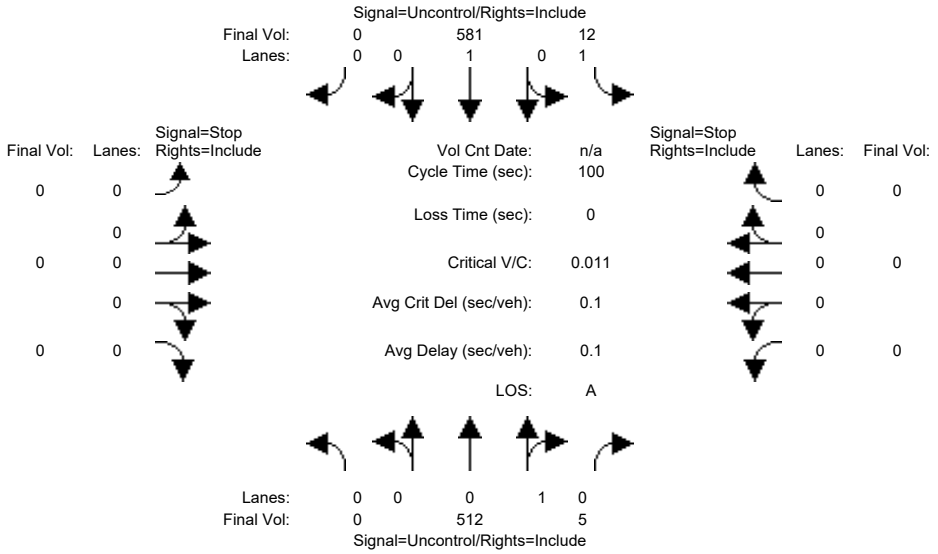
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	509	0	0	419	43	18	0	6	6	3	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	509	0	0	419	43	18	0	6	6	3	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	509	0	0	419	43	18	0	6	6	3	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	509	0	0	419	43	18	0	6	6	3	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	509	0	0	419	43	18	0	6	6	3	19
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	462	xxxx	xxxxx	xxxx	xxxx	xxxxx	981	970	441	973	991	509
Potent Cap.:	1110	xxxx	xxxxx	xxxx	xxxx	xxxxx	231	255	621	234	248	568
Move Cap.:	1110	xxxx	xxxxx	xxxx	xxxx	xxxxx	219	253	621	230	246	568
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.01	0.03	0.01	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	262	xxxxx	xxxx	390	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.1	xxxxx	xxxxx	14.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			20.1			14.9		
ApproachLOS:	*			*			C			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8003: Sierra Road and South Main Street



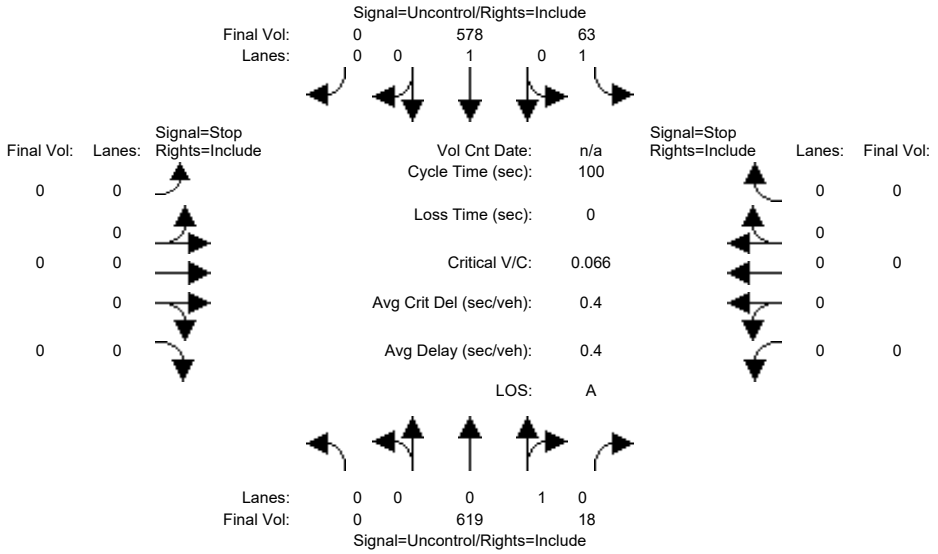
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	512	5	12	581	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	512	5	12	581	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	512	5	12	581	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	512	5	12	581	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	512	5	12	581	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	517	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1059	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1059	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8003: Sierra Road and South Main Street



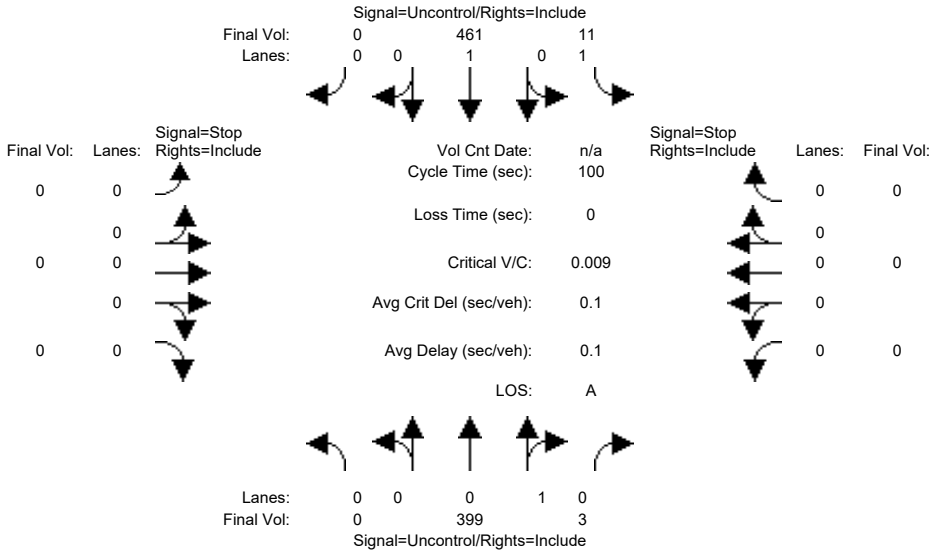
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	619	18	63	578	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	619	18	63	578	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	619	18	63	578	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	619	18	63	578	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	619	18	63	578	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	637	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	956	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	956	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #8003: Sierra Road and South Main Street



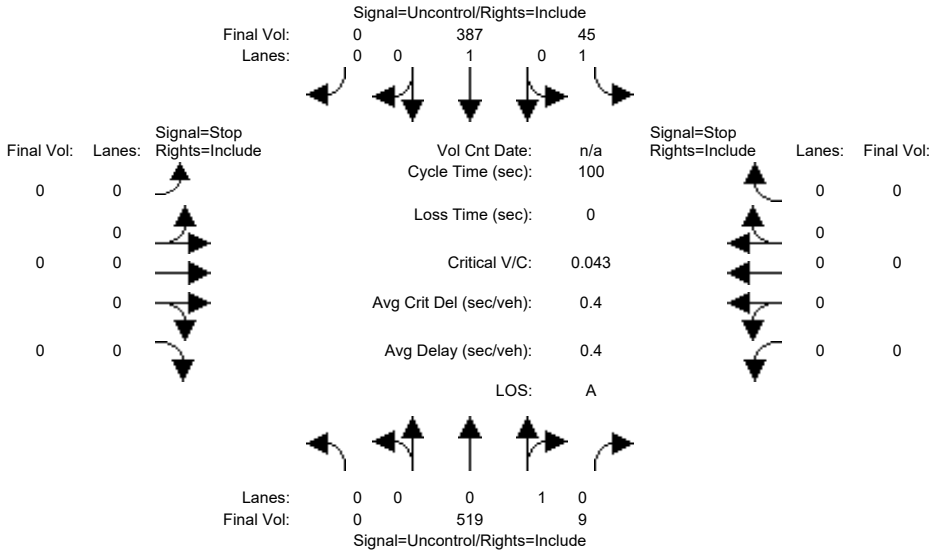
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	399	3	11	461	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	399	3	11	461	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	399	3	11	461	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	399	3	11	461	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	399	3	11	461	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	402	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1168	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1168	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8003: Sierra Road and South Main Street



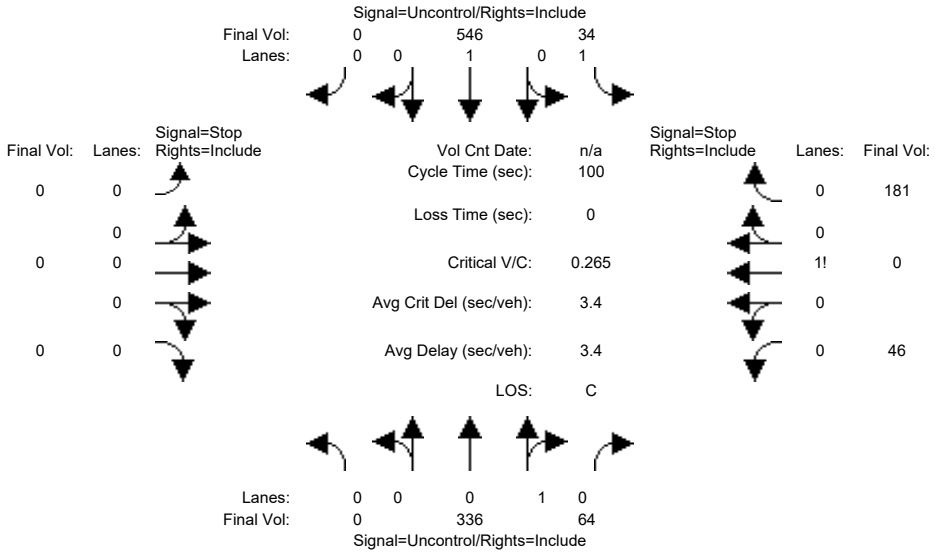
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	519	9	45	387	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	519	9	45	387	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	519	9	45	387	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	519	9	45	387	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	519	9	45	387	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	528	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1049	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1049	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8004: Sierra Road and Private Street 2



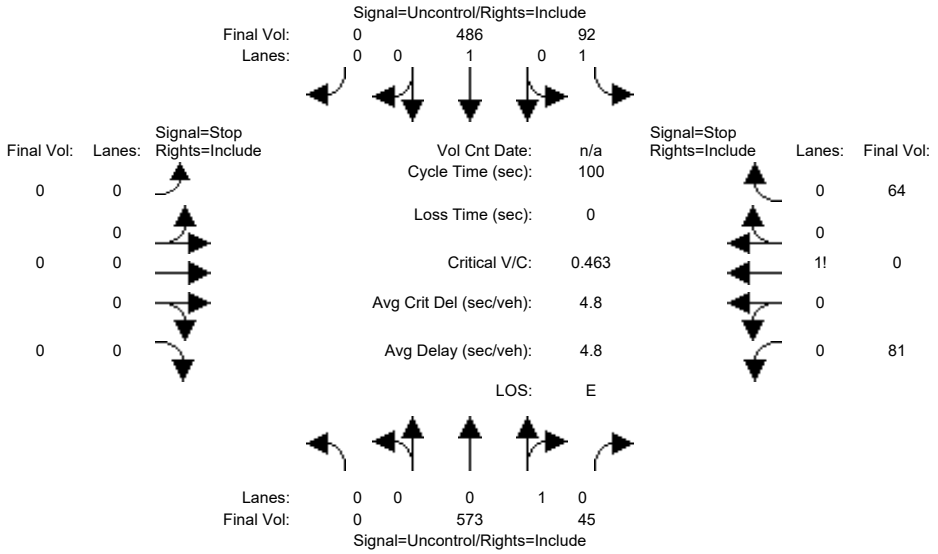
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	336	64	34	546	0	0	0	0	46	0	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	336	64	34	546	0	0	0	0	46	0	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	336	64	34	546	0	0	0	0	46	0	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	336	64	34	546	0	0	0	0	46	0	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	336	64	34	546	0	0	0	0	46	0	181
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	400	xxxx	xxxxx	xxxx	xxxx	xxxxx	982	982	368
Potent Cap.:	xxxx	xxxx	xxxxx	1170	xxxx	xxxxx	xxxx	xxxx	xxxxx	279	251	682
Move Cap.:	xxxx	xxxx	xxxxx	1170	xxxx	xxxxx	xxxx	xxxx	xxxxx	272	244	682
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	0.00	0.27
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	523	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			17.1		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8004: Sierra Road and Private Street 2



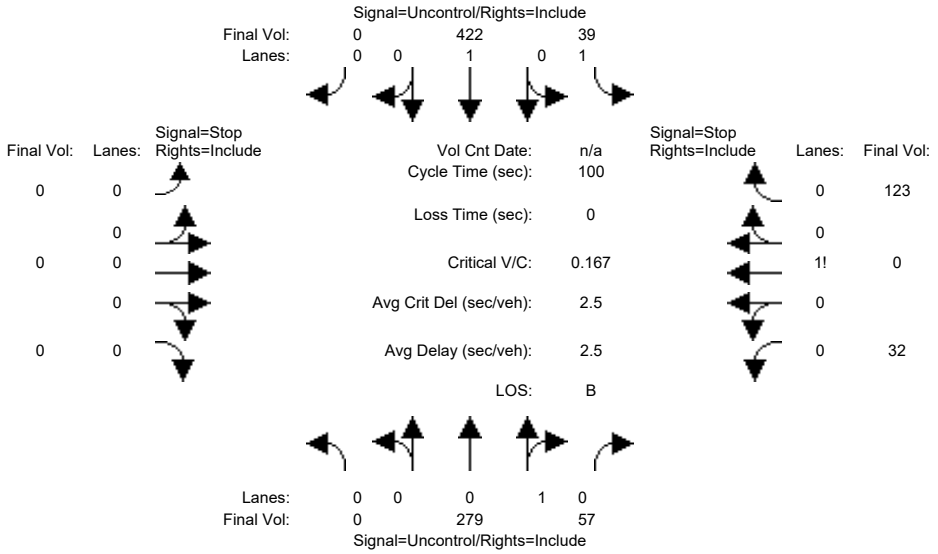
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	573	45	92	486	0	0	0	0	81	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	573	45	92	486	0	0	0	0	81	0	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	573	45	92	486	0	0	0	0	81	0	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	573	45	92	486	0	0	0	0	81	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	573	45	92	486	0	0	0	0	81	0	64
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	618	xxxx	xxxxx	xxxx	xxxx	xxxxx	1266	1266	596
Potent Cap.:	xxxx	xxxx	xxxxx	972	xxxx	xxxxx	xxxx	xxxx	xxxxx	188	171	508
Move Cap.:	xxxx	xxxx	xxxxx	972	xxxx	xxxxx	xxxx	xxxx	xxxxx	175	154	508
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.46	0.00	0.13
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	246	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	38.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			38.7		
ApproachLOS:	*			*			*			E		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #8004: Sierra Road and Private Street 2



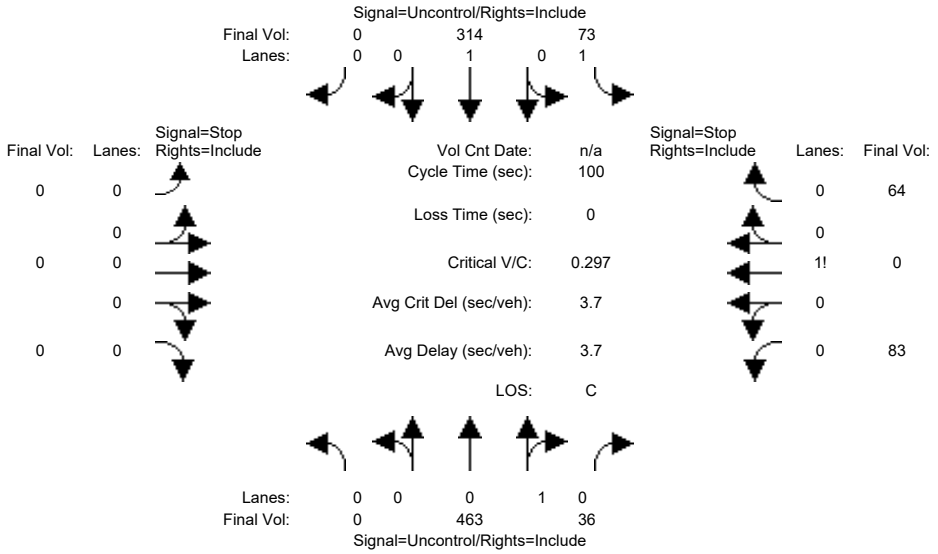
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	279	57	39	422	0	0	0	0	32	0	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	279	57	39	422	0	0	0	0	32	0	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	279	57	39	422	0	0	0	0	32	0	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	279	57	39	422	0	0	0	0	32	0	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	279	57	39	422	0	0	0	0	32	0	123
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	336	xxxx	xxxxx	xxxx	xxxx	xxxxx	808	808	308
Potent Cap.:	xxxx	xxxx	xxxxx	1235	xxxx	xxxxx	xxxx	xxxx	xxxxx	353	317	737
Move Cap.:	xxxx	xxxx	xxxxx	1235	xxxx	xxxxx	xxxx	xxxx	xxxxx	345	307	737
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.00	0.17
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	597	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.1		
ApproachLOS:	*			*			*			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8004: Sierra Road and Private Street 2



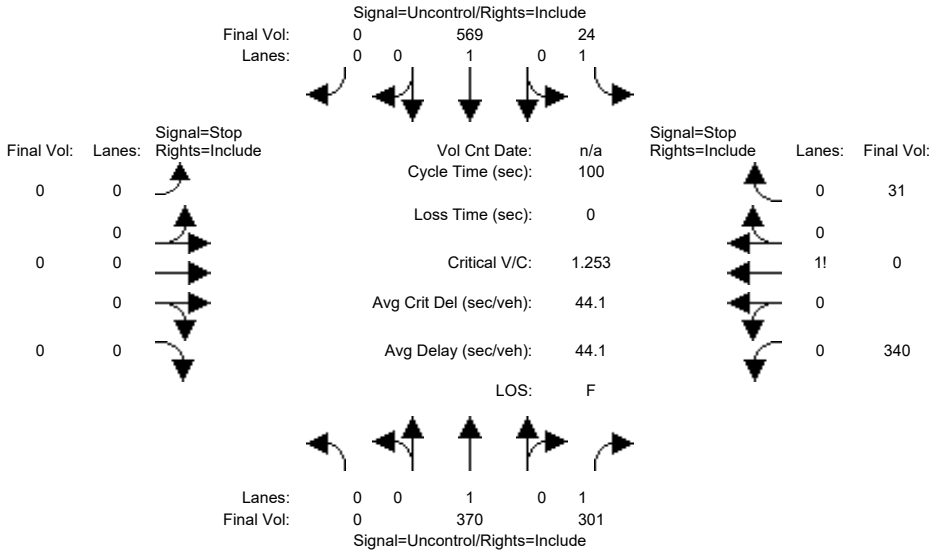
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	463	36	73	314	0	0	0	0	83	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	463	36	73	314	0	0	0	0	83	0	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	463	36	73	314	0	0	0	0	83	0	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	463	36	73	314	0	0	0	0	83	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	463	36	73	314	0	0	0	0	83	0	64
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	499	xxxx	xxxxx	xxxx	xxxx	xxxxx	941	941	481
Potent Cap.:	xxxx	xxxx	xxxxx	1075	xxxx	xxxxx	xxxx	xxxx	xxxxx	295	265	589
Move Cap.:	xxxx	xxxx	xxxxx	1075	xxxx	xxxxx	xxxx	xxxx	xxxxx	279	247	589
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.30	0.00	0.11
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	362	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			21.6		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8005: Sierra Road and Green Street



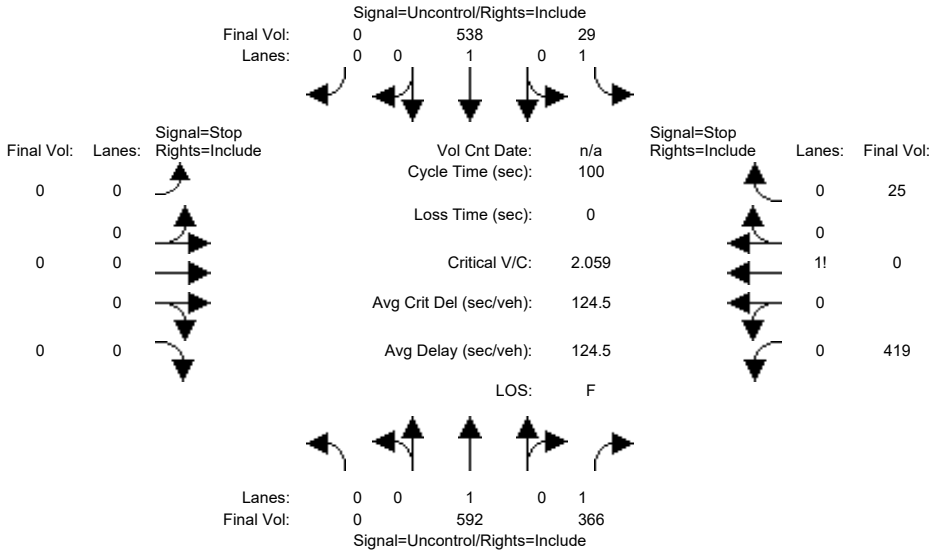
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	370	301	24	569	0	0	0	0	340	0	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	370	301	24	569	0	0	0	0	340	0	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	370	301	24	569	0	0	0	0	340	0	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	370	301	24	569	0	0	0	0	340	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	370	301	24	569	0	0	0	0	340	0	31
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	671	xxxx	xxxxx	xxxx	xxxx	xxxxx	987	987	370
Potent Cap.:	xxxx	xxxx	xxxxx	929	xxxx	xxxxx	xxxx	xxxx	xxxxx	277	249	680
Move Cap.:	xxxx	xxxx	xxxxx	929	xxxx	xxxxx	xxxx	xxxx	xxxxx	271	243	680
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	1.25	0.00	0.05
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	286	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	194	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			193.9		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8005: Sierra Road and Green Street



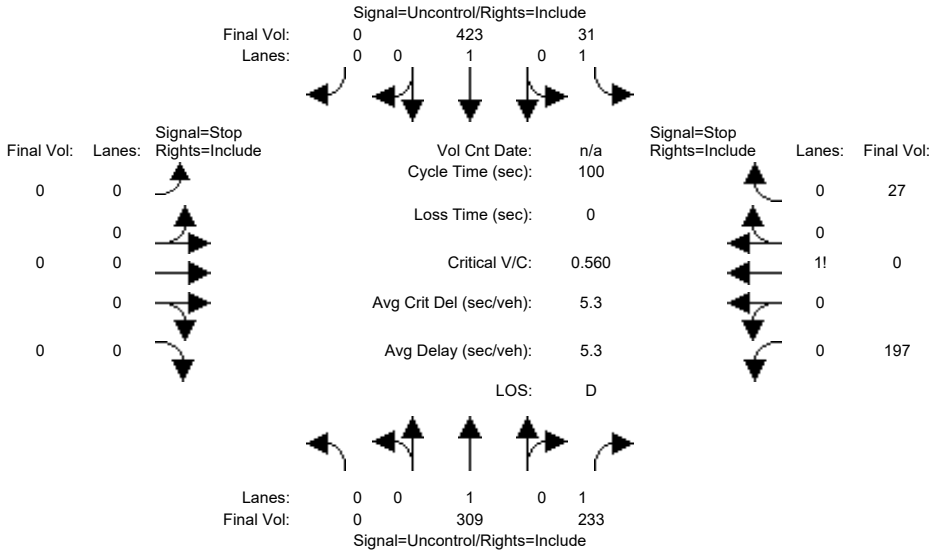
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	592	366	29	538	0	0	0	0	419	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	592	366	29	538	0	0	0	0	419	0	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	592	366	29	538	0	0	0	0	419	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	592	366	29	538	0	0	0	0	419	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	592	366	29	538	0	0	0	0	419	0	25
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	958	xxxx	xxxxx	xxxx	xxxx	xxxxx	1188	1188	592
Potent Cap.:	xxxx	xxxx	xxxxx	726	xxxx	xxxxx	xxxx	xxxx	xxxxx	210	190	510
Move Cap.:	xxxx	xxxx	xxxxx	726	xxxx	xxxxx	xxxx	xxxx	xxxxx	203	182	510
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	2.06	0.00	0.05
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	211	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	34.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	552	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			551.5		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #8005: Sierra Road and Green Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	309	233	31	423	0	0	0	0	197	0	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:	0	309	233	31	423	0	0	0	0	197	0	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	309	233	31	423	0	0	0	0	197	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	309	233	31	423	0	0	0	0	197	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	309	233	31	423	0	0	0	0	197	0	27
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	542	xxxx	xxxxx	xxxx	xxxx	xxxxx	794	794	309
Potent Cap.:	xxxx	xxxx	xxxxx	1037	xxxx	xxxxx	xxxx	xxxx	xxxxx	360	323	736
Move Cap.:	xxxx	xxxx	xxxxx	1037	xxxx	xxxxx	xxxx	xxxx	xxxxx	352	313	736
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.56	0.00	0.04

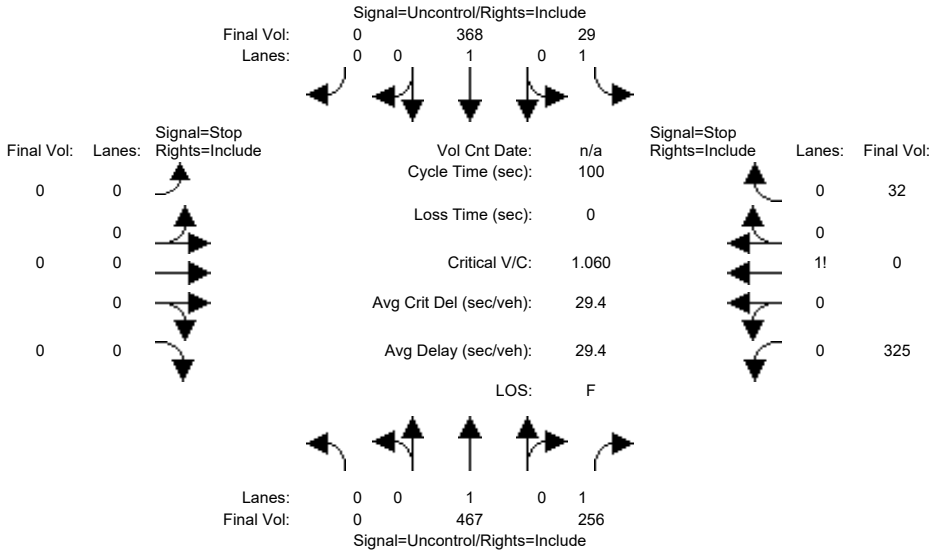
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	375	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	27.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			27.8		
ApproachLOS:	*			*			*			D		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8005: Sierra Road and Green Street



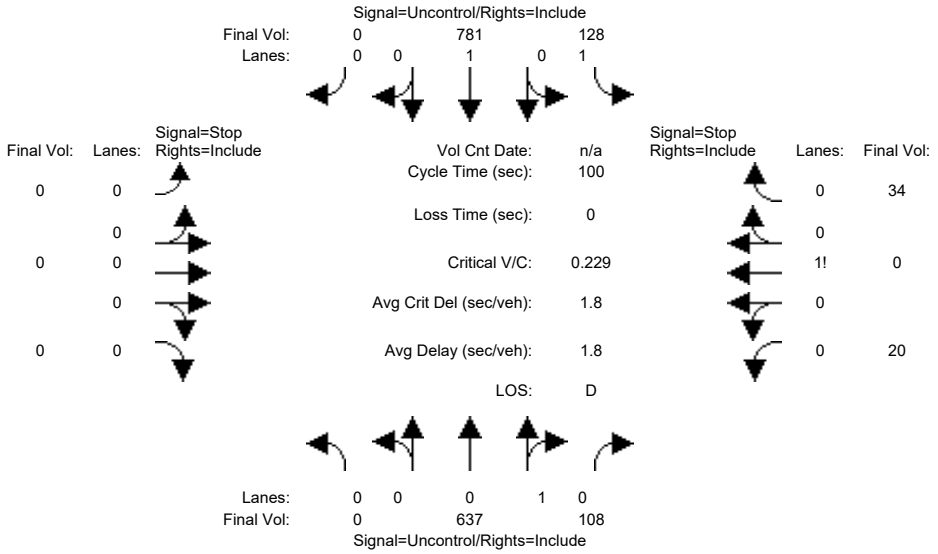
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	467	256	29	368	0	0	0	0	325	0	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	467	256	29	368	0	0	0	0	325	0	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	467	256	29	368	0	0	0	0	325	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	467	256	29	368	0	0	0	0	325	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	467	256	29	368	0	0	0	0	325	0	32
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	723	xxxx	xxxxx	xxxx	xxxx	xxxxx	893	893	467
Potent Cap.:	xxxx	xxxx	xxxxx	889	xxxx	xxxxx	xxxx	xxxx	xxxxx	315	283	600
Move Cap.:	xxxx	xxxx	xxxxx	889	xxxx	xxxxx	xxxx	xxxx	xxxxx	307	274	600
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	1.06	0.00	0.05
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	321	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	121	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			120.8		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8006: Sierra Road and Private Street 4



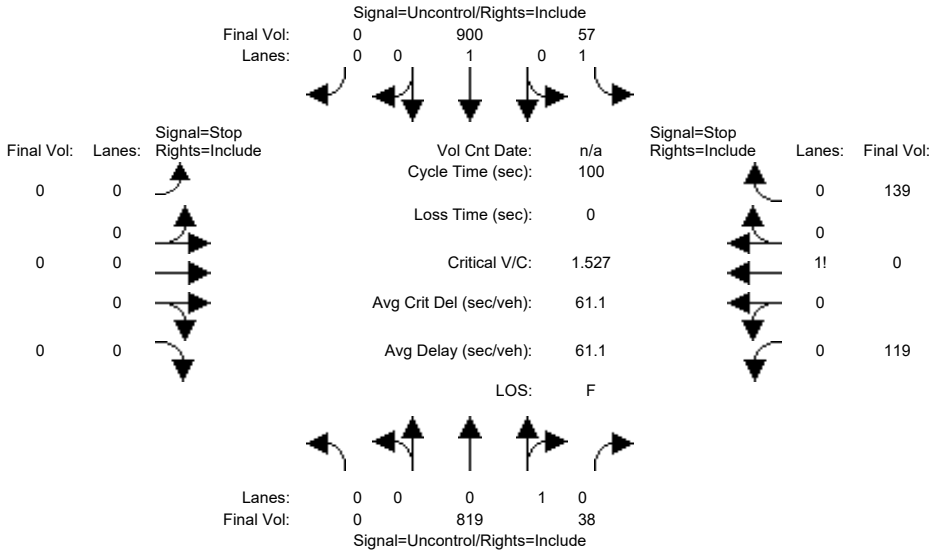
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	637	108	128	781	0	0	0	0	20	0	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	637	108	128	781	0	0	0	0	20	0	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	637	108	128	781	0	0	0	0	20	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	637	108	128	781	0	0	0	0	20	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	637	108	128	781	0	0	0	0	20	0	34
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	745	xxxx	xxxxx	xxxx	xxxx	xxxxx	1728	1728	691
Potent Cap.:	xxxx	xxxx	xxxxx	872	xxxx	xxxxx	xxxx	xxxx	xxxxx	98	89	448
Move Cap.:	xxxx	xxxx	xxxxx	872	xxxx	xxxxx	xxxx	xxxx	xxxxx	87	76	448
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	177	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	34.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			34.0		
ApproachLOS:	*			*			*			D		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8006: Sierra Road and Private Street 4



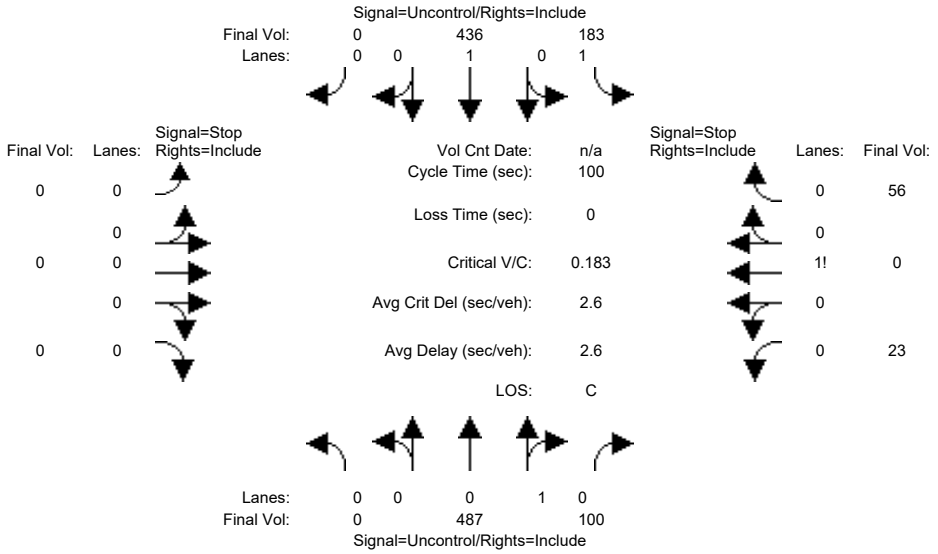
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	819	38	57	900	0	0	0	0	119	0	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	819	38	57	900	0	0	0	0	119	0	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	819	38	57	900	0	0	0	0	119	0	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	819	38	57	900	0	0	0	0	119	0	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	819	38	57	900	0	0	0	0	119	0	139
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	857	xxxx	xxxxx	xxxx	xxxx	xxxxx	1852	1852	838
Potent Cap.:	xxxx	xxxx	xxxxx	792	xxxx	xxxxx	xxxx	xxxx	xxxxx	82	75	369
Move Cap.:	xxxx	xxxx	xxxxx	792	xxxx	xxxxx	xxxx	xxxx	xxxxx	78	70	369
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	1.53	0.00	0.38
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	136	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	488	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			488.2		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #8006: Sierra Road and Private Street 4



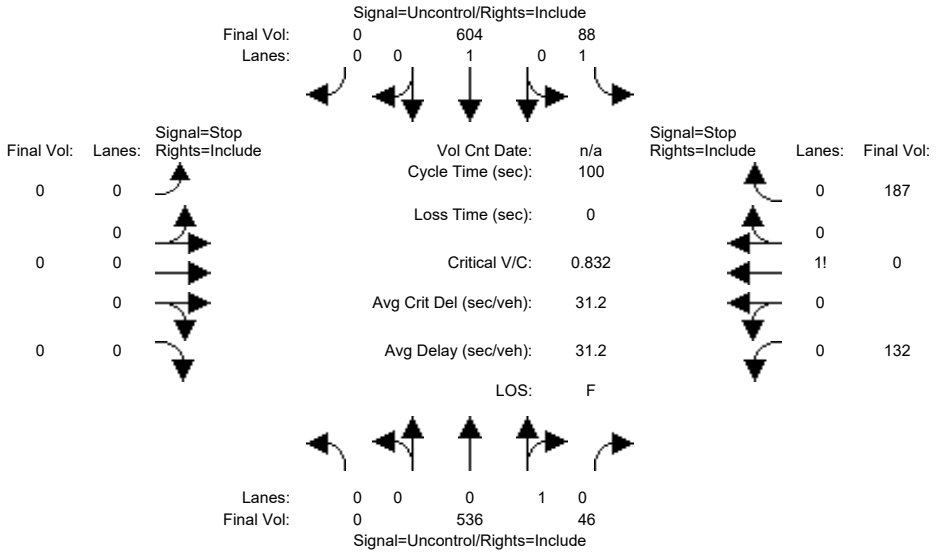
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	487	100	183	436	0	0	0	0	23	0	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	487	100	183	436	0	0	0	0	23	0	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	487	100	183	436	0	0	0	0	23	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	487	100	183	436	0	0	0	0	23	0	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	487	100	183	436	0	0	0	0	23	0	56
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	587	xxxx	xxxxx	xxxx	xxxx	xxxxx	1339	1339	537
Potent Cap.:	xxxx	xxxx	xxxxx	998	xxxx	xxxxx	xxxx	xxxx	xxxxx	170	154	548
Move Cap.:	xxxx	xxxx	xxxxx	998	xxxx	xxxxx	xxxx	xxxx	xxxxx	146	126	548
Volume/Cap:	xxxx	xxxx	xxxx	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	0.00	0.10
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	304	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			20.9		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8006: Sierra Road and Private Street 4



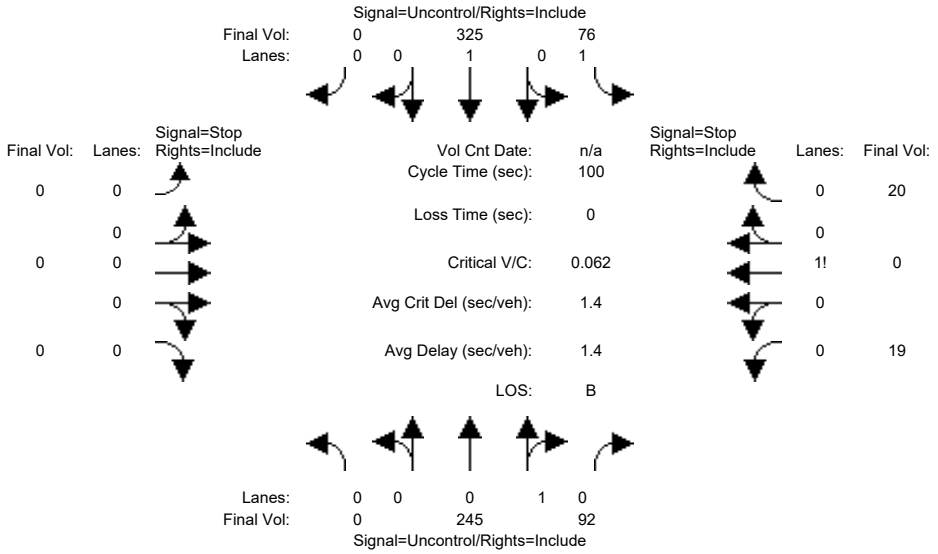
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	536	46	88	604	0	0	0	0	132	0	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	536	46	88	604	0	0	0	0	132	0	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	536	46	88	604	0	0	0	0	132	0	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	536	46	88	604	0	0	0	0	132	0	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	536	46	88	604	0	0	0	0	132	0	187
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	582	xxxx	xxxxx	xxxx	xxxx	xxxxx	1339	1339	559
Potent Cap.:	xxxx	xxxx	xxxxx	1002	xxxx	xxxxx	xxxx	xxxx	xxxxx	170	154	532
Move Cap.:	xxxx	xxxx	xxxxx	1002	xxxx	xxxxx	xxxx	xxxx	xxxxx	159	141	532
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.83	0.00	0.35
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	270	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	153	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			153.3		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8007: Green Street and Private Street 3



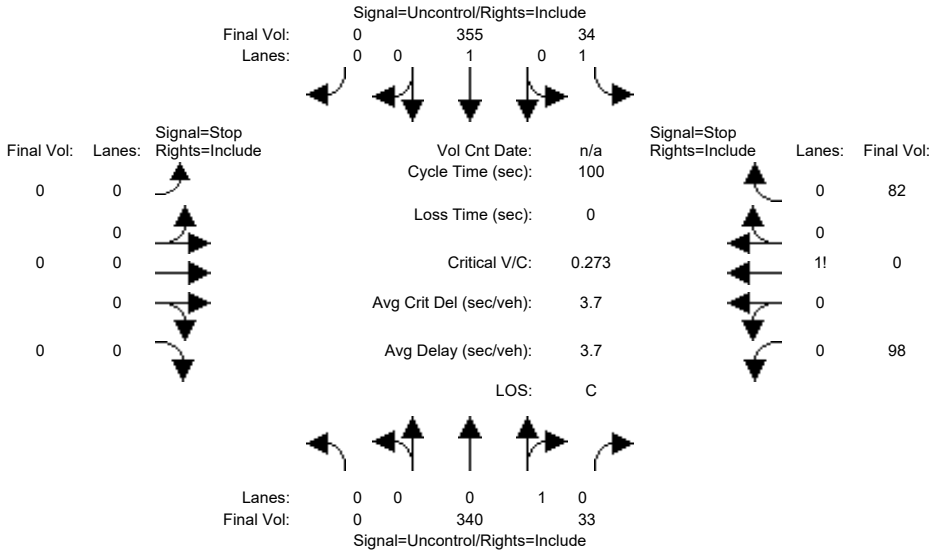
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	245	92	76	325	0	0	0	0	19	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	245	92	76	325	0	0	0	0	19	0	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	245	92	76	325	0	0	0	0	19	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	245	92	76	325	0	0	0	0	19	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	245	92	76	325	0	0	0	0	19	0	20
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	337	xxxx	xxxxx	xxxx	xxxx	xxxxx	768	768	291
Potent Cap.:	xxxx	xxxx	xxxxx	1234	xxxx	xxxxx	xxxx	xxxx	xxxxx	373	334	753
Move Cap.:	xxxx	xxxx	xxxxx	1234	xxxx	xxxxx	xxxx	xxxx	xxxxx	355	314	753
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	487	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.0		
ApproachLOS:	*			*			*			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8007: Green Street and Private Street 3



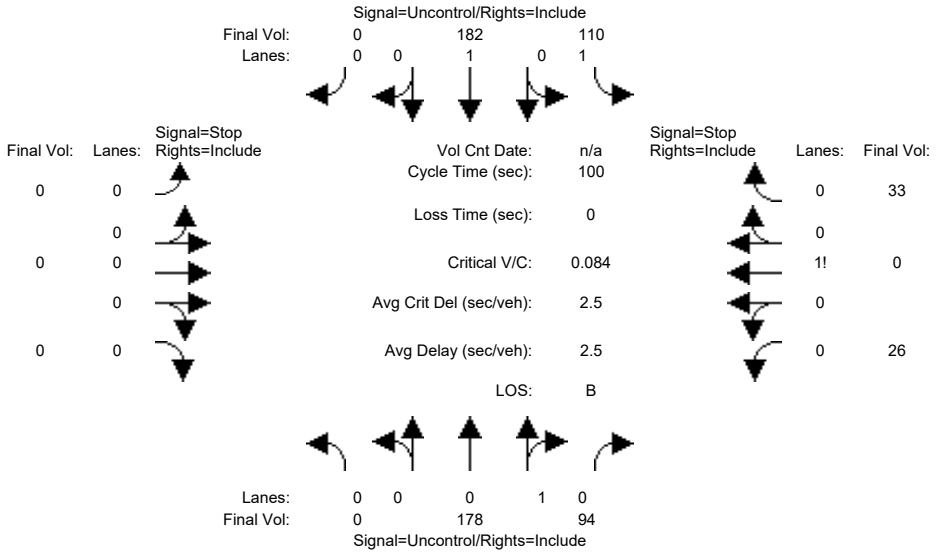
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	340	33	34	355	0	0	0	0	98	0	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	340	33	34	355	0	0	0	0	98	0	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	340	33	34	355	0	0	0	0	98	0	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	340	33	34	355	0	0	0	0	98	0	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	340	33	34	355	0	0	0	0	98	0	82
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	373	xxxx	xxxxx	xxxx	xxxx	xxxxx	780	780	357
Potent Cap.:	xxxx	xxxx	xxxxx	1197	xxxx	xxxxx	xxxx	xxxx	xxxxx	367	329	692
Move Cap.:	xxxx	xxxx	xxxxx	1197	xxxx	xxxxx	xxxx	xxxx	xxxxx	359	320	692
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	0.00	0.12
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	460	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			17.8		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #8007: Green Street and Private Street 3



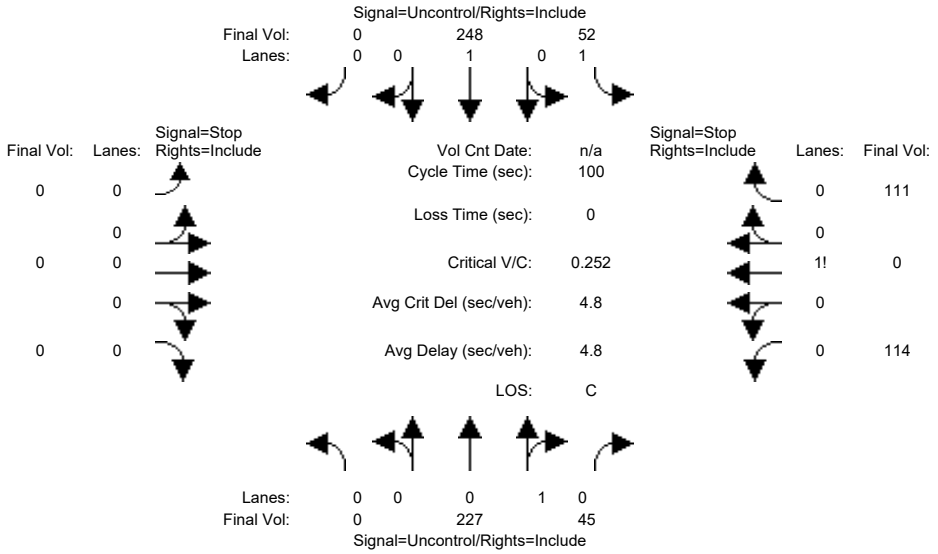
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	178	94	110	182	0	0	0	0	26	0	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	178	94	110	182	0	0	0	0	26	0	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	178	94	110	182	0	0	0	0	26	0	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	178	94	110	182	0	0	0	0	26	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	178	94	110	182	0	0	0	0	26	0	33
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	272	xxxx	xxxxx	xxxx	xxxx	xxxxx	627	627	225
Potent Cap.:	xxxx	xxxx	xxxxx	1303	xxxx	xxxxx	xxxx	xxxx	xxxxx	451	403	819
Move Cap.:	xxxx	xxxx	xxxxx	1303	xxxx	xxxxx	xxxx	xxxx	xxxxx	422	369	819
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	579	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.9		
ApproachLOS:	*			*			*			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8007: Green Street and Private Street 3



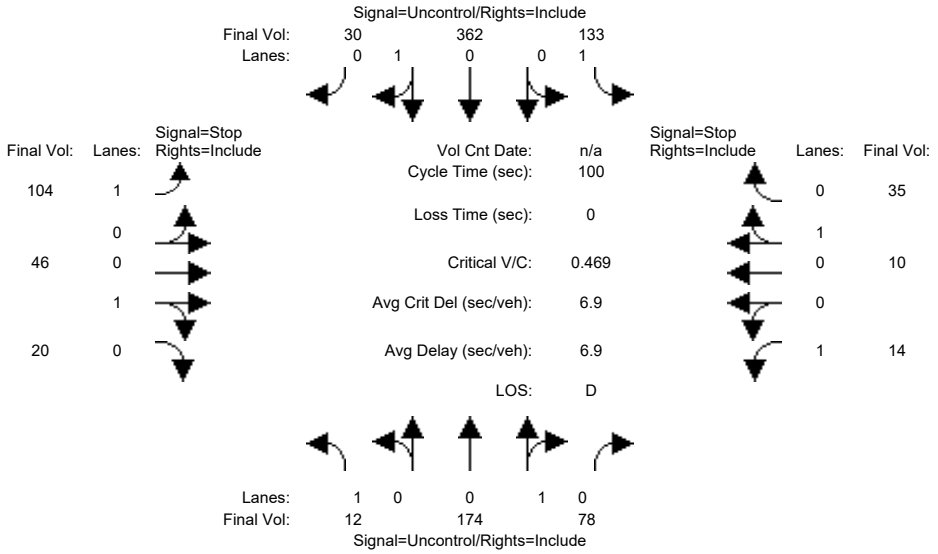
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	227	45	52	248	0	0	0	0	114	0	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	227	45	52	248	0	0	0	0	114	0	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	227	45	52	248	0	0	0	0	114	0	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:	0	227	45	52	248	0	0	0	0	114	0	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	227	45	52	248	0	0	0	0	114	0	111
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	272	xxxx	xxxxx	xxxx	xxxx	xxxxx	602	602	250
Potent Cap.:	xxxx	xxxx	xxxxx	1303	xxxx	xxxxx	xxxx	xxxx	xxxxx	466	417	794
Move Cap.:	xxxx	xxxx	xxxxx	1303	xxxx	xxxxx	xxxx	xxxx	xxxxx	452	400	794
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.14
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	574	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.3		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8008: Green Street and Private Street 2



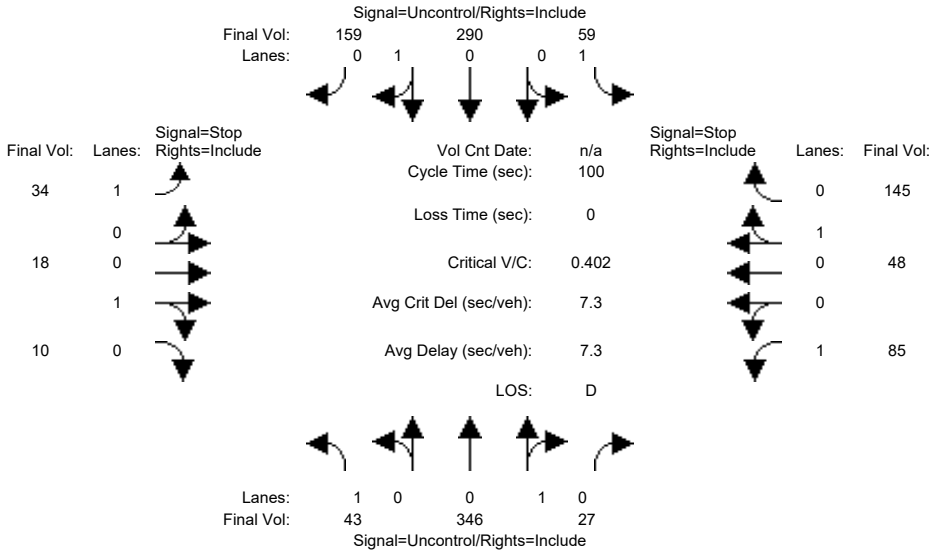
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	12	174	78	133	362	30	104	46	20	14	10	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	174	78	133	362	30	104	46	20	14	10	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	174	78	133	362	30	104	46	20	14	10	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:	12	174	78	133	362	30	104	46	20	14	10	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	174	78	133	362	30	104	46	20	14	10	35
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	392	xxxx	xxxxx	252	xxxx	xxxxx	903	919	377	913	895	213
Potent Cap.:	1178	xxxx	xxxxx	1325	xxxx	xxxxx	261	273	674	256	282	832
Move Cap.:	1178	xxxx	xxxxx	1325	xxxx	xxxxx	222	243	674	195	251	832
Volume/Cap:	0.01	xxxx	xxxx	0.10	xxxx	xxxx	0.47	0.19	0.03	0.07	0.04	0.04
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	2.3	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	8.0	xxxx	xxxxx	34.8	xxxx	xxxxx	24.8	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	D	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	302	xxxx	xxxx	550
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.8	xxxxx	xxxx	0.3
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	20.2	xxxxx	xxxx	12.1
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	B
ApproachDel:	xxxxxx			xxxxxx			29.1			15.1		
ApproachLOS:	*			*			D			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8008: Green Street and Private Street 2



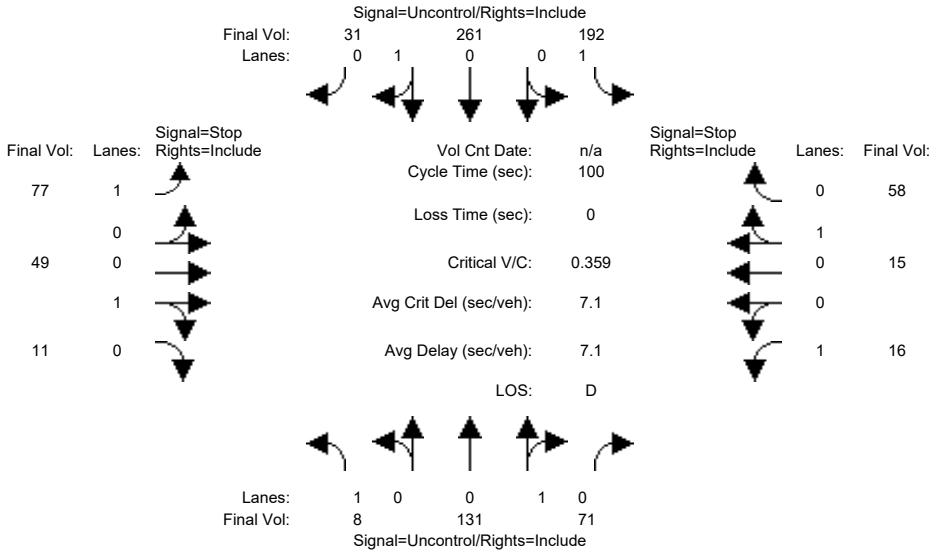
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	43	346	27	59	290	159	34	18	10	85	48	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	346	27	59	290	159	34	18	10	85	48	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	346	27	59	290	159	34	18	10	85	48	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	346	27	59	290	159	34	18	10	85	48	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	43	346	27	59	290	159	34	18	10	85	48	145
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	449	xxxx	xxxxx	373	xxxx	xxxxx	1030	947	370	947	1013	360
Potent Cap.:	1122	xxxx	xxxxx	1197	xxxx	xxxxx	214	263	681	243	241	689
Move Cap.:	1122	xxxx	xxxxx	1197	xxxx	xxxxx	132	241	681	211	220	689
Volume/Cap:	0.04	xxxx	xxxx	0.05	xxxx	xxxx	0.26	0.07	0.01	0.40	0.22	0.21
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	1.0	xxxx	xxxxx	1.8	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	8.2	xxxx	xxxxx	41.6	xxxx	xxxxx	33.1	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	E	*	*	D	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	313	xxxx	xxxx	451
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.3	xxxxx	xxxx	2.1
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	17.6	xxxxx	xxxx	18.8
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	C
ApproachDel:	xxxxxx			xxxxxx			30.8			23.2		
ApproachLOS:	*			*			D			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #8008: Green Street and Private Street 2



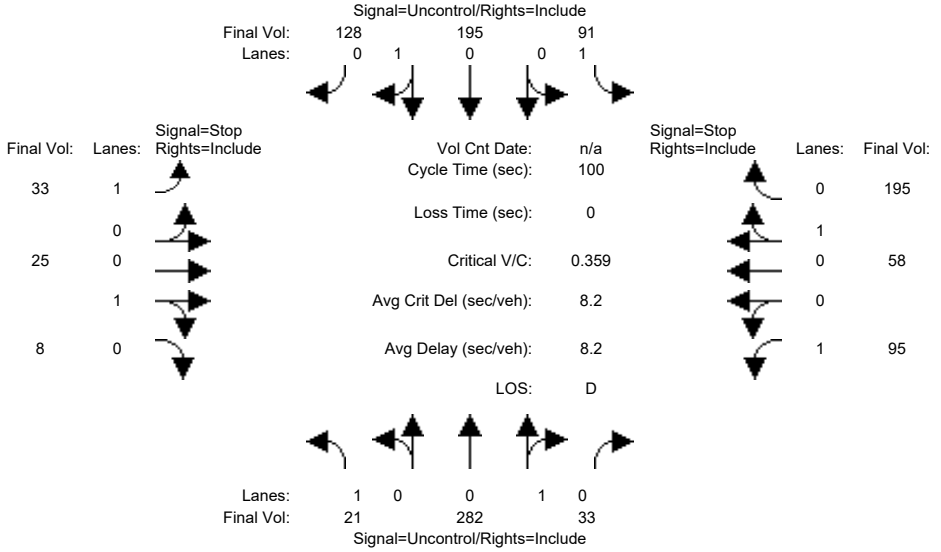
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	8	131	71	192	261	31	77	49	11	16	15	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	131	71	192	261	31	77	49	11	16	15	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	131	71	192	261	31	77	49	11	16	15	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	131	71	192	261	31	77	49	11	16	15	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	131	71	192	261	31	77	49	11	16	15	58
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	292	xxxx	xxxxx	202	xxxx	xxxxx	880	879	277	873	859	167
Potent Cap.:	1281	xxxx	xxxxx	1382	xxxx	xxxxx	270	289	767	273	296	883
Move Cap.:	1281	xxxx	xxxxx	1382	xxxx	xxxxx	214	247	767	203	254	883
Volume/Cap:	0.01	xxxx	xxxx	0.14	xxxx	xxxx	0.36	0.20	0.01	0.08	0.06	0.07
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.5	xxxx	xxxxx	1.5	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	8.0	xxxx	xxxxx	30.9	xxxx	xxxxx	24.2	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	D	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	282	xxxx	xxxx	585
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.8	xxxxx	xxxx	0.4
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	21.2	xxxxx	xxxx	12.0
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	B
ApproachDel:	xxxxxx			xxxxxx			26.6			14.2		
ApproachLOS:	*			*			D			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8008: Green Street and Private Street 2



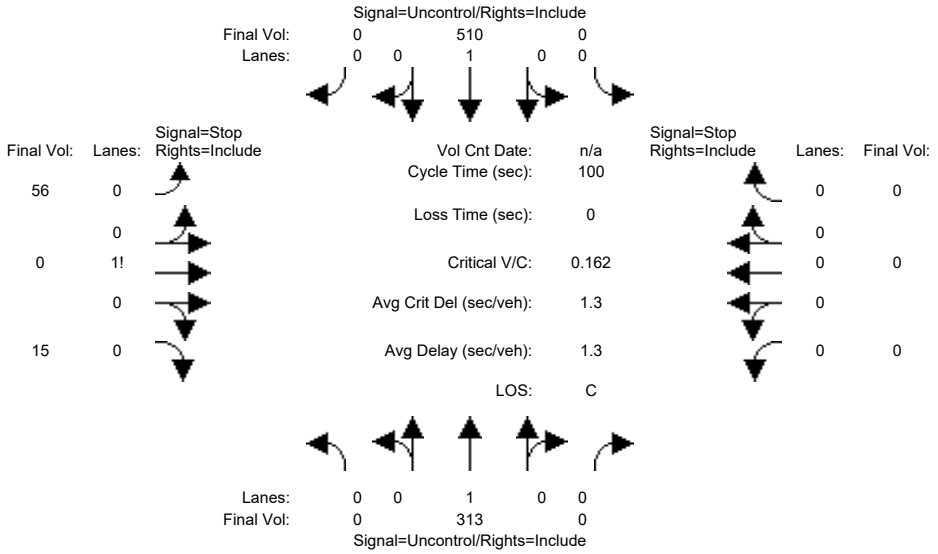
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	21	282	33	91	195	128	33	25	8	95	58	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	282	33	91	195	128	33	25	8	95	58	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	282	33	91	195	128	33	25	8	95	58	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	282	33	91	195	128	33	25	8	95	58	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	282	33	91	195	128	33	25	8	95	58	195
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	323	xxxx	xxxxx	315	xxxx	xxxxx	908	798	259	798	846	299
Potent Cap.:	1248	xxxx	xxxxx	1257	xxxx	xxxxx	258	321	785	306	302	746
Move Cap.:	1248	xxxx	xxxxx	1257	xxxx	xxxxx	149	293	785	265	275	746
Volume/Cap:	0.02	xxxx	xxxx	0.07	xxxx	xxxx	0.22	0.09	0.01	0.36	0.21	0.26
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	0.8	xxxx	xxxxx	1.6	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	8.1	xxxx	xxxxx	35.8	xxxx	xxxxx	26.0	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	E	*	*	D	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	345	xxxx	xxxx	536
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.3	xxxxx	xxxx	2.5
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.5	xxxxx	xxxx	17.6
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	C
ApproachDel:	xxxxxx			xxxxxx			26.2			19.9		
ApproachLOS:	*			*			D			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8009: Green Street and South Main Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	313	0	0	510	0	56	0	15	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	313	0	0	510	0	56	0	15	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	313	0	0	510	0	56	0	15	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	313	0	0	510	0	56	0	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	313	0	0	510	0	56	0	15	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	823	823	510	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	346	311	567	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	346	311	567	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	0.00	0.03	xxxx	xxxx	xxxx

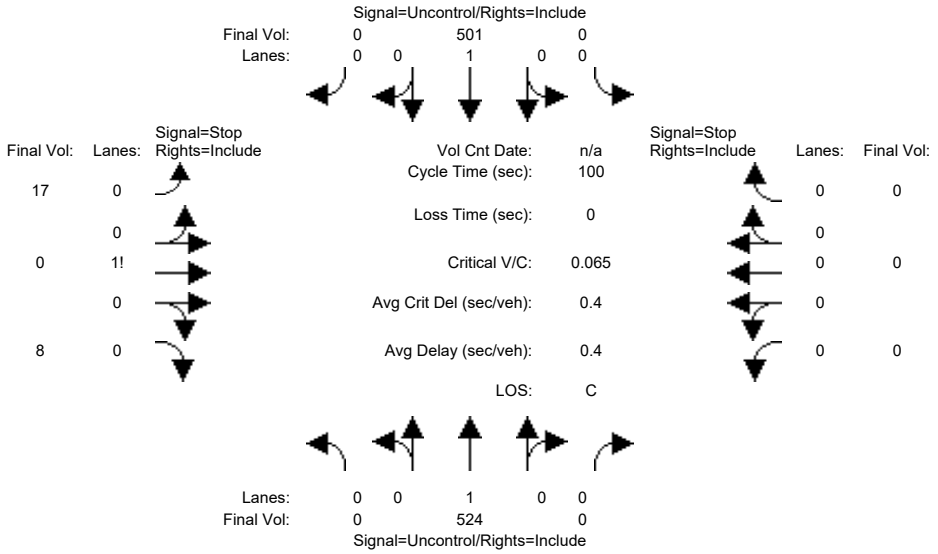
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	377	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.7			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8009: Green Street and South Main Street



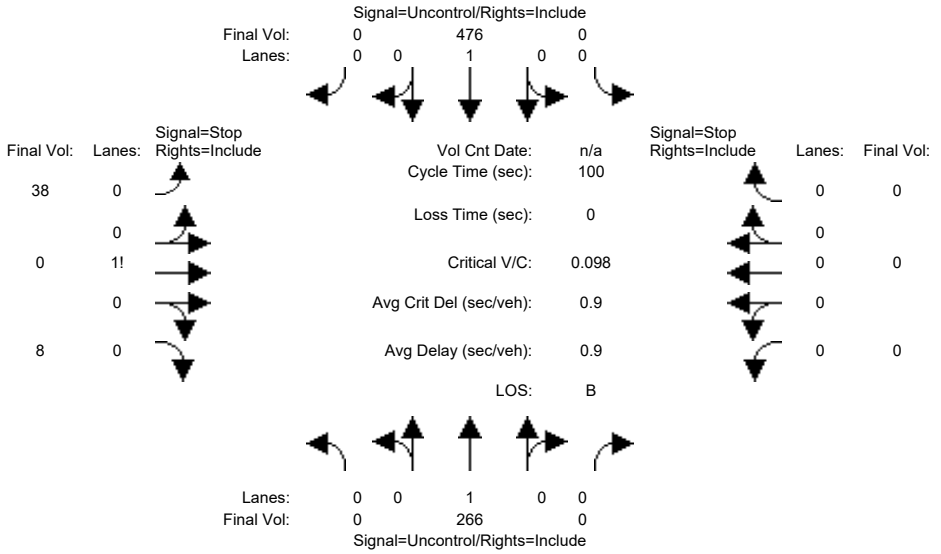
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	524	0	0	501	0	17	0	8	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	524	0	0	501	0	17	0	8	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	524	0	0	501	0	17	0	8	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	524	0	0	501	0	17	0	8	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	524	0	0	501	0	17	0	8	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1025	1025	501	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	263	237	574	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	263	237	574	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	318	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.3			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #8009: Green Street and South Main Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	266	0	0	476	0	38	0	8	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	266	0	0	476	0	38	0	8	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	266	0	0	476	0	38	0	8	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	266	0	0	476	0	38	0	8	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	266	0	0	476	0	38	0	8	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	742	742	476	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	386	346	593	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	386	346	593	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.00	0.01	xxxx	xxxx	xxxx

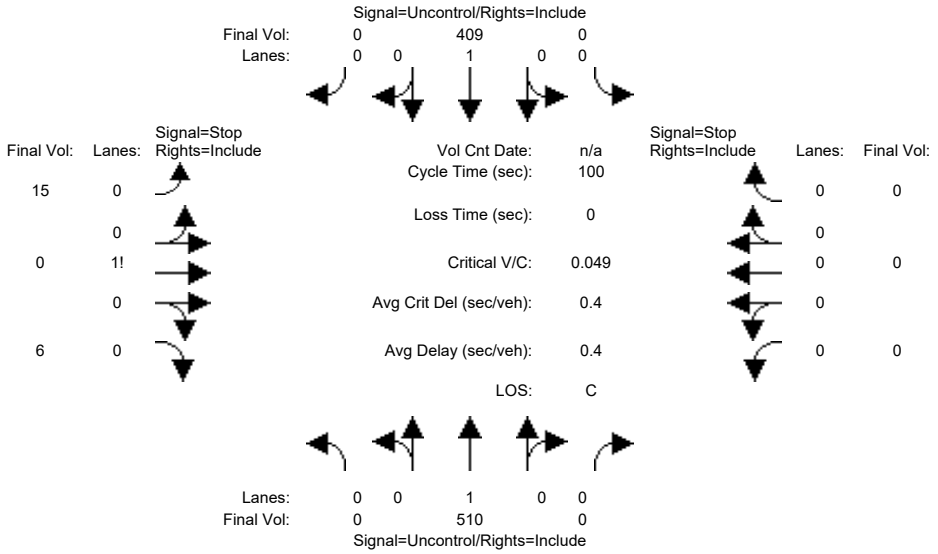
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	411	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.9			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8009: Green Street and South Main Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	510	0	0	409	0	15	0	6	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	510	0	0	409	0	15	0	6	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	510	0	0	409	0	15	0	6	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	510	0	0	409	0	15	0	6	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	510	0	0	409	0	15	0	6	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	919	919	409	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	304	273	647	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	304	273	647	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.01	xxxx	xxxx	xxxx

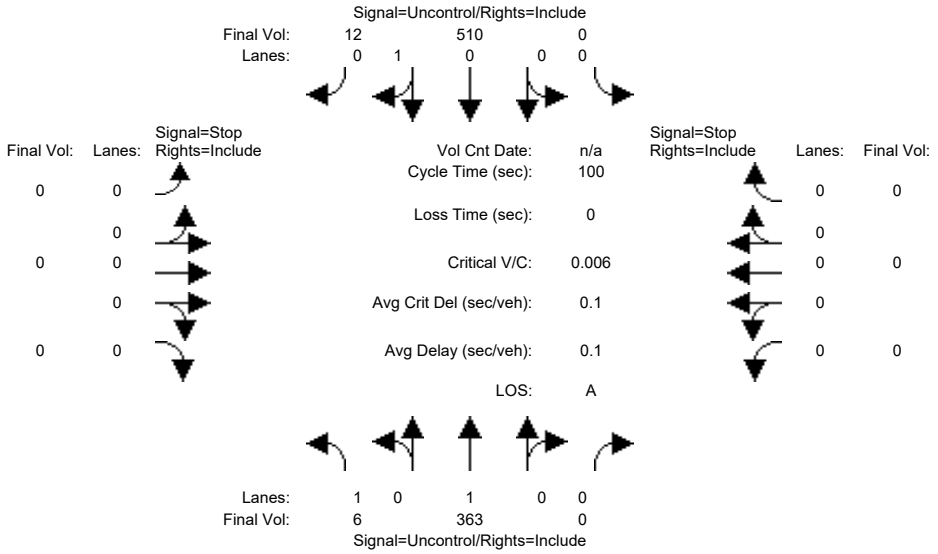
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	358	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.7			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8010: Green Street and North Main Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	6	363	0	0	510	12	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	363	0	0	510	12	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	363	0	0	510	12	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	363	0	0	510	12	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	363	0	0	510	12	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	522	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1055	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1055	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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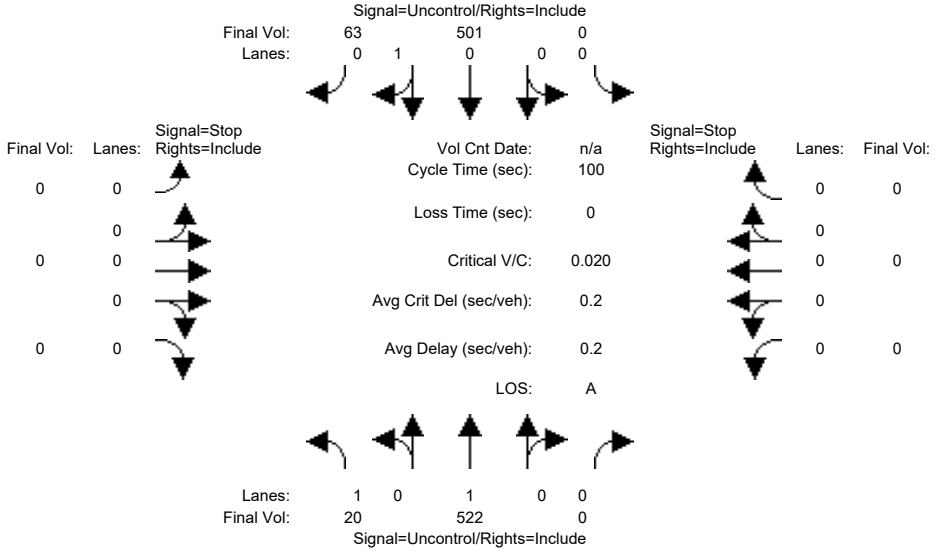
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8010: Green Street and North Main Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	20	522	0	0	501	63	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	522	0	0	501	63	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	522	0	0	501	63	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	522	0	0	501	63	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	522	0	0	501	63	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	564	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1018	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1018	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
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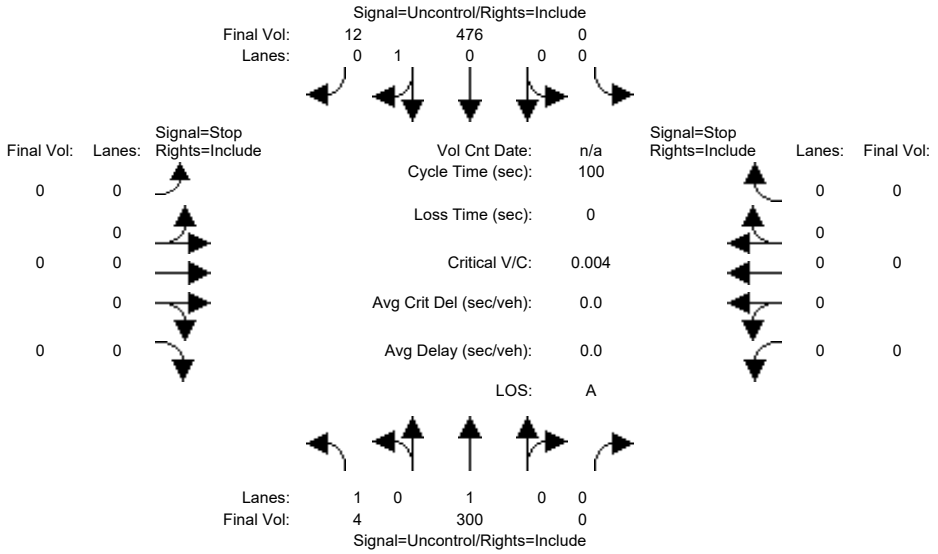


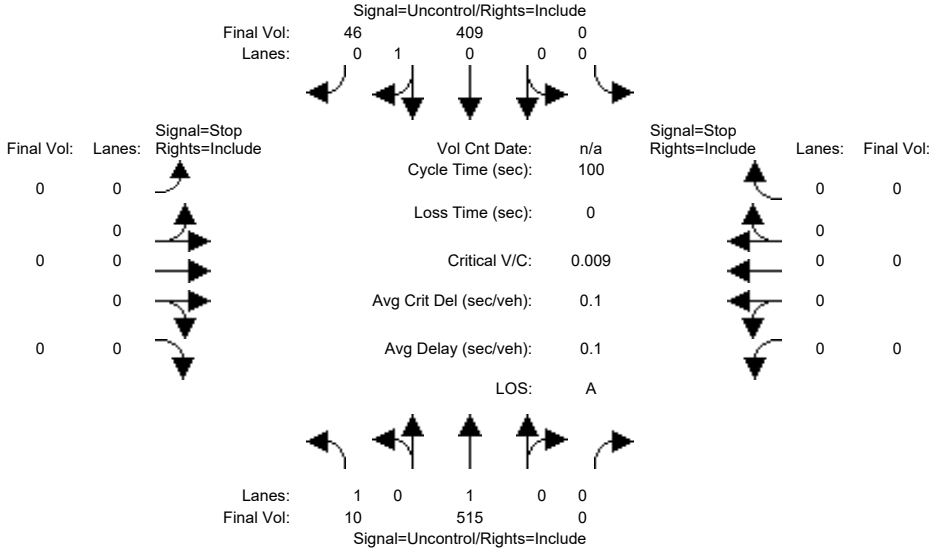
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	4	300	0	0	476	12	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	300	0	0	476	12	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	300	0	0	476	12	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	300	0	0	476	12	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	300	0	0	476	12	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	488	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1086	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1086	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8010: Green Street and North Main Street



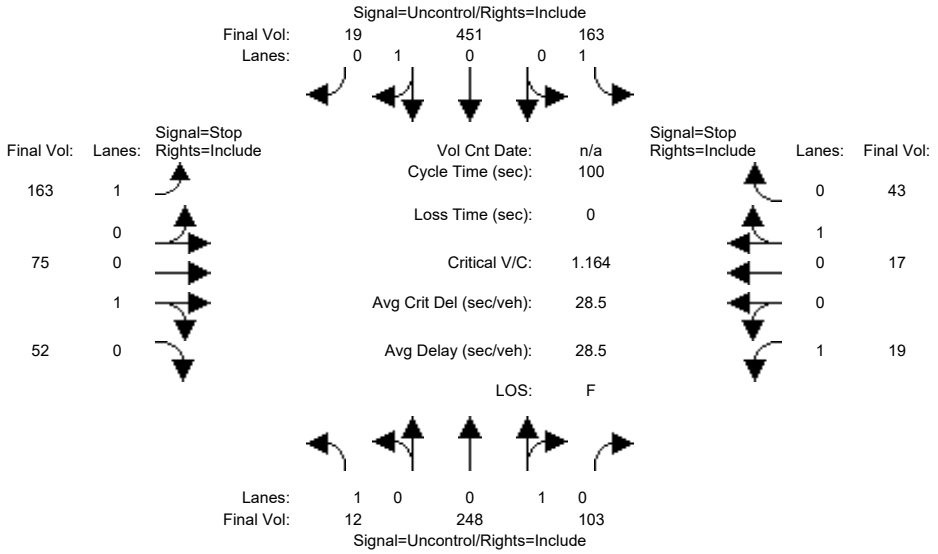
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	515	0	0	409	46	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	515	0	0	409	46	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	515	0	0	409	46	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	515	0	0	409	46	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	515	0	0	409	46	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	455	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1116	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1116	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8011: Green Street and Private Street 1



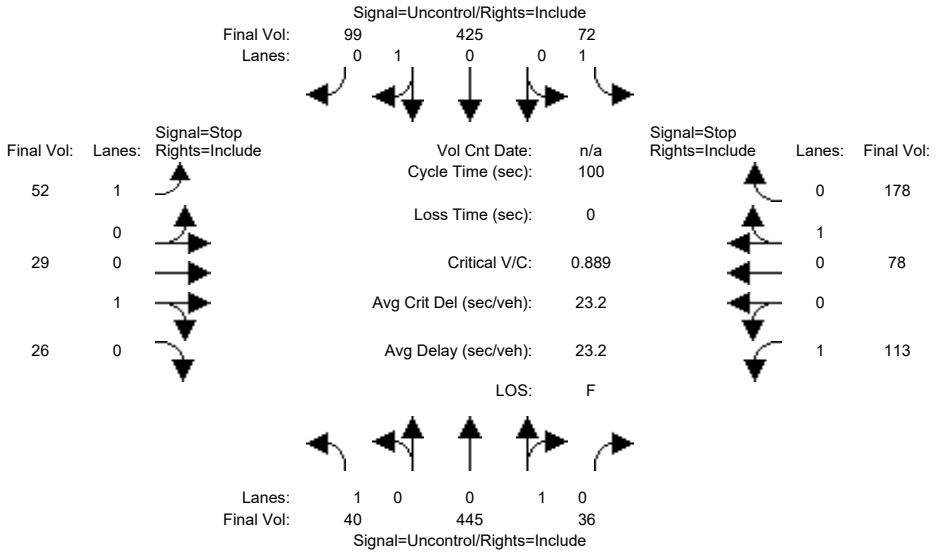
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	12	248	103	163	451	19	163	75	52	19	17	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	248	103	163	451	19	163	75	52	19	17	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	248	103	163	451	19	163	75	52	19	17	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	248	103	163	451	19	163	75	52	19	17	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	248	103	163	451	19	163	75	52	19	17	43
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	470	xxxx	xxxxx	351	xxxx	xxxxx	1140	1162	461	1174	1120	300
Potent Cap.:	1102	xxxx	xxxxx	1219	xxxx	xxxxx	180	197	605	170	208	745
Move Cap.:	1102	xxxx	xxxxx	1219	xxxx	xxxxx	140	169	605	91	179	745
Volume/Cap:	0.01	xxxx	xxxx	0.13	xxxx	xxxx	1.16	0.44	0.09	0.21	0.10	0.06
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.5	xxxx	xxxxx	9.4	xxxx	xxxxx	0.7	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	8.4	xxxx	xxxxx	189.6	xxxx	xxxxx	54.5	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	F	*	*	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	239	xxxx	xxxx	392
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	2.8	xxxxx	xxxx	0.5
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	35.9	xxxxx	xxxx	15.8
Shared LOS:	*	*	*	*	*	*	*	*	E	*	*	C
ApproachDel:	xxxxxx			xxxxxx			122.3			25.1		
ApproachLOS:	*			*			F			D		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8011: Green Street and Private Street 1



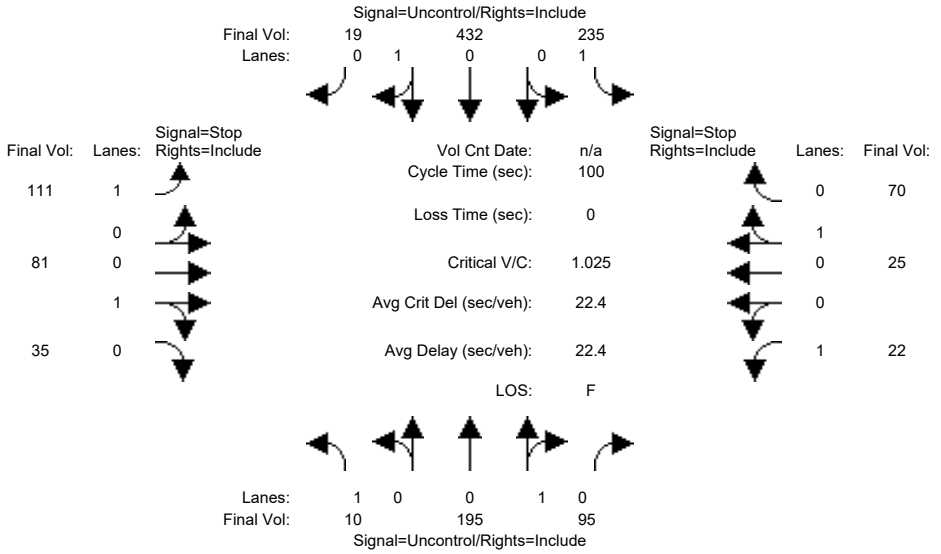
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	40	445	36	72	425	99	52	29	26	113	78	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	445	36	72	425	99	52	29	26	113	78	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	445	36	72	425	99	52	29	26	113	78	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	445	36	72	425	99	52	29	26	113	78	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	445	36	72	425	99	52	29	26	113	78	178
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	524	xxxx	xxxxx	481	xxxx	xxxxx	1290	1180	475	1189	1211	463
Potent Cap.:	1053	xxxx	xxxxx	1092	xxxx	xxxxx	142	192	594	166	184	603
Move Cap.:	1053	xxxx	xxxxx	1092	xxxx	xxxxx	59	173	594	128	165	603
Volume/Cap:	0.04	xxxx	xxxx	0.07	xxxx	xxxx	0.89	0.17	0.04	0.88	0.47	0.30
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	4.0	xxxx	xxxxx	5.6	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	8.5	xxxx	xxxxx	200.4	xxxx	xxxxx	115.6	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	F	*	*	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	260	xxxx	xxxx	334
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.8	xxxxx	xxxx	6.1
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	22.6	xxxxx	xxxx	43.8
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	E
ApproachDel:	xxxxxx			xxxxxx			109.0			65.8		
ApproachLOS:	*			*			F			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #8011: Green Street and Private Street 1



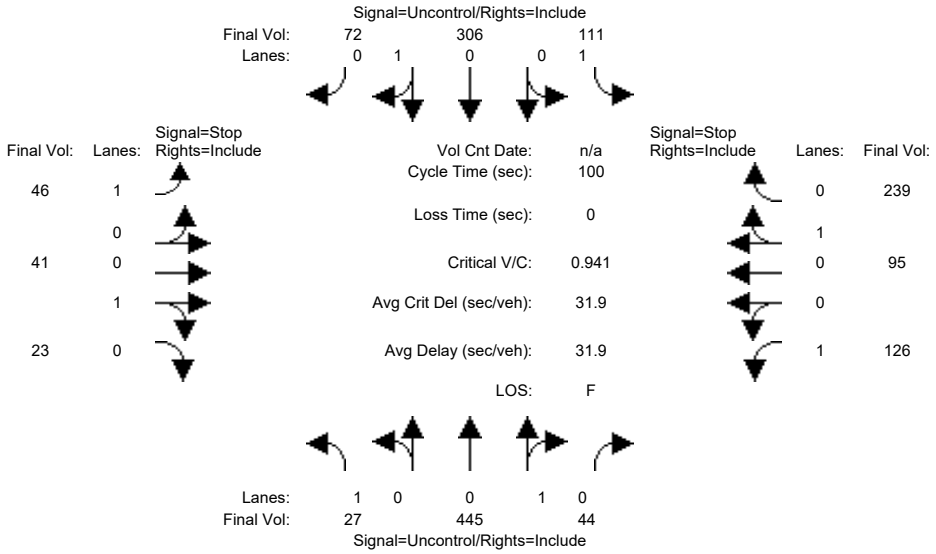
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	195	95	235	432	19	111	81	35	22	25	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	195	95	235	432	19	111	81	35	22	25	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	195	95	235	432	19	111	81	35	22	25	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	195	95	235	432	19	111	81	35	22	25	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	195	95	235	432	19	111	81	35	22	25	70
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	451	xxxx	xxxxx	290	xxxx	xxxxx	1222	1222	442	1232	1184	243
Potent Cap.:	1120	xxxx	xxxxx	1283	xxxx	xxxxx	158	181	620	155	191	801
Move Cap.:	1120	xxxx	xxxxx	1283	xxxx	xxxxx	108	147	620	72	155	801
Volume/Cap:	0.01	xxxx	xxxx	0.18	xxxx	xxxx	1.03	0.55	0.06	0.31	0.16	0.09
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.7	xxxx	xxxxx	6.6	xxxx	xxxxx	1.1	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	8.4	xxxx	xxxxx	167.9	xxxx	xxxxx	76.0	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	F	*	*	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	191	xxxx	xxxx	381
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.4	xxxxx	xxxx	1.0
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	49.5	xxxxx	xxxx	17.5
Shared LOS:	*	*	*	*	*	*	*	*	E	*	*	C
ApproachDel:	xxxxxx			xxxxxx			107.4			28.5		
ApproachLOS:	*			*			F			D		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8011: Green Street and Private Street 1

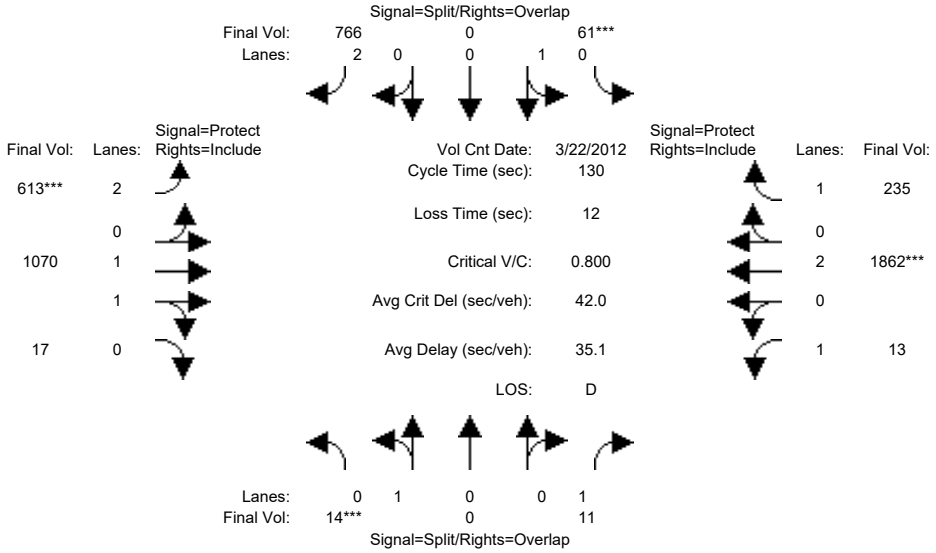


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	27	445	44	111	306	72	46	41	23	126	95	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	445	44	111	306	72	46	41	23	126	95	239
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	445	44	111	306	72	46	41	23	126	95	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	445	44	111	306	72	46	41	23	126	95	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	445	44	111	306	72	46	41	23	126	95	239
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	378	xxxx	xxxxx	489	xxxx	xxxxx	1252	1107	342	1117	1121	467
Potent Cap.:	1192	xxxx	xxxxx	1085	xxxx	xxxxx	151	212	705	186	208	600
Move Cap.:	1192	xxxx	xxxxx	1085	xxxx	xxxxx	49	186	705	136	182	600
Volume/Cap:	0.02	xxxx	xxxx	0.10	xxxx	xxxx	0.94	0.22	0.03	0.93	0.52	0.40
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx	4.0	xxxx	xxxxx	6.3	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	8.7	xxxx	xxxxx	242.6	xxxx	xxxxx	121.1	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	F	*	*	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	253	xxxx	xxxx	363
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.0	xxxxx	xxxx	9.5
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	24.0	xxxxx	xxxx	63.2
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	F
ApproachDel:	xxxxxx			xxxxxx			115.4			79.1		
ApproachLOS:	*			*			F			F		

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



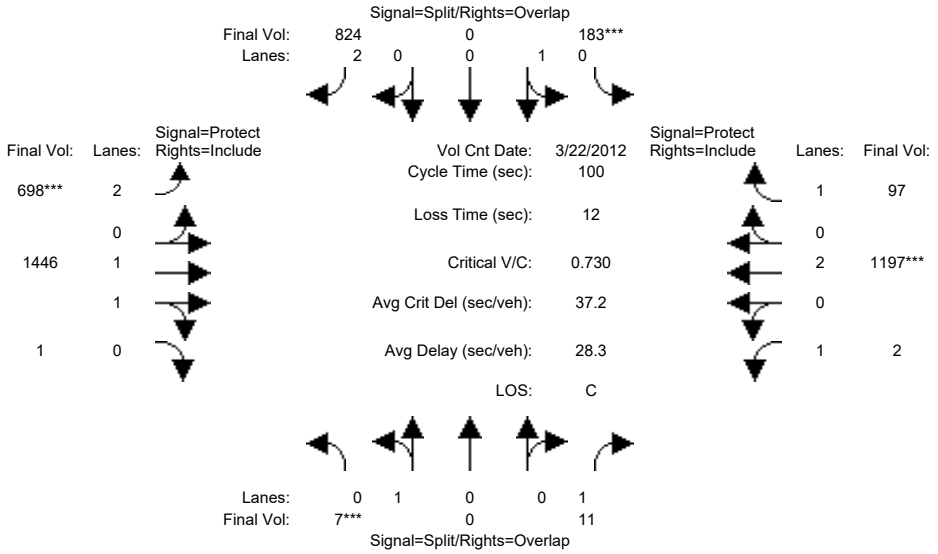
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	61	0	766	613	1070	17	13	1862	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	61	0	766	613	1070	17	13	1862	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	61	0	766	613	1070	17	13	1862	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	61	0	766	613	1070	17	13	1862	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	61	0	766	613	1070	17	13	1862	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	61	0	766	613	1070	17	13	1862	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3642	58	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.03	0.00	0.24	0.19	0.29	0.29	0.01	0.49	0.13
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	25.2	10.0	0.0	37.9	27.9	82.8	82.8	15.2	70.1	70.1
Volume/Cap:	0.10	0.00	0.03	0.44	0.00	0.84	0.91	0.46	0.46	0.06	0.91	0.25
Delay/Veh:	56.1	0.0	42.6	59.6	0.0	49.9	66.0	12.3	12.3	51.2	33.4	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	0.0	42.6	59.6	0.0	49.9	66.0	12.3	12.3	51.2	33.4	16.1
LOS by Move:	E	A	D	E	A	D	E	B	B	D	C	B
HCM2kAvgQ:	1	0	0	3	0	19	18	11	11	0	33	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



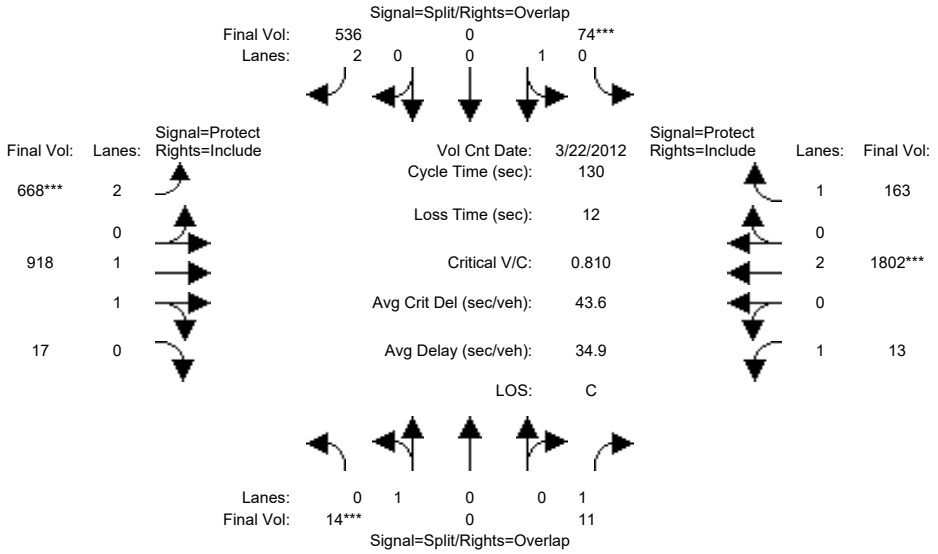
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	183	0	824	698	1446	1	2	1197	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	183	0	824	698	1446	1	2	1197	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	183	0	824	698	1446	1	2	1197	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	183	0	824	698	1446	1	2	1197	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	183	0	824	698	1446	1	2	1197	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	183	0	824	698	1446	1	2	1197	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3697	3	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.10	0.00	0.26	0.22	0.39	0.39	0.00	0.32	0.06
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	20.0	12.4	0.0	39.5	27.1	55.6	55.6	10.0	38.5	38.5
Volume/Cap:	0.04	0.00	0.03	0.82	0.00	0.66	0.82	0.70	0.70	0.01	0.82	0.14
Delay/Veh:	40.7	0.0	32.3	63.2	0.0	26.1	40.4	17.3	17.3	40.6	31.4	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:	40.7	0.0	32.3	63.2	0.0	26.1	40.4	17.3	17.3	40.6	31.4	20.1
LOS by Move:	D	A	C	E	A	C	D	B	B	D	C	C
HCM2kAvgQ:	0	0	0	8	0	13	14	17	17	0	17	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



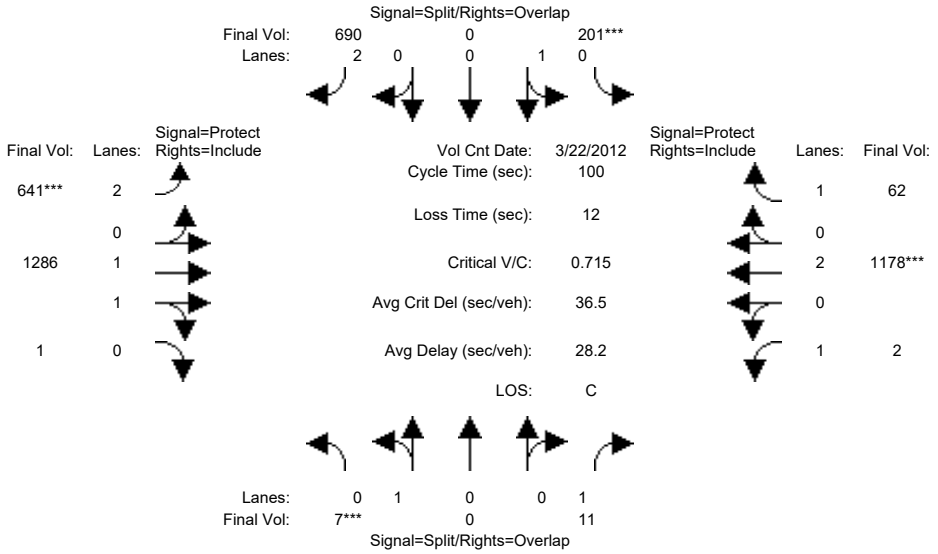
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	74	0	536	668	918	17	13	1802	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	74	0	536	668	918	17	13	1802	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	74	0	536	668	918	17	13	1802	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	74	0	536	668	918	17	13	1802	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	74	0	536	668	918	17	13	1802	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	74	0	536	668	918	17	13	1802	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3633	67	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.04	0.00	0.17	0.21	0.25	0.25	0.01	0.47	0.09
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	27.2	10.0	0.0	40.3	30.3	80.8	80.8	17.2	67.7	67.7
Volume/Cap:	0.10	0.00	0.03	0.53	0.00	0.55	0.91	0.41	0.41	0.06	0.91	0.18
Delay/Veh:	56.1	0.0	40.9	61.8	0.0	38.0	64.0	12.6	12.6	49.4	35.1	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	0.0	40.9	61.8	0.0	38.0	64.0	12.6	12.6	49.4	35.1	16.5
LOS by Move:	E	A	D	E	A	D	E	B	B	D	D	B
HCM2kAvgQ:	1	0	0	4	0	11	19	9	9	0	33	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



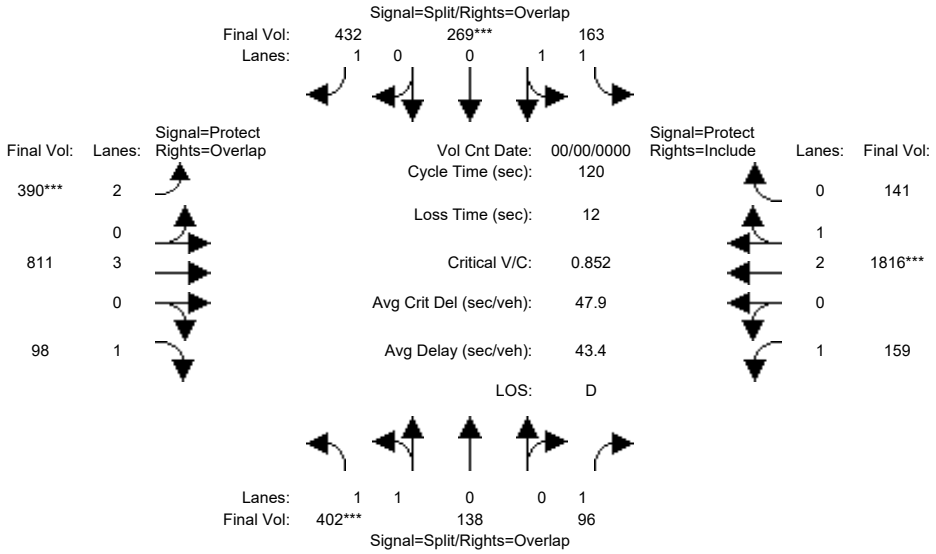
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	201	0	690	641	1286	1	2	1178	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	201	0	690	641	1286	1	2	1178	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	201	0	690	641	1286	1	2	1178	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	201	0	690	641	1286	1	2	1178	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	201	0	690	641	1286	1	2	1178	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	201	0	690	641	1286	1	2	1178	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3697	3	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.11	0.00	0.22	0.20	0.35	0.35	0.00	0.31	0.04
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	20.7	13.9	0.0	39.3	25.4	53.3	53.3	10.7	38.7	38.7
Volume/Cap:	0.04	0.00	0.03	0.80	0.00	0.56	0.80	0.65	0.65	0.01	0.80	0.09
Delay/Veh:	40.7	0.0	31.6	58.4	0.0	24.1	40.8	17.5	17.5	39.9	30.5	19.6
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:	40.7	0.0	31.6	58.4	0.0	24.1	40.8	17.5	17.5	39.9	30.5	19.6
LOS by Move:	D	A	C	E	A	C	D	B	B	D	C	B
HCM2kAvgQ:	0	0	0	9	0	10	13	15	15	0	16	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #4122: BERRYESSA/SIERRA



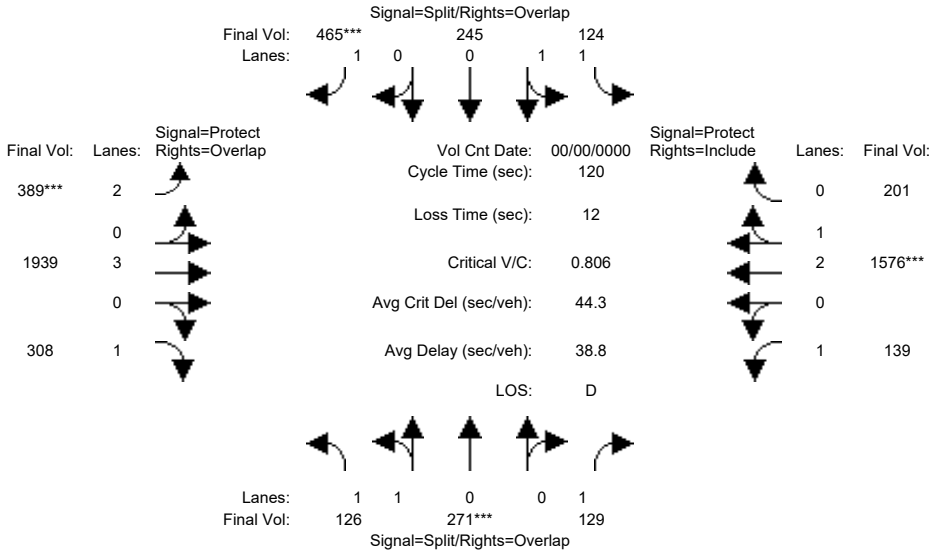
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	402	138	96	163	269	432	390	811	98	159	1816	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	402	138	96	163	269	432	390	811	98	159	1816	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	402	138	96	163	269	432	390	811	98	159	1816	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	402	138	96	163	269	432	390	811	98	159	1816	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	402	138	96	163	269	432	390	811	98	159	1816	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	402	138	96	163	269	432	390	811	98	159	1816	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.50	0.50	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.78	0.22
Final Sat.:	2643	907	1750	1750	1900	1750	3150	5700	1750	1750	5196	403
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.05	0.09	0.14	0.25	0.12	0.14	0.06	0.09	0.35	0.35
Crit Moves:	****				****		****				****	
Green Time:	21.4	21.4	47.4	19.9	19.9	37.4	17.4	40.7	62.1	26.0	49.2	49.2
Volume/Cap:	0.85	0.85	0.14	0.56	0.85	0.79	0.85	0.42	0.11	0.42	0.85	0.85
Delay/Veh:	61.4	61.4	23.7	48.9	65.0	49.0	67.9	31.2	15.0	43.9	36.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	61.4	23.7	48.9	65.0	49.0	67.9	31.2	15.0	43.9	36.3	36.3
LOS by Move:	E	E	C	D	E	D	E	C	B	D	D	D
HCM2kAvgQ:	12	12	2	7	12	17	11	8	2	5	24	24

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #4122: BERRYESSA/SIERRA



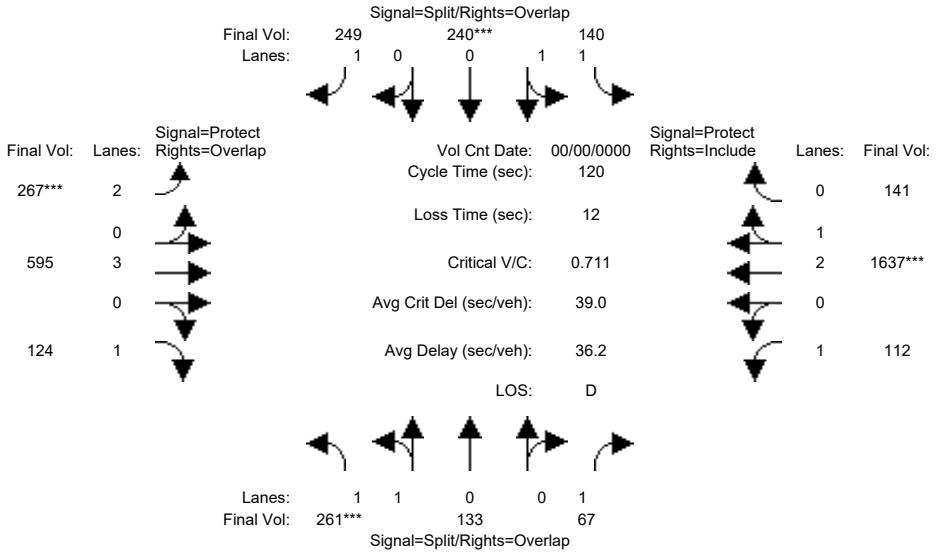
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	126	271	129	124	245	465	389	1939	308	139	1576	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	271	129	124	245	465	389	1939	308	139	1576	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	271	129	124	245	465	389	1939	308	139	1576	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	271	129	124	245	465	389	1939	308	139	1576	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	271	129	124	245	465	389	1939	308	139	1576	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	271	129	124	245	465	389	1939	308	139	1576	201
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	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.65	0.35
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	1750	4966	633
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.07	0.07	0.13	0.27	0.12	0.34	0.18	0.08	0.32	0.32
Crit Moves:		****				****	****				****	
Green Time:	21.2	21.2	33.6	21.2	21.2	39.5	18.4	53.2	74.4	12.4	47.2	47.2
Volume/Cap:	0.41	0.81	0.26	0.40	0.73	0.81	0.81	0.77	0.28	0.77	0.81	0.81
Delay/Veh:	45.1	60.6	34.8	45.1	55.7	48.2	62.6	30.5	11.2	78.6	35.6	35.6
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	60.6	34.8	45.1	55.7	48.2	62.6	30.5	11.2	78.6	35.6	35.6
LOS by Move:	D	E	C	D	E	D	E	C	B	E	D	D
HCM2kAvgQ:	4	10	4	5	10	19	10	21	6	6	21	21

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #4122: BERRYESSA/SIERRA



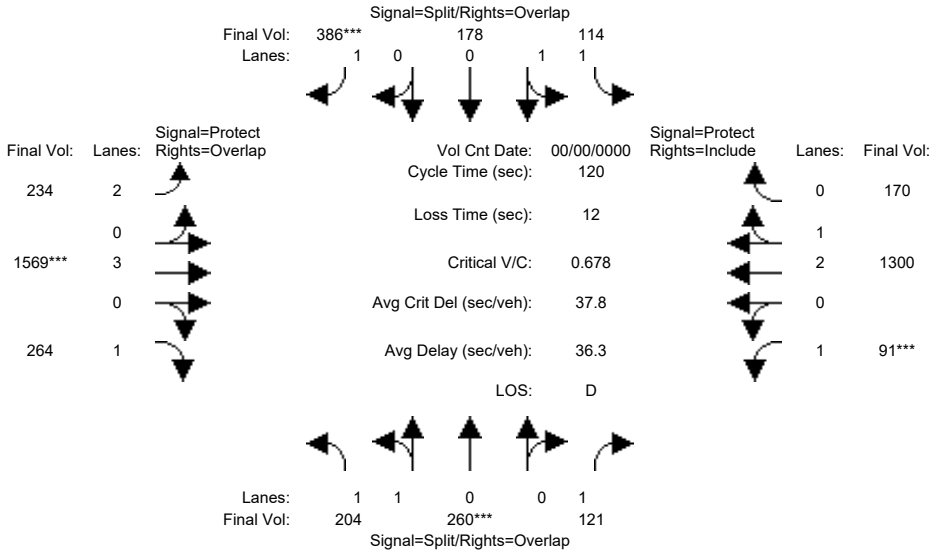
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	261	133	67	140	240	249	267	595	124	112	1637	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	133	67	140	240	249	267	595	124	112	1637	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	261	133	67	140	240	249	267	595	124	112	1637	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	133	67	140	240	249	267	595	124	112	1637	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	133	67	140	240	249	267	595	124	112	1637	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	133	67	140	240	249	267	595	124	112	1637	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.33	0.67	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.75	0.25
Final Sat.:	2351	1198	1750	1750	1900	1750	3150	5700	1750	1750	5155	444
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.04	0.08	0.13	0.14	0.08	0.10	0.07	0.06	0.32	0.32
Crit Moves:	****				****		****				****	
Green Time:	18.7	18.7	44.6	21.3	21.3	35.6	14.3	42.1	60.9	25.8	53.6	53.6
Volume/Cap:	0.71	0.71	0.10	0.45	0.71	0.48	0.71	0.30	0.14	0.30	0.71	0.71
Delay/Veh:	55.6	55.6	25.0	45.8	54.2	37.7	61.7	28.6	16.0	41.5	28.6	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	55.6	25.0	45.8	54.2	37.7	61.7	28.6	16.0	41.5	28.6	28.6
LOS by Move:	E	E	C	D	D	D	E	C	B	D	C	C
HCM2kAvgQ:	8	8	2	5	10	8	7	5	3	4	19	19

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #4122: BERRYESSA/SIERRA



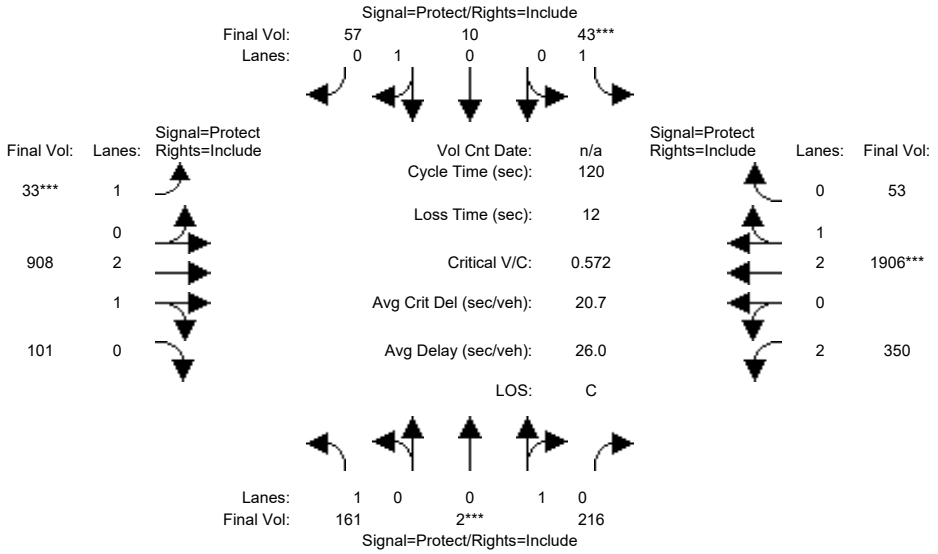
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	204	260	121	114	178	386	234	1569	264	91	1300	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	260	121	114	178	386	234	1569	264	91	1300	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	260	121	114	178	386	234	1569	264	91	1300	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	260	121	114	178	386	234	1569	264	91	1300	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	260	121	114	178	386	234	1569	264	91	1300	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	260	121	114	178	386	234	1569	264	91	1300	170
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	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.64	0.36
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	1750	4952	648
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.07	0.07	0.09	0.22	0.07	0.28	0.15	0.05	0.26	0.26
Crit Moves:		****				****		****		****		
Green Time:	24.2	24.2	33.4	25.9	25.9	38.7	12.8	48.7	72.9	9.2	45.1	45.1
Volume/Cap:	0.58	0.68	0.25	0.30	0.43	0.68	0.70	0.68	0.25	0.68	0.70	0.70
Delay/Veh:	46.3	49.6	34.8	40.3	42.8	42.0	63.2	30.8	11.4	78.2	33.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	49.6	34.8	40.3	42.8	42.0	63.2	30.8	11.4	78.2	33.6	33.6
LOS by Move:	D	D	C	D	D	D	E	C	B	E	C	C
HCM2kAvgQ:	7	9	4	4	6	14	6	16	5	4	16	16

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



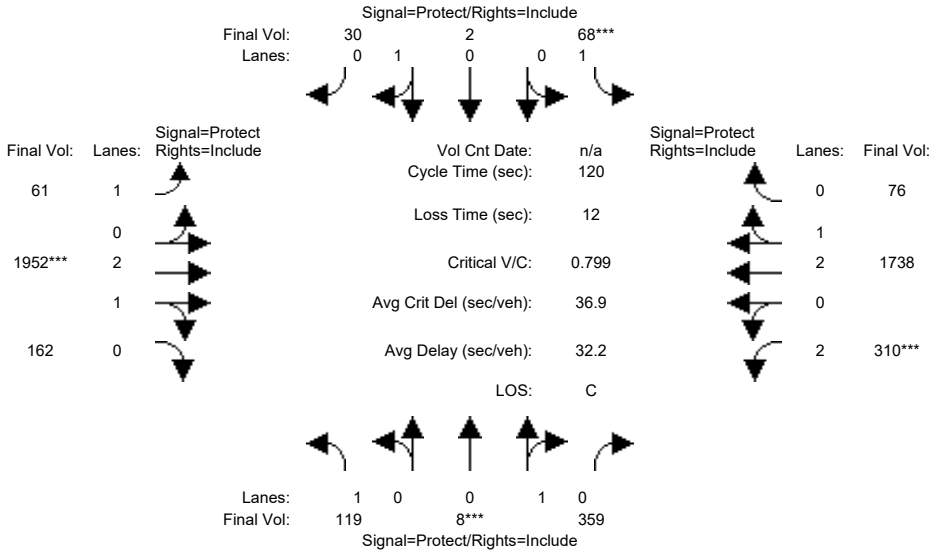
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	161	2	216	43	10	57	33	908	101	350	1906	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	2	216	43	10	57	33	908	101	350	1906	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	2	216	43	10	57	33	908	101	350	1906	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	2	216	43	10	57	33	908	101	350	1906	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	2	216	43	10	57	33	908	101	350	1906	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	2	216	43	10	57	33	908	101	350	1906	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	0.01	0.99	1.00	0.15	0.85	1.00	2.69	0.31	2.00	2.92	0.08
Final Sat.:	1750	17	1783	1750	269	1531	1750	5039	560	3150	5448	152
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.12	0.02	0.04	0.04	0.02	0.18	0.18	0.11	0.35	0.35
Crit Moves:		****		****			****				****	
Green Time:	16.4	24.2	24.2	7.0	14.8	14.8	7.0	47.5	47.5	29.3	69.8	69.8
Volume/Cap:	0.67	0.60	0.60	0.42	0.30	0.30	0.32	0.46	0.46	0.46	0.60	0.60
Delay/Veh:	56.7	46.3	46.3	57.3	48.6	48.6	56.1	26.8	26.8	39.0	16.5	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	46.3	46.3	57.3	48.6	48.6	56.1	26.8	26.8	39.0	16.5	16.5
LOS by Move:	E	D	D	E	D	D	E	C	C	D	B	B
HCM2kAvgQ:	6	8	8	2	3	3	1	9	9	7	16	16

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



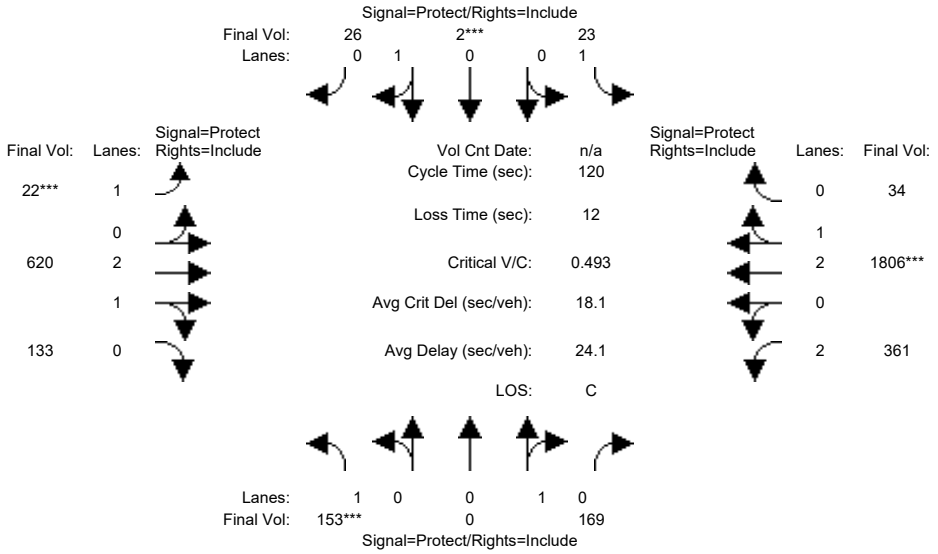
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	119	8	359	68	2	30	61	1952	162	310	1738	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	8	359	68	2	30	61	1952	162	310	1738	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	8	359	68	2	30	61	1952	162	310	1738	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	8	359	68	2	30	61	1952	162	310	1738	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	8	359	68	2	30	61	1952	162	310	1738	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	8	359	68	2	30	61	1952	162	310	1738	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	0.02	0.98	1.00	0.06	0.94	1.00	2.76	0.24	2.00	2.87	0.13
Final Sat.:	1750	39	1761	1750	112	1687	1750	5170	429	3150	5365	235
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.04	0.02	0.02	0.03	0.38	0.38	0.10	0.32	0.32
Crit Moves:		****		****				****		****		
Green Time:	16.8	30.3	30.3	7.0	20.5	20.5	10.8	56.1	56.1	14.6	59.9	59.9
Volume/Cap:	0.49	0.81	0.81	0.67	0.10	0.10	0.39	0.81	0.81	0.81	0.65	0.65
Delay/Veh:	49.2	52.4	52.4	70.8	42.1	42.1	53.1	29.3	29.3	63.3	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	52.4	52.4	70.8	42.1	42.1	53.1	29.3	29.3	63.3	22.8	22.8
LOS by Move:	D	D	D	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	4	14	14	4	1	1	2	22	22	9	17	17

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



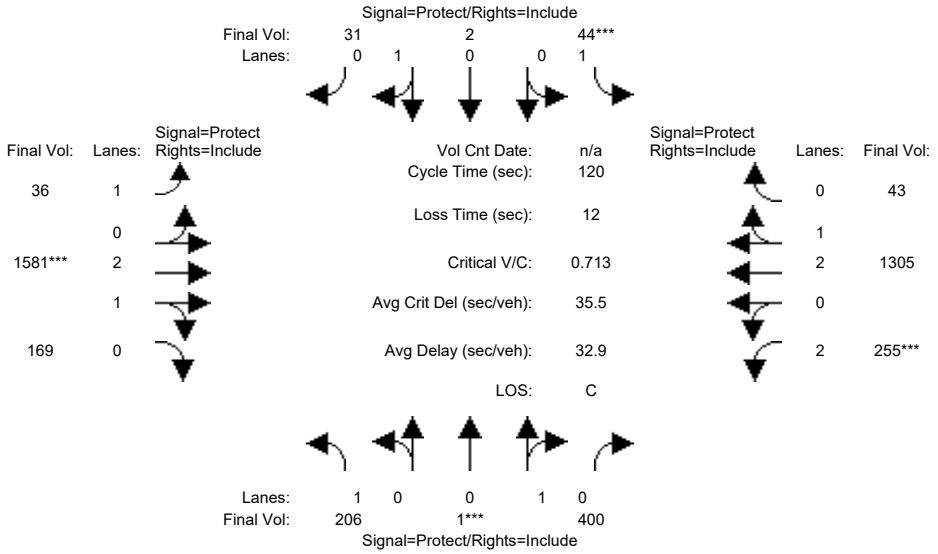
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	153	0	169	23	2	26	22	620	133	361	1806	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	0	169	23	2	26	22	620	133	361	1806	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	0	169	23	2	26	22	620	133	361	1806	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	0	169	23	2	26	22	620	133	361	1806	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	0	169	23	2	26	22	620	133	361	1806	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	0	169	23	2	26	22	620	133	361	1806	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.95	0.95	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.07	0.93	1.00	2.45	0.55	2.00	2.94	0.06
Final Sat.:	1750	0	1800	1750	129	1671	1750	4610	989	3150	5496	103
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.01	0.02	0.02	0.01	0.13	0.13	0.11	0.33	0.33
Crit Moves:	****				****		****				****	
Green Time:	19.1	0.0	18.0	11.2	10.0	10.0	7.0	42.6	42.6	36.3	71.9	71.9
Volume/Cap:	0.55	0.00	0.63	0.14	0.19	0.19	0.22	0.38	0.38	0.38	0.55	0.55
Delay/Veh:	48.8	0.0	52.5	50.4	51.8	51.8	54.9	29.0	29.0	33.2	14.6	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:	48.8	0.0	52.5	50.4	51.8	51.8	54.9	29.0	29.0	33.2	14.6	14.6
LOS by Move:	D	A	D	D	D	D	D	C	C	C	B	B
HCM2kAvgQ:	6	0	6	1	1	1	1	7	7	6	14	14

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



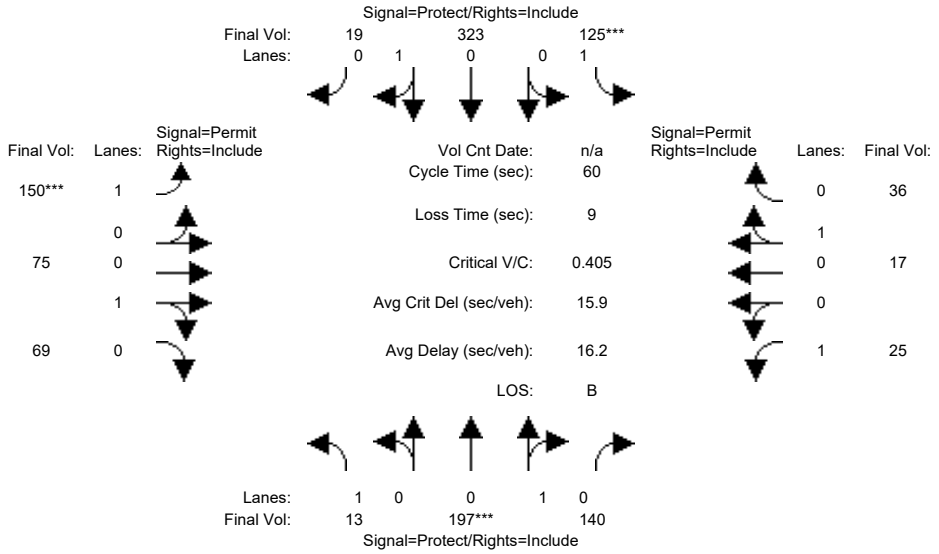
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	206	1	400	44	2	31	36	1581	169	255	1305	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	1	400	44	2	31	36	1581	169	255	1305	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	1	400	44	2	31	36	1581	169	255	1305	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	1	400	44	2	31	36	1581	169	255	1305	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	1	400	44	2	31	36	1581	169	255	1305	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	1	400	44	2	31	36	1581	169	255	1305	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	0.01	0.99	1.00	0.06	0.94	1.00	2.70	0.30	2.00	2.90	0.10
Final Sat.:	1750	4	1796	1750	109	1691	1750	5058	541	3150	5421	179
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.22	0.03	0.02	0.02	0.02	0.31	0.31	0.08	0.24	0.24
Crit Moves:		****		****				****		****		
Green Time:	25.5	36.5	36.5	7.0	18.0	18.0	12.6	51.2	51.2	13.3	51.9	51.9
Volume/Cap:	0.55	0.73	0.73	0.43	0.12	0.12	0.20	0.73	0.73	0.73	0.56	0.56
Delay/Veh:	44.0	42.4	42.4	57.5	44.3	44.3	49.6	29.9	29.9	59.4	25.7	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	42.4	42.4	57.5	44.3	44.3	49.6	29.9	29.9	59.4	25.7	25.7
LOS by Move:	D	D	D	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	7	14	14	2	1	1	1	18	18	7	13	13

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8011: Green Street and Private Street 1



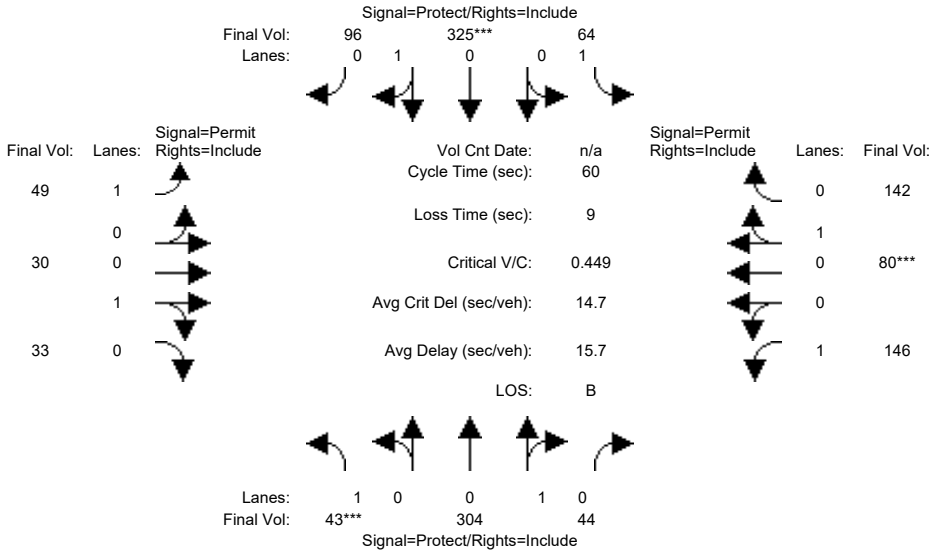
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	13	197	140	125	323	19	150	75	69	25	17	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	197	140	125	323	19	150	75	69	25	17	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	197	140	125	323	19	150	75	69	25	17	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	197	140	125	323	19	150	75	69	25	17	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	197	140	125	323	19	150	75	69	25	17	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	197	140	125	323	19	150	75	69	25	17	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.58	0.42	1.00	0.94	0.06	1.00	0.52	0.48	1.00	0.32	0.68
Final Sat.:	1750	1052	748	1750	1700	100	1750	937	862	1750	577	1223
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.07	0.19	0.19	0.09	0.08	0.08	0.01	0.03	0.03
Crit Moves:		****		****			****					
Green Time:	14.6	27.7	27.7	10.6	23.7	23.7	12.7	12.7	12.7	12.7	12.7	12.7
Volume/Cap:	0.03	0.41	0.41	0.41	0.48	0.48	0.41	0.38	0.38	0.07	0.14	0.14
Delay/Veh:	17.4	11.0	11.0	22.8	14.0	14.0	21.1	20.9	20.9	19.0	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.4	11.0	11.0	22.8	14.0	14.0	21.1	20.9	20.9	19.0	19.4	19.4
LOS by Move:	B	B	B	C	B	B	C	C	C	B	B	B
HCM2kAvgQ:	0	4	4	2	5	5	3	3	3	0	1	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8011: Green Street and Private Street 1



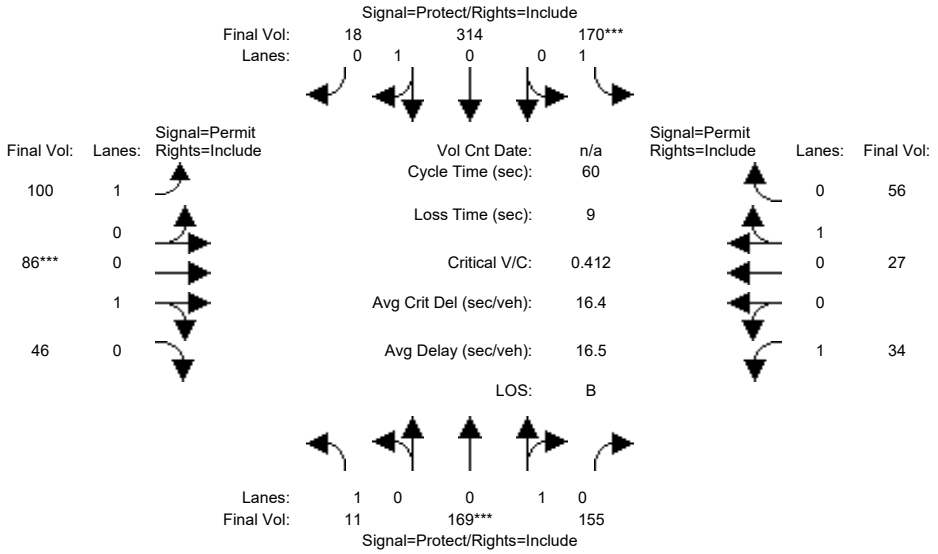
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	304	44	64	325	96	49	30	33	146	80	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	304	44	64	325	96	49	30	33	146	80	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	304	44	64	325	96	49	30	33	146	80	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	304	44	64	325	96	49	30	33	146	80	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	304	44	64	325	96	49	30	33	146	80	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	304	44	64	325	96	49	30	33	146	80	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.87	0.13	1.00	0.77	0.23	1.00	0.48	0.52	1.00	0.36	0.64
Final Sat.:	1750	1572	228	1750	1390	410	1750	857	943	1750	649	1151
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.04	0.23	0.23	0.03	0.04	0.04	0.08	0.12	0.12
Crit Moves:	****				****						****	
Green Time:	7.0	22.3	22.3	13.5	28.8	28.8	15.2	15.2	15.2	15.2	15.2	15.2
Volume/Cap:	0.21	0.52	0.52	0.16	0.49	0.49	0.11	0.14	0.14	0.33	0.49	0.49
Delay/Veh:	24.5	15.4	15.4	18.9	11.0	11.0	17.3	17.5	17.5	18.7	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	15.4	15.4	18.9	11.0	11.0	17.3	17.5	17.5	18.7	19.9	19.9
LOS by Move:	C	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	5	5	1	6	6	1	1	1	3	4	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8011: Green Street and Private Street 1



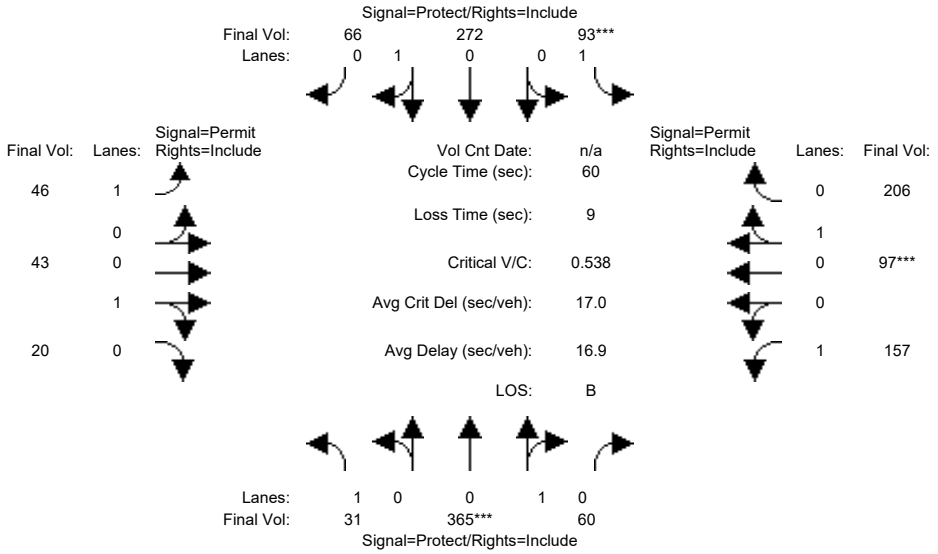
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	169	155	170	314	18	100	86	46	34	27	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	169	155	170	314	18	100	86	46	34	27	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	169	155	170	314	18	100	86	46	34	27	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	169	155	170	314	18	100	86	46	34	27	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	169	155	170	314	18	100	86	46	34	27	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	169	155	170	314	18	100	86	46	34	27	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.52	0.48	1.00	0.95	0.05	1.00	0.65	0.35	1.00	0.33	0.67
Final Sat.:	1750	939	861	1750	1702	98	1750	1173	627	1750	586	1214
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.10	0.18	0.18	0.06	0.07	0.07	0.02	0.05	0.05
Crit Moves:		****		****				****				
Green Time:	15.6	26.2	26.2	14.1	24.7	24.7	10.7	10.7	10.7	10.7	10.7	10.7
Volume/Cap:	0.02	0.41	0.41	0.41	0.45	0.45	0.32	0.41	0.41	0.11	0.26	0.26
Delay/Veh:	16.5	12.0	12.0	20.1	13.2	13.2	22.1	22.7	22.7	20.8	21.7	21.7
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:	16.5	12.0	12.0	20.1	13.2	13.2	22.1	22.7	22.7	20.8	21.7	21.7
LOS by Move:	B	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	4	4	3	5	5	2	3	3	1	2	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8011: Green Street and Private Street 1

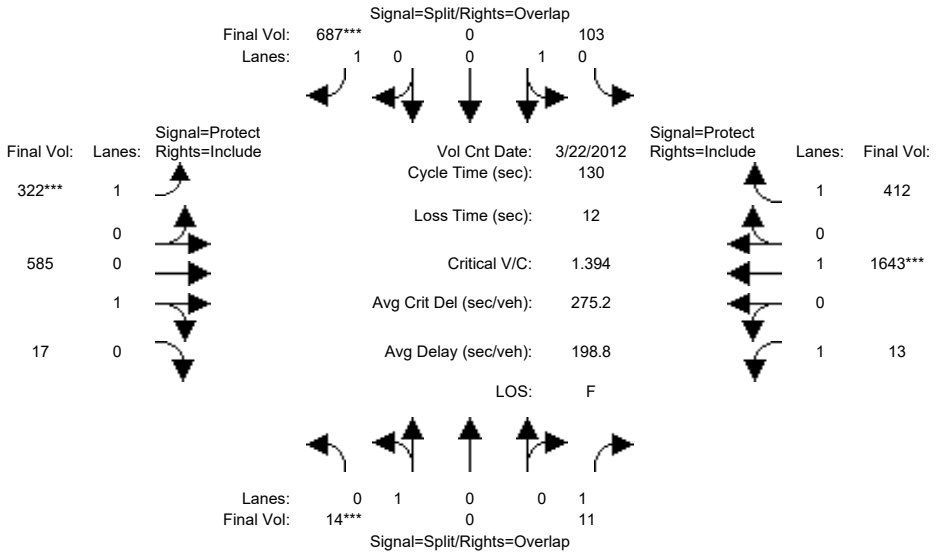


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	365	60	93	272	66	46	43	20	157	97	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	365	60	93	272	66	46	43	20	157	97	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	365	60	93	272	66	46	43	20	157	97	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	365	60	93	272	66	46	43	20	157	97	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	365	60	93	272	66	46	43	20	157	97	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	365	60	93	272	66	46	43	20	157	97	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.86	0.14	1.00	0.80	0.20	1.00	0.68	0.32	1.00	0.32	0.68
Final Sat.:	1750	1546	254	1750	1449	351	1750	1229	571	1750	576	1224
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.05	0.19	0.19	0.03	0.04	0.04	0.09	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	12.5	25.7	25.7	7.0	20.2	20.2	18.3	18.3	18.3	18.3	18.3	18.3
Volume/Cap:	0.08	0.55	0.55	0.46	0.56	0.56	0.09	0.11	0.11	0.29	0.55	0.55
Delay/Veh:	19.2	13.7	13.7	26.3	17.5	17.5	14.9	15.1	15.1	16.2	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	13.7	13.7	26.3	17.5	17.5	14.9	15.1	15.1	16.2	18.6	18.6
LOS by Move:	B	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	6	6	2	5	5	1	1	1	3	6	6

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



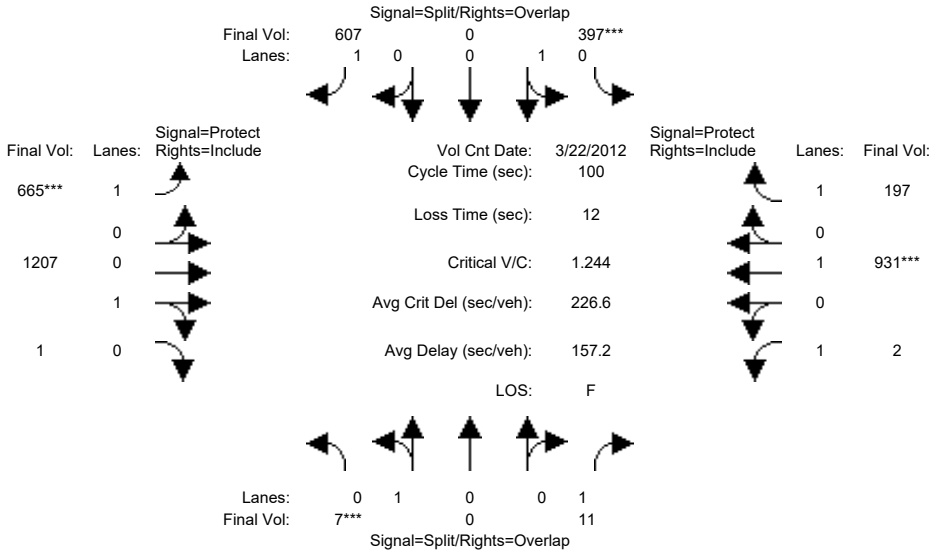
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	103	0	687	322	585	17	13	1643	412
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	103	0	687	322	585	17	13	1643	412
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	103	0	687	322	585	17	13	1643	412
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	103	0	687	322	585	17	13	1643	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	103	0	687	322	585	17	13	1643	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	103	0	687	322	585	17	13	1643	412
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1749	51	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.06	0.00	0.39	0.18	0.33	0.33	0.01	0.86	0.24
Crit Moves:	****					****	****				****	
Green Time:	10.0	0.0	22.5	17.9	0.0	33.7	15.8	77.6	77.6	12.5	74.3	74.3
Volume/Cap:	0.10	0.00	0.04	0.42	0.00	1.51	1.51	0.56	0.56	0.08	1.51	0.41
Delay/Veh:	56.1	0.0	44.8	52.4	0.0	290.3	310.8	16.5	16.5	53.7	264	15.9
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:	56.1	0.0	44.8	52.4	0.0	290.3	310.8	16.5	16.5	53.7	264	15.9
LOS by Move:	E	A	D	D	A	F	F	B	B	D	F	B
HCM2kAvgQ:	1	0	0	4	0	61	30	15	15	0	130	9

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



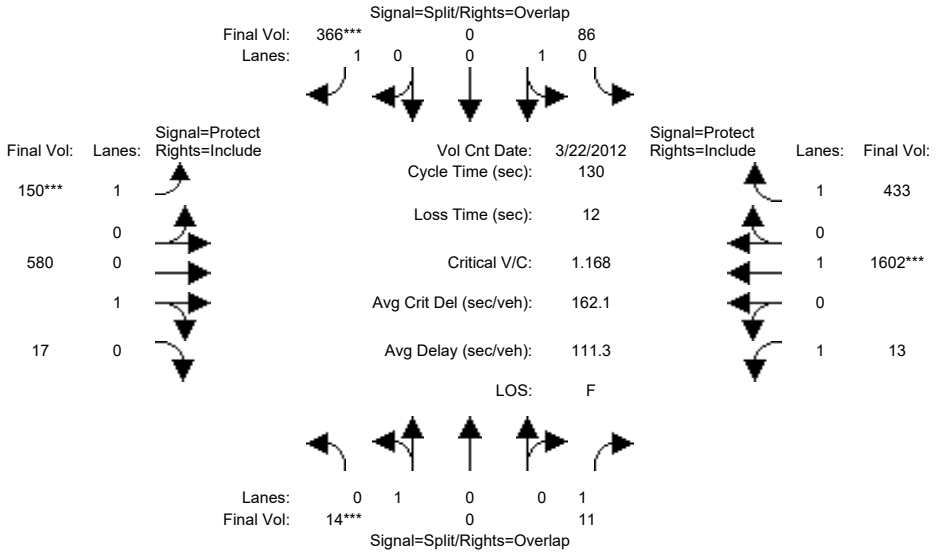
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	397	0	607	665	1207	1	2	931	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	397	0	607	665	1207	1	2	931	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	397	0	607	665	1207	1	2	931	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	397	0	607	665	1207	1	2	931	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	397	0	607	665	1207	1	2	931	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	397	0	607	665	1207	1	2	931	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.99	0.01	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1799	1	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.22	0.00	0.35	0.38	0.67	0.67	0.00	0.49	0.11
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	17.0	15.8	0.0	43.0	27.2	55.2	55.2	7.0	35.0	35.0
Volume/Cap:	0.04	0.00	0.04	1.40	0.00	0.81	1.40	1.22	1.22	0.02	1.40	0.32
Delay/Veh:	40.7	0.0	34.7	241.3	0.0	31.4	228.0	129	128.6	43.3	221	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	0.0	34.7	241.3	0.0	31.4	228.0	129	128.6	43.3	221	24.1
LOS by Move:	D	A	C	F	A	C	F	F	F	D	F	C
HCM2kAvgQ:	0	0	0	29	0	20	49	68	68	0	61	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



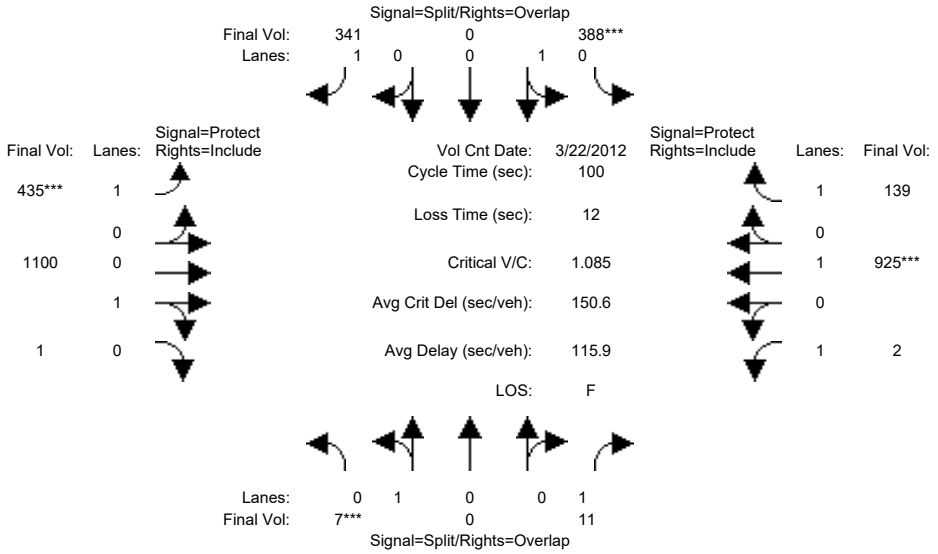
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	86	0	366	150	580	17	13	1602	433
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	86	0	366	150	580	17	13	1602	433
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	86	0	366	150	580	17	13	1602	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	86	0	366	150	580	17	13	1602	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	86	0	366	150	580	17	13	1602	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	86	0	366	150	580	17	13	1602	433
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1749	51	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.00	0.21	0.09	0.33	0.33	0.01	0.84	0.25
Crit Moves:	****					****	****				****	
Green Time:	10.0	0.0	23.3	12.7	0.0	21.5	8.8	82.0	82.0	13.3	86.5	86.5
Volume/Cap:	0.10	0.00	0.04	0.49	0.00	1.27	1.27	0.53	0.53	0.07	1.27	0.37
Delay/Veh:	56.1	0.0	44.1	57.8	0.0	198.8	231.3	13.7	13.7	52.9	148	9.9
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:	56.1	0.0	44.1	57.8	0.0	198.8	231.3	13.7	13.7	52.9	148	9.9
LOS by Move:	E	A	D	E	A	F	F	B	B	D	F	A
HCM2kAvgQ:	1	0	0	4	0	28	13	14	14	0	103	8

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE

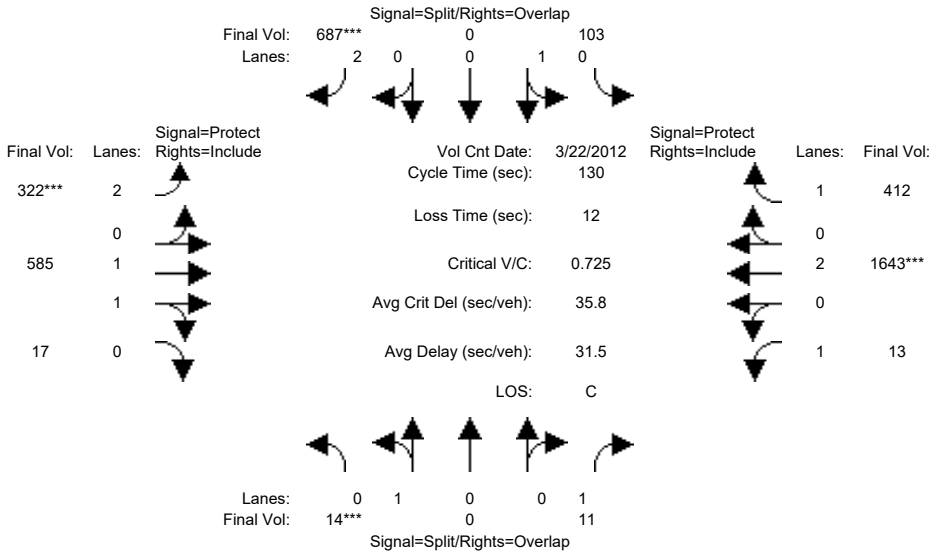


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	388	0	341	435	1100	1	2	925	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	388	0	341	435	1100	1	2	925	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	388	0	341	435	1100	1	2	925	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	388	0	341	435	1100	1	2	925	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	388	0	341	435	1100	1	2	925	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	388	0	341	435	1100	1	2	925	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.99	0.01	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1798	2	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.22	0.00	0.19	0.25	0.61	0.61	0.00	0.49	0.08
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	17.0	17.7	0.0	38.1	20.4	53.3	53.3	7.0	39.9	39.9
Volume/Cap:	0.04	0.00	0.04	1.22	0.00	0.51	1.22	1.15	1.15	0.02	1.22	0.20
Delay/Veh:	40.7	0.0	34.7	164.9	0.0	24.5	161.2	102	101.9	43.3	140	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:	40.7	0.0	34.7	164.9	0.0	24.5	161.2	102	101.9	43.3	140	19.7
LOS by Move:	D	A	C	F	A	C	F	F	F	D	F	B
HCM2kAvgQ:	0	0	0	24	0	9	28	57	57	0	49	3

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



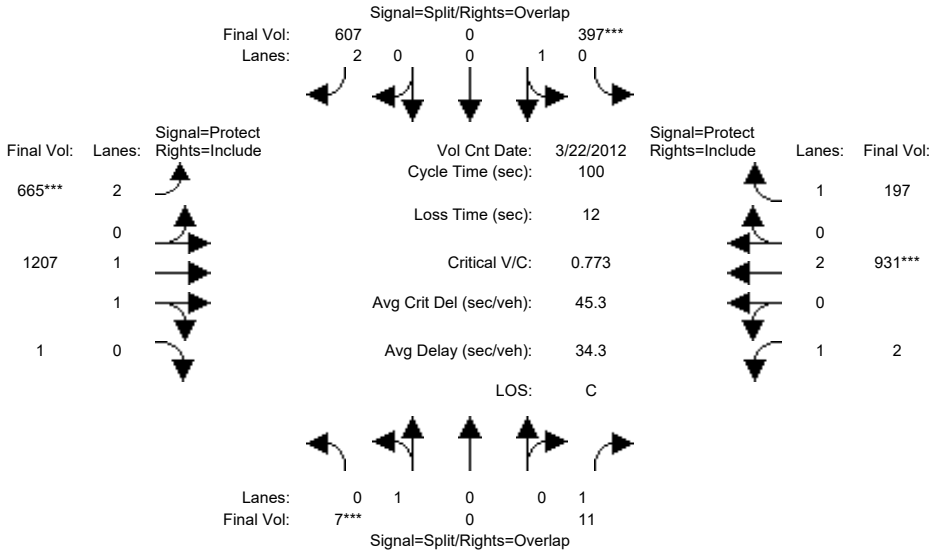
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	103	0	687	322	585	17	13	1643	412
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	103	0	687	322	585	17	13	1643	412
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	103	0	687	322	585	17	13	1643	412
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	103	0	687	322	585	17	13	1643	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	103	0	687	322	585	17	13	1643	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	103	0	687	322	585	17	13	1643	412
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3595	104	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.06	0.00	0.22	0.10	0.16	0.16	0.01	0.43	0.24
Crit Moves:	****					****	****				****	
Green Time:	10.0	0.0	32.1	19.2	0.0	36.2	17.0	66.7	66.7	22.1	71.8	71.8
Volume/Cap:	0.10	0.00	0.03	0.39	0.00	0.78	0.78	0.32	0.32	0.04	0.78	0.43
Delay/Veh:	56.1	0.0	37.1	51.0	0.0	47.9	64.2	18.5	18.5	45.2	25.0	17.4
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:	56.1	0.0	37.1	51.0	0.0	47.9	64.2	18.5	18.5	45.2	25.0	17.4
LOS by Move:	E	A	D	D	A	D	E	B	B	D	C	B
HCM2kAvgQ:	1	0	0	4	0	17	9	7	7	0	25	10

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



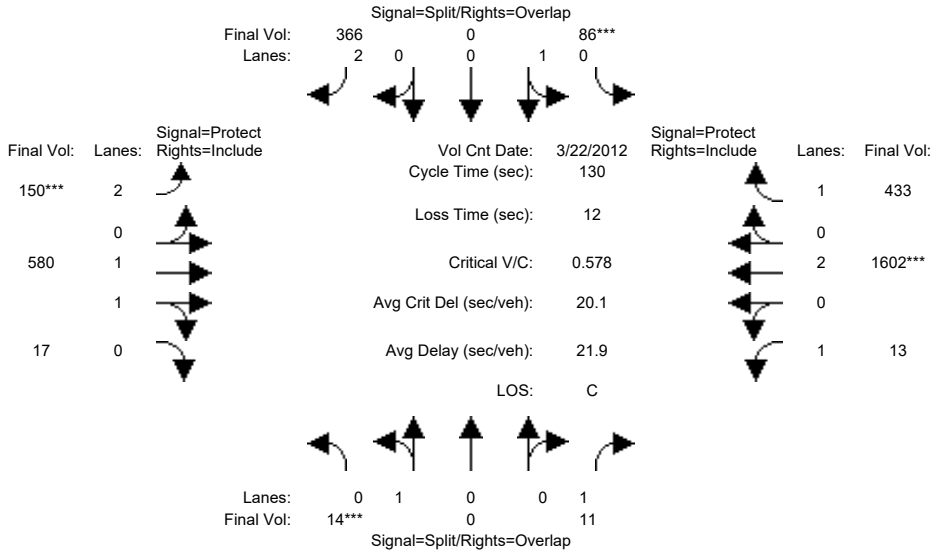
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	397	0	607	665	1207	1	2	931	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	397	0	607	665	1207	1	2	931	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	397	0	607	665	1207	1	2	931	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	397	0	607	665	1207	1	2	931	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	397	0	607	665	1207	1	2	931	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	397	0	607	665	1207	1	2	931	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3697	3	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.22	0.00	0.19	0.21	0.33	0.33	0.00	0.25	0.11
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	19.3	25.4	0.0	49.8	24.3	43.3	43.3	9.3	28.2	28.2
Volume/Cap:	0.04	0.00	0.03	0.87	0.00	0.39	0.87	0.75	0.75	0.01	0.87	0.40
Delay/Veh:	40.7	0.0	32.8	51.7	0.0	15.8	46.6	26.0	26.0	41.2	41.8	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	0.0	32.8	51.7	0.0	15.8	46.6	26.0	26.0	41.2	41.8	29.5
LOS by Move:	D	A	C	D	A	B	D	C	C	D	D	C
HCM2kAvgQ:	0	0	0	15	0	7	15	17	17	0	15	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



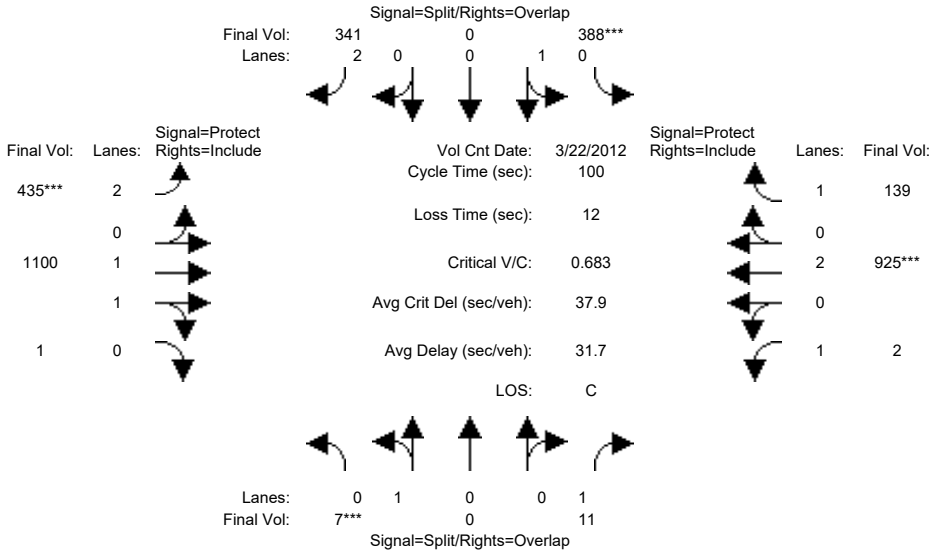
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	86	0	366	150	580	17	13	1602	433
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	86	0	366	150	580	17	13	1602	433
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	86	0	366	150	580	17	13	1602	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	86	0	366	150	580	17	13	1602	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	86	0	366	150	580	17	13	1602	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	86	0	366	150	580	17	13	1602	433
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3595	105	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.00	0.12	0.05	0.16	0.16	0.01	0.42	0.25
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	33.9	12.7	0.0	22.3	9.7	71.5	71.5	23.9	85.7	85.7
Volume/Cap:	0.10	0.00	0.02	0.49	0.00	0.68	0.64	0.29	0.29	0.04	0.64	0.38
Delay/Veh:	56.1	0.0	35.8	57.8	0.0	53.8	64.3	15.8	15.8	43.7	13.6	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:	56.1	0.0	35.8	57.8	0.0	53.8	64.3	15.8	15.8	43.7	13.6	10.3
LOS by Move:	E	A	D	E	A	D	E	B	B	D	B	B
HCM2kAvgQ:	1	0	0	4	0	9	5	6	6	0	18	8

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



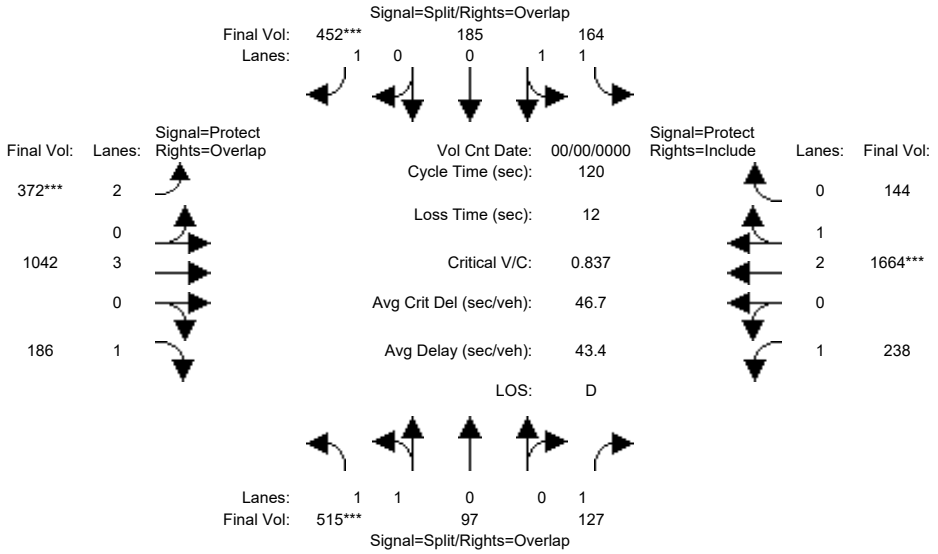
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	388	0	341	435	1100	1	2	925	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	388	0	341	435	1100	1	2	925	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	388	0	341	435	1100	1	2	925	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	388	0	341	435	1100	1	2	925	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	388	0	341	435	1100	1	2	925	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	388	0	341	435	1100	1	2	925	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	2.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	3150	3150	3697	3	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.22	0.00	0.11	0.14	0.30	0.30	0.00	0.24	0.08
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	19.5	28.2	0.0	46.2	18.0	40.3	40.3	9.5	31.8	31.8
Volume/Cap:	0.04	0.00	0.03	0.77	0.00	0.23	0.77	0.74	0.74	0.01	0.77	0.25
Delay/Veh:	40.7	0.0	32.7	39.8	0.0	16.3	45.1	27.3	27.3	41.0	33.7	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	0.0	32.7	39.8	0.0	16.3	45.1	27.3	27.3	41.0	33.7	25.5
LOS by Move:	D	A	C	D	A	B	D	C	C	D	C	C
HCM2kAvgQ:	0	0	0	13	0	4	10	16	16	0	13	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #4122: BERRYESSA/SIERRA



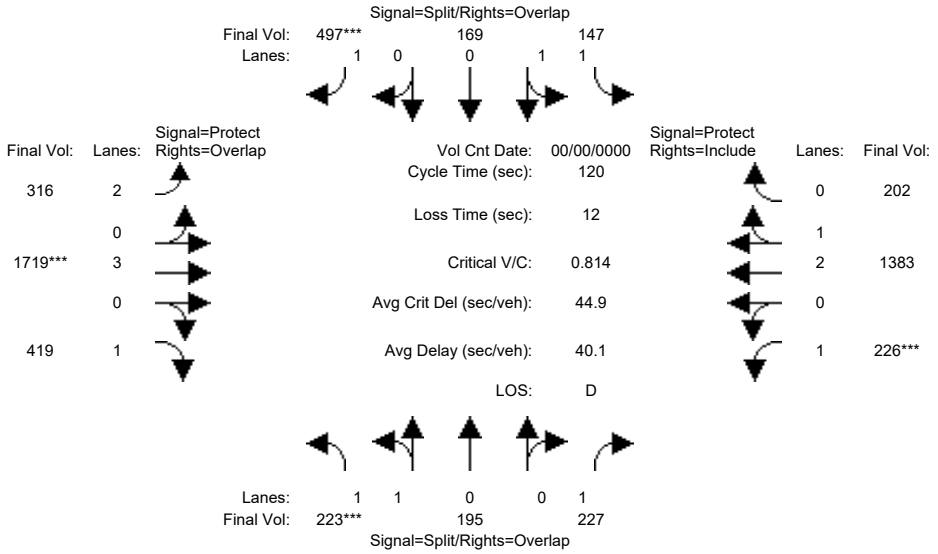
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	515	97	127	164	185	452	372	1042	186	238	1664	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	515	97	127	164	185	452	372	1042	186	238	1664	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	515	97	127	164	185	452	372	1042	186	238	1664	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	515	97	127	164	185	452	372	1042	186	238	1664	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	515	97	127	164	185	452	372	1042	186	238	1664	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	515	97	127	164	185	452	372	1042	186	238	1664	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.69	0.31	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.75	0.25
Final Sat.:	2987	563	1750	1750	1900	1750	3150	5700	1750	1750	5153	446
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.07	0.09	0.10	0.26	0.12	0.18	0.11	0.14	0.32	0.32
Crit Moves:	****					****	****				****	
Green Time:	24.7	24.7	51.7	20.1	20.1	37.0	16.9	36.2	60.9	27.0	46.3	46.3
Volume/Cap:	0.84	0.84	0.17	0.56	0.58	0.84	0.84	0.61	0.21	0.61	0.84	0.84
Delay/Veh:	56.7	56.7	21.5	49.5	50.2	53.0	67.1	37.4	16.8	48.5	37.5	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	56.7	21.5	49.5	50.2	53.0	67.1	37.4	16.8	48.5	37.5	37.5
LOS by Move:	E	E	C	D	D	D	E	D	B	D	D	D
HCM2kAvgQ:	13	13	3	7	7	19	11	11	4	9	22	22

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #4122: BERRYESSA/SIERRA



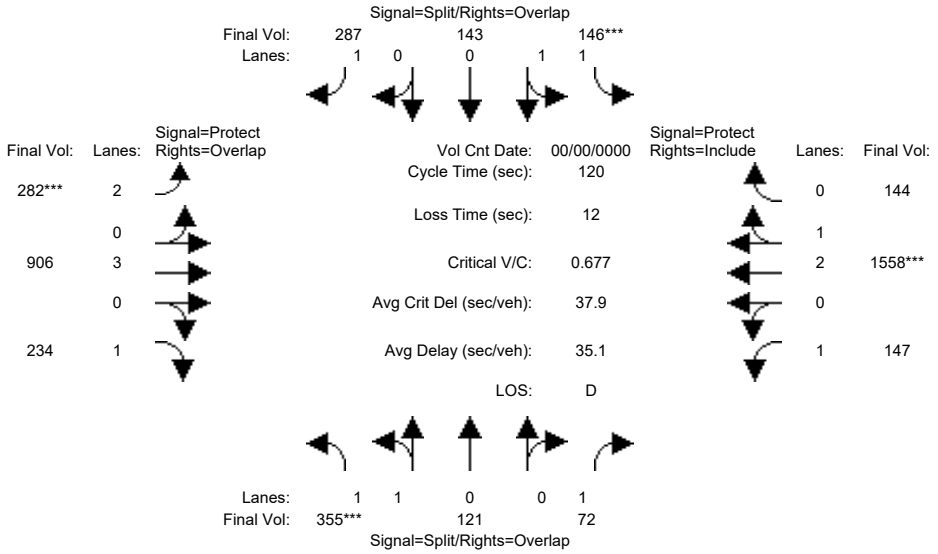
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	223	195	227	147	169	497	316	1719	419	226	1383	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:	223	195	227	147	169	497	316	1719	419	226	1383	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	195	227	147	169	497	316	1719	419	226	1383	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:	223	195	227	147	169	497	316	1719	419	226	1383	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	195	227	147	169	497	316	1719	419	226	1383	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
FinalVolume:	223	195	227	147	169	497	316	1719	419	226	1383	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.08	0.92	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.60	0.40
Final Sat.:	1894	1656	1750	1750	1900	1750	3150	5700	1750	1750	4885	714
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.13	0.08	0.09	0.28	0.10	0.30	0.24	0.13	0.28	0.28
Crit Moves:	****					****		****		****		
Green Time:	17.4	17.4	36.4	27.1	27.1	43.7	16.6	44.5	61.9	19.0	46.9	46.9
Volume/Cap:	0.81	0.81	0.43	0.37	0.39	0.78	0.72	0.81	0.46	0.81	0.72	0.72
Delay/Veh:	62.9	62.9	35.9	40.5	40.9	43.0	59.5	37.6	20.2	71.1	33.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.9	62.9	35.9	40.5	40.9	43.0	59.5	37.6	20.2	71.1	33.2	33.2
LOS by Move:	E	E	D	D	D	D	E	D	C	E	C	C
HCM2kAvgQ:	9	9	7	5	5	19	8	21	11	9	17	17

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #4122: BERRYESSA/SIERRA



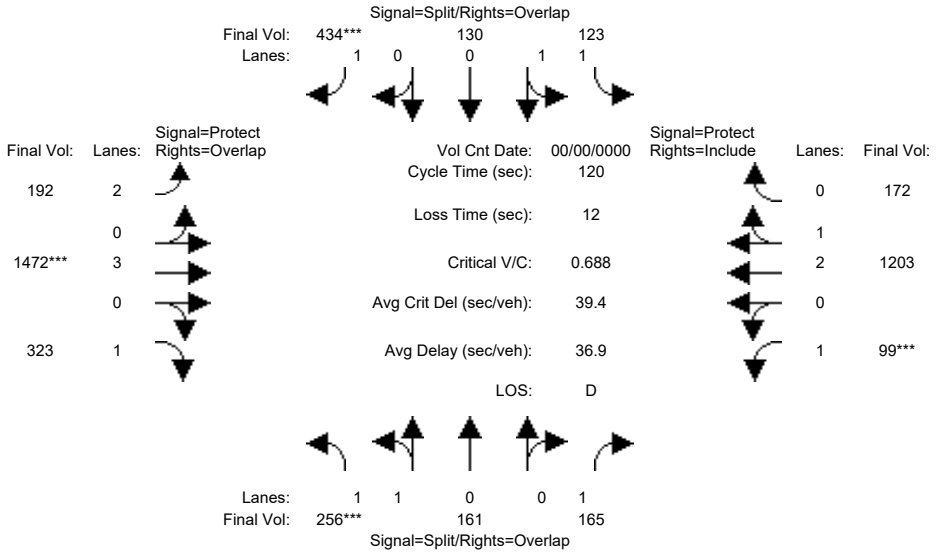
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	355	121	72	146	143	287	282	906	234	147	1558	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	355	121	72	146	143	287	282	906	234	147	1558	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	355	121	72	146	143	287	282	906	234	147	1558	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	355	121	72	146	143	287	282	906	234	147	1558	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	121	72	146	143	287	282	906	234	147	1558	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	355	121	72	146	143	287	282	906	234	147	1558	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.50	0.50	1.00	1.02	0.98	1.00	2.00	3.00	1.00	1.00	2.74	0.26
Final Sat.:	2647	902	1750	1793	1756	1750	3150	5700	1750	1750	5126	474
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.04	0.08	0.08	0.16	0.09	0.16	0.13	0.08	0.30	0.30
Crit Moves:	****			****			****				****	
Green Time:	23.8	23.8	47.9	14.4	14.4	30.3	15.9	45.7	69.4	24.1	53.9	53.9
Volume/Cap:	0.68	0.68	0.10	0.68	0.68	0.65	0.68	0.42	0.23	0.42	0.68	0.68
Delay/Veh:	49.7	49.7	22.9	58.9	58.9	47.3	58.2	28.0	12.8	45.4	27.6	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:	49.7	49.7	22.9	58.9	58.9	47.3	58.2	28.0	12.8	45.4	27.6	27.6
LOS by Move:	D	D	C	E	E	D	E	C	B	D	C	C
HCM2kAvgQ:	9	9	2	7	7	11	7	8	4	5	17	17

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #4122: BERRYESSA/SIERRA



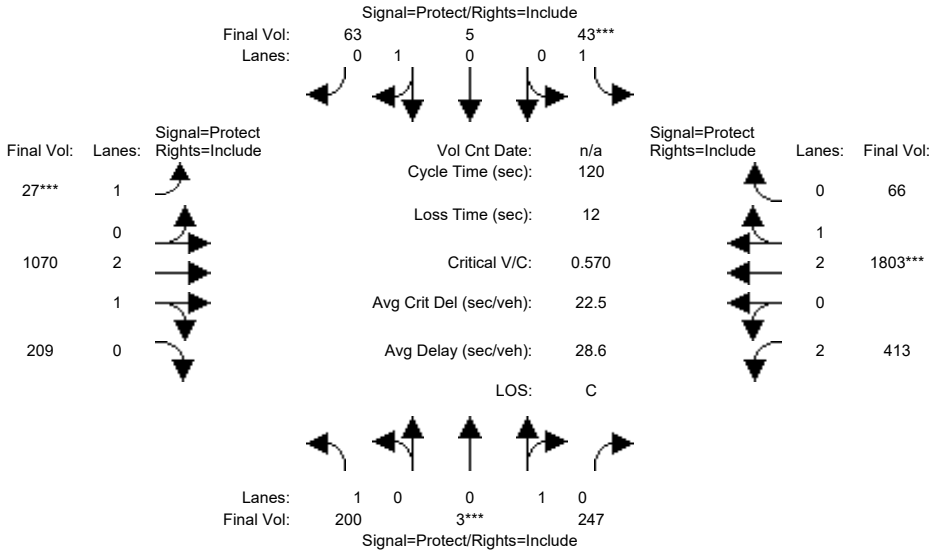
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	256	161	165	123	130	434	192	1472	323	99	1203	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	161	165	123	130	434	192	1472	323	99	1203	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	161	165	123	130	434	192	1472	323	99	1203	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	161	165	123	130	434	192	1472	323	99	1203	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	161	165	123	130	434	192	1472	323	99	1203	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	256	161	165	123	130	434	192	1472	323	99	1203	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.24	0.76	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.61	0.39
Final Sat.:	2179	1370	1750	1750	1900	1750	3150	5700	1750	1750	4899	700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.09	0.07	0.07	0.25	0.06	0.26	0.18	0.06	0.25	0.25
Crit Moves:	****					****		****		****		
Green Time:	20.5	20.5	30.4	32.6	32.6	43.5	10.9	45.0	65.5	9.9	44.0	44.0
Volume/Cap:	0.69	0.69	0.37	0.26	0.25	0.68	0.67	0.69	0.34	0.69	0.67	0.67
Delay/Veh:	53.0	53.0	39.4	34.9	34.8	38.3	64.6	33.4	16.1	77.2	33.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	53.0	39.4	34.9	34.8	38.3	64.6	33.4	16.1	77.2	33.7	33.7
LOS by Move:	D	D	D	C	C	D	E	C	B	E	C	C
HCM2kAvgQ:	8	8	5	4	4	15	5	16	7	4	15	15

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



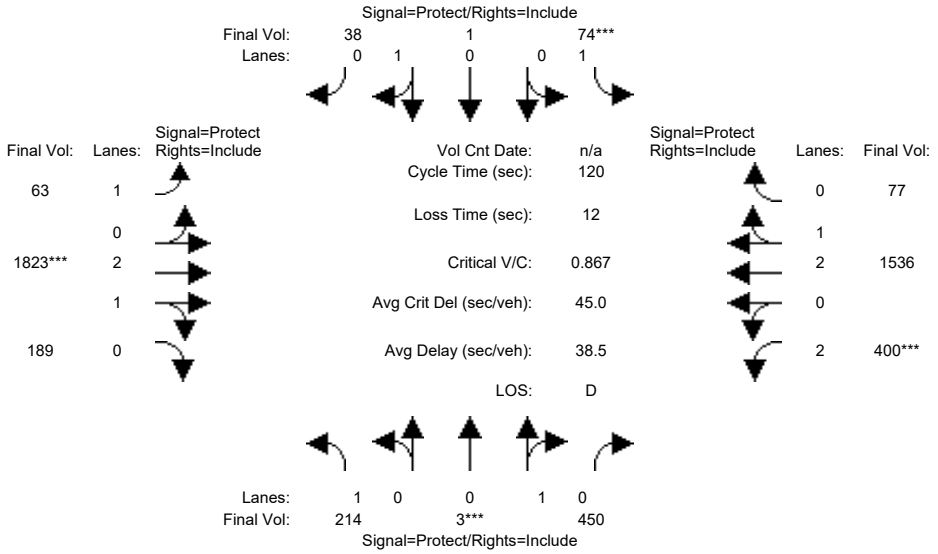
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	3	247	43	5	63	27	1070	209	413	1803	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	3	247	43	5	63	27	1070	209	413	1803	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	3	247	43	5	63	27	1070	209	413	1803	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	3	247	43	5	63	27	1070	209	413	1803	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	3	247	43	5	63	27	1070	209	413	1803	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	3	247	43	5	63	27	1070	209	413	1803	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	0.01	0.99	1.00	0.07	0.93	1.00	2.49	0.51	2.00	2.89	0.11
Final Sat.:	1750	22	1778	1750	132	1668	1750	4684	915	3150	5402	198
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.14	0.02	0.04	0.04	0.02	0.23	0.23	0.13	0.33	0.33
Crit Moves:		****		****			****				****	
Green Time:	20.0	27.6	27.6	7.0	14.6	14.6	7.0	46.6	46.6	26.8	66.4	66.4
Volume/Cap:	0.68	0.60	0.60	0.42	0.31	0.31	0.26	0.59	0.59	0.59	0.60	0.60
Delay/Veh:	53.6	43.8	43.8	57.3	48.9	48.9	55.4	29.5	29.5	43.0	18.3	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	43.8	43.8	57.3	48.9	48.9	55.4	29.5	29.5	43.0	18.3	18.3
LOS by Move:	D	D	D	E	D	D	E	C	C	D	B	B
HCM2kAvgQ:	8	9	9	2	3	3	1	12	12	9	16	16

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



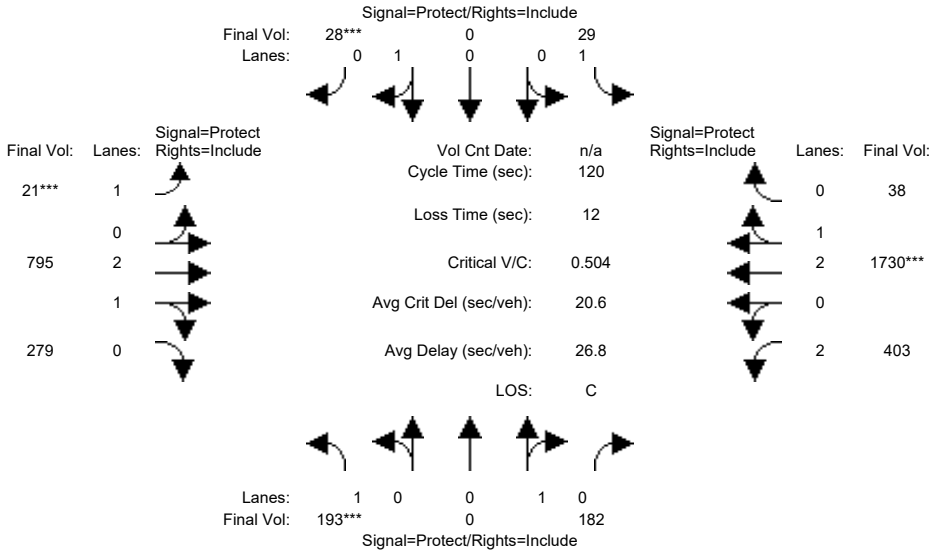
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	214	3	450	74	1	38	63	1823	189	400	1536	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	3	450	74	1	38	63	1823	189	400	1536	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	3	450	74	1	38	63	1823	189	400	1536	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	3	450	74	1	38	63	1823	189	400	1536	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	3	450	74	1	38	63	1823	189	400	1536	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	3	450	74	1	38	63	1823	189	400	1536	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	0.01	0.99	1.00	0.03	0.97	1.00	2.71	0.29	2.00	2.85	0.15
Final Sat.:	1750	12	1788	1750	46	1754	1750	5073	526	3150	5332	267
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.25	0.04	0.02	0.02	0.04	0.36	0.36	0.13	0.29	0.29
Crit Moves:		****		****				****		****		
Green Time:	24.6	34.4	34.4	7.0	16.8	16.8	11.2	49.2	49.2	17.4	55.3	55.3
Volume/Cap:	0.60	0.88	0.88	0.72	0.15	0.15	0.39	0.88	0.88	0.88	0.62	0.62
Delay/Veh:	45.9	56.3	56.3	78.1	45.6	45.6	52.7	36.8	36.8	67.5	24.9	24.9
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:	45.9	56.3	56.3	78.1	45.6	45.6	52.7	36.8	36.8	67.5	24.9	24.9
LOS by Move:	D	E	E	E	D	D	D	D	D	E	C	C
HCM2kAvgQ:	8	18	18	4	1	1	2	23	23	12	15	15

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



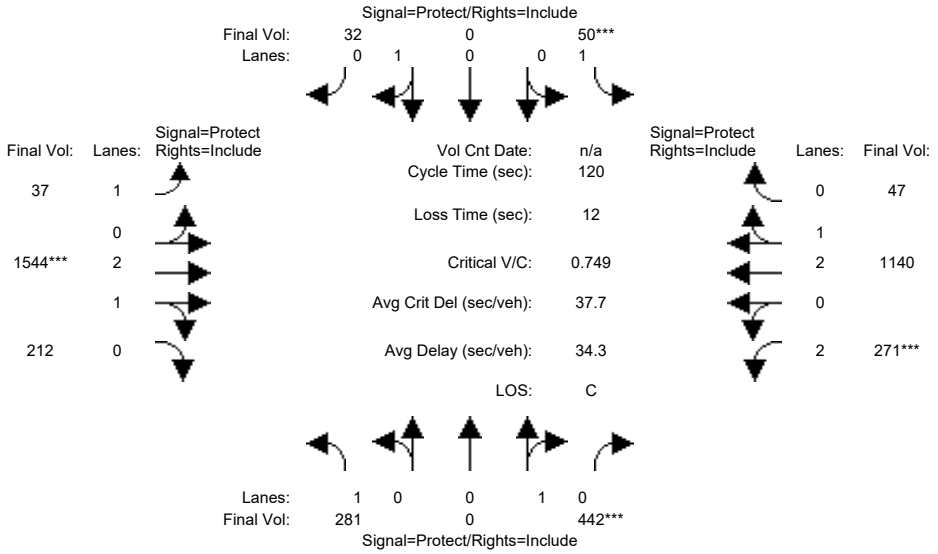
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	193	0	182	29	0	28	21	795	279	403	1730	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	0	182	29	0	28	21	795	279	403	1730	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	0	182	29	0	28	21	795	279	403	1730	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	0	182	29	0	28	21	795	279	403	1730	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	0	182	29	0	28	21	795	279	403	1730	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	0	182	29	0	28	21	795	279	403	1730	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.19	0.81	2.00	2.93	0.07
Final Sat.:	1750	0	1800	1750	0	1800	1750	4143	1454	3150	5479	120
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.10	0.02	0.00	0.02	0.01	0.19	0.19	0.13	0.32	0.32
Crit Moves:	****					****	****				****	
Green Time:	23.6	0.0	21.3	12.3	0.0	12.3	7.0	44.7	44.7	29.8	67.4	67.4
Volume/Cap:	0.56	0.00	0.57	0.16	0.00	0.15	0.21	0.52	0.52	0.52	0.56	0.56
Delay/Veh:	45.7	0.0	47.6	49.6	0.0	49.5	54.9	29.5	29.5	39.5	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	0.0	47.6	49.6	0.0	49.5	54.9	29.5	29.5	39.5	17.1	17.1
LOS by Move:	D	A	D	D	A	D	D	C	C	D	B	B
HCM2kAvgQ:	7	0	6	1	0	1	1	10	10	8	14	14

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



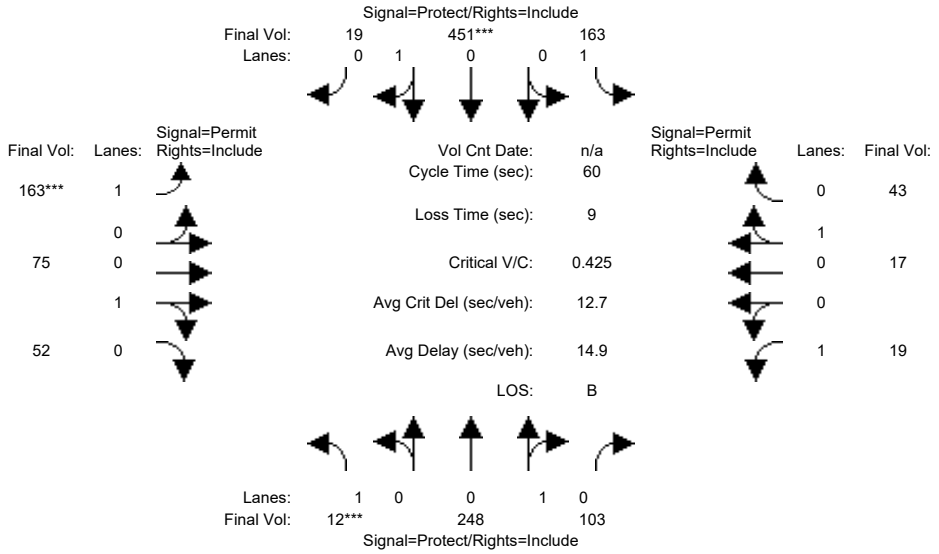
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	281	0	442	50	0	32	37	1544	212	271	1140	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	281	0	442	50	0	32	37	1544	212	271	1140	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	281	0	442	50	0	32	37	1544	212	271	1140	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	0	442	50	0	32	37	1544	212	271	1140	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	0	442	50	0	32	37	1544	212	271	1140	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	0	442	50	0	32	37	1544	212	271	1140	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.62	0.38	2.00	2.88	0.12
Final Sat.:	1750	0	1800	1750	0	1800	1750	4923	676	3150	5378	222
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.25	0.03	0.00	0.02	0.02	0.31	0.31	0.09	0.21	0.21
Crit Moves:			****	****				****		****		
Green Time:	40.9	0.0	38.4	7.0	0.0	7.0	13.5	49.1	49.1	13.5	49.1	49.1
Volume/Cap:	0.47	0.00	0.77	0.49	0.00	0.30	0.19	0.77	0.77	0.77	0.52	0.52
Delay/Veh:	31.6	0.0	42.9	58.4	0.0	55.8	48.7	32.1	32.1	61.4	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	0.0	42.9	58.4	0.0	55.8	48.7	32.1	32.1	61.4	26.8	26.8
LOS by Move:	C	A	D	E	A	E	D	C	C	E	C	C
HCM2kAvgQ:	8	0	15	3	0	1	1	19	19	8	11	11

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8011: Green Street and Private Street 1



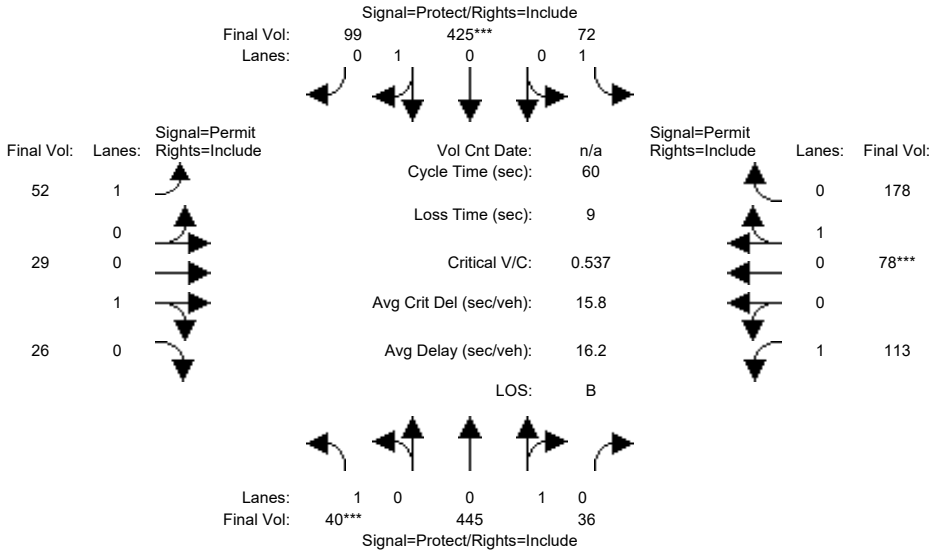
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	248	103	163	451	19	163	75	52	19	17	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	248	103	163	451	19	163	75	52	19	17	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	248	103	163	451	19	163	75	52	19	17	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	248	103	163	451	19	163	75	52	19	17	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	248	103	163	451	19	163	75	52	19	17	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	248	103	163	451	19	163	75	52	19	17	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.71	0.29	1.00	0.96	0.04	1.00	0.59	0.41	1.00	0.28	0.72
Final Sat.:	1750	1272	528	1750	1727	73	1750	1063	737	1750	510	1290
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.09	0.26	0.26	0.09	0.07	0.07	0.01	0.03	0.03
Crit Moves:	****				****		****					
Green Time:	7.0	24.7	24.7	14.8	32.4	32.4	11.6	11.6	11.6	11.6	11.6	11.6
Volume/Cap:	0.06	0.47	0.47	0.38	0.48	0.48	0.48	0.37	0.37	0.06	0.17	0.17
Delay/Veh:	23.7	13.4	13.4	19.4	9.0	9.0	22.6	21.7	21.7	19.8	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	13.4	13.4	19.4	9.0	9.0	22.6	21.7	21.7	19.8	20.5	20.5
LOS by Move:	C	B	B	B	A	A	C	C	C	B	C	C
HCM2kAvgQ:	0	5	5	3	6	6	4	3	3	0	1	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8011: Green Street and Private Street 1



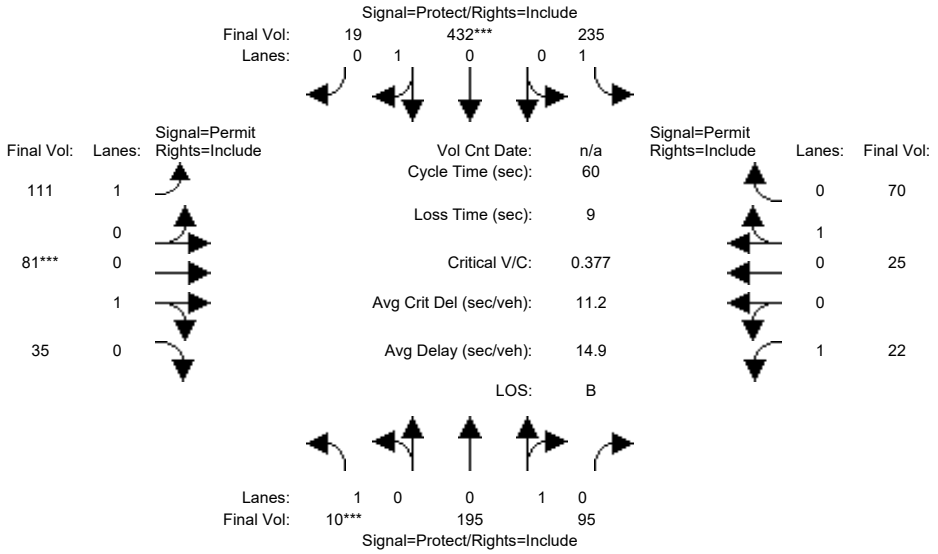
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	445	36	72	425	99	52	29	26	113	78	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	445	36	72	425	99	52	29	26	113	78	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	445	36	72	425	99	52	29	26	113	78	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	445	36	72	425	99	52	29	26	113	78	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	445	36	72	425	99	52	29	26	113	78	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	445	36	72	425	99	52	29	26	113	78	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.81	0.19	1.00	0.53	0.47	1.00	0.30	0.70
Final Sat.:	1750	1665	135	1750	1460	340	1750	949	851	1750	548	1252
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.04	0.29	0.29	0.03	0.03	0.03	0.06	0.14	0.14
Crit Moves:	****				****						****	
Green Time:	7.0	25.4	25.4	11.1	29.6	29.6	14.4	14.4	14.4	14.4	14.4	14.4
Volume/Cap:	0.20	0.63	0.63	0.22	0.59	0.59	0.12	0.13	0.13	0.27	0.59	0.59
Delay/Veh:	24.4	15.3	15.3	21.1	12.0	12.0	18.0	18.0	18.0	18.8	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	15.3	15.3	21.1	12.0	12.0	18.0	18.0	18.0	18.8	22.3	22.3
LOS by Move:	C	B	B	C	B	B	B	B	B	B	C	C
HCM2kAvgQ:	1	7	7	1	7	7	1	1	1	2	5	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #8011: Green Street and Private Street 1



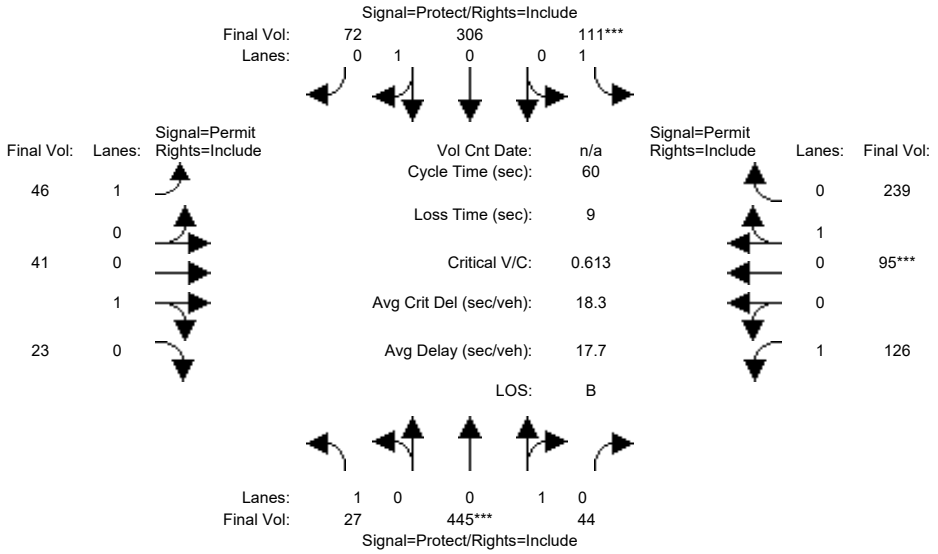
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	195	95	235	432	19	111	81	35	22	25	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	195	95	235	432	19	111	81	35	22	25	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	195	95	235	432	19	111	81	35	22	25	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	195	95	235	432	19	111	81	35	22	25	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	195	95	235	432	19	111	81	35	22	25	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	195	95	235	432	19	111	81	35	22	25	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.67	0.33	1.00	0.96	0.04	1.00	0.70	0.30	1.00	0.26	0.74
Final Sat.:	1750	1210	590	1750	1724	76	1750	1257	543	1750	474	1326
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.13	0.25	0.25	0.06	0.06	0.06	0.01	0.05	0.05
Crit Moves:	****				****			****				
Green Time:	7.0	22.7	22.7	18.3	34.0	34.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.05	0.43	0.43	0.44	0.44	0.44	0.38	0.39	0.39	0.08	0.32	0.32
Delay/Veh:	23.6	14.2	14.2	17.3	7.8	7.8	23.1	23.1	23.1	21.2	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	14.2	14.2	17.3	7.8	7.8	23.1	23.1	23.1	21.2	22.6	22.6
LOS by Move:	C	B	B	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	4	4	4	5	5	2	2	2	0	2	2

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8011: Green Street and Private Street 1



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:	27	445	44	111	306	72	46	41	23	126	95	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	445	44	111	306	72	46	41	23	126	95	239
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	445	44	111	306	72	46	41	23	126	95	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	445	44	111	306	72	46	41	23	126	95	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	445	44	111	306	72	46	41	23	126	95	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	445	44	111	306	72	46	41	23	126	95	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.91	0.09	1.00	0.81	0.19	1.00	0.64	0.36	1.00	0.28	0.72
Final Sat.:	1750	1638	162	1750	1457	343	1750	1153	647	1750	512	1288
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.06	0.21	0.21	0.03	0.04	0.04	0.07	0.19	0.19
Crit Moves:		****		****							****	
Green Time:	11.8	26.1	26.1	7.0	21.3	21.3	17.9	17.9	17.9	17.9	17.9	17.9
Volume/Cap:	0.08	0.62	0.62	0.54	0.59	0.59	0.09	0.12	0.12	0.24	0.62	0.62
Delay/Veh:	19.7	14.7	14.7	28.0	17.3	17.3	15.3	15.4	15.4	16.2	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.7	14.7	14.7	28.0	17.3	17.3	15.3	15.4	15.4	16.2	20.5	20.5
LOS by Move:	B	B	B	C	B	B	B	B	B	B	C	C
HCM2kAvgQ:	0	7	7	2	6	6	1	1	1	2	7	7

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

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	190	648	571
Demand Flow Rate, veh/h	194	661	582
Vehicles Circulating, veh/h	568	56	56
Vehicles Exiting, veh/h	149	582	706
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.6	8.2	7.3
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	194	661	582
Cap Entry Lane, veh/h	773	1303	1303
Entry HV Adj Factor	0.979	0.980	0.981
Flow Entry, veh/h	190	648	571
Cap Entry, veh/h	757	1277	1278
V/C Ratio	0.251	0.507	0.447
Control Delay, s/veh	7.6	8.2	7.3
LOS	A	A	A
95th %tile Queue, veh	1	3	2

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	374	799	650
Demand Flow Rate, veh/h	382	815	663
Vehicles Circulating, veh/h	419	13	353
Vehicles Exiting, veh/h	409	1003	448
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.2	9.6	15.2
Approach LOS	A	A	C

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	382	815	663
Cap Entry Lane, veh/h	900	1362	963
Entry HV Adj Factor	0.979	0.980	0.981
Flow Entry, veh/h	374	799	650
Cap Entry, veh/h	881	1335	944
V/C Ratio	0.424	0.599	0.689
Control Delay, s/veh	9.2	9.6	15.2
LOS	A	A	C
95th %tile Queue, veh	2	4	6

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	146	607	752
Demand Flow Rate, veh/h	149	619	767
Vehicles Circulating, veh/h	527	201	94
Vehicles Exiting, veh/h	293	660	582
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.5	9.9	10.5
Approach LOS	A	A	B

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	149	619	767
Cap Entry Lane, veh/h	806	1124	1254
Entry HV Adj Factor	0.980	0.980	0.980
Flow Entry, veh/h	146	607	752
Cap Entry, veh/h	790	1102	1229
V/C Ratio	0.185	0.551	0.612
Control Delay, s/veh	6.5	9.9	10.5
LOS	A	A	B
95th %tile Queue, veh	1	3	4

Intersection	
Intersection Delay, s/veh	15.0
Intersection LOS	C

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	476	944	568
Demand Flow Rate, veh/h	485	963	580
Vehicles Circulating, veh/h	620	29	469
Vehicles Exiting, veh/h	372	1020	636
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	17.5	13.0	16.2
Approach LOS	C	B	C

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	485	963	580
Cap Entry Lane, veh/h	733	1340	855
Entry HV Adj Factor	0.981	0.980	0.980
Flow Entry, veh/h	476	944	568
Cap Entry, veh/h	720	1313	838
V/C Ratio	0.661	0.719	0.678
Control Delay, s/veh	17.5	13.0	16.2
LOS	C	B	C
95th %tile Queue, veh	5	7	5

Intersection	
Intersection Delay, s/veh	6.5
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	141	495	518
Demand Flow Rate, veh/h	144	505	528
Vehicles Circulating, veh/h	412	60	44
Vehicles Exiting, veh/h	153	512	512
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.6	6.6	6.6
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	144	505	528
Cap Entry Lane, veh/h	906	1298	1319
Entry HV Adj Factor	0.979	0.980	0.981
Flow Entry, veh/h	141	495	518
Cap Entry, veh/h	888	1272	1294
V/C Ratio	0.159	0.389	0.400
Control Delay, s/veh	5.6	6.6	6.6
LOS	A	A	A
95th %tile Queue, veh	1	2	2

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	270	778	544
Demand Flow Rate, veh/h	275	793	555
Vehicles Circulating, veh/h	381	16	251
Vehicles Exiting, veh/h	428	790	405
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.0	9.4	9.7
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	275	793	555
Cap Entry Lane, veh/h	936	1358	1068
Entry HV Adj Factor	0.982	0.980	0.981
Flow Entry, veh/h	270	778	544
Cap Entry, veh/h	919	1331	1048
V/C Ratio	0.294	0.584	0.520
Control Delay, s/veh	7.0	9.4	9.7
LOS	A	A	A
95th %tile Queue, veh	1	4	3

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	162	632	581
Demand Flow Rate, veh/h	166	644	593
Vehicles Circulating, veh/h	572	152	88
Vehicles Exiting, veh/h	224	529	650
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.2	9.5	7.8
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	166	644	593
Cap Entry Lane, veh/h	770	1182	1261
Entry HV Adj Factor	0.976	0.981	0.980
Flow Entry, veh/h	162	632	581
Cap Entry, veh/h	751	1159	1237
V/C Ratio	0.216	0.545	0.470
Control Delay, s/veh	7.2	9.5	7.8
LOS	A	A	A
95th %tile Queue, veh	1	3	3

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	449	883	484
Demand Flow Rate, veh/h	458	901	494
Vehicles Circulating, veh/h	595	27	431
Vehicles Exiting, veh/h	333	898	622
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	15.2	11.5	12.0
Approach LOS	C	B	B

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	458	901	494
Cap Entry Lane, veh/h	752	1342	889
Entry HV Adj Factor	0.980	0.980	0.979
Flow Entry, veh/h	449	883	484
Cap Entry, veh/h	737	1316	871
V/C Ratio	0.609	0.671	0.556
Control Delay, s/veh	15.2	11.5	12.0
LOS	C	B	B
95th %tile Queue, veh	4	6	3

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	197	718	662
Demand Flow Rate, veh/h	201	732	676
Vehicles Circulating, veh/h	659	82	40
Vehicles Exiting, veh/h	155	634	820
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.7	9.6	8.2
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	201	732	676
Cap Entry Lane, veh/h	705	1269	1325
Entry HV Adj Factor	0.980	0.981	0.980
Flow Entry, veh/h	197	718	662
Cap Entry, veh/h	691	1245	1298
V/C Ratio	0.285	0.577	0.510
Control Delay, s/veh	8.7	9.6	8.2
LOS	A	A	A
95th %tile Queue, veh	1	4	3

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	404	729	644
Demand Flow Rate, veh/h	412	744	657
Vehicles Circulating, veh/h	410	27	377
Vehicles Exiting, veh/h	361	1007	445
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.6	8.9	16.0
Approach LOS	A	A	C

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	412	744	657
Cap Entry Lane, veh/h	908	1342	939
Entry HV Adj Factor	0.981	0.980	0.980
Flow Entry, veh/h	404	729	644
Cap Entry, veh/h	891	1315	920
V/C Ratio	0.454	0.554	0.699
Control Delay, s/veh	9.6	8.9	16.0
LOS	A	A	C
95th %tile Queue, veh	2	4	6

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	151	697	886
Demand Flow Rate, veh/h	154	711	903
Vehicles Circulating, veh/h	633	218	73
Vehicles Exiting, veh/h	296	758	714
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.5	12.3	12.9
Approach LOS	A	B	B

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	154	711	903
Cap Entry Lane, veh/h	724	1105	1281
Entry HV Adj Factor	0.981	0.980	0.981
Flow Entry, veh/h	151	697	886
Cap Entry, veh/h	709	1082	1256
V/C Ratio	0.213	0.644	0.705
Control Delay, s/veh	7.5	12.3	12.9
LOS	A	B	B
95th %tile Queue, veh	1	5	6

Intersection	
Intersection Delay, s/veh	17.8
Intersection LOS	C

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	482	1041	617
Demand Flow Rate, veh/h	492	1062	630
Vehicles Circulating, veh/h	656	33	464
Vehicles Exiting, veh/h	439	1061	684
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	19.7	16.4	18.7
Approach LOS	C	C	C

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	492	1062	630
Cap Entry Lane, veh/h	707	1334	860
Entry HV Adj Factor	0.980	0.980	0.980
Flow Entry, veh/h	482	1041	617
Cap Entry, veh/h	692	1308	842
V/C Ratio	0.696	0.796	0.733
Control Delay, s/veh	19.7	16.4	18.7
LOS	C	C	C
95th %tile Queue, veh	6	9	7

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	143	539	569
Demand Flow Rate, veh/h	146	550	581
Vehicles Circulating, veh/h	489	93	28
Vehicles Exiting, veh/h	154	516	607
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.2	7.4	7.0
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	146	550	581
Cap Entry Lane, veh/h	838	1255	1341
Entry HV Adj Factor	0.979	0.981	0.980
Flow Entry, veh/h	143	539	569
Cap Entry, veh/h	821	1231	1314
V/C Ratio	0.174	0.438	0.433
Control Delay, s/veh	6.2	7.4	7.0
LOS	A	A	A
95th %tile Queue, veh	1	2	2

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	243	589	494
Demand Flow Rate, veh/h	248	601	504
Vehicles Circulating, veh/h	343	35	218
Vehicles Exiting, veh/h	293	687	373
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.3	7.3	8.4
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	248	601	504
Cap Entry Lane, veh/h	973	1331	1105
Entry HV Adj Factor	0.980	0.980	0.980
Flow Entry, veh/h	243	589	494
Cap Entry, veh/h	953	1305	1082
V/C Ratio	0.255	0.451	0.456
Control Delay, s/veh	6.3	7.3	8.4
LOS	A	A	A
95th %tile Queue, veh	1	2	2

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	162	593	600
Demand Flow Rate, veh/h	165	605	612
Vehicles Circulating, veh/h	554	174	74
Vehicles Exiting, veh/h	225	512	645
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.0	9.2	7.9
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	165	605	612
Cap Entry Lane, veh/h	784	1155	1280
Entry HV Adj Factor	0.982	0.980	0.981
Flow Entry, veh/h	162	593	600
Cap Entry, veh/h	770	1133	1255
V/C Ratio	0.210	0.524	0.478
Control Delay, s/veh	7.0	9.2	7.9
LOS	A	A	A
95th %tile Queue, veh	1	3	3

Intersection	
Intersection Delay, s/veh	10.0
Intersection LOS	B

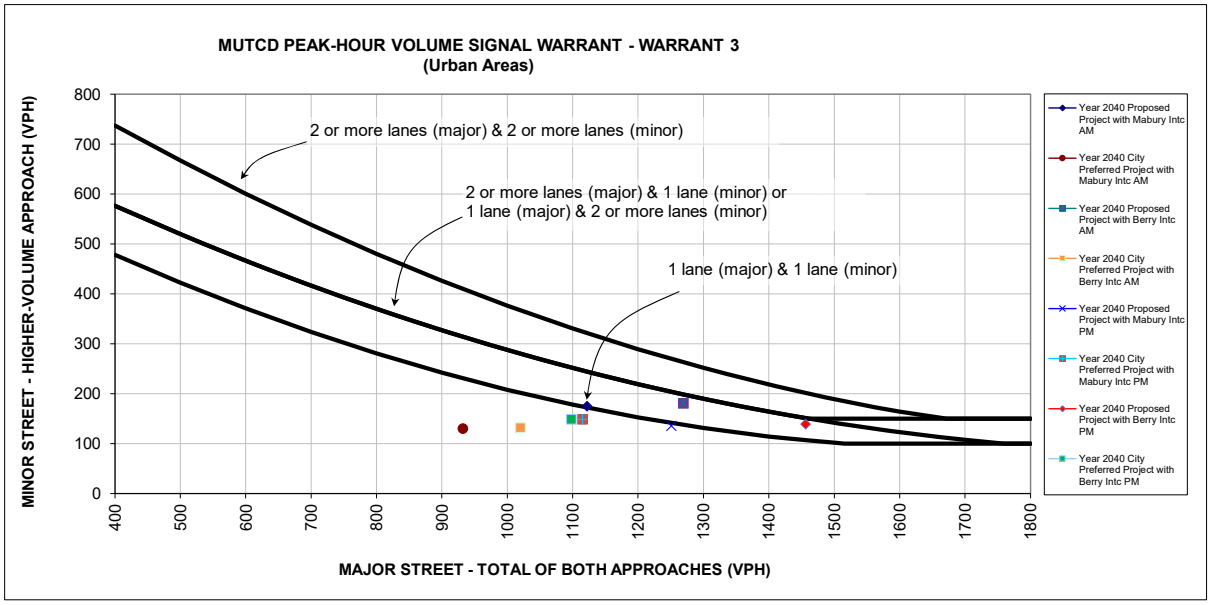
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	388	786	432
Demand Flow Rate, veh/h	396	802	441
Vehicles Circulating, veh/h	518	33	360
Vehicles Exiting, veh/h	317	768	554
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	11.2	9.8	9.4
Approach LOS	B	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	396	802	441
Cap Entry Lane, veh/h	814	1334	956
Entry HV Adj Factor	0.980	0.980	0.980
Flow Entry, veh/h	388	786	432
Cap Entry, veh/h	797	1307	936
V/C Ratio	0.487	0.601	0.461
Control Delay, s/veh	11.2	9.8	9.4
LOS	B	A	A
95th %tile Queue, veh	3	4	2

Signal Warrant Checks

Market Park South Village Development

26 . Sierra Road and Private Street 1



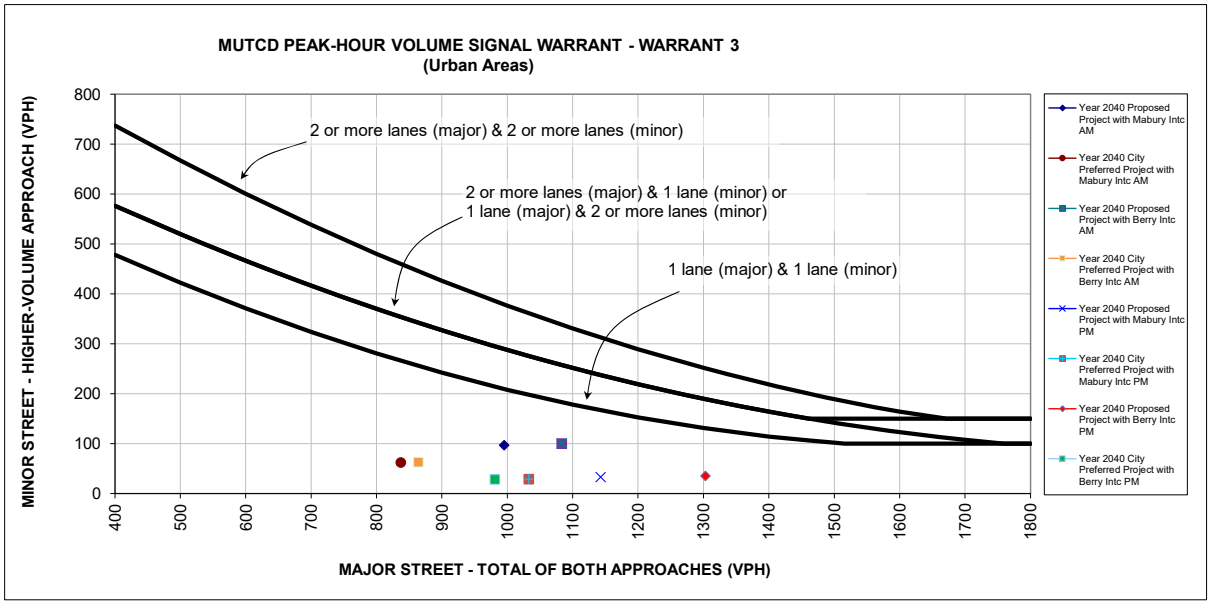
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc AM	Year 2040 City Preferred Project with Mabury Intc AM	Year 2040 Proposed Project with Berry Intc AM	Year 2040 City Preferred Project with Berry Intc AM
Major Street - Both Approaches	Private Street 1	X		1122	932	1269	1020
Minor Street - Highest Approach	Sierra Road	X		175	130	181	132
Maximum warrant threshold for minor street volume				172	231	137	201
Difference between warrant threshold & minor street volume				3	101	44	69
		Warrant Met?		**Yes**	No	**Yes**	No

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc PM	Year 2040 City Preferred Project with Mabury Intc PM	Year 2040 Proposed Project with Berry Intc PM	Year 2040 City Preferred Project with Berry Intc PM
Major Street - Both Approaches	Private Street 1	X		1251	1115	1456	1098
Minor Street - Highest Approach	Sierra Road	X		135	149	139	149
Maximum warrant threshold for minor street volume				141	174	107	178
Difference between warrant threshold & minor street volume				6	25	32	29
		Warrant Met?		No	No	**Yes**	No

Market Park South Village Development

27 . Sierra Road and North Main Street



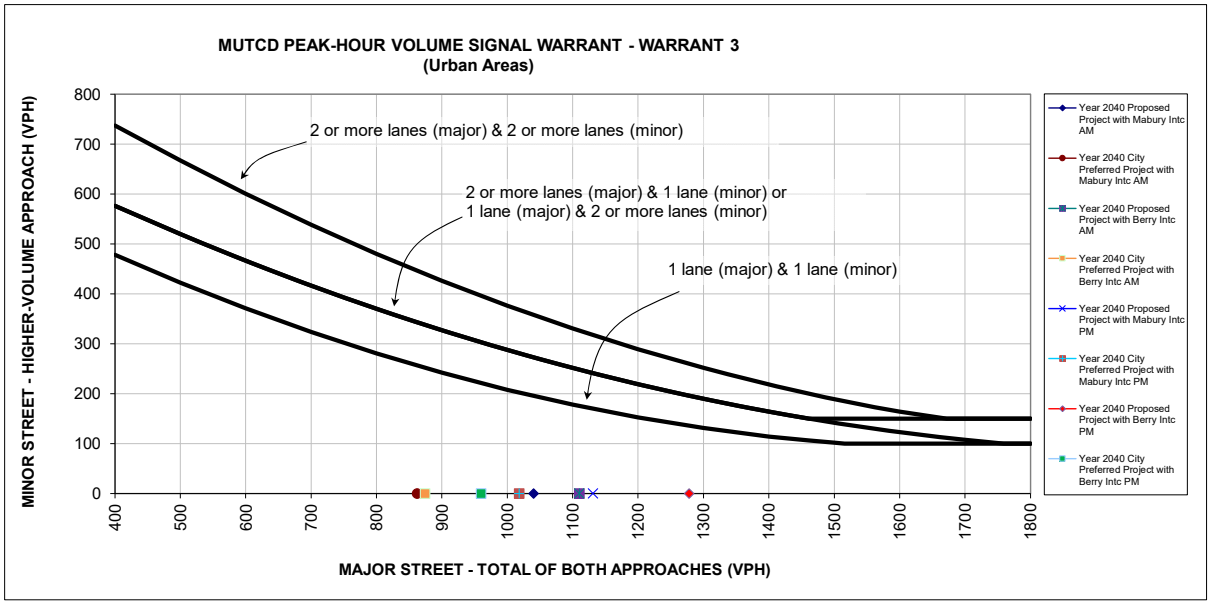
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc AM	Year 2040 City Preferred Project with Mabury Intc AM	Year 2040 Proposed Project with Berry Intc AM	Year 2040 City Preferred Project with Berry Intc AM
Major Street - Both Approaches	North Main Street	X		995	837	1083	864
Minor Street - Highest Approach	Sierra Road	X		97	62	100	63
Maximum warrant threshold for minor street volume				209	266	183	255
Difference between warrant threshold & minor street volume				112	204	83	192
		Warrant Met?		No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc PM	Year 2040 City Preferred Project with Mabury Intc PM	Year 2040 Proposed Project with Berry Intc PM	Year 2040 City Preferred Project with Berry Intc PM
Major Street - Both Approaches	North Main Street	X		1143	1033	1303	981
Minor Street - Highest Approach	Sierra Road	X		33	29	35	28
Maximum warrant threshold for minor street volume				166	197	131	214
Difference between warrant threshold & minor street volume				133	168	96	186
		Warrant Met?		No	No	No	No

Market Park South Village Development

28 . Sierra Road and South Main Street



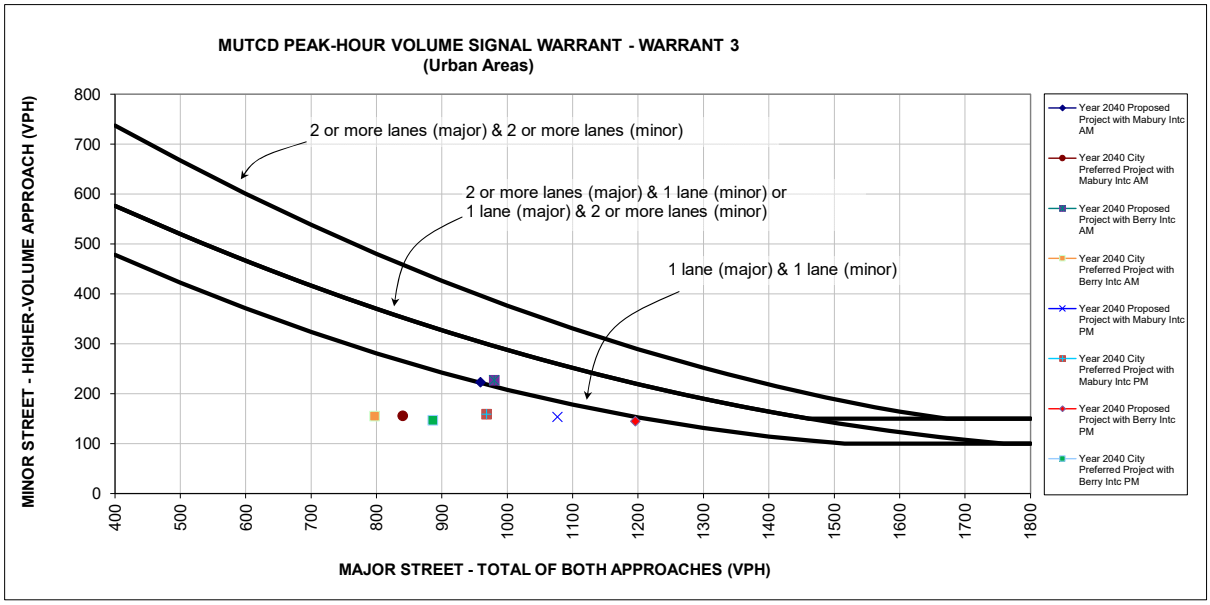
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc AM	Year 2040 City Preferred Project with Mabury Intc AM	Year 2040 Proposed Project with Berry Intc AM	Year 2040 City Preferred Project with Berry Intc AM
Major Street - Both Approaches	South Main Street	X		1040	862	1110	874
Minor Street - Highest Approach	Sierra Road	X		0	0	0	0
Maximum warrant threshold for minor street volume				195	256	175	252
Difference between warrant threshold & minor street volume				195	256	175	252
		Warrant Met?		No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc PM	Year 2040 City Preferred Project with Mabury Intc PM	Year 2040 Proposed Project with Berry Intc PM	Year 2040 City Preferred Project with Berry Intc PM
Major Street - Both Approaches	South Main Street	X		1131	1018	1278	960
Minor Street - Highest Approach	Sierra Road	X		0	0	0	0
Maximum warrant threshold for minor street volume				169	202	135	221
Difference between warrant threshold & minor street volume				169	202	135	221
		Warrant Met?		No	No	No	No

Market Park South Village Development

29 . Sierra Road and Private Street 2



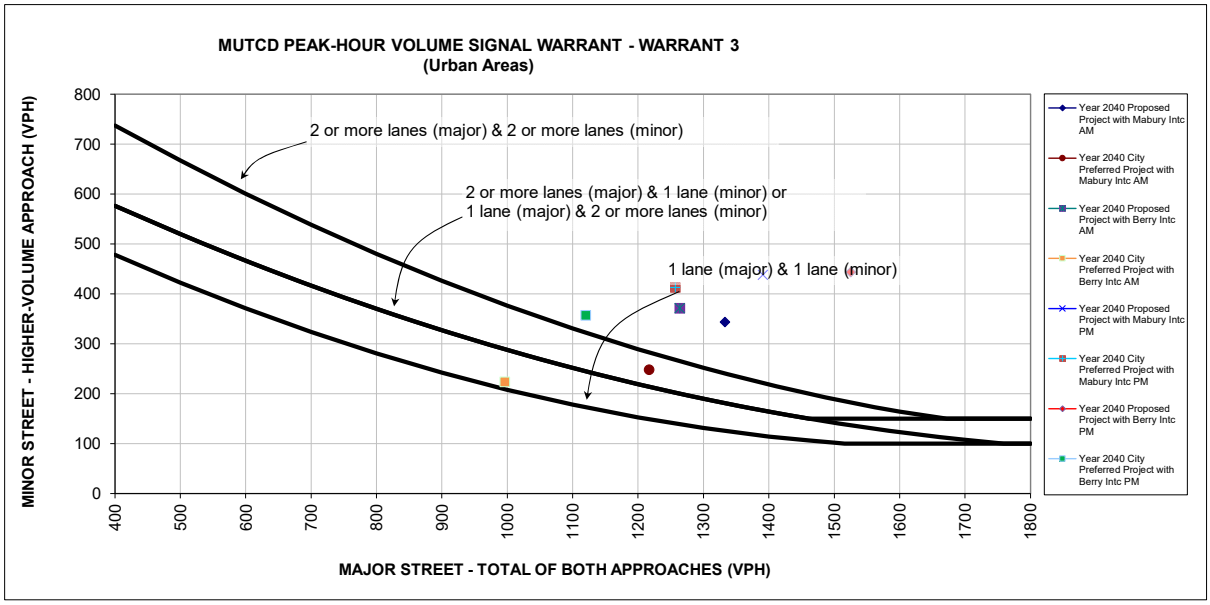
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc AM	Year 2040 City Preferred Project with Mabury Intc AM	Year 2040 Proposed Project with Berry Intc AM	Year 2040 City Preferred Project with Berry Intc AM
Major Street - Both Approaches	Private Street 2	X		959	840	980	797
Minor Street - Highest Approach	Sierra Road	X		223	156	227	155
Maximum warrant threshold for minor street volume				221	265	214	282
Difference between warrant threshold & minor street volume				2	109	13	127
		Warrant Met?		**Yes**	No	**Yes**	No

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc PM	Year 2040 City Preferred Project with Mabury Intc PM	Year 2040 Proposed Project with Berry Intc PM	Year 2040 City Preferred Project with Berry Intc PM
Major Street - Both Approaches	Private Street 2	X		1077	968	1196	886
Minor Street - Highest Approach	Sierra Road	X		153	159	145	147
Maximum warrant threshold for minor street volume				184	218	153	247
Difference between warrant threshold & minor street volume				31	59	8	100
		Warrant Met?		No	No	No	No

Market Park South Village Development

30 . Sierra Road and Green Street



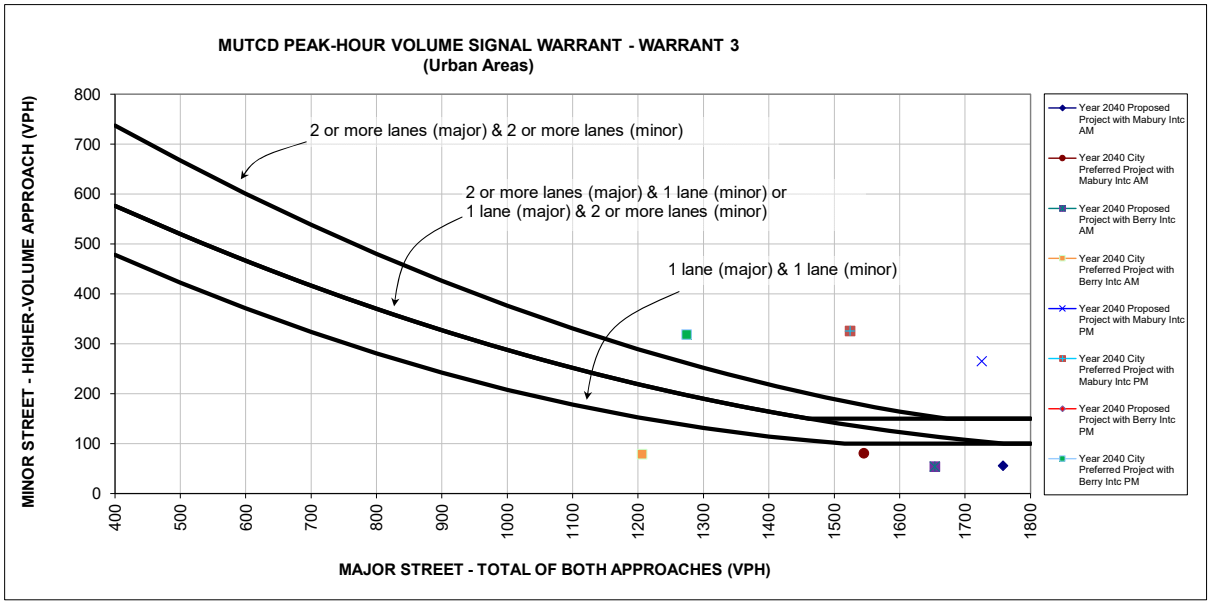
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc AM	Year 2040 City Preferred Project with Mabury Intc AM	Year 2040 Proposed Project with Berry Intc AM	Year 2040 City Preferred Project with Berry Intc AM
Major Street - Both Approaches	Green Street	X		1333	1217	1264	996
Minor Street - Highest Approach	Sierra Road	X		344	248	371	224
Maximum warrant threshold for minor street volume				125	148	138	209
Difference between warrant threshold & minor street volume				219	100	233	15
		Warrant Met?		Yes	Yes	Yes	Yes

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc PM	Year 2040 City Preferred Project with Mabury Intc PM	Year 2040 Proposed Project with Berry Intc PM	Year 2040 City Preferred Project with Berry Intc PM
Major Street - Both Approaches	Green Street	X		1391	1257	1525	1120
Minor Street - Highest Approach	Sierra Road	X		438	413	444	357
Maximum warrant threshold for minor street volume				116	140	100	172
Difference between warrant threshold & minor street volume				322	273	344	185
		Warrant Met?		Yes	Yes	Yes	Yes

Market Park South Village Development

31 . Sierra Road and Private Street 4



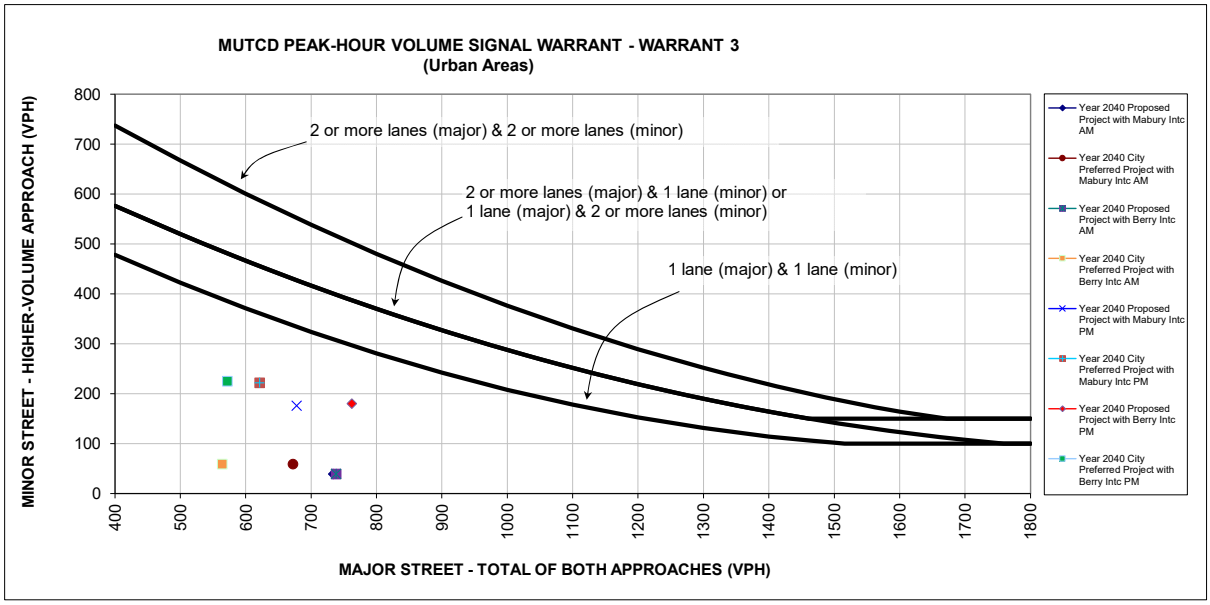
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc AM	Year 2040 City Preferred Project with Mabury Intc AM	Year 2040 Proposed Project with Berry Intc AM	Year 2040 City Preferred Project with Berry Intc AM
Major Street - Both Approaches	Private Street 4	X		1758	1545	1654	1206
Minor Street - Highest Approach	Sierra Road	X		56	81	54	79
Maximum warrant threshold for minor street volume				100	100	100	151
Difference between warrant threshold & minor street volume				44	19	46	72
		Warrant Met?		No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc PM	Year 2040 City Preferred Project with Mabury Intc PM	Year 2040 Proposed Project with Berry Intc PM	Year 2040 City Preferred Project with Berry Intc PM
Major Street - Both Approaches	Private Street 4	X		1726	1524	1814	1274
Minor Street - Highest Approach	Sierra Road	X		265	326	258	319
Maximum warrant threshold for minor street volume				100	100	100	136
Difference between warrant threshold & minor street volume				165	226	158	183
		Warrant Met?		**Yes**	**Yes**	**Yes**	**Yes**

Market Park South Village Development

32 . Green Street and Private Street 3



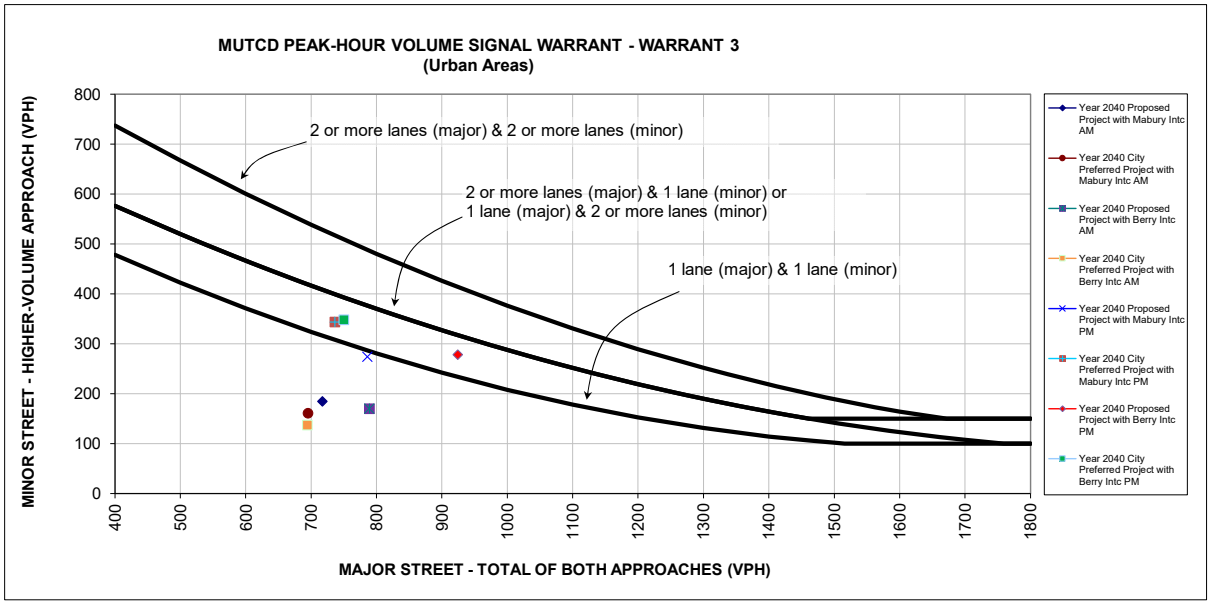
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc AM	Year 2040 City Preferred Project with Mabury Intc AM	Year 2040 Proposed Project with Berry Intc AM	Year 2040 City Preferred Project with Berry Intc AM
Major Street - Both Approaches	Private Street 3	X		734	672	738	564
Minor Street - Highest Approach	Green Street	X		39	59	39	59
Maximum warrant threshold for minor street volume				308	336	307	389
Difference between warrant threshold & minor street volume				269	277	268	330
		Warrant Met?		No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc PM	Year 2040 City Preferred Project with Mabury Intc PM	Year 2040 Proposed Project with Berry Intc PM	Year 2040 City Preferred Project with Berry Intc PM
Major Street - Both Approaches	Private Street 3	X		678	621	762	572
Minor Street - Highest Approach	Green Street	X		176	222	180	225
Maximum warrant threshold for minor street volume				334	361	296	385
Difference between warrant threshold & minor street volume				158	139	116	160
		Warrant Met?		No	No	No	No

Market Park South Village Development

33 . Green Street and Private Street 2



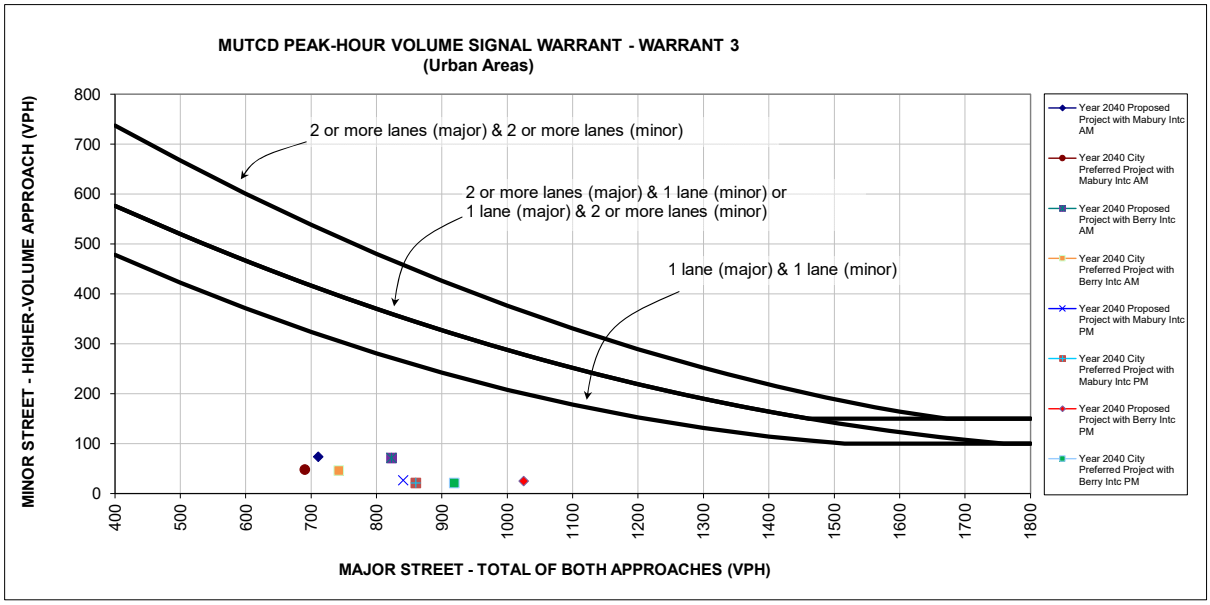
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc AM	Year 2040 City Preferred Project with Mabury Intc AM	Year 2040 Proposed Project with Berry Intc AM	Year 2040 City Preferred Project with Berry Intc AM
Major Street - Both Approaches	Private Street 2	X		717	695	789	694
Minor Street - Highest Approach	Green Street	X		185	161	170	137
Maximum warrant threshold for minor street volume				316	326	285	326
Difference between warrant threshold & minor street volume				131	165	115	189
		Warrant Met?		No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc PM	Year 2040 City Preferred Project with Mabury Intc PM	Year 2040 Proposed Project with Berry Intc PM	Year 2040 City Preferred Project with Berry Intc PM
Major Street - Both Approaches	Private Street 2	X		786	736	924	750
Minor Street - Highest Approach	Green Street	X		274	344	278	348
Maximum warrant threshold for minor street volume				286	308	233	302
Difference between warrant threshold & minor street volume				12	36	45	46
		Warrant Met?		No	**Yes**	**Yes**	**Yes**

Market Park South Village Development

34 . Green Street and South Main Street



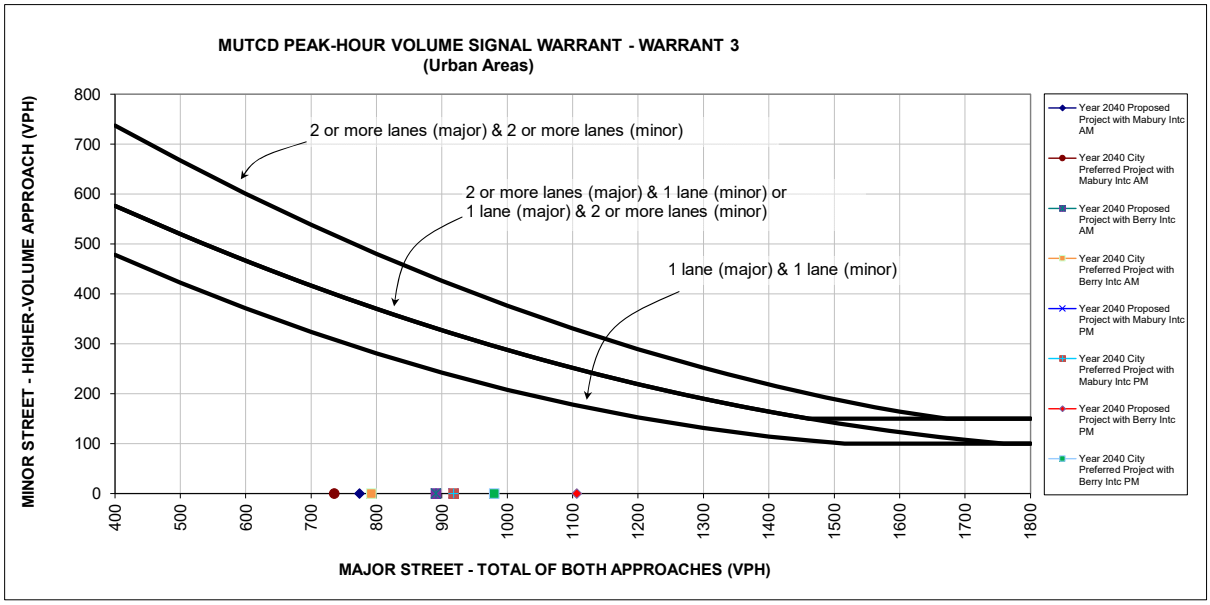
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc AM	Year 2040 City Preferred Project with Mabury Intc AM	Year 2040 Proposed Project with Berry Intc AM	Year 2040 City Preferred Project with Berry Intc AM
Major Street - Both Approaches	South Main Street	X		711	690	823	742
Minor Street - Highest Approach	Green Street	X		74	48	71	46
Maximum warrant threshold for minor street volume				319	328	271	305
Difference between warrant threshold & minor street volume				245	280	200	259
		Warrant Met?		No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc PM	Year 2040 City Preferred Project with Mabury Intc PM	Year 2040 Proposed Project with Berry Intc PM	Year 2040 City Preferred Project with Berry Intc PM
Major Street - Both Approaches	South Main Street	X		841	860	1025	919
Minor Street - Highest Approach	Green Street	X		26	21	25	21
Maximum warrant threshold for minor street volume				264	257	200	235
Difference between warrant threshold & minor street volume				238	236	175	214
		Warrant Met?		No	No	No	No

Market Park South Village Development

35 . Green Street and North Main Street



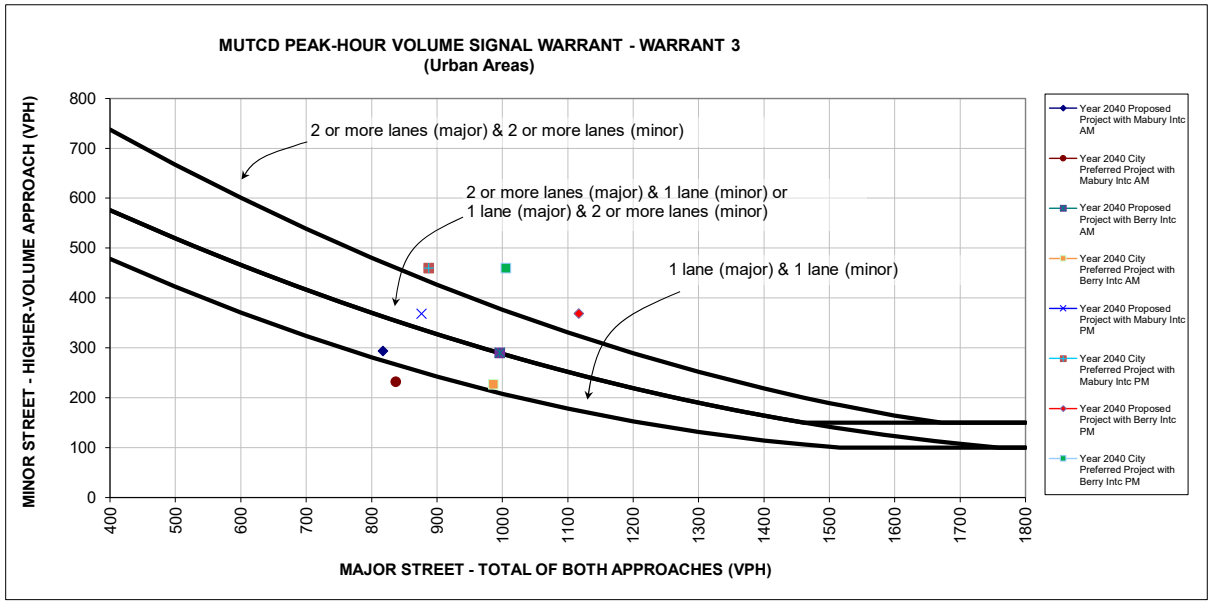
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc AM	Year 2040 City Preferred Project with Mabury Intc AM	Year 2040 Proposed Project with Berry Intc AM	Year 2040 City Preferred Project with Berry Intc AM
Major Street - Both Approaches	North Main Street	X		774	735	891	792
Minor Street - Highest Approach	Green Street	X		0	0	0	0
Maximum warrant threshold for minor street volume				291	308	245	284
Difference between warrant threshold & minor street volume				291	308	245	284
		Warrant Met?		No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc PM	Year 2040 City Preferred Project with Mabury Intc PM	Year 2040 Proposed Project with Berry Intc PM	Year 2040 City Preferred Project with Berry Intc PM
Major Street - Both Approaches	North Main Street	X		918	918	1106	980
Minor Street - Highest Approach	Green Street	X		0	0	0	0
Maximum warrant threshold for minor street volume				236	236	176	214
Difference between warrant threshold & minor street volume				236	236	176	214
		Warrant Met?		No	No	No	No

Market Park South Village Development

36 . Green Street and Private Street 1



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc AM	Year 2040 City Preferred Project with Mabury Intc AM	Year 2040 Proposed Project with Berry Intc AM	Year 2040 City Preferred Project with Berry Intc AM
Major Street - Both Approaches	Private Street 1	X		817	837	996	986
Minor Street - Highest Approach	Green Street	X		294	232	290	227
Maximum warrant threshold for minor street volume				274	266	209	212
Difference between warrant threshold & minor street volume				20	34	81	15
		Warrant Met?		No	No	No	**Yes**

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc PM	Year 2040 City Preferred Project with Mabury Intc PM	Year 2040 Proposed Project with Berry Intc PM	Year 2040 City Preferred Project with Berry Intc PM
Major Street - Both Approaches	Private Street 1	X		876	887	1117	1005
Minor Street - Highest Approach	Green Street	X		368	460	369	460
Maximum warrant threshold for minor street volume				251	247	173	206
Difference between warrant threshold & minor street volume				117	213	196	254
		Warrant Met?		**Yes**	**Yes**	**Yes**	**Yes**

Queuing Calculations

Sierra/Berryessa
NBT/L
AM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 9.0
Percentile = 95% 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0011	0.0012	1
0.0050	0.0062	2
0.0150	0.0212	3
0.0337	0.0550	4
0.0607	0.1157	5
0.0911	0.2068	6
0.1171	0.3239	7
0.1318	0.4557	8
0.1318	0.5874	9
0.1186	0.7060	10
0.0970	0.8030	11
0.0728	0.8758	12
0.0504	0.9261	13
0.0324	0.9585	14
0.0194	0.9780	15
0.0109	0.9889	16
0.0058	0.9947	17
0.0029	0.9976	18
0.0014	0.9989	19
0.0006	0.9996	20
0.0003	0.9998	21
0.0001	0.9999	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBT/L
AM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 6.6
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0014	0.0014	0
0.0090	0.0103	1
0.0296	0.0400	2
0.0652	0.1052	3
0.1076	0.2127	4
0.1420	0.3547	5
0.1562	0.5108	6
0.1472	0.6581	7
0.1215	0.7796	8
0.0891	0.8686	9
0.0588	0.9274	10
0.0353	0.9627	11
0.0194	0.9821	12
0.0099	0.9920	13
0.0046	0.9966	14
0.0020	0.9986	15
0.0008	0.9995	16
0.0003	0.9998	17
0.0001	0.9999	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
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0.0000	1.0000	41
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0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
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0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
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0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBT/L
AM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 10.2
Percentile = 95% 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0004	0.0004	1
0.0019	0.0023	2
0.0066	0.0089	3
0.0168	0.0257	4
0.0342	0.0599	5
0.0581	0.1180	6
0.0847	0.2027	7
0.1080	0.3108	8
0.1224	0.4332	9
0.1249	0.5580	10
0.1158	0.6738	11
0.0984	0.7722	12
0.0772	0.8494	13
0.0563	0.9057	14
0.0383	0.9440	15
0.0244	0.9684	16
0.0146	0.9830	17
0.0083	0.9913	18
0.0045	0.9957	19
0.0023	0.9980	20
0.0011	0.9991	21
0.0005	0.9996	22
0.0002	0.9998	23
0.0001	0.9999	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
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0.0000	1.0000	51
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0.0000	1.0000	57
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0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBT/L
AM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 7.9
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0029	0.0033	1
0.0116	0.0149	2
0.0305	0.0453	3
0.0602	0.1055	4
0.0951	0.2006	5
0.1252	0.3257	6
0.1413	0.4670	7
0.1395	0.6065	8
0.1224	0.7290	9
0.0967	0.8257	10
0.0695	0.8952	11
0.0457	0.9409	12
0.0278	0.9687	13
0.0157	0.9844	14
0.0083	0.9926	15
0.0041	0.9967	16
0.0019	0.9986	17
0.0008	0.9994	18
0.0003	0.9998	19
0.0001	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
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0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBT/L
PM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 6.6
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0014	0.0014	0
0.0090	0.0103	1
0.0296	0.0400	2
0.0652	0.1052	3
0.1076	0.2127	4
0.1420	0.3547	5
0.1562	0.5108	6
0.1472	0.6581	7
0.1215	0.7796	8
0.0891	0.8686	9
0.0588	0.9274	10
0.0353	0.9627	11
0.0194	0.9821	12
0.0099	0.9920	13
0.0046	0.9966	14
0.0020	0.9986	15
0.0008	0.9995	16
0.0003	0.9998	17
0.0001	0.9999	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
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0.0000	1.0000	57
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0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBT/L
PM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 7.7
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0005	0.0005	0
0.0035	0.0039	1
0.0134	0.0174	2
0.0345	0.0518	3
0.0663	0.1181	4
0.1021	0.2203	5
0.1311	0.3514	6
0.1442	0.4956	7
0.1388	0.6343	8
0.1187	0.7531	9
0.0914	0.8445	10
0.0640	0.9085	11
0.0411	0.9496	12
0.0243	0.9739	13
0.0134	0.9873	14
0.0069	0.9941	15
0.0033	0.9974	16
0.0015	0.9989	17
0.0006	0.9996	18
0.0003	0.9998	19
0.0001	0.9999	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
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0.0000	1.0000	53
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0.0000	1.0000	57
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0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBT/L
PM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 7.0
Percentile = 95% 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0009	0.0009	0
0.0064	0.0073	1
0.0223	0.0296	2
0.0521	0.0818	3
0.0912	0.1730	4
0.1277	0.3007	5
0.1490	0.4497	6
0.1490	0.5987	7
0.1304	0.7291	8
0.1014	0.8305	9
0.0710	0.9015	10
0.0452	0.9467	11
0.0263	0.9730	12
0.0142	0.9872	13
0.0071	0.9943	14
0.0033	0.9976	15
0.0014	0.9990	16
0.0006	0.9996	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBT/L
PM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 7.0
Percentile = 95% 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0009	0.0009	0
0.0064	0.0073	1
0.0223	0.0296	2
0.0521	0.0818	3
0.0912	0.1730	4
0.1277	0.3007	5
0.1490	0.4497	6
0.1490	0.5987	7
0.1304	0.7291	8
0.1014	0.8305	9
0.0710	0.9015	10
0.0452	0.9467	11
0.0263	0.9730	12
0.0142	0.9872	13
0.0071	0.9943	14
0.0033	0.9976	15
0.0014	0.9990	16
0.0006	0.9996	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBR
AM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 0.3
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7408	0.7408	0
0.2222	0.9631	1
0.0333	0.9964	2
0.0033	0.9997	3
0.0003	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
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0.0000	1.0000	62
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0.0000	1.0000	66
0.0000	1.0000	67
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0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBR
AM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 0.3
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7408	0.7408	0
0.2222	0.9631	1
0.0333	0.9964	2
0.0033	0.9997	3
0.0003	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
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0.0000	1.0000	62
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0.0000	1.0000	66
0.0000	1.0000	67
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0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
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0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBR
AM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 0.6
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5488	0.5488	0
0.3293	0.8781	1
0.0988	0.9769	2
0.0198	0.9966	3
0.0030	0.9996	4
0.0004	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBR
AM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 0.3
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7408	0.7408	0
0.2222	0.9631	1
0.0333	0.9964	2
0.0033	0.9997	3
0.0003	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
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0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBR
PM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 0.5
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6065	0.6065	0
0.3033	0.9098	1
0.0758	0.9856	2
0.0126	0.9982	3
0.0016	0.9998	4
0.0002	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBR
PM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 0.6
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5488	0.5488	0
0.3293	0.8781	1
0.0988	0.9769	2
0.0198	0.9966	3
0.0030	0.9996	4
0.0004	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBR
PM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 0.7
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4966	0.4966	0
0.3476	0.8442	1
0.1217	0.9659	2
0.0284	0.9942	3
0.0050	0.9992	4
0.0007	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBR
PM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 0.7
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4966	0.4966	0
0.3476	0.8442	1
0.1217	0.9659	2
0.0284	0.9942	3
0.0050	0.9992	4
0.0007	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
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0.0000	1.0000	62
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0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
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0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
WBL
AM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 5.3
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0050	0.0050	0
0.0265	0.0314	1
0.0701	0.1016	2
0.1239	0.2254	3
0.1641	0.3895	4
0.1740	0.5635	5
0.1537	0.7171	6
0.1163	0.8335	7
0.0771	0.9106	8
0.0454	0.9559	9
0.0241	0.9800	10
0.0116	0.9916	11
0.0051	0.9967	12
0.0021	0.9988	13
0.0008	0.9996	14
0.0003	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
WBL
AM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 3.7
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0247	0.0247	0
0.0915	0.1162	1
0.1692	0.2854	2
0.2087	0.4942	3
0.1931	0.6872	4
0.1429	0.8301	5
0.0881	0.9182	6
0.0466	0.9648	7
0.0215	0.9863	8
0.0089	0.9952	9
0.0033	0.9984	10
0.0011	0.9995	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
WBL
AM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 7.9
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0029	0.0033	1
0.0116	0.0149	2
0.0305	0.0453	3
0.0602	0.1055	4
0.0951	0.2006	5
0.1252	0.3257	6
0.1413	0.4670	7
0.1395	0.6065	8
0.1224	0.7290	9
0.0967	0.8257	10
0.0695	0.8952	11
0.0457	0.9409	12
0.0278	0.9687	13
0.0157	0.9844	14
0.0083	0.9926	15
0.0041	0.9967	16
0.0019	0.9986	17
0.0008	0.9994	18
0.0003	0.9998	19
0.0001	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
WBL
AM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 4.9
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0074	0.0074	0
0.0365	0.0439	1
0.0894	0.1333	2
0.1460	0.2793	3
0.1789	0.4582	4
0.1753	0.6335	5
0.1432	0.7767	6
0.1002	0.8769	7
0.0614	0.9382	8
0.0334	0.9717	9
0.0164	0.9880	10
0.0073	0.9953	11
0.0030	0.9983	12
0.0011	0.9994	13
0.0004	0.9998	14
0.0001	0.9999	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
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0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
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0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
WBL
PM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 4.6
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0101	0.0101	0
0.0462	0.0563	1
0.1063	0.1626	2
0.1631	0.3257	3
0.1875	0.5132	4
0.1725	0.6858	5
0.1323	0.8180	6
0.0869	0.9049	7
0.0500	0.9549	8
0.0255	0.9805	9
0.0118	0.9922	10
0.0049	0.9971	11
0.0019	0.9990	12
0.0007	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
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0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
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0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
WBL
PM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 3.0
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0498	0.0498	0
0.1494	0.1991	1
0.2240	0.4232	2
0.2240	0.6472	3
0.1680	0.8153	4
0.1008	0.9161	5
0.0504	0.9665	6
0.0216	0.9881	7
0.0081	0.9962	8
0.0027	0.9989	9
0.0008	0.9997	10
0.0002	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
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0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
WBL
PM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 7.5
Percentile = 95% 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0006	0.0006	0
0.0041	0.0047	1
0.0156	0.0203	2
0.0389	0.0591	3
0.0729	0.1321	4
0.1094	0.2414	5
0.1367	0.3782	6
0.1465	0.5246	7
0.1373	0.6620	8
0.1144	0.7764	9
0.0858	0.8622	10
0.0585	0.9208	11
0.0366	0.9573	12
0.0211	0.9784	13
0.0113	0.9897	14
0.0057	0.9954	15
0.0026	0.9980	16
0.0012	0.9992	17
0.0005	0.9997	18
0.0002	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
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0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
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0.0000	1.0000	89

Sierra/Berryessa
WBL
PM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 3.3
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0369	0.0369	0
0.1217	0.1586	1
0.2008	0.3594	2
0.2209	0.5803	3
0.1823	0.7626	4
0.1203	0.8829	5
0.0662	0.9490	6
0.0312	0.9802	7
0.0129	0.9931	8
0.0047	0.9978	9
0.0016	0.9994	10
0.0005	0.9998	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
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0.0000	1.0000	21
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
AM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 1.1
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3329	0.3329	0
0.3662	0.6990	1
0.2014	0.9004	2
0.0738	0.9743	3
0.0203	0.9946	4
0.0045	0.9990	5
0.0008	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
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0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
AM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 0.7
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4966	0.4966	0
0.3476	0.8442	1
0.1217	0.9659	2
0.0284	0.9942	3
0.0050	0.9992	4
0.0007	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
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0.0000	1.0000	28
0.0000	1.0000	29
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0.0000	1.0000	86
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0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
AM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 0.9
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4066	0.4066	0
0.3659	0.7725	1
0.1647	0.9371	2
0.0494	0.9865	3
0.0111	0.9977	4
0.0020	0.9997	5
0.0003	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
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0.0000	1.0000	86
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0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
AM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 0.7
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4966	0.4966	0
0.3476	0.8442	1
0.1217	0.9659	2
0.0284	0.9942	3
0.0050	0.9992	4
0.0007	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
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0.0000	1.0000	18
0.0000	1.0000	19
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
PM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 2.0
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1353	0.1353	0
0.2707	0.4060	1
0.2707	0.6767	2
0.1804	0.8571	3
0.0902	0.9473	4
0.0361	0.9834	5
0.0120	0.9955	6
0.0034	0.9989	7
0.0009	0.9998	8
0.0002	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
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0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
PM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 1.2
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3012	0.3012	0
0.3614	0.6626	1
0.2169	0.8795	2
0.0867	0.9662	3
0.0260	0.9923	4
0.0062	0.9985	5
0.0012	0.9997	6
0.0002	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
PM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 2.1
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1225	0.1225	0
0.2572	0.3796	1
0.2700	0.6496	2
0.1890	0.8386	3
0.0992	0.9379	4
0.0417	0.9796	5
0.0146	0.9941	6
0.0044	0.9985	7
0.0011	0.9997	8
0.0003	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
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0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
PM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 1.2
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3012	0.3012	0
0.3614	0.6626	1
0.2169	0.8795	2
0.0867	0.9662	3
0.0260	0.9923	4
0.0062	0.9985	5
0.0012	0.9997	6
0.0002	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
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0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
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0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
AM
Year 2040 Proposed Project with Mabury Interchange
Avg. Queue Per Lane in Veh= 1.6
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2019	0.2019	0
0.3230	0.5249	1
0.2584	0.7834	2
0.1378	0.9212	3
0.0551	0.9763	4
0.0176	0.9940	5
0.0047	0.9987	6
0.0011	0.9997	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
AM
Year 2040 City Preferred Project with Mabury Intc Co
Avg. Queue Per Lane in Veh= 1.4
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2466	0.2466	0
0.3452	0.5918	1
0.2417	0.8335	2
0.1128	0.9463	3
0.0395	0.9857	4
0.0111	0.9968	5
0.0026	0.9994	6
0.0005	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
AM
Year 2040 Proposed Project with Berryessa Intc Con
Avg. Queue Per Lane in Veh= 2.0
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1353	0.1353	0
0.2707	0.4060	1
0.2707	0.6767	2
0.1804	0.8571	3
0.0902	0.9473	4
0.0361	0.9834	5
0.0120	0.9955	6
0.0034	0.9989	7
0.0009	0.9998	8
0.0002	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
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0.0000	1.0000	61
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0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
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0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
AM
Year 2040 City Preferred Project with Berryessa Intc
Avg. Queue Per Lane in Veh= 1.7
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1827	0.1827	0
0.3106	0.4932	1
0.2640	0.7572	2
0.1496	0.9068	3
0.0636	0.9704	4
0.0216	0.9920	5
0.0061	0.9981	6
0.0015	0.9996	7
0.0003	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
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0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
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0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
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0.0000	1.0000	66
0.0000	1.0000	67
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0.0000	1.0000	71
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0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
PM
Year 2040 Proposed Project with Mabury Interchange
Avg. Queue Per Lane in Veh= 7.8
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0032	0.0036	1
0.0125	0.0161	2
0.0324	0.0485	3
0.0632	0.1117	4
0.0986	0.2103	5
0.1282	0.3384	6
0.1428	0.4812	7
0.1392	0.6204	8
0.1207	0.7411	9
0.0941	0.8352	10
0.0667	0.9020	11
0.0434	0.9454	12
0.0260	0.9714	13
0.0145	0.9859	14
0.0075	0.9934	15
0.0037	0.9971	16
0.0017	0.9988	17
0.0007	0.9995	18
0.0003	0.9998	19
0.0001	0.9999	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
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Flea Market Entrance/ Berryessa
NBT/R
PM
Year 2040 City Preferred Project with Mabury Intc Co
Avg. Queue Per Lane in Veh= 9.1
Percentile = 95% 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0010	0.0011	1
0.0046	0.0058	2
0.0140	0.0198	3
0.0319	0.0517	4
0.0581	0.1098	5
0.0881	0.1978	6
0.1145	0.3123	7
0.1302	0.4426	8
0.1317	0.5742	9
0.1198	0.6941	10
0.0991	0.7932	11
0.0752	0.8684	12
0.0526	0.9210	13
0.0342	0.9552	14
0.0208	0.9760	15
0.0118	0.9878	16
0.0063	0.9941	17
0.0032	0.9973	18
0.0015	0.9988	19
0.0007	0.9995	20
0.0003	0.9998	21
0.0001	0.9999	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
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0.0000	1.0000	46
0.0000	1.0000	47
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
PM
Year 2040 Proposed Project with Berryessa Intc Con
Avg. Queue Per Lane in Veh= 10.1
Percentile = 95% 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0004	0.0005	1
0.0021	0.0026	2
0.0071	0.0096	3
0.0178	0.0274	4
0.0360	0.0634	5
0.0606	0.1240	6
0.0874	0.2113	7
0.1103	0.3217	8
0.1238	0.4455	9
0.1250	0.5705	10
0.1148	0.6853	11
0.0966	0.7820	12
0.0751	0.8571	13
0.0542	0.9112	14
0.0365	0.9477	15
0.0230	0.9707	16
0.0137	0.9844	17
0.0077	0.9921	18
0.0041	0.9962	19
0.0021	0.9982	20
0.0010	0.9992	21
0.0005	0.9997	22
0.0002	0.9999	23
0.0001	0.9999	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
PM
Year 2040 City Preferred Project with Berryessa Intc
Avg. Queue Per Lane in Veh= 11.0
Percentile = 95% 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0010	0.0012	2
0.0037	0.0049	3
0.0102	0.0151	4
0.0224	0.0375	5
0.0411	0.0786	6
0.0646	0.1432	7
0.0888	0.2320	8
0.1085	0.3405	9
0.1194	0.4599	10
0.1194	0.5793	11
0.1094	0.6887	12
0.0926	0.7813	13
0.0728	0.8540	14
0.0534	0.9074	15
0.0367	0.9441	16
0.0237	0.9678	17
0.0145	0.9823	18
0.0084	0.9907	19
0.0046	0.9953	20
0.0024	0.9977	21
0.0012	0.9990	22
0.0006	0.9995	23
0.0003	0.9998	24
0.0001	0.9999	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBL
AM
Year 2040 Proposed Project with Mabury Interchange
Avg. Queue Per Lane in Veh= 5.4
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0045	0.0045	0
0.0244	0.0289	1
0.0659	0.0948	2
0.1185	0.2133	3
0.1600	0.3733	4
0.1728	0.5461	5
0.1555	0.7017	6
0.1200	0.8217	7
0.0810	0.9027	8
0.0486	0.9512	9
0.0262	0.9775	10
0.0129	0.9904	11
0.0058	0.9962	12
0.0024	0.9986	13
0.0009	0.9995	14
0.0003	0.9998	15
0.0001	0.9999	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
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0.0000	1.0000	30
0.0000	1.0000	31
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0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
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0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBL
AM
Year 2040 City Preferred Project with Mabury Intc Co
Avg. Queue Per Lane in Veh= 5.1
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0061	0.0061	0
0.0311	0.0372	1
0.0793	0.1165	2
0.1348	0.2513	3
0.1719	0.4231	4
0.1753	0.5984	5
0.1490	0.7474	6
0.1086	0.8560	7
0.0692	0.9252	8
0.0392	0.9644	9
0.0200	0.9844	10
0.0093	0.9937	11
0.0039	0.9976	12
0.0015	0.9992	13
0.0006	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBL
AM
Year 2040 Proposed Project with Berryessa Intc Con
Avg. Queue Per Lane in Veh= 6.7
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0012	0.0012	0
0.0082	0.0095	1
0.0276	0.0371	2
0.0617	0.0988	3
0.1034	0.2022	4
0.1385	0.3406	5
0.1546	0.4953	6
0.1480	0.6433	7
0.1240	0.7673	8
0.0923	0.8596	9
0.0618	0.9214	10
0.0377	0.9591	11
0.0210	0.9801	12
0.0108	0.9909	13
0.0052	0.9961	14
0.0023	0.9984	15
0.0010	0.9994	16
0.0004	0.9998	17
0.0001	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBL
AM
Year 2040 City Preferred Project with Berryessa Intc
Avg. Queue Per Lane in Veh= 6.4
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0017	0.0017	0
0.0106	0.0123	1
0.0340	0.0463	2
0.0726	0.1189	3
0.1162	0.2351	4
0.1487	0.3837	5
0.1586	0.5423	6
0.1450	0.6873	7
0.1160	0.8033	8
0.0825	0.8858	9
0.0528	0.9386	10
0.0307	0.9693	11
0.0164	0.9857	12
0.0081	0.9937	13
0.0037	0.9974	14
0.0016	0.9990	15
0.0006	0.9996	16
0.0002	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
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0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBL
PM
Year 2040 Proposed Project with Mabury Interchange
Avg. Queue Per Lane in Veh= 4.0
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0183	0.0183	0
0.0733	0.0916	1
0.1465	0.2381	2
0.1954	0.4335	3
0.1954	0.6288	4
0.1563	0.7851	5
0.1042	0.8893	6
0.0595	0.9489	7
0.0298	0.9786	8
0.0132	0.9919	9
0.0053	0.9972	10
0.0019	0.9991	11
0.0006	0.9997	12
0.0002	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBL
PM
Year 2040 City Preferred Project with Mabury Intc Co
Avg. Queue Per Lane in Veh= 6.9
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0010	0.0010	0
0.0070	0.0080	1
0.0240	0.0320	2
0.0552	0.0871	3
0.0952	0.1823	4
0.1314	0.3137	5
0.1511	0.4647	6
0.1489	0.6136	7
0.1284	0.7420	8
0.0985	0.8405	9
0.0679	0.9084	10
0.0426	0.9510	11
0.0245	0.9755	12
0.0130	0.9885	13
0.0064	0.9950	14
0.0029	0.9979	15
0.0013	0.9992	16
0.0005	0.9997	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBL
PM
Year 2040 Proposed Project with Berryessa Intc Con
Avg. Queue Per Lane in Veh= 7.1
Percentile = 95% 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0008	0.0008	0
0.0059	0.0067	1
0.0208	0.0275	2
0.0492	0.0767	3
0.0874	0.1641	4
0.1241	0.2881	5
0.1468	0.4349	6
0.1489	0.5838	7
0.1321	0.7160	8
0.1042	0.8202	9
0.0740	0.8942	10
0.0478	0.9420	11
0.0283	0.9703	12
0.0154	0.9857	13
0.0078	0.9935	14
0.0037	0.9972	15
0.0016	0.9989	16
0.0007	0.9996	17
0.0003	0.9998	18
0.0001	0.9999	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBL
PM
Year 2040 City Preferred Project with Berryessa Intc
Avg. Queue Per Lane in Veh= 9.4
Percentile = 95% 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0008	0.0009	1
0.0037	0.0045	2
0.0115	0.0160	3
0.0269	0.0429	4
0.0506	0.0935	5
0.0793	0.1727	6
0.1064	0.2792	7
0.1251	0.4042	8
0.1306	0.5349	9
0.1228	0.6576	10
0.1049	0.7626	11
0.0822	0.8448	12
0.0594	0.9042	13
0.0399	0.9441	14
0.0250	0.9691	15
0.0147	0.9838	16
0.0081	0.9919	17
0.0042	0.9962	18
0.0021	0.9983	19
0.0010	0.9992	20
0.0004	0.9997	21
0.0002	0.9999	22
0.0001	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
AM
Year 2040 Proposed Project with Mabury Interchange
Avg. Queue Per Lane in Veh= 5.8
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0030	0.0030	0
0.0176	0.0206	1
0.0509	0.0715	2
0.0985	0.1700	3
0.1428	0.3127	4
0.1656	0.4783	5
0.1601	0.6384	6
0.1326	0.7710	7
0.0962	0.8672	8
0.0620	0.9292	9
0.0359	0.9651	10
0.0190	0.9841	11
0.0092	0.9932	12
0.0041	0.9973	13
0.0017	0.9990	14
0.0007	0.9996	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
AM
Year 2040 City Preferred Project with Mabury Intc Co
Avg. Queue Per Lane in Veh= 6.0
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0025	0.0025	0
0.0149	0.0174	1
0.0446	0.0620	2
0.0892	0.1512	3
0.1339	0.2851	4
0.1606	0.4457	5
0.1606	0.6063	6
0.1377	0.7440	7
0.1033	0.8472	8
0.0688	0.9161	9
0.0413	0.9574	10
0.0225	0.9799	11
0.0113	0.9912	12
0.0052	0.9964	13
0.0022	0.9986	14
0.0009	0.9995	15
0.0003	0.9998	16
0.0001	0.9999	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
AM
Year 2040 Proposed Project with Berryessa Intc Con
Avg. Queue Per Lane in Veh= 6.9
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0010	0.0010	0
0.0070	0.0080	1
0.0240	0.0320	2
0.0552	0.0871	3
0.0952	0.1823	4
0.1314	0.3137	5
0.1511	0.4647	6
0.1489	0.6136	7
0.1284	0.7420	8
0.0985	0.8405	9
0.0679	0.9084	10
0.0426	0.9510	11
0.0245	0.9755	12
0.0130	0.9885	13
0.0064	0.9950	14
0.0029	0.9979	15
0.0013	0.9992	16
0.0005	0.9997	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
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0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
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0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
AM
Year 2040 City Preferred Project with Berryessa Intc
Avg. Queue Per Lane in Veh= 6.7
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0012	0.0012	0
0.0082	0.0095	1
0.0276	0.0371	2
0.0617	0.0988	3
0.1034	0.2022	4
0.1385	0.3406	5
0.1546	0.4953	6
0.1480	0.6433	7
0.1240	0.7673	8
0.0923	0.8596	9
0.0618	0.9214	10
0.0377	0.9591	11
0.0210	0.9801	12
0.0108	0.9909	13
0.0052	0.9961	14
0.0023	0.9984	15
0.0010	0.9994	16
0.0004	0.9998	17
0.0001	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
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0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
PM
Year 2040 Proposed Project with Mabury Interchange
Avg. Queue Per Lane in Veh= 5.2
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0055	0.0055	0
0.0287	0.0342	1
0.0746	0.1088	2
0.1293	0.2381	3
0.1681	0.4061	4
0.1748	0.5809	5
0.1515	0.7324	6
0.1125	0.8449	7
0.0731	0.9181	8
0.0423	0.9603	9
0.0220	0.9823	10
0.0104	0.9927	11
0.0045	0.9972	12
0.0018	0.9990	13
0.0007	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
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0.0000	1.0000	31
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0.0000	1.0000	39
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0.0000	1.0000	43
0.0000	1.0000	44
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0.0000	1.0000	46
0.0000	1.0000	47
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
PM
Year 2040 City Preferred Project with Mabury Intc Co
Avg. Queue Per Lane in Veh= 4.3
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0136	0.0136	0
0.0583	0.0719	1
0.1254	0.1974	2
0.1798	0.3772	3
0.1933	0.5704	4
0.1662	0.7367	5
0.1191	0.8558	6
0.0732	0.9290	7
0.0393	0.9683	8
0.0188	0.9871	9
0.0081	0.9952	10
0.0032	0.9983	11
0.0011	0.9995	12
0.0004	0.9998	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
PM
Year 2040 Proposed Project with Berryessa Intc Con
Avg. Queue Per Lane in Veh= 6.7
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0012	0.0012	0
0.0082	0.0095	1
0.0276	0.0371	2
0.0617	0.0988	3
0.1034	0.2022	4
0.1385	0.3406	5
0.1546	0.4953	6
0.1480	0.6433	7
0.1240	0.7673	8
0.0923	0.8596	9
0.0618	0.9214	10
0.0377	0.9591	11
0.0210	0.9801	12
0.0108	0.9909	13
0.0052	0.9961	14
0.0023	0.9984	15
0.0010	0.9994	16
0.0004	0.9998	17
0.0001	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
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0.0000	1.0000	46
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
PM
Year 2040 City Preferred Project with Berryessa Intc
Avg. Queue Per Lane in Veh= 4.5
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0111	0.0111	0
0.0500	0.0611	1
0.1125	0.1736	2
0.1687	0.3423	3
0.1898	0.5321	4
0.1708	0.7029	5
0.1281	0.8311	6
0.0824	0.9134	7
0.0463	0.9597	8
0.0232	0.9829	9
0.0104	0.9933	10
0.0043	0.9976	11
0.0016	0.9992	12
0.0006	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
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0.0000	1.0000	89

Sierra/Mabury
EBL
AM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 11.1
Percentile = 95% 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0009	0.0011	2
0.0034	0.0046	3
0.0096	0.0141	4
0.0212	0.0353	5
0.0393	0.0746	6
0.0623	0.1369	7
0.0864	0.2232	8
0.1065	0.3298	9
0.1182	0.4480	10
0.1193	0.5673	11
0.1104	0.6777	12
0.0942	0.7719	13
0.0747	0.8467	14
0.0553	0.9020	15
0.0384	0.9403	16
0.0250	0.9654	17
0.0154	0.9808	18
0.0090	0.9898	19
0.0050	0.9948	20
0.0026	0.9975	21
0.0013	0.9988	22
0.0006	0.9995	23
0.0003	0.9998	24
0.0001	0.9999	25
0.0001	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
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0.0000	1.0000	81
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0.0000	1.0000	89

Sierra/Mabury
EBL
AM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 12.1
Percentile = 95% 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0004	0.0005	2
0.0016	0.0021	3
0.0050	0.0071	4
0.0120	0.0191	5
0.0242	0.0433	6
0.0419	0.0852	7
0.0634	0.1486	8
0.0852	0.2338	9
0.1031	0.3368	10
0.1134	0.4502	11
0.1143	0.5645	12
0.1064	0.6709	13
0.0920	0.7629	14
0.0742	0.8371	15
0.0561	0.8932	16
0.0399	0.9331	17
0.0268	0.9600	18
0.0171	0.9771	19
0.0103	0.9874	20
0.0060	0.9934	21
0.0033	0.9966	22
0.0017	0.9984	23
0.0009	0.9992	24
0.0004	0.9997	25
0.0002	0.9998	26
0.0001	0.9999	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
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0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
EBL
AM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 11.6
Percentile = 95% 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0006	0.0007	2
0.0024	0.0031	3
0.0069	0.0100	4
0.0160	0.0261	5
0.0310	0.0571	6
0.0514	0.1085	7
0.0745	0.1830	8
0.0961	0.2791	9
0.1114	0.3905	10
0.1175	0.5080	11
0.1136	0.6216	12
0.1014	0.7230	13
0.0840	0.8069	14
0.0649	0.8719	15
0.0471	0.9190	16
0.0321	0.9511	17
0.0207	0.9718	18
0.0126	0.9845	19
0.0073	0.9918	20
0.0041	0.9958	21
0.0021	0.9980	22
0.0011	0.9991	23
0.0005	0.9996	24
0.0002	0.9998	25
0.0001	0.9999	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
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0.0000	1.0000	45
0.0000	1.0000	46
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0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
EBL
AM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 5.4
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0045	0.0045	0
0.0244	0.0289	1
0.0659	0.0948	2
0.1185	0.2133	3
0.1600	0.3733	4
0.1728	0.5461	5
0.1555	0.7017	6
0.1200	0.8217	7
0.0810	0.9027	8
0.0486	0.9512	9
0.0262	0.9775	10
0.0129	0.9904	11
0.0058	0.9962	12
0.0024	0.9986	13
0.0009	0.9995	14
0.0003	0.9998	15
0.0001	0.9999	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
EBL
PM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 9.7
Percentile = 95% 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0006	0.0007	1
0.0029	0.0035	2
0.0093	0.0129	3
0.0226	0.0355	4
0.0439	0.0793	5
0.0709	0.1502	6
0.0982	0.2485	7
0.1191	0.3676	8
0.1284	0.4960	9
0.1245	0.6205	10
0.1098	0.7303	11
0.0888	0.8191	12
0.0662	0.8853	13
0.0459	0.9312	14
0.0297	0.9609	15
0.0180	0.9789	16
0.0103	0.9892	17
0.0055	0.9947	18
0.0028	0.9975	19
0.0014	0.9989	20
0.0006	0.9995	21
0.0003	0.9998	22
0.0001	0.9999	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
EBL
PM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 8.9
Percentile = 95% 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0012	0.0014	1
0.0054	0.0068	2
0.0160	0.0228	3
0.0357	0.0584	4
0.0635	0.1219	5
0.0941	0.2160	6
0.1197	0.3357	7
0.1332	0.4689	8
0.1317	0.6006	9
0.1172	0.7178	10
0.0948	0.8126	11
0.0703	0.8829	12
0.0481	0.9311	13
0.0306	0.9617	14
0.0182	0.9798	15
0.0101	0.9899	16
0.0053	0.9952	17
0.0026	0.9978	18
0.0012	0.9991	19
0.0005	0.9996	20
0.0002	0.9998	21
0.0001	0.9999	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
EBL
PM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 18.5
Percentile = 95% 26

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0001	4
0.0002	0.0002	5
0.0005	0.0007	6
0.0014	0.0021	7
0.0031	0.0052	8
0.0065	0.0117	9
0.0120	0.0237	10
0.0201	0.0438	11
0.0310	0.0748	12
0.0441	0.1189	13
0.0583	0.1771	14
0.0719	0.2490	15
0.0831	0.3321	16
0.0904	0.4226	17
0.0930	0.5156	18
0.0905	0.6061	19
0.0837	0.6898	20
0.0738	0.7636	21
0.0620	0.8256	22
0.0499	0.8755	23
0.0385	0.9139	24
0.0285	0.9424	25
0.0202	0.9626	26
0.0139	0.9765	27
0.0092	0.9857	28
0.0058	0.9915	29
0.0036	0.9951	30
0.0022	0.9973	31
0.0012	0.9985	32
0.0007	0.9992	33
0.0004	0.9996	34
0.0002	0.9998	35
0.0001	0.9999	36
0.0001	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
EBL
PM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 12.1
Percentile = 95% 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0004	0.0005	2
0.0016	0.0021	3
0.0050	0.0071	4
0.0120	0.0191	5
0.0242	0.0433	6
0.0419	0.0852	7
0.0634	0.1486	8
0.0852	0.2338	9
0.1031	0.3368	10
0.1134	0.4502	11
0.1143	0.5645	12
0.1064	0.6709	13
0.0920	0.7629	14
0.0742	0.8371	15
0.0561	0.8932	16
0.0399	0.9331	17
0.0268	0.9600	18
0.0171	0.9771	19
0.0103	0.9874	20
0.0060	0.9934	21
0.0033	0.9966	22
0.0017	0.9984	23
0.0009	0.9992	24
0.0004	0.9997	25
0.0002	0.9998	26
0.0001	0.9999	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
AM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 2.2
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1108	0.1108	0
0.2438	0.3546	1
0.2681	0.6227	2
0.1966	0.8194	3
0.1082	0.9275	4
0.0476	0.9751	5
0.0174	0.9925	6
0.0055	0.9980	7
0.0015	0.9995	8
0.0004	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
AM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 2.7
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0672	0.0672	0
0.1815	0.2487	1
0.2450	0.4936	2
0.2205	0.7141	3
0.1488	0.8629	4
0.0804	0.9433	5
0.0362	0.9794	6
0.0139	0.9934	7
0.0047	0.9981	8
0.0014	0.9995	9
0.0004	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
AM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 3.7
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0247	0.0247	0
0.0915	0.1162	1
0.1692	0.2854	2
0.2087	0.4942	3
0.1931	0.6872	4
0.1429	0.8301	5
0.0881	0.9182	6
0.0466	0.9648	7
0.0215	0.9863	8
0.0089	0.9952	9
0.0033	0.9984	10
0.0011	0.9995	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
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0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
AM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 3.1
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0450	0.0450	0
0.1397	0.1847	1
0.2165	0.4012	2
0.2237	0.6248	3
0.1733	0.7982	4
0.1075	0.9057	5
0.0555	0.9612	6
0.0246	0.9858	7
0.0095	0.9953	8
0.0033	0.9986	9
0.0010	0.9996	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
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0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
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0.0000	1.0000	41
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0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
PM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 5.1
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0061	0.0061	0
0.0311	0.0372	1
0.0793	0.1165	2
0.1348	0.2513	3
0.1719	0.4231	4
0.1753	0.5984	5
0.1490	0.7474	6
0.1086	0.8560	7
0.0692	0.9252	8
0.0392	0.9644	9
0.0200	0.9844	10
0.0093	0.9937	11
0.0039	0.9976	12
0.0015	0.9992	13
0.0006	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
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0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
PM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 5.6
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0037	0.0037	0
0.0207	0.0244	1
0.0580	0.0824	2
0.1082	0.1906	3
0.1515	0.3422	4
0.1697	0.5119	5
0.1584	0.6703	6
0.1267	0.7970	7
0.0887	0.8857	8
0.0552	0.9409	9
0.0309	0.9718	10
0.0157	0.9875	11
0.0073	0.9949	12
0.0032	0.9980	13
0.0013	0.9993	14
0.0005	0.9998	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
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0.0000	1.0000	36
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0.0000	1.0000	47
0.0000	1.0000	48
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0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
PM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 11.0
Percentile = 95% 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0010	0.0012	2
0.0037	0.0049	3
0.0102	0.0151	4
0.0224	0.0375	5
0.0411	0.0786	6
0.0646	0.1432	7
0.0888	0.2320	8
0.1085	0.3405	9
0.1194	0.4599	10
0.1194	0.5793	11
0.1094	0.6887	12
0.0926	0.7813	13
0.0728	0.8540	14
0.0534	0.9074	15
0.0367	0.9441	16
0.0237	0.9678	17
0.0145	0.9823	18
0.0084	0.9907	19
0.0046	0.9953	20
0.0024	0.9977	21
0.0012	0.9990	22
0.0006	0.9995	23
0.0003	0.9998	24
0.0001	0.9999	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
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0.0000	1.0000	89

Sierra/Mabury
SBT/L
PM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 10.8
Percentile = 95% 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0012	0.0014	2
0.0043	0.0057	3
0.0116	0.0173	4
0.0250	0.0423	5
0.0450	0.0872	6
0.0694	0.1566	7
0.0936	0.2502	8
0.1124	0.3626	9
0.1214	0.4840	10
0.1192	0.6031	11
0.1072	0.7104	12
0.0891	0.7995	13
0.0687	0.8682	14
0.0495	0.9177	15
0.0334	0.9511	16
0.0212	0.9723	17
0.0127	0.9850	18
0.0072	0.9923	19
0.0039	0.9962	20
0.0020	0.9982	21
0.0010	0.9992	22
0.0005	0.9996	23
0.0002	0.9998	24
0.0001	0.9999	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
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0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBR
AM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 7.2
Percentile = 95% 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0007	0.0007	0
0.0054	0.0061	1
0.0194	0.0255	2
0.0464	0.0719	3
0.0836	0.1555	4
0.1204	0.2759	5
0.1445	0.4204	6
0.1486	0.5689	7
0.1337	0.7027	8
0.1070	0.8096	9
0.0770	0.8867	10
0.0504	0.9371	11
0.0303	0.9673	12
0.0168	0.9841	13
0.0086	0.9927	14
0.0041	0.9969	15
0.0019	0.9987	16
0.0008	0.9995	17
0.0003	0.9998	18
0.0001	0.9999	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
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0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBR
AM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 2.1
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1225	0.1225	0
0.2572	0.3796	1
0.2700	0.6496	2
0.1890	0.8386	3
0.0992	0.9379	4
0.0417	0.9796	5
0.0146	0.9941	6
0.0044	0.9985	7
0.0011	0.9997	8
0.0003	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
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0.0000	1.0000	66
0.0000	1.0000	67
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0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBR
AM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 19.9
Percentile = 95% 27

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0001	0.0001	5
0.0002	0.0003	6
0.0006	0.0008	7
0.0014	0.0022	8
0.0031	0.0053	9
0.0061	0.0114	10
0.0111	0.0225	11
0.0183	0.0408	12
0.0281	0.0689	13
0.0399	0.1088	14
0.0529	0.1617	15
0.0659	0.2276	16
0.0771	0.3047	17
0.0852	0.3899	18
0.0893	0.4792	19
0.0888	0.5680	20
0.0842	0.6521	21
0.0761	0.7283	22
0.0659	0.7941	23
0.0546	0.8487	24
0.0435	0.8922	25
0.0333	0.9255	26
0.0245	0.9500	27
0.0174	0.9674	28
0.0120	0.9794	29
0.0079	0.9873	30
0.0051	0.9924	31
0.0032	0.9956	32
0.0019	0.9975	33
0.0011	0.9986	34
0.0006	0.9993	35
0.0004	0.9996	36
0.0002	0.9998	37
0.0001	0.9999	38
0.0001	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBR
AM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 9.4
Percentile = 95% 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0008	0.0009	1
0.0037	0.0045	2
0.0115	0.0160	3
0.0269	0.0429	4
0.0506	0.0935	5
0.0793	0.1727	6
0.1064	0.2792	7
0.1251	0.4042	8
0.1306	0.5349	9
0.1228	0.6576	10
0.1049	0.7626	11
0.0822	0.8448	12
0.0594	0.9042	13
0.0399	0.9441	14
0.0250	0.9691	15
0.0147	0.9838	16
0.0081	0.9919	17
0.0042	0.9962	18
0.0021	0.9983	19
0.0010	0.9992	20
0.0004	0.9997	21
0.0002	0.9999	22
0.0001	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
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0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBR
PM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 3.3
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0369	0.0369	0
0.1217	0.1586	1
0.2008	0.3594	2
0.2209	0.5803	3
0.1823	0.7626	4
0.1203	0.8829	5
0.0662	0.9490	6
0.0312	0.9802	7
0.0129	0.9931	8
0.0047	0.9978	9
0.0016	0.9994	10
0.0005	0.9998	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
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0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
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0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBR
PM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 1.7
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1827	0.1827	0
0.3106	0.4932	1
0.2640	0.7572	2
0.1496	0.9068	3
0.0636	0.9704	4
0.0216	0.9920	5
0.0061	0.9981	6
0.0015	0.9996	7
0.0003	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBR
PM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 6.3
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0018	0.0018	0
0.0116	0.0134	1
0.0364	0.0498	2
0.0765	0.1264	3
0.1205	0.2469	4
0.1519	0.3988	5
0.1595	0.5582	6
0.1435	0.7017	7
0.1130	0.8148	8
0.0791	0.8939	9
0.0498	0.9437	10
0.0285	0.9723	11
0.0150	0.9873	12
0.0073	0.9945	13
0.0033	0.9978	14
0.0014	0.9992	15
0.0005	0.9997	16
0.0002	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
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0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBR
PM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 2.0
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1353	0.1353	0
0.2707	0.4060	1
0.2707	0.6767	2
0.1804	0.8571	3
0.0902	0.9473	4
0.0361	0.9834	5
0.0120	0.9955	6
0.0034	0.9989	7
0.0009	0.9998	8
0.0002	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
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0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
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0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
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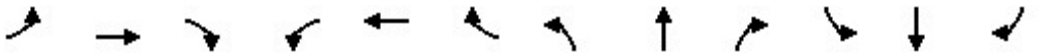
0.0000	1.0000	89



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	613	1070	17	13	1862	235	14	0	11	61	0	766
Future Volume (vph)	613	1070	17	13	1862	235	14	0	11	61	0	766
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00		1.00	1.00		1.00	0.88
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	3433	3531		1770	3539	1583		1770	1583		1770	2787
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)	3433	3531		1770	3539	1583		1770	1583		1770	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	666	1163	18	14	2024	255	15	0	12	66	0	833
RTOR Reduction (vph)	0	1	0	0	0	91	0	0	12	0	0	370
Lane Group Flow (vph)	666	1180	0	14	2024	164	0	15	0	0	66	463
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	17.5	69.9		1.0	53.4	53.4		1.5	1.5		11.5	11.5
Effective Green, g (s)	17.5	69.9		1.0	53.4	53.4		1.5	1.5		11.5	11.5
Actuated g/C Ratio	0.17	0.69		0.01	0.52	0.52		0.01	0.01		0.11	0.11
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	589	2422		17	1854	829		26	23		199	314
v/s Ratio Prot	c0.19	0.33		0.01	c0.57			c0.01			0.04	
v/s Ratio Perm						0.10			0.00			c0.17
v/c Ratio	1.13	0.49		0.82	1.09	0.20		0.58	0.01		0.33	1.47
Uniform Delay, d1	42.2	7.5		50.4	24.3	12.9		49.9	49.5		41.7	45.2
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	78.6	0.2		132.1	50.7	0.1		27.4	0.1		1.0	230.2
Delay (s)	120.8	7.7		182.5	74.9	13.0		77.3	49.6		42.6	275.4
Level of Service	F	A		F	E	B		E	D		D	F
Approach Delay (s)		48.5			68.7			65.0			258.3	
Approach LOS		D			E			E			F	

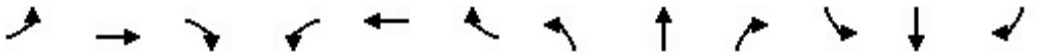
Intersection Summary			
HCM 2000 Control Delay	94.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	101.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	92.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	390	811	98	159	1816	141	402	138	96	163	269	432
Future Volume (vph)	390	811	98	159	1816	141	402	138	96	163	269	432
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91		0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5030		1681	1727	1583	1681	1764	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	5030		1681	1727	1583	1681	1764	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	424	882	107	173	1974	153	437	150	104	177	292	470
RTOR Reduction (vph)	0	0	68	0	7	0	0	0	86	0	0	179
Lane Group Flow (vph)	424	882	39	173	2120	0	288	299	18	159	310	291
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	14.5	43.7	43.7	16.3	45.5		21.1	21.1	21.1	20.9	20.9	20.9
Effective Green, g (s)	14.5	43.7	43.7	16.3	45.5		21.1	21.1	21.1	20.9	20.9	20.9
Actuated g/C Ratio	0.12	0.36	0.36	0.14	0.38		0.18	0.18	0.18	0.17	0.17	0.17
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	414	1851	576	240	1907		295	303	278	292	307	275
v/s Ratio Prot	c0.12	0.17		0.10	c0.42		0.17	c0.17		0.09	0.18	
v/s Ratio Perm			0.02						0.01			c0.18
v/c Ratio	1.02	0.48	0.07	0.72	1.11		0.98	0.99	0.07	0.54	1.01	1.06
Uniform Delay, d1	52.8	29.4	24.9	49.7	37.2		49.2	49.3	41.2	45.2	49.5	49.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	50.5	0.2	0.0	10.2	58.3		46.7	48.5	0.5	7.1	53.9	70.2
Delay (s)	103.3	29.5	24.9	59.8	95.5		95.9	97.8	41.7	52.3	103.4	119.8
Level of Service	F	C	C	E	F		F	F	D	D	F	F
Approach Delay (s)		51.3			92.8			88.6			102.9	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	83.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	93.3%	ICU Level of Service	F
Analysis Period (min)	15		

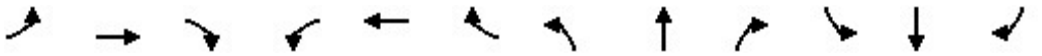
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	908	101	350	1906	53	161	2	216	43	10	57
Future Volume (vph)	33	908	101	350	1906	53	161	2	216	43	10	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91		0.97	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00		1.00	0.85		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5009		3433	5065		1770	1586		1770	1625	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5009		3433	5065		1770	1586		1770	1625	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	987	110	380	2072	58	175	2	235	47	11	62
RTOR Reduction (vph)	0	11	0	0	3	0	0	171	0	0	50	0
Lane Group Flow (vph)	36	1086	0	380	2127	0	175	66	0	47	23	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	3.1	42.4		17.3	56.6		15.3	31.5		6.4	22.6	
Effective Green, g (s)	3.1	42.4		17.3	56.6		15.3	31.5		6.4	22.6	
Actuated g/C Ratio	0.03	0.37		0.15	0.49		0.13	0.27		0.06	0.20	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	47	1837		513	2479		234	432		97	317	
v/s Ratio Prot	0.02	0.22		c0.11	c0.42		c0.10	c0.04		0.03	0.01	
v/s Ratio Perm												
v/c Ratio	0.77	0.59		0.74	0.86		0.75	0.15		0.48	0.07	
Uniform Delay, d1	55.9	29.6		47.0	26.0		48.3	31.9		53.0	38.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	52.3	0.5		5.7	3.2		12.3	0.8		3.8	0.4	
Delay (s)	108.2	30.1		52.7	29.1		60.6	32.7		56.8	38.4	
Level of Service	F	C		D	C		E	C		E	D	
Approach Delay (s)		32.6			32.7			44.5			45.6	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	34.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	115.6	Sum of lost time (s)	18.0
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		

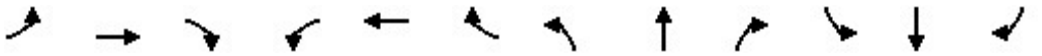
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	698	1446	1	2	1197	97	7	0	11	183	0	824
Future Volume (vph)	698	1446	1	2	1197	97	7	0	11	183	0	824
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00		1.00	1.00		1.00	0.88
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	3433	3539		1770	3539	1583		1770	1583		1770	2787
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)	3433	3539		1770	3539	1583		1770	1583		1770	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	759	1572	1	2	1301	105	8	0	12	199	0	896
RTOR Reduction (vph)	0	0	0	0	0	60	0	0	12	0	0	590
Lane Group Flow (vph)	759	1573	0	2	1301	45	0	8	0	0	199	306
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	29.6	82.2		0.5	53.1	53.1		1.9	1.9		20.6	20.6
Effective Green, g (s)	29.6	82.2		0.5	53.1	53.1		1.9	1.9		20.6	20.6
Actuated g/C Ratio	0.24	0.67		0.00	0.43	0.43		0.02	0.02		0.17	0.17
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	824	2361		7	1525	682		27	24		295	466
v/s Ratio Prot	c0.22	0.44		0.00	c0.37			c0.00			c0.11	
v/s Ratio Perm						0.03			0.00			0.11
v/c Ratio	0.92	0.67		0.29	0.85	0.07		0.30	0.01		0.67	0.66
Uniform Delay, d1	45.7	12.3		61.2	31.5	20.5		60.0	59.7		48.2	48.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	15.5	0.7		21.2	4.9	0.0		6.1	0.1		6.0	3.3
Delay (s)	61.1	13.0		82.4	36.4	20.6		66.0	59.8		54.1	51.3
Level of Service	E	B		F	D	C		E	E		D	D
Approach Delay (s)		28.7			35.3			62.3			51.8	
Approach LOS		C			D			E			D	

Intersection Summary			
HCM 2000 Control Delay	35.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	123.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		

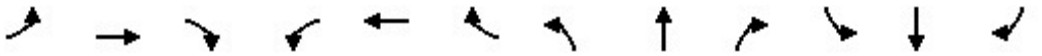
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	389	1939	308	139	1576	201	126	271	129	124	245	465
Future Volume (vph)	389	1939	308	139	1576	201	126	271	129	124	245	465
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91		0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	4999		1681	1766	1583	1681	1765	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	4999		1681	1766	1583	1681	1765	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	423	2108	335	151	1713	218	137	295	140	135	266	505
RTOR Reduction (vph)	0	0	143	0	13	0	0	0	114	0	0	230
Lane Group Flow (vph)	423	2108	192	151	1918	0	123	309	26	121	280	275
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	15.5	49.4	49.4	10.7	44.6		22.2	22.2	22.2	19.7	19.7	19.7
Effective Green, g (s)	15.5	49.4	49.4	10.7	44.6		22.2	22.2	22.2	19.7	19.7	19.7
Actuated g/C Ratio	0.13	0.41	0.41	0.09	0.37		0.18	0.18	0.18	0.16	0.16	0.16
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	443	2093	651	157	1857		310	326	292	275	289	259
v/s Ratio Prot	c0.12	c0.41		0.09	0.38		0.07	c0.18		0.07	0.16	
v/s Ratio Perm			0.12						0.02			c0.17
v/c Ratio	0.95	1.01	0.29	0.96	1.03		0.40	0.95	0.09	0.44	0.97	1.06
Uniform Delay, d1	51.9	35.3	23.6	54.4	37.7		43.0	48.3	40.5	45.2	49.8	50.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	31.2	21.4	0.3	60.1	29.8		3.8	38.2	0.6	5.0	45.6	73.3
Delay (s)	83.1	56.7	23.9	114.5	67.5		46.8	86.5	41.1	50.2	95.4	123.5
Level of Service	F	E	C	F	E		D	F	D	D	F	F
Approach Delay (s)		56.8			70.9			66.9			105.0	
Approach LOS		E			E			E			F	

Intersection Summary			
HCM 2000 Control Delay	69.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	89.2%	ICU Level of Service	E
Analysis Period (min)	15		

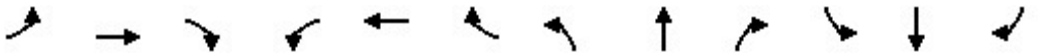
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	1952	162	310	1738	76	119	8	359	68	2	30
Future Volume (vph)	61	1952	162	310	1738	76	119	8	359	68	2	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91		0.97	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.85		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5027		3433	5053		1770	1590		1770	1599	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5027		3433	5053		1770	1590		1770	1599	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	66	2122	176	337	1889	83	129	9	390	74	2	33
RTOR Reduction (vph)	0	8	0	0	4	0	0	133	0	0	27	0
Lane Group Flow (vph)	66	2290	0	337	1968	0	129	266	0	74	8	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	7.7	56.4		13.5	62.2		11.4	26.5		6.5	21.6	
Effective Green, g (s)	7.7	56.4		13.5	62.2		11.4	26.5		6.5	21.6	
Actuated g/C Ratio	0.06	0.47		0.11	0.51		0.09	0.22		0.05	0.18	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	112	2345		383	2599		166	348		95	285	
v/s Ratio Prot	0.04	c0.46		c0.10	0.39		c0.07	c0.17		0.04	0.00	
v/s Ratio Perm												
v/c Ratio	0.59	0.98		0.88	0.76		0.78	0.77		0.78	0.03	
Uniform Delay, d1	55.1	31.6		52.9	23.3		53.5	44.3		56.5	41.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.7	13.4		19.9	1.3		20.1	14.8		32.2	0.2	
Delay (s)	62.8	45.0		72.8	24.6		73.6	59.1		88.7	41.2	
Level of Service	E	D		E	C		E	E		F	D	
Approach Delay (s)		45.5			31.7			62.6			73.4	
Approach LOS		D			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	41.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	120.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	92.0%	ICU Level of Service	F
Analysis Period (min)	15		

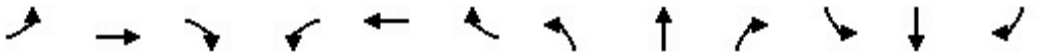
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	668	918	17	13	1802	163	14	0	11	74	0	536
Future Volume (vph)	668	918	17	13	1802	163	14	0	11	74	0	536
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00		1.00	1.00		1.00	0.88
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	3433	3530		1770	3539	1583		1770	1583		1770	2787
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)	3433	3530		1770	3539	1583		1770	1583		1770	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	726	998	18	14	1959	177	15	0	12	80	0	583
RTOR Reduction (vph)	0	1	0	0	0	75	0	0	12	0	0	418
Lane Group Flow (vph)	726	1015	0	14	1959	102	0	15	0	0	80	165
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	19.5	73.9		1.0	55.4	55.4		1.5	1.5		7.5	7.5
Effective Green, g (s)	19.5	73.9		1.0	55.4	55.4		1.5	1.5		7.5	7.5
Actuated g/C Ratio	0.19	0.73		0.01	0.54	0.54		0.01	0.01		0.07	0.07
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	656	2560		17	1924	860		26	23		130	205
v/s Ratio Prot	c0.21	0.29		0.01	c0.55			c0.01			0.05	
v/s Ratio Perm						0.06			0.00			c0.06
v/c Ratio	1.11	0.40		0.82	1.02	0.12		0.58	0.01		0.62	0.81
Uniform Delay, d1	41.2	5.4		50.4	23.3	11.3		49.9	49.5		45.8	46.5
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	68.1	0.1		132.1	25.2	0.1		27.4	0.1		8.4	20.1
Delay (s)	109.3	5.5		182.5	48.4	11.4		77.3	49.6		54.2	66.6
Level of Service	F	A		F	D	B		E	D		D	E
Approach Delay (s)		48.8			46.3			65.0			65.1	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	50.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	101.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		

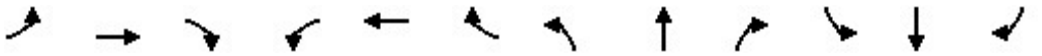
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	267	595	124	112	1637	141	261	133	67	140	240	249
Future Volume (vph)	267	595	124	112	1637	141	261	133	67	140	240	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91		0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5025		1681	1740	1583	1681	1765	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	5025		1681	1740	1583	1681	1765	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	290	647	135	122	1779	153	284	145	73	152	261	271
RTOR Reduction (vph)	0	0	84	0	9	0	0	0	59	0	0	172
Lane Group Flow (vph)	290	647	51	122	1923	0	210	219	14	137	276	99
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	11.5	45.1	45.1	12.9	46.5		22.5	22.5	22.5	21.5	21.5	21.5
Effective Green, g (s)	11.5	45.1	45.1	12.9	46.5		22.5	22.5	22.5	21.5	21.5	21.5
Actuated g/C Ratio	0.10	0.38	0.38	0.11	0.39		0.19	0.19	0.19	0.18	0.18	0.18
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	328	1911	594	190	1947		315	326	296	301	316	283
v/s Ratio Prot	c0.08	0.13		0.07	c0.38		0.12	c0.13		0.08	c0.16	
v/s Ratio Perm			0.03						0.01			0.06
v/c Ratio	0.88	0.34	0.09	0.64	0.99		0.67	0.67	0.05	0.46	0.87	0.35
Uniform Delay, d1	53.6	26.8	24.2	51.3	36.5		45.3	45.3	40.0	44.0	47.9	43.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	23.4	0.1	0.1	7.2	17.4		10.7	10.5	0.3	4.9	26.7	3.4
Delay (s)	77.0	26.9	24.2	58.6	53.9		55.9	55.9	40.3	48.9	74.7	46.5
Level of Service	E	C	C	E	D		E	E	D	D	E	D
Approach Delay (s)		40.1			54.2			53.6			58.4	
Approach LOS		D			D			D			E	

Intersection Summary			
HCM 2000 Control Delay	51.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		

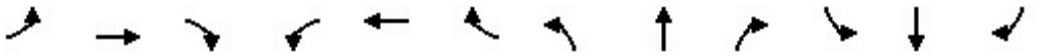
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	620	133	361	1806	34	153	0	169	23	2	26
Future Volume (vph)	22	620	133	361	1806	34	153	0	169	23	2	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91		0.97	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00		1.00	0.85		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4950		3433	5071		1770	1583		1770	1602	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	4950		3433	5071		1770	1583		1770	1602	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	674	145	392	1963	37	166	0	184	25	2	28
RTOR Reduction (vph)	0	28	0	0	2	0	0	128	0	0	22	0
Lane Group Flow (vph)	24	791	0	392	1998	0	166	56	0	25	8	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	3.3	40.2		17.5	54.4		15.3	34.3		3.3	22.3	
Effective Green, g (s)	3.3	40.2		17.5	54.4		15.3	34.3		3.3	22.3	
Actuated g/C Ratio	0.03	0.35		0.15	0.48		0.14	0.30		0.03	0.20	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	51	1756		530	2434		239	479		51	315	
v/s Ratio Prot	0.01	0.16		c0.11	c0.39		c0.09	c0.04		0.01	0.00	
v/s Ratio Perm												
v/c Ratio	0.47	0.45		0.74	0.82		0.69	0.12		0.49	0.02	
Uniform Delay, d1	54.1	28.1		45.7	25.3		46.8	28.5		54.2	36.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.7	0.2		5.4	2.3		8.5	0.5		7.2	0.1	
Delay (s)	60.9	28.3		51.1	27.6		55.2	29.0		61.4	36.9	
Level of Service	E	C		D	C		E	C		E	D	
Approach Delay (s)		29.2			31.5			41.5			48.0	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	32.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	113.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		

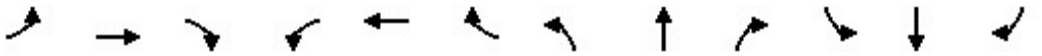
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	641	1286	1	2	1178	62	7	0	11	201	0	690
Future Volume (vph)	641	1286	1	2	1178	62	7	0	11	201	0	690
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00		1.00	1.00		1.00	0.88
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	3433	3539		1770	3539	1583		1770	1583		1770	2787
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)	3433	3539		1770	3539	1583		1770	1583		1770	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	697	1398	1	2	1280	67	8	0	12	218	0	750
RTOR Reduction (vph)	0	0	0	0	0	38	0	0	12	0	0	570
Lane Group Flow (vph)	697	1399	0	2	1280	29	0	8	0	0	218	180
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	28.0	80.1		0.4	52.5	52.5		1.3	1.3		20.1	20.1
Effective Green, g (s)	28.0	80.1		0.4	52.5	52.5		1.3	1.3		20.1	20.1
Actuated g/C Ratio	0.23	0.67		0.00	0.44	0.44		0.01	0.01		0.17	0.17
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	801	2364		5	1549	693		19	17		296	467
v/s Ratio Prot	c0.20	0.40		0.00	c0.36			c0.00			c0.12	
v/s Ratio Perm						0.02			0.00			0.06
v/c Ratio	0.87	0.59		0.40	0.83	0.04		0.42	0.01		0.74	0.39
Uniform Delay, d1	44.2	10.9		59.6	29.7	19.3		58.9	58.7		47.4	44.4
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	10.2	0.4		45.2	3.8	0.0		14.4	0.2		9.2	0.5
Delay (s)	54.4	11.3		104.9	33.4	19.3		73.3	58.8		56.6	44.9
Level of Service	D	B		F	C	B		E	E		E	D
Approach Delay (s)		25.6			32.8			64.6			47.6	
Approach LOS		C			C			E			D	

Intersection Summary			
HCM 2000 Control Delay	32.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	119.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

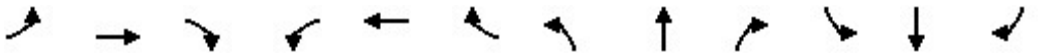
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	1569	264	91	1300	170	204	260	121	114	178	386
Future Volume (vph)	234	1569	264	91	1300	170	204	260	121	114	178	386
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91		0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	4997		1681	1763	1583	1681	1764	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	4997		1681	1763	1583	1681	1764	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	254	1705	287	99	1413	185	222	283	132	124	193	420
RTOR Reduction (vph)	0	0	151	0	14	0	0	0	102	0	0	197
Lane Group Flow (vph)	254	1705	136	99	1584	0	200	305	30	112	205	223
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	10.5	43.8	43.8	9.2	42.5		27.5	27.5	27.5	21.5	21.5	21.5
Effective Green, g (s)	10.5	43.8	43.8	9.2	42.5		27.5	27.5	27.5	21.5	21.5	21.5
Actuated g/C Ratio	0.09	0.36	0.36	0.08	0.35		0.23	0.23	0.23	0.18	0.18	0.18
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	300	1856	577	135	1769		385	404	362	301	316	283
v/s Ratio Prot	c0.07	c0.34		0.06	0.32		0.12	c0.17		0.07	0.12	
v/s Ratio Perm			0.09						0.02			c0.14
v/c Ratio	0.85	0.92	0.24	0.73	0.90		0.52	0.75	0.08	0.37	0.65	0.79
Uniform Delay, d1	54.0	36.4	26.5	54.2	36.7		40.5	43.1	36.3	43.3	45.7	47.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	19.3	7.7	0.2	18.5	6.3		4.9	12.3	0.5	3.5	9.9	19.6
Delay (s)	73.2	44.1	26.7	72.7	43.0		45.4	55.5	36.8	46.8	55.6	66.7
Level of Service	E	D	C	E	D		D	E	D	D	E	E
Approach Delay (s)		45.2			44.7			48.4			60.6	
Approach LOS		D			D			D			E	

Intersection Summary			
HCM 2000 Control Delay	47.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		

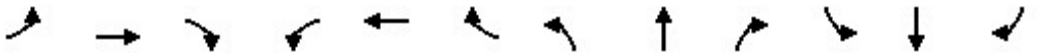
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	1581	169	255	1305	43	206	1	400	44	2	31
Future Volume (vph)	36	1581	169	255	1305	43	206	1	400	44	2	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91		0.97	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.85		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5012		3433	5061		1770	1584		1770	1599	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5012		3433	5061		1770	1584		1770	1599	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	1718	184	277	1418	47	224	1	435	48	2	34
RTOR Reduction (vph)	0	10	0	0	3	0	0	127	0	0	28	0
Lane Group Flow (vph)	39	1892	0	277	1462	0	224	309	0	48	8	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	4.1	50.8		12.4	59.1		18.2	35.0		4.9	21.7	
Effective Green, g (s)	4.1	50.8		12.4	59.1		18.2	35.0		4.9	21.7	
Actuated g/C Ratio	0.03	0.42		0.10	0.49		0.15	0.29		0.04	0.18	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	59	2102		351	2469		266	457		71	286	
v/s Ratio Prot	0.02	c0.38		c0.08	0.29		c0.13	c0.19		0.03	0.01	
v/s Ratio Perm												
v/c Ratio	0.66	0.90		0.79	0.59		0.84	0.68		0.68	0.03	
Uniform Delay, d1	57.8	32.8		53.1	22.3		50.1	38.0		57.3	41.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	24.4	5.6		11.2	0.4		20.8	7.8		22.5	0.2	
Delay (s)	82.2	38.4		64.3	22.7		70.8	45.8		79.9	41.2	
Level of Service	F	D		E	C		E	D		E	D	
Approach Delay (s)		39.3			29.3			54.3			63.3	
Approach LOS		D			C			D			E	

Intersection Summary			
HCM 2000 Control Delay	38.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	121.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	322	585	17	13	1643	412	14	0	11	103	0	687
Future Volume (vph)	322	585	17	13	1643	412	14	0	11	103	0	687
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	1855		1770	1863	1583		1770	1583		1770	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)	1770	1855		1770	1863	1583		1770	1583		1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	350	636	18	14	1786	448	15	0	12	112	0	747
RTOR Reduction (vph)	0	1	0	0	0	95	0	0	12	0	0	137
Lane Group Flow (vph)	350	653	0	14	1786	353	0	15	0	0	112	610
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	10.5	63.9		1.0	54.4	54.4		2.0	2.0		16.5	16.5
Effective Green, g (s)	10.5	63.9		1.0	54.4	54.4		2.0	2.0		16.5	16.5
Actuated g/C Ratio	0.10	0.63		0.01	0.54	0.54		0.02	0.02		0.16	0.16
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	183	1168		17	999	849		34	31		288	257
v/s Ratio Prot	c0.20	0.35		0.01	c0.96			c0.01			0.06	
v/s Ratio Perm						0.22			0.00			c0.39
v/c Ratio	1.91	0.56		0.82	1.79	0.42		0.44	0.01		0.39	2.37
Uniform Delay, d1	45.5	10.7		50.1	23.5	14.0		49.1	48.7		37.9	42.5
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	430.3	0.6		132.1	358.5	0.3		8.9	0.1		0.9	629.4
Delay (s)	475.8	11.3		182.2	382.0	14.4		58.0	48.8		38.8	671.9
Level of Service	F	B		F	F	B		E	D		D	F
Approach Delay (s)		173.2			307.5			53.9			589.3	
Approach LOS		F			F			D			F	

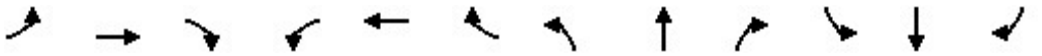
Intersection Summary			
HCM 2000 Control Delay	331.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.88		
Actuated Cycle Length (s)	101.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	143.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	372	1042	186	238	1664	144	515	97	127	164	185	452
Future Volume (vph)	372	1042	186	238	1664	144	515	97	127	164	185	452
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91		0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5024		1681	1711	1583	1681	1762	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	5024		1681	1711	1583	1681	1762	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	404	1133	202	259	1809	157	560	105	138	178	201	491
RTOR Reduction (vph)	0	0	142	0	8	0	0	0	110	0	0	171
Lane Group Flow (vph)	404	1133	60	259	1958	0	330	335	28	160	219	320
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	13.9	35.9	35.9	20.5	42.5		24.1	24.1	24.1	21.5	21.5	21.5
Effective Green, g (s)	13.9	35.9	35.9	20.5	42.5		24.1	24.1	24.1	21.5	21.5	21.5
Actuated g/C Ratio	0.12	0.30	0.30	0.17	0.35		0.20	0.20	0.20	0.18	0.18	0.18
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	397	1521	473	302	1779		337	343	317	301	315	283
v/s Ratio Prot	c0.12	0.22		0.15	c0.39		c0.20	0.20		0.10	0.12	
v/s Ratio Perm			0.04						0.02			c0.20
v/c Ratio	1.02	0.74	0.13	0.86	1.10		0.98	0.98	0.09	0.53	0.70	1.13
Uniform Delay, d1	53.0	37.9	30.6	48.3	38.8		47.7	47.7	39.0	44.7	46.2	49.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	49.7	2.0	0.1	20.6	54.4		44.1	43.1	0.5	6.6	12.0	93.8
Delay (s)	102.8	39.9	30.8	69.0	93.1		91.8	90.7	39.5	51.3	58.2	143.0
Level of Service	F	D	C	E	F		F	F	D	D	E	F
Approach Delay (s)		53.5			90.3			82.4			104.8	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	80.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		

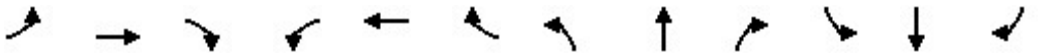
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	1070	209	413	1803	66	200	3	247	43	5	63
Future Volume (vph)	27	1070	209	413	1803	66	200	3	247	43	5	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91		0.97	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.85		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4961		3433	5058		1770	1586		1770	1602	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	4961		3433	5058		1770	1586		1770	1602	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	1163	227	449	1960	72	217	3	268	47	5	68
RTOR Reduction (vph)	0	24	0	0	3	0	0	189	0	0	55	0
Lane Group Flow (vph)	29	1366	0	449	2029	0	217	82	0	47	18	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	3.1	39.7		18.7	55.3		18.1	34.3		6.4	22.6	
Effective Green, g (s)	3.1	39.7		18.7	55.3		18.1	34.3		6.4	22.6	
Actuated g/C Ratio	0.03	0.34		0.16	0.47		0.15	0.29		0.05	0.19	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	46	1681		548	2388		273	464		96	309	
v/s Ratio Prot	0.02	0.28		c0.13	c0.40		c0.12	c0.05		0.03	0.01	
v/s Ratio Perm												
v/c Ratio	0.63	0.81		0.82	0.85		0.79	0.18		0.49	0.06	
Uniform Delay, d1	56.4	35.3		47.6	27.2		47.7	30.9		53.8	38.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	24.9	3.1		9.3	3.0		14.7	0.8		3.9	0.4	
Delay (s)	81.3	38.4		56.9	30.3		62.4	31.7		57.7	38.9	
Level of Service	F	D		E	C		E	C		E	D	
Approach Delay (s)		39.3			35.1			45.3			46.3	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	37.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	117.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	75.1%	ICU Level of Service	D
Analysis Period (min)	15		

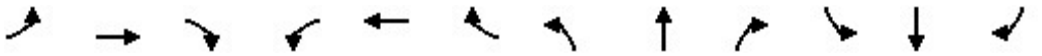
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	665	1207	1	2	931	197	7	0	11	397	0	607
Future Volume (vph)	665	1207	1	2	931	197	7	0	11	397	0	607
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	1863		1770	1863	1583		1770	1583		1770	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)	1770	1863		1770	1863	1583		1770	1583		1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	723	1312	1	2	1012	214	8	0	12	432	0	660
RTOR Reduction (vph)	0	0	0	0	0	75	0	0	12	0	0	382
Lane Group Flow (vph)	723	1313	0	2	1012	139	0	8	0	0	432	278
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	37.5	90.4		0.3	53.2	53.2		1.5	1.5		22.5	22.5
Effective Green, g (s)	37.5	90.4		0.3	53.2	53.2		1.5	1.5		22.5	22.5
Actuated g/C Ratio	0.28	0.68		0.00	0.40	0.40		0.01	0.01		0.17	0.17
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	500	1269		4	746	634		20	17		300	268
v/s Ratio Prot	c0.41	0.70		0.00	c0.54			c0.00			c0.24	
v/s Ratio Perm						0.09			0.00			0.18
v/c Ratio	1.45	1.03		0.50	1.36	0.22		0.40	0.01		1.44	1.04
Uniform Delay, d1	47.6	21.1		66.1	39.7	26.1		65.2	64.9		55.1	55.1
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	211.8	34.7		74.4	169.2	0.2		12.6	0.2		216.0	65.0
Delay (s)	259.4	55.8		140.5	208.9	26.3		77.8	65.1		271.1	120.1
Level of Service	F	E		F	F	C		E	E		F	F
Approach Delay (s)		128.1			177.0			70.1			179.8	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM 2000 Control Delay	154.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.39		
Actuated Cycle Length (s)	132.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	125.8%	ICU Level of Service	H
Analysis Period (min)	15		

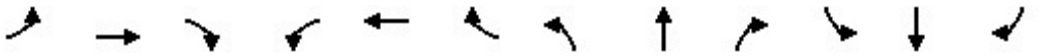
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	316	1719	419	226	1383	202	223	195	227	147	169	497
Future Volume (vph)	316	1719	419	226	1383	202	223	195	227	147	169	497
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91		0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	4988		1681	1761	1583	1681	1763	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	4988		1681	1761	1583	1681	1763	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	343	1868	455	246	1503	220	242	212	247	160	184	540
RTOR Reduction (vph)	0	0	220	0	16	0	0	0	207	0	0	189
Lane Group Flow (vph)	343	1868	235	246	1707	0	218	236	40	144	200	351
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	13.3	42.5	42.5	16.5	45.7		19.4	19.4	19.4	23.6	23.6	23.6
Effective Green, g (s)	13.3	42.5	42.5	16.5	45.7		19.4	19.4	19.4	23.6	23.6	23.6
Actuated g/C Ratio	0.11	0.35	0.35	0.14	0.38		0.16	0.16	0.16	0.20	0.20	0.20
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	380	1800	560	243	1899		271	284	255	330	346	311
v/s Ratio Prot	0.10	c0.37		c0.14	c0.34		0.13	c0.13		0.09	0.11	
v/s Ratio Perm			0.15						0.03			c0.22
v/c Ratio	0.90	1.04	0.42	1.01	0.90		0.80	0.83	0.16	0.44	0.58	1.13
Uniform Delay, d1	52.7	38.8	29.4	51.8	35.0		48.5	48.7	43.3	42.4	43.7	48.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	23.9	31.7	0.5	60.9	6.1		21.9	23.7	1.3	4.2	6.9	90.6
Delay (s)	76.6	70.5	29.9	112.7	41.1		70.4	72.5	44.6	46.5	50.6	138.8
Level of Service	E	E	C	F	D		E	E	D	D	D	F
Approach Delay (s)		64.3			50.0			62.0			103.8	
Approach LOS		E			D			E			F	

Intersection Summary			
HCM 2000 Control Delay	65.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		

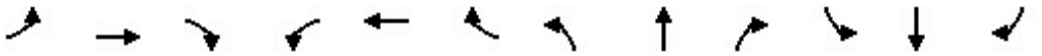
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	1823	189	400	1536	77	214	3	450	74	1	38
Future Volume (vph)	63	1823	189	400	1536	77	214	3	450	74	1	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91		0.97	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5014		3433	5049		1770	1585		1770	1590	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5014		3433	5049		1770	1585		1770	1590	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	1982	205	435	1670	84	233	3	489	80	1	41
RTOR Reduction (vph)	0	10	0	0	4	0	0	151	0	0	34	0
Lane Group Flow (vph)	68	2177	0	435	1750	0	233	341	0	80	8	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	7.7	50.4		15.9	58.6		16.7	29.9		6.7	19.9	
Effective Green, g (s)	7.7	50.4		15.9	58.6		16.7	29.9		6.7	19.9	
Actuated g/C Ratio	0.06	0.42		0.13	0.48		0.14	0.25		0.06	0.16	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	112	2090		451	2447		244	391		98	261	
v/s Ratio Prot	0.04	c0.43		c0.13	0.35		c0.13	c0.21		0.05	0.00	
v/s Ratio Perm												
v/c Ratio	0.61	1.04		0.96	0.72		0.95	0.87		0.82	0.03	
Uniform Delay, d1	55.1	35.2		52.2	24.6		51.7	43.7		56.5	42.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.0	31.5		33.1	1.0		44.8	22.5		38.7	0.2	
Delay (s)	64.1	66.7		85.3	25.6		96.5	66.1		95.2	42.6	
Level of Service	E	E		F	C		F	E		F	D	
Approach Delay (s)		66.6			37.4			75.9			77.1	
Approach LOS		E			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	56.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	120.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	98.0%	ICU Level of Service	F
Analysis Period (min)	15		

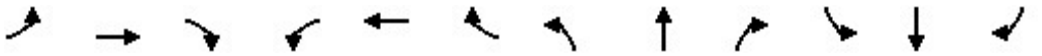
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	580	17	13	1602	433	14	0	11	86	0	366
Future Volume (vph)	150	580	17	13	1602	433	14	0	11	86	0	366
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	1855		1770	1863	1583		1770	1583		1770	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)	1770	1855		1770	1863	1583		1770	1583		1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	163	630	18	14	1741	471	15	0	12	93	0	398
RTOR Reduction (vph)	0	1	0	0	0	102	0	0	12	0	0	105
Lane Group Flow (vph)	163	647	0	14	1741	369	0	15	0	0	93	293
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	6.5	72.9		1.0	67.4	67.4		1.5	1.5		8.5	8.5
Effective Green, g (s)	6.5	72.9		1.0	67.4	67.4		1.5	1.5		8.5	8.5
Actuated g/C Ratio	0.06	0.72		0.01	0.66	0.66		0.01	0.01		0.08	0.08
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	112	1327		17	1232	1047		26	23		147	132
v/s Ratio Prot	c0.09	0.35		0.01	c0.93			c0.01			0.05	
v/s Ratio Perm						0.23			0.00			c0.18
v/c Ratio	1.46	0.49		0.82	1.41	0.35		0.58	0.01		0.63	2.22
Uniform Delay, d1	47.7	6.3		50.4	17.2	7.6		49.9	49.5		45.2	46.7
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	247.4	0.3		132.1	190.8	0.2		27.4	0.1		8.6	571.3
Delay (s)	295.1	6.6		182.5	208.0	7.8		77.3	49.6		53.8	618.0
Level of Service	F	A		F	F	A		E	D		D	F
Approach Delay (s)		64.6			165.5			65.0			511.1	
Approach LOS		E			F			E			F	

Intersection Summary			
HCM 2000 Control Delay	189.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.48		
Actuated Cycle Length (s)	101.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	121.6%	ICU Level of Service	H
Analysis Period (min)	15		

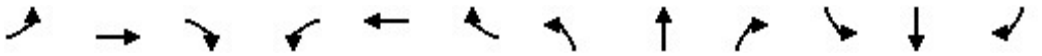
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	906	234	147	1558	144	355	121	72	146	143	287
Future Volume (vph)	282	906	234	147	1558	144	355	121	72	146	143	287
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91		0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5021		1681	1727	1583	1681	1761	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	5021		1681	1727	1583	1681	1761	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	307	985	254	160	1693	157	386	132	78	159	155	312
RTOR Reduction (vph)	0	0	160	0	9	0	0	0	62	0	0	180
Lane Group Flow (vph)	307	985	94	160	1841	0	255	263	16	143	171	132
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	13.2	44.3	44.3	15.4	46.5		23.9	23.9	23.9	18.1	18.1	18.1
Effective Green, g (s)	13.2	44.3	44.3	15.4	46.5		23.9	23.9	23.9	18.1	18.1	18.1
Actuated g/C Ratio	0.11	0.37	0.37	0.13	0.39		0.20	0.20	0.20	0.15	0.15	0.15
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	378	1881	585	227	1950		335	344	316	254	266	239
v/s Ratio Prot	c0.09	0.19		0.09	c0.37		0.15	c0.15		0.09	c0.10	
v/s Ratio Perm			0.06						0.01			0.08
v/c Ratio	0.81	0.52	0.16	0.70	0.94		0.76	0.76	0.05	0.56	0.64	0.55
Uniform Delay, d1	52.0	29.5	25.2	50.0	35.3		45.2	45.2	38.7	47.1	47.8	47.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	12.5	0.3	0.1	9.5	10.1		15.0	14.9	0.3	8.7	11.4	8.9
Delay (s)	64.5	29.7	25.4	59.5	45.4		60.2	60.1	39.0	55.9	59.1	56.0
Level of Service	E	C	C	E	D		E	E	D	E	E	E
Approach Delay (s)		35.9			46.5			57.4			56.8	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	45.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	119.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	77.2%	ICU Level of Service	D
Analysis Period (min)	15		

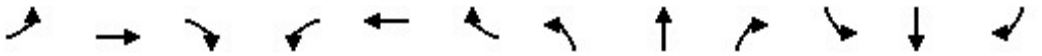
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	795	279	403	1730	38	193	0	182	29	0	28
Future Volume (vph)	21	795	279	403	1730	38	193	0	182	29	0	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91		0.97	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	1.00		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4887		3433	5069		1770	1583		1770	1583	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	4887		3433	5069		1770	1583		1770	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	864	303	438	1880	41	210	0	198	32	0	30
RTOR Reduction (vph)	0	52	0	0	2	0	0	132	0	0	24	0
Lane Group Flow (vph)	23	1115	0	438	1919	0	210	66	0	32	6	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	3.0	35.7		19.0	51.7		17.8	37.8		3.6	23.6	
Effective Green, g (s)	3.0	35.7		19.0	51.7		17.8	37.8		3.6	23.6	
Actuated g/C Ratio	0.03	0.31		0.17	0.45		0.16	0.33		0.03	0.21	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	46	1529		571	2296		276	524		55	327	
v/s Ratio Prot	0.01	0.23		c0.13	c0.38		c0.12	c0.04		0.02	0.00	
v/s Ratio Perm												
v/c Ratio	0.50	0.73		0.77	0.84		0.76	0.13		0.58	0.02	
Uniform Delay, d1	54.8	34.9		45.4	27.5		46.1	26.6		54.5	36.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.3	1.8		6.1	2.8		11.7	0.5		14.7	0.1	
Delay (s)	63.1	36.7		51.6	30.3		57.8	27.1		69.2	36.1	
Level of Service	E	D		D	C		E	C		E	D	
Approach Delay (s)		37.2			34.2			42.9			53.2	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	36.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	114.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		

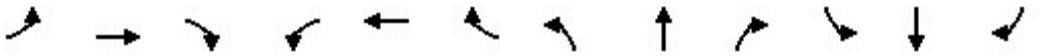
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	435	1100	1	2	925	139	7	0	11	388	0	341
Future Volume (vph)	435	1100	1	2	925	139	7	0	11	388	0	341
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	1863		1770	1863	1583		1770	1583		1770	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)	1770	1863		1770	1863	1583		1770	1583		1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	473	1196	1	2	1005	151	8	0	12	422	0	371
RTOR Reduction (vph)	0	0	0	0	0	69	0	0	12	0	0	269
Lane Group Flow (vph)	473	1197	0	2	1005	82	0	8	0	0	422	102
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	27.5	86.4		0.3	59.2	59.2		2.6	2.6		24.5	24.5
Effective Green, g (s)	28.0	86.9		0.8	59.7	59.7		3.1	3.1		25.0	25.0
Actuated g/C Ratio	0.21	0.66		0.01	0.45	0.45		0.02	0.02		0.19	0.19
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	376	1228		10	843	717		41	37		335	300
v/s Ratio Prot	c0.27	0.64		0.00	c0.54			c0.00			c0.24	
v/s Ratio Perm						0.05			0.00			0.06
v/c Ratio	1.26	0.97		0.20	1.19	0.11		0.20	0.01		1.26	0.34
Uniform Delay, d1	51.9	21.4		65.2	36.1	20.8		63.1	62.8		53.4	46.3
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	136.0	19.7		9.6	98.1	0.1		2.3	0.1		138.8	0.7
Delay (s)	187.9	41.1		74.8	134.2	20.9		65.5	62.9		192.2	46.9
Level of Service	F	D		E	F	C		E	E		F	D
Approach Delay (s)		82.7			119.3			63.9			124.2	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM 2000 Control Delay	103.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	131.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	110.9%	ICU Level of Service	H
Analysis Period (min)	15		

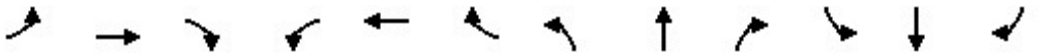
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	1472	323	99	1203	172	256	161	165	123	130	434
Future Volume (vph)	192	1472	323	99	1203	172	256	161	165	123	130	434
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91		0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	4990		1681	1748	1583	1681	1762	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	4990		1681	1748	1583	1681	1762	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	209	1600	351	108	1308	187	278	175	179	134	141	472
RTOR Reduction (vph)	0	0	197	0	16	0	0	0	143	0	0	152
Lane Group Flow (vph)	209	1600	154	108	1479	0	222	231	36	121	154	320
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	9.5	40.5	40.5	9.3	40.3		23.5	23.5	23.5	28.5	28.5	28.5
Effective Green, g (s)	10.0	41.0	41.0	9.8	40.8		24.0	24.0	24.0	29.0	29.0	29.0
Actuated g/C Ratio	0.08	0.34	0.34	0.08	0.34		0.20	0.20	0.20	0.24	0.24	0.24
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	286	1740	541	144	1699		336	350	317	406	426	383
v/s Ratio Prot	0.06	c0.31		c0.06	0.30		0.13	c0.13		0.07	0.09	
v/s Ratio Perm			0.10						0.02			c0.20
v/c Ratio	0.73	0.92	0.28	0.75	0.87		0.66	0.66	0.11	0.30	0.36	0.84
Uniform Delay, d1	53.6	37.8	28.7	53.8	37.0		44.1	44.1	39.2	37.1	37.7	43.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.2	8.2	0.3	19.5	5.2		9.8	9.4	0.7	1.9	2.4	19.1
Delay (s)	62.8	46.1	29.0	73.3	42.2		54.0	53.5	39.9	39.0	40.1	62.2
Level of Service	E	D	C	E	D		D	D	D	D	D	E
Approach Delay (s)		44.9			44.3			49.8			53.9	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	46.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	119.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	1544	212	271	1140	47	281	0	442	50	0	32
Future Volume (vph)	37	1544	212	271	1140	47	281	0	442	50	0	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		0.97	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4993		3433	5055		1770	1583		1770	1583	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	4993		3433	5055		1770	1583		1770	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	40	1678	230	295	1239	51	305	0	480	54	0	35
RTOR Reduction (vph)	0	14	0	0	3	0	0	112	0	0	29	0
Lane Group Flow (vph)	40	1894	0	295	1287	0	305	368	0	54	6	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	5.6	47.4		11.9	53.7		22.5	38.9		4.7	21.1	
Effective Green, g (s)	6.1	47.9		12.4	54.2		23.0	39.4		5.2	21.6	
Actuated g/C Ratio	0.05	0.40		0.10	0.45		0.19	0.33		0.04	0.18	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	89	1978		352	2266		336	515		76	282	
v/s Ratio Prot	0.02	c0.38		c0.09	0.25		c0.17	c0.23		0.03	0.00	
v/s Ratio Perm												
v/c Ratio	0.45	0.96		0.84	0.57		0.91	0.71		0.71	0.02	
Uniform Delay, d1	55.8	35.5		53.3	24.7		47.9	35.8		57.1	40.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.6	11.7		15.8	0.3		26.9	8.2		26.7	0.1	
Delay (s)	59.3	47.2		69.1	25.0		74.8	44.0		83.8	41.1	
Level of Service	E	D		E	C		E	D		F	D	
Approach Delay (s)		47.4			33.2			56.0			67.0	
Approach LOS		D			C			E			E	

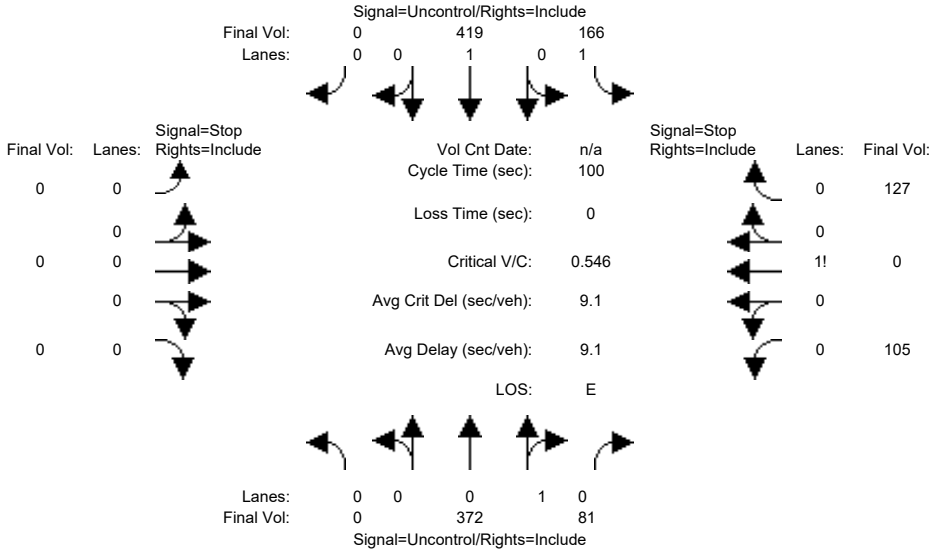
Intersection Summary			
HCM 2000 Control Delay	44.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	120.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Levels of Service Calculations
(BBUV Network)

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8001: Main Street and Private Street 1



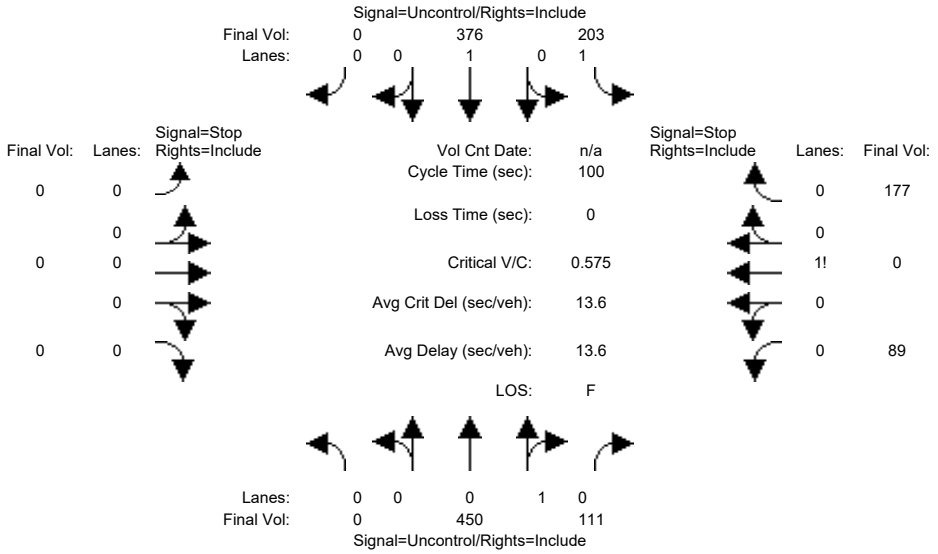
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	372	81	166	419	0	0	0	0	105	0	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	372	81	166	419	0	0	0	0	105	0	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	372	81	166	419	0	0	0	0	105	0	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	372	81	166	419	0	0	0	0	105	0	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	372	81	166	419	0	0	0	0	105	0	127
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	453	xxxx	xxxxx	xxxx	xxxx	xxxxx	1164	1164	413
Potent Cap.:	xxxx	xxxx	xxxxx	1118	xxxx	xxxxx	xxxx	xxxx	xxxxx	217	196	644
Move Cap.:	xxxx	xxxx	xxxxx	1118	xxxx	xxxxx	xxxx	xxxx	xxxxx	192	167	644
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	0.55	0.00	0.20
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	312	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	43.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			43.6		
ApproachLOS:	*			*			*			E		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8001: Main Street and Private Street 1



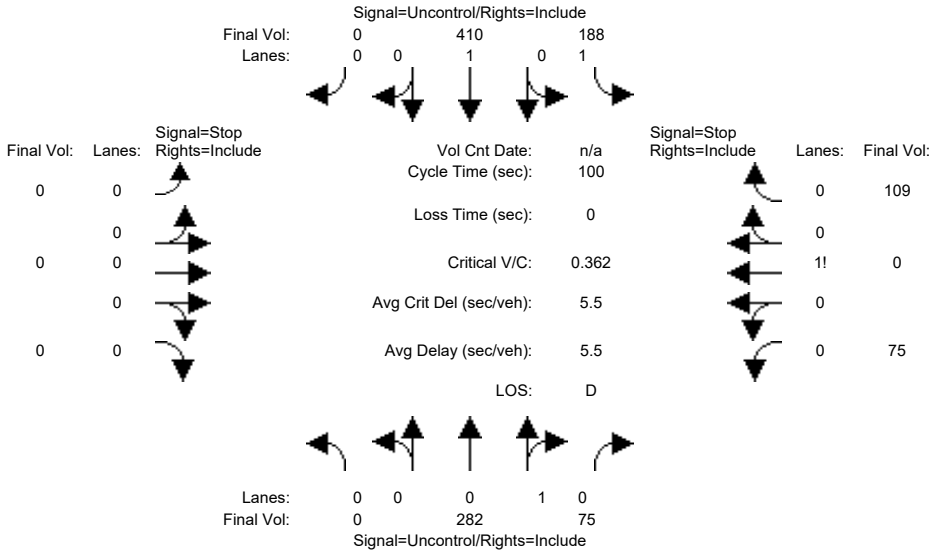
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	450	111	203	376	0	0	0	0	89	0	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	450	111	203	376	0	0	0	0	89	0	177
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	450	111	203	376	0	0	0	0	89	0	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	450	111	203	376	0	0	0	0	89	0	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	450	111	203	376	0	0	0	0	89	0	177
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	561	xxxx	xxxxx	xxxx	xxxx	xxxxx	1288	1288	506
Potent Cap.:	xxxx	xxxx	xxxxx	1020	xxxx	xxxxx	xxxx	xxxx	xxxxx	183	166	571
Move Cap.:	xxxx	xxxx	xxxxx	1020	xxxx	xxxxx	xxxx	xxxx	xxxxx	155	133	571
Volume/Cap:	xxxx	xxxx	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	0.57	0.00	0.31
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	301	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	64.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			64.8		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8001: Main Street and Private Street 1



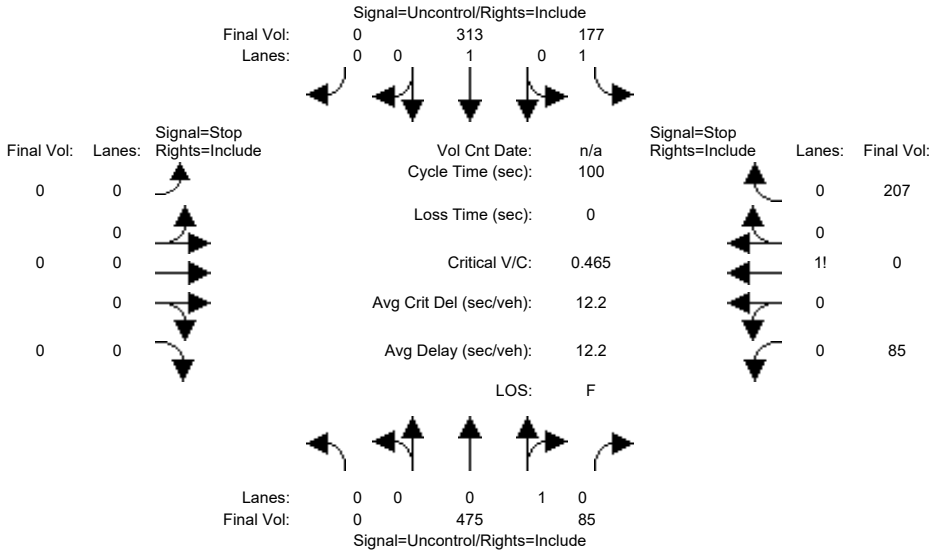
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	282	75	188	410	0	0	0	0	75	0	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	282	75	188	410	0	0	0	0	75	0	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	282	75	188	410	0	0	0	0	75	0	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:	0	282	75	188	410	0	0	0	0	75	0	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	282	75	188	410	0	0	0	0	75	0	109
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	357	xxxx	xxxxx	xxxx	xxxx	xxxxx	1106	1106	320
Potent Cap.:	xxxx	xxxx	xxxxx	1213	xxxx	xxxxx	xxxx	xxxx	xxxxx	235	212	726
Move Cap.:	xxxx	xxxx	xxxxx	1213	xxxx	xxxxx	xxxx	xxxx	xxxxx	207	179	726
Volume/Cap:	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	0.36	0.00	0.15
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	359	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	25.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			25.1		
ApproachLOS:	*			*			*			D		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8001: Main Street and Private Street 1



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	475	85	177	313	0	0	0	0	85	0	207
Growth Adj:	1.00	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	475	85	177	313	0	0	0	0	85	0	207
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	475	85	177	313	0	0	0	0	85	0	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	475	85	177	313	0	0	0	0	85	0	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	475	85	177	313	0	0	0	0	85	0	207
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	560	xxxx	xxxxx	xxxx	xxxx	xxxxx	1185	1185	518
Potent Cap.:	xxxx	xxxx	xxxxx	1021	xxxx	xxxxx	xxxx	xxxx	xxxxx	211	191	562
Move Cap.:	xxxx	xxxx	xxxxx	1021	xxxx	xxxxx	xxxx	xxxx	xxxxx	183	158	562
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	0.46	0.00	0.37

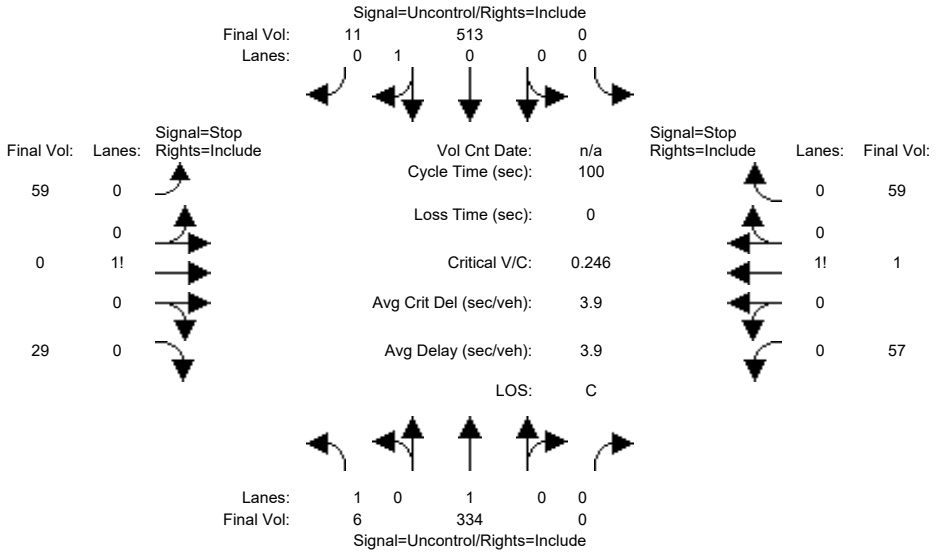
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	350	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	7.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	50.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			50.3		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8002: Sierra Road and North Main Street



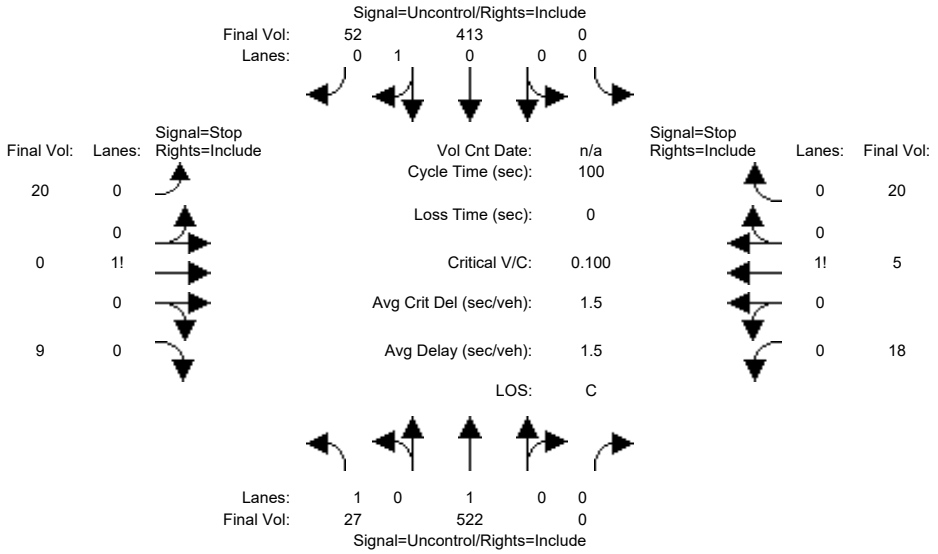
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	6	334	0	0	513	11	59	0	29	57	1	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	334	0	0	513	11	59	0	29	57	1	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	334	0	0	513	11	59	0	29	57	1	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	334	0	0	513	11	59	0	29	57	1	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	334	0	0	513	11	59	0	29	57	1	59
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	524	xxxx	xxxxx	xxxx	xxxx	xxxxx	895	865	519	879	870	334
Potent Cap.:	1053	xxxx	xxxxx	xxxx	xxxx	xxxxx	264	294	561	270	292	712
Move Cap.:	1053	xxxx	xxxxx	xxxx	xxxx	xxxxx	240	292	561	255	290	712
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.05	0.22	0.00	0.08
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	296	xxxxx	xxxx	378	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	1.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.2	xxxxx	xxxxx	18.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			22.2			18.7		
ApproachLOS:	*			*			C			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8002: Sierra Road and North Main Street



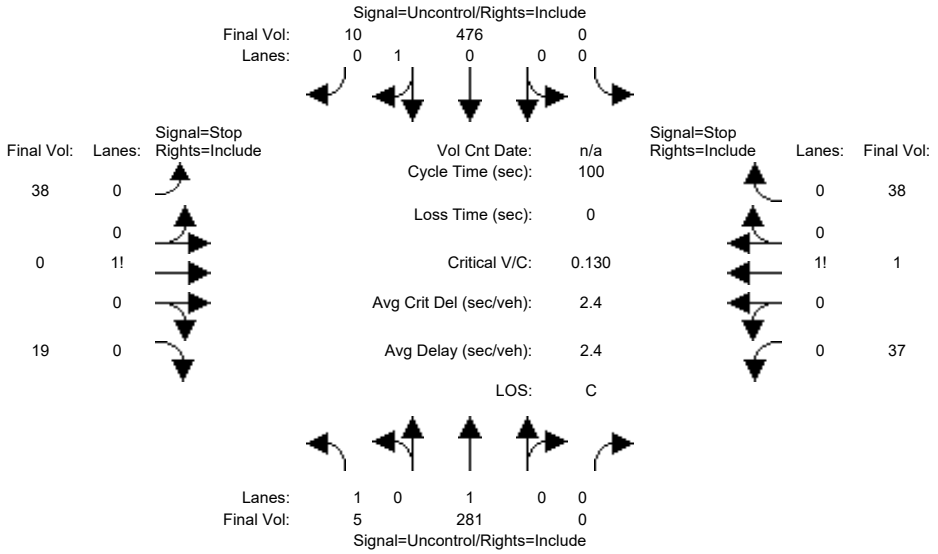
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	27	522	0	0	413	52	20	0	9	18	5	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	522	0	0	413	52	20	0	9	18	5	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	522	0	0	413	52	20	0	9	18	5	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	522	0	0	413	52	20	0	9	18	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	522	0	0	413	52	20	0	9	18	5	20
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	465	xxxx	xxxxx	xxxx	xxxx	xxxxx	1028	1015	439	1020	1041	522
Potent Cap.:	1107	xxxx	xxxxx	xxxx	xxxx	xxxxx	214	240	622	217	232	559
Move Cap.:	1107	xxxx	xxxxx	xxxx	xxxx	xxxxx	199	234	622	210	226	559
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.00	0.01	0.09	0.02	0.04
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	253	xxxxx	xxxx	299	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.1	xxxxx	xxxxx	19.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			21.1			19.0		
ApproachLOS:	*			*			C			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8002: Sierra Road and North Main Street



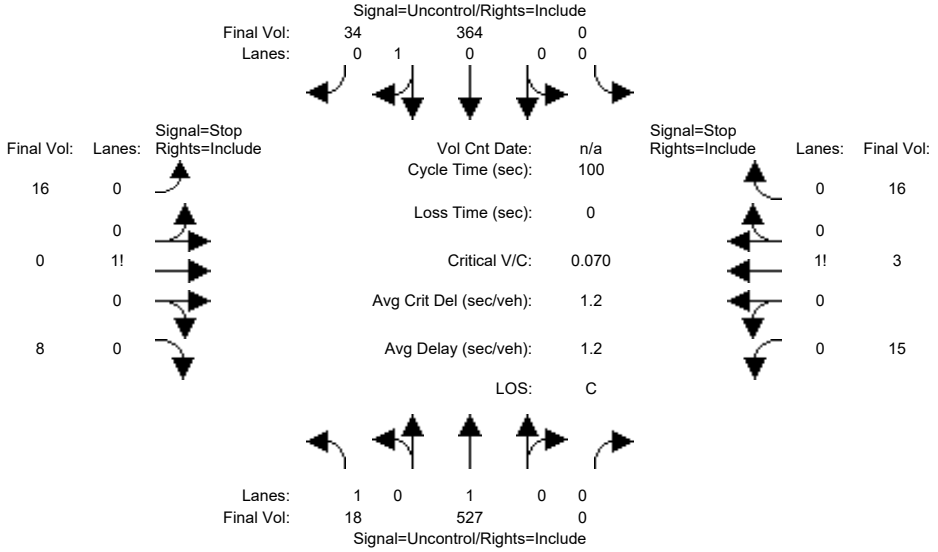
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	5	281	0	0	476	10	38	0	19	37	1	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	281	0	0	476	10	38	0	19	37	1	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	281	0	0	476	10	38	0	19	37	1	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	281	0	0	476	10	38	0	19	37	1	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	281	0	0	476	10	38	0	19	37	1	38
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	486	xxxx	xxxxx	xxxx	xxxx	xxxxx	792	772	481	782	777	281
Potent Cap.:	1087	xxxx	xxxxx	xxxx	xxxx	xxxxx	310	333	589	314	330	763
Move Cap.:	1087	xxxx	xxxxx	xxxx	xxxx	xxxxx	292	331	589	303	329	763
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.03	0.12	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	351	xxxxx	xxxx	435	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.2	xxxxx	xxxxx	15.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			17.2			15.0		
ApproachLOS:	*			*			C			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8002: Sierra Road and North Main Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	18	527	0	0	364	34	16	0	8	15	3	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:	18	527	0	0	364	34	16	0	8	15	3	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	527	0	0	364	34	16	0	8	15	3	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:	18	527	0	0	364	34	16	0	8	15	3	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	527	0	0	364	34	16	0	8	15	3	16
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	398	xxxx	xxxxx	xxxx	xxxx	xxxxx	954	944	381	948	961	527
Potent Cap.:	1172	xxxx	xxxxx	xxxx	xxxx	xxxxx	241	264	671	243	258	555
Move Cap.:	1172	xxxx	xxxxx	xxxx	xxxx	xxxxx	229	260	671	237	254	555
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.01	0.06	0.01	0.03

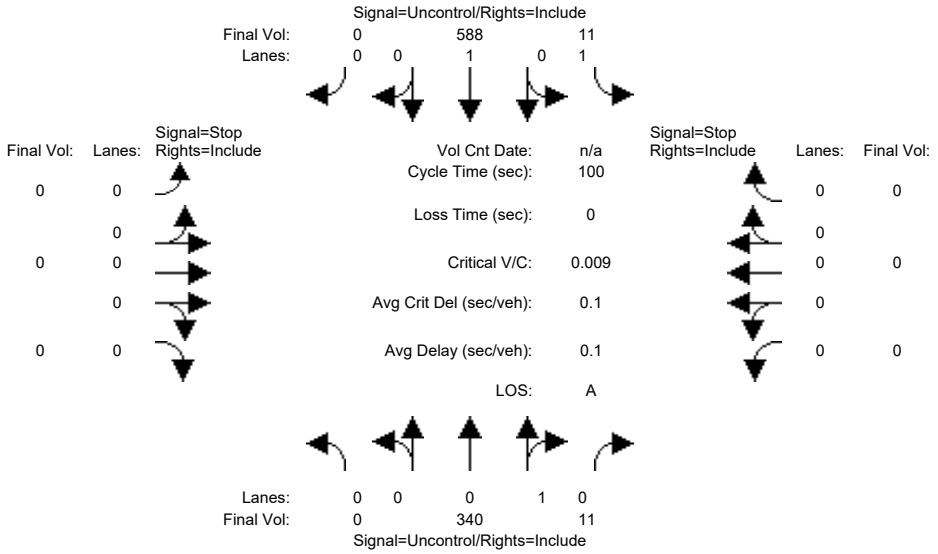
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	293	xxxxx	xxxx	327	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.4	xxxxx	xxxxx	17.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			18.4			17.3		
ApproachLOS:	*			*			C			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8003: Sierra Road and South Main Street



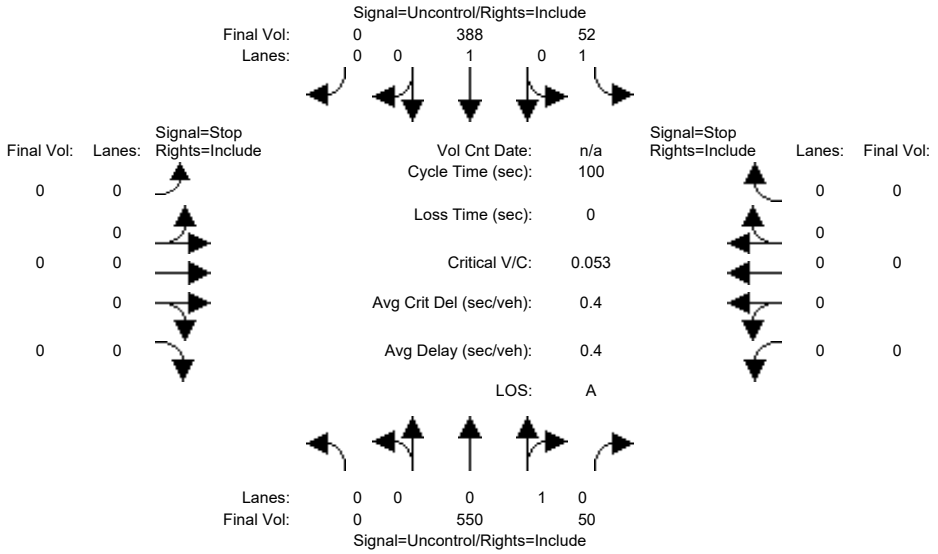
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	340	11	11	588	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	340	11	11	588	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	340	11	11	588	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	340	11	11	588	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	340	11	11	588	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	351	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1219	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1219	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8003: Sierra Road and South Main Street



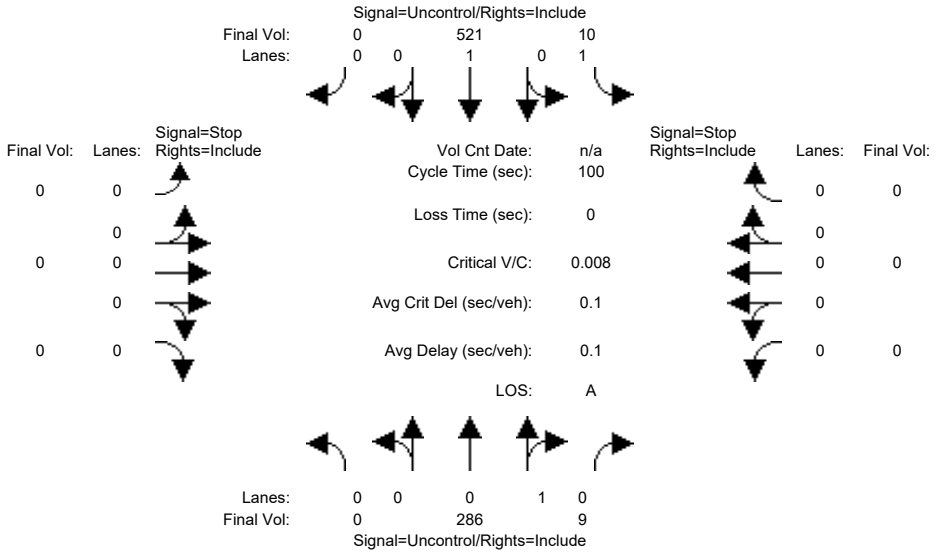
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	550	50	52	388	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	550	50	52	388	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	550	50	52	388	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	550	50	52	388	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	550	50	52	388	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	600	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	987	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	987	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8003: Sierra Road and South Main Street



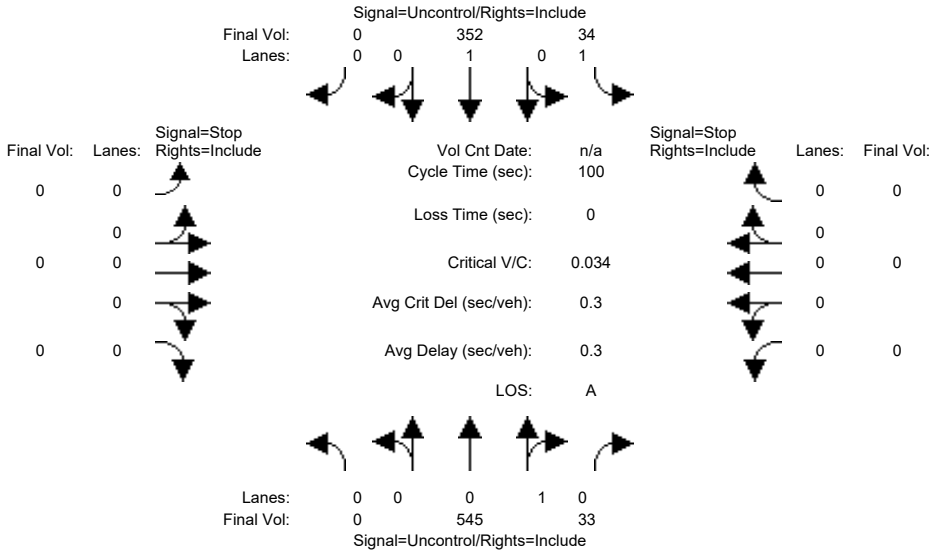
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	286	9	10	521	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	286	9	10	521	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	286	9	10	521	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	286	9	10	521	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	286	9	10	521	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	295	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1278	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1278	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8003: Sierra Road and South Main Street



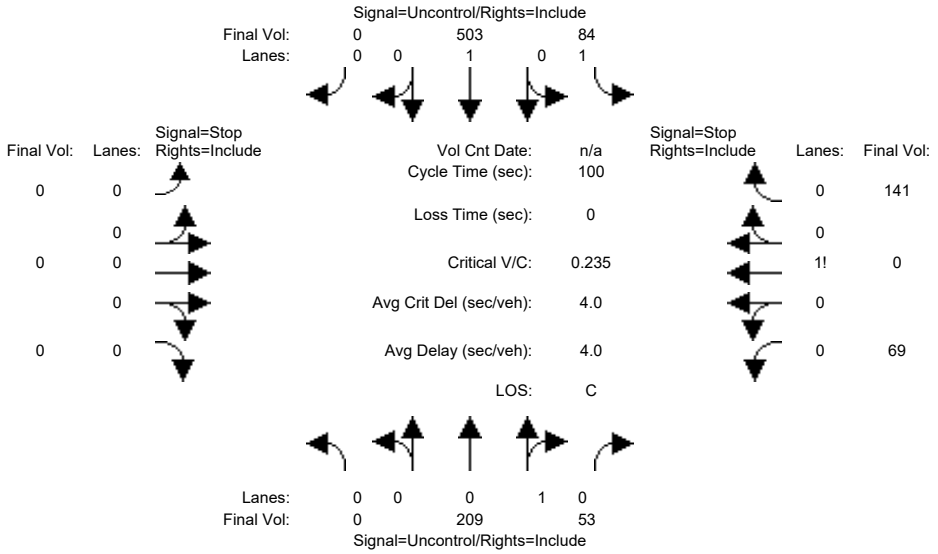
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	545	33	34	352	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	545	33	34	352	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	545	33	34	352	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	545	33	34	352	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	545	33	34	352	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	578	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1006	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1006	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8004: Sierra Road and Private Street 2



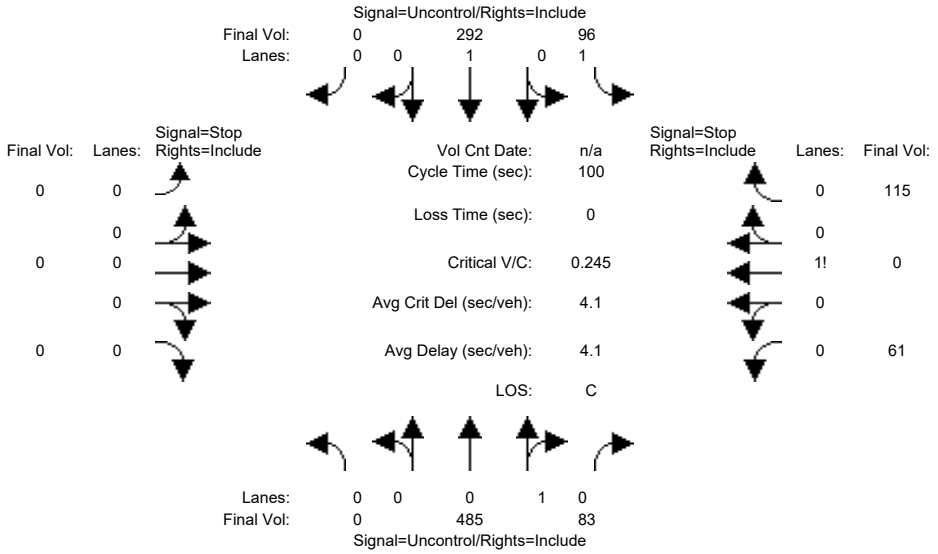
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	209	53	84	503	0	0	0	0	69	0	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	209	53	84	503	0	0	0	0	69	0	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	209	53	84	503	0	0	0	0	69	0	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	209	53	84	503	0	0	0	0	69	0	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	209	53	84	503	0	0	0	0	69	0	141
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	262	xxxx	xxxxx	xxxx	xxxx	xxxxx	907	907	236
Potent Cap.:	xxxx	xxxx	xxxxx	1314	xxxx	xxxxx	xxxx	xxxx	xxxxx	309	278	808
Move Cap.:	xxxx	xxxx	xxxxx	1314	xxxx	xxxxx	xxxx	xxxx	xxxxx	294	260	808
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.17
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	513	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.8		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8004: Sierra Road and Private Street 2



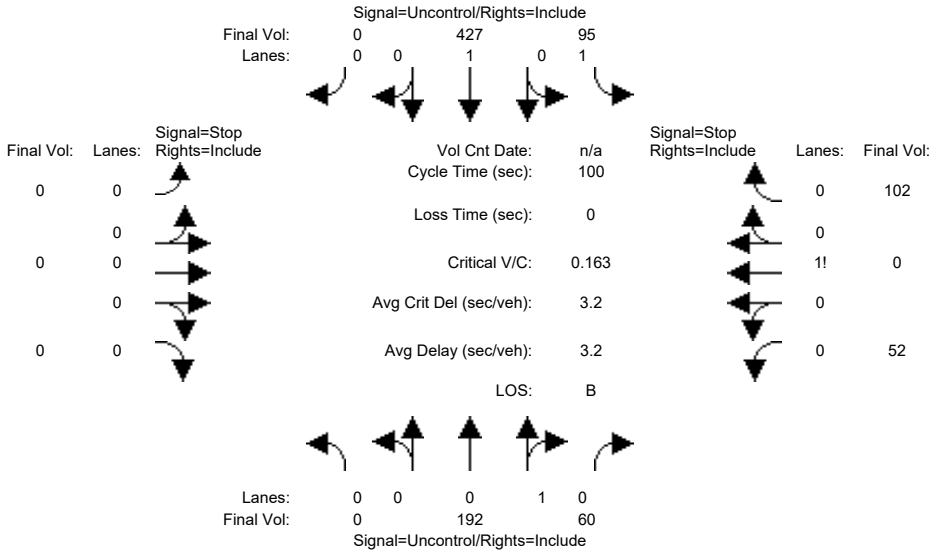
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	485	83	96	292	0	0	0	0	61	0	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	485	83	96	292	0	0	0	0	61	0	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	485	83	96	292	0	0	0	0	61	0	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	485	83	96	292	0	0	0	0	61	0	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	485	83	96	292	0	0	0	0	61	0	115
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	568	xxxx	xxxxx	xxxx	xxxx	xxxxx	1011	1011	527
Potent Cap.:	xxxx	xxxx	xxxxx	1014	xxxx	xxxxx	xxxx	xxxx	xxxxx	268	242	555
Move Cap.:	xxxx	xxxx	xxxxx	1014	xxxx	xxxxx	xxxx	xxxx	xxxxx	249	219	555
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.21
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	389	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			21.7		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8004: Sierra Road and Private Street 2



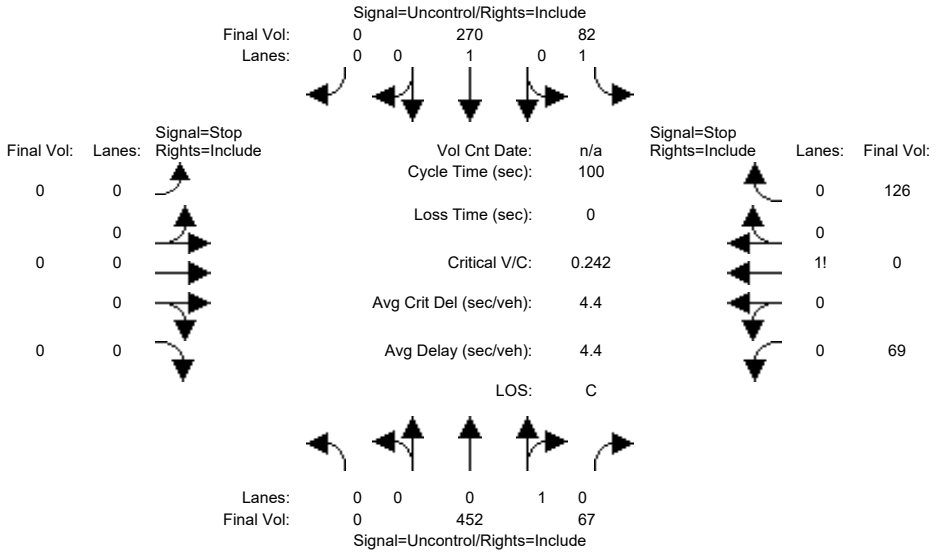
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	192	60	95	427	0	0	0	0	52	0	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	192	60	95	427	0	0	0	0	52	0	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	192	60	95	427	0	0	0	0	52	0	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:	0	192	60	95	427	0	0	0	0	52	0	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	192	60	95	427	0	0	0	0	52	0	102
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	252	xxxx	xxxxx	xxxx	xxxx	xxxxx	839	839	222
Potent Cap.:	xxxx	xxxx	xxxxx	1325	xxxx	xxxxx	xxxx	xxxx	xxxxx	339	304	823
Move Cap.:	xxxx	xxxx	xxxxx	1325	xxxx	xxxxx	xxxx	xxxx	xxxxx	320	282	823
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	0.00	0.12
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	538	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.4		
ApproachLOS:	*			*			*			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8004: Sierra Road and Private Street 2



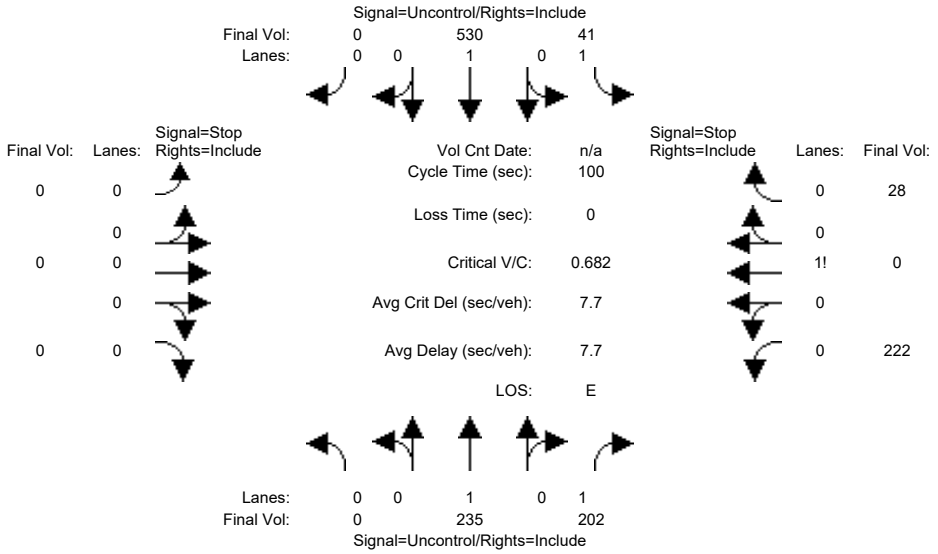
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	452	67	82	270	0	0	0	0	69	0	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	452	67	82	270	0	0	0	0	69	0	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	452	67	82	270	0	0	0	0	69	0	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	452	67	82	270	0	0	0	0	69	0	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	452	67	82	270	0	0	0	0	69	0	126
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	519	xxxx	xxxxx	xxxx	xxxx	xxxxx	920	920	486
Potent Cap.:	xxxx	xxxx	xxxxx	1057	xxxx	xxxxx	xxxx	xxxx	xxxxx	303	273	586
Move Cap.:	xxxx	xxxx	xxxxx	1057	xxxx	xxxxx	xxxx	xxxx	xxxxx	285	252	586
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	0.00	0.22
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	427	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			20.3		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8005: Sierra Road and Green Street



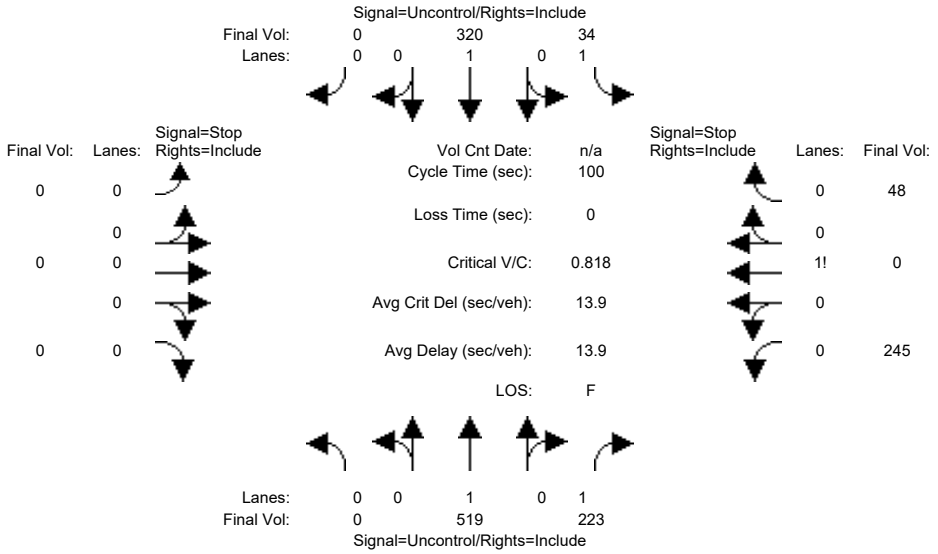
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	235	202	41	530	0	0	0	0	222	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	235	202	41	530	0	0	0	0	222	0	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	235	202	41	530	0	0	0	0	222	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	235	202	41	530	0	0	0	0	222	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	235	202	41	530	0	0	0	0	222	0	28
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	437	xxxx	xxxxx	xxxx	xxxx	xxxxx	847	847	235
Potent Cap.:	xxxx	xxxx	xxxxx	1134	xxxx	xxxxx	xxxx	xxxx	xxxxx	335	301	809
Move Cap.:	xxxx	xxxx	xxxxx	1134	xxxx	xxxxx	xxxx	xxxx	xxxxx	326	290	809
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.68	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	349	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	37.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			37.5		
ApproachLOS:	*			*			*			E		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8005: Sierra Road and Green Street



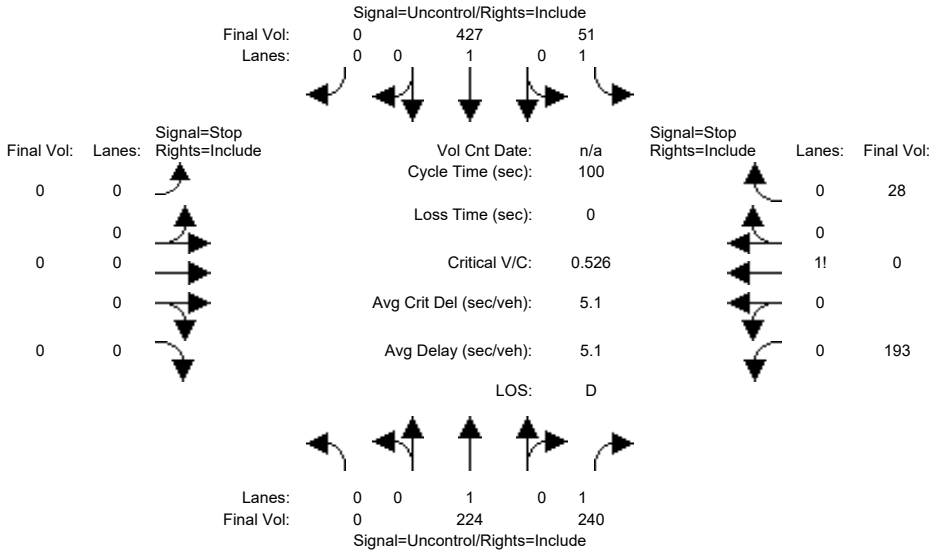
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	519	223	34	320	0	0	0	0	245	0	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	519	223	34	320	0	0	0	0	245	0	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	519	223	34	320	0	0	0	0	245	0	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	519	223	34	320	0	0	0	0	245	0	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	519	223	34	320	0	0	0	0	245	0	48
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	742	xxxx	xxxxx	xxxx	xxxx	xxxxx	907	907	519
Potent Cap.:	xxxx	xxxx	xxxxx	874	xxxx	xxxxx	xxxx	xxxx	xxxxx	309	278	561
Move Cap.:	xxxx	xxxx	xxxxx	874	xxxx	xxxxx	xxxx	xxxx	xxxxx	299	267	561
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.82	0.00	0.09
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	324	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	65.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			65.0		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8005: Sierra Road and Green Street



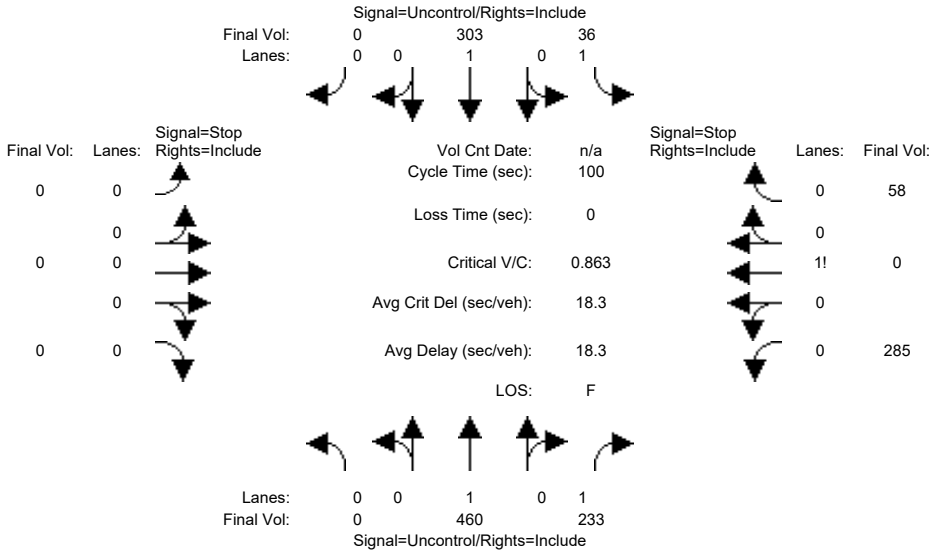
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	224	240	51	427	0	0	0	0	193	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	224	240	51	427	0	0	0	0	193	0	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	224	240	51	427	0	0	0	0	193	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	224	240	51	427	0	0	0	0	193	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	224	240	51	427	0	0	0	0	193	0	28
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	464	xxxx	xxxxx	xxxx	xxxx	xxxxx	753	753	224
Potent Cap.:	xxxx	xxxx	xxxxx	1108	xxxx	xxxxx	xxxx	xxxx	xxxxx	380	341	820
Move Cap.:	xxxx	xxxx	xxxxx	1108	xxxx	xxxxx	xxxx	xxxx	xxxxx	367	325	820
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.53	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	395	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	25.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			25.1		
ApproachLOS:	*			*			*			D		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8005: Sierra Road and Green Street



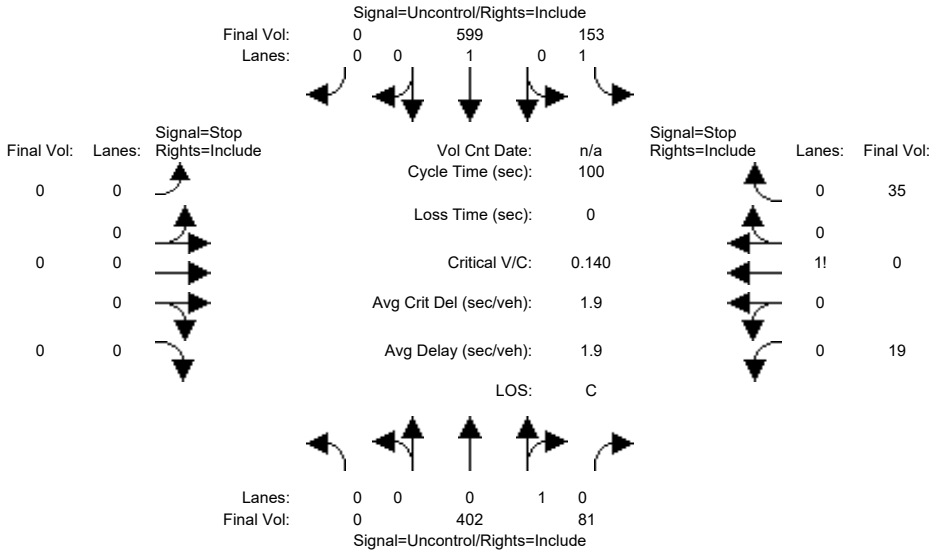
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	460	233	36	303	0	0	0	0	285	0	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	460	233	36	303	0	0	0	0	285	0	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	460	233	36	303	0	0	0	0	285	0	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	460	233	36	303	0	0	0	0	285	0	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	460	233	36	303	0	0	0	0	285	0	58
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	693	xxxx	xxxxx	xxxx	xxxx	xxxxx	835	835	460
Potent Cap.:	xxxx	xxxx	xxxxx	912	xxxx	xxxxx	xxxx	xxxx	xxxxx	340	306	605
Move Cap.:	xxxx	xxxx	xxxxx	912	xxxx	xxxxx	xxxx	xxxx	xxxxx	330	294	605
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.86	0.00	0.10
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	358	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	72.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			72.4		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8006: Sierra Road and Private Street 4



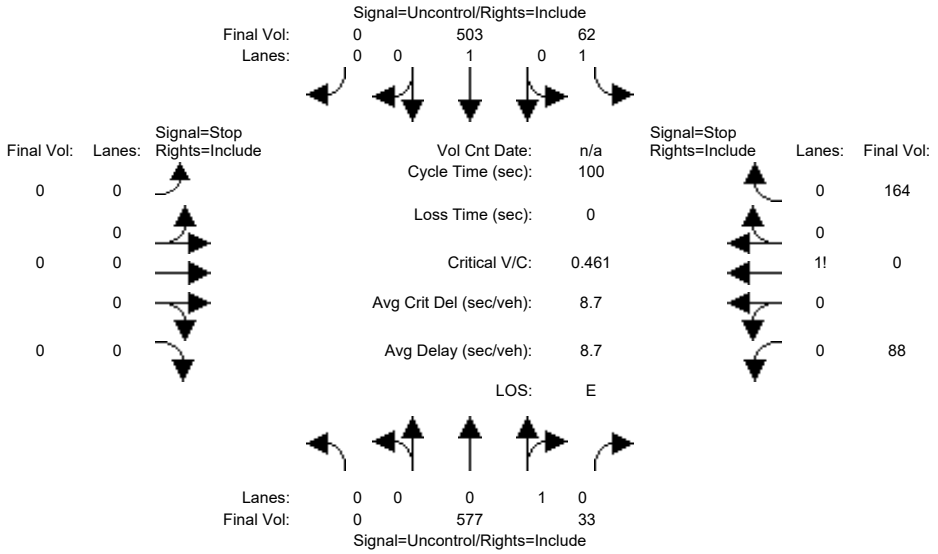
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	402	81	153	599	0	0	0	0	19	0	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	402	81	153	599	0	0	0	0	19	0	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	402	81	153	599	0	0	0	0	19	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	402	81	153	599	0	0	0	0	19	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	402	81	153	599	0	0	0	0	19	0	35
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	483	xxxx	xxxxx	xxxx	xxxx	xxxxx	1348	1348	443
Potent Cap.:	xxxx	xxxx	xxxxx	1090	xxxx	xxxxx	xxxx	xxxx	xxxxx	168	152	619
Move Cap.:	xxxx	xxxx	xxxxx	1090	xxxx	xxxxx	xxxx	xxxx	xxxxx	150	131	619
Volume/Cap:	xxxx	xxxx	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	295	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			19.9		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8006: Sierra Road and Private Street 4



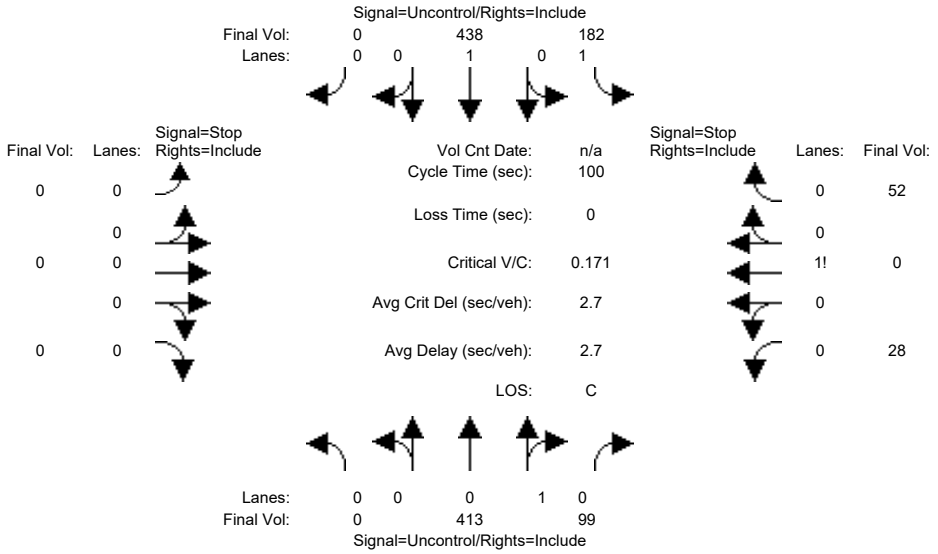
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	577	33	62	503	0	0	0	0	88	0	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	577	33	62	503	0	0	0	0	88	0	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	577	33	62	503	0	0	0	0	88	0	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	577	33	62	503	0	0	0	0	88	0	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	577	33	62	503	0	0	0	0	88	0	164
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	610	xxxx	xxxxx	xxxx	xxxx	xxxxx	1221	1221	594
Potent Cap.:	xxxx	xxxx	xxxxx	979	xxxx	xxxxx	xxxx	xxxx	xxxxx	201	182	509
Move Cap.:	xxxx	xxxx	xxxxx	979	xxxx	xxxxx	xxxx	xxxx	xxxxx	191	170	509
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.46	0.00	0.32
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	322	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	46.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			46.9		
ApproachLOS:	*			*			*			E		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8006: Sierra Road and Private Street 4



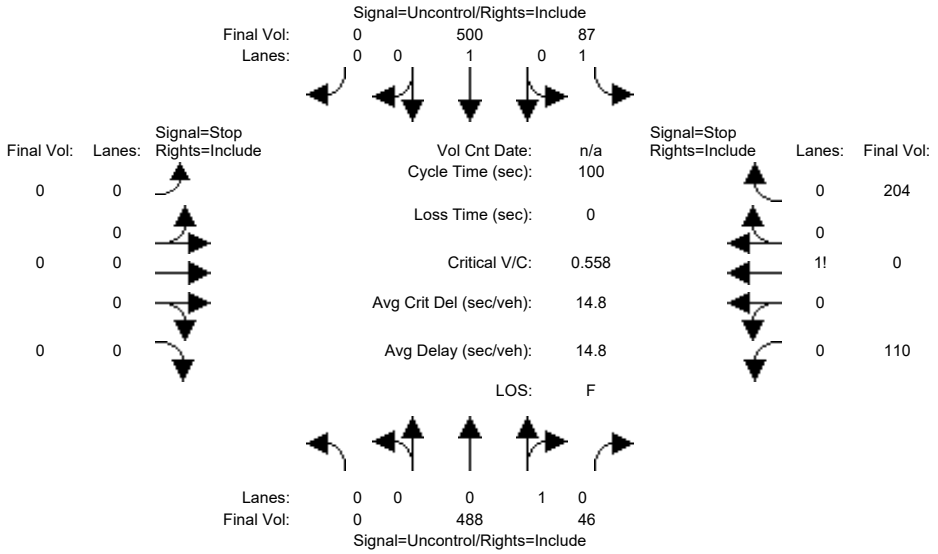
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	413	99	182	438	0	0	0	0	28	0	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	413	99	182	438	0	0	0	0	28	0	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	413	99	182	438	0	0	0	0	28	0	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	413	99	182	438	0	0	0	0	28	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	413	99	182	438	0	0	0	0	28	0	52
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	512	xxxx	xxxxx	xxxx	xxxx	xxxxx	1265	1265	463
Potent Cap.:	xxxx	xxxx	xxxxx	1064	xxxx	xxxxx	xxxx	xxxx	xxxxx	189	171	603
Move Cap.:	xxxx	xxxx	xxxxx	1064	xxxx	xxxxx	xxxx	xxxx	xxxxx	164	142	603
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	0.00	0.09
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	311	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			20.5		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8006: Sierra Road and Private Street 4



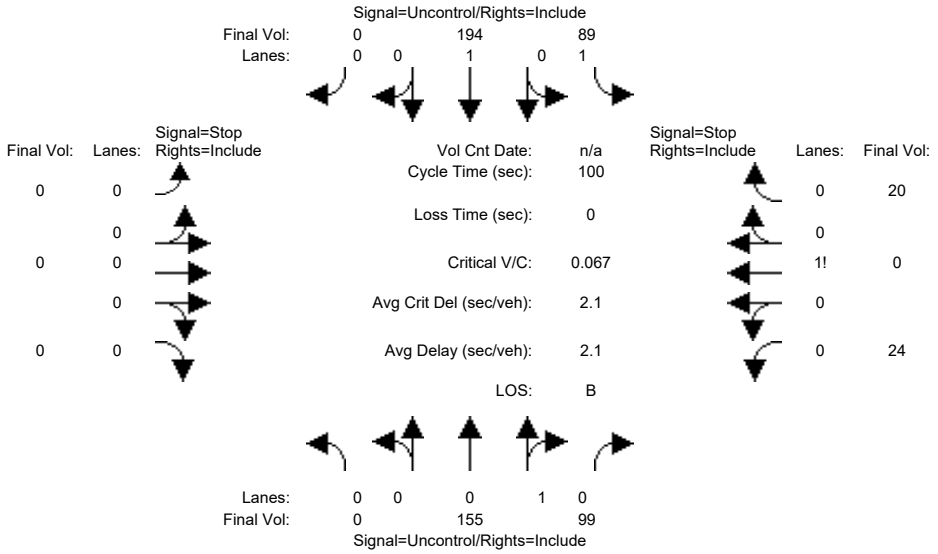
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	488	46	87	500	0	0	0	0	110	0	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	488	46	87	500	0	0	0	0	110	0	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	488	46	87	500	0	0	0	0	110	0	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	488	46	87	500	0	0	0	0	110	0	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	488	46	87	500	0	0	0	0	110	0	204
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	534	xxxx	xxxxx	xxxx	xxxx	xxxxx	1185	1185	511
Potent Cap.:	xxxx	xxxx	xxxxx	1044	xxxx	xxxxx	xxxx	xxxx	xxxxx	211	191	567
Move Cap.:	xxxx	xxxx	xxxxx	1044	xxxx	xxxxx	xxxx	xxxx	xxxxx	197	175	567
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.56	0.00	0.36
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	342	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	65.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			65.4		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8007: Green Street and Private Street 3



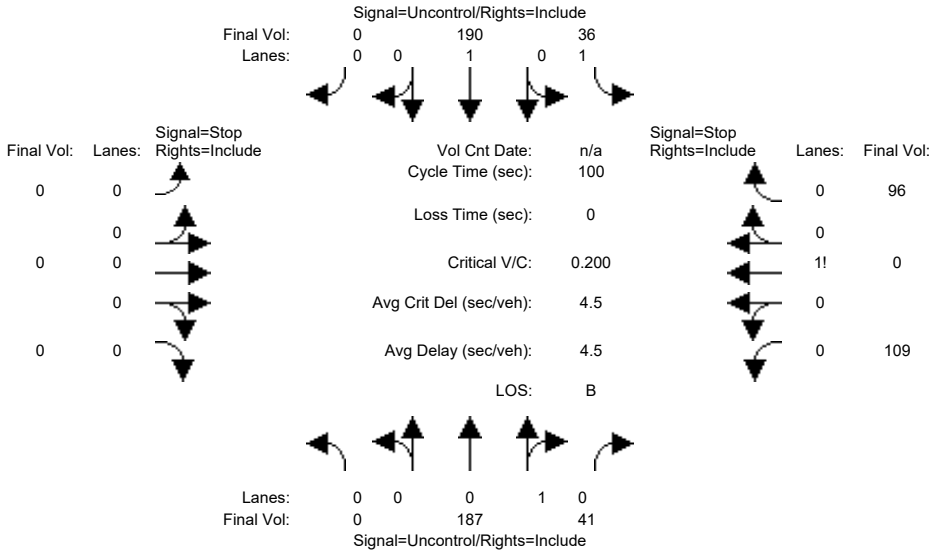
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	155	99	89	194	0	0	0	0	24	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	155	99	89	194	0	0	0	0	24	0	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	155	99	89	194	0	0	0	0	24	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	155	99	89	194	0	0	0	0	24	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	155	99	89	194	0	0	0	0	24	0	20
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	254	xxxx	xxxxx	xxxx	xxxx	xxxxx	577	577	205
Potent Cap.:	xxxx	xxxx	xxxxx	1323	xxxx	xxxxx	xxxx	xxxx	xxxxx	482	430	841
Move Cap.:	xxxx	xxxx	xxxxx	1323	xxxx	xxxxx	xxxx	xxxx	xxxxx	457	401	841
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	577	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.8		
ApproachLOS:	*			*			*			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8007: Green Street and Private Street 3



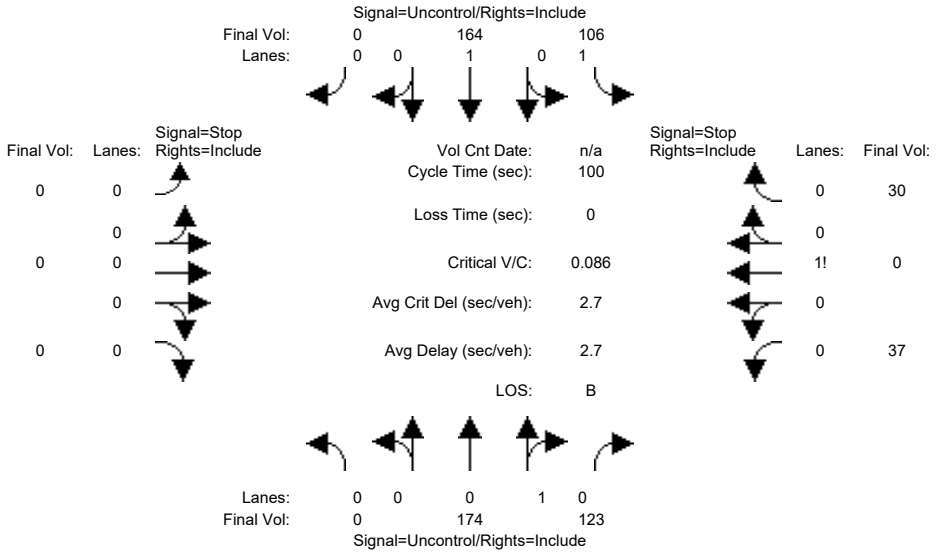
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	187	41	36	190	0	0	0	0	109	0	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	187	41	36	190	0	0	0	0	109	0	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	187	41	36	190	0	0	0	0	109	0	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	187	41	36	190	0	0	0	0	109	0	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	187	41	36	190	0	0	0	0	109	0	96
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	228	xxxx	xxxxx	xxxx	xxxx	xxxxx	470	470	208
Potent Cap.:	xxxx	xxxx	xxxxx	1352	xxxx	xxxxx	xxxx	xxxx	xxxxx	556	495	838
Move Cap.:	xxxx	xxxx	xxxxx	1352	xxxx	xxxxx	xxxx	xxxx	xxxxx	545	482	838
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.20	0.00	0.11
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	651	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.0		
ApproachLOS:	*			*			*			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8007: Green Street and Private Street 3



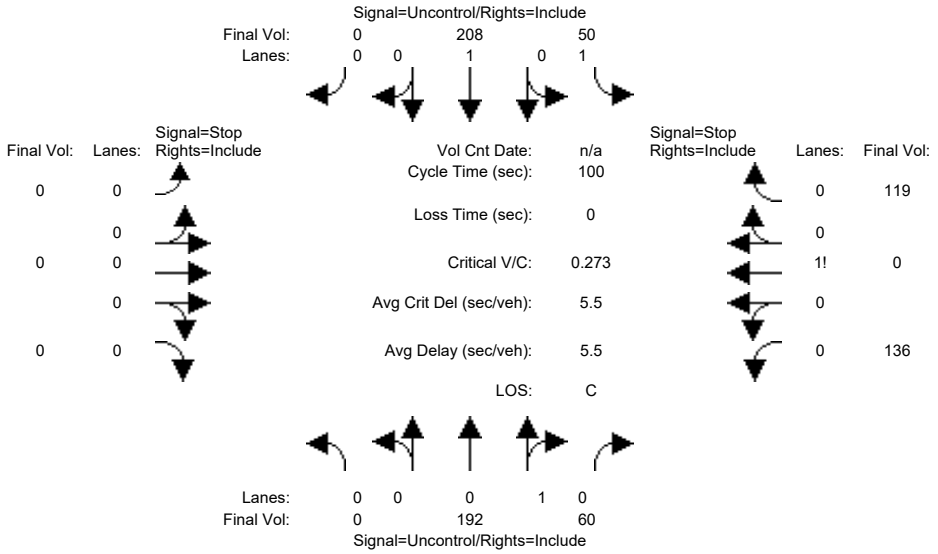
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	174	123	106	164	0	0	0	0	37	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	174	123	106	164	0	0	0	0	37	0	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	174	123	106	164	0	0	0	0	37	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	174	123	106	164	0	0	0	0	37	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	174	123	106	164	0	0	0	0	37	0	30
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	297	xxxx	xxxxx	xxxx	xxxx	xxxxx	612	612	236
Potent Cap.:	xxxx	xxxx	xxxxx	1276	xxxx	xxxxx	xxxx	xxxx	xxxxx	460	411	808
Move Cap.:	xxxx	xxxx	xxxxx	1276	xxxx	xxxxx	xxxx	xxxx	xxxxx	431	377	808
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	545	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.5		
ApproachLOS:	*			*			*			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8007: Green Street and Private Street 3



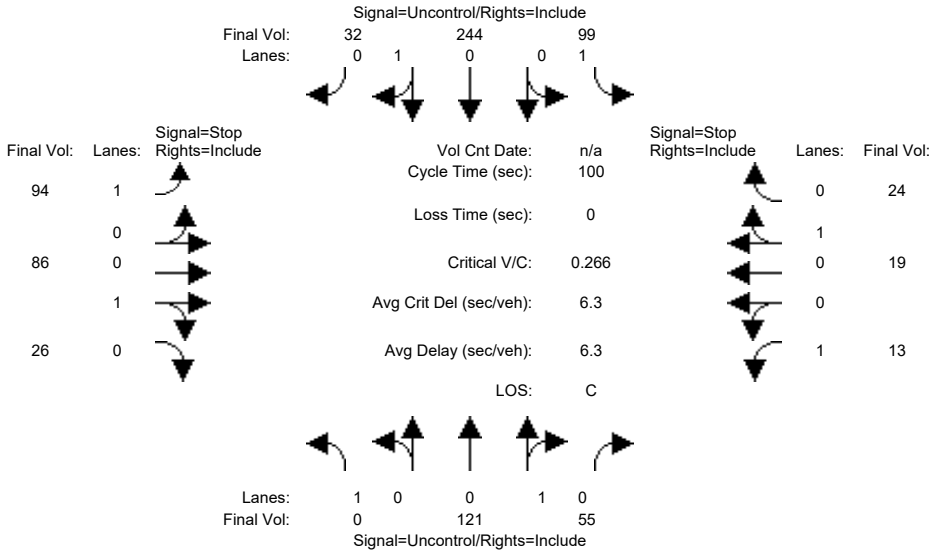
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	192	60	50	208	0	0	0	0	136	0	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	192	60	50	208	0	0	0	0	136	0	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	192	60	50	208	0	0	0	0	136	0	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	192	60	50	208	0	0	0	0	136	0	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	192	60	50	208	0	0	0	0	136	0	119
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	252	xxxx	xxxxx	xxxx	xxxx	xxxxx	530	530	222
Potent Cap.:	xxxx	xxxx	xxxxx	1325	xxxx	xxxxx	xxxx	xxxx	xxxxx	513	457	823
Move Cap.:	xxxx	xxxx	xxxxx	1325	xxxx	xxxxx	xxxx	xxxx	xxxxx	498	440	823
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	0.00	0.14
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	611	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.1		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8008: Green Street and Private Street 2



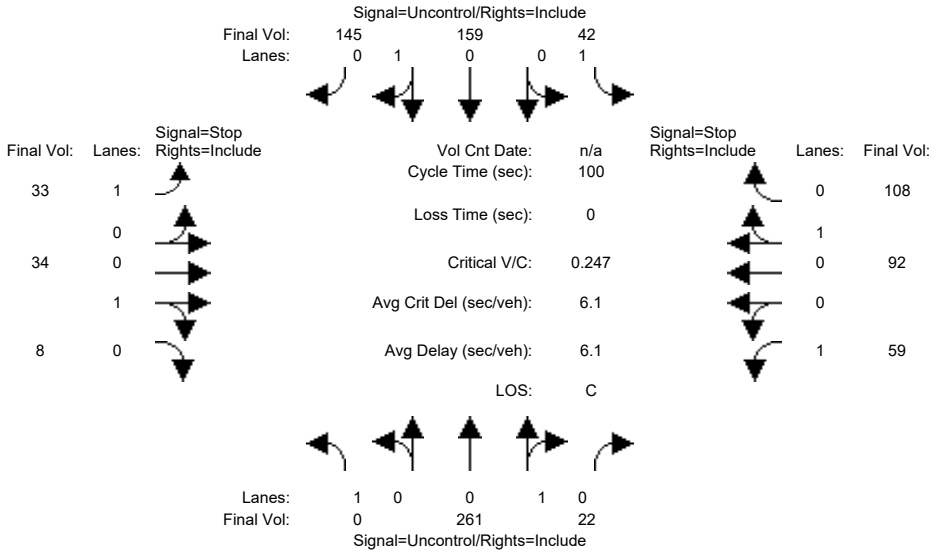
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	121	55	99	244	32	94	86	26	13	19	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	121	55	99	244	32	94	86	26	13	19	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	121	55	99	244	32	94	86	26	13	19	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	121	55	99	244	32	94	86	26	13	19	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	121	55	99	244	32	94	86	26	13	19	24
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	176	xxxx	xxxxx	628	634	260	663	623	149
Potent Cap.:	xxxx	xxxx	xxxxx	1412	xxxx	xxxxx	398	399	784	378	405	904
Move Cap.:	xxxx	xxxx	xxxxx	1412	xxxx	xxxxx	353	371	784	285	377	904
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	0.27	0.23	0.03	0.05	0.05	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	1.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	18.9	xxxx	xxxxx	18.3	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	C	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	423	xxxx	xxxx	559
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.1	xxxxx	xxxx	0.2
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.6	xxxxx	xxxx	12.0
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	B
ApproachDel:	xxxxxx			xxxxxx			17.6			13.4		
ApproachLOS:	*			*			C			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8008: Green Street and Private Street 2



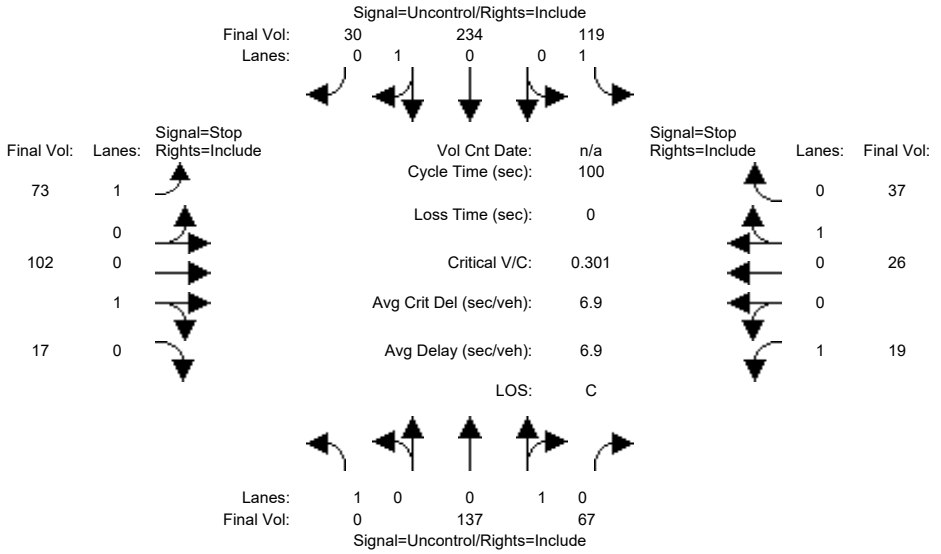
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	261	22	42	159	145	33	34	8	59	92	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	261	22	42	159	145	33	34	8	59	92	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	261	22	42	159	145	33	34	8	59	92	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	261	22	42	159	145	33	34	8	59	92	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	261	22	42	159	145	33	34	8	59	92	108
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	283	xxxx	xxxxx	688	599	232	609	660	272
Potent Cap.:	xxxx	xxxx	xxxxx	1291	xxxx	xxxxx	363	418	813	410	386	772
Move Cap.:	xxxx	xxxx	xxxxx	1291	xxxx	xxxxx	247	405	813	371	373	772
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	0.13	0.08	0.01	0.16	0.25	0.14
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.5	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	21.8	xxxx	xxxxx	16.5	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	C	*	*	C	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	447	xxxx	xxxx	517
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.3	xxxxx	xxxx	1.8
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.9	xxxxx	xxxx	16.3
Shared LOS:	*	*	*	*	*	*	*	*	B	*	*	C
ApproachDel:	xxxxxx			xxxxxx			17.4			16.3		
ApproachLOS:	*			*			C			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8008: Green Street and Private Street 2



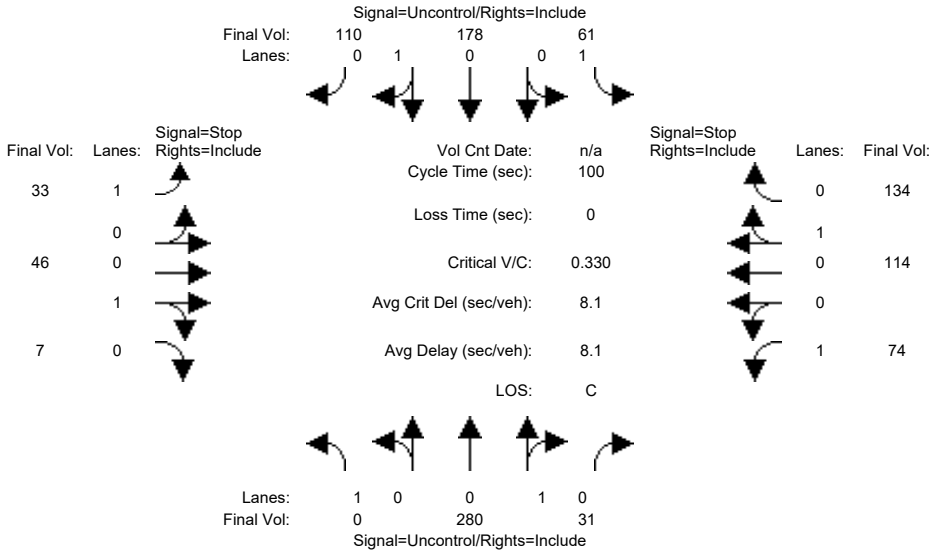
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	137	67	119	234	30	73	102	17	19	26	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	137	67	119	234	30	73	102	17	19	26	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	137	67	119	234	30	73	102	17	19	26	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	137	67	119	234	30	73	102	17	19	26	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	137	67	119	234	30	73	102	17	19	26	37
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	204	xxxx	xxxxx	689	691	249	717	673	171
Potent Cap.:	xxxx	xxxx	xxxxx	1380	xxxx	xxxxx	363	370	795	347	379	879
Move Cap.:	xxxx	xxxx	xxxxx	1380	xxxx	xxxxx	306	338	795	244	347	879
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	0.24	0.30	0.02	0.08	0.07	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.9	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	20.4	xxxx	xxxxx	21.0	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	C	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	369	xxxx	xxxx	538
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.4	xxxxx	xxxx	0.4
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	19.4	xxxxx	xxxx	12.6
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	B
ApproachDel:	xxxxxx			xxxxxx			19.8			14.5		
ApproachLOS:	*			*			C			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8008: Green Street and Private Street 2



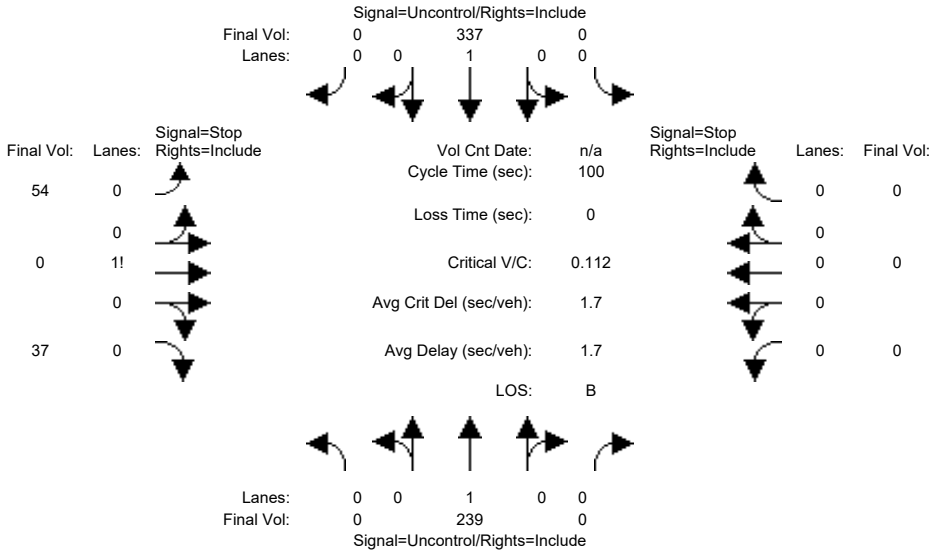
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	280	31	61	178	110	33	46	7	74	114	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	280	31	61	178	110	33	46	7	74	114	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	280	31	61	178	110	33	46	7	74	114	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:	0	280	31	61	178	110	33	46	7	74	114	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	280	31	61	178	110	33	46	7	74	114	134
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	311	xxxx	xxxxx	775	666	233	677	706	296
Potent Cap.:	xxxx	xxxx	xxxxx	1261	xxxx	xxxxx	318	383	811	369	363	749
Move Cap.:	xxxx	xxxx	xxxxx	1261	xxxx	xxxxx	187	364	811	319	346	749
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	0.18	0.13	0.01	0.23	0.33	0.18
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.6	xxxx	xxxxx	0.9	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	28.3	xxxx	xxxxx	19.7	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	D	*	*	C	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	393	xxxx	xxxx	487
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.5	xxxxx	xxxx	2.8
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.6	xxxxx	xxxx	19.8
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	C
ApproachDel:	xxxxxx			xxxxxx			20.5			19.8		
ApproachLOS:	*			*			C			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8009: Green Street and South Main Street



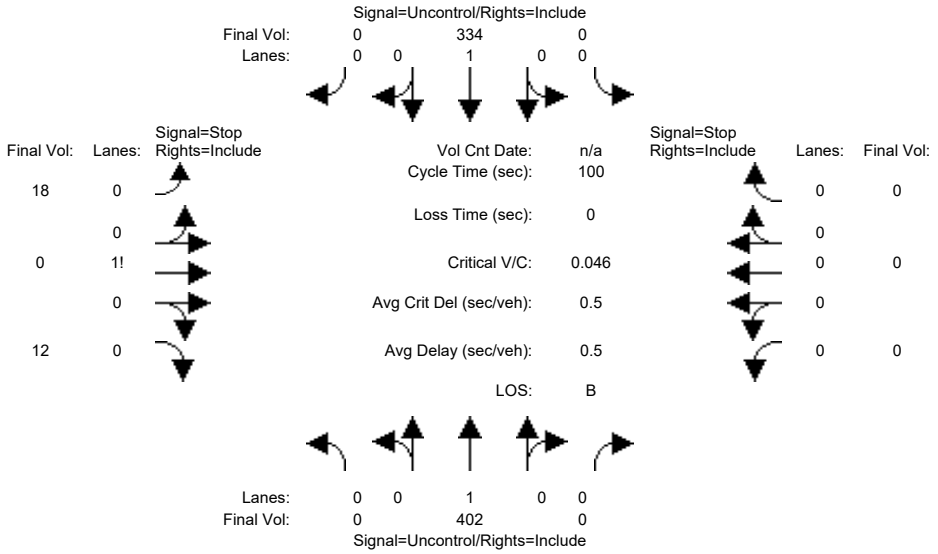
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	239	0	0	337	0	54	0	37	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	239	0	0	337	0	54	0	37	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	239	0	0	337	0	54	0	37	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	239	0	0	337	0	54	0	37	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	239	0	0	337	0	54	0	37	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	576	576	337	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	482	431	710	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	482	431	710	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	0.00	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	555	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.8			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8009: Green Street and South Main Street



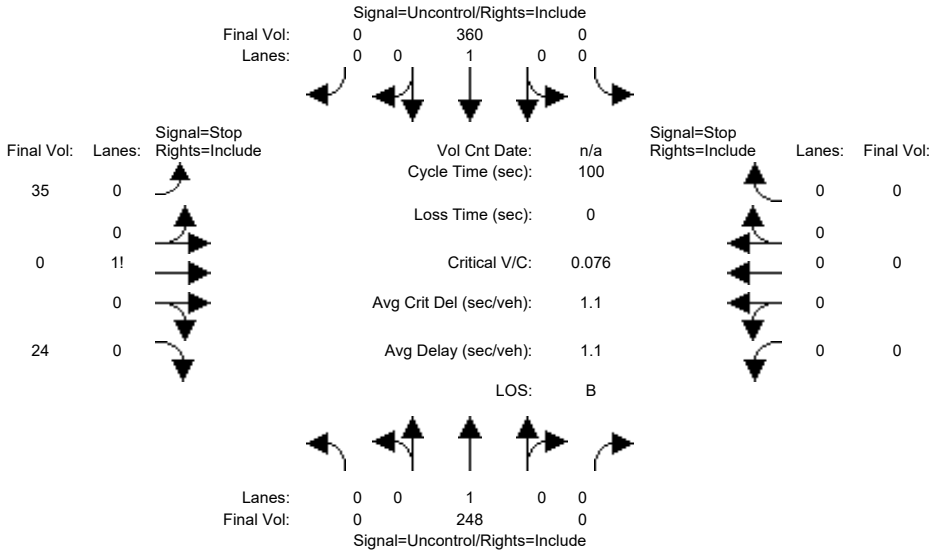
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	402	0	0	334	0	18	0	12	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	402	0	0	334	0	18	0	12	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	402	0	0	334	0	18	0	12	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	402	0	0	334	0	18	0	12	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	402	0	0	334	0	18	0	12	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	736	736	334	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	389	349	712	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	389	349	712	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	475	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.1			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8009: Green Street and South Main Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	248	0	0	360	0	35	0	24	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	248	0	0	360	0	35	0	24	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	248	0	0	360	0	35	0	24	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	248	0	0	360	0	35	0	24	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	248	0	0	360	0	35	0	24	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	608	608	360	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	462	413	689	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	462	413	689	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.03	xxxx	xxxx	xxxx

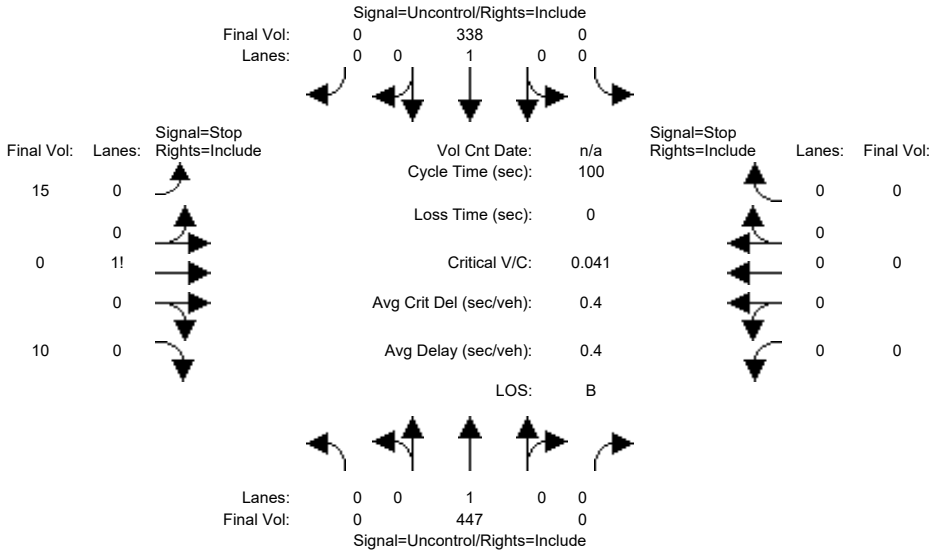
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	534	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.6			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8009: Green Street and South Main Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	447	0	0	338	0	15	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	447	0	0	338	0	15	0	10	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	447	0	0	338	0	15	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	447	0	0	338	0	15	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	447	0	0	338	0	15	0	10	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	785	785	338	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	364	327	709	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	364	327	709	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.01	xxxx	xxxx	xxxx

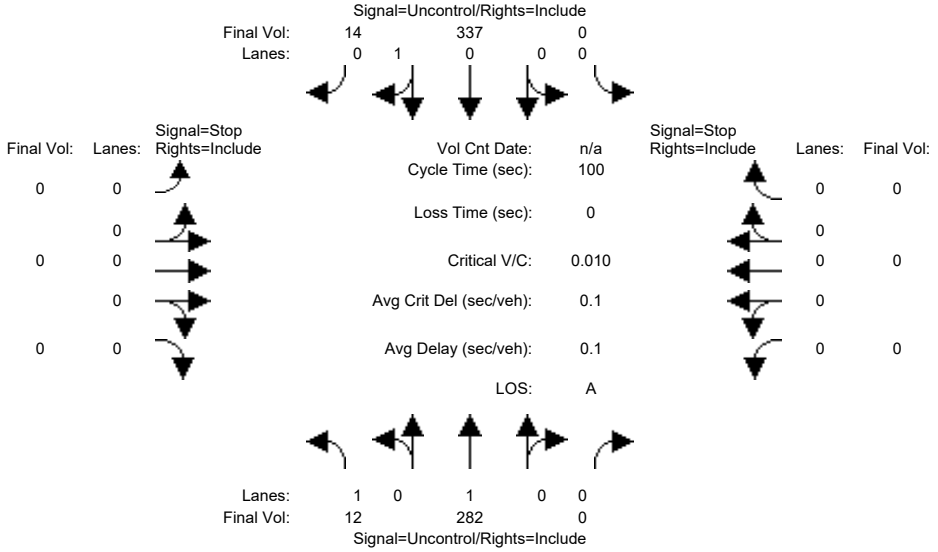
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	452	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.4			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8010: Green Street and North Main Street



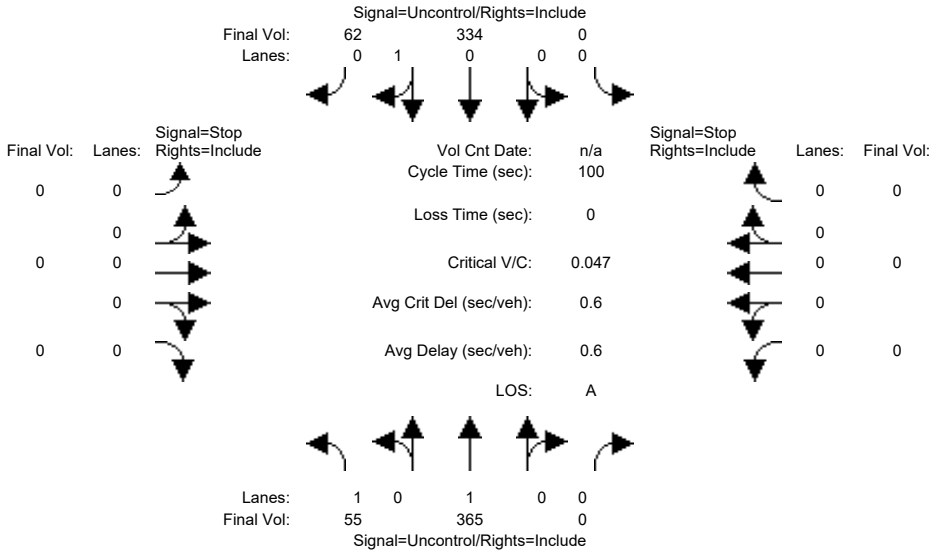
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	12	282	0	0	337	14	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	282	0	0	337	14	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	282	0	0	337	14	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	282	0	0	337	14	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	282	0	0	337	14	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	351	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1219	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1219	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8010: Green Street and North Main Street



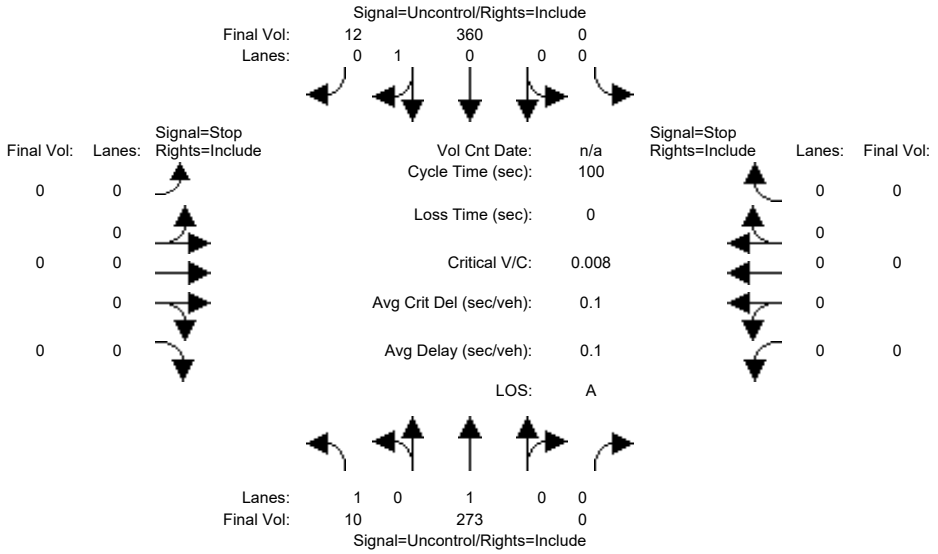
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	55	365	0	0	334	62	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	365	0	0	334	62	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	365	0	0	334	62	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	365	0	0	334	62	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	55	365	0	0	334	62	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	396	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1174	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1174	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8010: Green Street and North Main Street



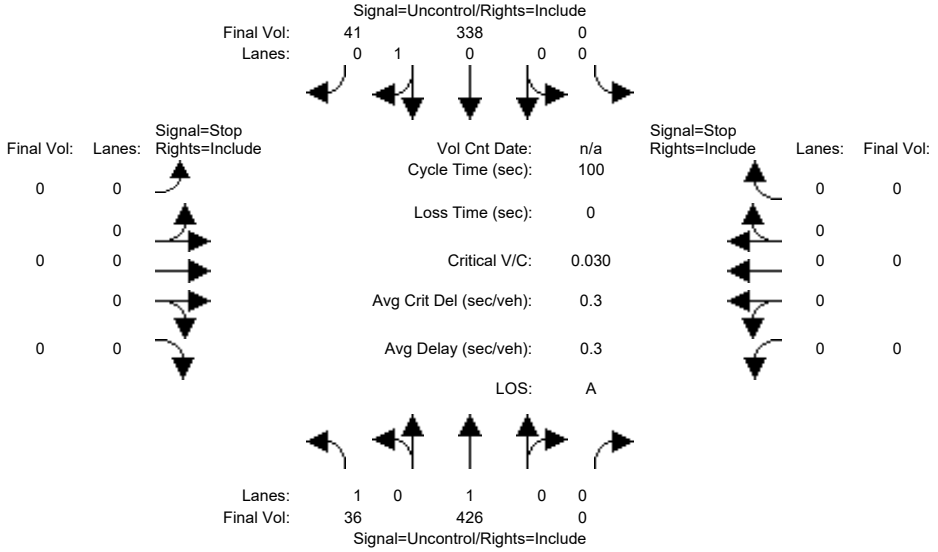
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	273	0	0	360	12	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	273	0	0	360	12	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	273	0	0	360	12	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	273	0	0	360	12	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	273	0	0	360	12	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	372	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1198	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1198	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8010: Green Street and North Main Street



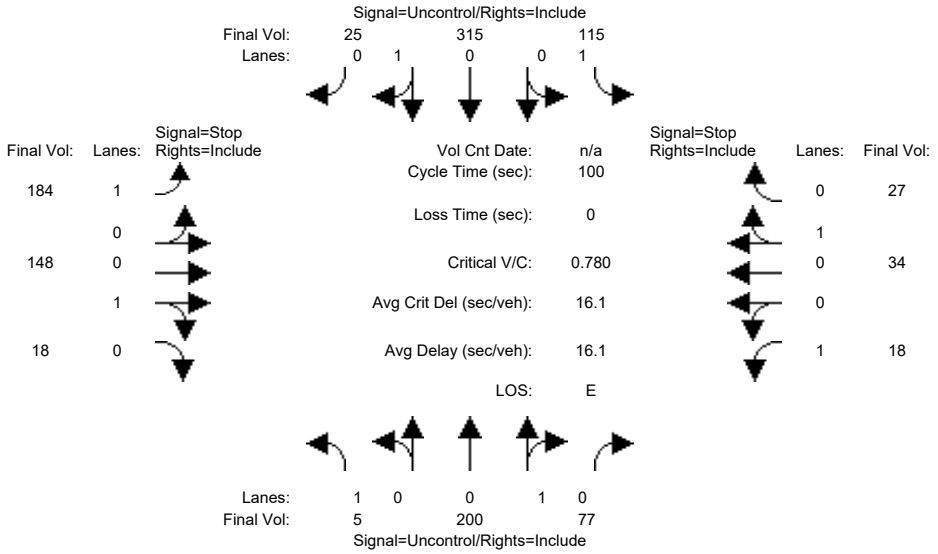
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	36	426	0	0	338	41	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	426	0	0	338	41	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	426	0	0	338	41	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	426	0	0	338	41	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	36	426	0	0	338	41	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	379	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1191	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1191	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8011: Green Street and Private Street 1



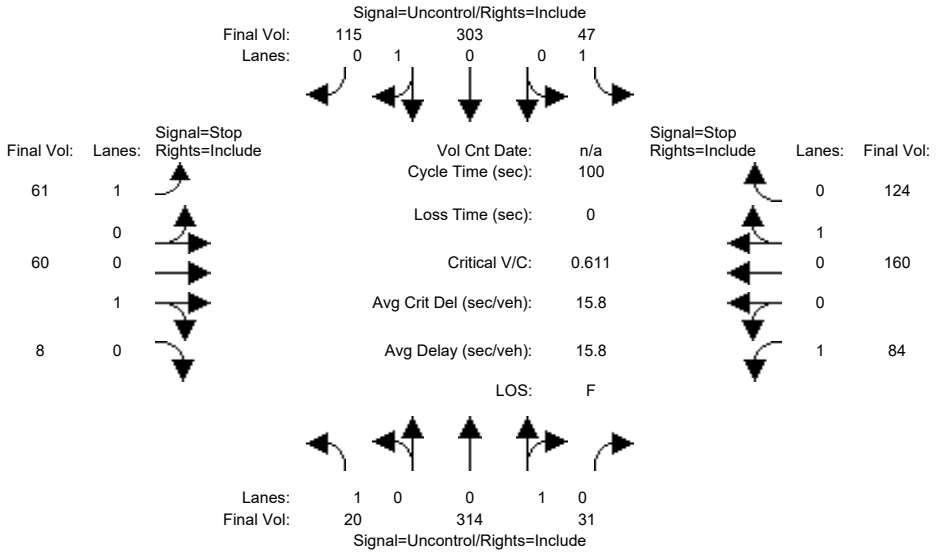
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	5	200	77	115	315	25	184	148	18	18	34	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	200	77	115	315	25	184	148	18	18	34	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	200	77	115	315	25	184	148	18	18	34	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	200	77	115	315	25	184	148	18	18	34	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	200	77	115	315	25	184	148	18	18	34	27
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	340	xxxx	xxxxx	277	xxxx	xxxxx	837	845	328	889	819	239
Potent Cap.:	1230	xxxx	xxxxx	1298	xxxx	xxxxx	289	302	718	266	313	805
Move Cap.:	1230	xxxx	xxxxx	1298	xxxx	xxxxx	236	274	718	139	284	805
Volume/Cap:	0.00	xxxx	xxxx	0.09	xxxx	xxxx	0.78	0.54	0.03	0.13	0.12	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	5.7	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	8.0	xxxx	xxxxx	59.1	xxxx	xxxxx	34.6	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	F	*	*	D	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	294	xxxx	xxxx	398
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.2	xxxxx	xxxx	0.5
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	32.1	xxxxx	xxxx	15.7
Shared LOS:	*	*	*	*	*	*	*	*	D	*	*	C
ApproachDel:	xxxxxx			xxxxxx			46.3			20.0		
ApproachLOS:	*			*			E			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8011: Green Street and Private Street 1



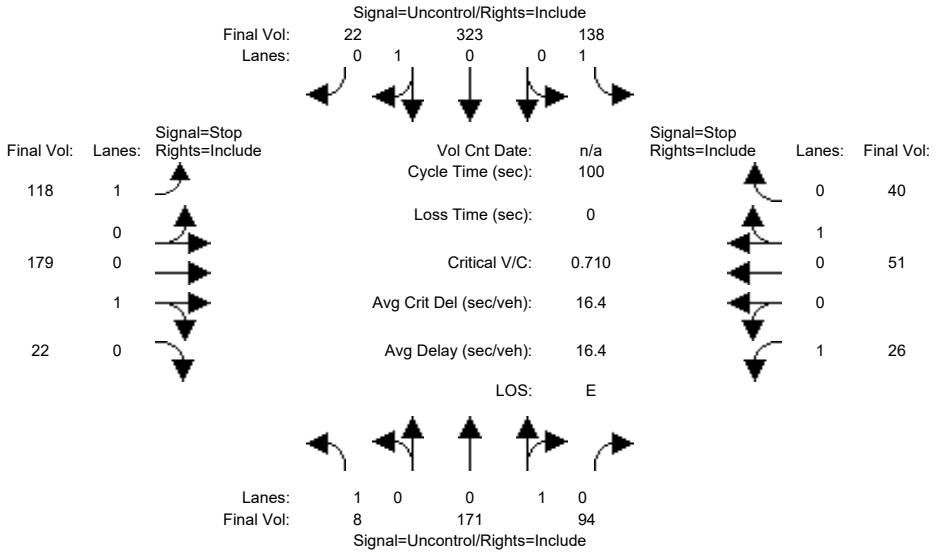
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	20	314	31	47	303	115	61	60	8	84	160	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	314	31	47	303	115	61	60	8	84	160	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	314	31	47	303	115	61	60	8	84	160	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	314	31	47	303	115	61	60	8	84	160	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	314	31	47	303	115	61	60	8	84	160	124
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	418	xxxx	xxxxx	345	xxxx	xxxxx	966	840	361	858	882	330
Potent Cap.:	1152	xxxx	xxxxx	1225	xxxx	xxxxx	236	304	689	279	287	717
Move Cap.:	1152	xxxx	xxxxx	1225	xxxx	xxxxx	100	287	689	222	272	717
Volume/Cap:	0.02	xxxx	xxxx	0.04	xxxx	xxxx	0.61	0.21	0.01	0.38	0.59	0.17
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	2.9	xxxx	xxxxx	1.7	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	8.1	xxxx	xxxxx	86.1	xxxx	xxxxx	30.7	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	F	*	*	D	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	308	xxxx	xxxx	373
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.8	xxxxx	xxxx	6.2
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	19.9	xxxxx	xxxx	39.7
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	E
ApproachDel:	xxxxxx			xxxxxx			51.2			37.7		
ApproachLOS:	*			*			F			E		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8011: Green Street and Private Street 1



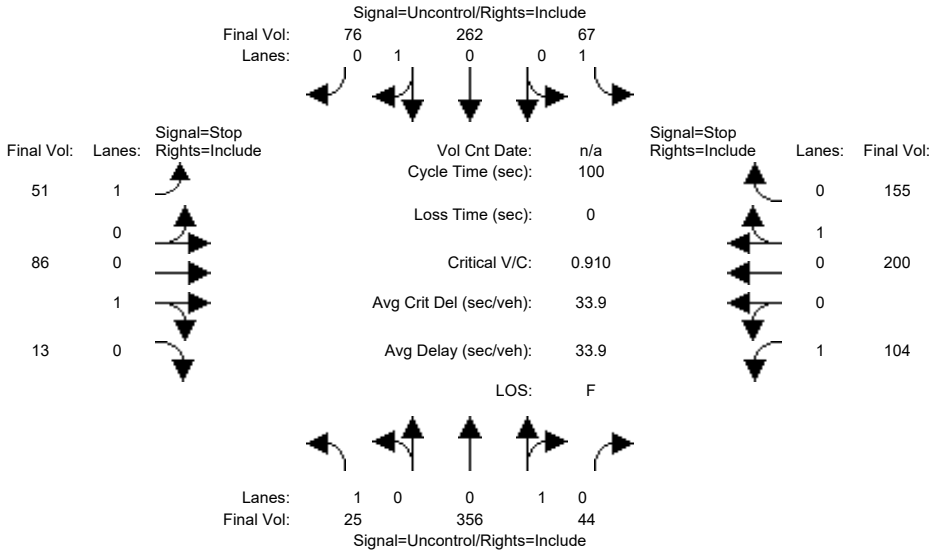
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	8	171	94	138	323	22	118	179	22	26	51	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	171	94	138	323	22	118	179	22	26	51	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	171	94	138	323	22	118	179	22	26	51	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	171	94	138	323	22	118	179	22	26	51	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	171	94	138	323	22	118	179	22	26	51	40
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	345	xxxx	xxxxx	265	xxxx	xxxxx	890	891	334	945	855	218
Potent Cap.:	1225	xxxx	xxxxx	1311	xxxx	xxxxx	266	284	712	244	298	827
Move Cap.:	1225	xxxx	xxxxx	1311	xxxx	xxxxx	198	252	712	93	265	827
Volume/Cap:	0.01	xxxx	xxxx	0.11	xxxx	xxxx	0.60	0.71	0.03	0.28	0.19	0.05
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	3.3	xxxx	xxxxx	1.0	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	8.1	xxxx	xxxxx	47.0	xxxx	xxxxx	58.1	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	E	*	*	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	271	xxxx	xxxx	377
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	5.3	xxxxx	xxxx	0.9
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	48.4	xxxxx	xxxx	17.5
Shared LOS:	*	*	*	*	*	*	*	*	E	*	*	C
ApproachDel:	xxxxxx			xxxxxx			47.9			26.5		
ApproachLOS:	*			*			E			D		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8011: Green Street and Private Street 1

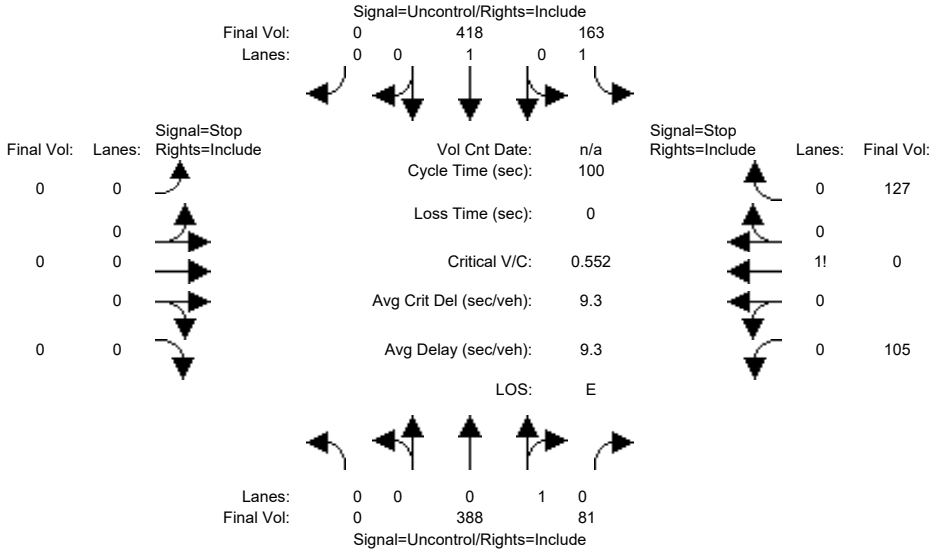


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	25	356	44	67	262	76	51	86	13	104	200	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	356	44	67	262	76	51	86	13	104	200	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	356	44	67	262	76	51	86	13	104	200	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	356	44	67	262	76	51	86	13	104	200	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	356	44	67	262	76	51	86	13	104	200	155
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	338	xxxx	xxxxx	400	xxxx	xxxxx	1040	884	300	912	900	378
Potent Cap.:	1232	xxxx	xxxxx	1170	xxxx	xxxxx	210	286	744	257	280	673
Move Cap.:	1232	xxxx	xxxxx	1170	xxxx	xxxxx	56	265	744	178	259	673
Volume/Cap:	0.02	xxxx	xxxx	0.06	xxxx	xxxx	0.91	0.33	0.02	0.58	0.77	0.23
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	4.1	xxxx	xxxxx	3.1	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	8.3	xxxx	xxxxx	212.2	xxxx	xxxxx	50.1	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	F	*	*	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	289	xxxx	xxxx	354
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.5	xxxxx	xxxx	11.6
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	23.8	xxxxx	xxxx	83.5
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	F
ApproachDel:	xxxxxx			xxxxxx			87.9			75.9		
ApproachLOS:	*			*			F			F		

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

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8001: Main Street and Private Street 1



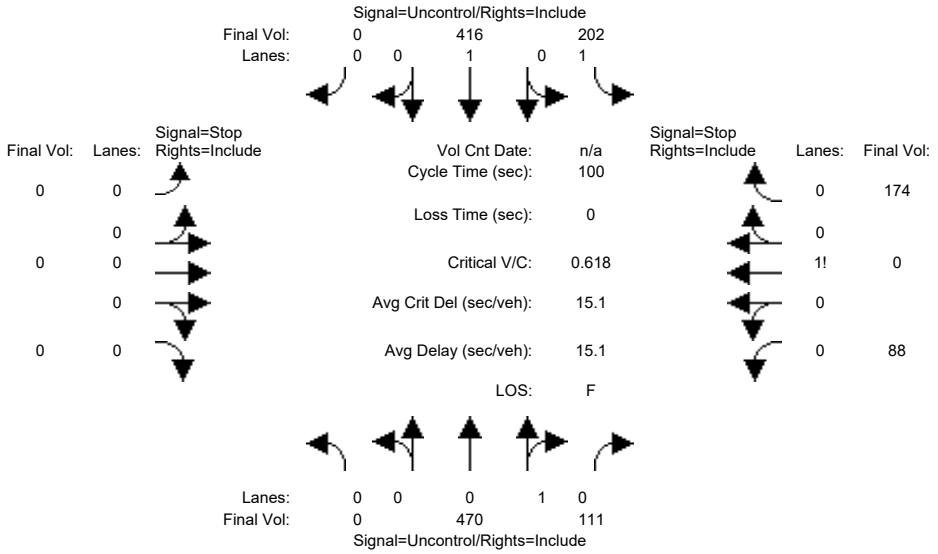
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	388	81	163	418	0	0	0	0	105	0	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	388	81	163	418	0	0	0	0	105	0	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	388	81	163	418	0	0	0	0	105	0	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	388	81	163	418	0	0	0	0	105	0	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	388	81	163	418	0	0	0	0	105	0	127
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	469	xxxx	xxxxx	xxxx	xxxx	xxxxx	1173	1173	429
Potent Cap.:	xxxx	xxxx	xxxxx	1103	xxxx	xxxxx	xxxx	xxxx	xxxxx	214	194	631
Move Cap.:	xxxx	xxxx	xxxxx	1103	xxxx	xxxxx	xxxx	xxxx	xxxxx	190	165	631
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	0.55	0.00	0.20
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	308	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	45.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			45.2		
ApproachLOS:	*			*			*			E		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8001: Main Street and Private Street 1



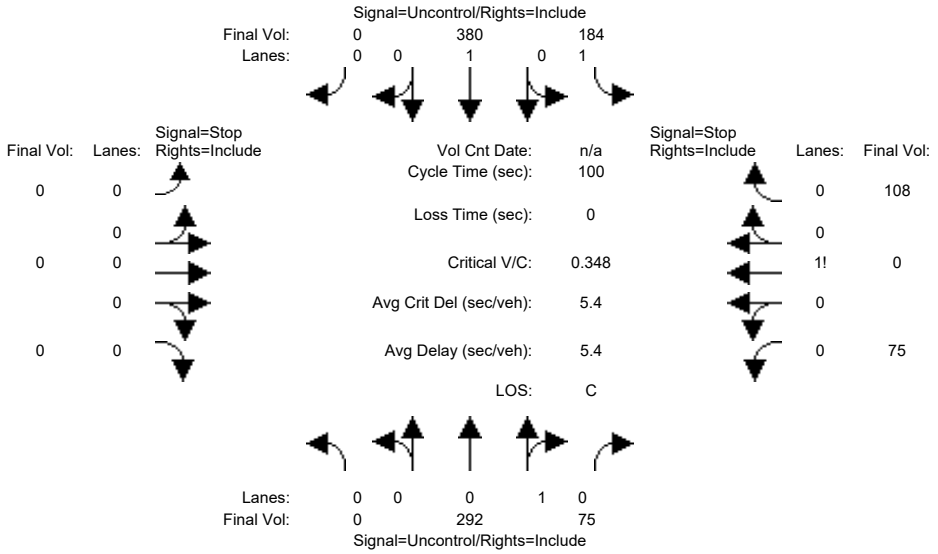
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	470	111	202	416	0	0	0	0	88	0	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	470	111	202	416	0	0	0	0	88	0	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	470	111	202	416	0	0	0	0	88	0	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	470	111	202	416	0	0	0	0	88	0	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	470	111	202	416	0	0	0	0	88	0	174
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	581	xxxx	xxxxx	xxxx	xxxx	xxxxx	1346	1346	526
Potent Cap.:	xxxx	xxxx	xxxxx	1003	xxxx	xxxxx	xxxx	xxxx	xxxxx	169	153	556
Move Cap.:	xxxx	xxxx	xxxxx	1003	xxxx	xxxxx	xxxx	xxxx	xxxxx	142	122	556
Volume/Cap:	xxxx	xxxx	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	0.62	0.00	0.31
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	282	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	77.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			77.0		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #8001: Main Street and Private Street 1



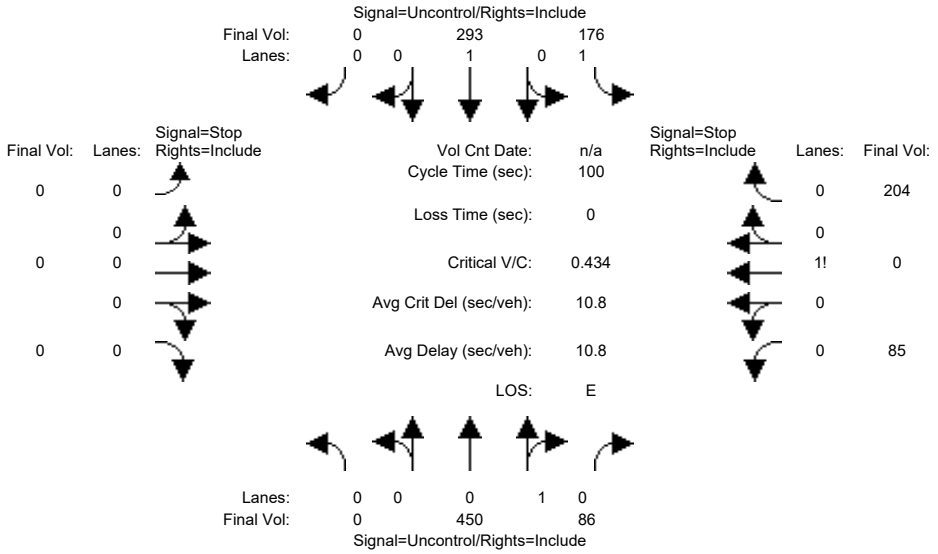
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	292	75	184	380	0	0	0	0	75	0	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	292	75	184	380	0	0	0	0	75	0	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	292	75	184	380	0	0	0	0	75	0	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	292	75	184	380	0	0	0	0	75	0	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	292	75	184	380	0	0	0	0	75	0	108
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	367	xxxx	xxxxx	xxxx	xxxx	xxxxx	1078	1078	330
Potent Cap.:	xxxx	xxxx	xxxxx	1203	xxxx	xxxxx	xxxx	xxxx	xxxxx	244	221	717
Move Cap.:	xxxx	xxxx	xxxxx	1203	xxxx	xxxxx	xxxx	xxxx	xxxxx	216	187	717
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	0.35	0.00	0.15
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	367	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			24.2		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8001: Main Street and Private Street 1



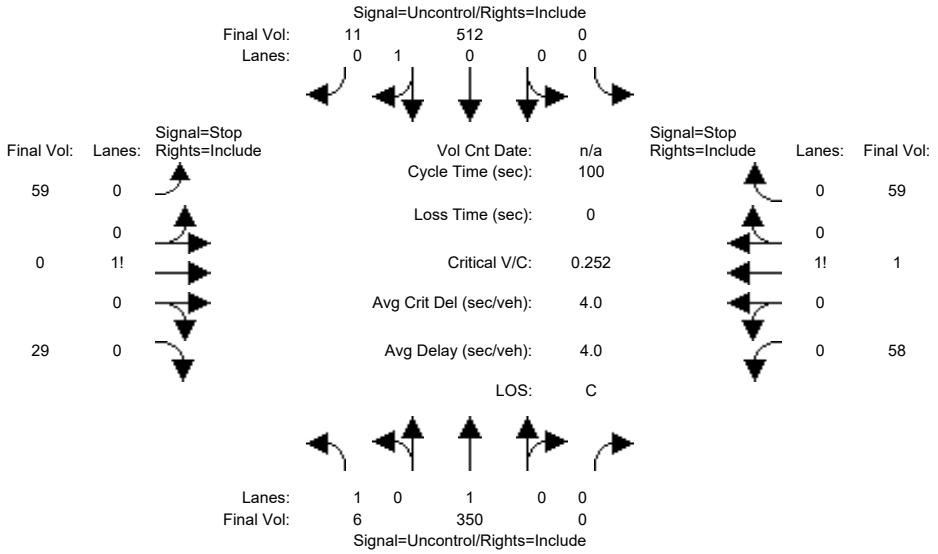
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	450	86	176	293	0	0	0	0	85	0	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	450	86	176	293	0	0	0	0	85	0	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	450	86	176	293	0	0	0	0	85	0	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	450	86	176	293	0	0	0	0	85	0	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	450	86	176	293	0	0	0	0	85	0	204
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	536	xxxx	xxxxx	xxxx	xxxx	xxxxx	1138	1138	493
Potent Cap.:	xxxx	xxxx	xxxxx	1042	xxxx	xxxxx	xxxx	xxxx	xxxxx	225	203	580
Move Cap.:	xxxx	xxxx	xxxxx	1042	xxxx	xxxxx	xxxx	xxxx	xxxxx	196	169	580
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	0.43	0.00	0.35
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	368	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	42.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			42.7		
ApproachLOS:	*			*			*			E		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8002: Sierra Road and North Main Street



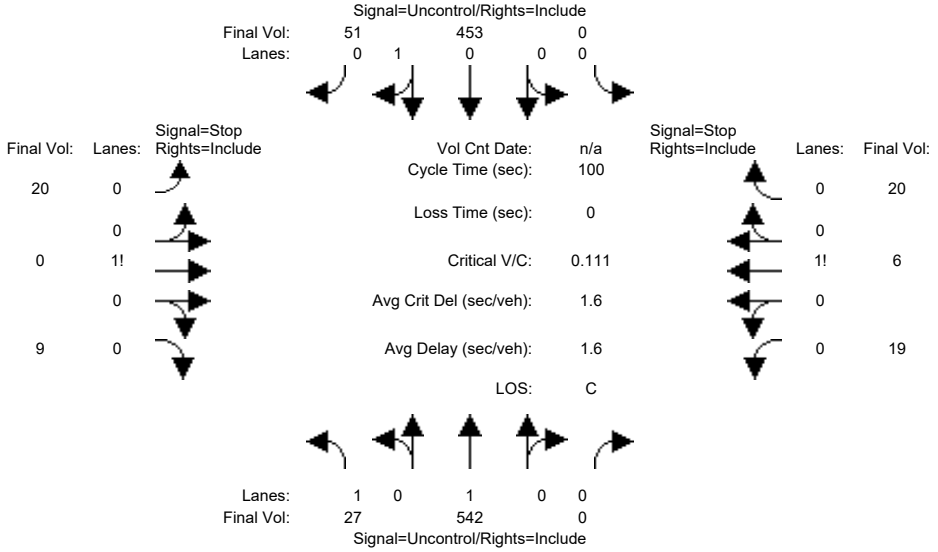
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	6	350	0	0	512	11	59	0	29	58	1	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	350	0	0	512	11	59	0	29	58	1	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	350	0	0	512	11	59	0	29	58	1	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	350	0	0	512	11	59	0	29	58	1	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	350	0	0	512	11	59	0	29	58	1	59
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	523	xxxx	xxxxx	xxxx	xxxx	xxxxx	910	880	518	894	885	350
Potent Cap.:	1054	xxxx	xxxxx	xxxx	xxxx	xxxxx	258	288	562	264	286	698
Move Cap.:	1054	xxxx	xxxxx	xxxx	xxxx	xxxxx	234	287	562	249	284	698
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.05	0.23	0.00	0.08
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	290	xxxxx	xxxx	368	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	1.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.7	xxxxx	xxxxx	19.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			22.7			19.3		
ApproachLOS:	*			*			C			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8002: Sierra Road and North Main Street



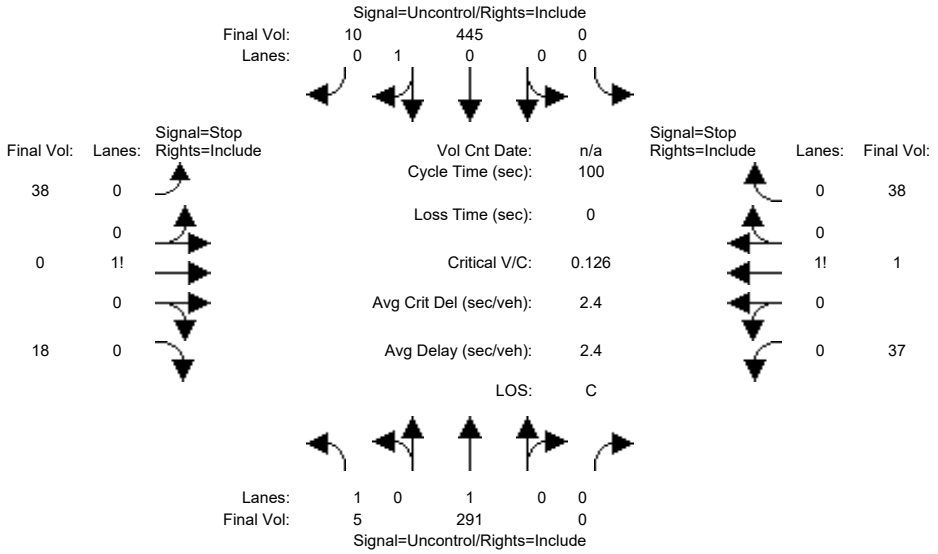
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	27	542	0	0	453	51	20	0	9	19	6	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	542	0	0	453	51	20	0	9	19	6	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	542	0	0	453	51	20	0	9	19	6	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	542	0	0	453	51	20	0	9	19	6	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	542	0	0	453	51	20	0	9	19	6	20
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	504	xxxx	xxxxx	xxxx	xxxx	xxxxx	1088	1075	479	1079	1100	542
Potent Cap.:	1071	xxxx	xxxxx	xxxx	xxxx	xxxxx	195	222	591	198	214	544
Move Cap.:	1071	xxxx	xxxxx	xxxx	xxxx	xxxxx	180	216	591	191	209	544
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	0.00	0.02	0.10	0.03	0.04
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	230	xxxxx	xxxx	273	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.9	xxxxx	xxxxx	20.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			22.9			20.8		
ApproachLOS:	*			*			C			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #8002: Sierra Road and North Main Street



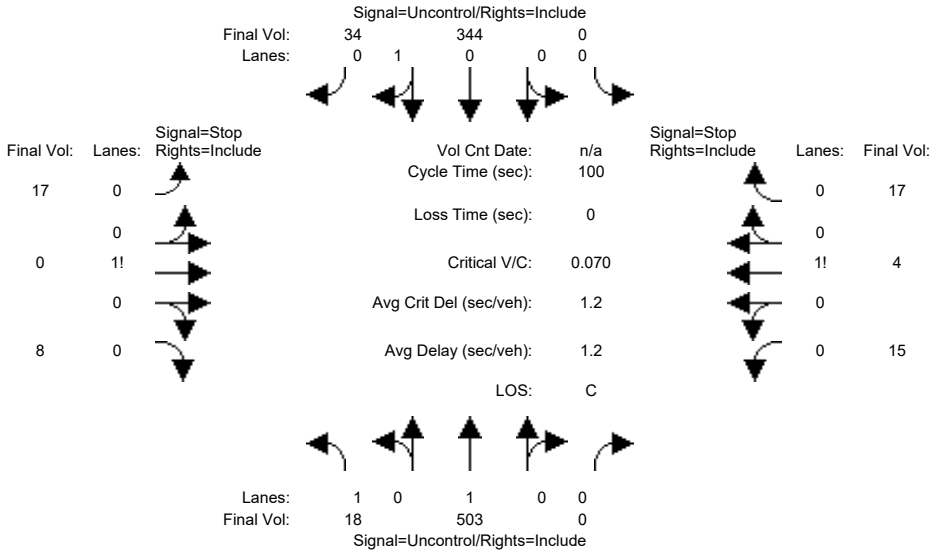
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	5	291	0	0	445	10	38	0	18	37	1	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	291	0	0	445	10	38	0	18	37	1	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	291	0	0	445	10	38	0	18	37	1	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	291	0	0	445	10	38	0	18	37	1	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	291	0	0	445	10	38	0	18	37	1	38
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	455	xxxx	xxxxx	xxxx	xxxx	xxxxx	771	751	450	760	756	291
Potent Cap.:	1116	xxxx	xxxxx	xxxx	xxxx	xxxxx	320	342	613	325	340	753
Move Cap.:	1116	xxxx	xxxxx	xxxx	xxxx	xxxxx	302	340	613	314	338	753
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.03	0.12	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	361	xxxxx	xxxx	444	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.8	xxxxx	xxxxx	14.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			16.8			14.8		
ApproachLOS:	*			*			C			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8002: Sierra Road and North Main Street



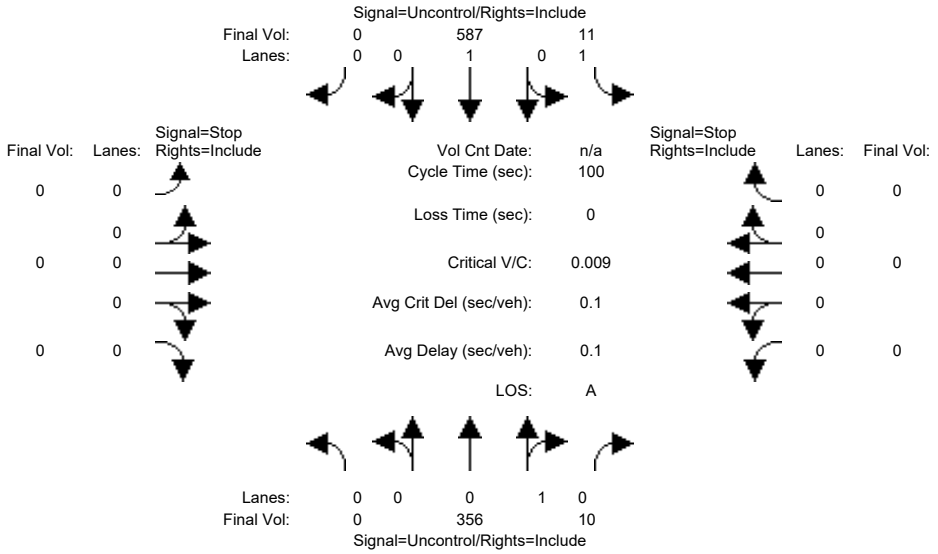
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	18	503	0	0	344	34	17	0	8	15	4	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	503	0	0	344	34	17	0	8	15	4	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	503	0	0	344	34	17	0	8	15	4	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:	18	503	0	0	344	34	17	0	8	15	4	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	503	0	0	344	34	17	0	8	15	4	17
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	378	xxxx	xxxxx	xxxx	xxxx	xxxxx	911	900	361	904	917	503
Potent Cap.:	1192	xxxx	xxxxx	xxxx	xxxx	xxxxx	257	280	688	260	274	573
Move Cap.:	1192	xxxx	xxxxx	xxxx	xxxx	xxxxx	244	276	688	254	270	573
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.01	0.06	0.01	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	308	xxxxx	xxxx	348	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.7	xxxxx	xxxxx	16.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			17.7			16.6		
ApproachLOS:	*			*			C			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8003: Sierra Road and South Main Street



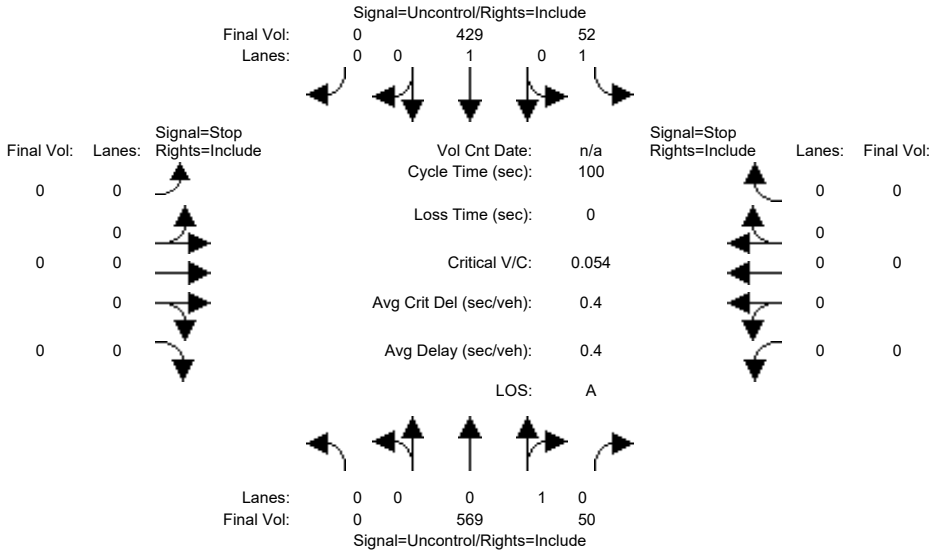
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	356	10	11	587	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	356	10	11	587	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	356	10	11	587	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	356	10	11	587	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	356	10	11	587	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	366	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1204	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1204	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8003: Sierra Road and South Main Street



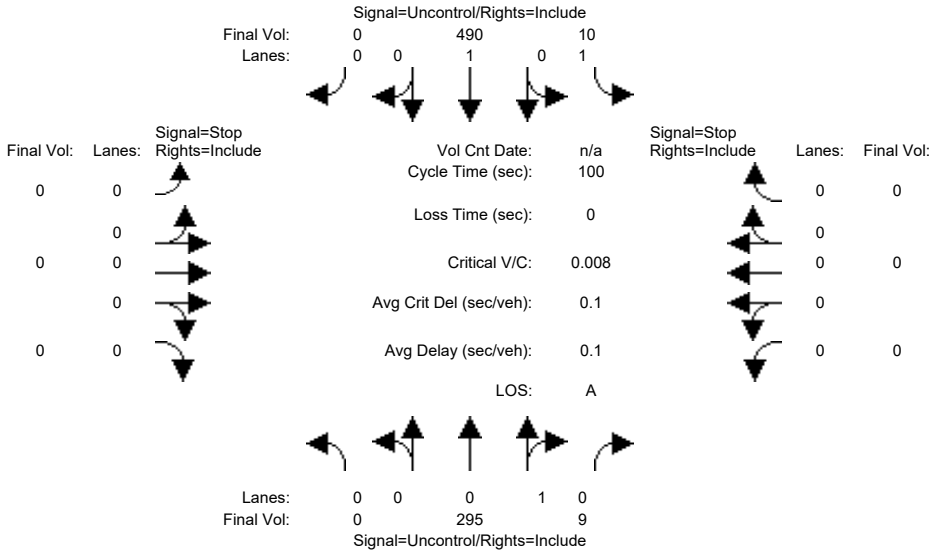
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	569	50	52	429	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	569	50	52	429	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	569	50	52	429	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	569	50	52	429	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	569	50	52	429	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	619	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	971	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	971	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #8003: Sierra Road and South Main Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	295	9	10	490	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	295	9	10	490	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	295	9	10	490	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	295	9	10	490	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	295	9	10	490	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	304	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1268	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1268	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
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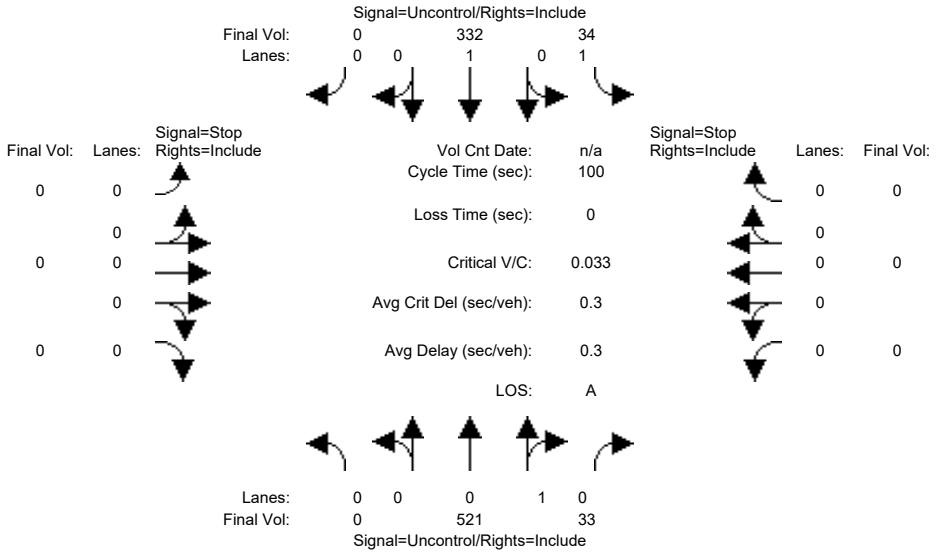
Intersection #8003: Sierra Road and South Main Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	521	33	34	332	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	521	33	34	332	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	521	33	34	332	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	521	33	34	332	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	521	33	34	332	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	554	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1026	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1026	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

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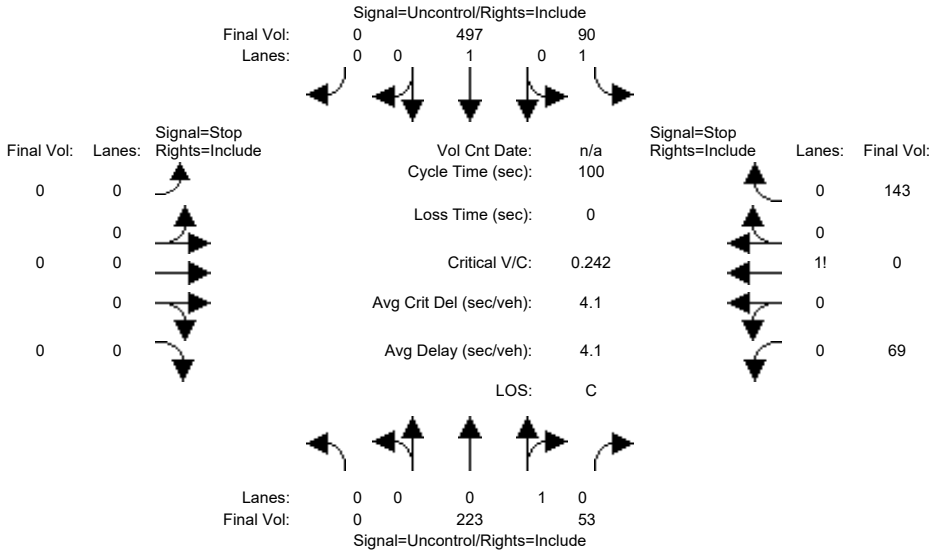
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8004: Sierra Road and Private Street 2



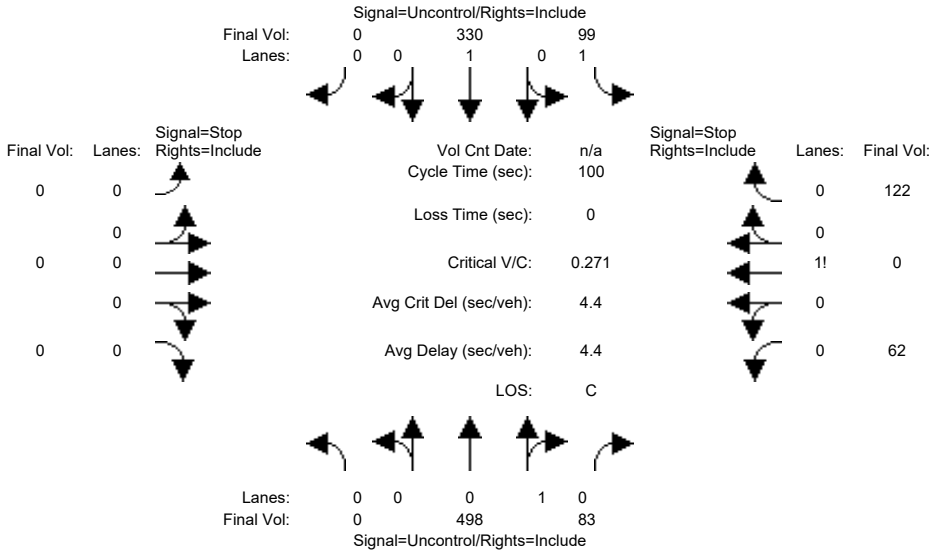
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	223	53	90	497	0	0	0	0	69	0	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	223	53	90	497	0	0	0	0	69	0	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	223	53	90	497	0	0	0	0	69	0	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	223	53	90	497	0	0	0	0	69	0	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	223	53	90	497	0	0	0	0	69	0	143
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	276	xxxx	xxxxx	xxxx	xxxx	xxxxx	927	927	250
Potent Cap.:	xxxx	xxxx	xxxxx	1299	xxxx	xxxxx	xxxx	xxxx	xxxxx	301	271	794
Move Cap.:	xxxx	xxxx	xxxxx	1299	xxxx	xxxxx	xxxx	xxxx	xxxxx	285	252	794
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	0.00	0.18
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	502	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			17.3		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8004: Sierra Road and Private Street 2



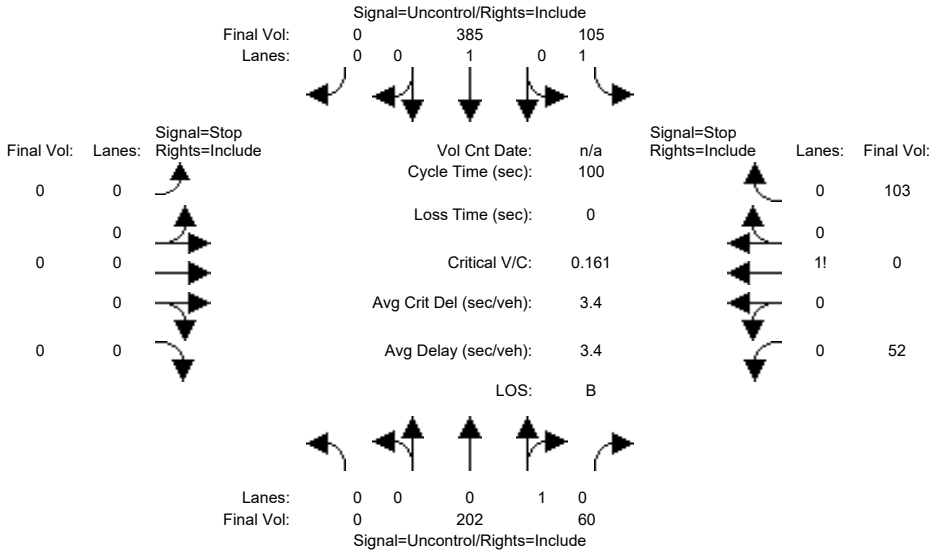
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	498	83	99	330	0	0	0	0	62	0	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	498	83	99	330	0	0	0	0	62	0	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	498	83	99	330	0	0	0	0	62	0	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	498	83	99	330	0	0	0	0	62	0	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	498	83	99	330	0	0	0	0	62	0	122
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	581	xxxx	xxxxx	xxxx	xxxx	xxxxx	1068	1068	540
Potent Cap.:	xxxx	xxxx	xxxxx	1003	xxxx	xxxxx	xxxx	xxxx	xxxxx	248	224	546
Move Cap.:	xxxx	xxxx	xxxxx	1003	xxxx	xxxxx	xxxx	xxxx	xxxxx	229	202	546
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	0.00	0.22
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	372	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			23.7		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #8004: Sierra Road and Private Street 2



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	202	60	105	385	0	0	0	0	52	0	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:	0	202	60	105	385	0	0	0	0	52	0	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	202	60	105	385	0	0	0	0	52	0	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:	0	202	60	105	385	0	0	0	0	52	0	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	202	60	105	385	0	0	0	0	52	0	103
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	262	xxxx	xxxxx	xxxx	xxxx	xxxxx	827	827	232
Potent Cap.:	xxxx	xxxx	xxxxx	1314	xxxx	xxxxx	xxxx	xxxx	xxxxx	344	309	812
Move Cap.:	xxxx	xxxx	xxxxx	1314	xxxx	xxxxx	xxxx	xxxx	xxxxx	323	284	812
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	0.00	0.13

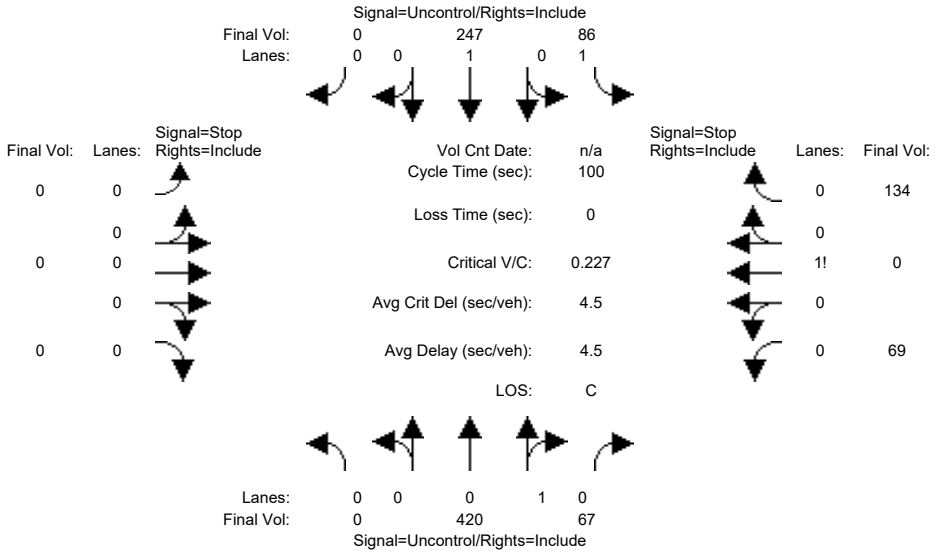
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	539	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.4		
ApproachLOS:	*			*			*			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8004: Sierra Road and Private Street 2



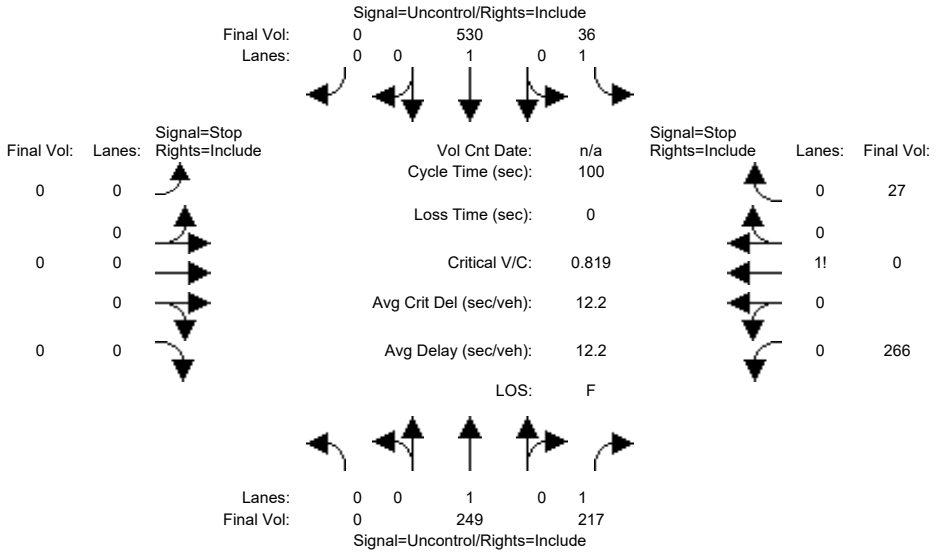
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	420	67	86	247	0	0	0	0	69	0	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	420	67	86	247	0	0	0	0	69	0	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	420	67	86	247	0	0	0	0	69	0	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:	0	420	67	86	247	0	0	0	0	69	0	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	420	67	86	247	0	0	0	0	69	0	134
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	487	xxxx	xxxxx	xxxx	xxxx	xxxxx	873	873	454
Potent Cap.:	xxxx	xxxx	xxxxx	1086	xxxx	xxxxx	xxxx	xxxx	xxxxx	323	291	611
Move Cap.:	xxxx	xxxx	xxxxx	1086	xxxx	xxxxx	xxxx	xxxx	xxxxx	304	268	611
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.22
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	455	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			19.2		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8005: Sierra Road and Green Street



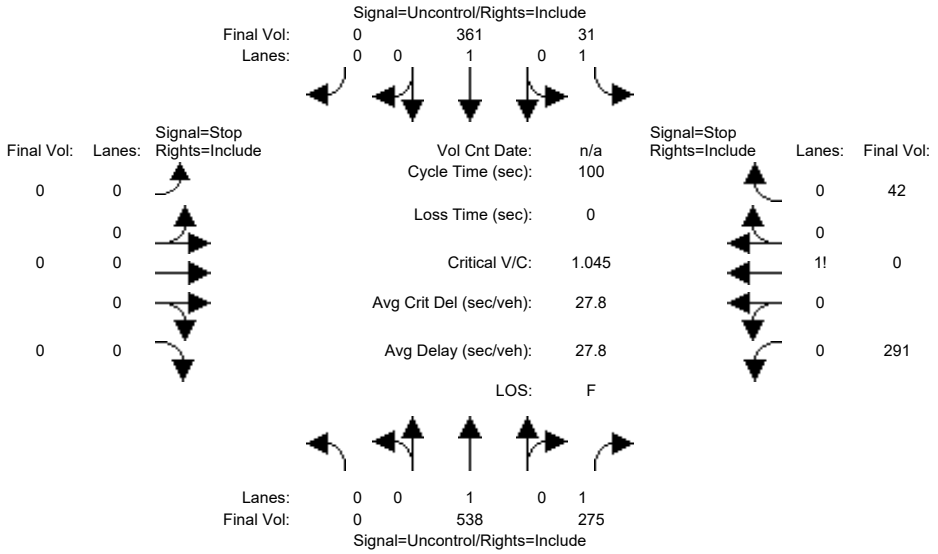
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	249	217	36	530	0	0	0	0	266	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	249	217	36	530	0	0	0	0	266	0	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	249	217	36	530	0	0	0	0	266	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	249	217	36	530	0	0	0	0	266	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	249	217	36	530	0	0	0	0	266	0	27
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	466	xxxx	xxxxx	xxxx	xxxx	xxxxx	851	851	249
Potent Cap.:	xxxx	xxxx	xxxxx	1106	xxxx	xxxxx	xxxx	xxxx	xxxxx	333	299	795
Move Cap.:	xxxx	xxxx	xxxxx	1106	xxxx	xxxxx	xxxx	xxxx	xxxxx	325	290	795
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.82	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	344	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	7.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	53.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			53.9		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8005: Sierra Road and Green Street



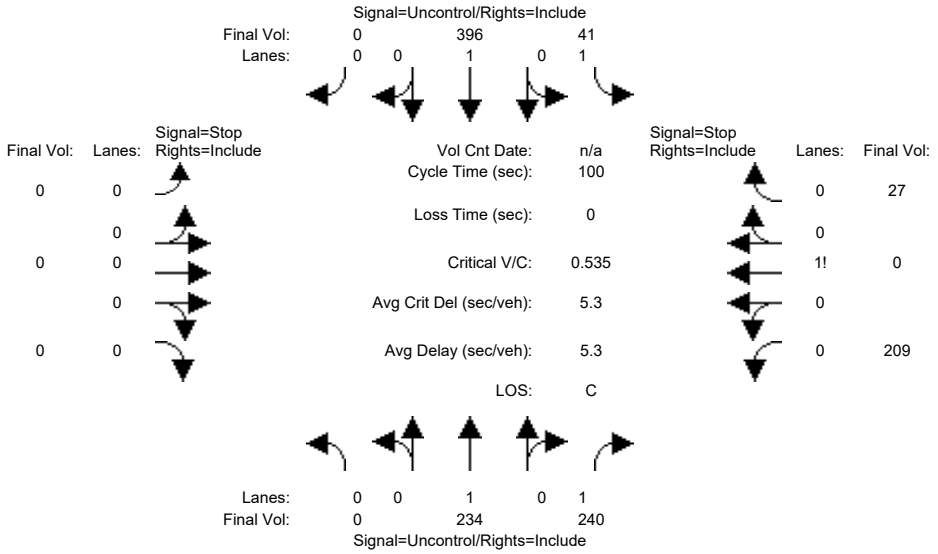
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	538	275	31	361	0	0	0	0	291	0	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	538	275	31	361	0	0	0	0	291	0	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	538	275	31	361	0	0	0	0	291	0	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	538	275	31	361	0	0	0	0	291	0	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	538	275	31	361	0	0	0	0	291	0	42
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	813	xxxx	xxxxx	xxxx	xxxx	xxxxx	961	961	538
Potent Cap.:	xxxx	xxxx	xxxxx	823	xxxx	xxxxx	xxxx	xxxx	xxxxx	287	258	547
Move Cap.:	xxxx	xxxx	xxxxx	823	xxxx	xxxxx	xxxx	xxxx	xxxxx	278	249	547
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	1.04	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	297	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	127	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			127.4		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #8005: Sierra Road and Green Street



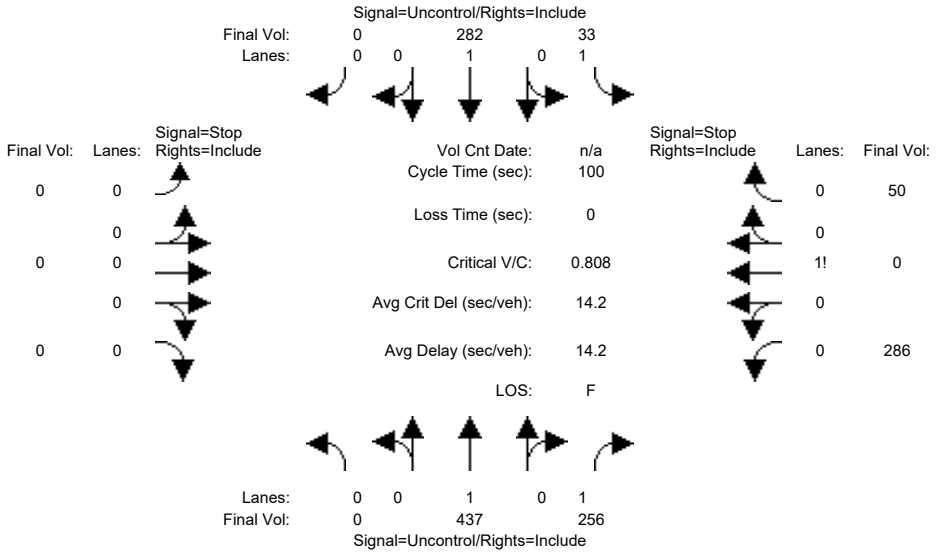
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	234	240	41	396	0	0	0	0	209	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	234	240	41	396	0	0	0	0	209	0	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	234	240	41	396	0	0	0	0	209	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	234	240	41	396	0	0	0	0	209	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	234	240	41	396	0	0	0	0	209	0	27
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	474	xxxx	xxxxx	xxxx	xxxx	xxxxx	712	712	234
Potent Cap.:	xxxx	xxxx	xxxxx	1099	xxxx	xxxxx	xxxx	xxxx	xxxxx	402	360	810
Move Cap.:	xxxx	xxxx	xxxxx	1099	xxxx	xxxxx	xxxx	xxxx	xxxxx	391	347	810
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.54	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	415	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			24.5		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8005: Sierra Road and Green Street



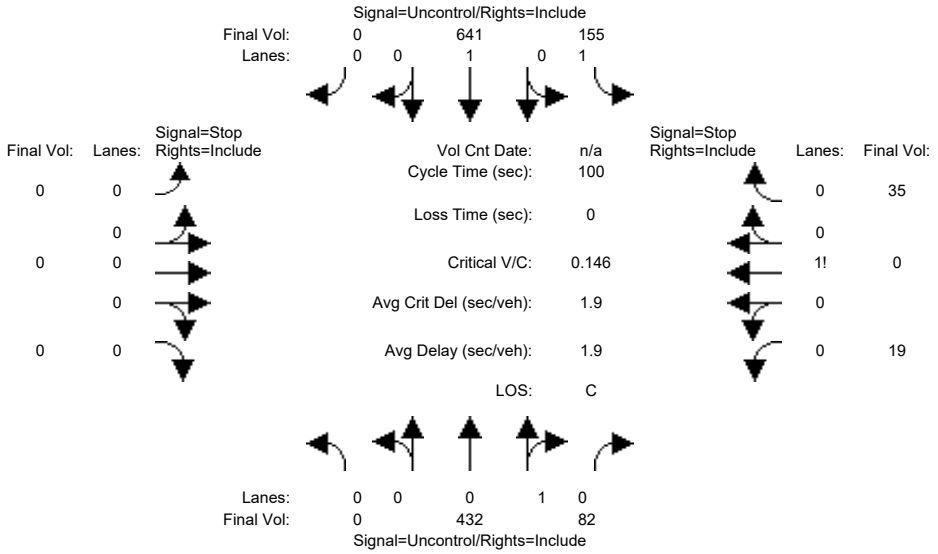
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	437	256	33	282	0	0	0	0	286	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	437	256	33	282	0	0	0	0	286	0	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	437	256	33	282	0	0	0	0	286	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	437	256	33	282	0	0	0	0	286	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	437	256	33	282	0	0	0	0	286	0	50
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	693	xxxx	xxxxx	xxxx	xxxx	xxxxx	785	785	437
Potent Cap.:	xxxx	xxxx	xxxxx	912	xxxx	xxxxx	xxxx	xxxx	xxxxx	364	327	624
Move Cap.:	xxxx	xxxx	xxxxx	912	xxxx	xxxxx	xxxx	xxxx	xxxxx	354	315	624
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.81	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	379	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	55.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			55.9		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8006: Sierra Road and Private Street 4



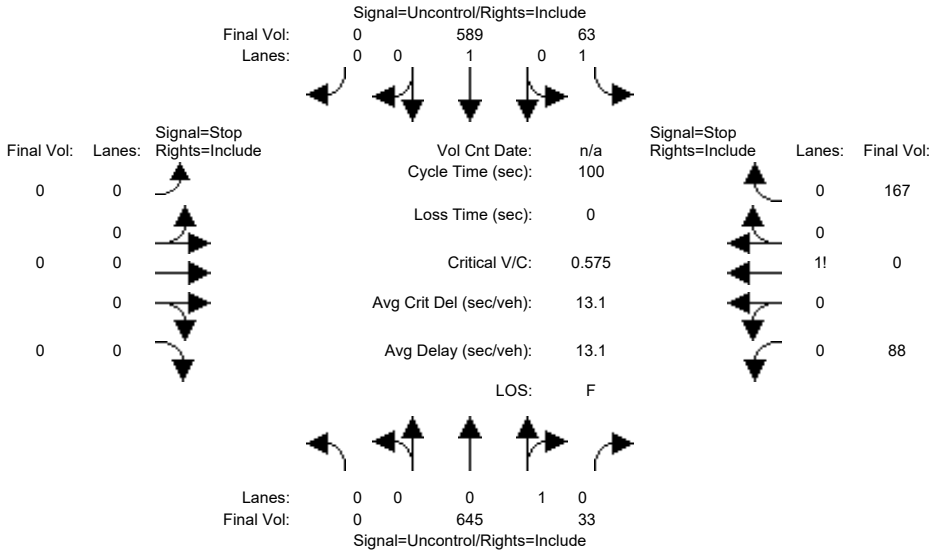
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	432	82	155	641	0	0	0	0	19	0	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	432	82	155	641	0	0	0	0	19	0	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	432	82	155	641	0	0	0	0	19	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	432	82	155	641	0	0	0	0	19	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	432	82	155	641	0	0	0	0	19	0	35
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	514	xxxx	xxxxx	xxxx	xxxx	xxxxx	1424	1424	473
Potent Cap.:	xxxx	xxxx	xxxxx	1062	xxxx	xxxxx	xxxx	xxxx	xxxxx	151	137	595
Move Cap.:	xxxx	xxxx	xxxxx	1062	xxxx	xxxxx	xxxx	xxxx	xxxxx	134	117	595
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	269	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			21.7		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8006: Sierra Road and Private Street 4



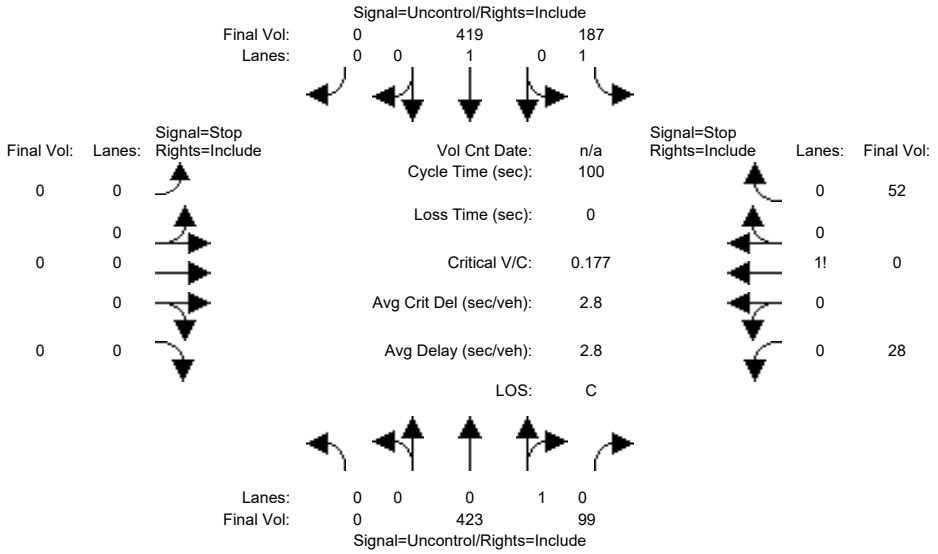
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	645	33	63	589	0	0	0	0	88	0	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	645	33	63	589	0	0	0	0	88	0	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	645	33	63	589	0	0	0	0	88	0	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	645	33	63	589	0	0	0	0	88	0	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	645	33	63	589	0	0	0	0	88	0	167
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	678	xxxx	xxxxx	xxxx	xxxx	xxxxx	1377	1377	662
Potent Cap.:	xxxx	xxxx	xxxxx	923	xxxx	xxxxx	xxxx	xxxx	xxxxx	161	146	466
Move Cap.:	xxxx	xxxx	xxxxx	923	xxxx	xxxxx	xxxx	xxxx	xxxxx	153	136	466
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.57	0.00	0.36
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	273	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	79.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			79.1		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #8006: Sierra Road and Private Street 4



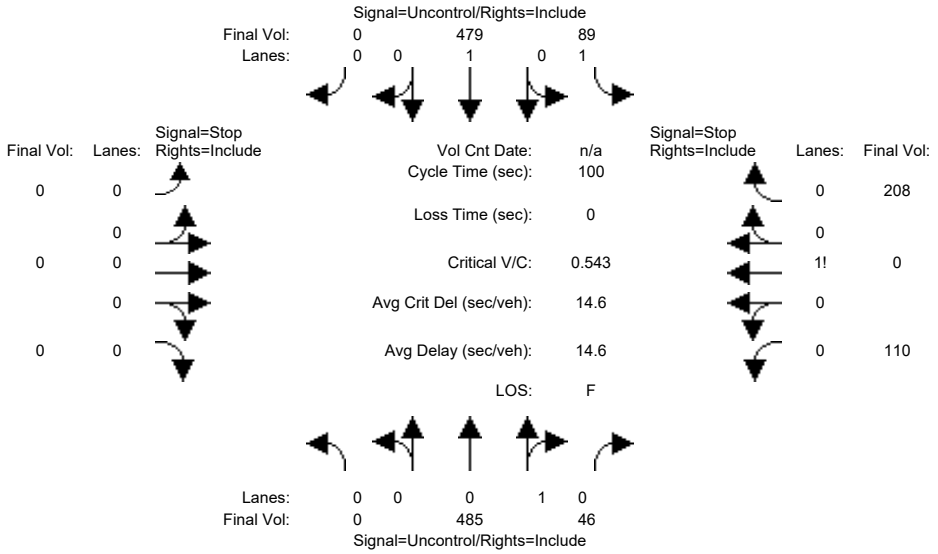
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	423	99	187	419	0	0	0	0	28	0	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	423	99	187	419	0	0	0	0	28	0	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	423	99	187	419	0	0	0	0	28	0	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	423	99	187	419	0	0	0	0	28	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	423	99	187	419	0	0	0	0	28	0	52
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	522	xxxx	xxxxx	xxxx	xxxx	xxxxx	1266	1266	473
Potent Cap.:	xxxx	xxxx	xxxxx	1055	xxxx	xxxxx	xxxx	xxxx	xxxxx	188	171	596
Move Cap.:	xxxx	xxxx	xxxxx	1055	xxxx	xxxxx	xxxx	xxxx	xxxxx	163	140	596
Volume/Cap:	xxxx	xxxx	xxxx	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	0.00	0.09
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	309	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			20.7		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8006: Sierra Road and Private Street 4



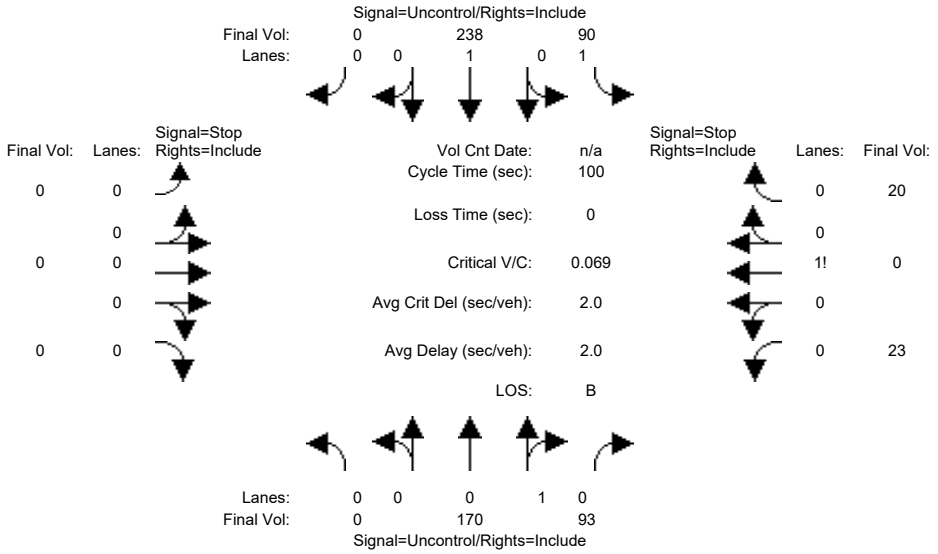
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	485	46	89	479	0	0	0	0	110	0	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	485	46	89	479	0	0	0	0	110	0	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	485	46	89	479	0	0	0	0	110	0	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	485	46	89	479	0	0	0	0	110	0	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	485	46	89	479	0	0	0	0	110	0	208
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	531	xxxx	xxxxx	xxxx	xxxx	xxxxx	1165	1165	508
Potent Cap.:	xxxx	xxxx	xxxxx	1047	xxxx	xxxxx	xxxx	xxxx	xxxxx	217	196	569
Move Cap.:	xxxx	xxxx	xxxxx	1047	xxxx	xxxxx	xxxx	xxxx	xxxxx	203	179	569
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.54	0.00	0.37
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	350	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	62.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			62.8		
ApproachLOS:	*			*			*			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8007: Green Street and Private Street 3



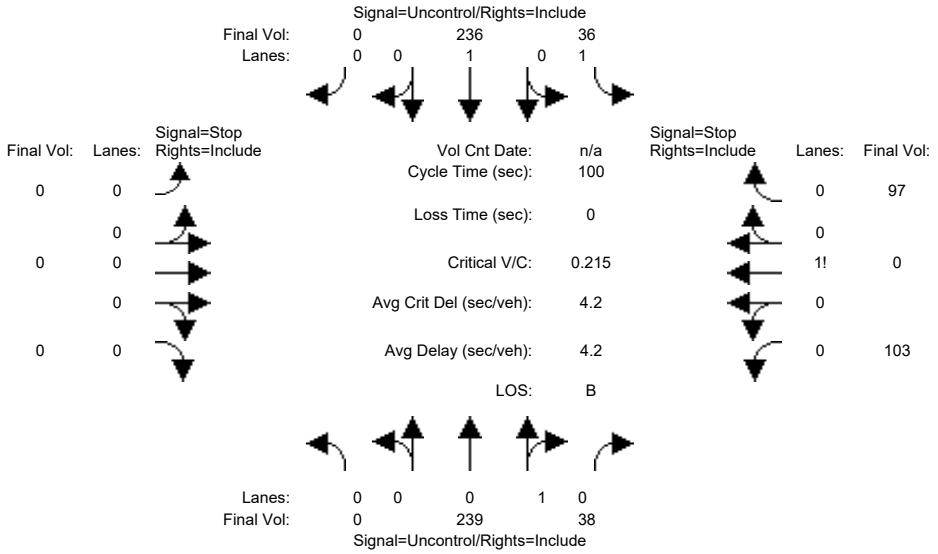
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	170	93	90	238	0	0	0	0	23	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	170	93	90	238	0	0	0	0	23	0	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	170	93	90	238	0	0	0	0	23	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	170	93	90	238	0	0	0	0	23	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	170	93	90	238	0	0	0	0	23	0	20
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	263	xxxx	xxxxx	xxxx	xxxx	xxxxx	635	635	217
Potent Cap.:	xxxx	xxxx	xxxxx	1313	xxxx	xxxxx	xxxx	xxxx	xxxxx	446	399	828
Move Cap.:	xxxx	xxxx	xxxxx	1313	xxxx	xxxxx	xxxx	xxxx	xxxxx	423	372	828
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	547	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.1		
ApproachLOS:	*			*			*			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8007: Green Street and Private Street 3



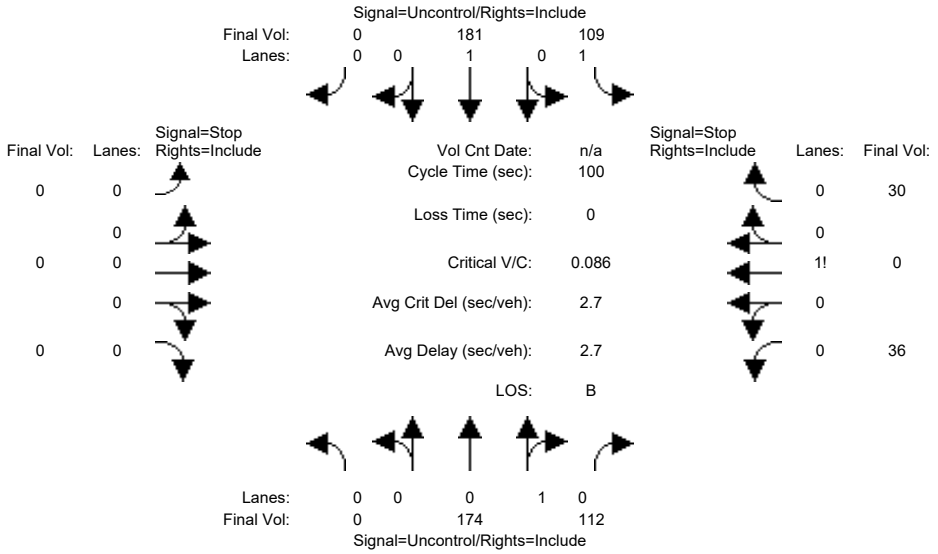
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	239	38	36	236	0	0	0	0	103	0	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	239	38	36	236	0	0	0	0	103	0	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	239	38	36	236	0	0	0	0	103	0	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	239	38	36	236	0	0	0	0	103	0	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	239	38	36	236	0	0	0	0	103	0	97
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	277	xxxx	xxxxx	xxxx	xxxx	xxxxx	566	566	258
Potent Cap.:	xxxx	xxxx	xxxxx	1298	xxxx	xxxxx	xxxx	xxxx	xxxxx	489	436	786
Move Cap.:	xxxx	xxxx	xxxxx	1298	xxxx	xxxxx	xxxx	xxxx	xxxxx	479	424	786
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.22	0.00	0.12
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	590	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.2		
ApproachLOS:	*			*			*			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #8007: Green Street and Private Street 3



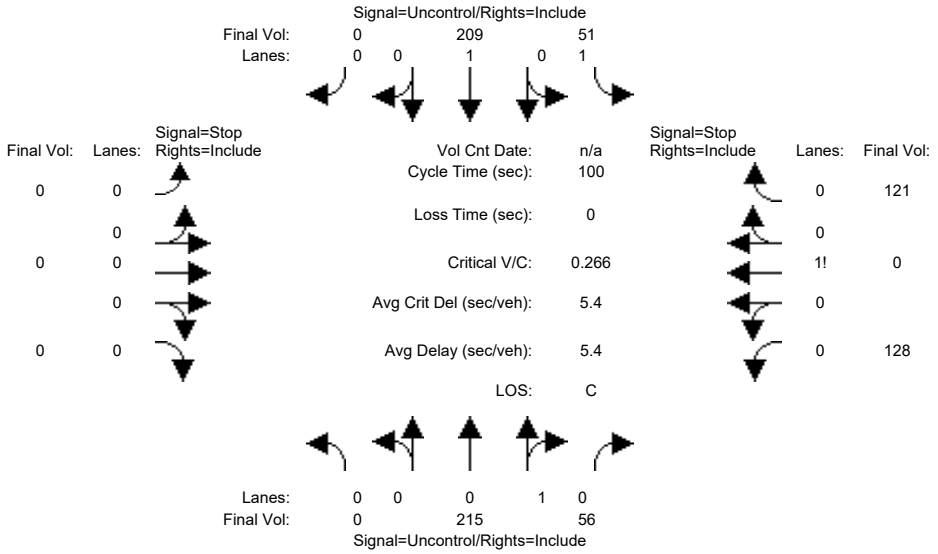
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	174	112	109	181	0	0	0	0	36	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	174	112	109	181	0	0	0	0	36	0	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	174	112	109	181	0	0	0	0	36	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	174	112	109	181	0	0	0	0	36	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	174	112	109	181	0	0	0	0	36	0	30
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	286	xxxx	xxxxx	xxxx	xxxx	xxxxx	629	629	230
Potent Cap.:	xxxx	xxxx	xxxxx	1288	xxxx	xxxxx	xxxx	xxxx	xxxxx	449	402	814
Move Cap.:	xxxx	xxxx	xxxxx	1288	xxxx	xxxxx	xxxx	xxxx	xxxxx	420	368	814
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	539	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.6		
ApproachLOS:	*			*			*			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8007: Green Street and Private Street 3



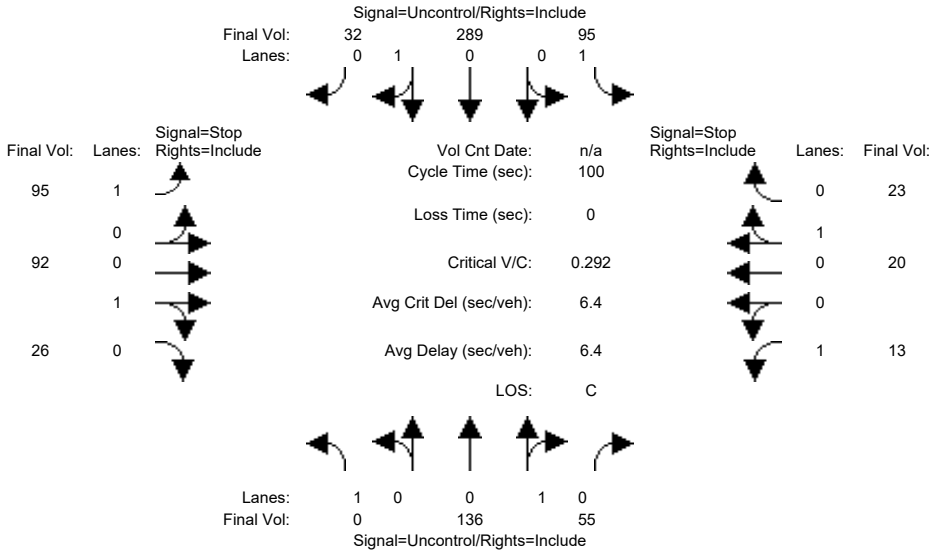
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	215	56	51	209	0	0	0	0	128	0	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	215	56	51	209	0	0	0	0	128	0	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	215	56	51	209	0	0	0	0	128	0	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	215	56	51	209	0	0	0	0	128	0	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	215	56	51	209	0	0	0	0	128	0	121
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	271	xxxx	xxxxx	xxxx	xxxx	xxxxx	554	554	243
Potent Cap.:	xxxx	xxxx	xxxxx	1304	xxxx	xxxxx	xxxx	xxxx	xxxxx	497	443	801
Move Cap.:	xxxx	xxxx	xxxxx	1304	xxxx	xxxxx	xxxx	xxxx	xxxxx	482	426	801
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	0.00	0.15
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	598	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.3		
ApproachLOS:	*			*			*			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8008: Green Street and Private Street 2



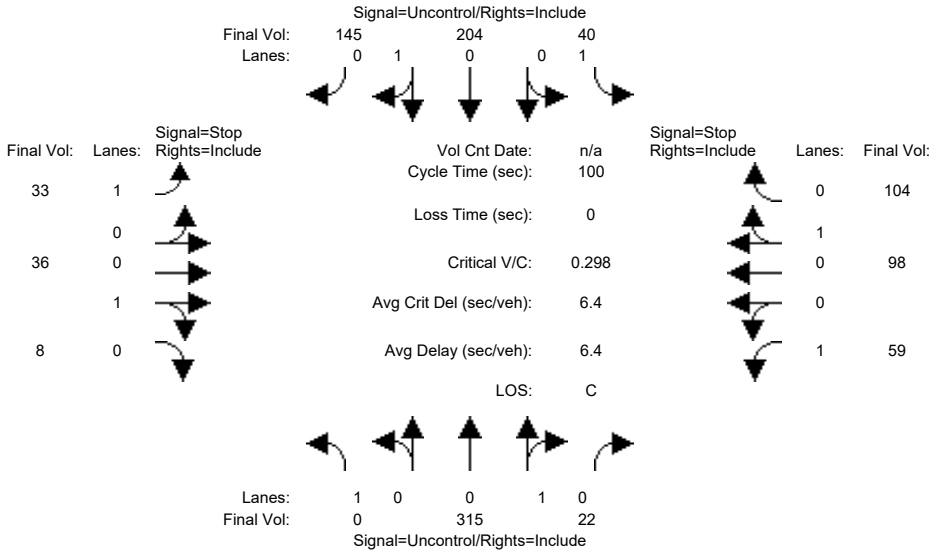
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	136	55	95	289	32	95	92	26	13	20	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	136	55	95	289	32	95	92	26	13	20	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	136	55	95	289	32	95	92	26	13	20	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	136	55	95	289	32	95	92	26	13	20	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	136	55	95	289	32	95	92	26	13	20	23
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	191	xxxx	xxxxx	680	686	305	718	675	164
Potent Cap.:	xxxx	xxxx	xxxxx	1395	xxxx	xxxxx	368	373	740	347	378	886
Move Cap.:	xxxx	xxxx	xxxxx	1395	xxxx	xxxxx	325	347	740	253	353	886
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	0.29	0.26	0.04	0.05	0.06	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	1.2	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	20.6	xxxx	xxxxx	20.0	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	C	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	393	xxxx	xxxx	520
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.2	xxxxx	xxxx	0.3
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	18.0	xxxxx	xxxx	12.5
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	B
ApproachDel:	xxxxxx			xxxxxx			19.2			14.3		
ApproachLOS:	*			*			C			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8008: Green Street and Private Street 2



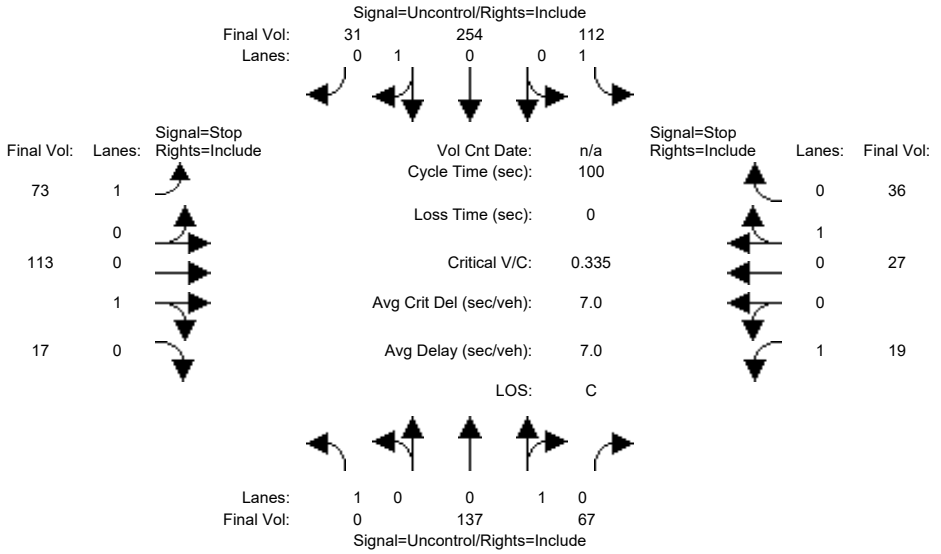
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	315	22	40	204	145	33	36	8	59	98	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	315	22	40	204	145	33	36	8	59	98	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	315	22	40	204	145	33	36	8	59	98	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	315	22	40	204	145	33	36	8	59	98	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	315	22	40	204	145	33	36	8	59	98	104
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	337	xxxx	xxxxx	784	694	277	705	755	326
Potent Cap.:	xxxx	xxxx	xxxxx	1234	xxxx	xxxxx	313	369	767	354	340	720
Move Cap.:	xxxx	xxxx	xxxxx	1234	xxxx	xxxxx	202	357	767	315	329	720
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	0.16	0.10	0.01	0.19	0.30	0.14
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.6	xxxx	xxxxx	0.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	26.3	xxxx	xxxxx	19.0	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	D	*	*	C	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	396	xxxx	xxxx	457
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	2.2
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.2	xxxxx	xxxx	19.0
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	C
ApproachDel:	xxxxxx			xxxxxx			20.0			19.0		
ApproachLOS:	*			*			C			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #8008: Green Street and Private Street 2



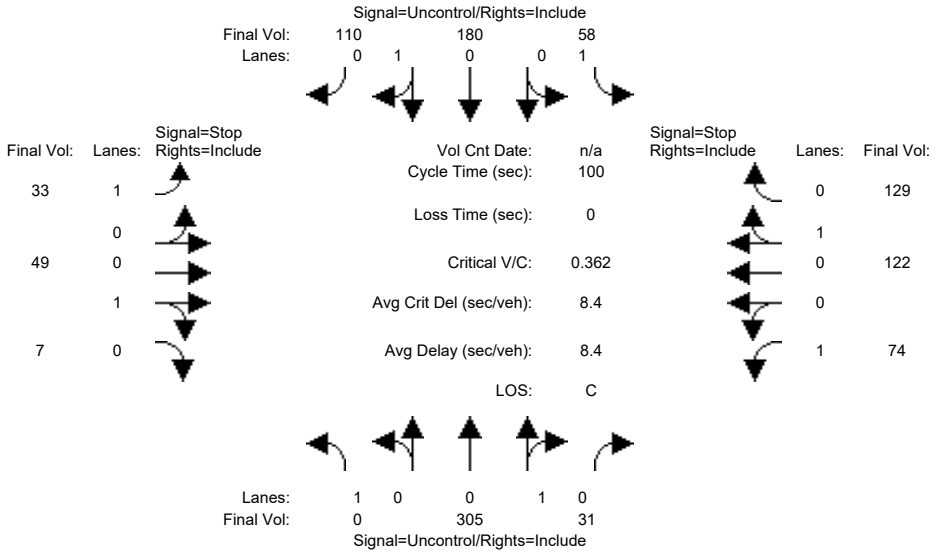
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	137	67	112	254	31	73	113	17	19	27	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	137	67	112	254	31	73	113	17	19	27	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	137	67	112	254	31	73	113	17	19	27	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	137	67	112	254	31	73	113	17	19	27	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	137	67	112	254	31	73	113	17	19	27	36
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	204	xxxx	xxxxx	696	698	270	729	680	171
Potent Cap.:	xxxx	xxxx	xxxxx	1380	xxxx	xxxxx	359	367	774	341	376	879
Move Cap.:	xxxx	xxxx	xxxxx	1380	xxxx	xxxxx	304	337	774	232	345	879
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	0.24	0.34	0.02	0.08	0.08	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.9	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	20.6	xxxx	xxxxx	21.9	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	C	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	364	xxxx	xxxx	529
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.6	xxxxx	xxxx	0.4
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	20.3	xxxxx	xxxx	12.7
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	B
ApproachDel:	xxxxxx			xxxxxx			20.4			14.8		
ApproachLOS:	*			*			C			B		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8008: Green Street and Private Street 2



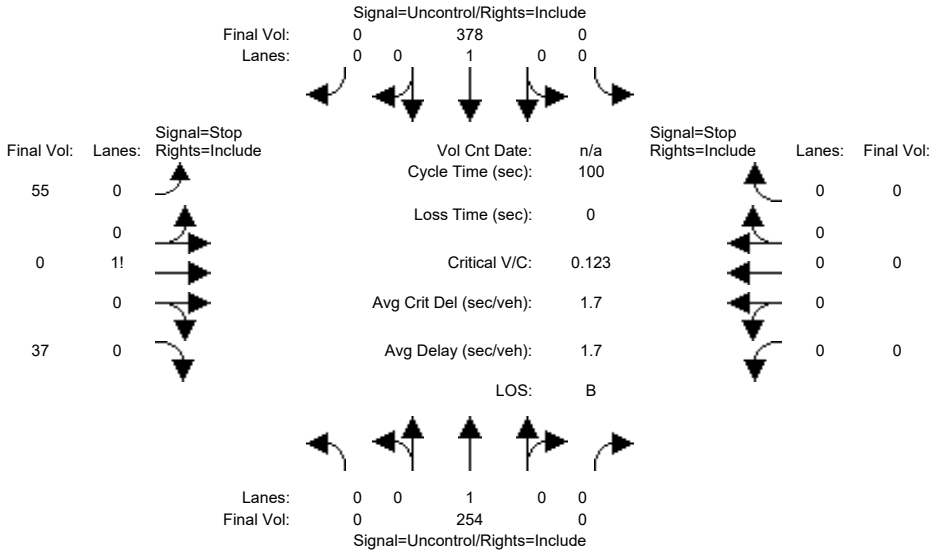
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	305	31	58	180	110	33	49	7	74	122	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	305	31	58	180	110	33	49	7	74	122	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	305	31	58	180	110	33	49	7	74	122	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	305	31	58	180	110	33	49	7	74	122	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	305	31	58	180	110	33	49	7	74	122	129
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	336	xxxx	xxxxx	797	687	235	700	727	321
Potent Cap.:	xxxx	xxxx	xxxxx	1235	xxxx	xxxxx	307	372	809	357	353	725
Move Cap.:	xxxx	xxxx	xxxxx	1235	xxxx	xxxxx	175	355	809	305	337	725
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	0.19	0.14	0.01	0.24	0.36	0.18
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.7	xxxx	xxxxx	0.9	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	30.3	xxxx	xxxxx	20.5	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	D	*	*	C	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	382	xxxx	xxxx	465
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.5	xxxxx	xxxx	3.2
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.1	xxxxx	xxxx	21.5
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	C
ApproachDel:	xxxxxx			xxxxxx			21.3			21.3		
ApproachLOS:	*			*			C			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8009: Green Street and South Main Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	254	0	0	378	0	55	0	37	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	254	0	0	378	0	55	0	37	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	254	0	0	378	0	55	0	37	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	254	0	0	378	0	55	0	37	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	254	0	0	378	0	55	0	37	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	632	632	378	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	448	400	673	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	448	400	673	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	0.00	0.05	xxxx	xxxx	xxxx

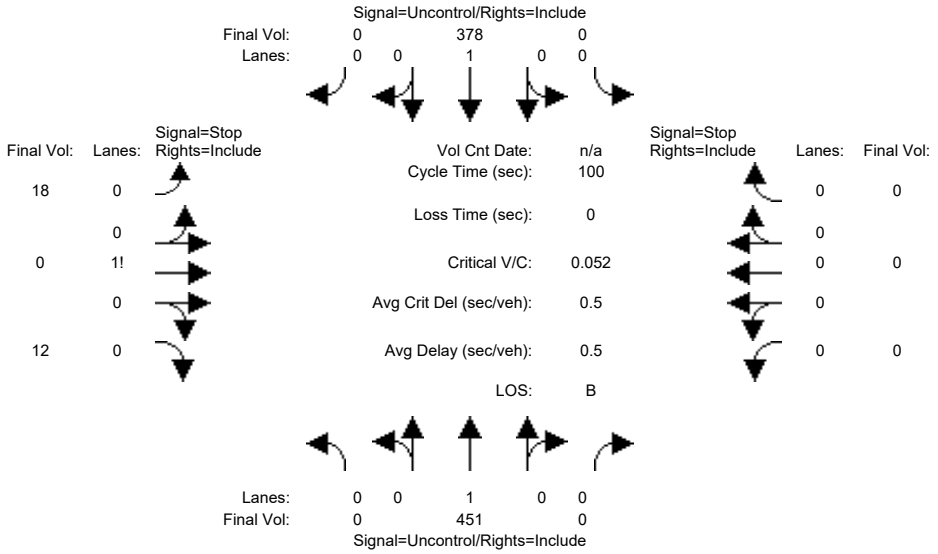
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	517	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.5			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8009: Green Street and South Main Street



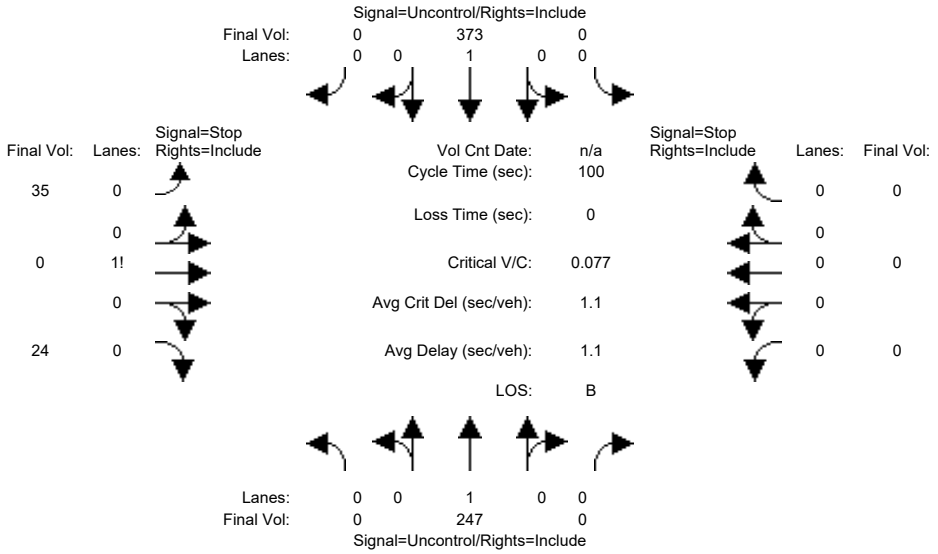
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	451	0	0	378	0	18	0	12	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	451	0	0	378	0	18	0	12	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	451	0	0	378	0	18	0	12	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	451	0	0	378	0	18	0	12	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	451	0	0	378	0	18	0	12	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	829	829	378	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	343	308	673	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	343	308	673	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	427	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.1			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #8009: Green Street and South Main Street



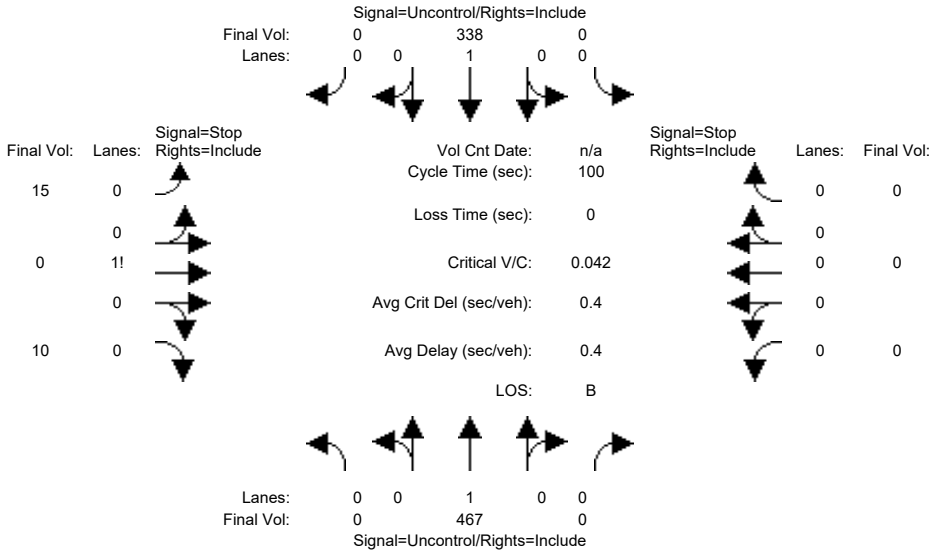
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	247	0	0	373	0	35	0	24	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	247	0	0	373	0	35	0	24	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	247	0	0	373	0	35	0	24	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	247	0	0	373	0	35	0	24	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	247	0	0	373	0	35	0	24	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	620	620	373	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	455	407	678	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	455	407	678	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	525	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.7			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8009: Green Street and South Main Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	467	0	0	338	0	15	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	467	0	0	338	0	15	0	10	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	467	0	0	338	0	15	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	467	0	0	338	0	15	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	467	0	0	338	0	15	0	10	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	805	805	338	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	355	318	709	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	355	318	709	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.01	xxxx	xxxx	xxxx

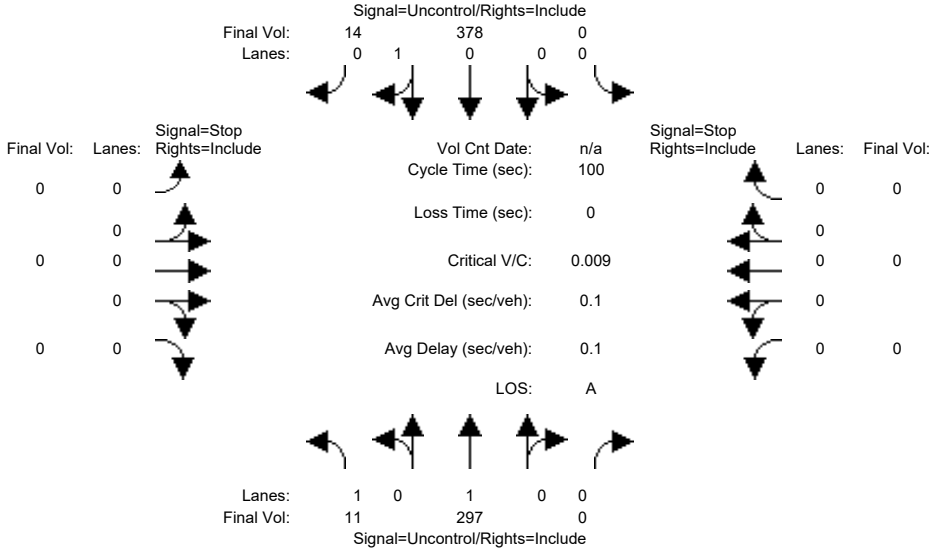
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	443	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.6			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8010: Green Street and North Main Street



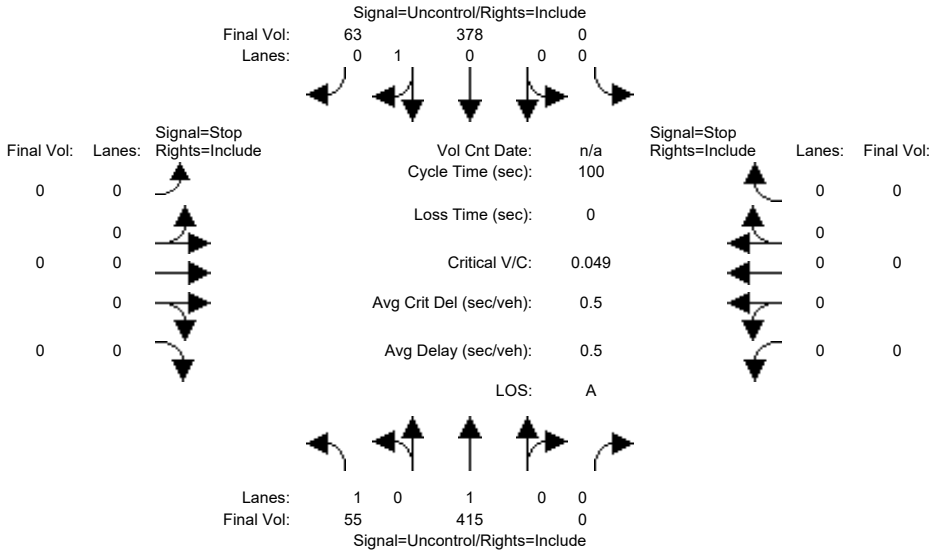
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	11	297	0	0	378	14	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	297	0	0	378	14	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	297	0	0	378	14	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	297	0	0	378	14	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	297	0	0	378	14	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	392	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1178	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1178	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8010: Green Street and North Main Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	55	415	0	0	378	63	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	415	0	0	378	63	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	415	0	0	378	63	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	415	0	0	378	63	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	55	415	0	0	378	63	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	441	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1130	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1130	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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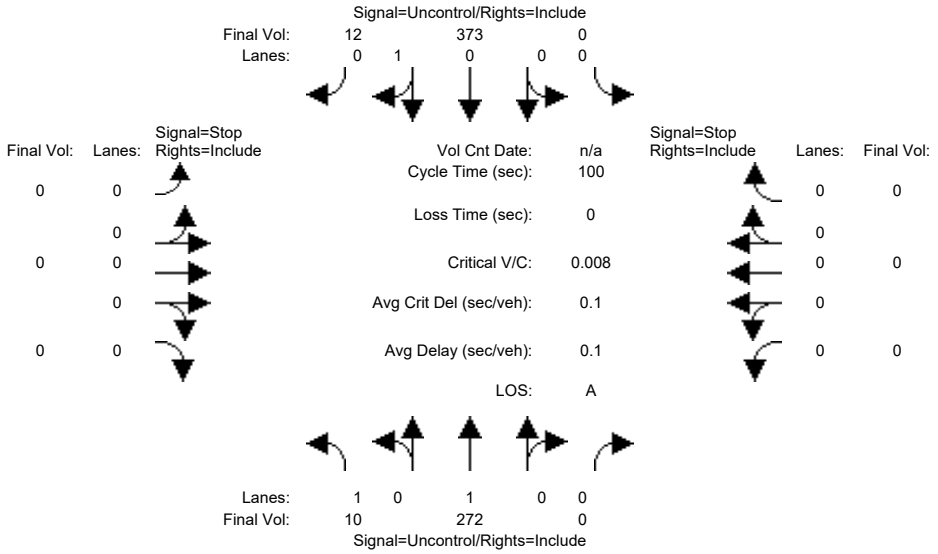


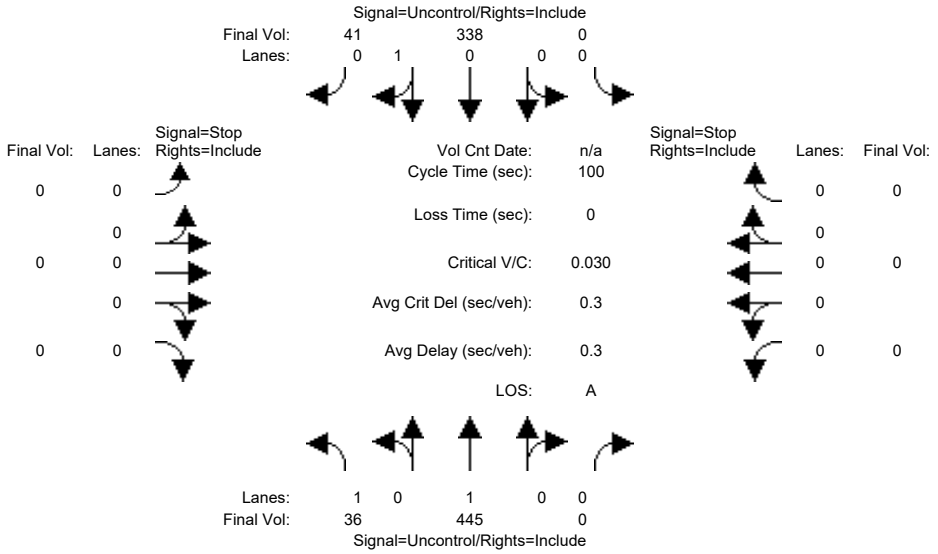
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	272	0	0	373	12	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	272	0	0	373	12	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	272	0	0	373	12	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	272	0	0	373	12	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	272	0	0	373	12	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	385	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1185	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1185	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8010: Green Street and North Main Street



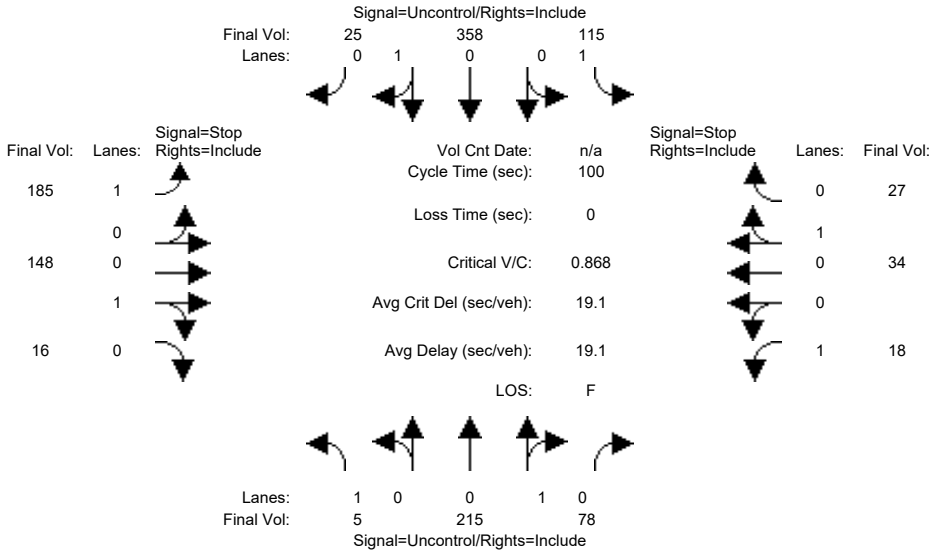
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	36	445	0	0	338	41	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	445	0	0	338	41	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	445	0	0	338	41	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	445	0	0	338	41	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	36	445	0	0	338	41	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	379	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1191	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1191	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8011: Green Street and Private Street 1



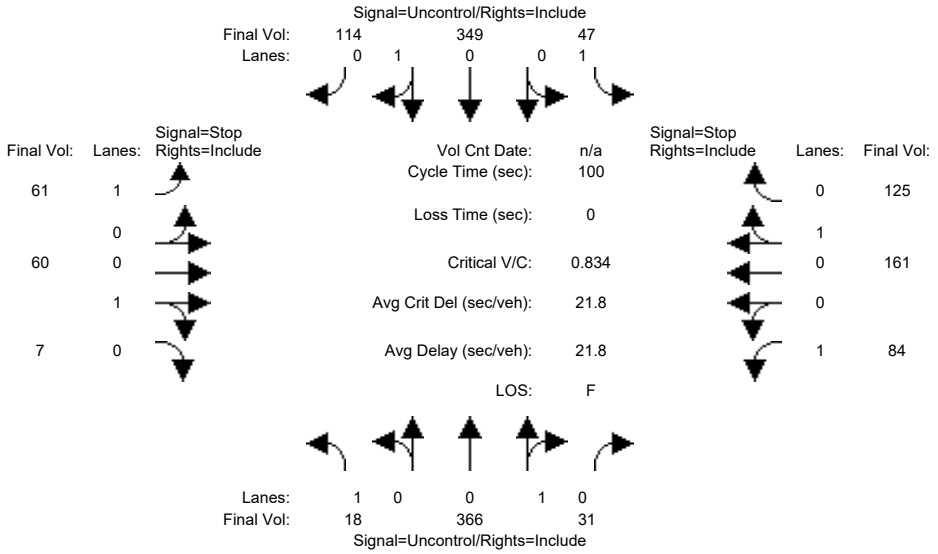
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	5	215	78	115	358	25	185	148	16	18	34	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	215	78	115	358	25	185	148	16	18	34	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	215	78	115	358	25	185	148	16	18	34	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	215	78	115	358	25	185	148	16	18	34	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	215	78	115	358	25	185	148	16	18	34	27
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	383	xxxx	xxxxx	293	xxxx	xxxxx	895	904	371	947	877	254
Potent Cap.:	1187	xxxx	xxxxx	1280	xxxx	xxxxx	264	279	680	243	289	790
Move Cap.:	1187	xxxx	xxxxx	1280	xxxx	xxxxx	213	253	680	119	262	790
Volume/Cap:	0.00	xxxx	xxxx	0.09	xxxx	xxxx	0.87	0.59	0.02	0.15	0.13	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	6.8	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	8.1	xxxx	xxxxx	78.6	xxxx	xxxxx	40.6	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	F	*	*	E	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	269	xxxx	xxxx	372
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.7	xxxxx	xxxx	0.6
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	37.1	xxxxx	xxxx	16.6
Shared LOS:	*	*	*	*	*	*	*	*	E	*	*	C
ApproachDel:	xxxxxx			xxxxxx			59.1			22.0		
ApproachLOS:	*			*			F			C		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8011: Green Street and Private Street 1



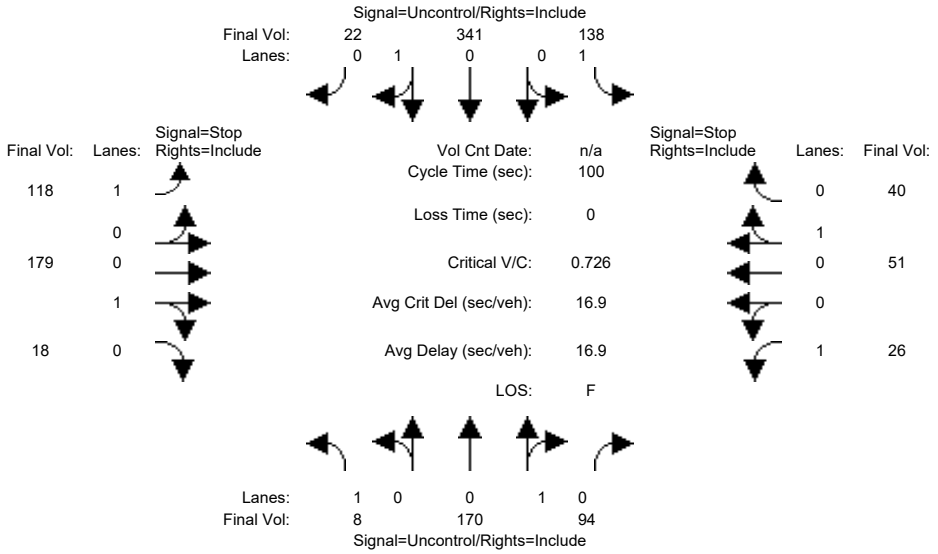
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	18	366	31	47	349	114	61	60	7	84	161	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	366	31	47	349	114	61	60	7	84	161	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	366	31	47	349	114	61	60	7	84	161	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	366	31	47	349	114	61	60	7	84	161	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	366	31	47	349	114	61	60	7	84	161	125
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	463	xxxx	xxxxx	397	xxxx	xxxxx	1061	933	406	951	975	382
Potent Cap.:	1109	xxxx	xxxxx	1173	xxxx	xxxxx	204	268	649	242	254	670
Move Cap.:	1109	xxxx	xxxxx	1173	xxxx	xxxxx	73	253	649	187	240	670
Volume/Cap:	0.02	xxxx	xxxx	0.04	xxxx	xxxx	0.83	0.24	0.01	0.45	0.67	0.19
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	4.1	xxxx	xxxxx	2.1	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	8.2	xxxx	xxxxx	157.9	xxxx	xxxxx	38.9	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	F	*	*	E	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	271	xxxx	xxxx	333
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.0	xxxxx	xxxx	7.8
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	22.6	xxxxx	xxxx	56.0
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	F
ApproachDel:	xxxxxx			xxxxxx			87.1			52.2		
ApproachLOS:	*			*			F			F		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #8011: Green Street and Private Street 1



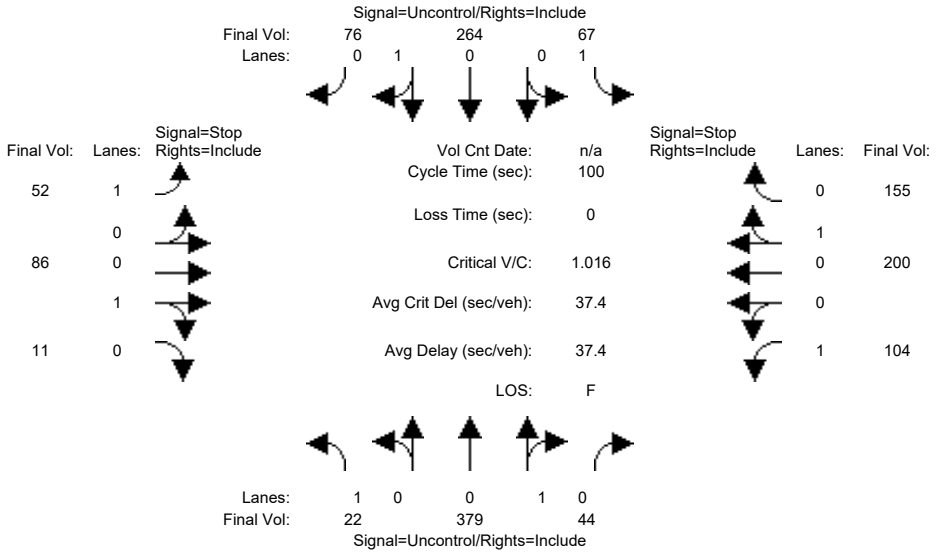
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	8	170	94	138	341	22	118	179	18	26	51	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	170	94	138	341	22	118	179	18	26	51	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	170	94	138	341	22	118	179	18	26	51	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	170	94	138	341	22	118	179	18	26	51	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	170	94	138	341	22	118	179	18	26	51	40
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	363	xxxx	xxxxx	264	xxxx	xxxxx	907	908	352	960	872	217
Potent Cap.:	1207	xxxx	xxxxx	1312	xxxx	xxxxx	259	277	696	238	291	828
Move Cap.:	1207	xxxx	xxxxx	1312	xxxx	xxxxx	192	247	696	88	259	828
Volume/Cap:	0.01	xxxx	xxxx	0.11	xxxx	xxxx	0.62	0.73	0.03	0.30	0.20	0.05
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	3.5	xxxx	xxxxx	1.1	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	8.1	xxxx	xxxxx	49.8	xxxx	xxxxx	62.1	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	E	*	*	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	262	xxxx	xxxx	371
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	5.4	xxxxx	xxxx	0.9
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	51.0	xxxxx	xxxx	17.8
Shared LOS:	*	*	*	*	*	*	*	*	F	*	*	C
ApproachDel:	xxxxxx			xxxxxx			50.6			27.7		
ApproachLOS:	*			*			F			D		

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8011: Green Street and Private Street 1

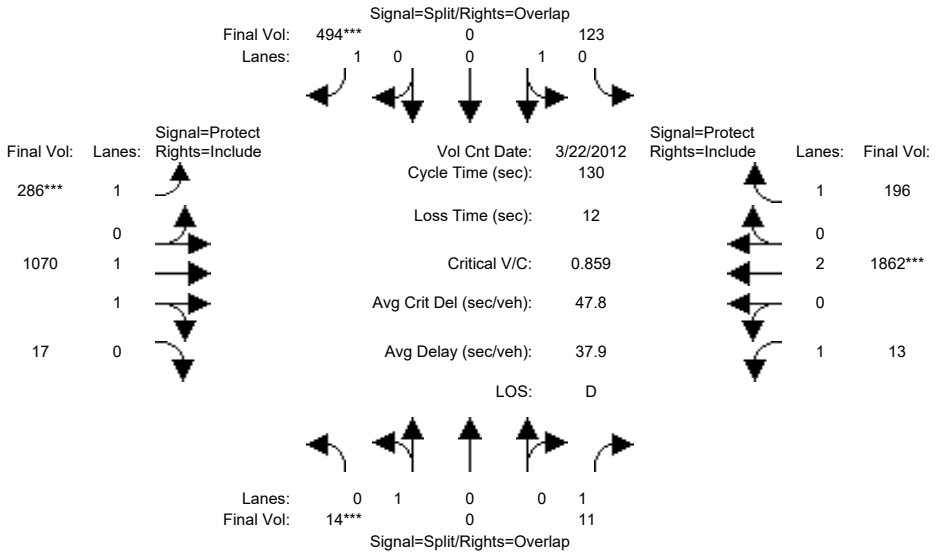


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	22	379	44	67	264	76	52	86	11	104	200	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	379	44	67	264	76	52	86	11	104	200	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	379	44	67	264	76	52	86	11	104	200	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	379	44	67	264	76	52	86	11	104	200	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	379	44	67	264	76	52	86	11	104	200	155
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	340	xxxx	xxxxx	423	xxxx	xxxxx	1059	903	302	930	919	401
Potent Cap.:	1230	xxxx	xxxxx	1147	xxxx	xxxxx	204	279	742	250	273	653
Move Cap.:	1230	xxxx	xxxxx	1147	xxxx	xxxxx	51	258	742	173	253	653
Volume/Cap:	0.02	xxxx	xxxx	0.06	xxxx	xxxx	1.02	0.33	0.01	0.60	0.79	0.24
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	4.5	xxxx	xxxxx	3.3	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	8.3	xxxx	xxxxx	258.3	xxxx	xxxxx	53.2	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	F	*	*	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	279	xxxx	xxxx	345
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.5	xxxxx	xxxx	12.2
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	24.6	xxxxx	xxxx	91.6
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	F
ApproachDel:	xxxxxx			xxxxxx			106.2			82.9		
ApproachLOS:	*			*			F			F		

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



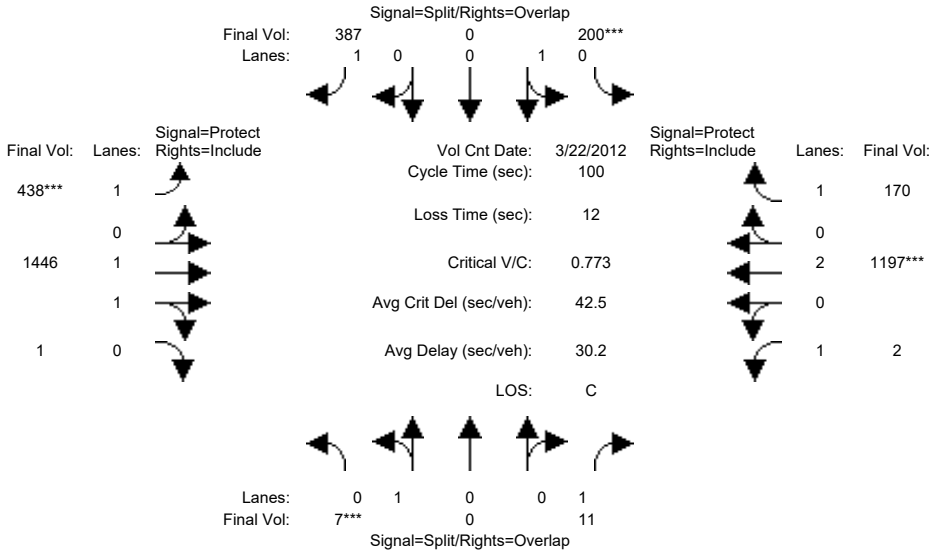
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	123	0	494	286	1070	17	13	1862	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	123	0	494	286	1070	17	13	1862	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	123	0	494	286	1070	17	13	1862	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	123	0	494	286	1070	17	13	1862	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	123	0	494	286	1070	17	13	1862	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	123	0	494	286	1070	17	13	1862	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3642	58	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.07	0.00	0.28	0.16	0.29	0.29	0.01	0.49	0.11
Crit Moves:	****					****	****				****	
Green Time:	10.0	0.0	24.2	16.6	0.0	39.5	22.9	77.2	77.2	14.2	68.5	68.5
Volume/Cap:	0.10	0.00	0.03	0.53	0.00	0.93	0.93	0.49	0.49	0.07	0.93	0.21
Delay/Veh:	56.1	0.0	43.4	55.5	0.0	66.9	86.2	15.3	15.3	52.2	36.8	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	0.0	43.4	55.5	0.0	66.9	86.2	15.3	15.3	52.2	36.8	16.5
LOS by Move:	E	A	D	E	A	E	F	B	B	D	D	B
HCM2kAvgQ:	1	0	0	5	0	25	16	13	13	1	38	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



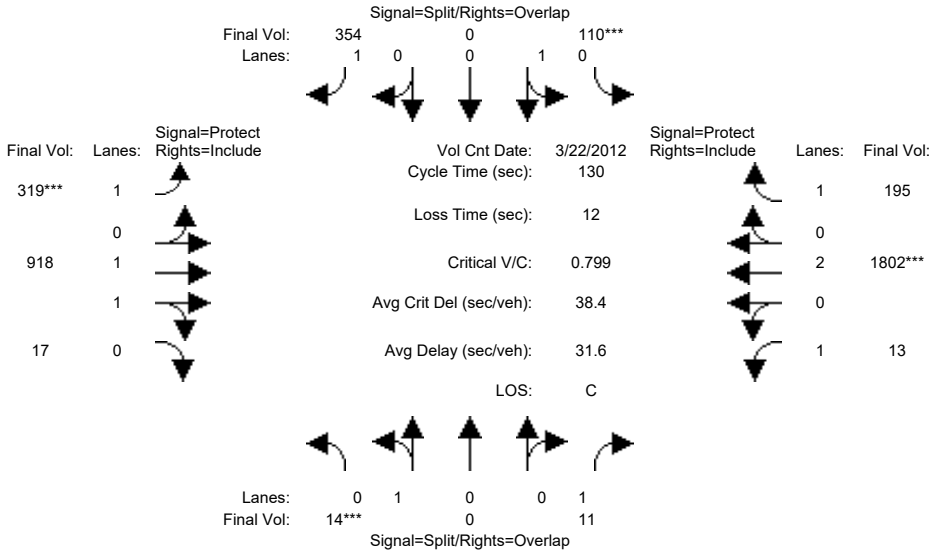
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	200	0	387	438	1446	1	2	1197	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	200	0	387	438	1446	1	2	1197	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	200	0	387	438	1446	1	2	1197	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	200	0	387	438	1446	1	2	1197	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	200	0	387	438	1446	1	2	1197	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	200	0	387	438	1446	1	2	1197	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3697	3	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.11	0.00	0.22	0.25	0.39	0.39	0.00	0.32	0.10
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	19.9	12.8	0.0	41.7	28.9	55.3	55.3	9.9	36.3	36.3
Volume/Cap:	0.04	0.00	0.03	0.87	0.00	0.53	0.87	0.71	0.71	0.01	0.87	0.27
Delay/Veh:	40.7	0.0	32.3	70.2	0.0	22.6	48.5	17.6	17.6	40.7	35.7	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:	40.7	0.0	32.3	70.2	0.0	22.6	48.5	17.6	17.6	40.7	35.7	22.7
LOS by Move:	D	A	C	E	A	C	D	B	B	D	D	C
HCM2kAvgQ:	0	0	0	9	0	10	17	17	17	0	20	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



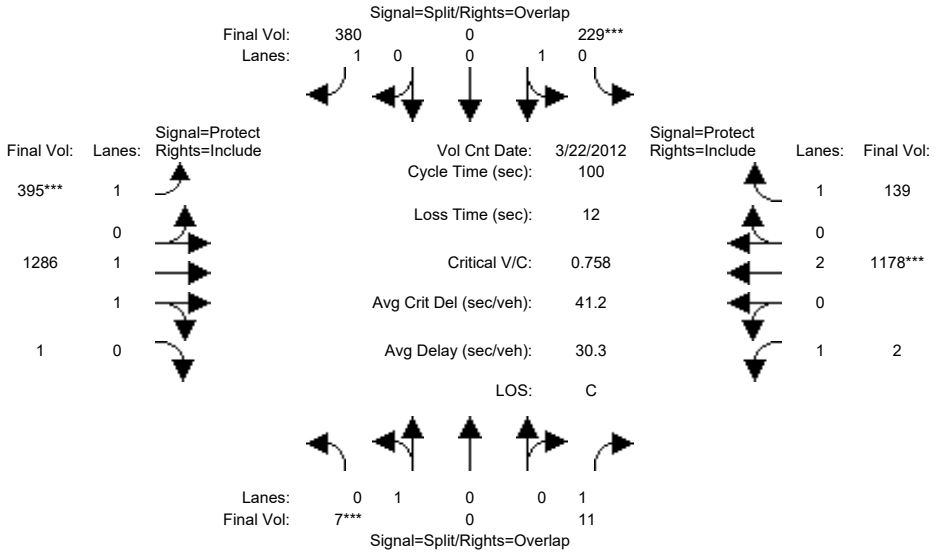
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	110	0	354	319	918	17	13	1802	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	110	0	354	319	918	17	13	1802	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	110	0	354	319	918	17	13	1802	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	110	0	354	319	918	17	13	1802	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	110	0	354	319	918	17	13	1802	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	110	0	354	319	918	17	13	1802	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3633	67	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.06	0.00	0.20	0.18	0.25	0.25	0.01	0.47	0.11
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	27.2	10.0	0.0	37.2	27.2	80.8	80.8	17.2	70.8	70.8
Volume/Cap:	0.10	0.00	0.03	0.79	0.00	0.71	0.87	0.41	0.41	0.06	0.87	0.20
Delay/Veh:	56.1	0.0	40.9	85.3	0.0	46.1	69.3	12.6	12.6	49.4	30.0	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	0.0	40.9	85.3	0.0	46.1	69.3	12.6	12.6	49.4	30.0	15.3
LOS by Move:	E	A	D	F	A	D	E	B	B	D	C	B
HCM2kAvgQ:	1	0	0	6	0	15	16	9	9	1	33	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



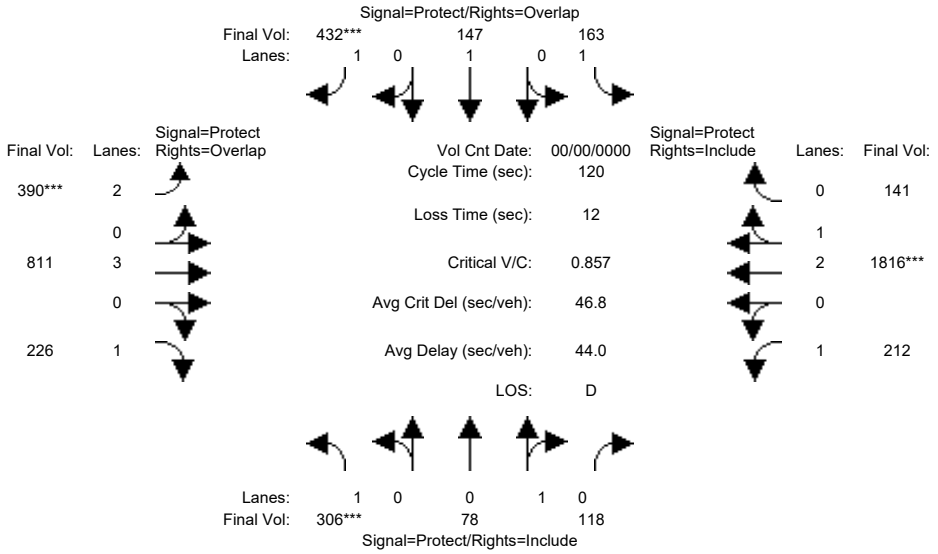
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	229	0	380	395	1286	1	2	1178	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	229	0	380	395	1286	1	2	1178	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	229	0	380	395	1286	1	2	1178	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	229	0	380	395	1286	1	2	1178	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	229	0	380	395	1286	1	2	1178	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	229	0	380	395	1286	1	2	1178	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3697	3	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.13	0.00	0.22	0.23	0.35	0.35	0.00	0.31	0.08
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	20.6	15.0	0.0	41.5	26.6	52.5	52.5	10.6	36.5	36.5
Volume/Cap:	0.04	0.00	0.03	0.85	0.00	0.52	0.85	0.66	0.66	0.01	0.85	0.22
Delay/Veh:	40.7	0.0	31.8	63.2	0.0	22.5	48.7	18.2	18.2	40.1	34.4	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	0.0	31.8	63.2	0.0	22.5	48.7	18.2	18.2	40.1	34.4	22.1
LOS by Move:	D	A	C	E	A	C	D	B	B	D	C	C
HCM2kAvgQ:	0	0	0	10	0	10	15	15	15	0	19	3

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #4122: BERRYESSA/SIERRA



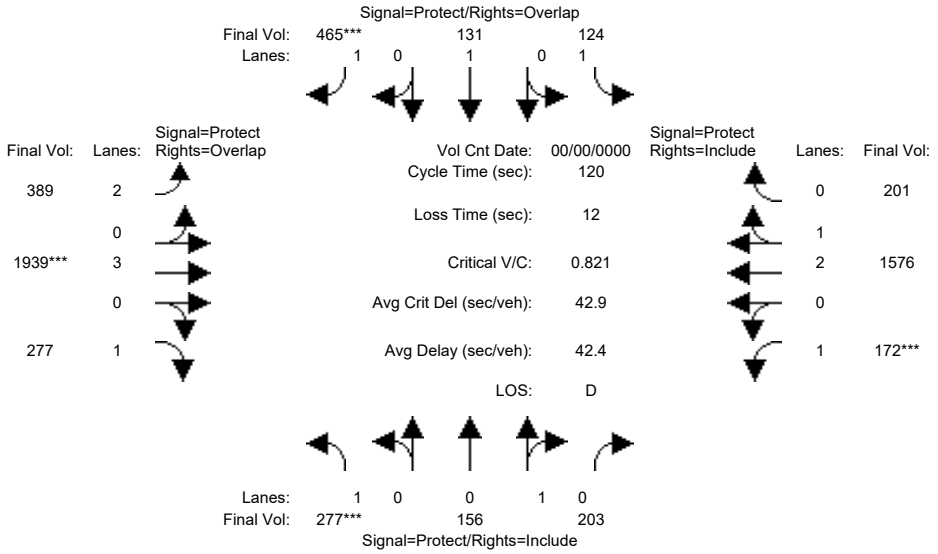
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	306	78	118	163	147	432	390	811	226	212	1816	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	78	118	163	147	432	390	811	226	212	1816	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	78	118	163	147	432	390	811	226	212	1816	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	78	118	163	147	432	390	811	226	212	1816	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	78	118	163	147	432	390	811	226	212	1816	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	78	118	163	147	432	390	811	226	212	1816	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	0.40	0.60	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.78	0.22
Final Sat.:	1750	716	1084	1750	1900	1750	3150	5700	1750	1750	5196	403
Capacity Analysis Module:												
Vol/Sat:	0.17	0.11	0.11	0.09	0.08	0.25	0.12	0.14	0.13	0.12	0.35	0.35
Crit Moves:	****					****	****				****	
Green Time:	24.5	22.5	22.5	19.2	17.2	34.6	17.3	35.8	60.3	30.5	48.9	48.9
Volume/Cap:	0.86	0.58	0.58	0.58	0.54	0.86	0.86	0.48	0.26	0.48	0.86	0.86
Delay/Veh:	68.5	51.6	51.6	55.2	55.1	57.3	68.5	35.4	17.8	41.6	36.8	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.5	51.6	51.6	55.2	55.1	57.3	68.5	35.4	17.8	41.6	36.8	36.8
LOS by Move:	E	D	D	E	E	E	E	D	B	D	D	D
HCM2kAvgQ:	13	7	7	7	6	19	11	8	5	7	24	24

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #4122: BERRYESSA/SIERRA



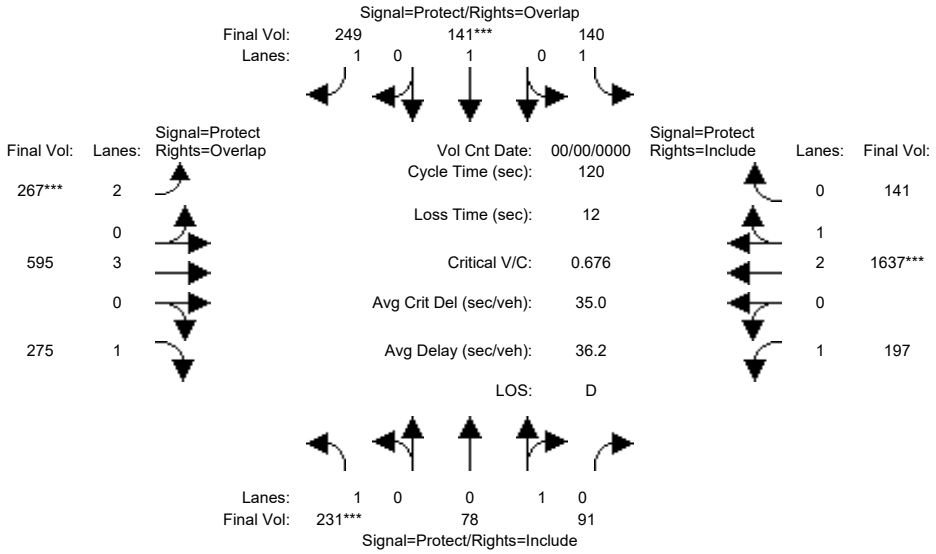
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	277	156	203	124	131	465	389	1939	277	172	1576	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	156	203	124	131	465	389	1939	277	172	1576	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	156	203	124	131	465	389	1939	277	172	1576	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	156	203	124	131	465	389	1939	277	172	1576	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	156	203	124	131	465	389	1939	277	172	1576	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	156	203	124	131	465	389	1939	277	172	1576	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	0.43	0.57	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.65	0.35
Final Sat.:	1750	782	1018	1750	1900	1750	3150	5700	1750	1750	4966	633
Capacity Analysis Module:												
Vol/Sat:	0.16	0.20	0.20	0.07	0.07	0.27	0.12	0.34	0.16	0.10	0.32	0.32
Crit Moves:	****					****		****		****		
Green Time:	23.1	32.4	32.4	11.5	20.8	38.7	17.9	49.7	72.8	14.4	46.1	46.1
Volume/Cap:	0.82	0.74	0.74	0.74	0.40	0.82	0.83	0.82	0.26	0.82	0.83	0.83
Delay/Veh:	66.1	49.6	49.6	77.8	47.6	50.3	64.7	34.6	11.6	80.6	37.1	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:	66.1	49.6	49.6	77.8	47.6	50.3	64.7	34.6	11.6	80.6	37.1	37.1
LOS by Move:	E	D	D	E	D	D	E	C	B	F	D	D
HCM2kAvgQ:	11	13	13	6	5	19	11	23	5	7	21	21

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #4122: BERRYESSA/SIERRA



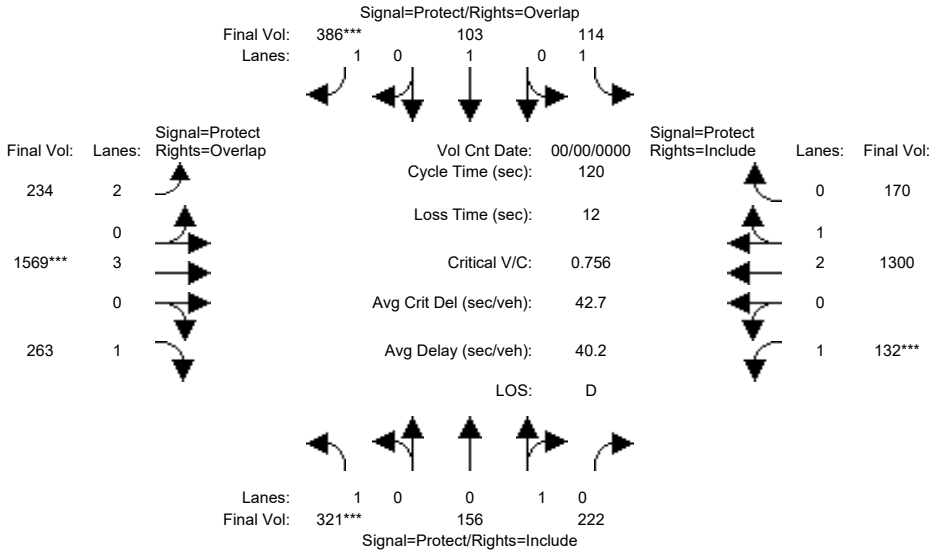
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	231	78	91	140	141	249	267	595	275	197	1637	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	78	91	140	141	249	267	595	275	197	1637	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	78	91	140	141	249	267	595	275	197	1637	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	78	91	140	141	249	267	595	275	197	1637	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	78	91	140	141	249	267	595	275	197	1637	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	78	91	140	141	249	267	595	275	197	1637	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	0.46	0.54	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.75	0.25
Final Sat.:	1750	831	969	1750	1900	1750	3150	5700	1750	1750	5155	444
Capacity Analysis Module:												
Vol/Sat:	0.13	0.09	0.09	0.08	0.07	0.14	0.08	0.10	0.16	0.11	0.32	0.32
Crit Moves:	****				****		****				****	
Green Time:	23.4	19.8	19.8	16.8	13.2	28.2	15.0	34.4	57.8	37.0	56.4	56.4
Volume/Cap:	0.68	0.57	0.57	0.57	0.68	0.61	0.68	0.36	0.33	0.36	0.68	0.68
Delay/Veh:	55.0	53.9	53.9	57.5	67.6	47.4	59.1	34.8	20.2	34.2	26.1	26.1
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:	55.0	53.9	53.9	57.5	67.6	47.4	59.1	34.8	20.2	34.2	26.1	26.1
LOS by Move:	E	D	D	E	E	D	E	C	C	C	C	C
HCM2kAvgQ:	9	6	6	6	6	9	7	6	7	6	18	18

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #4122: BERRYESSA/SIERRA



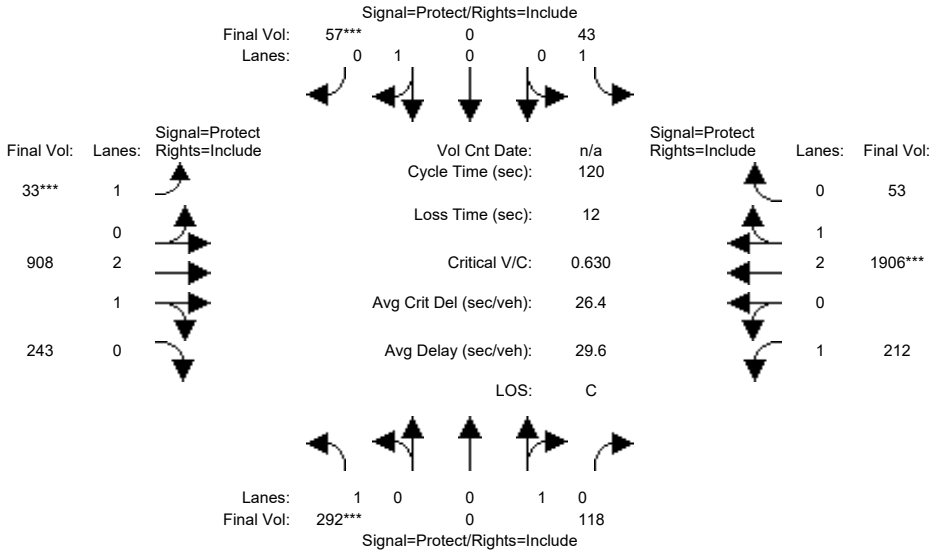
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	321	156	222	114	103	386	234	1569	263	132	1300	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	156	222	114	103	386	234	1569	263	132	1300	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	321	156	222	114	103	386	234	1569	263	132	1300	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	321	156	222	114	103	386	234	1569	263	132	1300	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	156	222	114	103	386	234	1569	263	132	1300	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	321	156	222	114	103	386	234	1569	263	132	1300	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	0.41	0.59	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.64	0.36
Final Sat.:	1750	743	1057	1750	1900	1750	3150	5700	1750	1750	4952	648
Capacity Analysis Module:												
Vol/Sat:	0.18	0.21	0.21	0.07	0.05	0.22	0.07	0.28	0.15	0.08	0.26	0.26
Crit Moves:	****					****		****		****		
Green Time:	29.1	39.9	39.9	12.4	23.2	35.5	12.3	43.7	72.8	12.0	43.4	43.4
Volume/Cap:	0.76	0.63	0.63	0.63	0.28	0.75	0.73	0.76	0.25	0.76	0.73	0.73
Delay/Veh:	54.0	38.8	38.8	67.2	43.2	47.6	65.6	36.1	11.5	78.4	35.5	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	38.8	38.8	67.2	43.2	47.6	65.6	36.1	11.5	78.4	35.5	35.5
LOS by Move:	D	D	D	E	D	D	E	D	B	E	D	D
HCM2kAvgQ:	12	12	12	5	3	15	7	18	5	6	17	17

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



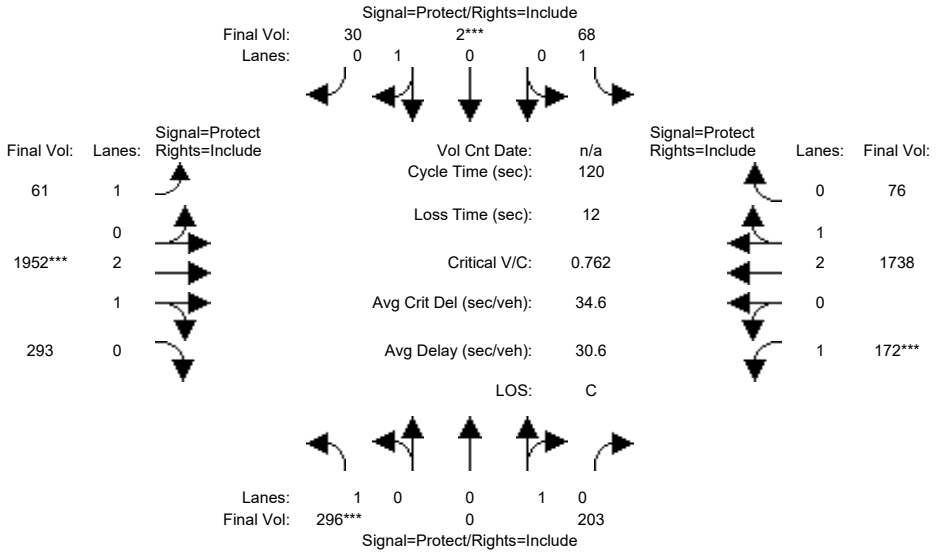
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	292	0	118	43	0	57	33	908	243	212	1906	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	0	118	43	0	57	33	908	243	212	1906	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	0	118	43	0	57	33	908	243	212	1906	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	0	118	43	0	57	33	908	243	212	1906	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	0	118	43	0	57	33	908	243	212	1906	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	292	0	118	43	0	57	33	908	243	212	1906	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.34	0.66	1.00	2.92	0.08
Final Sat.:	1750	0	1800	1750	0	1800	1750	4416	1182	1750	5448	152
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.07	0.02	0.00	0.03	0.02	0.21	0.21	0.12	0.35	0.35
Crit Moves:	****					****	****				****	
Green Time:	29.4	0.0	20.8	18.5	0.0	18.5	7.0	43.2	43.2	25.4	61.6	61.6
Volume/Cap:	0.68	0.00	0.38	0.16	0.00	0.20	0.32	0.57	0.57	0.57	0.68	0.68
Delay/Veh:	45.5	0.0	44.6	44.2	0.0	44.7	56.1	31.4	31.4	44.5	22.5	22.5
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:	45.5	0.0	44.6	44.2	0.0	44.7	56.1	31.4	31.4	44.5	22.5	22.5
LOS by Move:	D	A	D	D	A	D	E	C	C	D	C	C
HCM2kAvgQ:	11	0	4	2	0	2	1	11	11	8	19	19

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



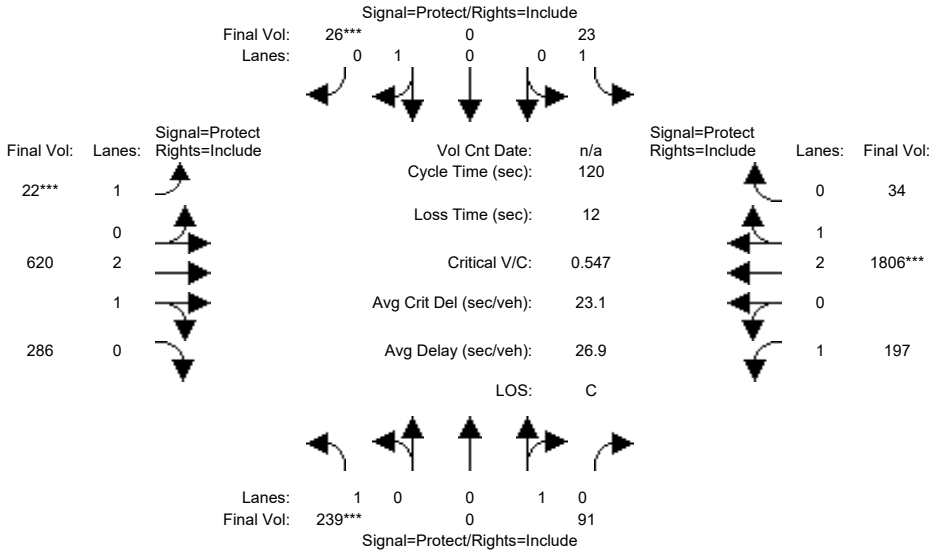
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	296	0	203	68	2	30	61	1952	293	172	1738	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	0	203	68	2	30	61	1952	293	172	1738	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	0	203	68	2	30	61	1952	293	172	1738	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	0	203	68	2	30	61	1952	293	172	1738	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	0	203	68	2	30	61	1952	293	172	1738	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	296	0	203	68	2	30	61	1952	293	172	1738	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.95	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.06	0.94	1.00	2.59	0.41	1.00	2.87	0.13
Final Sat.:	1750	0	1800	1750	112	1687	1750	4868	731	1750	5365	235
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.11	0.04	0.02	0.02	0.03	0.40	0.40	0.10	0.32	0.32
Crit Moves:	****				****			****			****	
Green Time:	24.8	0.0	22.9	11.9	10.0	10.0	11.2	58.8	58.8	14.4	62.0	62.0
Volume/Cap:	0.82	0.00	0.59	0.39	0.21	0.21	0.37	0.82	0.82	0.82	0.63	0.63
Delay/Veh:	59.1	0.0	46.9	52.2	52.0	52.0	52.6	28.1	28.1	73.2	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.1	0.0	46.9	52.2	52.0	52.0	52.6	28.1	28.1	73.2	21.2	21.2
LOS by Move:	E	A	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	12	0	7	3	1	1	2	23	23	9	16	16

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA

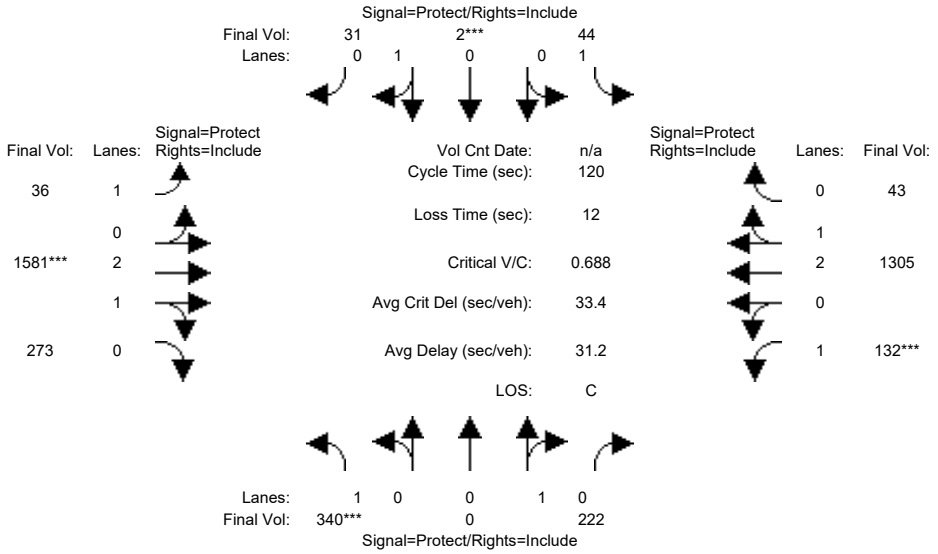


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	239	0	91	23	0	26	22	620	286	197	1806	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	0	91	23	0	26	22	620	286	197	1806	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	0	91	23	0	26	22	620	286	197	1806	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	0	91	23	0	26	22	620	286	197	1806	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	0	91	23	0	26	22	620	286	197	1806	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	239	0	91	23	0	26	22	620	286	197	1806	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.92	1.00	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.02	0.98	1.00	2.94	0.06
Final Sat.:	1750	0	1800	1750	0	1800	1750	3830	1767	1750	5496	103
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.05	0.01	0.00	0.01	0.01	0.16	0.16	0.11	0.33	0.33
Crit Moves:	****					****	****				****	
Green Time:	26.7	0.0	17.0	19.7	0.0	19.7	7.0	42.0	42.0	29.2	64.3	64.3
Volume/Cap:	0.61	0.00	0.36	0.08	0.00	0.09	0.22	0.46	0.46	0.46	0.61	0.61
Delay/Veh:	44.9	0.0	47.4	42.6	0.0	42.7	54.9	30.4	30.4	39.5	19.6	19.6
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:	44.9	0.0	47.4	42.6	0.0	42.7	54.9	30.4	30.4	39.5	19.6	19.6
LOS by Move:	D	A	D	D	A	D	D	C	C	D	B	B
HCM2kAvgQ:	8	0	3	1	0	1	1	8	8	7	16	16

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



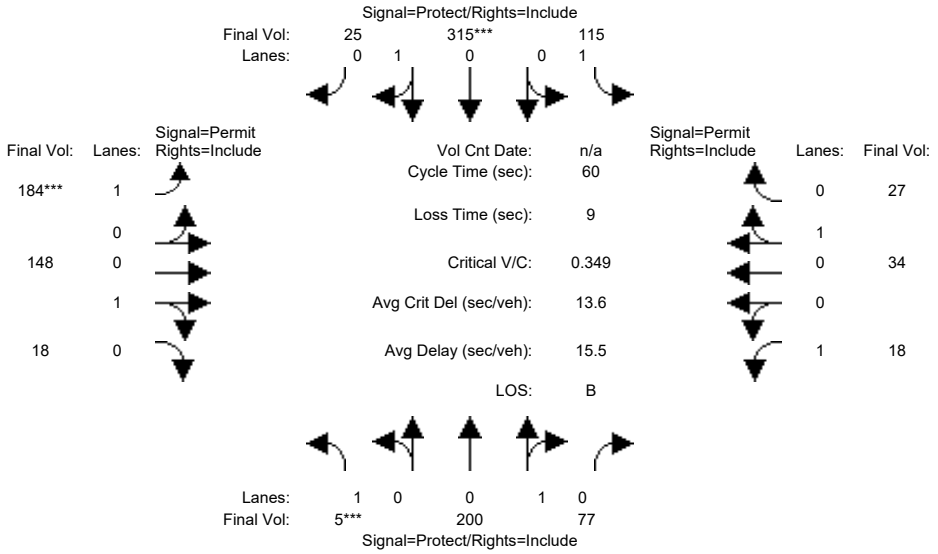
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	340	0	222	44	2	31	36	1581	273	132	1305	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	0	222	44	2	31	36	1581	273	132	1305	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	340	0	222	44	2	31	36	1581	273	132	1305	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	0	222	44	2	31	36	1581	273	132	1305	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	0	222	44	2	31	36	1581	273	132	1305	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	340	0	222	44	2	31	36	1581	273	132	1305	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.95	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.06	0.94	1.00	2.54	0.46	1.00	2.90	0.10
Final Sat.:	1750	0	1800	1750	109	1691	1750	4774	824	1750	5421	179
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.12	0.03	0.02	0.02	0.02	0.33	0.33	0.08	0.24	0.24
Crit Moves:	****				****			****			****	
Green Time:	31.7	0.0	28.3	13.4	10.0	10.0	12.9	54.0	54.0	12.3	53.4	53.4
Volume/Cap:	0.74	0.00	0.52	0.23	0.22	0.22	0.19	0.74	0.74	0.74	0.54	0.54
Delay/Veh:	46.4	0.0	41.2	49.2	52.1	52.1	49.3	28.3	28.3	66.9	24.6	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	0.0	41.2	49.2	52.1	52.1	49.3	28.3	28.3	66.9	24.6	24.6
LOS by Move:	D	A	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	12	0	7	2	1	1	1	18	18	7	12	12

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (AM)

Intersection #8011: Green Street and Private Street 1



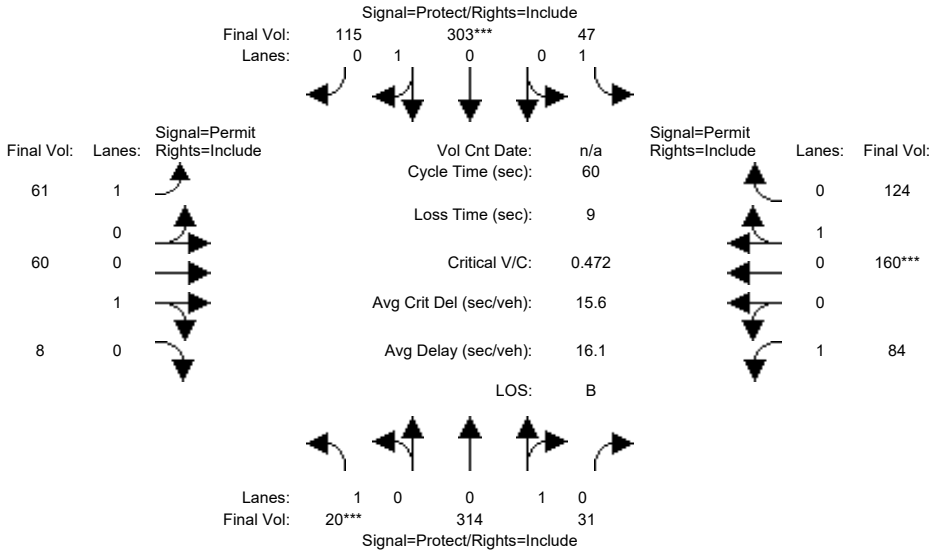
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	5	200	77	115	315	25	184	148	18	18	34	27
Growth Adj:	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:	5	200	77	115	315	25	184	148	18	18	34	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	200	77	115	315	25	184	148	18	18	34	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	200	77	115	315	25	184	148	18	18	34	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	200	77	115	315	25	184	148	18	18	34	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	200	77	115	315	25	184	148	18	18	34	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.72	0.28	1.00	0.93	0.07	1.00	0.89	0.11	1.00	0.56	0.44
Final Sat.:	1750	1300	500	1750	1668	132	1750	1605	195	1750	1003	797
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.07	0.19	0.19	0.11	0.09	0.09	0.01	0.03	0.03
Crit Moves:	****				****		****					
Green Time:	7.0	20.7	20.7	14.5	28.3	28.3	15.7	15.7	15.7	15.7	15.7	15.7
Volume/Cap:	0.02	0.45	0.45	0.27	0.40	0.40	0.40	0.35	0.35	0.04	0.13	0.13
Delay/Veh:	23.5	15.7	15.7	18.8	10.7	10.7	18.8	18.4	18.4	16.5	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	15.7	15.7	18.8	10.7	10.7	18.8	18.4	18.4	16.5	17.0	17.0
LOS by Move:	C	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	4	4	2	4	4	3	3	3	0	1	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Mabury] (PM)

Intersection #8011: Green Street and Private Street 1



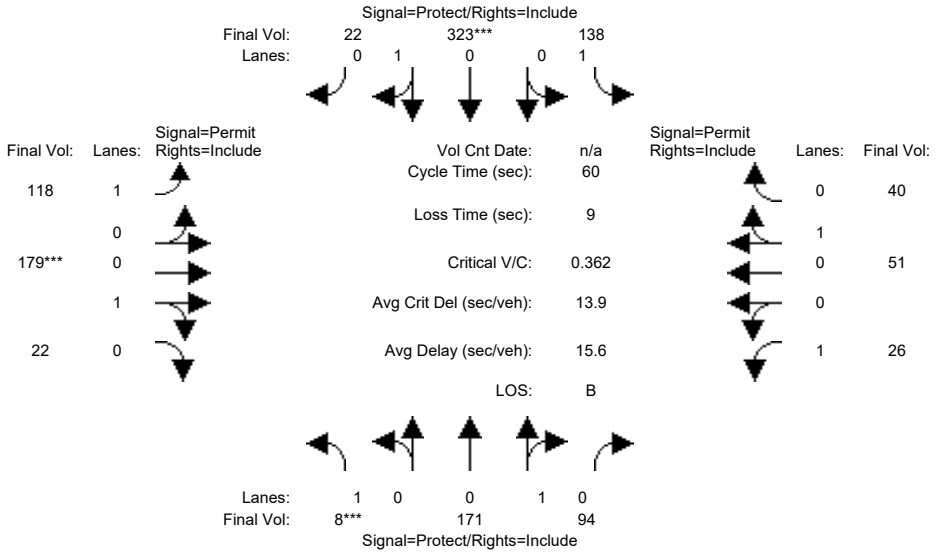
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	314	31	47	303	115	61	60	8	84	160	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	314	31	47	303	115	61	60	8	84	160	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	314	31	47	303	115	61	60	8	84	160	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	314	31	47	303	115	61	60	8	84	160	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	314	31	47	303	115	61	60	8	84	160	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	314	31	47	303	115	61	60	8	84	160	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.91	0.09	1.00	0.72	0.28	1.00	0.88	0.12	1.00	0.56	0.44
Final Sat.:	1750	1638	162	1750	1305	495	1750	1588	212	1750	1014	786
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.03	0.23	0.23	0.03	0.04	0.04	0.05	0.16	0.16
Crit Moves:	****				****						****	
Green Time:	7.0	20.6	20.6	12.6	26.2	26.2	17.8	17.8	17.8	17.8	17.8	17.8
Volume/Cap:	0.10	0.56	0.56	0.13	0.53	0.53	0.12	0.13	0.13	0.16	0.53	0.53
Delay/Veh:	23.9	17.1	17.1	19.4	13.1	13.1	15.5	15.5	15.5	15.7	18.7	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:	23.9	17.1	17.1	19.4	13.1	13.1	15.5	15.5	15.5	15.7	18.7	18.7
LOS by Move:	C	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	5	5	1	6	6	1	1	1	1	5	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (AM)

Intersection #8011: Green Street and Private Street 1



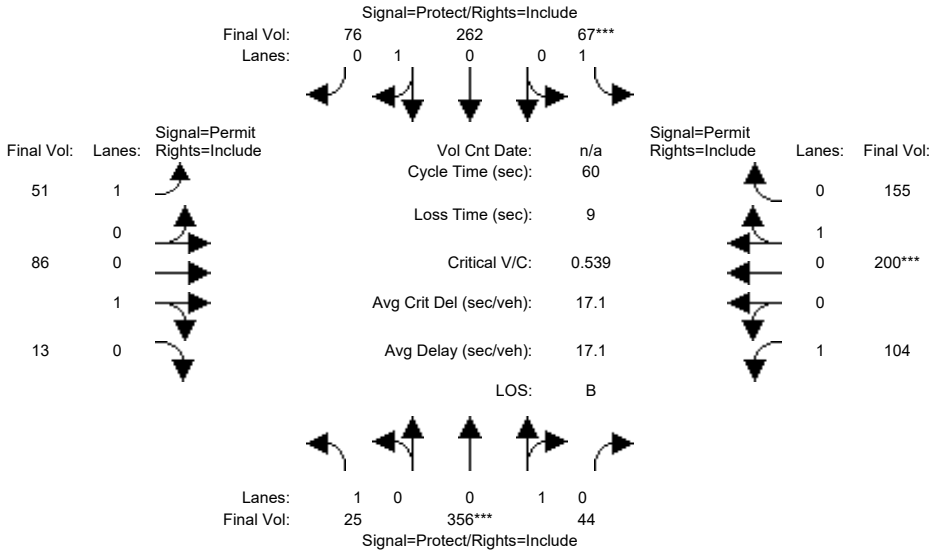
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	8	171	94	138	323	22	118	179	22	26	51	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	171	94	138	323	22	118	179	22	26	51	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	171	94	138	323	22	118	179	22	26	51	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	171	94	138	323	22	118	179	22	26	51	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	171	94	138	323	22	118	179	22	26	51	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	171	94	138	323	22	118	179	22	26	51	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.65	0.35	1.00	0.94	0.06	1.00	0.89	0.11	1.00	0.56	0.44
Final Sat.:	1750	1162	638	1750	1685	115	1750	1603	197	1750	1009	791
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.08	0.19	0.19	0.07	0.11	0.11	0.01	0.05	0.05
Crit Moves:	****				****			****				
Green Time:	7.0	20.5	20.5	14.3	27.8	27.8	16.2	16.2	16.2	16.2	16.2	16.2
Volume/Cap:	0.04	0.43	0.43	0.33	0.41	0.41	0.25	0.41	0.41	0.06	0.19	0.19
Delay/Veh:	23.6	15.8	15.8	19.3	11.0	11.0	17.4	18.6	18.6	16.3	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	15.8	15.8	19.3	11.0	11.0	17.4	18.6	18.6	16.3	17.0	17.0
LOS by Move:	C	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	4	4	2	4	4	2	4	4	0	1	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Mabury] (PM)

Intersection #8011: Green Street and Private Street 1

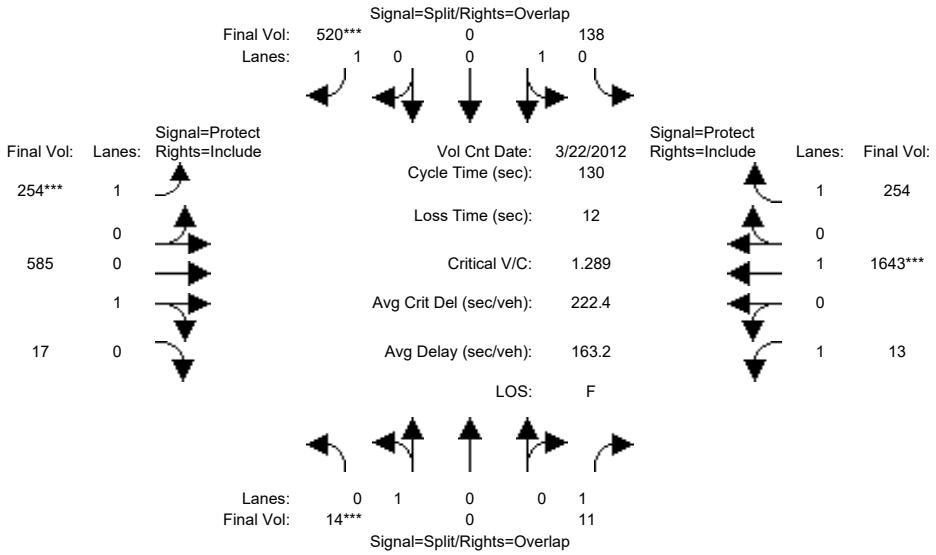


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	356	44	67	262	76	51	86	13	104	200	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	356	44	67	262	76	51	86	13	104	200	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	356	44	67	262	76	51	86	13	104	200	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	356	44	67	262	76	51	86	13	104	200	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	356	44	67	262	76	51	86	13	104	200	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	356	44	67	262	76	51	86	13	104	200	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.89	0.11	1.00	0.78	0.22	1.00	0.87	0.13	1.00	0.56	0.44
Final Sat.:	1750	1602	198	1750	1395	405	1750	1564	236	1750	1014	786
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.04	0.19	0.19	0.03	0.06	0.06	0.06	0.20	0.20
Crit Moves:		****		****							****	
Green Time:	11.6	23.3	23.3	7.0	18.7	18.7	20.7	20.7	20.7	20.7	20.7	20.7
Volume/Cap:	0.07	0.57	0.57	0.33	0.60	0.60	0.08	0.16	0.16	0.17	0.57	0.57
Delay/Veh:	19.9	15.6	15.6	25.3	19.4	19.4	13.3	13.7	13.7	13.8	17.3	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	15.6	15.6	25.3	19.4	19.4	13.3	13.7	13.7	13.8	17.3	17.3
LOS by Move:	B	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	6	6	1	6	6	1	1	1	2	6	6

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



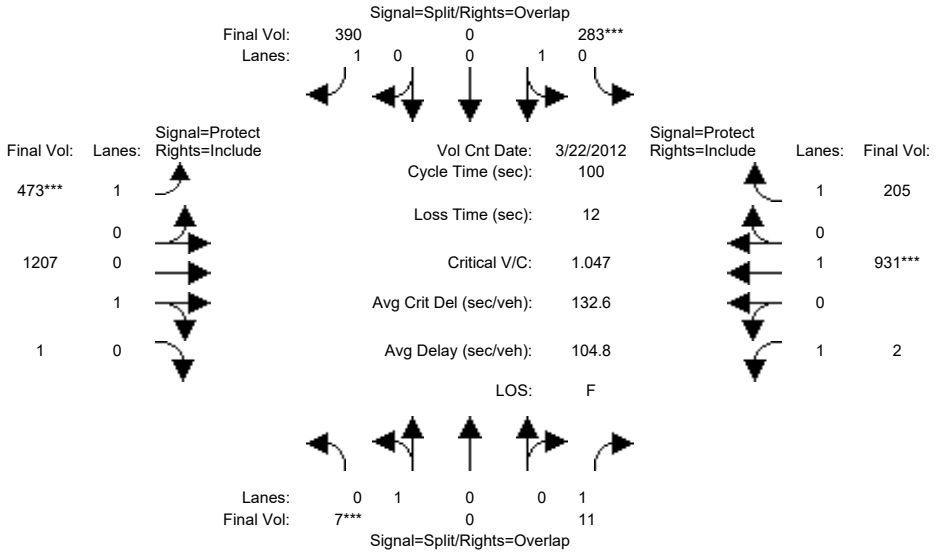
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	138	0	520	254	585	17	13	1643	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	138	0	520	254	585	17	13	1643	254
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	138	0	520	254	585	17	13	1643	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	138	0	520	254	585	17	13	1643	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	138	0	520	254	585	17	13	1643	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	138	0	520	254	585	17	13	1643	254
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1749	51	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.08	0.00	0.30	0.15	0.33	0.33	0.01	0.86	0.15
Crit Moves:	****					****	****				****	
Green Time:	10.0	0.0	23.0	14.1	0.0	27.6	13.5	80.9	80.9	13.0	80.4	80.4
Volume/Cap:	0.10	0.00	0.04	0.71	0.00	1.40	1.40	0.54	0.54	0.07	1.40	0.23
Delay/Veh:	56.1	0.0	44.3	67.1	0.0	246.2	267.4	14.5	14.5	53.2	209	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	0.0	44.3	67.1	0.0	246.2	267.4	14.5	14.5	53.2	209	11.2
LOS by Move:	E	A	D	E	A	F	F	B	B	D	F	B
HCM2kAvgQ:	1	0	0	7	0	44	23	14	14	1	121	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



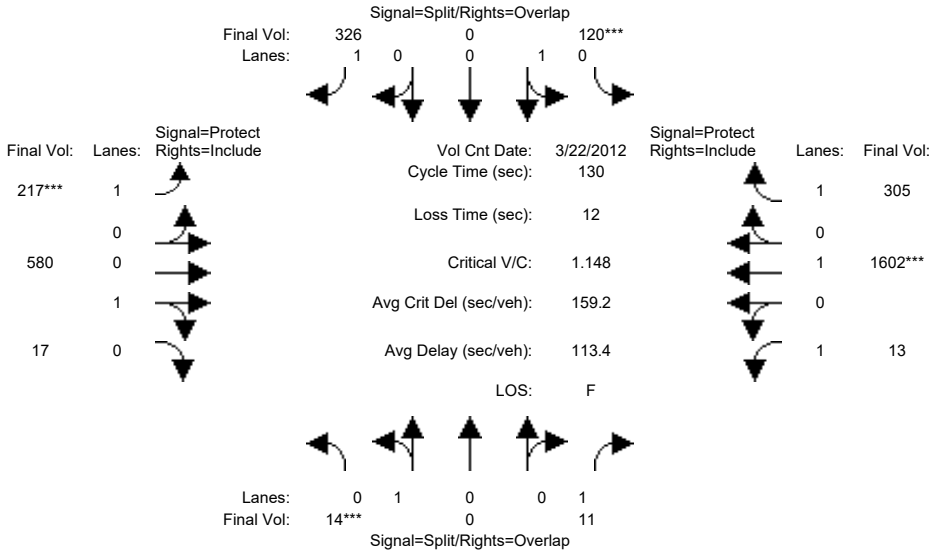
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	283	0	390	473	1207	1	2	931	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	283	0	390	473	1207	1	2	931	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	283	0	390	473	1207	1	2	931	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	283	0	390	473	1207	1	2	931	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	283	0	390	473	1207	1	2	931	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	283	0	390	473	1207	1	2	931	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.99	0.01	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1799	1	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.16	0.00	0.22	0.27	0.67	0.67	0.00	0.49	0.12
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	17.0	13.4	0.0	36.3	23.0	57.6	57.6	7.0	41.7	41.7
Volume/Cap:	0.04	0.00	0.04	1.18	0.00	0.61	1.18	1.16	1.16	0.02	1.18	0.28
Delay/Veh:	40.7	0.0	34.7	157.4	0.0	27.9	141.0	106	105.9	43.3	122	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	0.0	34.7	157.4	0.0	27.9	141.0	106	105.9	43.3	122	19.5
LOS by Move:	D	A	C	F	A	C	F	F	F	D	F	B
HCM2kAvgQ:	0	0	0	18	0	11	28	64	64	0	48	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



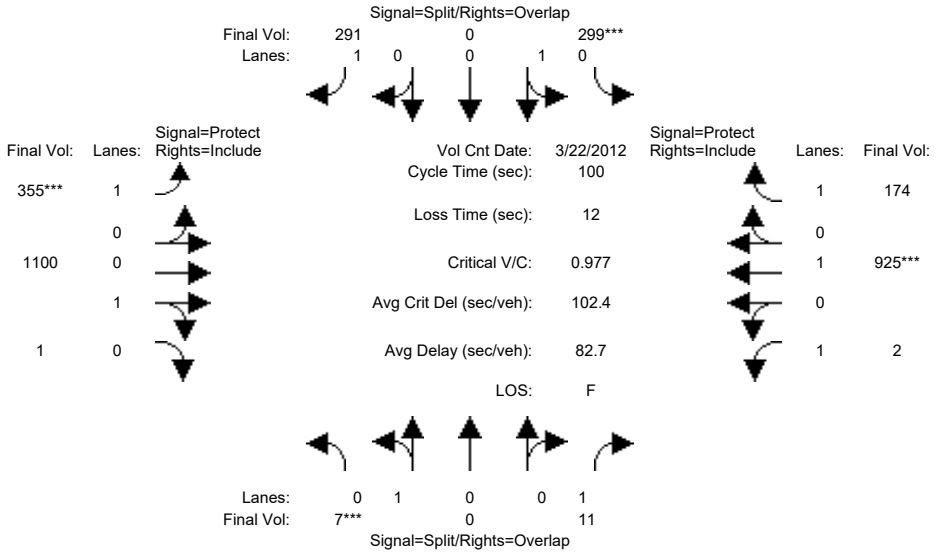
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 7:30-8:30												
Base Vol:	14	0	11	120	0	326	217	580	17	13	1602	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	11	120	0	326	217	580	17	13	1602	305
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	11	120	0	326	217	580	17	13	1602	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	11	120	0	326	217	580	17	13	1602	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	11	120	0	326	217	580	17	13	1602	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	11	120	0	326	217	580	17	13	1602	305
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1749	51	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.07	0.00	0.19	0.12	0.33	0.33	0.01	0.84	0.17
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	23.7	10.0	0.0	22.6	12.6	84.3	84.3	13.7	85.4	85.4
Volume/Cap:	0.10	0.00	0.03	0.87	0.00	1.07	1.28	0.51	0.51	0.07	1.28	0.27
Delay/Veh:	56.1	0.0	43.8	99.3	0.0	126.2	223.4	12.4	12.4	52.6	156	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:	56.1	0.0	43.8	99.3	0.0	126.2	223.4	12.4	12.4	52.6	156	9.4
LOS by Move:	E	A	D	F	A	F	F	B	B	D	F	A
HCM2kAvgQ:	1	0	0	7	0	21	18	13	13	1	106	5

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #3665: MABURY/MABURY YARD-FLEA MARKET ENTRANCE



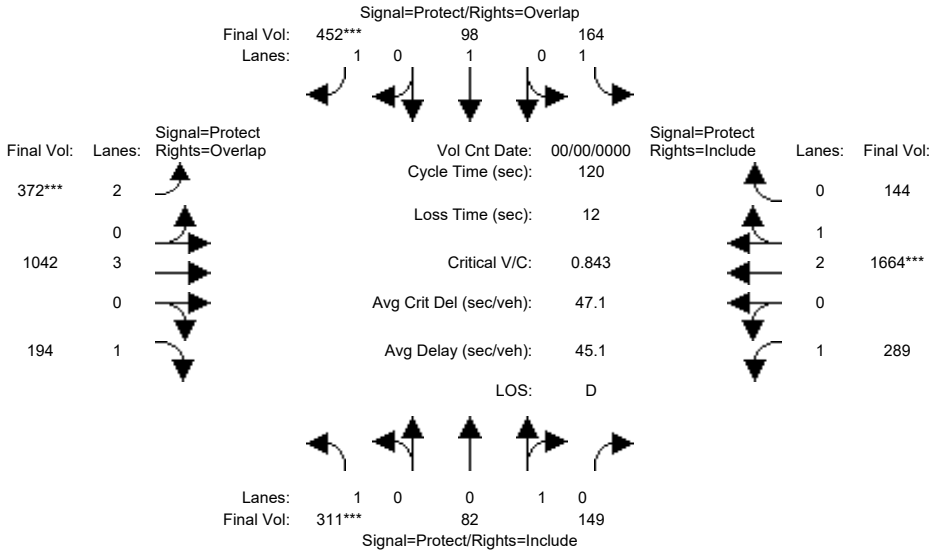
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Mar 2012 << 5:00-6:00												
Base Vol:	7	0	11	299	0	291	355	1100	1	2	925	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	11	299	0	291	355	1100	1	2	925	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	11	299	0	291	355	1100	1	2	925	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	11	299	0	291	355	1100	1	2	925	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	11	299	0	291	355	1100	1	2	925	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	11	299	0	291	355	1100	1	2	925	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.99	0.01	1.00	1.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	1798	2	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.17	0.00	0.17	0.20	0.61	0.61	0.00	0.49	0.10
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	17.0	15.1	0.0	33.6	18.5	55.9	55.9	7.0	44.4	44.4
Volume/Cap:	0.04	0.00	0.04	1.10	0.00	0.49	1.10	1.09	1.09	0.02	1.10	0.22
Delay/Veh:	40.7	0.0	34.7	125.4	0.0	27.1	119.4	80.0	80.0	43.3	88.8	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	0.0	34.7	125.4	0.0	27.1	119.4	80.0	80.0	43.3	88.8	17.3
LOS by Move:	D	A	C	F	A	C	F	F	F	D	F	B
HCM2kAvgQ:	0	0	0	17	0	8	20	52	52	0	43	4

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #4122: BERRYESSA/SIERRA



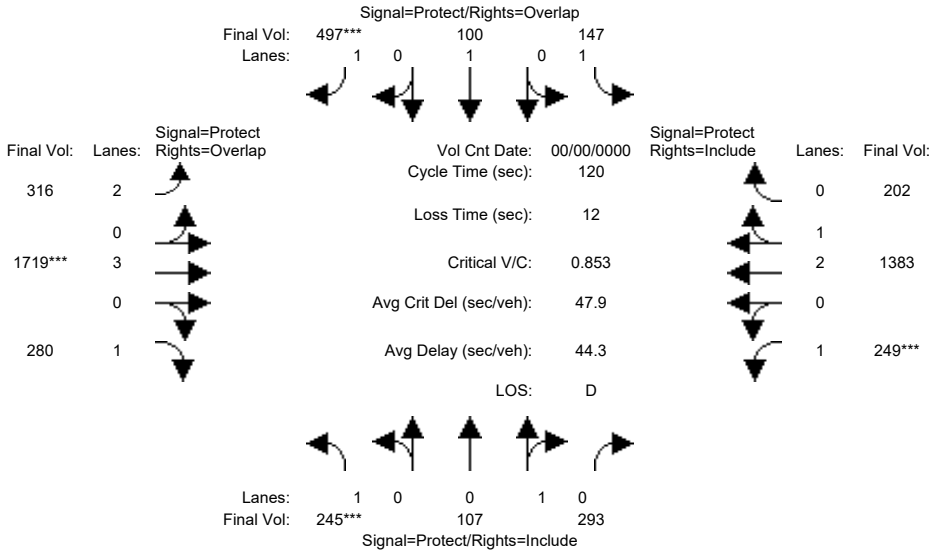
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	311	82	149	164	98	452	372	1042	194	289	1664	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	82	149	164	98	452	372	1042	194	289	1664	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	82	149	164	98	452	372	1042	194	289	1664	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	311	82	149	164	98	452	372	1042	194	289	1664	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	82	149	164	98	452	372	1042	194	289	1664	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	311	82	149	164	98	452	372	1042	194	289	1664	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	0.35	0.65	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.75	0.25
Final Sat.:	1750	639	1161	1750	1900	1750	3150	5700	1750	1750	5153	446
Capacity Analysis Module:												
Vol/Sat:	0.18	0.13	0.13	0.09	0.05	0.26	0.12	0.18	0.11	0.17	0.32	0.32
Crit Moves:	****					****	****				****	
Green Time:	25.3	26.1	26.1	19.1	20.0	36.8	16.8	33.0	58.3	29.8	46.0	46.0
Volume/Cap:	0.84	0.59	0.59	0.59	0.31	0.84	0.84	0.67	0.23	0.67	0.84	0.84
Delay/Veh:	65.8	48.5	48.5	55.7	46.5	53.8	67.9	40.9	18.5	48.4	38.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.8	48.5	48.5	55.7	46.5	53.8	67.9	40.9	18.5	48.4	38.0	38.0
LOS by Move:	E	D	D	E	D	D	E	D	B	D	D	D
HCM2kAvgQ:	13	8	8	7	3	19	11	12	4	10	22	22

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #4122: BERRYESSA/SIERRA



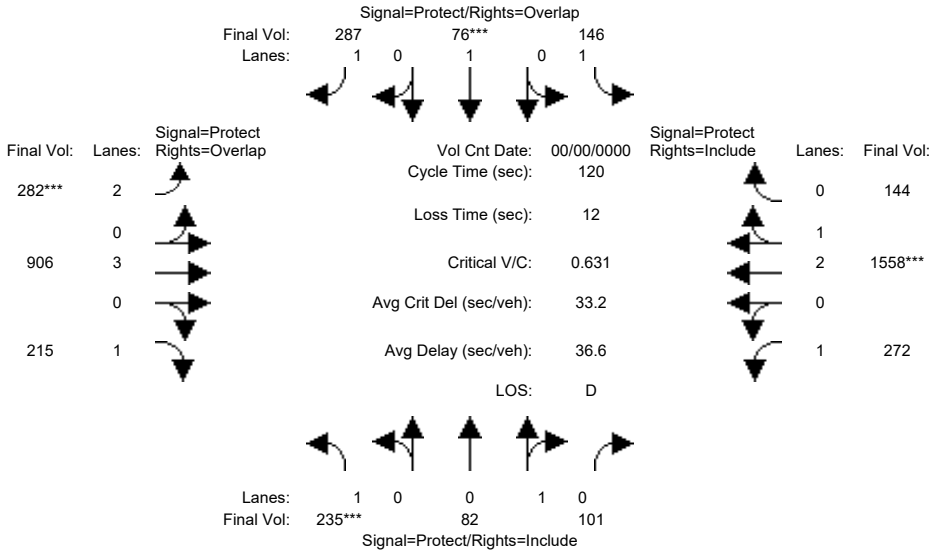
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	245	107	293	147	100	497	316	1719	280	249	1383	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:	245	107	293	147	100	497	316	1719	280	249	1383	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	107	293	147	100	497	316	1719	280	249	1383	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:	245	107	293	147	100	497	316	1719	280	249	1383	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	107	293	147	100	497	316	1719	280	249	1383	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
FinalVolume:	245	107	293	147	100	497	316	1719	280	249	1383	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	0.27	0.73	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.60	0.40
Final Sat.:	1750	481	1318	1750	1900	1750	3150	5700	1750	1750	4885	714
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.22	0.08	0.05	0.28	0.10	0.30	0.16	0.14	0.28	0.28
Crit Moves:	****					****		****		****		
Green Time:	19.7	33.1	33.1	12.5	25.8	42.2	16.3	42.4	62.1	20.0	46.1	46.1
Volume/Cap:	0.85	0.81	0.81	0.81	0.24	0.81	0.74	0.85	0.31	0.85	0.74	0.74
Delay/Veh:	74.8	53.7	53.7	83.1	40.4	46.2	60.5	40.7	17.5	74.3	34.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.8	53.7	53.7	83.1	40.4	46.2	60.5	40.7	17.5	74.3	34.0	34.0
LOS by Move:	E	D	D	F	D	D	E	D	B	E	C	C
HCM2kAvgQ:	10	15	15	8	3	20	8	22	6	11	18	18

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #4122: BERRYESSA/SIERRA



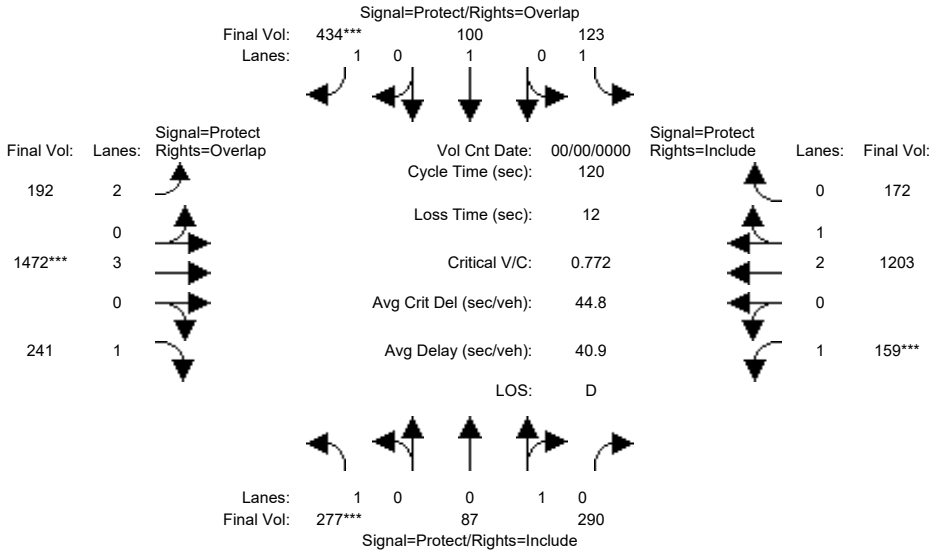
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	235	82	101	146	76	287	282	906	215	272	1558	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	82	101	146	76	287	282	906	215	272	1558	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	82	101	146	76	287	282	906	215	272	1558	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	82	101	146	76	287	282	906	215	272	1558	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	82	101	146	76	287	282	906	215	272	1558	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	82	101	146	76	287	282	906	215	272	1558	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	0.45	0.55	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.74	0.26
Final Sat.:	1750	807	993	1750	1900	1750	3150	5700	1750	1750	5126	474
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.10	0.08	0.04	0.16	0.09	0.16	0.12	0.16	0.30	0.30
Crit Moves:	****				****		****				****	
Green Time:	24.9	19.2	19.2	15.7	10.0	26.6	16.6	36.9	61.9	36.1	56.4	56.4
Volume/Cap:	0.65	0.64	0.64	0.64	0.48	0.74	0.65	0.52	0.24	0.52	0.65	0.65
Delay/Veh:	52.1	57.4	57.4	62.1	62.6	55.4	56.1	35.3	16.7	38.3	25.4	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	57.4	57.4	62.1	62.6	55.4	56.1	35.3	16.7	38.3	25.4	25.4
LOS by Move:	D	E	E	E	E	E	E	D	B	D	C	C
HCM2kAvgQ:	9	7	7	7	3	12	7	9	5	9	16	16

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #4122: BERRYESSA/SIERRA



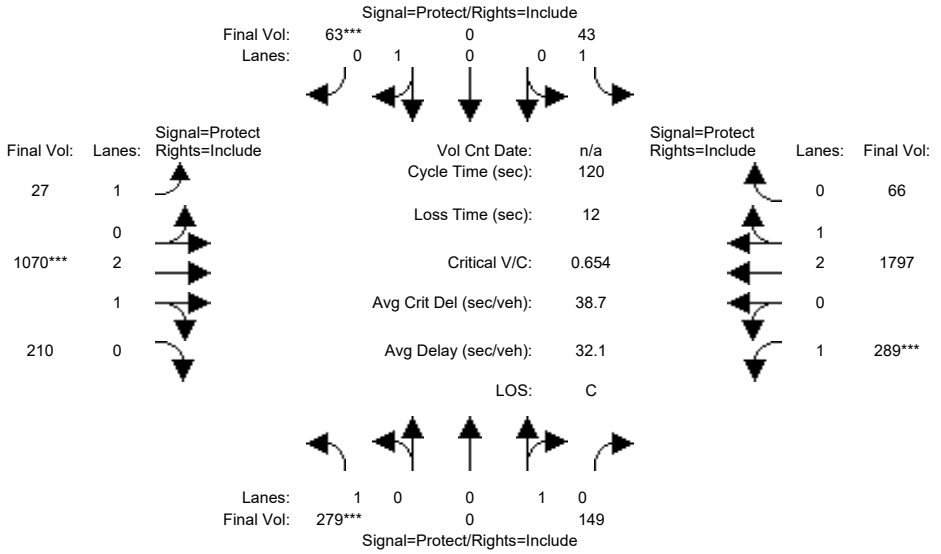
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	277	87	290	123	100	434	192	1472	241	159	1203	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	87	290	123	100	434	192	1472	241	159	1203	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	87	290	123	100	434	192	1472	241	159	1203	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	87	290	123	100	434	192	1472	241	159	1203	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	87	290	123	100	434	192	1472	241	159	1203	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	87	290	123	100	434	192	1472	241	159	1203	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	0.23	0.77	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.61	0.39
Final Sat.:	1750	415	1385	1750	1900	1750	3150	5700	1750	1750	4899	700
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.21	0.07	0.05	0.25	0.06	0.26	0.14	0.09	0.25	0.25
Crit Moves:	****					****		****		****		
Green Time:	24.6	40.2	40.2	13.5	29.1	39.9	10.8	40.2	64.8	14.1	43.5	43.5
Volume/Cap:	0.77	0.63	0.63	0.63	0.22	0.75	0.68	0.77	0.26	0.77	0.68	0.68
Delay/Veh:	59.8	38.4	38.4	64.9	37.4	44.0	65.2	38.9	15.4	75.3	34.2	34.2
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:	59.8	38.4	38.4	64.9	37.4	44.0	65.2	38.9	15.4	75.3	34.2	34.2
LOS by Move:	E	D	D	E	D	D	E	D	B	E	C	C
HCM2kAvgQ:	11	12	12	6	3	17	5	18	5	7	15	15

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



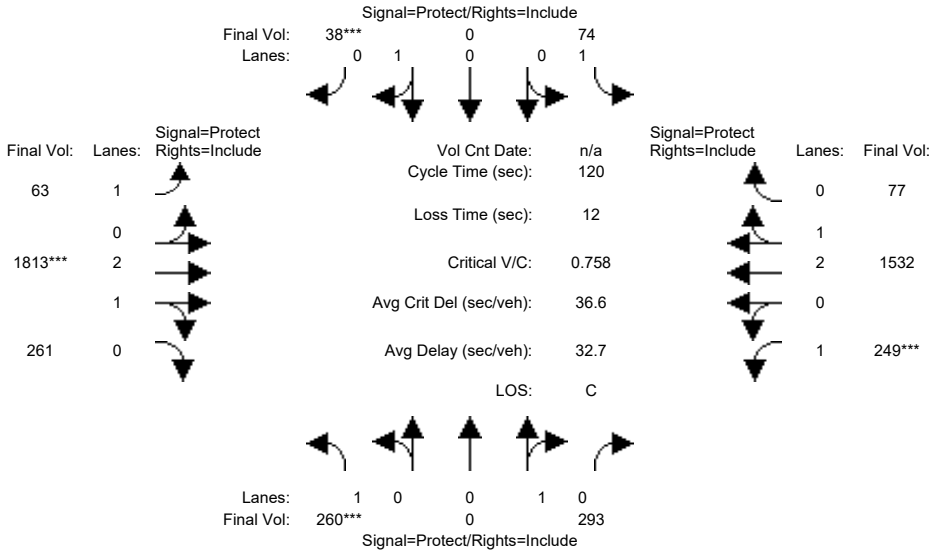
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	279	0	149	43	0	63	27	1070	210	289	1797	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	0	149	43	0	63	27	1070	210	289	1797	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	0	149	43	0	63	27	1070	210	289	1797	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	0	149	43	0	63	27	1070	210	289	1797	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	0	149	43	0	63	27	1070	210	289	1797	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	0	149	43	0	63	27	1070	210	289	1797	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.49	0.51	1.00	2.89	0.11
Final Sat.:	1750	0	1800	1750	0	1800	1750	4680	919	1750	5401	198
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.08	0.02	0.00	0.04	0.02	0.23	0.23	0.17	0.33	0.33
Crit Moves:	****					****		****		****		
Green Time:	28.2	0.0	22.4	15.8	0.0	15.8	10.4	40.5	40.5	29.3	59.4	59.4
Volume/Cap:	0.68	0.00	0.44	0.19	0.00	0.27	0.18	0.68	0.68	0.68	0.67	0.67
Delay/Veh:	46.2	0.0	44.2	46.8	0.0	47.5	51.4	35.1	35.1	45.4	23.6	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:	46.2	0.0	44.2	46.8	0.0	47.5	51.4	35.1	35.1	45.4	23.6	23.6
LOS by Move:	D	A	D	D	A	D	D	D	D	D	C	C
HCM2kAvgQ:	10	0	5	2	0	2	1	13	13	11	18	18

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



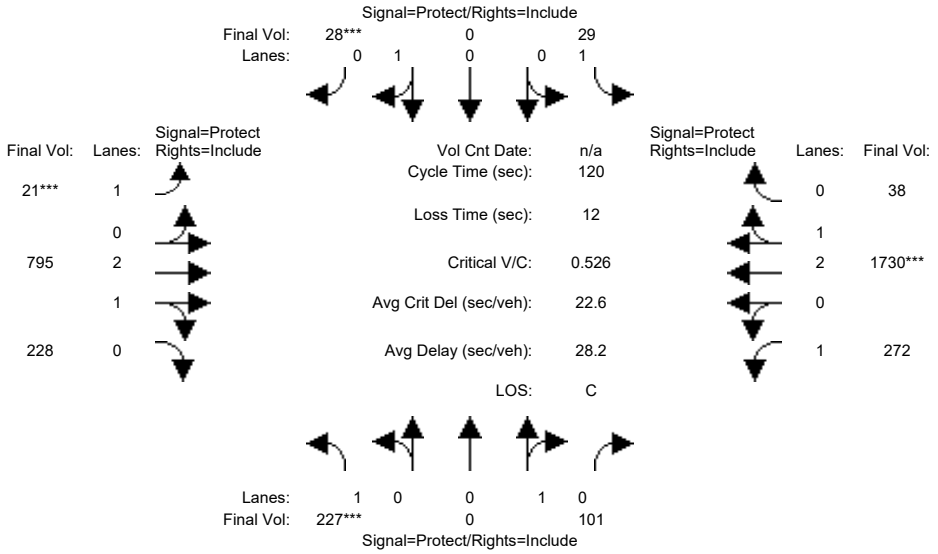
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	0	293	74	0	38	63	1813	261	249	1532	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	0	293	74	0	38	63	1813	261	249	1532	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	0	293	74	0	38	63	1813	261	249	1532	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	0	293	74	0	38	63	1813	261	249	1532	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	0	293	74	0	38	63	1813	261	249	1532	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	0	293	74	0	38	63	1813	261	249	1532	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.61	0.39	1.00	2.85	0.15
Final Sat.:	1750	0	1800	1750	0	1800	1750	4894	705	1750	5332	268
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.16	0.04	0.00	0.02	0.04	0.37	0.37	0.14	0.29	0.29
Crit Moves:	****					****		****		****		
Green Time:	22.0	0.0	23.6	8.4	0.0	10.0	12.8	54.9	54.9	21.1	63.2	63.2
Volume/Cap:	0.81	0.00	0.83	0.60	0.00	0.25	0.34	0.81	0.81	0.81	0.55	0.55
Delay/Veh:	61.2	0.0	61.2	62.2	0.0	52.4	50.7	30.1	30.1	62.3	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	0.0	61.2	62.2	0.0	52.4	50.7	30.1	30.1	62.3	19.1	19.1
LOS by Move:	E	A	E	E	A	D	D	C	C	E	B	B
HCM2kAvgQ:	10	0	11	4	0	2	2	21	21	12	13	13

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA

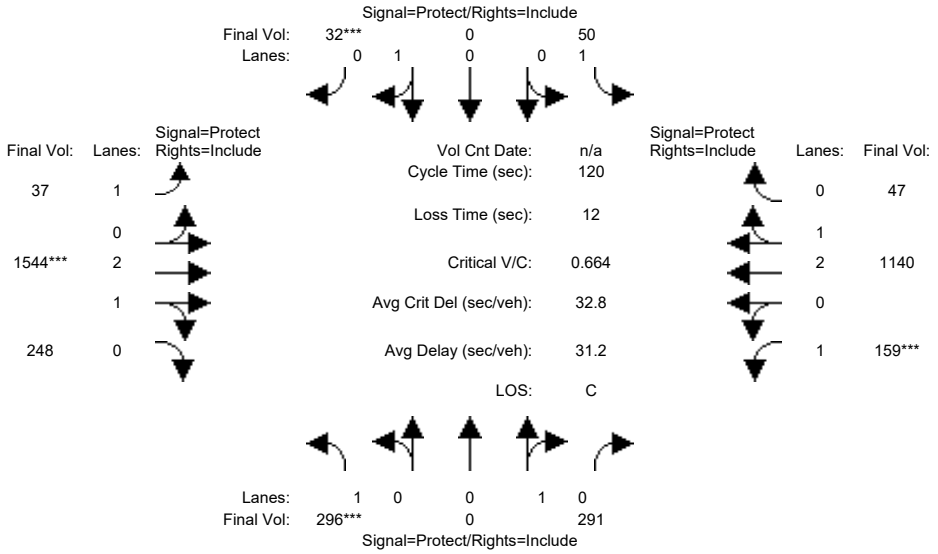


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	227	0	101	29	0	28	21	795	228	272	1730	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	0	101	29	0	28	21	795	228	272	1730	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	0	101	29	0	28	21	795	228	272	1730	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	0	101	29	0	28	21	795	228	272	1730	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	0	101	29	0	28	21	795	228	272	1730	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	0	101	29	0	28	21	795	228	272	1730	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.31	0.69	1.00	2.93	0.07
Final Sat.:	1750	0	1800	1750	0	1800	1750	4350	1248	1750	5479	120
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.06	0.02	0.00	0.02	0.01	0.18	0.18	0.16	0.32	0.32
Crit Moves:	****					****	****				****	
Green Time:	26.5	0.0	17.9	18.6	0.0	18.6	7.0	38.6	38.6	32.9	64.5	64.5
Volume/Cap:	0.59	0.00	0.38	0.11	0.00	0.10	0.21	0.57	0.57	0.57	0.59	0.59
Delay/Veh:	44.2	0.0	46.9	43.7	0.0	43.7	54.9	34.2	34.2	39.1	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	0.0	46.9	43.7	0.0	43.7	54.9	34.2	34.2	39.1	19.1	19.1
LOS by Move:	D	A	D	D	A	D	D	C	C	D	B	B
HCM2kAvgQ:	8	0	3	1	0	1	1	10	10	10	15	15

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #4136: FLEA MARKET ENTRANCE/BERRYESSA



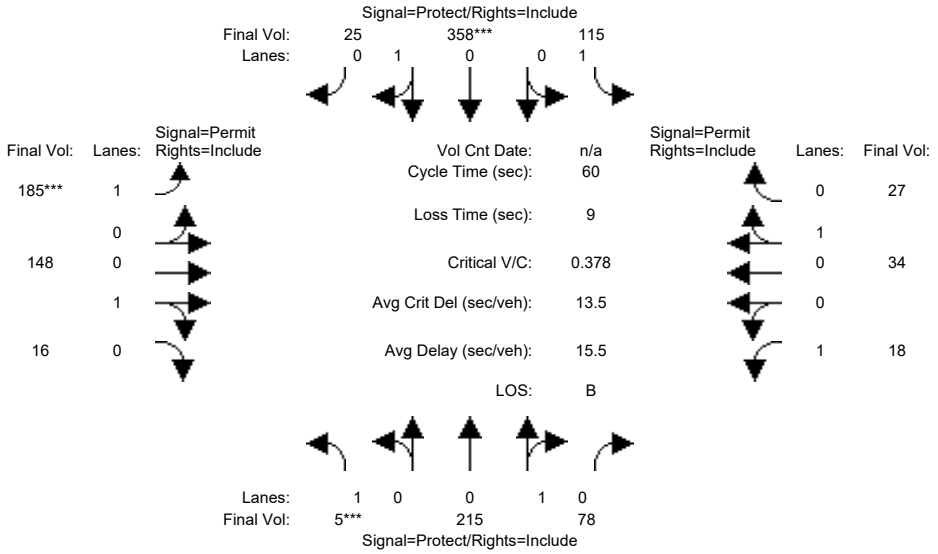
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	296	0	291	50	0	32	37	1544	248	159	1140	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	0	291	50	0	32	37	1544	248	159	1140	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	0	291	50	0	32	37	1544	248	159	1140	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	0	291	50	0	32	37	1544	248	159	1140	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	0	291	50	0	32	37	1544	248	159	1140	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	296	0	291	50	0	32	37	1544	248	159	1140	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.57	0.43	1.00	2.88	0.12
Final Sat.:	1750	0	1800	1750	0	1800	1750	4824	775	1750	5378	222
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.16	0.03	0.00	0.02	0.02	0.32	0.32	0.09	0.21	0.21
Crit Moves:	****					****		****		****		
Green Time:	28.6	0.0	28.3	10.2	0.0	10.2	15.0	54.1	54.1	15.3	54.4	54.4
Volume/Cap:	0.71	0.00	0.68	0.34	0.00	0.21	0.17	0.71	0.71	0.71	0.47	0.47
Delay/Veh:	47.5	0.0	46.3	53.0	0.0	51.8	47.3	27.6	27.6	60.3	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	0.0	46.3	53.0	0.0	51.8	47.3	27.6	27.6	60.3	22.9	22.9
LOS by Move:	D	A	D	D	A	D	D	C	C	E	C	C
HCM2kAvgQ:	11	0	10	2	0	1	1	17	17	8	10	10

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (AM)

Intersection #8011: Green Street and Private Street 1



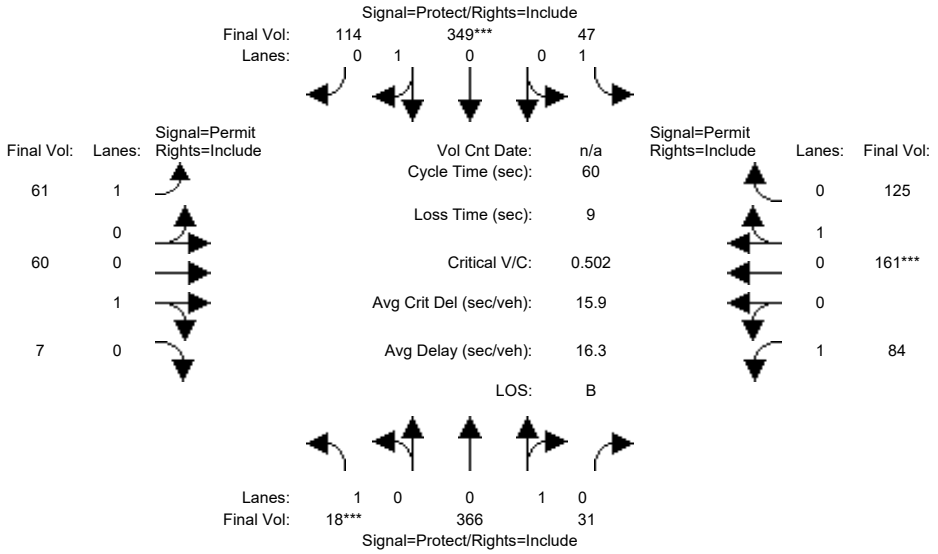
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	5	215	78	115	358	25	185	148	16	18	34	27
Growth Adj:	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:	5	215	78	115	358	25	185	148	16	18	34	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	215	78	115	358	25	185	148	16	18	34	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	215	78	115	358	25	185	148	16	18	34	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	215	78	115	358	25	185	148	16	18	34	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	215	78	115	358	25	185	148	16	18	34	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.73	0.27	1.00	0.93	0.07	1.00	0.90	0.10	1.00	0.56	0.44
Final Sat.:	1750	1321	479	1750	1683	117	1750	1624	176	1750	1003	797
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.07	0.21	0.21	0.11	0.09	0.09	0.01	0.03	0.03
Crit Moves:	****				****		****					
Green Time:	7.0	21.4	21.4	15.0	29.4	29.4	14.6	14.6	14.6	14.6	14.6	14.6
Volume/Cap:	0.02	0.46	0.46	0.26	0.43	0.43	0.43	0.37	0.37	0.04	0.14	0.14
Delay/Veh:	23.5	15.3	15.3	18.4	10.3	10.3	19.9	19.4	19.4	17.4	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	15.3	15.3	18.4	10.3	10.3	19.9	19.4	19.4	17.4	17.9	17.9
LOS by Move:	C	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	4	4	2	5	5	4	3	3	0	1	1

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 Proposed Project [Berry] (PM)

Intersection #8011: Green Street and Private Street 1



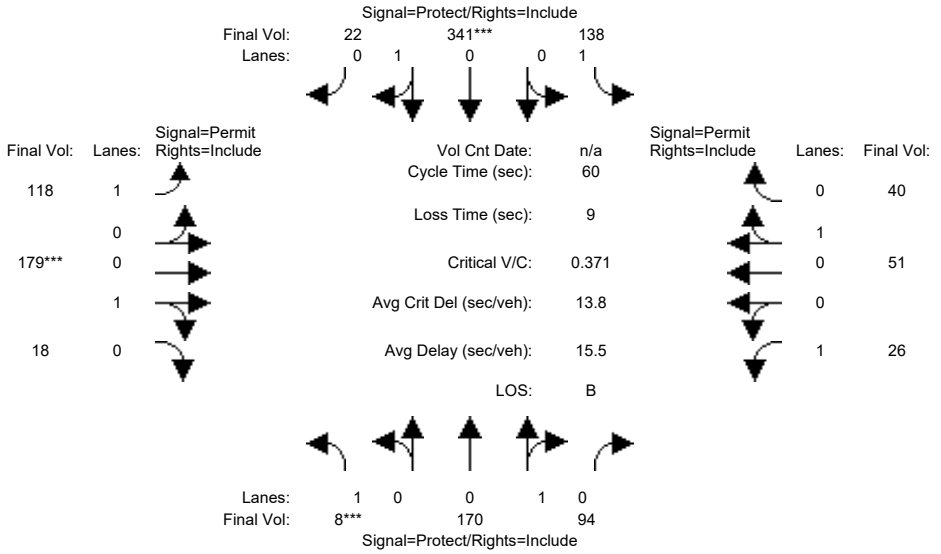
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	18	366	31	47	349	114	61	60	7	84	161	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	366	31	47	349	114	61	60	7	84	161	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	366	31	47	349	114	61	60	7	84	161	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	366	31	47	349	114	61	60	7	84	161	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	366	31	47	349	114	61	60	7	84	161	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	366	31	47	349	114	61	60	7	84	161	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.92	0.08	1.00	0.75	0.25	1.00	0.90	0.10	1.00	0.56	0.44
Final Sat.:	1750	1659	141	1750	1357	443	1750	1612	188	1750	1013	787
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.03	0.26	0.26	0.03	0.04	0.04	0.05	0.16	0.16
Crit Moves:	****				****						****	
Green Time:	7.0	22.4	22.4	11.8	27.2	27.2	16.8	16.8	16.8	16.8	16.8	16.8
Volume/Cap:	0.09	0.59	0.59	0.14	0.57	0.57	0.12	0.13	0.13	0.17	0.57	0.57
Delay/Veh:	23.8	16.6	16.6	20.0	13.0	13.0	16.2	16.3	16.3	16.5	20.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	16.6	16.6	20.0	13.0	13.0	16.2	16.3	16.3	16.5	20.0	20.0
LOS by Move:	C	B	B	C	B	B	B	B	B	B	C	C
HCM2kAvgQ:	0	6	6	1	7	7	1	1	1	1	6	6

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

Market Park South Village Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (AM)

Intersection #8011: Green Street and Private Street 1

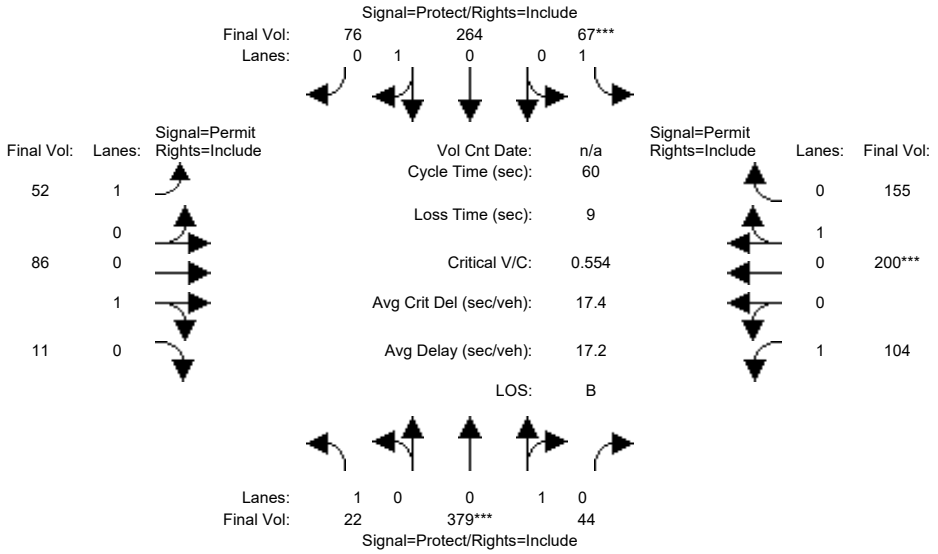


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	8	170	94	138	341	22	118	179	18	26	51	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	170	94	138	341	22	118	179	18	26	51	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	170	94	138	341	22	118	179	18	26	51	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	170	94	138	341	22	118	179	18	26	51	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	170	94	138	341	22	118	179	18	26	51	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	170	94	138	341	22	118	179	18	26	51	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.64	0.36	1.00	0.94	0.06	1.00	0.91	0.09	1.00	0.56	0.44
Final Sat.:	1750	1159	641	1750	1691	109	1750	1636	164	1750	1009	791
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.08	0.20	0.20	0.07	0.11	0.11	0.01	0.05	0.05
Crit Moves:	****				****			****				
Green Time:	7.0	20.9	20.9	14.6	28.5	28.5	15.5	15.5	15.5	15.5	15.5	15.5
Volume/Cap:	0.04	0.42	0.42	0.32	0.42	0.42	0.26	0.42	0.42	0.06	0.20	0.20
Delay/Veh:	23.6	15.4	15.4	19.1	10.7	10.7	18.0	19.2	19.2	16.8	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	15.4	15.4	19.1	10.7	10.7	18.0	19.2	19.2	16.8	17.6	17.6
LOS by Move:	C	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	4	4	2	5	5	2	4	4	0	1	1

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Yr 2040 City Preferred Project [Berry] (PM)

Intersection #8011: Green Street and Private Street 1



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:	22	379	44	67	264	76	52	86	11	104	200	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	379	44	67	264	76	52	86	11	104	200	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	379	44	67	264	76	52	86	11	104	200	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	379	44	67	264	76	52	86	11	104	200	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	379	44	67	264	76	52	86	11	104	200	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	379	44	67	264	76	52	86	11	104	200	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.90	0.10	1.00	0.78	0.22	1.00	0.89	0.11	1.00	0.56	0.44
Final Sat.:	1750	1613	187	1750	1398	402	1750	1596	204	1750	1014	786
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.04	0.19	0.19	0.03	0.05	0.05	0.06	0.20	0.20
Crit Moves:		****		****							****	
Green Time:	11.8	23.9	23.9	7.0	19.1	19.1	20.1	20.1	20.1	20.1	20.1	20.1
Volume/Cap:	0.06	0.59	0.59	0.33	0.59	0.59	0.09	0.16	0.16	0.18	0.59	0.59
Delay/Veh:	19.7	15.5	15.5	25.3	18.8	18.8	13.8	14.2	14.2	14.3	18.1	18.1
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:	19.7	15.5	15.5	25.3	18.8	18.8	13.8	14.2	14.2	14.3	18.1	18.1
LOS by Move:	B	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	6	6	1	6	6	1	1	1	2	7	7

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

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	252	492	635
Demand Flow Rate, veh/h	257	502	648
Vehicles Circulating, veh/h	412	184	116
Vehicles Exiting, veh/h	274	580	553
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.1	7.9	8.9
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	257	502	648
Cap Entry Lane, veh/h	906	1144	1226
Entry HV Adj Factor	0.981	0.980	0.980
Flow Entry, veh/h	252	492	635
Cap Entry, veh/h	889	1121	1201
V/C Ratio	0.284	0.439	0.529
Control Delay, s/veh	7.1	7.9	8.9
LOS	A	A	A
95th %tile Queue, veh	1	2	3

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	271	475	621
Demand Flow Rate, veh/h	277	484	634
Vehicles Circulating, veh/h	260	46	246
Vehicles Exiting, veh/h	270	834	291
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.0	6.2	11.2
Approach LOS	A	A	B

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	277	484	634
Cap Entry Lane, veh/h	1058	1317	1074
Entry HV Adj Factor	0.978	0.981	0.980
Flow Entry, veh/h	271	475	621
Cap Entry, veh/h	1036	1292	1052
V/C Ratio	0.262	0.368	0.590
Control Delay, s/veh	6.0	6.2	11.2
LOS	A	A	B
95th %tile Queue, veh	1	2	4

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	289	610	630
Demand Flow Rate, veh/h	295	622	642
Vehicles Circulating, veh/h	499	225	99
Vehicles Exiting, veh/h	348	516	695
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.6	10.5	8.6
Approach LOS	A	B	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	295	622	642
Cap Entry Lane, veh/h	829	1097	1247
Entry HV Adj Factor	0.980	0.981	0.981
Flow Entry, veh/h	289	610	630
Cap Entry, veh/h	813	1076	1224
V/C Ratio	0.356	0.567	0.515
Control Delay, s/veh	8.6	10.5	8.6
LOS	A	B	A
95th %tile Queue, veh	2	4	3

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	318	806	385
Demand Flow Rate, veh/h	324	822	393
Vehicles Circulating, veh/h	575	38	271
Vehicles Exiting, veh/h	285	626	628
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	10.3	10.3	7.5
Approach LOS	B	B	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	324	822	393
Cap Entry Lane, veh/h	768	1327	1047
Entry HV Adj Factor	0.981	0.980	0.980
Flow Entry, veh/h	318	806	385
Cap Entry, veh/h	753	1301	1025
V/C Ratio	0.422	0.619	0.375
Control Delay, s/veh	10.3	10.3	7.5
LOS	B	B	A
95th %tile Queue, veh	2	5	2

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	200	389	650
Demand Flow Rate, veh/h	204	397	663
Vehicles Circulating, veh/h	313	208	84
Vehicles Exiting, veh/h	292	539	433
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.6	6.9	8.7
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	204	397	663
Cap Entry Lane, veh/h	1003	1116	1267
Entry HV Adj Factor	0.980	0.980	0.981
Flow Entry, veh/h	200	389	650
Cap Entry, veh/h	983	1093	1242
V/C Ratio	0.203	0.356	0.523
Control Delay, s/veh	5.6	6.9	8.7
LOS	A	A	A
95th %tile Queue, veh	1	2	3

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	240	504	519
Demand Flow Rate, veh/h	245	514	529
Vehicles Circulating, veh/h	248	56	214
Vehicles Exiting, veh/h	322	687	279
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.6	6.6	8.7
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	245	514	529
Cap Entry Lane, veh/h	1071	1303	1109
Entry HV Adj Factor	0.980	0.981	0.981
Flow Entry, veh/h	240	504	519
Cap Entry, veh/h	1050	1278	1088
V/C Ratio	0.229	0.394	0.477
Control Delay, s/veh	5.6	6.6	8.7
LOS	A	A	A
95th %tile Queue, veh	1	2	3

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	317	608	532
Demand Flow Rate, veh/h	324	620	543
Vehicles Circulating, veh/h	526	196	94
Vehicles Exiting, veh/h	290	441	755
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.6	9.9	7.3
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	324	620	543
Cap Entry Lane, veh/h	807	1130	1254
Entry HV Adj Factor	0.978	0.980	0.980
Flow Entry, veh/h	317	608	532
Cap Entry, veh/h	790	1107	1229
V/C Ratio	0.402	0.549	0.433
Control Delay, s/veh	9.6	9.9	7.3
LOS	A	A	A
95th %tile Queue, veh	2	3	2

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	373	753	368
Demand Flow Rate, veh/h	380	768	376
Vehicles Circulating, veh/h	510	40	316
Vehicles Exiting, veh/h	298	652	574
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	10.6	9.4	7.8
Approach LOS	B	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	380	768	376
Cap Entry Lane, veh/h	820	1325	1000
Entry HV Adj Factor	0.982	0.980	0.980
Flow Entry, veh/h	373	753	368
Cap Entry, veh/h	805	1299	980
V/C Ratio	0.463	0.580	0.376
Control Delay, s/veh	10.6	9.4	7.8
LOS	B	A	A
95th %tile Queue, veh	2	4	2

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	252	510	631
Demand Flow Rate, veh/h	257	520	644
Vehicles Circulating, veh/h	430	181	116
Vehicles Exiting, veh/h	271	579	571
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.2	8.1	8.9
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	257	520	644
Cap Entry Lane, veh/h	890	1147	1226
Entry HV Adj Factor	0.981	0.980	0.980
Flow Entry, veh/h	252	510	631
Cap Entry, veh/h	873	1124	1201
V/C Ratio	0.289	0.453	0.525
Control Delay, s/veh	7.2	8.1	8.9
LOS	A	A	A
95th %tile Queue, veh	1	2	3

Intersection	
Intersection Delay, s/veh	9.0
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	318	507	615
Demand Flow Rate, veh/h	325	517	628
Vehicles Circulating, veh/h	276	40	295
Vehicles Exiting, veh/h	281	883	306
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.7	6.5	12.2
Approach LOS	A	A	B

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	325	517	628
Cap Entry Lane, veh/h	1041	1325	1021
Entry HV Adj Factor	0.978	0.980	0.980
Flow Entry, veh/h	318	507	615
Cap Entry, veh/h	1019	1298	1001
V/C Ratio	0.312	0.390	0.615
Control Delay, s/veh	6.7	6.5	12.2
LOS	A	A	B
95th %tile Queue, veh	1	2	4

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	285	632	672
Demand Flow Rate, veh/h	291	644	685
Vehicles Circulating, veh/h	521	224	98
Vehicles Exiting, veh/h	347	559	714
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.8	10.9	9.2
Approach LOS	A	B	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	291	644	685
Cap Entry Lane, veh/h	811	1098	1249
Entry HV Adj Factor	0.979	0.981	0.981
Flow Entry, veh/h	285	632	672
Cap Entry, veh/h	794	1077	1225
V/C Ratio	0.359	0.587	0.549
Control Delay, s/veh	8.8	10.9	9.2
LOS	A	B	A
95th %tile Queue, veh	2	4	3

Intersection	
Intersection Delay, s/veh	11.0
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	362	884	426
Demand Flow Rate, veh/h	369	902	435
Vehicles Circulating, veh/h	597	35	322
Vehicles Exiting, veh/h	340	722	644
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	12.0	11.7	8.7
Approach LOS	B	B	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	369	902	435
Cap Entry Lane, veh/h	751	1331	994
Entry HV Adj Factor	0.981	0.980	0.980
Flow Entry, veh/h	362	884	426
Cap Entry, veh/h	736	1305	973
V/C Ratio	0.492	0.677	0.438
Control Delay, s/veh	12.0	11.7	8.7
LOS	B	B	A
95th %tile Queue, veh	3	6	2

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	199	399	613
Demand Flow Rate, veh/h	203	407	625
Vehicles Circulating, veh/h	323	204	84
Vehicles Exiting, veh/h	288	505	442
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.7	7.0	8.2
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	203	407	625
Cap Entry Lane, veh/h	993	1121	1267
Entry HV Adj Factor	0.980	0.980	0.980
Flow Entry, veh/h	199	399	613
Cap Entry, veh/h	973	1098	1242
V/C Ratio	0.205	0.363	0.493
Control Delay, s/veh	5.7	7.0	8.2
LOS	A	A	A
95th %tile Queue, veh	1	2	3

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	256	515	475
Demand Flow Rate, veh/h	262	525	485
Vehicles Circulating, veh/h	259	46	232
Vehicles Exiting, veh/h	312	671	289
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.9	6.6	8.3
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	262	525	485
Cap Entry Lane, veh/h	1060	1317	1089
Entry HV Adj Factor	0.977	0.981	0.980
Flow Entry, veh/h	256	515	475
Cap Entry, veh/h	1035	1291	1068
V/C Ratio	0.247	0.399	0.445
Control Delay, s/veh	5.9	6.6	8.3
LOS	A	A	A
95th %tile Queue, veh	1	2	2

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	314	582	509
Demand Flow Rate, veh/h	320	594	519
Vehicles Circulating, veh/h	499	195	94
Vehicles Exiting, veh/h	290	418	725
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.1	9.4	7.1
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	320	594	519
Cap Entry Lane, veh/h	829	1131	1254
Entry HV Adj Factor	0.981	0.980	0.980
Flow Entry, veh/h	314	582	509
Cap Entry, veh/h	814	1109	1229
V/C Ratio	0.386	0.525	0.414
Control Delay, s/veh	9.1	9.4	7.1
LOS	A	A	A
95th %tile Queue, veh	2	3	2

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

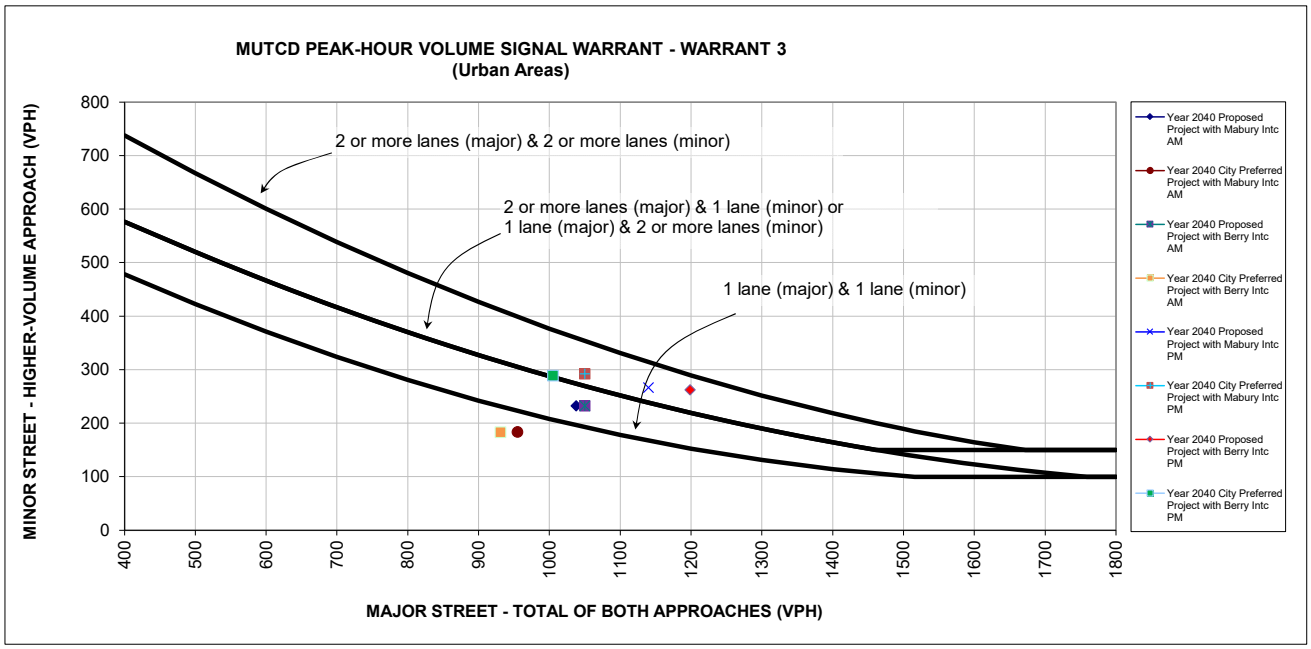
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	365	753	343
Demand Flow Rate, veh/h	372	768	350
Vehicles Circulating, veh/h	484	37	317
Vehicles Exiting, veh/h	321	630	539
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	10.0	9.4	7.4
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	372	768	350
Cap Entry Lane, veh/h	842	1329	999
Entry HV Adj Factor	0.981	0.980	0.980
Flow Entry, veh/h	365	753	343
Cap Entry, veh/h	826	1302	978
V/C Ratio	0.442	0.578	0.350
Control Delay, s/veh	10.0	9.4	7.4
LOS	A	A	A
95th %tile Queue, veh	2	4	2

Signal Warrant Checks
(BBUV Network)

Market Park South Village Development

26 . Sierra Road and Private Street 1



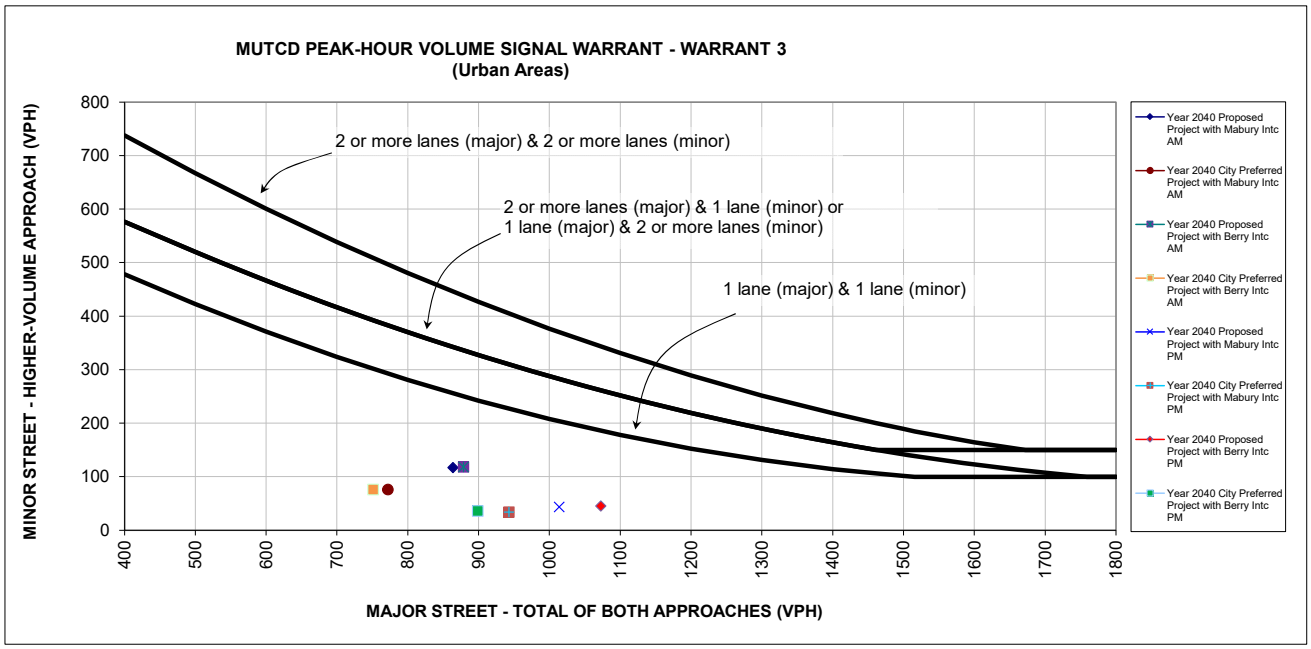
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc AM	Year 2040 City Preferred Project with Mabury Intc AM	Year 2040 Proposed Project with Berry Intc AM	Year 2040 City Preferred Project with Berry Intc AM
Major Street - Both Approaches	Private Street 1	X		1038	955	1050	931
Minor Street - Highest Approach	Sierra Road	X		232	184	232	183
Maximum warrant threshold for minor street volume				196	223	192	231
Difference between warrant threshold & minor street volume				36	39	40	48
		Warrant Met?		**Yes**	No	**Yes**	No

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc PM	Year 2040 City Preferred Project with Mabury Intc PM	Year 2040 Proposed Project with Berry Intc PM	Year 2040 City Preferred Project with Berry Intc PM
Major Street - Both Approaches	Private Street 1	X		1140	1050	1199	1005
Minor Street - Highest Approach	Sierra Road	X		266	292	262	289
Maximum warrant threshold for minor street volume				167	192	153	206
Difference between warrant threshold & minor street volume				99	100	109	83
		Warrant Met?		**Yes**	**Yes**	**Yes**	**Yes**

Market Park South Village Development

27 . Sierra Road and North Main Street



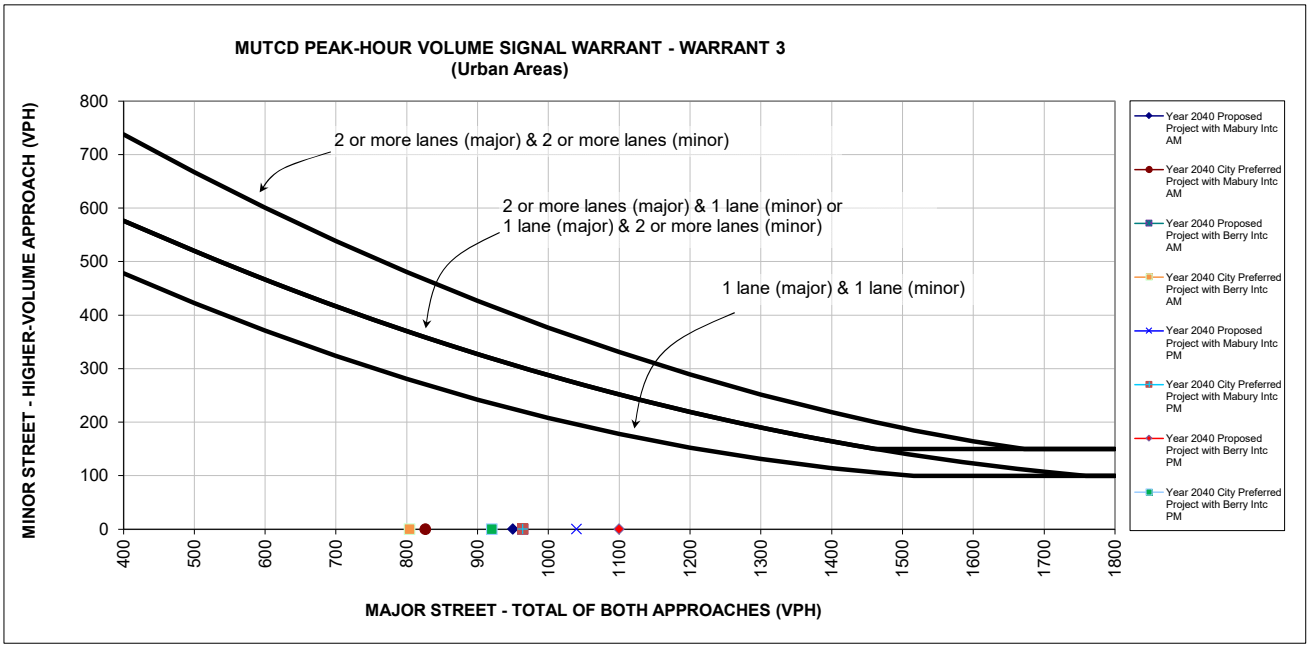
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc AM	Year 2040 City Preferred Project with Mabury Intc AM	Year 2040 Proposed Project with Berry Intc AM	Year 2040 City Preferred Project with Berry Intc AM
Major Street - Both Approaches	North Main Street	X		864	772	879	751
Minor Street - Highest Approach	Sierra Road	X		117	76	118	76
Maximum warrant threshold for minor street volume				255	292	250	301
Difference between warrant threshold & minor street volume				138	216	132	225
		Warrant Met?		No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc PM	Year 2040 City Preferred Project with Mabury Intc PM	Year 2040 Proposed Project with Berry Intc PM	Year 2040 City Preferred Project with Berry Intc PM
Major Street - Both Approaches	North Main Street	X		1014	943	1073	899
Minor Street - Highest Approach	Sierra Road	X		43	34	45	36
Maximum warrant threshold for minor street volume				203	227	186	242
Difference between warrant threshold & minor street volume				160	193	141	206
		Warrant Met?		No	No	No	No

Market Park South Village Development

28 . Sierra Road and South Main Street



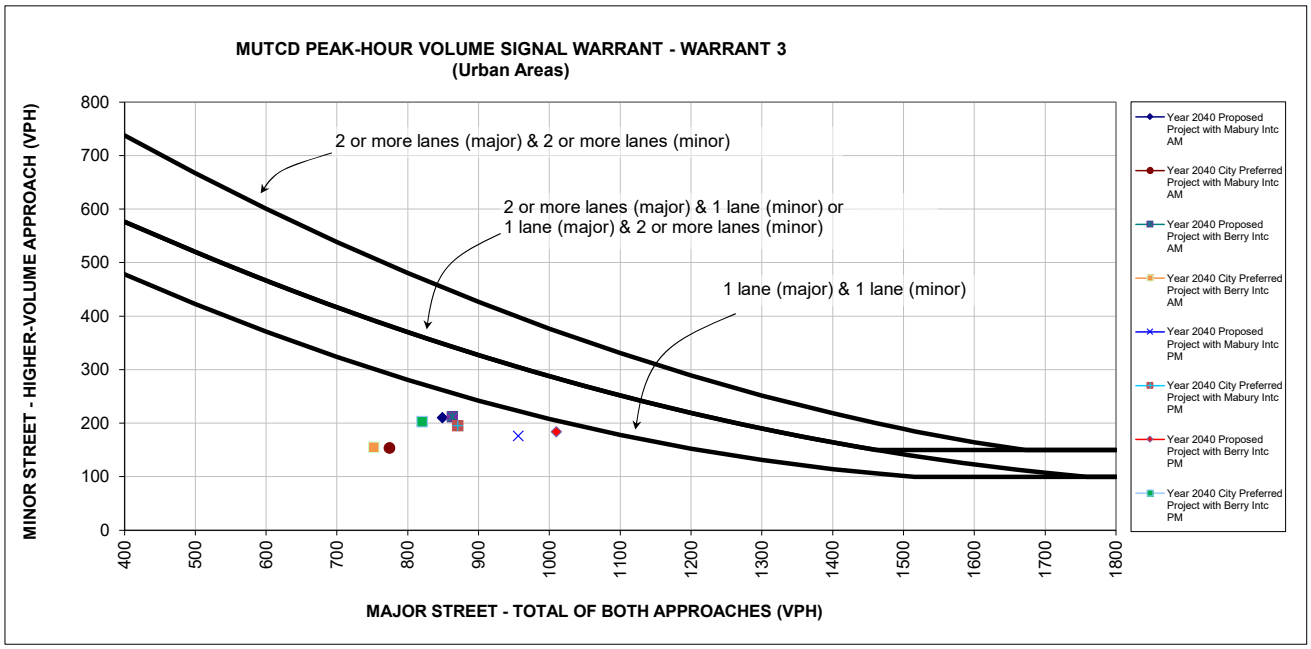
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc AM	Year 2040 City Preferred Project with Mabury Intc AM	Year 2040 Proposed Project with Berry Intc AM	Year 2040 City Preferred Project with Berry Intc AM
Major Street - Both Approaches	South Main Street	X		950	826	964	804
Minor Street - Highest Approach	Sierra Road	X		0	0	0	0
Maximum warrant threshold for minor street volume				224	270	220	279
Difference between warrant threshold & minor street volume				224	270	220	279
		Warrant Met?		No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc PM	Year 2040 City Preferred Project with Mabury Intc PM	Year 2040 Proposed Project with Berry Intc PM	Year 2040 City Preferred Project with Berry Intc PM
Major Street - Both Approaches	South Main Street	X		1040	964	1100	920
Minor Street - Highest Approach	Sierra Road	X		0	0	0	0
Maximum warrant threshold for minor street volume				195	220	178	235
Difference between warrant threshold & minor street volume				195	220	178	235
		Warrant Met?		No	No	No	No

Market Park South Village Development

29 . Sierra Road and Private Street 2



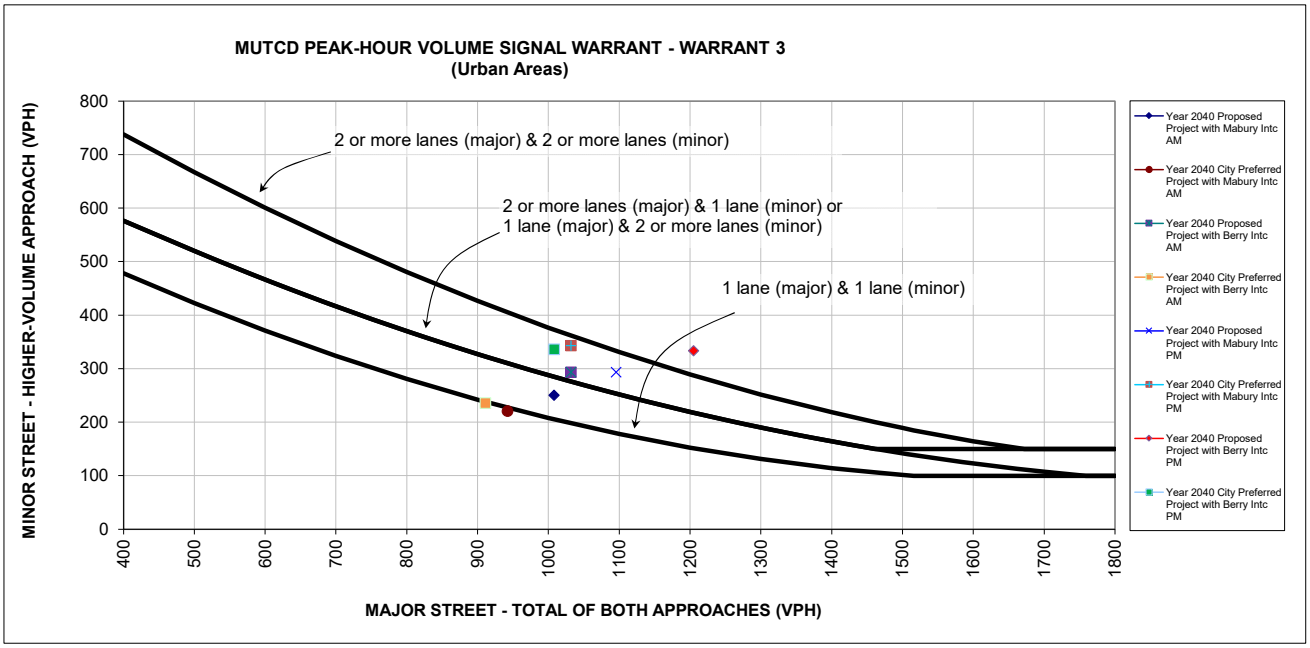
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc AM	Year 2040 City Preferred Project with Mabury Intc AM	Year 2040 Proposed Project with Berry Intc AM	Year 2040 City Preferred Project with Berry Intc AM
Major Street - Both Approaches	Private Street 2	X		849	774	863	752
Minor Street - Highest Approach	Sierra Road	X		210	154	212	155
Maximum warrant threshold for minor street volume				261	291	256	301
Difference between warrant threshold & minor street volume				51	137	44	146
		Warrant Met?		No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc PM	Year 2040 City Preferred Project with Mabury Intc PM	Year 2040 Proposed Project with Berry Intc PM	Year 2040 City Preferred Project with Berry Intc PM
Major Street - Both Approaches	Private Street 2	X		956	871	1010	820
Minor Street - Highest Approach	Sierra Road	X		176	195	184	203
Maximum warrant threshold for minor street volume				222	253	205	273
Difference between warrant threshold & minor street volume				46	58	21	70
		Warrant Met?		No	No	No	No

Market Park South Village Development

30 . Sierra Road and Green Street



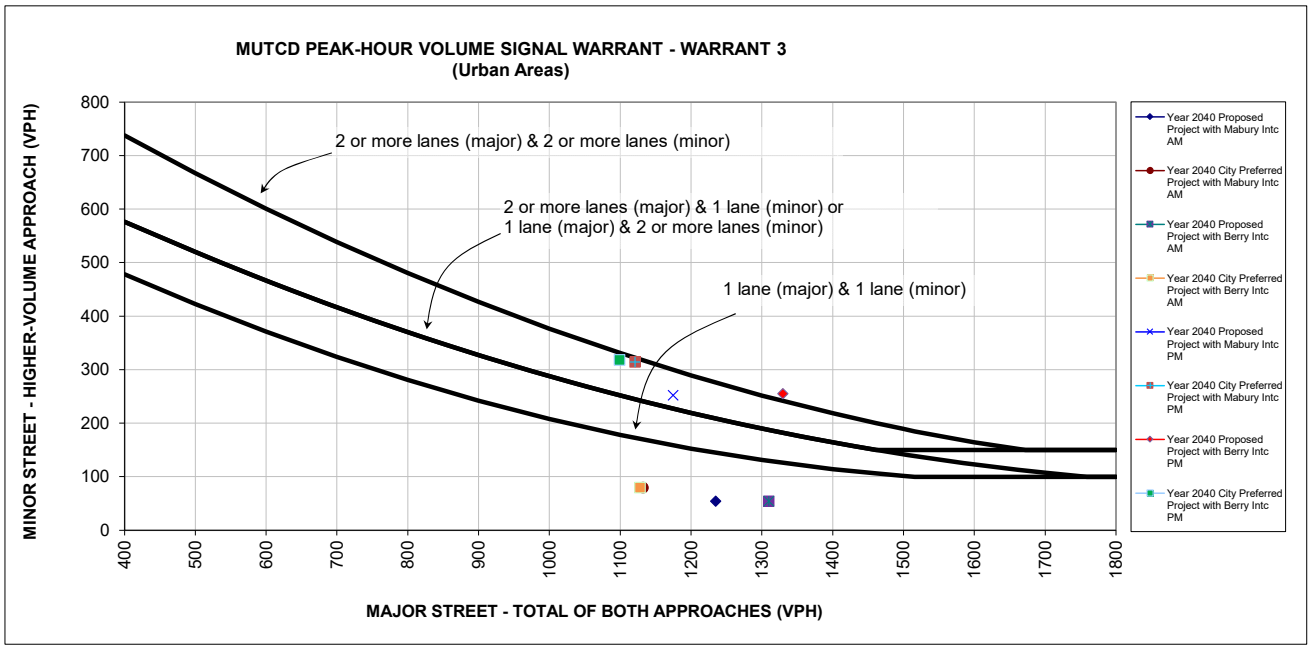
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc AM	Year 2040 City Preferred Project with Mabury Intc AM	Year 2040 Proposed Project with Berry Intc AM	Year 2040 City Preferred Project with Berry Intc AM
Major Street - Both Approaches	Green Street	X		1008	942	1032	911
Minor Street - Highest Approach	Sierra Road	X		250	221	293	236
Maximum warrant threshold for minor street volume				205	227	198	238
Difference between warrant threshold & minor street volume				45	6	95	2
		Warrant Met?		**Yes**	No	**Yes**	**Yes**

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc PM	Year 2040 City Preferred Project with Mabury Intc PM	Year 2040 Proposed Project with Berry Intc PM	Year 2040 City Preferred Project with Berry Intc PM
Major Street - Both Approaches	Green Street	X		1096	1032	1205	1008
Minor Street - Highest Approach	Sierra Road	X		293	343	333	336
Maximum warrant threshold for minor street volume				179	198	151	205
Difference between warrant threshold & minor street volume				114	145	182	131
		Warrant Met?		**Yes**	**Yes**	**Yes**	**Yes**

Market Park South Village Development

31 . Sierra Road and Private Street 4



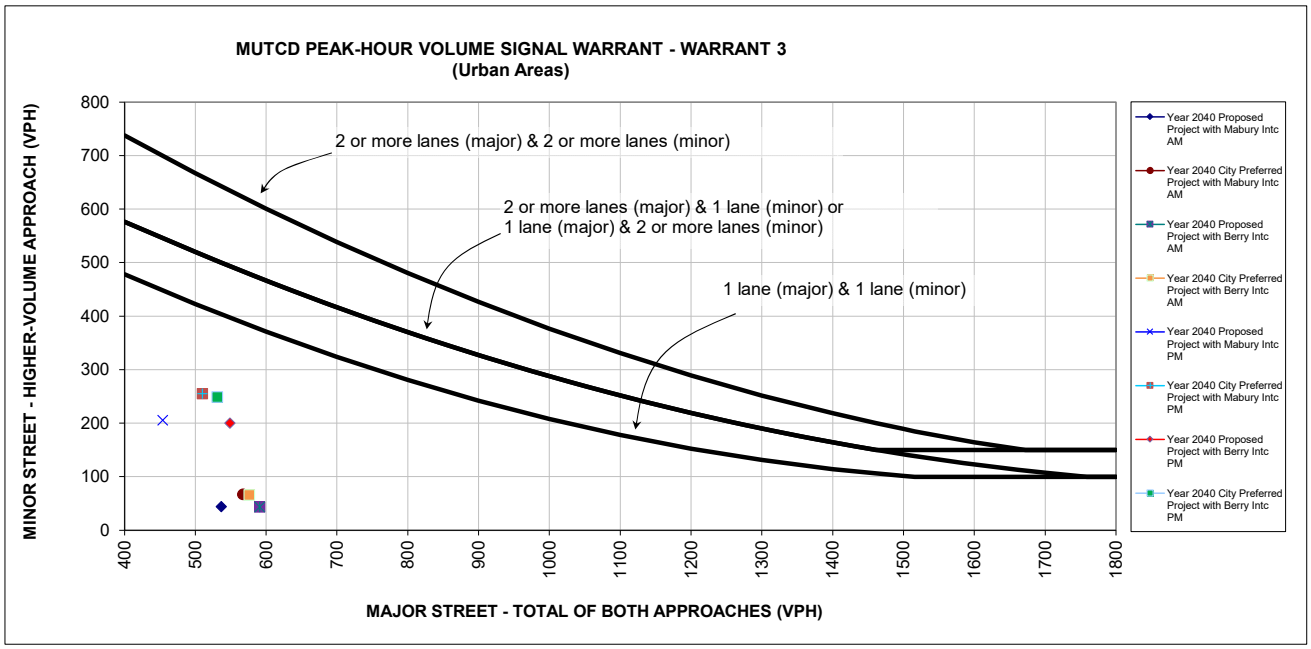
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc AM	Year 2040 City Preferred Project with Mabury Intc AM	Year 2040 Proposed Project with Berry Intc AM	Year 2040 City Preferred Project with Berry Intc AM
Major Street - Both Approaches	Private Street 4	X		1235	1132	1310	1128
Minor Street - Highest Approach	Sierra Road	X		54	80	54	80
Maximum warrant threshold for minor street volume				144	169	129	170
Difference between warrant threshold & minor street volume				90	89	75	90
		Warrant Met?		No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc PM	Year 2040 City Preferred Project with Mabury Intc PM	Year 2040 Proposed Project with Berry Intc PM	Year 2040 City Preferred Project with Berry Intc PM
Major Street - Both Approaches	Private Street 4	X		1175	1121	1330	1099
Minor Street - Highest Approach	Sierra Road	X		252	314	255	318
Maximum warrant threshold for minor street volume				158	172	126	178
Difference between warrant threshold & minor street volume				94	142	129	140
		Warrant Met?		**Yes**	**Yes**	**Yes**	**Yes**

Market Park South Village Development

32 . Green Street and Private Street 3



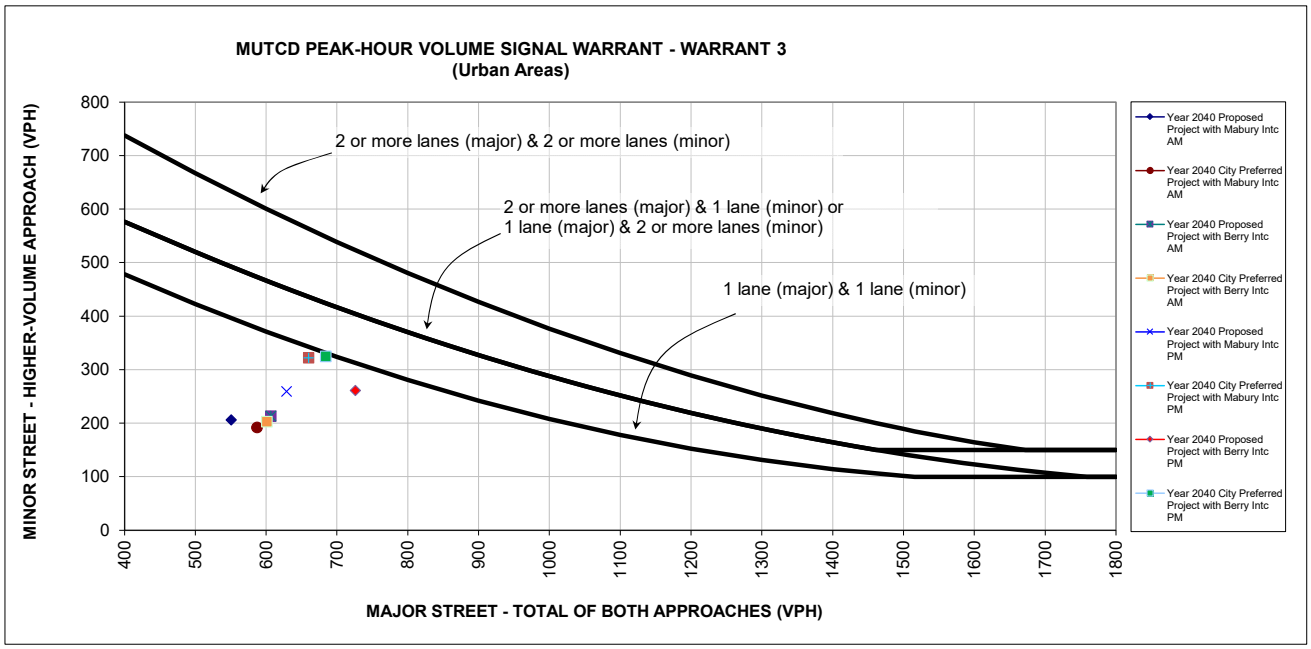
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc AM	Year 2040 City Preferred Project with Mabury Intc AM	Year 2040 Proposed Project with Berry Intc AM	Year 2040 City Preferred Project with Berry Intc AM
Major Street - Both Approaches	Private Street 3	X		537	567	591	576
Minor Street - Highest Approach	Green Street	X		44	67	43	66
Maximum warrant threshold for minor street volume				403	387	375	383
Difference between warrant threshold & minor street volume				359	320	332	317
		Warrant Met?		No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc PM	Year 2040 City Preferred Project with Mabury Intc PM	Year 2040 Proposed Project with Berry Intc PM	Year 2040 City Preferred Project with Berry Intc PM
Major Street - Both Approaches	Private Street 3	X		454	510	549	531
Minor Street - Highest Approach	Green Street	X		205	255	200	249
Maximum warrant threshold for minor street volume				448	417	397	406
Difference between warrant threshold & minor street volume				243	162	197	157
		Warrant Met?		No	No	No	No

Market Park South Village Development

33 . Green Street and Private Street 2



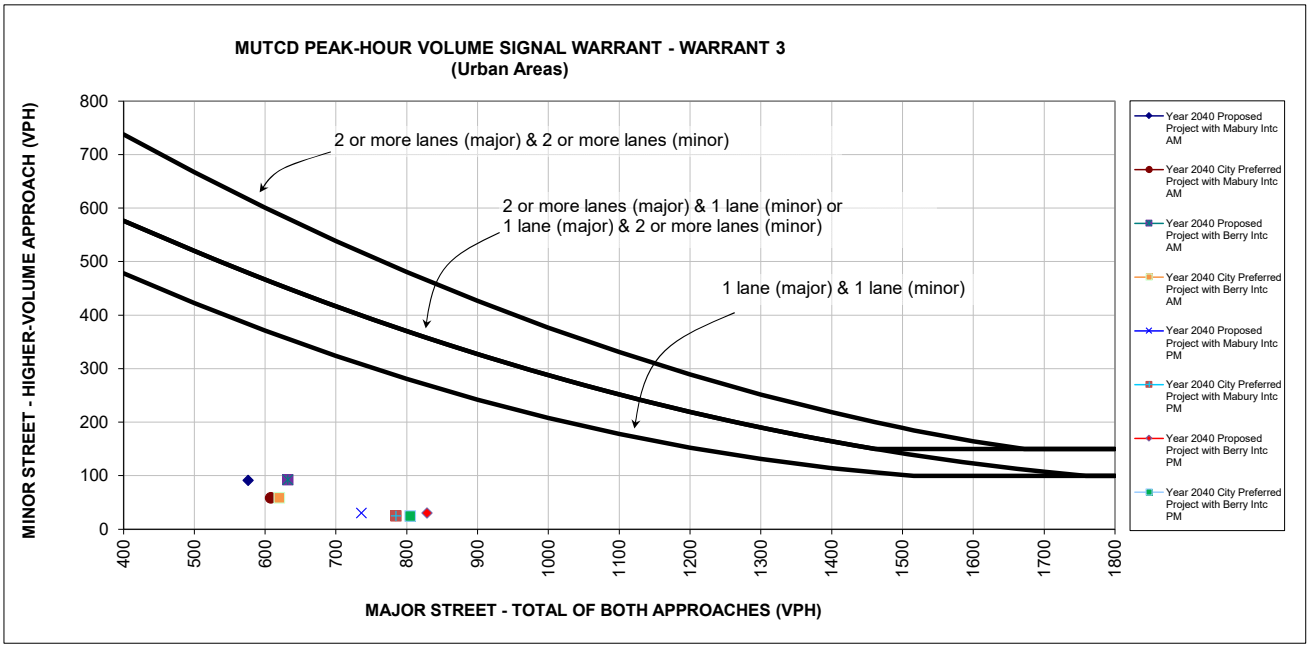
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc AM	Year 2040 City Preferred Project with Mabury Intc AM	Year 2040 Proposed Project with Berry Intc AM	Year 2040 City Preferred Project with Berry Intc AM
Major Street - Both Approaches	Private Street 2	X		551	587	607	601
Minor Street - Highest Approach	Green Street	X		206	192	213	203
Maximum warrant threshold for minor street volume				396	377	367	370
Difference between warrant threshold & minor street volume				190	185	154	167
		Warrant Met?		No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc PM	Year 2040 City Preferred Project with Mabury Intc PM	Year 2040 Proposed Project with Berry Intc PM	Year 2040 City Preferred Project with Berry Intc PM
Major Street - Both Approaches	Private Street 2	X		629	660	726	684
Minor Street - Highest Approach	Green Street	X		259	322	261	325
Maximum warrant threshold for minor street volume				357	342	312	331
Difference between warrant threshold & minor street volume				98	20	51	6
		Warrant Met?		No	No	No	No

Market Park South Village Development

34 . Green Street and South Main Street



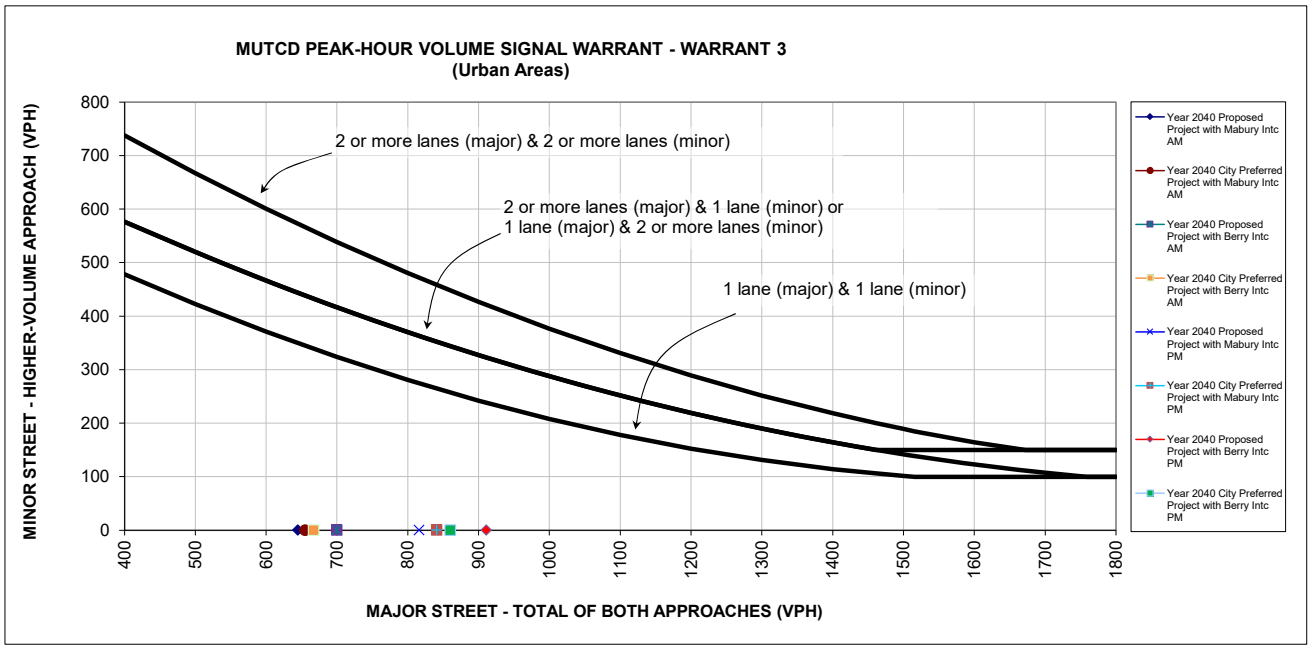
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc AM	Year 2040 City Preferred Project with Mabury Intc AM	Year 2040 Proposed Project with Berry Intc AM	Year 2040 City Preferred Project with Berry Intc AM
Major Street - Both Approaches	South Main Street	X		576	608	632	620
Minor Street - Highest Approach	Green Street	X		91	59	92	59
Maximum warrant threshold for minor street volume				383	367	355	361
Difference between warrant threshold & minor street volume				292	308	263	302
		Warrant Met?		No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc PM	Year 2040 City Preferred Project with Mabury Intc PM	Year 2040 Proposed Project with Berry Intc PM	Year 2040 City Preferred Project with Berry Intc PM
Major Street - Both Approaches	South Main Street	X		736	785	829	805
Minor Street - Highest Approach	Green Street	X		30	25	30	25
Maximum warrant threshold for minor street volume				308	287	269	279
Difference between warrant threshold & minor street volume				278	262	239	254
		Warrant Met?		No	No	No	No

Market Park South Village Development

35 . Green Street and North Main Street



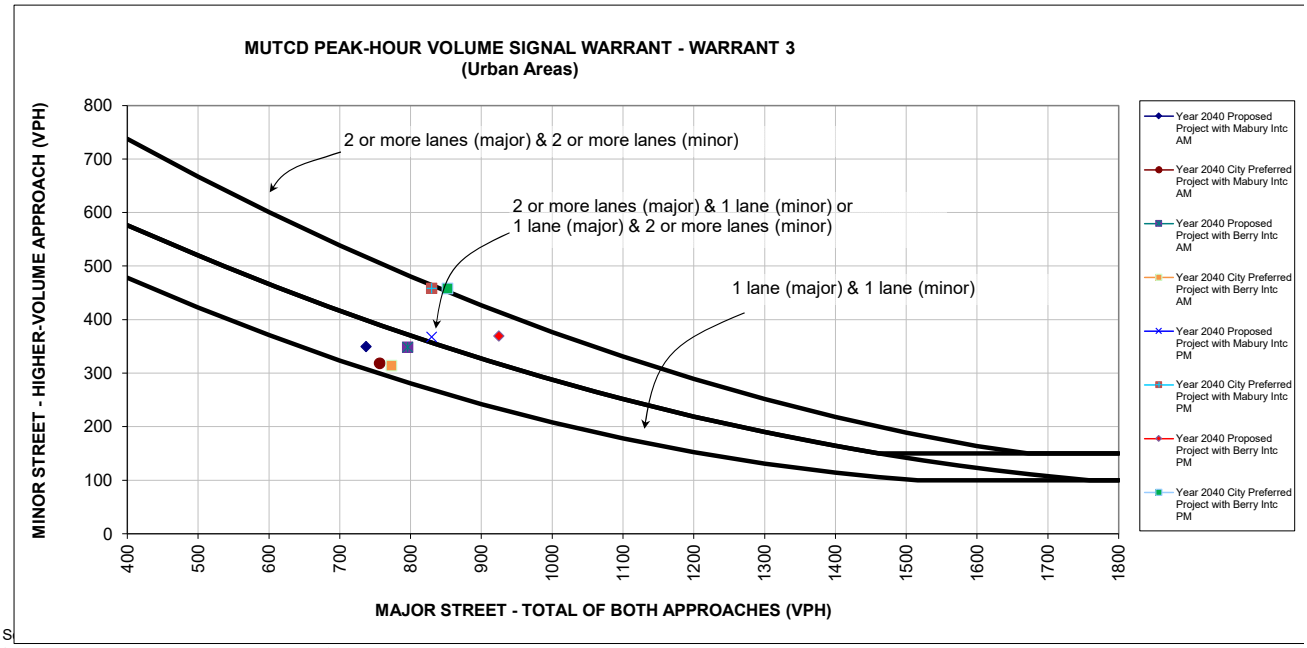
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc AM	Year 2040 City Preferred Project with Mabury Intc AM	Year 2040 Proposed Project with Berry Intc AM	Year 2040 City Preferred Project with Berry Intc AM
Major Street - Both Approaches	North Main Street	X		645	655	700	667
Minor Street - Highest Approach	Green Street	X		0	0	0	0
Maximum warrant threshold for minor street volume				349	344	324	339
Difference between warrant threshold & minor street volume				349	344	324	339
		Warrant Met?		No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc PM	Year 2040 City Preferred Project with Mabury Intc PM	Year 2040 Proposed Project with Berry Intc PM	Year 2040 City Preferred Project with Berry Intc PM
Major Street - Both Approaches	North Main Street	X		816	841	911	860
Minor Street - Highest Approach	Green Street	X		0	0	0	0
Maximum warrant threshold for minor street volume				274	264	238	257
Difference between warrant threshold & minor street volume				274	264	238	257
		Warrant Met?		No	No	No	No

Market Park South Village Development

36 . Green Street and Private Street 1



* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc AM	Year 2040 City Preferred Project with Mabury Intc AM	Year 2040 Proposed Project with Berry Intc AM	Year 2040 City Preferred Project with Berry Intc AM
Major Street - Both Approaches	Private Street 1	X		737	756	796	773
Minor Street - Highest Approach	Green Street	X		350	319	349	315
Maximum warrant threshold for minor street volume				307	299	282	292
Difference between warrant threshold & minor street volume				43	20	67	23
		Warrant Met?		No	**Yes**	No	**Yes**

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2040 Proposed Project with Mabury Intc PM	Year 2040 City Preferred Project with Mabury Intc PM	Year 2040 Proposed Project with Berry Intc PM	Year 2040 City Preferred Project with Berry Intc PM
Major Street - Both Approaches	Private Street 1	X		830	830	925	852
Minor Street - Highest Approach	Green Street	X		368	459	370	459
Maximum warrant threshold for minor street volume				269	269	233	260
Difference between warrant threshold & minor street volume				99	190	137	199
		Warrant Met?		**Yes**	**Yes**	**Yes**	**Yes**

Queuing Calculations
(BBUV Network)

Sierra/Berryessa
NBL
AM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 10.2
Percentile = 95% 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0004	0.0004	1
0.0019	0.0023	2
0.0066	0.0089	3
0.0168	0.0257	4
0.0342	0.0599	5
0.0581	0.1180	6
0.0847	0.2027	7
0.1080	0.3108	8
0.1224	0.4332	9
0.1249	0.5580	10
0.1158	0.6738	11
0.0984	0.7722	12
0.0772	0.8494	13
0.0563	0.9057	14
0.0383	0.9440	15
0.0244	0.9684	16
0.0146	0.9830	17
0.0083	0.9913	18
0.0045	0.9957	19
0.0023	0.9980	20
0.0011	0.9991	21
0.0005	0.9996	22
0.0002	0.9998	23
0.0001	0.9999	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
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0.0000	1.0000	54
0.0000	1.0000	55
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0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
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0.0000	1.0000	71
0.0000	1.0000	72
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0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBL
AM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 7.7
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0005	0.0005	0
0.0035	0.0039	1
0.0134	0.0174	2
0.0345	0.0518	3
0.0663	0.1181	4
0.1021	0.2203	5
0.1311	0.3514	6
0.1442	0.4956	7
0.1388	0.6343	8
0.1187	0.7531	9
0.0914	0.8445	10
0.0640	0.9085	11
0.0411	0.9496	12
0.0243	0.9739	13
0.0134	0.9873	14
0.0069	0.9941	15
0.0033	0.9974	16
0.0015	0.9989	17
0.0006	0.9996	18
0.0003	0.9998	19
0.0001	0.9999	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
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0.0000	1.0000	29
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0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBL
AM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 10.4
Percentile = 95% 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0003	0.0003	1
0.0016	0.0020	2
0.0057	0.0077	3
0.0148	0.0225	4
0.0309	0.0534	5
0.0535	0.1069	6
0.0795	0.1863	7
0.1033	0.2896	8
0.1194	0.4090	9
0.1241	0.5331	10
0.1174	0.6505	11
0.1017	0.7522	12
0.0814	0.8336	13
0.0604	0.8940	14
0.0419	0.9359	15
0.0272	0.9632	16
0.0167	0.9799	17
0.0096	0.9895	18
0.0053	0.9948	19
0.0027	0.9975	20
0.0014	0.9989	21
0.0006	0.9995	22
0.0003	0.9998	23
0.0001	0.9999	24
0.0001	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
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0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBL
AM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 7.8
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0032	0.0036	1
0.0125	0.0161	2
0.0324	0.0485	3
0.0632	0.1117	4
0.0986	0.2103	5
0.1282	0.3384	6
0.1428	0.4812	7
0.1392	0.6204	8
0.1207	0.7411	9
0.0941	0.8352	10
0.0667	0.9020	11
0.0434	0.9454	12
0.0260	0.9714	13
0.0145	0.9859	14
0.0075	0.9934	15
0.0037	0.9971	16
0.0017	0.9988	17
0.0007	0.9995	18
0.0003	0.9998	19
0.0001	0.9999	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
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0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBL
PM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 9.2
Percentile = 95% 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0009	0.0010	1
0.0043	0.0053	2
0.0131	0.0184	3
0.0302	0.0486	4
0.0555	0.1041	5
0.0851	0.1892	6
0.1118	0.3010	7
0.1286	0.4296	8
0.1315	0.5611	9
0.1210	0.6820	10
0.1012	0.7832	11
0.0776	0.8607	12
0.0549	0.9156	13
0.0361	0.9517	14
0.0221	0.9738	15
0.0127	0.9865	16
0.0069	0.9934	17
0.0035	0.9969	18
0.0017	0.9986	19
0.0008	0.9994	20
0.0003	0.9998	21
0.0001	0.9999	22
0.0001	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBL
PM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 10.7
Percentile = 95% 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0003	1
0.0013	0.0016	2
0.0046	0.0062	3
0.0123	0.0185	4
0.0264	0.0448	5
0.0470	0.0918	6
0.0718	0.1636	7
0.0961	0.2597	8
0.1142	0.3739	9
0.1222	0.4961	10
0.1189	0.6150	11
0.1060	0.7210	12
0.0872	0.8083	13
0.0667	0.8750	14
0.0476	0.9225	15
0.0318	0.9543	16
0.0200	0.9744	17
0.0119	0.9863	18
0.0067	0.9930	19
0.0036	0.9966	20
0.0018	0.9984	21
0.0009	0.9993	22
0.0004	0.9997	23
0.0002	0.9999	24
0.0001	0.9999	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBL
PM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 8.2
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0003	0.0003	0
0.0023	0.0025	1
0.0092	0.0118	2
0.0252	0.0370	3
0.0517	0.0887	4
0.0849	0.1736	5
0.1160	0.2896	6
0.1358	0.4254	7
0.1392	0.5647	8
0.1269	0.6915	9
0.1040	0.7955	10
0.0776	0.8731	11
0.0530	0.9261	12
0.0334	0.9595	13
0.0196	0.9791	14
0.0107	0.9898	15
0.0055	0.9953	16
0.0026	0.9979	17
0.0012	0.9991	18
0.0005	0.9997	19
0.0002	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBL
PM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 9.2
Percentile = 95% 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0009	0.0010	1
0.0043	0.0053	2
0.0131	0.0184	3
0.0302	0.0486	4
0.0555	0.1041	5
0.0851	0.1892	6
0.1118	0.3010	7
0.1286	0.4296	8
0.1315	0.5611	9
0.1210	0.6820	10
0.1012	0.7832	11
0.0776	0.8607	12
0.0549	0.9156	13
0.0361	0.9517	14
0.0221	0.9738	15
0.0127	0.9865	16
0.0069	0.9934	17
0.0035	0.9969	18
0.0017	0.9986	19
0.0008	0.9994	20
0.0003	0.9998	21
0.0001	0.9999	22
0.0001	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBT/R
AM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 6.5
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0015	0.0015	0
0.0098	0.0113	1
0.0318	0.0430	2
0.0688	0.1118	3
0.1118	0.2237	4
0.1454	0.3690	5
0.1575	0.5265	6
0.1462	0.6728	7
0.1188	0.7916	8
0.0858	0.8774	9
0.0558	0.9332	10
0.0330	0.9661	11
0.0179	0.9840	12
0.0089	0.9929	13
0.0041	0.9970	14
0.0018	0.9988	15
0.0007	0.9996	16
0.0003	0.9998	17
0.0001	0.9999	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBT/R
AM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 5.6
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0037	0.0037	0
0.0207	0.0244	1
0.0580	0.0824	2
0.1082	0.1906	3
0.1515	0.3422	4
0.1697	0.5119	5
0.1584	0.6703	6
0.1267	0.7970	7
0.0887	0.8857	8
0.0552	0.9409	9
0.0309	0.9718	10
0.0157	0.9875	11
0.0073	0.9949	12
0.0032	0.9980	13
0.0013	0.9993	14
0.0005	0.9998	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBT/R
AM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 7.7
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0005	0.0005	0
0.0035	0.0039	1
0.0134	0.0174	2
0.0345	0.0518	3
0.0663	0.1181	4
0.1021	0.2203	5
0.1311	0.3514	6
0.1442	0.4956	7
0.1388	0.6343	8
0.1187	0.7531	9
0.0914	0.8445	10
0.0640	0.9085	11
0.0411	0.9496	12
0.0243	0.9739	13
0.0134	0.9873	14
0.0069	0.9941	15
0.0033	0.9974	16
0.0015	0.9989	17
0.0006	0.9996	18
0.0003	0.9998	19
0.0001	0.9999	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBT/R
AM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 6.1
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0022	0.0022	0
0.0137	0.0159	1
0.0417	0.0577	2
0.0848	0.1425	3
0.1294	0.2719	4
0.1579	0.4298	5
0.1605	0.5902	6
0.1399	0.7301	7
0.1066	0.8367	8
0.0723	0.9090	9
0.0441	0.9531	10
0.0244	0.9776	11
0.0124	0.9900	12
0.0058	0.9958	13
0.0025	0.9984	14
0.0010	0.9994	15
0.0004	0.9998	16
0.0001	0.9999	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
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0.0000	1.0000	44
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0.0000	1.0000	48
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0.0000	1.0000	50
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0.0000	1.0000	52
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0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBT/R
PM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 12.0
Percentile = 95% 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0004	0.0005	2
0.0018	0.0023	3
0.0053	0.0076	4
0.0127	0.0203	5
0.0255	0.0458	6
0.0437	0.0895	7
0.0655	0.1550	8
0.0874	0.2424	9
0.1048	0.3472	10
0.1144	0.4616	11
0.1144	0.5760	12
0.1056	0.6815	13
0.0905	0.7720	14
0.0724	0.8444	15
0.0543	0.8987	16
0.0383	0.9370	17
0.0255	0.9626	18
0.0161	0.9787	19
0.0097	0.9884	20
0.0055	0.9939	21
0.0030	0.9970	22
0.0016	0.9985	23
0.0008	0.9993	24
0.0004	0.9997	25
0.0002	0.9999	26
0.0001	0.9999	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
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0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBT/R
PM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 12.6
Percentile = 95% 19

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0003	0.0003	2
0.0011	0.0014	3
0.0035	0.0050	4
0.0089	0.0139	5
0.0187	0.0326	6
0.0337	0.0664	7
0.0531	0.1195	8
0.0744	0.1939	9
0.0937	0.2876	10
0.1074	0.3950	11
0.1127	0.5077	12
0.1093	0.6169	13
0.0983	0.7153	14
0.0826	0.7978	15
0.0650	0.8629	16
0.0482	0.9111	17
0.0337	0.9448	18
0.0224	0.9672	19
0.0141	0.9813	20
0.0085	0.9898	21
0.0048	0.9946	22
0.0027	0.9973	23
0.0014	0.9987	24
0.0007	0.9994	25
0.0003	0.9997	26
0.0002	0.9999	27
0.0001	0.9999	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
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0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBT/R
PM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 13.3
Percentile = 95% 20

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0002	2
0.0007	0.0008	3
0.0022	0.0030	4
0.0058	0.0088	5
0.0129	0.0217	6
0.0245	0.0461	7
0.0407	0.0868	8
0.0601	0.1469	9
0.0799	0.2268	10
0.0966	0.3234	11
0.1071	0.4305	12
0.1096	0.5401	13
0.1041	0.6442	14
0.0923	0.7365	15
0.0767	0.8132	16
0.0600	0.8732	17
0.0443	0.9176	18
0.0310	0.9486	19
0.0206	0.9692	20
0.0131	0.9823	21
0.0079	0.9902	22
0.0046	0.9948	23
0.0025	0.9973	24
0.0013	0.9987	25
0.0007	0.9994	26
0.0003	0.9997	27
0.0002	0.9999	28
0.0001	0.9999	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
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0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBT/R
PM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 12.6
Percentile = 95% 19

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0003	0.0003	2
0.0011	0.0014	3
0.0035	0.0050	4
0.0089	0.0139	5
0.0187	0.0326	6
0.0337	0.0664	7
0.0531	0.1195	8
0.0744	0.1939	9
0.0937	0.2876	10
0.1074	0.3950	11
0.1127	0.5077	12
0.1093	0.6169	13
0.0983	0.7153	14
0.0826	0.7978	15
0.0650	0.8629	16
0.0482	0.9111	17
0.0337	0.9448	18
0.0224	0.9672	19
0.0141	0.9813	20
0.0085	0.9898	21
0.0048	0.9946	22
0.0027	0.9973	23
0.0014	0.9987	24
0.0007	0.9994	25
0.0003	0.9997	26
0.0002	0.9999	27
0.0001	0.9999	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
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0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
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0.0000	1.0000	75
0.0000	1.0000	76
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0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
WBL
AM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 7.1
Percentile = 95% 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0008	0.0008	0
0.0059	0.0067	1
0.0208	0.0275	2
0.0492	0.0767	3
0.0874	0.1641	4
0.1241	0.2881	5
0.1468	0.4349	6
0.1489	0.5838	7
0.1321	0.7160	8
0.1042	0.8202	9
0.0740	0.8942	10
0.0478	0.9420	11
0.0283	0.9703	12
0.0154	0.9857	13
0.0078	0.9935	14
0.0037	0.9972	15
0.0016	0.9989	16
0.0007	0.9996	17
0.0003	0.9998	18
0.0001	0.9999	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
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0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
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0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
WBL
AM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 6.6
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0014	0.0014	0
0.0090	0.0103	1
0.0296	0.0400	2
0.0652	0.1052	3
0.1076	0.2127	4
0.1420	0.3547	5
0.1562	0.5108	6
0.1472	0.6581	7
0.1215	0.7796	8
0.0891	0.8686	9
0.0588	0.9274	10
0.0353	0.9627	11
0.0194	0.9821	12
0.0099	0.9920	13
0.0046	0.9966	14
0.0020	0.9986	15
0.0008	0.9995	16
0.0003	0.9998	17
0.0001	0.9999	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
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0.0000	1.0000	66
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0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
WBL
AM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 9.6
Percentile = 95% 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0007	0.0007	1
0.0031	0.0038	2
0.0100	0.0138	3
0.0240	0.0378	4
0.0460	0.0838	5
0.0736	0.1574	6
0.1010	0.2584	7
0.1212	0.3796	8
0.1293	0.5089	9
0.1241	0.6329	10
0.1083	0.7412	11
0.0866	0.8279	12
0.0640	0.8919	13
0.0439	0.9357	14
0.0281	0.9638	15
0.0168	0.9806	16
0.0095	0.9902	17
0.0051	0.9952	18
0.0026	0.9978	19
0.0012	0.9990	20
0.0006	0.9996	21
0.0002	0.9998	22
0.0001	0.9999	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
WBL
AM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 9.1
Percentile = 95% 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0010	0.0011	1
0.0046	0.0058	2
0.0140	0.0198	3
0.0319	0.0517	4
0.0581	0.1098	5
0.0881	0.1978	6
0.1145	0.3123	7
0.1302	0.4426	8
0.1317	0.5742	9
0.1198	0.6941	10
0.0991	0.7932	11
0.0752	0.8684	12
0.0526	0.9210	13
0.0342	0.9552	14
0.0208	0.9760	15
0.0118	0.9878	16
0.0063	0.9941	17
0.0032	0.9973	18
0.0015	0.9988	19
0.0007	0.9995	20
0.0003	0.9998	21
0.0001	0.9999	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
WBL
PM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 5.7
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0033	0.0033	0
0.0191	0.0224	1
0.0544	0.0768	2
0.1033	0.1800	3
0.1472	0.3272	4
0.1678	0.4950	5
0.1594	0.6544	6
0.1298	0.7841	7
0.0925	0.8766	8
0.0586	0.9352	9
0.0334	0.9686	10
0.0173	0.9859	11
0.0082	0.9941	12
0.0036	0.9977	13
0.0015	0.9991	14
0.0006	0.9997	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
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0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
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0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
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0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
WBL
PM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 4.4
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0123	0.0123	0
0.0540	0.0663	1
0.1188	0.1851	2
0.1743	0.3594	3
0.1917	0.5512	4
0.1687	0.7199	5
0.1237	0.8436	6
0.0778	0.9214	7
0.0428	0.9642	8
0.0209	0.9851	9
0.0092	0.9943	10
0.0037	0.9980	11
0.0013	0.9993	12
0.0005	0.9998	13
0.0001	0.9999	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
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0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
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0.0000	1.0000	82
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0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
WBL
PM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 8.3
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0021	0.0023	1
0.0086	0.0109	2
0.0237	0.0346	3
0.0491	0.0837	4
0.0816	0.1653	5
0.1128	0.2781	6
0.1338	0.4119	7
0.1388	0.5507	8
0.1280	0.6788	9
0.1063	0.7850	10
0.0802	0.8652	11
0.0555	0.9207	12
0.0354	0.9561	13
0.0210	0.9771	14
0.0116	0.9887	15
0.0060	0.9947	16
0.0029	0.9977	17
0.0014	0.9990	18
0.0006	0.9996	19
0.0002	0.9998	20
0.0001	0.9999	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
WBL
PM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 5.3
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0050	0.0050	0
0.0265	0.0314	1
0.0701	0.1016	2
0.1239	0.2254	3
0.1641	0.3895	4
0.1740	0.5635	5
0.1537	0.7171	6
0.1163	0.8335	7
0.0771	0.9106	8
0.0454	0.9559	9
0.0241	0.9800	10
0.0116	0.9916	11
0.0051	0.9967	12
0.0021	0.9988	13
0.0008	0.9996	14
0.0003	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
AM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 1.1
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3329	0.3329	0
0.3662	0.6990	1
0.2014	0.9004	2
0.0738	0.9743	3
0.0203	0.9946	4
0.0045	0.9990	5
0.0008	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
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0.0000	1.0000	35
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0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
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0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
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0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
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0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
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0.0000	1.0000	84
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0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
AM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 0.7
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4966	0.4966	0
0.3476	0.8442	1
0.1217	0.9659	2
0.0284	0.9942	3
0.0050	0.9992	4
0.0007	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
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0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
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0.0000	1.0000	60
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0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
AM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 0.9
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4066	0.4066	0
0.3659	0.7725	1
0.1647	0.9371	2
0.0494	0.9865	3
0.0111	0.9977	4
0.0020	0.9997	5
0.0003	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
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0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
AM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 0.7
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4966	0.4966	0
0.3476	0.8442	1
0.1217	0.9659	2
0.0284	0.9942	3
0.0050	0.9992	4
0.0007	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
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0.0000	1.0000	25
0.0000	1.0000	26
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0.0000	1.0000	28
0.0000	1.0000	29
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0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
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0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
PM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 2.0
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1353	0.1353	0
0.2707	0.4060	1
0.2707	0.6767	2
0.1804	0.8571	3
0.0902	0.9473	4
0.0361	0.9834	5
0.0120	0.9955	6
0.0034	0.9989	7
0.0009	0.9998	8
0.0002	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
PM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 1.2
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3012	0.3012	0
0.3614	0.6626	1
0.2169	0.8795	2
0.0867	0.9662	3
0.0260	0.9923	4
0.0062	0.9985	5
0.0012	0.9997	6
0.0002	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
PM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 2.1
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1225	0.1225	0
0.2572	0.3796	1
0.2700	0.6496	2
0.1890	0.8386	3
0.0992	0.9379	4
0.0417	0.9796	5
0.0146	0.9941	6
0.0044	0.9985	7
0.0011	0.9997	8
0.0003	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
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0.0000	1.0000	19
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0.0000	1.0000	22
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0.0000	1.0000	27
0.0000	1.0000	28
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0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
PM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 1.2
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3012	0.3012	0
0.3614	0.6626	1
0.2169	0.8795	2
0.0867	0.9662	3
0.0260	0.9923	4
0.0062	0.9985	5
0.0012	0.9997	6
0.0002	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
AM
Year 2040 Proposed Project with Mabury Interchange
Avg. Queue Per Lane in Veh= 1.0
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3679	0.3679	0
0.3679	0.7358	1
0.1839	0.9197	2
0.0613	0.9810	3
0.0153	0.9963	4
0.0031	0.9994	5
0.0005	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
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0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
AM
Year 2040 City Preferred Project with Mabury Intc Co
Avg. Queue Per Lane in Veh= 0.9
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4066	0.4066	0
0.3659	0.7725	1
0.1647	0.9371	2
0.0494	0.9865	3
0.0111	0.9977	4
0.0020	0.9997	5
0.0003	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
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0.0000	1.0000	21
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0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
AM
Year 2040 Proposed Project with Berryessa Intc Con
Avg. Queue Per Lane in Veh= 1.2
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3012	0.3012	0
0.3614	0.6626	1
0.2169	0.8795	2
0.0867	0.9662	3
0.0260	0.9923	4
0.0062	0.9985	5
0.0012	0.9997	6
0.0002	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
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0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
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0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
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0.0000	1.0000	82
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0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
AM
Year 2040 City Preferred Project with Berryessa Intc
Avg. Queue Per Lane in Veh= 0.9
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4066	0.4066	0
0.3659	0.7725	1
0.1647	0.9371	2
0.0494	0.9865	3
0.0111	0.9977	4
0.0020	0.9997	5
0.0003	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
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0.0000	1.0000	43
0.0000	1.0000	44
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0.0000	1.0000	86
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0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
PM
Year 2040 Proposed Project with Mabury Interchange
Avg. Queue Per Lane in Veh= 2.5
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0821	0.0821	0
0.2052	0.2873	1
0.2565	0.5438	2
0.2138	0.7576	3
0.1336	0.8912	4
0.0668	0.9580	5
0.0278	0.9858	6
0.0099	0.9958	7
0.0031	0.9989	8
0.0009	0.9997	9
0.0002	0.9999	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
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0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
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0.0000	1.0000	67
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0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
PM
Year 2040 City Preferred Project with Mabury Intc Co
Avg. Queue Per Lane in Veh= 3.1
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0450	0.0450	0
0.1397	0.1847	1
0.2165	0.4012	2
0.2237	0.6248	3
0.1733	0.7982	4
0.1075	0.9057	5
0.0555	0.9612	6
0.0246	0.9858	7
0.0095	0.9953	8
0.0033	0.9986	9
0.0010	0.9996	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
PM
Year 2040 Proposed Project with Berryessa Intc Con
Avg. Queue Per Lane in Veh= 4.2
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0150	0.0150	0
0.0630	0.0780	1
0.1323	0.2102	2
0.1852	0.3954	3
0.1944	0.5898	4
0.1633	0.7531	5
0.1143	0.8675	6
0.0686	0.9361	7
0.0360	0.9721	8
0.0168	0.9889	9
0.0071	0.9959	10
0.0027	0.9986	11
0.0009	0.9996	12
0.0003	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
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0.0000	1.0000	36
0.0000	1.0000	37
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0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
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0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
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0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
PM
Year 2040 City Preferred Project with Berryessa Intc
Avg. Queue Per Lane in Veh= 4.8
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0082	0.0082	0
0.0395	0.0477	1
0.0948	0.1425	2
0.1517	0.2942	3
0.1820	0.4763	4
0.1747	0.6510	5
0.1398	0.7908	6
0.0959	0.8867	7
0.0575	0.9442	8
0.0307	0.9749	9
0.0147	0.9896	10
0.0064	0.9960	11
0.0026	0.9986	12
0.0009	0.9995	13
0.0003	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBL
AM
Year 2040 Proposed Project with Mabury Interchange
Avg. Queue Per Lane in Veh= 9.7
Percentile = 95% 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0006	0.0007	1
0.0029	0.0035	2
0.0093	0.0129	3
0.0226	0.0355	4
0.0439	0.0793	5
0.0709	0.1502	6
0.0982	0.2485	7
0.1191	0.3676	8
0.1284	0.4960	9
0.1245	0.6205	10
0.1098	0.7303	11
0.0888	0.8191	12
0.0662	0.8853	13
0.0459	0.9312	14
0.0297	0.9609	15
0.0180	0.9789	16
0.0103	0.9892	17
0.0055	0.9947	18
0.0028	0.9975	19
0.0014	0.9989	20
0.0006	0.9995	21
0.0003	0.9998	22
0.0001	0.9999	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBL
AM
Year 2040 City Preferred Project with Mabury Intc Co
Avg. Queue Per Lane in Veh= 8.0
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0003	0.0003	0
0.0027	0.0030	1
0.0107	0.0138	2
0.0286	0.0424	3
0.0573	0.0996	4
0.0916	0.1912	5
0.1221	0.3134	6
0.1396	0.4530	7
0.1396	0.5925	8
0.1241	0.7166	9
0.0993	0.8159	10
0.0722	0.8881	11
0.0481	0.9362	12
0.0296	0.9658	13
0.0169	0.9827	14
0.0090	0.9918	15
0.0045	0.9963	16
0.0021	0.9984	17
0.0009	0.9993	18
0.0004	0.9997	19
0.0002	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
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0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBL
AM
Year 2040 Proposed Project with Berryessa Intc Con
Avg. Queue Per Lane in Veh= 9.3
Percentile = 95% 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0009	0.0009	1
0.0040	0.0049	2
0.0123	0.0172	3
0.0285	0.0456	4
0.0530	0.0986	5
0.0822	0.1808	6
0.1091	0.2900	7
0.1269	0.4168	8
0.1311	0.5479	9
0.1219	0.6699	10
0.1031	0.7730	11
0.0799	0.8529	12
0.0572	0.9100	13
0.0380	0.9480	14
0.0235	0.9715	15
0.0137	0.9852	16
0.0075	0.9927	17
0.0039	0.9966	18
0.0019	0.9985	19
0.0009	0.9993	20
0.0004	0.9997	21
0.0002	0.9999	22
0.0001	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
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0.0000	1.0000	46
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0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
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0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBL
AM
Year 2040 City Preferred Project with Berryessa Intc
Avg. Queue Per Lane in Veh= 7.6
Percentile = 95% 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0005	0.0005	0
0.0038	0.0043	1
0.0145	0.0188	2
0.0366	0.0554	3
0.0696	0.1249	4
0.1057	0.2307	5
0.1339	0.3646	6
0.1454	0.5100	7
0.1381	0.6482	8
0.1167	0.7649	9
0.0887	0.8535	10
0.0613	0.9148	11
0.0388	0.9536	12
0.0227	0.9762	13
0.0123	0.9886	14
0.0062	0.9948	15
0.0030	0.9978	16
0.0013	0.9991	17
0.0006	0.9996	18
0.0002	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
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0.0000	1.0000	72
0.0000	1.0000	73
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBL
PM
Year 2040 Proposed Project with Mabury Interchange
Avg. Queue Per Lane in Veh= 9.9
Percentile = 95% 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0005	0.0005	1
0.0025	0.0030	2
0.0081	0.0111	3
0.0201	0.0312	4
0.0398	0.0710	5
0.0656	0.1366	6
0.0928	0.2294	7
0.1148	0.3442	8
0.1263	0.4705	9
0.1250	0.5955	10
0.1125	0.7081	11
0.0928	0.8009	12
0.0707	0.8716	13
0.0500	0.9216	14
0.0330	0.9546	15
0.0204	0.9751	16
0.0119	0.9870	17
0.0065	0.9935	18
0.0034	0.9969	19
0.0017	0.9986	20
0.0008	0.9994	21
0.0004	0.9997	22
0.0002	0.9999	23
0.0001	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
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0.0000	1.0000	42
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0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
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Flea Market Entrance/ Berryessa
NBL
PM
Year 2040 City Preferred Project with Mabury Intc Co
Avg. Queue Per Lane in Veh= 11.3
Percentile = 95% 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0002	1
0.0008	0.0009	2
0.0030	0.0039	3
0.0084	0.0123	4
0.0190	0.0313	5
0.0358	0.0671	6
0.0578	0.1249	7
0.0816	0.2064	8
0.1024	0.3089	9
0.1157	0.4246	10
0.1189	0.5435	11
0.1120	0.6555	12
0.0973	0.7528	13
0.0786	0.8313	14
0.0592	0.8905	15
0.0418	0.9323	16
0.0278	0.9601	17
0.0174	0.9775	18
0.0104	0.9879	19
0.0059	0.9938	20
0.0032	0.9969	21
0.0016	0.9985	22
0.0008	0.9993	23
0.0004	0.9997	24
0.0002	0.9999	25
0.0001	0.9999	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
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0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBL
PM
Year 2040 Proposed Project with Berryessa Intc Con
Avg. Queue Per Lane in Veh= 8.7
Percentile = 95% 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0014	0.0016	1
0.0063	0.0079	2
0.0183	0.0262	3
0.0398	0.0660	4
0.0692	0.1352	5
0.1003	0.2355	6
0.1247	0.3602	7
0.1356	0.4958	8
0.1311	0.6269	9
0.1140	0.7409	10
0.0902	0.8311	11
0.0654	0.8965	12
0.0438	0.9403	13
0.0272	0.9675	14
0.0158	0.9832	15
0.0086	0.9918	16
0.0044	0.9962	17
0.0021	0.9983	18
0.0010	0.9993	19
0.0004	0.9997	20
0.0002	0.9999	21
0.0001	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBL
PM
Year 2040 City Preferred Project with Berryessa Intc
Avg. Queue Per Lane in Veh= 9.9
Percentile = 95% 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0005	0.0005	1
0.0025	0.0030	2
0.0081	0.0111	3
0.0201	0.0312	4
0.0398	0.0710	5
0.0656	0.1366	6
0.0928	0.2294	7
0.1148	0.3442	8
0.1263	0.4705	9
0.1250	0.5955	10
0.1125	0.7081	11
0.0928	0.8009	12
0.0707	0.8716	13
0.0500	0.9216	14
0.0330	0.9546	15
0.0204	0.9751	16
0.0119	0.9870	17
0.0065	0.9935	18
0.0034	0.9969	19
0.0017	0.9986	20
0.0008	0.9994	21
0.0004	0.9997	22
0.0002	0.9999	23
0.0001	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
AM
Year 2040 Proposed Project with Mabury Interchange
Avg. Queue Per Lane in Veh= 7.1
Percentile = 95% 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0008	0.0008	0
0.0059	0.0067	1
0.0208	0.0275	2
0.0492	0.0767	3
0.0874	0.1641	4
0.1241	0.2881	5
0.1468	0.4349	6
0.1489	0.5838	7
0.1321	0.7160	8
0.1042	0.8202	9
0.0740	0.8942	10
0.0478	0.9420	11
0.0283	0.9703	12
0.0154	0.9857	13
0.0078	0.9935	14
0.0037	0.9972	15
0.0016	0.9989	16
0.0007	0.9996	17
0.0003	0.9998	18
0.0001	0.9999	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
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0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
AM
Year 2040 City Preferred Project with Mabury Intc Co
Avg. Queue Per Lane in Veh= 6.6
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0014	0.0014	0
0.0090	0.0103	1
0.0296	0.0400	2
0.0652	0.1052	3
0.1076	0.2127	4
0.1420	0.3547	5
0.1562	0.5108	6
0.1472	0.6581	7
0.1215	0.7796	8
0.0891	0.8686	9
0.0588	0.9274	10
0.0353	0.9627	11
0.0194	0.9821	12
0.0099	0.9920	13
0.0046	0.9966	14
0.0020	0.9986	15
0.0008	0.9995	16
0.0003	0.9998	17
0.0001	0.9999	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
AM
Year 2040 Proposed Project with Berryessa Intc Con
Avg. Queue Per Lane in Veh= 9.6
Percentile = 95% 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0007	0.0007	1
0.0031	0.0038	2
0.0100	0.0138	3
0.0240	0.0378	4
0.0460	0.0838	5
0.0736	0.1574	6
0.1010	0.2584	7
0.1212	0.3796	8
0.1293	0.5089	9
0.1241	0.6329	10
0.1083	0.7412	11
0.0866	0.8279	12
0.0640	0.8919	13
0.0439	0.9357	14
0.0281	0.9638	15
0.0168	0.9806	16
0.0095	0.9902	17
0.0051	0.9952	18
0.0026	0.9978	19
0.0012	0.9990	20
0.0006	0.9996	21
0.0002	0.9998	22
0.0001	0.9999	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
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0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
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0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
AM
Year 2040 City Preferred Project with Berryessa Intc
Avg. Queue Per Lane in Veh= 9.1
Percentile = 95% 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0010	0.0011	1
0.0046	0.0058	2
0.0140	0.0198	3
0.0319	0.0517	4
0.0581	0.1098	5
0.0881	0.1978	6
0.1145	0.3123	7
0.1302	0.4426	8
0.1317	0.5742	9
0.1198	0.6941	10
0.0991	0.7932	11
0.0752	0.8684	12
0.0526	0.9210	13
0.0342	0.9552	14
0.0208	0.9760	15
0.0118	0.9878	16
0.0063	0.9941	17
0.0032	0.9973	18
0.0015	0.9988	19
0.0007	0.9995	20
0.0003	0.9998	21
0.0001	0.9999	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
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0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
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0.0000	1.0000	83
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0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
PM
Year 2040 Proposed Project with Mabury Interchange
Avg. Queue Per Lane in Veh= 5.7
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0033	0.0033	0
0.0191	0.0224	1
0.0544	0.0768	2
0.1033	0.1800	3
0.1472	0.3272	4
0.1678	0.4950	5
0.1594	0.6544	6
0.1298	0.7841	7
0.0925	0.8766	8
0.0586	0.9352	9
0.0334	0.9686	10
0.0173	0.9859	11
0.0082	0.9941	12
0.0036	0.9977	13
0.0015	0.9991	14
0.0006	0.9997	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
PM
Year 2040 City Preferred Project with Mabury Intc Co
Avg. Queue Per Lane in Veh= 4.4
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0123	0.0123	0
0.0540	0.0663	1
0.1188	0.1851	2
0.1743	0.3594	3
0.1917	0.5512	4
0.1687	0.7199	5
0.1237	0.8436	6
0.0778	0.9214	7
0.0428	0.9642	8
0.0209	0.9851	9
0.0092	0.9943	10
0.0037	0.9980	11
0.0013	0.9993	12
0.0005	0.9998	13
0.0001	0.9999	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
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0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
PM
Year 2040 Proposed Project with Berryessa Intc Con
Avg. Queue Per Lane in Veh= 8.3
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0021	0.0023	1
0.0086	0.0109	2
0.0237	0.0346	3
0.0491	0.0837	4
0.0816	0.1653	5
0.1128	0.2781	6
0.1338	0.4119	7
0.1388	0.5507	8
0.1280	0.6788	9
0.1063	0.7850	10
0.0802	0.8652	11
0.0555	0.9207	12
0.0354	0.9561	13
0.0210	0.9771	14
0.0116	0.9887	15
0.0060	0.9947	16
0.0029	0.9977	17
0.0014	0.9990	18
0.0006	0.9996	19
0.0002	0.9998	20
0.0001	0.9999	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
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0.0000	1.0000	66
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0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
PM
Year 2040 City Preferred Project with Berryessa Intc
Avg. Queue Per Lane in Veh= 5.3
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0050	0.0050	0
0.0265	0.0314	1
0.0701	0.1016	2
0.1239	0.2254	3
0.1641	0.3895	4
0.1740	0.5635	5
0.1537	0.7171	6
0.1163	0.8335	7
0.0771	0.9106	8
0.0454	0.9559	9
0.0241	0.9800	10
0.0116	0.9916	11
0.0051	0.9967	12
0.0021	0.9988	13
0.0008	0.9996	14
0.0003	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
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0.0000	1.0000	47
0.0000	1.0000	48
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0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
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0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
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0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
EBL
AM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 10.3
Percentile = 95% 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0003	0.0004	1
0.0018	0.0022	2
0.0061	0.0083	3
0.0158	0.0241	4
0.0325	0.0566	5
0.0558	0.1123	6
0.0821	0.1944	7
0.1057	0.3001	8
0.1209	0.4210	9
0.1246	0.5456	10
0.1166	0.6622	11
0.1001	0.7623	12
0.0793	0.8416	13
0.0584	0.9000	14
0.0401	0.9400	15
0.0258	0.9658	16
0.0156	0.9815	17
0.0089	0.9904	18
0.0048	0.9953	19
0.0025	0.9978	20
0.0012	0.9990	21
0.0006	0.9996	22
0.0003	0.9998	23
0.0001	0.9999	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
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0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
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0.0000	1.0000	60
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0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
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0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
EBL
AM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 11.5
Percentile = 95% 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0007	0.0008	2
0.0026	0.0034	3
0.0074	0.0107	4
0.0170	0.0277	5
0.0325	0.0603	6
0.0535	0.1137	7
0.0769	0.1906	8
0.0982	0.2888	9
0.1129	0.4017	10
0.1181	0.5198	11
0.1131	0.6329	12
0.1001	0.7330	13
0.0822	0.8153	14
0.0630	0.8783	15
0.0453	0.9236	16
0.0306	0.9542	17
0.0196	0.9738	18
0.0119	0.9857	19
0.0068	0.9925	20
0.0037	0.9962	21
0.0020	0.9982	22
0.0010	0.9992	23
0.0005	0.9996	24
0.0002	0.9998	25
0.0001	0.9999	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
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0.0000	1.0000	57
0.0000	1.0000	58
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0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
EBL
AM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 9.2
Percentile = 95% 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0009	0.0010	1
0.0043	0.0053	2
0.0131	0.0184	3
0.0302	0.0486	4
0.0555	0.1041	5
0.0851	0.1892	6
0.1118	0.3010	7
0.1286	0.4296	8
0.1315	0.5611	9
0.1210	0.6820	10
0.1012	0.7832	11
0.0776	0.8607	12
0.0549	0.9156	13
0.0361	0.9517	14
0.0221	0.9738	15
0.0127	0.9865	16
0.0069	0.9934	17
0.0035	0.9969	18
0.0017	0.9986	19
0.0008	0.9994	20
0.0003	0.9998	21
0.0001	0.9999	22
0.0001	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
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0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
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0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
EBL
AM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 7.8
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0032	0.0036	1
0.0125	0.0161	2
0.0324	0.0485	3
0.0632	0.1117	4
0.0986	0.2103	5
0.1282	0.3384	6
0.1428	0.4812	7
0.1392	0.6204	8
0.1207	0.7411	9
0.0941	0.8352	10
0.0667	0.9020	11
0.0434	0.9454	12
0.0260	0.9714	13
0.0145	0.9859	14
0.0075	0.9934	15
0.0037	0.9971	16
0.0017	0.9988	17
0.0007	0.9995	18
0.0003	0.9998	19
0.0001	0.9999	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
EBL
PM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 12.2
Percentile = 95% 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0004	0.0004	2
0.0015	0.0020	3
0.0046	0.0066	4
0.0113	0.0179	5
0.0230	0.0410	6
0.0402	0.0811	7
0.0612	0.1424	8
0.0830	0.2254	9
0.1013	0.3266	10
0.1123	0.4389	11
0.1142	0.5531	12
0.1072	0.6603	13
0.0934	0.7536	14
0.0759	0.8296	15
0.0579	0.8875	16
0.0416	0.9290	17
0.0282	0.9572	18
0.0181	0.9753	19
0.0110	0.9863	20
0.0064	0.9927	21
0.0036	0.9963	22
0.0019	0.9982	23
0.0010	0.9991	24
0.0005	0.9996	25
0.0002	0.9998	26
0.0001	0.9999	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
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0.0000	1.0000	60
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0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
EBL
PM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 11.0
Percentile = 95% 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0010	0.0012	2
0.0037	0.0049	3
0.0102	0.0151	4
0.0224	0.0375	5
0.0411	0.0786	6
0.0646	0.1432	7
0.0888	0.2320	8
0.1085	0.3405	9
0.1194	0.4599	10
0.1194	0.5793	11
0.1094	0.6887	12
0.0926	0.7813	13
0.0728	0.8540	14
0.0534	0.9074	15
0.0367	0.9441	16
0.0237	0.9678	17
0.0145	0.9823	18
0.0084	0.9907	19
0.0046	0.9953	20
0.0024	0.9977	21
0.0012	0.9990	22
0.0006	0.9995	23
0.0003	0.9998	24
0.0001	0.9999	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
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0.0000	1.0000	52
0.0000	1.0000	53
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0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
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0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
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0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
EBL
PM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 13.1
Percentile = 95% 19

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0002	0.0002	2
0.0008	0.0010	3
0.0025	0.0035	4
0.0066	0.0101	5
0.0144	0.0244	6
0.0269	0.0513	7
0.0440	0.0953	8
0.0640	0.1593	9
0.0839	0.2432	10
0.0999	0.3431	11
0.1091	0.4522	12
0.1099	0.5621	13
0.1028	0.6649	14
0.0898	0.7547	15
0.0735	0.8282	16
0.0567	0.8849	17
0.0412	0.9261	18
0.0284	0.9546	19
0.0186	0.9732	20
0.0116	0.9848	21
0.0069	0.9917	22
0.0039	0.9956	23
0.0022	0.9978	24
0.0011	0.9989	25
0.0006	0.9995	26
0.0003	0.9998	27
0.0001	0.9999	28
0.0001	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
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0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
EBL
PM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 9.9
Percentile = 95% 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0005	0.0005	1
0.0025	0.0030	2
0.0081	0.0111	3
0.0201	0.0312	4
0.0398	0.0710	5
0.0656	0.1366	6
0.0928	0.2294	7
0.1148	0.3442	8
0.1263	0.4705	9
0.1250	0.5955	10
0.1125	0.7081	11
0.0928	0.8009	12
0.0707	0.8716	13
0.0500	0.9216	14
0.0330	0.9546	15
0.0204	0.9751	16
0.0119	0.9870	17
0.0065	0.9935	18
0.0034	0.9969	19
0.0017	0.9986	20
0.0008	0.9994	21
0.0004	0.9997	22
0.0002	0.9999	23
0.0001	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
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0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
AM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 4.4
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0123	0.0123	0
0.0540	0.0663	1
0.1188	0.1851	2
0.1743	0.3594	3
0.1917	0.5512	4
0.1687	0.7199	5
0.1237	0.8436	6
0.0778	0.9214	7
0.0428	0.9642	8
0.0209	0.9851	9
0.0092	0.9943	10
0.0037	0.9980	11
0.0013	0.9993	12
0.0005	0.9998	13
0.0001	0.9999	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
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0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
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0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
AM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 4.0
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0183	0.0183	0
0.0733	0.0916	1
0.1465	0.2381	2
0.1954	0.4335	3
0.1954	0.6288	4
0.1563	0.7851	5
0.1042	0.8893	6
0.0595	0.9489	7
0.0298	0.9786	8
0.0132	0.9919	9
0.0053	0.9972	10
0.0019	0.9991	11
0.0006	0.9997	12
0.0002	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
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0.0000	1.0000	40
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0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
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0.0000	1.0000	81
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0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
AM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 5.0
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0067	0.0067	0
0.0337	0.0404	1
0.0842	0.1247	2
0.1404	0.2650	3
0.1755	0.4405	4
0.1755	0.6160	5
0.1462	0.7622	6
0.1044	0.8666	7
0.0653	0.9319	8
0.0363	0.9682	9
0.0181	0.9863	10
0.0082	0.9945	11
0.0034	0.9980	12
0.0013	0.9993	13
0.0005	0.9998	14
0.0002	0.9999	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
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0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
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0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
AM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 4.3
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0136	0.0136	0
0.0583	0.0719	1
0.1254	0.1974	2
0.1798	0.3772	3
0.1933	0.5704	4
0.1662	0.7367	5
0.1191	0.8558	6
0.0732	0.9290	7
0.0393	0.9683	8
0.0188	0.9871	9
0.0081	0.9952	10
0.0032	0.9983	11
0.0011	0.9995	12
0.0004	0.9998	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
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0.0000	1.0000	66
0.0000	1.0000	67
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0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
PM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 5.6
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0037	0.0037	0
0.0207	0.0244	1
0.0580	0.0824	2
0.1082	0.1906	3
0.1515	0.3422	4
0.1697	0.5119	5
0.1584	0.6703	6
0.1267	0.7970	7
0.0887	0.8857	8
0.0552	0.9409	9
0.0309	0.9718	10
0.0157	0.9875	11
0.0073	0.9949	12
0.0032	0.9980	13
0.0013	0.9993	14
0.0005	0.9998	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
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0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
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0.0000	1.0000	81
0.0000	1.0000	82
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0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
PM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 6.4
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0017	0.0017	0
0.0106	0.0123	1
0.0340	0.0463	2
0.0726	0.1189	3
0.1162	0.2351	4
0.1487	0.3837	5
0.1586	0.5423	6
0.1450	0.6873	7
0.1160	0.8033	8
0.0825	0.8858	9
0.0528	0.9386	10
0.0307	0.9693	11
0.0164	0.9857	12
0.0081	0.9937	13
0.0037	0.9974	14
0.0016	0.9990	15
0.0006	0.9996	16
0.0002	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
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0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
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0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
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0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
PM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 7.9
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0029	0.0033	1
0.0116	0.0149	2
0.0305	0.0453	3
0.0602	0.1055	4
0.0951	0.2006	5
0.1252	0.3257	6
0.1413	0.4670	7
0.1395	0.6065	8
0.1224	0.7290	9
0.0967	0.8257	10
0.0695	0.8952	11
0.0457	0.9409	12
0.0278	0.9687	13
0.0157	0.9844	14
0.0083	0.9926	15
0.0041	0.9967	16
0.0019	0.9986	17
0.0008	0.9994	18
0.0003	0.9998	19
0.0001	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
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0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
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0.0000	1.0000	55
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0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
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0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
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0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
PM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 8.3
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0021	0.0023	1
0.0086	0.0109	2
0.0237	0.0346	3
0.0491	0.0837	4
0.0816	0.1653	5
0.1128	0.2781	6
0.1338	0.4119	7
0.1388	0.5507	8
0.1280	0.6788	9
0.1063	0.7850	10
0.0802	0.8652	11
0.0555	0.9207	12
0.0354	0.9561	13
0.0210	0.9771	14
0.0116	0.9887	15
0.0060	0.9947	16
0.0029	0.9977	17
0.0014	0.9990	18
0.0006	0.9996	19
0.0002	0.9998	20
0.0001	0.9999	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
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0.0000	1.0000	49
0.0000	1.0000	50
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0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
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0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBR
AM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 10.8
Percentile = 95% 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0012	0.0014	2
0.0043	0.0057	3
0.0116	0.0173	4
0.0250	0.0423	5
0.0450	0.0872	6
0.0694	0.1566	7
0.0936	0.2502	8
0.1124	0.3626	9
0.1214	0.4840	10
0.1192	0.6031	11
0.1072	0.7104	12
0.0891	0.7995	13
0.0687	0.8682	14
0.0495	0.9177	15
0.0334	0.9511	16
0.0212	0.9723	17
0.0127	0.9850	18
0.0072	0.9923	19
0.0039	0.9962	20
0.0020	0.9982	21
0.0010	0.9992	22
0.0005	0.9996	23
0.0002	0.9998	24
0.0001	0.9999	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
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0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
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0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBR
AM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 5.1
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0061	0.0061	0
0.0311	0.0372	1
0.0793	0.1165	2
0.1348	0.2513	3
0.1719	0.4231	4
0.1753	0.5984	5
0.1490	0.7474	6
0.1086	0.8560	7
0.0692	0.9252	8
0.0392	0.9644	9
0.0200	0.9844	10
0.0093	0.9937	11
0.0039	0.9976	12
0.0015	0.9992	13
0.0006	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
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0.0000	1.0000	67
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0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBR
AM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 13.5
Percentile = 95% 20

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0006	0.0007	3
0.0019	0.0026	4
0.0051	0.0077	5
0.0115	0.0193	6
0.0222	0.0415	7
0.0375	0.0790	8
0.0563	0.1353	9
0.0760	0.2112	10
0.0932	0.3045	11
0.1049	0.4093	12
0.1089	0.5182	13
0.1050	0.6233	14
0.0945	0.7178	15
0.0798	0.7975	16
0.0633	0.8609	17
0.0475	0.9084	18
0.0337	0.9421	19
0.0228	0.9649	20
0.0146	0.9796	21
0.0090	0.9885	22
0.0053	0.9938	23
0.0030	0.9968	24
0.0016	0.9984	25
0.0008	0.9992	26
0.0004	0.9996	27
0.0002	0.9998	28
0.0001	0.9999	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
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0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBR
AM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 6.3
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0018	0.0018	0
0.0116	0.0134	1
0.0364	0.0498	2
0.0765	0.1264	3
0.1205	0.2469	4
0.1519	0.3988	5
0.1595	0.5582	6
0.1435	0.7017	7
0.1130	0.8148	8
0.0791	0.8939	9
0.0498	0.9437	10
0.0285	0.9723	11
0.0150	0.9873	12
0.0073	0.9945	13
0.0033	0.9978	14
0.0014	0.9992	15
0.0005	0.9997	16
0.0002	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
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0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
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0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
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0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBR
PM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 0.7
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4966	0.4966	0
0.3476	0.8442	1
0.1217	0.9659	2
0.0284	0.9942	3
0.0050	0.9992	4
0.0007	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
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0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
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0.0000	1.0000	50
0.0000	1.0000	51
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0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBR
PM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 1.0
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3679	0.3679	0
0.3679	0.7358	1
0.1839	0.9197	2
0.0613	0.9810	3
0.0153	0.9963	4
0.0031	0.9994	5
0.0005	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
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0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
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0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBR
PM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 1.6
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2019	0.2019	0
0.3230	0.5249	1
0.2584	0.7834	2
0.1378	0.9212	3
0.0551	0.9763	4
0.0176	0.9940	5
0.0047	0.9987	6
0.0011	0.9997	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBR
PM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 0.7
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4966	0.4966	0
0.3476	0.8442	1
0.1217	0.9659	2
0.0284	0.9942	3
0.0050	0.9992	4
0.0007	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
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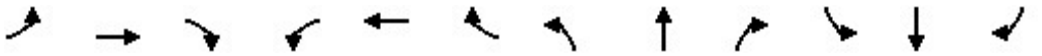
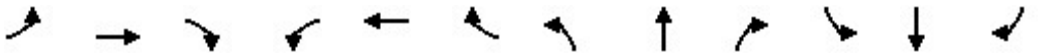
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	286	1070	17	13	1862	196	14	0	11	123	0	494
Future Volume (vph)	286	1070	17	13	1862	196	14	0	11	123	0	494
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	3531		1770	3539	1583		1770	1583		1770	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)	1770	3531		1770	3539	1583		1770	1583		1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	311	1163	18	14	2024	213	15	0	12	134	0	537
RTOR Reduction (vph)	0	1	0	0	0	81	0	0	12	0	0	194
Lane Group Flow (vph)	311	1180	0	14	2024	132	0	15	0	0	134	343
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	14.5	64.9		1.0	51.4	51.4		2.6	2.6		14.5	14.5
Effective Green, g (s)	14.5	64.9		1.0	51.4	51.4		2.6	2.6		14.5	14.5
Actuated g/C Ratio	0.14	0.64		0.01	0.51	0.51		0.03	0.03		0.14	0.14
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	254	2268		17	1801	805		45	40		254	227
v/s Ratio Prot	c0.18	0.33		0.01	c0.57			c0.01			0.08	
v/s Ratio Perm						0.08			0.00			c0.22
v/c Ratio	1.22	0.52		0.82	1.12	0.16		0.33	0.01		0.53	1.51
Uniform Delay, d1	43.2	9.7		49.9	24.8	13.3		48.3	47.9		40.1	43.2
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	130.8	0.2		132.1	63.7	0.1		4.3	0.1		2.0	252.2
Delay (s)	174.1	9.9		182.0	88.5	13.4		52.7	48.0		42.1	295.5
Level of Service	F	A		F	F	B		D	D		D	F
Approach Delay (s)		44.1			81.9			50.6			244.9	
Approach LOS		D			F			D			F	

Intersection Summary			
HCM 2000 Control Delay	93.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	101.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	96.6%	ICU Level of Service	F
Analysis Period (min)	15		

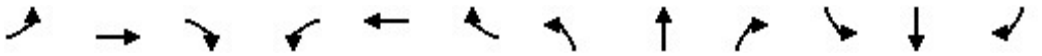
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	908	243	212	1906	53	292	0	118	43	0	57
Future Volume (vph)	33	908	243	212	1906	53	292	0	118	43	0	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4924		1770	5065		1770	1583		1770	1583	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	4924		1770	5065		1770	1583		1770	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	987	264	230	2072	58	317	0	128	47	0	62
RTOR Reduction (vph)	0	39	0	0	2	0	0	87	0	0	51	0
Lane Group Flow (vph)	36	1212	0	230	2128	0	317	41	0	47	11	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	3.0	38.3		18.4	53.7		23.2	37.7		6.5	21.0	
Effective Green, g (s)	3.0	38.3		18.4	53.7		23.2	37.7		6.5	21.0	
Actuated g/C Ratio	0.03	0.32		0.15	0.45		0.20	0.32		0.05	0.18	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	44	1586		273	2287		345	501		96	279	
v/s Ratio Prot	0.02	0.25		c0.13	c0.42		c0.18	c0.03		0.03	0.01	
v/s Ratio Perm												
v/c Ratio	0.82	0.76		0.84	0.93		0.92	0.08		0.49	0.04	
Uniform Delay, d1	57.7	36.2		48.8	30.8		46.9	28.5		54.6	40.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	69.3	2.2		20.4	7.5		28.4	0.3		3.9	0.3	
Delay (s)	127.0	38.5		69.2	38.4		75.4	28.8		58.5	40.8	
Level of Service	F	D		E	D		E	C		E	D	
Approach Delay (s)		41.0			41.4			62.0			48.5	
Approach LOS		D			D			E			D	

Intersection Summary			
HCM 2000 Control Delay	43.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	118.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	76.3%	ICU Level of Service	D
Analysis Period (min)	15		

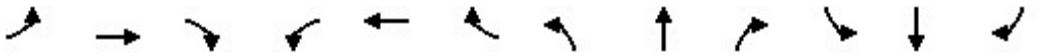
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	438	1446	1	2	1197	170	7	0	11	200	0	387
Future Volume (vph)	438	1446	1	2	1197	170	7	0	11	200	0	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539		1770	3539	1583		1770	1583		1770	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539		1770	3539	1583		1770	1583		1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	476	1572	1	2	1301	185	8	0	12	217	0	421
RTOR Reduction (vph)	0	0	0	0	0	79	0	0	12	0	0	362
Lane Group Flow (vph)	476	1573	0	2	1301	106	0	8	0	0	217	59
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	35.5	87.7		0.5	52.7	52.7		2.5	2.5		17.7	17.7
Effective Green, g (s)	35.5	87.7		0.5	52.7	52.7		2.5	2.5		17.7	17.7
Actuated g/C Ratio	0.28	0.69		0.00	0.42	0.42		0.02	0.02		0.14	0.14
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	497	2455		7	1475	660		35	31		247	221
v/s Ratio Prot	c0.27	0.44		0.00	c0.37			c0.00			c0.12	
v/s Ratio Perm						0.07			0.00			0.04
v/c Ratio	0.96	0.64		0.29	0.88	0.16		0.23	0.01		0.88	0.27
Uniform Delay, d1	44.7	10.7		62.8	34.0	23.0		61.0	60.7		53.3	48.6
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	29.6	0.6		21.2	6.6	0.1		3.3	0.1		27.7	0.7
Delay (s)	74.3	11.2		84.0	40.5	23.1		64.3	60.8		81.0	49.2
Level of Service	E	B		F	D	C		E	E		F	D
Approach Delay (s)		25.9			38.4			62.2			60.0	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	35.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	126.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	86.4%	ICU Level of Service	E
Analysis Period (min)	15		

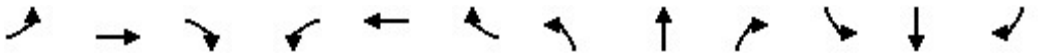
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	1952	293	172	1738	76	296	0	203	68	2	30
Future Volume (vph)	61	1952	293	172	1738	76	296	0	203	68	2	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.85		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4986		1770	5053		1770	1583		1770	1599	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	4986		1770	5053		1770	1583		1770	1599	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	66	2122	318	187	1889	83	322	0	221	74	2	33
RTOR Reduction (vph)	0	16	0	0	4	0	0	128	0	0	27	0
Lane Group Flow (vph)	66	2424	0	187	1968	0	322	93	0	74	8	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	5.8	50.4		11.5	56.1		19.5	33.9		8.0	22.4	
Effective Green, g (s)	5.8	50.4		11.5	56.1		19.5	33.9		8.0	22.4	
Actuated g/C Ratio	0.05	0.41		0.09	0.46		0.16	0.28		0.07	0.18	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	84	2063		167	2327		283	440		116	294	
v/s Ratio Prot	0.04	c0.49		c0.11	0.39		c0.18	c0.06		0.04	0.01	
v/s Ratio Perm												
v/c Ratio	0.79	1.17		1.12	0.85		1.14	0.21		0.64	0.03	
Uniform Delay, d1	57.4	35.7		55.1	29.0		51.1	33.7		55.5	40.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	37.0	84.1		105.4	3.0		96.0	1.1		11.0	0.2	
Delay (s)	94.4	119.8		160.6	32.1		147.1	34.8		66.5	40.9	
Level of Service	F	F		F	C		F	C		E	D	
Approach Delay (s)		119.2			43.2			101.4			58.3	
Approach LOS		F			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	85.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	121.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	89.3%	ICU Level of Service	E
Analysis Period (min)	15		

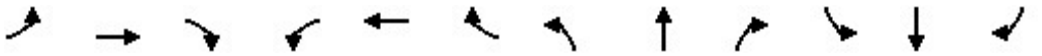
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	319	918	17	13	1802	195	14	0	11	110	0	354
Future Volume (vph)	319	918	17	13	1802	195	14	0	11	110	0	354
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	3530		1770	3539	1583		1770	1583		1770	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)	1770	3530		1770	3539	1583		1770	1583		1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	347	998	18	14	1959	212	15	0	12	120	0	385
RTOR Reduction (vph)	0	1	0	0	0	79	0	0	12	0	0	214
Lane Group Flow (vph)	347	1015	0	14	1959	133	0	15	0	0	120	171
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	18.5	71.8		1.0	54.3	54.3		0.9	0.9		10.5	10.5
Effective Green, g (s)	18.5	71.8		1.0	54.3	54.3		0.9	0.9		10.5	10.5
Actuated g/C Ratio	0.18	0.70		0.01	0.53	0.53		0.01	0.01		0.10	0.10
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	320	2479		17	1880	841		15	13		181	162
v/s Ratio Prot	c0.20	0.29		0.01	c0.55			c0.01			0.07	
v/s Ratio Perm						0.08			0.00			c0.11
v/c Ratio	1.08	0.41		0.82	1.04	0.16		1.00	0.01		0.66	1.05
Uniform Delay, d1	41.9	6.3		50.5	24.0	12.3		50.6	50.2		44.1	45.9
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	74.7	0.1		132.1	32.7	0.1		232.4	0.2		8.8	85.4
Delay (s)	116.6	6.5		182.6	56.6	12.3		283.0	50.5		52.9	131.3
Level of Service	F	A		F	E	B		F	D		D	F
Approach Delay (s)		34.5			53.1			179.7			112.6	
Approach LOS		C			D			F			F	

Intersection Summary			
HCM 2000 Control Delay	55.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	102.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	91.5%	ICU Level of Service	F
Analysis Period (min)	15		

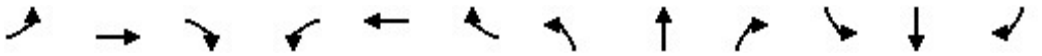
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	620	286	197	1806	34	239	0	91	23	0	26
Future Volume (vph)	22	620	286	197	1806	34	239	0	91	23	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	1.00		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4844		1770	5071		1770	1583		1770	1583	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	4844		1770	5071		1770	1583		1770	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	674	311	214	1963	37	260	0	99	25	0	28
RTOR Reduction (vph)	0	66	0	0	2	0	0	65	0	0	23	0
Lane Group Flow (vph)	24	919	0	214	1998	0	260	34	0	25	5	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	2.9	36.5		18.4	52.0		20.5	39.6		3.4	22.5	
Effective Green, g (s)	2.9	36.5		18.4	52.0		20.5	39.6		3.4	22.5	
Actuated g/C Ratio	0.03	0.31		0.16	0.45		0.18	0.34		0.03	0.19	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	44	1525		281	2275		313	540		51	307	
v/s Ratio Prot	0.01	0.19		c0.12	c0.39		c0.15	c0.02		0.01	0.00	
v/s Ratio Perm												
v/c Ratio	0.55	0.60		0.76	0.88		0.83	0.06		0.49	0.02	
Uniform Delay, d1	55.8	33.6		46.7	29.1		46.0	25.7		55.4	37.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.1	0.7		11.5	4.2		16.8	0.2		7.2	0.1	
Delay (s)	69.0	34.2		58.2	33.3		62.8	25.9		62.6	37.9	
Level of Service	E	C		E	C		E	C		E	D	
Approach Delay (s)		35.1			35.7			52.7			49.6	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	37.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	115.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	71.0%	ICU Level of Service	C
Analysis Period (min)	15		

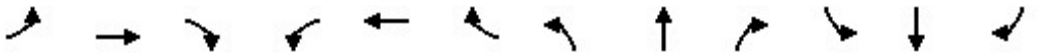
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	395	1286	1	2	1178	139	7	0	11	229	0	380
Future Volume (vph)	395	1286	1	2	1178	139	7	0	11	229	0	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539		1770	3539	1583		1770	1583		1770	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539		1770	3539	1583		1770	1583		1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	429	1398	1	2	1280	151	8	0	12	249	0	413
RTOR Reduction (vph)	0	0	0	0	0	73	0	0	12	0	0	345
Lane Group Flow (vph)	429	1399	0	2	1280	78	0	8	0	0	249	68
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	32.5	84.6		0.5	52.6	52.6		0.8	0.8		20.4	20.4
Effective Green, g (s)	32.5	84.6		0.5	52.6	52.6		0.8	0.8		20.4	20.4
Actuated g/C Ratio	0.26	0.68		0.00	0.42	0.42		0.01	0.01		0.16	0.16
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	462	2408		7	1497	669		11	10		290	259
v/s Ratio Prot	c0.24	0.40		0.00	c0.36			c0.00			c0.14	
v/s Ratio Perm						0.05			0.00			0.04
v/c Ratio	0.93	0.58		0.29	0.86	0.12		0.73	0.01		0.86	0.26
Uniform Delay, d1	44.8	10.5		61.7	32.4	21.8		61.6	61.4		50.5	45.4
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	24.9	0.4		21.2	5.0	0.1		123.5	0.3		21.4	0.5
Delay (s)	69.7	10.8		82.9	37.4	21.8		185.2	61.7		72.0	45.9
Level of Service	E	B		F	D	C		F	E		E	D
Approach Delay (s)		24.6			35.8			111.1			55.7	
Approach LOS		C			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	34.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	124.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		

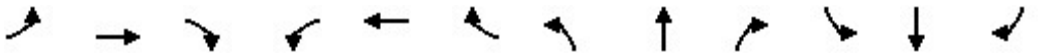
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	1581	273	132	1305	43	340	0	222	44	2	31
Future Volume (vph)	36	1581	273	132	1305	43	340	0	222	44	2	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00		1.00	0.85		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4973		1770	5061		1770	1583		1770	1599	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	4973		1770	5061		1770	1583		1770	1599	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	1718	297	143	1418	47	370	0	241	48	2	34
RTOR Reduction (vph)	0	20	0	0	3	0	0	129	0	0	28	0
Lane Group Flow (vph)	39	1995	0	143	1462	0	370	112	0	48	8	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	4.1	47.5		10.5	53.9		25.7	40.0		6.7	21.0	
Effective Green, g (s)	4.1	47.5		10.5	53.9		25.7	40.0		6.7	21.0	
Actuated g/C Ratio	0.03	0.39		0.09	0.44		0.21	0.33		0.05	0.17	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	59	1925		151	2223		370	516		96	273	
v/s Ratio Prot	0.02	c0.40		c0.08	0.29		c0.21	c0.07		0.03	0.00	
v/s Ratio Perm												
v/c Ratio	0.66	1.04		0.95	0.66		1.00	0.22		0.50	0.03	
Uniform Delay, d1	58.6	37.6		55.8	27.1		48.5	30.0		56.4	42.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	24.4	30.6		56.9	0.7		46.8	1.0		4.1	0.2	
Delay (s)	83.0	68.2		112.7	27.8		95.3	31.0		60.4	42.5	
Level of Service	F	E		F	C		F	C		E	D	
Approach Delay (s)		68.5			35.4			69.9			52.8	
Approach LOS		E			D			E			D	

Intersection Summary			
HCM 2000 Control Delay	56.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	122.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		

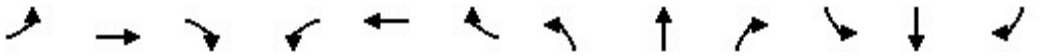
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	585	17	13	1643	254	14	0	11	138	0	520
Future Volume (vph)	254	585	17	13	1643	254	14	0	11	138	0	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	1855		1770	1863	1583		1770	1583		1770	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)	1770	1855		1770	1863	1583		1770	1583		1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	276	636	18	14	1786	276	15	0	12	150	0	565
RTOR Reduction (vph)	0	1	0	0	0	65	0	0	12	0	0	145
Lane Group Flow (vph)	276	653	0	14	1786	211	0	15	0	0	150	420
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	9.5	69.9		1.0	61.4	61.4		1.5	1.5		11.5	11.5
Effective Green, g (s)	9.5	69.9		1.0	61.4	61.4		1.5	1.5		11.5	11.5
Actuated g/C Ratio	0.09	0.69		0.01	0.60	0.60		0.01	0.01		0.11	0.11
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	165	1272		17	1122	953		26	23		199	178
v/s Ratio Prot	c0.16	0.35		0.01	c0.96			c0.01			0.08	
v/s Ratio Perm						0.13			0.00			c0.26
v/c Ratio	1.67	0.51		0.82	1.59	0.22		0.58	0.01		0.75	2.36
Uniform Delay, d1	46.2	7.8		50.4	20.3	9.3		49.9	49.5		43.8	45.2
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	327.8	0.4		132.1	270.6	0.1		27.4	0.1		14.9	627.6
Delay (s)	374.0	8.1		182.5	290.8	9.4		77.3	49.6		58.7	672.8
Level of Service	F	A		F	F	A		E	D		E	F
Approach Delay (s)		116.7			252.7			65.0			544.0	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM 2000 Control Delay	273.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.69		
Actuated Cycle Length (s)	101.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	133.3%	ICU Level of Service	H
Analysis Period (min)	15		

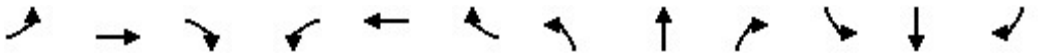
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	217	580	17	13	1602	305	14	0	11	120	0	326
Future Volume (vph)	217	580	17	13	1602	305	14	0	11	120	0	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	1855		1770	1863	1583		1770	1583		1770	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)	1770	1855		1770	1863	1583		1770	1583		1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	236	630	18	14	1741	332	15	0	12	130	0	354
RTOR Reduction (vph)	0	1	0	0	0	72	0	0	12	0	0	152
Lane Group Flow (vph)	236	647	0	14	1741	260	0	15	0	0	130	202
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	8.5	73.9		1.0	66.4	66.4		1.5	1.5		7.5	7.5
Effective Green, g (s)	8.5	73.9		1.0	66.4	66.4		1.5	1.5		7.5	7.5
Actuated g/C Ratio	0.08	0.73		0.01	0.65	0.65		0.01	0.01		0.07	0.07
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	147	1345		17	1213	1031		26	23		130	116
v/s Ratio Prot	c0.13	0.35		0.01	c0.93			c0.01			0.07	
v/s Ratio Perm						0.16			0.00			c0.13
v/c Ratio	1.61	0.48		0.82	1.44	0.25		0.58	0.01		1.00	1.74
Uniform Delay, d1	46.7	5.9		50.4	17.8	7.4		49.9	49.5		47.2	47.2
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	301.8	0.3		132.1	200.7	0.1		27.4	0.1		78.9	367.0
Delay (s)	348.5	6.2		182.5	218.4	7.5		77.3	49.6		126.1	414.2
Level of Service	F	A		F	F	A		E	D		F	F
Approach Delay (s)		97.6			184.6			65.0			336.9	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM 2000 Control Delay	182.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.46		
Actuated Cycle Length (s)	101.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	120.9%	ICU Level of Service	H
Analysis Period (min)	15		

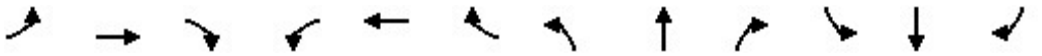
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	473	1207	1	2	931	205	7	0	11	283	0	390
Future Volume (vph)	473	1207	1	2	931	205	7	0	11	283	0	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	1863		1770	1863	1583		1770	1583		1770	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)	1770	1863		1770	1863	1583		1770	1583		1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	514	1312	1	2	1012	223	8	0	12	308	0	424
RTOR Reduction (vph)	0	0	0	0	0	66	0	0	12	0	0	333
Lane Group Flow (vph)	514	1313	0	2	1012	157	0	8	0	0	308	91
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	31.5	94.4		0.3	63.2	63.2		1.5	1.5		18.5	18.5
Effective Green, g (s)	31.5	94.4		0.3	63.2	63.2		1.5	1.5		18.5	18.5
Actuated g/C Ratio	0.24	0.71		0.00	0.48	0.48		0.01	0.01		0.14	0.14
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	420	1325		4	887	753		20	17		246	220
v/s Ratio Prot	c0.29	0.70		0.00	c0.54			c0.00			c0.17	
v/s Ratio Perm						0.10			0.00			0.06
v/c Ratio	1.22	0.99		0.50	1.14	0.21		0.40	0.01		1.25	0.41
Uniform Delay, d1	50.6	18.7		66.1	34.7	20.2		65.2	64.9		57.1	52.1
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	120.3	22.5		74.4	77.0	0.1		12.6	0.2		142.4	1.3
Delay (s)	170.9	41.2		140.5	111.7	20.3		77.8	65.1		199.5	53.4
Level of Service	F	D		F	F	C		E	E		F	D
Approach Delay (s)		77.7			95.3			70.1			114.9	
Approach LOS		E			F			E			F	

Intersection Summary			
HCM 2000 Control Delay	90.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	132.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	108.8%	ICU Level of Service	G
Analysis Period (min)	15		

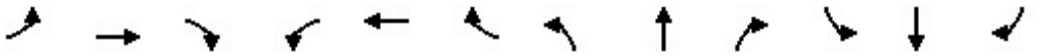
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	1813	261	249	1532	77	260	0	293	74	0	38
Future Volume (vph)	63	1813	261	249	1532	77	260	0	293	74	0	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4989		1770	5049		1770	1583		1770	1583	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	4989		1770	5049		1770	1583		1770	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	1971	284	271	1665	84	283	0	318	80	0	41
RTOR Reduction (vph)	0	16	0	0	4	0	0	167	0	0	34	0
Lane Group Flow (vph)	68	2239	0	271	1745	0	283	151	0	80	7	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	7.7	48.4		16.5	57.2		17.5	31.9		7.0	21.4	
Effective Green, g (s)	7.7	48.4		16.5	57.2		17.5	31.9		7.0	21.4	
Actuated g/C Ratio	0.06	0.40		0.14	0.47		0.14	0.26		0.06	0.18	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	111	1982		239	2371		254	414		101	278	
v/s Ratio Prot	0.04	c0.45		c0.15	0.35		c0.16	c0.10		0.05	0.00	
v/s Ratio Perm												
v/c Ratio	0.61	1.13		1.13	0.74		1.11	0.37		0.79	0.03	
Uniform Delay, d1	55.6	36.7		52.6	26.2		52.1	36.7		56.7	41.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.6	65.5		99.0	1.2		90.6	2.5		33.3	0.2	
Delay (s)	65.2	102.2		151.7	27.4		142.7	39.2		90.0	41.7	
Level of Service	E	F		F	C		F	D		F	D	
Approach Delay (s)		101.1			44.1			87.9			73.7	
Approach LOS		F			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	76.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	121.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		

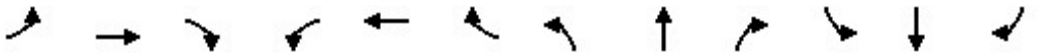
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	217	580	17	13	1602	305	14	0	11	120	0	326
Future Volume (vph)	217	580	17	13	1602	305	14	0	11	120	0	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	1855		1770	1863	1583		1770	1583		1770	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)	1770	1855		1770	1863	1583		1770	1583		1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	236	630	18	14	1741	332	15	0	12	130	0	354
RTOR Reduction (vph)	0	1	0	0	0	72	0	0	12	0	0	152
Lane Group Flow (vph)	236	647	0	14	1741	260	0	15	0	0	130	202
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	8.5	73.9		1.0	66.4	66.4		1.5	1.5		7.5	7.5
Effective Green, g (s)	8.5	73.9		1.0	66.4	66.4		1.5	1.5		7.5	7.5
Actuated g/C Ratio	0.08	0.73		0.01	0.65	0.65		0.01	0.01		0.07	0.07
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	147	1345		17	1213	1031		26	23		130	116
v/s Ratio Prot	c0.13	0.35		0.01	c0.93			c0.01			0.07	
v/s Ratio Perm						0.16			0.00			c0.13
v/c Ratio	1.61	0.48		0.82	1.44	0.25		0.58	0.01		1.00	1.74
Uniform Delay, d1	46.7	5.9		50.4	17.8	7.4		49.9	49.5		47.2	47.2
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	301.8	0.3		132.1	200.7	0.1		27.4	0.1		78.9	367.0
Delay (s)	348.5	6.2		182.5	218.4	7.5		77.3	49.6		126.1	414.2
Level of Service	F	A		F	F	A		E	D		F	F
Approach Delay (s)		97.6			184.6			65.0			336.9	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM 2000 Control Delay	182.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.46		
Actuated Cycle Length (s)	101.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	120.9%	ICU Level of Service	H
Analysis Period (min)	15		

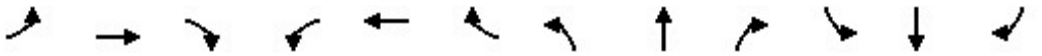
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	795	228	272	1730	38	227	0	101	29	0	28
Future Volume (vph)	21	795	228	272	1730	38	227	0	101	29	0	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4915		1770	5069		1770	1583		1770	1583	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	4915		1770	5069		1770	1583		1770	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	864	248	296	1880	41	247	0	110	32	0	30
RTOR Reduction (vph)	0	42	0	0	2	0	0	73	0	0	24	0
Lane Group Flow (vph)	23	1070	0	296	1919	0	247	37	0	32	6	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	2.8	31.7		22.9	51.8		19.7	39.2		3.6	23.1	
Effective Green, g (s)	2.8	31.7		22.9	51.8		19.7	39.2		3.6	23.1	
Actuated g/C Ratio	0.02	0.27		0.20	0.45		0.17	0.34		0.03	0.20	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	42	1350		351	2275		302	537		55	316	
v/s Ratio Prot	0.01	0.22		c0.17	c0.38		c0.14	c0.02		0.02	0.00	
v/s Ratio Perm												
v/c Ratio	0.55	0.79		0.84	0.84		0.82	0.07		0.58	0.02	
Uniform Delay, d1	55.7	38.8		44.5	28.2		46.1	25.8		55.2	37.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.8	3.3		16.6	3.0		15.6	0.3		14.7	0.1	
Delay (s)	69.5	42.1		61.1	31.3		61.8	26.0		69.9	37.2	
Level of Service	E	D		E	C		E	C		E	D	
Approach Delay (s)		42.6			35.2			50.8			54.0	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	39.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	115.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	355	1100	1	2	925	174	7	0	11	299	0	291
Future Volume (vph)	355	1100	1	2	925	174	7	0	11	299	0	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	1863		1770	1863	1583		1770	1583		1770	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)	1770	1863		1770	1863	1583		1770	1583		1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	386	1196	1	2	1005	189	8	0	12	325	0	316
RTOR Reduction (vph)	0	0	0	0	0	63	0	0	12	0	0	265
Lane Group Flow (vph)	386	1197	0	2	1005	126	0	8	0	0	325	51
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	25.5	91.4		0.3	66.2	66.2		1.5	1.5		21.5	21.5
Effective Green, g (s)	25.5	91.4		0.3	66.2	66.2		1.5	1.5		21.5	21.5
Actuated g/C Ratio	0.19	0.69		0.00	0.50	0.50		0.01	0.01		0.16	0.16
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	340	1283		4	929	789		20	17		286	256
v/s Ratio Prot	c0.22	0.64		0.00	c0.54			c0.00			c0.18	
v/s Ratio Perm						0.08			0.00			0.03
v/c Ratio	1.14	0.93		0.50	1.08	0.16		0.40	0.01		1.14	0.20
Uniform Delay, d1	53.6	18.0		66.1	33.2	18.1		65.2	64.9		55.6	48.2
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	90.7	12.3		74.4	54.2	0.1		12.6	0.2		95.2	0.4
Delay (s)	144.3	30.3		140.5	87.5	18.2		77.8	65.1		150.8	48.5
Level of Service	F	C		F	F	B		E	E		F	D
Approach Delay (s)		58.1			76.6			70.1			100.4	
Approach LOS		E			E			E			F	

Intersection Summary			
HCM 2000 Control Delay	72.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	132.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	102.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	1544	248	159	1140	47	296	0	291	50	0	32
Future Volume (vph)	37	1544	248	159	1140	47	296	0	291	50	0	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4980		1770	5055		1770	1583		1770	1583	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	4980		1770	5055		1770	1583		1770	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	40	1678	270	173	1239	51	322	0	316	54	0	35
RTOR Reduction (vph)	0	18	0	0	3	0	0	148	0	0	29	0
Lane Group Flow (vph)	40	1930	0	173	1287	0	322	168	0	54	6	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	5.6	47.4		13.1	54.9		23.2	36.0		7.0	19.8	
Effective Green, g (s)	5.6	47.4		13.1	54.9		23.2	36.0		7.0	19.8	
Actuated g/C Ratio	0.05	0.39		0.11	0.45		0.19	0.30		0.06	0.16	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	81	1942		190	2284		337	469		101	257	
v/s Ratio Prot	0.02	c0.39		c0.10	0.25		c0.18	c0.11		0.03	0.00	
v/s Ratio Perm												
v/c Ratio	0.49	0.99		0.91	0.56		0.96	0.36		0.53	0.02	
Uniform Delay, d1	56.6	36.9		53.6	24.5		48.6	33.7		55.7	42.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.7	18.8		40.9	0.3		37.0	2.1		5.4	0.2	
Delay (s)	61.2	55.7		94.5	24.8		85.7	35.8		61.0	42.9	
Level of Service	E	E		F	C		F	D		E	D	
Approach Delay (s)		55.8			33.1			61.0			53.9	
Approach LOS		E			C			E			D	

Intersection Summary			
HCM 2000 Control Delay	48.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	121.5	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

BBUV Network Vehicle Queuing Analysis Summary with 50% Volume Reduction

	Sierra Road and Berryessa Road						Flea Market Entrance/Green Street/ Berryessa Rd								Sierra Road and Mabury Road					
	Northbound Left		Northbound Through/Right[2]		Westbound Left		Eastbound Left		Northbound Right[2]		Northbound Left		Westbound Left		Eastbound Left		Southbound Through/Left		Southbound Right[2]	
Measurement	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Year 2040 Proposed Project with Mabury Interchange Cond																				
Cycle Length (sec)	120	120	120	120	120	120	120	120	120	120	120	120	120	120	130	100	130	100	130	100
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Volume (vph)	153	139	98	180	106	86	17	31	16	38	146	148	106	86	143	219	62	100	150	13
Volume (vphpl)	153	139	98	180	106	86	17	31	16	38	146	148	106	86	143	219	62	100	150	13
95th %. Queue (veh/ln.)	9	8	7	10	7	6	2	3	2	3	9	9	7	6	9	10	5	6	9	2
95th %. Queue (ft./ln)[1]	225	200	175	250	175	150	50	75	50	75	225	225	175	150	225	250	125	150	225	50
Storage (ft./ ln.)	250	250	250	250	300	300	200	200	450	450	450	450	275	275	300	300	250	250	250	250
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Year 2040 City Preferred Project with Mabury Intc Cond																				
Cycle Length (sec)	120	120	120	120	120	120	120	120	120	120	120	120	120	120	130	100	130	100	130	100
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Volume (vph)	116	161	85	189	99	66	11	18	13	47	120	170	99	66	159	198	55	114	70	18
Volume (vphpl)	116	161	85	189	99	66	11	18	13	47	120	170	99	66	159	198	55	114	70	18
95th %. Queue (veh/ln.)	7	9	6	11	7	5	2	2	2	4	8	10	7	5	10	10	5	6	5	2
95th %. Queue (ft./ln)[1]	175	225	150	275	175	125	50	50	50	100	200	250	175	125	250	250	125	150	125	50
Storage (ft./ ln.)	250	250	250	250	300	300	200	200	450	450	450	450	275	275	300	300	250	250	250	250
Adequate (Y/N)	YES	YES	YES	**NO**	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Year 2040 Proposed Project with Berryessa Intc Cond																				
Cycle Length (sec)	120	120	120	120	120	120	120	120	120	120	120	120	120	120	130	100	130	100	130	100
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Volume (vph)	156	123	116	200	145	125	14	32	19	63	140	130	145	125	127	236	69	141	152	29
Volume (vphpl)	156	123	116	200	145	125	14	32	19	63	140	130	145	125	127	236	69	141	152	29
95th %. Queue (veh/ln.)	9	8	7	11	9	8	2	3	2	5	9	8	9	8	8	11	5	7	10	2
95th %. Queue (ft./ln)[1]	225	200	175	275	225	200	50	75	50	125	225	200	225	200	200	275	125	175	250	50
Storage (ft./ ln.)	250	250	250	250	300	300	200	200	450	450	450	450	275	275	300	300	250	250	250	250
Adequate (Y/N)	YES	YES	YES	**NO**	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Year 2040 City Preferred Project with Berryessa Intc Cond																				
Cycle Length (sec)	120	120	120	120	120	120	120	120	120	120	120	120	120	120	130	100	130	100	130	100
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Volume (vph)	118	139	92	189	136	80	11	19	14	72	114	148	136	80	109	177	60	149	87	13
Volume (vphpl)	118	139	92	189	136	80	11	19	14	72	114	148	136	80	109	177	60	149	87	13
95th %. Queue (veh/ln.)	7	8	6	11	8	6	2	2	2	5	7	9	8	6	7	9	5	8	6	2
95th %. Queue (ft./ln)[1]	175	200	150	275	200	150	50	50	50	125	175	225	200	150	175	225	125	200	150	50
Storage (ft./ ln.)	250	250	250	250	300	300	200	200	450	450	450	450	275	275	300	300	250	250	250	250
Adequate (Y/N)	YES	YES	YES	**NO**	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Notes:

[1] Assumes 25 feet per vehicle queued

[2] Includes right-turn on red reduction from Synchro.

Sierra/Berryessa
NBL
AM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 5.1
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0061	0.0061	0
0.0311	0.0372	1
0.0793	0.1165	2
0.1348	0.2513	3
0.1719	0.4231	4
0.1753	0.5984	5
0.1490	0.7474	6
0.1086	0.8560	7
0.0692	0.9252	8
0.0392	0.9644	9
0.0200	0.9844	10
0.0093	0.9937	11
0.0039	0.9976	12
0.0015	0.9992	13
0.0006	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBL
AM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 3.9
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0202	0.0202	0
0.0789	0.0992	1
0.1539	0.2531	2
0.2001	0.4532	3
0.1951	0.6484	4
0.1522	0.8006	5
0.0989	0.8995	6
0.0551	0.9546	7
0.0269	0.9815	8
0.0116	0.9931	9
0.0045	0.9977	10
0.0016	0.9993	11
0.0005	0.9998	12
0.0002	0.9999	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBL
AM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 5.2
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0055	0.0055	0
0.0287	0.0342	1
0.0746	0.1088	2
0.1293	0.2381	3
0.1681	0.4061	4
0.1748	0.5809	5
0.1515	0.7324	6
0.1125	0.8449	7
0.0731	0.9181	8
0.0423	0.9603	9
0.0220	0.9823	10
0.0104	0.9927	11
0.0045	0.9972	12
0.0018	0.9990	13
0.0007	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBL
AM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 3.9
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0202	0.0202	0
0.0789	0.0992	1
0.1539	0.2531	2
0.2001	0.4532	3
0.1951	0.6484	4
0.1522	0.8006	5
0.0989	0.8995	6
0.0551	0.9546	7
0.0269	0.9815	8
0.0116	0.9931	9
0.0045	0.9977	10
0.0016	0.9993	11
0.0005	0.9998	12
0.0002	0.9999	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBL
PM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 4.6
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0101	0.0101	0
0.0462	0.0563	1
0.1063	0.1626	2
0.1631	0.3257	3
0.1875	0.5132	4
0.1725	0.6858	5
0.1323	0.8180	6
0.0869	0.9049	7
0.0500	0.9549	8
0.0255	0.9805	9
0.0118	0.9922	10
0.0049	0.9971	11
0.0019	0.9990	12
0.0007	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
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0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBL
PM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 5.4
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0045	0.0045	0
0.0244	0.0289	1
0.0659	0.0948	2
0.1185	0.2133	3
0.1600	0.3733	4
0.1728	0.5461	5
0.1555	0.7017	6
0.1200	0.8217	7
0.0810	0.9027	8
0.0486	0.9512	9
0.0262	0.9775	10
0.0129	0.9904	11
0.0058	0.9962	12
0.0024	0.9986	13
0.0009	0.9995	14
0.0003	0.9998	15
0.0001	0.9999	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
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0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
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0.0000	1.0000	89

Sierra/Berryessa
NBL
PM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 4.1
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0166	0.0166	0
0.0679	0.0845	1
0.1393	0.2238	2
0.1904	0.4142	3
0.1951	0.6093	4
0.1600	0.7693	5
0.1093	0.8786	6
0.0640	0.9427	7
0.0328	0.9755	8
0.0150	0.9905	9
0.0061	0.9966	10
0.0023	0.9989	11
0.0008	0.9997	12
0.0002	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
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0.0000	1.0000	89

Sierra/Berryessa
NBL
PM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 4.6
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0101	0.0101	0
0.0462	0.0563	1
0.1063	0.1626	2
0.1631	0.3257	3
0.1875	0.5132	4
0.1725	0.6858	5
0.1323	0.8180	6
0.0869	0.9049	7
0.0500	0.9549	8
0.0255	0.9805	9
0.0118	0.9922	10
0.0049	0.9971	11
0.0019	0.9990	12
0.0007	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
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0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
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0.0000	1.0000	89

Sierra/Berryessa
NBT/R
AM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 3.3
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0369	0.0369	0
0.1217	0.1586	1
0.2008	0.3594	2
0.2209	0.5803	3
0.1823	0.7626	4
0.1203	0.8829	5
0.0662	0.9490	6
0.0312	0.9802	7
0.0129	0.9931	8
0.0047	0.9978	9
0.0016	0.9994	10
0.0005	0.9998	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
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0.0000	1.0000	39
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0.0000	1.0000	41
0.0000	1.0000	42
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0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
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0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBT/R
AM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 2.8
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0608	0.0608	0
0.1703	0.2311	1
0.2384	0.4695	2
0.2225	0.6919	3
0.1557	0.8477	4
0.0872	0.9349	5
0.0407	0.9756	6
0.0163	0.9919	7
0.0057	0.9976	8
0.0018	0.9993	9
0.0005	0.9998	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
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0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
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0.0000	1.0000	37
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0.0000	1.0000	46
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0.0000	1.0000	89

Sierra/Berryessa
NBT/R
AM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 3.9
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0202	0.0202	0
0.0789	0.0992	1
0.1539	0.2531	2
0.2001	0.4532	3
0.1951	0.6484	4
0.1522	0.8006	5
0.0989	0.8995	6
0.0551	0.9546	7
0.0269	0.9815	8
0.0116	0.9931	9
0.0045	0.9977	10
0.0016	0.9993	11
0.0005	0.9998	12
0.0002	0.9999	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
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0.0000	1.0000	89

Sierra/Berryessa
NBT/R
AM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 3.1
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0450	0.0450	0
0.1397	0.1847	1
0.2165	0.4012	2
0.2237	0.6248	3
0.1733	0.7982	4
0.1075	0.9057	5
0.0555	0.9612	6
0.0246	0.9858	7
0.0095	0.9953	8
0.0033	0.9986	9
0.0010	0.9996	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
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Sierra/Berryessa
NBT/R
PM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 6.0
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0025	0.0025	0
0.0149	0.0174	1
0.0446	0.0620	2
0.0892	0.1512	3
0.1339	0.2851	4
0.1606	0.4457	5
0.1606	0.6063	6
0.1377	0.7440	7
0.1033	0.8472	8
0.0688	0.9161	9
0.0413	0.9574	10
0.0225	0.9799	11
0.0113	0.9912	12
0.0052	0.9964	13
0.0022	0.9986	14
0.0009	0.9995	15
0.0003	0.9998	16
0.0001	0.9999	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBT/R
PM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 6.3
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0018	0.0018	0
0.0116	0.0134	1
0.0364	0.0498	2
0.0765	0.1264	3
0.1205	0.2469	4
0.1519	0.3988	5
0.1595	0.5582	6
0.1435	0.7017	7
0.1130	0.8148	8
0.0791	0.8939	9
0.0498	0.9437	10
0.0285	0.9723	11
0.0150	0.9873	12
0.0073	0.9945	13
0.0033	0.9978	14
0.0014	0.9992	15
0.0005	0.9997	16
0.0002	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBT/R
PM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 6.7
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0012	0.0012	0
0.0082	0.0095	1
0.0276	0.0371	2
0.0617	0.0988	3
0.1034	0.2022	4
0.1385	0.3406	5
0.1546	0.4953	6
0.1480	0.6433	7
0.1240	0.7673	8
0.0923	0.8596	9
0.0618	0.9214	10
0.0377	0.9591	11
0.0210	0.9801	12
0.0108	0.9909	13
0.0052	0.9961	14
0.0023	0.9984	15
0.0010	0.9994	16
0.0004	0.9998	17
0.0001	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
NBT/R
PM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 6.3
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0018	0.0018	0
0.0116	0.0134	1
0.0364	0.0498	2
0.0765	0.1264	3
0.1205	0.2469	4
0.1519	0.3988	5
0.1595	0.5582	6
0.1435	0.7017	7
0.1130	0.8148	8
0.0791	0.8939	9
0.0498	0.9437	10
0.0285	0.9723	11
0.0150	0.9873	12
0.0073	0.9945	13
0.0033	0.9978	14
0.0014	0.9992	15
0.0005	0.9997	16
0.0002	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
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0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
WBL
AM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 3.5
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0302	0.0302	0
0.1057	0.1359	1
0.1850	0.3208	2
0.2158	0.5366	3
0.1888	0.7254	4
0.1322	0.8576	5
0.0771	0.9347	6
0.0385	0.9733	7
0.0169	0.9901	8
0.0066	0.9967	9
0.0023	0.9990	10
0.0007	0.9997	11
0.0002	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
WBL
AM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 3.3
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0369	0.0369	0
0.1217	0.1586	1
0.2008	0.3594	2
0.2209	0.5803	3
0.1823	0.7626	4
0.1203	0.8829	5
0.0662	0.9490	6
0.0312	0.9802	7
0.0129	0.9931	8
0.0047	0.9978	9
0.0016	0.9994	10
0.0005	0.9998	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
WBL
AM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 4.8
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0082	0.0082	0
0.0395	0.0477	1
0.0948	0.1425	2
0.1517	0.2942	3
0.1820	0.4763	4
0.1747	0.6510	5
0.1398	0.7908	6
0.0959	0.8867	7
0.0575	0.9442	8
0.0307	0.9749	9
0.0147	0.9896	10
0.0064	0.9960	11
0.0026	0.9986	12
0.0009	0.9995	13
0.0003	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
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0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
WBL
AM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 4.5
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0111	0.0111	0
0.0500	0.0611	1
0.1125	0.1736	2
0.1687	0.3423	3
0.1898	0.5321	4
0.1708	0.7029	5
0.1281	0.8311	6
0.0824	0.9134	7
0.0463	0.9597	8
0.0232	0.9829	9
0.0104	0.9933	10
0.0043	0.9976	11
0.0016	0.9992	12
0.0006	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
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0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
WBL
PM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 2.9
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0550	0.0550	0
0.1596	0.2146	1
0.2314	0.4460	2
0.2237	0.6696	3
0.1622	0.8318	4
0.0940	0.9258	5
0.0455	0.9713	6
0.0188	0.9901	7
0.0068	0.9969	8
0.0022	0.9991	9
0.0006	0.9998	10
0.0002	0.9999	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
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0.0000	1.0000	23
0.0000	1.0000	24
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0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
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0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
WBL
PM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 2.2
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1108	0.1108	0
0.2438	0.3546	1
0.2681	0.6227	2
0.1966	0.8194	3
0.1082	0.9275	4
0.0476	0.9751	5
0.0174	0.9925	6
0.0055	0.9980	7
0.0015	0.9995	8
0.0004	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
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0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
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0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
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0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Berryessa
WBL
PM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 4.2
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0150	0.0150	0
0.0630	0.0780	1
0.1323	0.2102	2
0.1852	0.3954	3
0.1944	0.5898	4
0.1633	0.7531	5
0.1143	0.8675	6
0.0686	0.9361	7
0.0360	0.9721	8
0.0168	0.9889	9
0.0071	0.9959	10
0.0027	0.9986	11
0.0009	0.9996	12
0.0003	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
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0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
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0.0000	1.0000	55
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0.0000	1.0000	89

Sierra/Berryessa
WBL
PM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 2.7
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0672	0.0672	0
0.1815	0.2487	1
0.2450	0.4936	2
0.2205	0.7141	3
0.1488	0.8629	4
0.0804	0.9433	5
0.0362	0.9794	6
0.0139	0.9934	7
0.0047	0.9981	8
0.0014	0.9995	9
0.0004	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
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0.0000	1.0000	18
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0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
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0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
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0.0000	1.0000	50
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
AM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 0.6
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5488	0.5488	0
0.3293	0.8781	1
0.0988	0.9769	2
0.0198	0.9966	3
0.0030	0.9996	4
0.0004	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
AM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 0.4
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6703	0.6703	0
0.2681	0.9384	1
0.0536	0.9921	2
0.0072	0.9992	3
0.0007	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
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0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
AM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 0.5
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6065	0.6065	0
0.3033	0.9098	1
0.0758	0.9856	2
0.0126	0.9982	3
0.0016	0.9998	4
0.0002	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
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0.0000	1.0000	18
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
AM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 0.4
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6703	0.6703	0
0.2681	0.9384	1
0.0536	0.9921	2
0.0072	0.9992	3
0.0007	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
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0.0000	1.0000	53
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0.0000	1.0000	67
0.0000	1.0000	68
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0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
PM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 1.0
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3679	0.3679	0
0.3679	0.7358	1
0.1839	0.9197	2
0.0613	0.9810	3
0.0153	0.9963	4
0.0031	0.9994	5
0.0005	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
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0.0000	1.0000	66
0.0000	1.0000	67
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0.0000	1.0000	72
0.0000	1.0000	73
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0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
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0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
PM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 0.6
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5488	0.5488	0
0.3293	0.8781	1
0.0988	0.9769	2
0.0198	0.9966	3
0.0030	0.9996	4
0.0004	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
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0.0000	1.0000	16
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0.0000	1.0000	21
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0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
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0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
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0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
PM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 1.1
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3329	0.3329	0
0.3662	0.6990	1
0.2014	0.9004	2
0.0738	0.9743	3
0.0203	0.9946	4
0.0045	0.9990	5
0.0008	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
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0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
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0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
EBL
PM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 0.6
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5488	0.5488	0
0.3293	0.8781	1
0.0988	0.9769	2
0.0198	0.9966	3
0.0030	0.9996	4
0.0004	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
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0.0000	1.0000	37
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0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
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0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
AM
Year 2040 Proposed Project with Mabury Interchange
Avg. Queue Per Lane in Veh= 0.5
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6065	0.6065	0
0.3033	0.9098	1
0.0758	0.9856	2
0.0126	0.9982	3
0.0016	0.9998	4
0.0002	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
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0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
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0.0000	1.0000	31
0.0000	1.0000	32
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0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
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0.0000	1.0000	58
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0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
AM
Year 2040 City Preferred Project with Mabury Intc Co
Avg. Queue Per Lane in Veh= 0.4
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6703	0.6703	0
0.2681	0.9384	1
0.0536	0.9921	2
0.0072	0.9992	3
0.0007	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
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0.0000	1.0000	31
0.0000	1.0000	32
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0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
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0.0000	1.0000	81
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0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
AM
Year 2040 Proposed Project with Berryessa Intc Con
Avg. Queue Per Lane in Veh= 0.6
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5488	0.5488	0
0.3293	0.8781	1
0.0988	0.9769	2
0.0198	0.9966	3
0.0030	0.9996	4
0.0004	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
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0.0000	1.0000	33
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0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
AM
Year 2040 City Preferred Project with Berryessa Intc
Avg. Queue Per Lane in Veh= 0.5
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6065	0.6065	0
0.3033	0.9098	1
0.0758	0.9856	2
0.0126	0.9982	3
0.0016	0.9998	4
0.0002	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
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0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
PM
Year 2040 Proposed Project with Mabury Interchange
Avg. Queue Per Lane in Veh= 1.3
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2725	0.2725	0
0.3543	0.6268	1
0.2303	0.8571	2
0.0998	0.9569	3
0.0324	0.9893	4
0.0084	0.9978	5
0.0018	0.9996	6
0.0003	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
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0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
PM
Year 2040 City Preferred Project with Mabury Intc Co
Avg. Queue Per Lane in Veh= 1.6
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2019	0.2019	0
0.3230	0.5249	1
0.2584	0.7834	2
0.1378	0.9212	3
0.0551	0.9763	4
0.0176	0.9940	5
0.0047	0.9987	6
0.0011	0.9997	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
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0.0000	1.0000	45
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0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
PM
Year 2040 Proposed Project with Berryessa Intc Con
Avg. Queue Per Lane in Veh= 2.1
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1225	0.1225	0
0.2572	0.3796	1
0.2700	0.6496	2
0.1890	0.8386	3
0.0992	0.9379	4
0.0417	0.9796	5
0.0146	0.9941	6
0.0044	0.9985	7
0.0011	0.9997	8
0.0003	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
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0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBT/R
PM
Year 2040 City Preferred Project with Berryessa Intc
Avg. Queue Per Lane in Veh= 2.4
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0907	0.0907	0
0.2177	0.3084	1
0.2613	0.5697	2
0.2090	0.7787	3
0.1254	0.9041	4
0.0602	0.9643	5
0.0241	0.9884	6
0.0083	0.9967	7
0.0025	0.9991	8
0.0007	0.9998	9
0.0002	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
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0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBL
AM
Year 2040 Proposed Project with Mabury Interchange
Avg. Queue Per Lane in Veh= 4.9
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0074	0.0074	0
0.0365	0.0439	1
0.0894	0.1333	2
0.1460	0.2793	3
0.1789	0.4582	4
0.1753	0.6335	5
0.1432	0.7767	6
0.1002	0.8769	7
0.0614	0.9382	8
0.0334	0.9717	9
0.0164	0.9880	10
0.0073	0.9953	11
0.0030	0.9983	12
0.0011	0.9994	13
0.0004	0.9998	14
0.0001	0.9999	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBL
AM
Year 2040 City Preferred Project with Mabury Intc Co
Avg. Queue Per Lane in Veh= 4.0
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0183	0.0183	0
0.0733	0.0916	1
0.1465	0.2381	2
0.1954	0.4335	3
0.1954	0.6288	4
0.1563	0.7851	5
0.1042	0.8893	6
0.0595	0.9489	7
0.0298	0.9786	8
0.0132	0.9919	9
0.0053	0.9972	10
0.0019	0.9991	11
0.0006	0.9997	12
0.0002	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBL
AM
Year 2040 Proposed Project with Berryessa Intc Con
Avg. Queue Per Lane in Veh= 4.7
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0091	0.0091	0
0.0427	0.0518	1
0.1005	0.1523	2
0.1574	0.3097	3
0.1849	0.4946	4
0.1738	0.6684	5
0.1362	0.8046	6
0.0914	0.8960	7
0.0537	0.9497	8
0.0281	0.9778	9
0.0132	0.9910	10
0.0056	0.9966	11
0.0022	0.9988	12
0.0008	0.9996	13
0.0003	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
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0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBL
AM
Year 2040 City Preferred Project with Berryessa Intc
Avg. Queue Per Lane in Veh= 3.8
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0224	0.0224	0
0.0850	0.1074	1
0.1615	0.2689	2
0.2046	0.4735	3
0.1944	0.6678	4
0.1477	0.8156	5
0.0936	0.9091	6
0.0508	0.9599	7
0.0241	0.9840	8
0.0102	0.9942	9
0.0039	0.9981	10
0.0013	0.9994	11
0.0004	0.9998	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
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0.0000	1.0000	21
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0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
NBL
PM
Year 2040 Proposed Project with Mabury Interchange
Avg. Queue Per Lane in Veh= 4.9
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0074	0.0074	0
0.0365	0.0439	1
0.0894	0.1333	2
0.1460	0.2793	3
0.1789	0.4582	4
0.1753	0.6335	5
0.1432	0.7767	6
0.1002	0.8769	7
0.0614	0.9382	8
0.0334	0.9717	9
0.0164	0.9880	10
0.0073	0.9953	11
0.0030	0.9983	12
0.0011	0.9994	13
0.0004	0.9998	14
0.0001	0.9999	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
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Flea Market Entrance/ Berryessa
NBL
PM
Year 2040 City Preferred Project with Mabury Intc Co
Avg. Queue Per Lane in Veh= 5.7
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0033	0.0033	0
0.0191	0.0224	1
0.0544	0.0768	2
0.1033	0.1800	3
0.1472	0.3272	4
0.1678	0.4950	5
0.1594	0.6544	6
0.1298	0.7841	7
0.0925	0.8766	8
0.0586	0.9352	9
0.0334	0.9686	10
0.0173	0.9859	11
0.0082	0.9941	12
0.0036	0.9977	13
0.0015	0.9991	14
0.0006	0.9997	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
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Flea Market Entrance/ Berryessa
NBL
PM
Year 2040 Proposed Project with Berryessa Intc Con
Avg. Queue Per Lane in Veh= 4.3
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0136	0.0136	0
0.0583	0.0719	1
0.1254	0.1974	2
0.1798	0.3772	3
0.1933	0.5704	4
0.1662	0.7367	5
0.1191	0.8558	6
0.0732	0.9290	7
0.0393	0.9683	8
0.0188	0.9871	9
0.0081	0.9952	10
0.0032	0.9983	11
0.0011	0.9995	12
0.0004	0.9998	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
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0.0000	1.0000	26
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Flea Market Entrance/ Berryessa
NBL
PM
Year 2040 City Preferred Project with Berryessa Intc
Avg. Queue Per Lane in Veh= 4.9
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0074	0.0074	0
0.0365	0.0439	1
0.0894	0.1333	2
0.1460	0.2793	3
0.1789	0.4582	4
0.1753	0.6335	5
0.1432	0.7767	6
0.1002	0.8769	7
0.0614	0.9382	8
0.0334	0.9717	9
0.0164	0.9880	10
0.0073	0.9953	11
0.0030	0.9983	12
0.0011	0.9994	13
0.0004	0.9998	14
0.0001	0.9999	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
AM
Year 2040 Proposed Project with Mabury Interchange
Avg. Queue Per Lane in Veh= 3.5
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0302	0.0302	0
0.1057	0.1359	1
0.1850	0.3208	2
0.2158	0.5366	3
0.1888	0.7254	4
0.1322	0.8576	5
0.0771	0.9347	6
0.0385	0.9733	7
0.0169	0.9901	8
0.0066	0.9967	9
0.0023	0.9990	10
0.0007	0.9997	11
0.0002	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
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0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
AM
Year 2040 City Preferred Project with Mabury Intc Co
Avg. Queue Per Lane in Veh= 3.3
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0369	0.0369	0
0.1217	0.1586	1
0.2008	0.3594	2
0.2209	0.5803	3
0.1823	0.7626	4
0.1203	0.8829	5
0.0662	0.9490	6
0.0312	0.9802	7
0.0129	0.9931	8
0.0047	0.9978	9
0.0016	0.9994	10
0.0005	0.9998	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
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0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
AM
Year 2040 Proposed Project with Berryessa Intc Con
Avg. Queue Per Lane in Veh= 4.8
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0082	0.0082	0
0.0395	0.0477	1
0.0948	0.1425	2
0.1517	0.2942	3
0.1820	0.4763	4
0.1747	0.6510	5
0.1398	0.7908	6
0.0959	0.8867	7
0.0575	0.9442	8
0.0307	0.9749	9
0.0147	0.9896	10
0.0064	0.9960	11
0.0026	0.9986	12
0.0009	0.9995	13
0.0003	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
AM
Year 2040 City Preferred Project with Berryessa Intc
Avg. Queue Per Lane in Veh= 4.5
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0111	0.0111	0
0.0500	0.0611	1
0.1125	0.1736	2
0.1687	0.3423	3
0.1898	0.5321	4
0.1708	0.7029	5
0.1281	0.8311	6
0.0824	0.9134	7
0.0463	0.9597	8
0.0232	0.9829	9
0.0104	0.9933	10
0.0043	0.9976	11
0.0016	0.9992	12
0.0006	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
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0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
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0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
PM
Year 2040 Proposed Project with Mabury Interchange
Avg. Queue Per Lane in Veh= 2.9
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0550	0.0550	0
0.1596	0.2146	1
0.2314	0.4460	2
0.2237	0.6696	3
0.1622	0.8318	4
0.0940	0.9258	5
0.0455	0.9713	6
0.0188	0.9901	7
0.0068	0.9969	8
0.0022	0.9991	9
0.0006	0.9998	10
0.0002	0.9999	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
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0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
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0.0000	1.0000	66
0.0000	1.0000	67
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0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
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0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
PM
Year 2040 City Preferred Project with Mabury Intc Co
Avg. Queue Per Lane in Veh= 2.2
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1108	0.1108	0
0.2438	0.3546	1
0.2681	0.6227	2
0.1966	0.8194	3
0.1082	0.9275	4
0.0476	0.9751	5
0.0174	0.9925	6
0.0055	0.9980	7
0.0015	0.9995	8
0.0004	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
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0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
PM
Year 2040 Proposed Project with Berryessa Intc Con
Avg. Queue Per Lane in Veh= 4.2
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0150	0.0150	0
0.0630	0.0780	1
0.1323	0.2102	2
0.1852	0.3954	3
0.1944	0.5898	4
0.1633	0.7531	5
0.1143	0.8675	6
0.0686	0.9361	7
0.0360	0.9721	8
0.0168	0.9889	9
0.0071	0.9959	10
0.0027	0.9986	11
0.0009	0.9996	12
0.0003	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Flea Market Entrance/ Berryessa
WBL
PM
Year 2040 City Preferred Project with Berryessa Intc
Avg. Queue Per Lane in Veh= 2.7
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0672	0.0672	0
0.1815	0.2487	1
0.2450	0.4936	2
0.2205	0.7141	3
0.1488	0.8629	4
0.0804	0.9433	5
0.0362	0.9794	6
0.0139	0.9934	7
0.0047	0.9981	8
0.0014	0.9995	9
0.0004	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
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0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
EBL
AM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 5.2
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0055	0.0055	0
0.0287	0.0342	1
0.0746	0.1088	2
0.1293	0.2381	3
0.1681	0.4061	4
0.1748	0.5809	5
0.1515	0.7324	6
0.1125	0.8449	7
0.0731	0.9181	8
0.0423	0.9603	9
0.0220	0.9823	10
0.0104	0.9927	11
0.0045	0.9972	12
0.0018	0.9990	13
0.0007	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
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0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
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0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
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0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
EBL
AM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 5.7
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0033	0.0033	0
0.0191	0.0224	1
0.0544	0.0768	2
0.1033	0.1800	3
0.1472	0.3272	4
0.1678	0.4950	5
0.1594	0.6544	6
0.1298	0.7841	7
0.0925	0.8766	8
0.0586	0.9352	9
0.0334	0.9686	10
0.0173	0.9859	11
0.0082	0.9941	12
0.0036	0.9977	13
0.0015	0.9991	14
0.0006	0.9997	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
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0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
EBL
AM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 4.6
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0101	0.0101	0
0.0462	0.0563	1
0.1063	0.1626	2
0.1631	0.3257	3
0.1875	0.5132	4
0.1725	0.6858	5
0.1323	0.8180	6
0.0869	0.9049	7
0.0500	0.9549	8
0.0255	0.9805	9
0.0118	0.9922	10
0.0049	0.9971	11
0.0019	0.9990	12
0.0007	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
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0.0000	1.0000	46
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0.0000	1.0000	79
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0.0000	1.0000	89

Sierra/Mabury
EBL
AM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 3.9
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0202	0.0202	0
0.0789	0.0992	1
0.1539	0.2531	2
0.2001	0.4532	3
0.1951	0.6484	4
0.1522	0.8006	5
0.0989	0.8995	6
0.0551	0.9546	7
0.0269	0.9815	8
0.0116	0.9931	9
0.0045	0.9977	10
0.0016	0.9993	11
0.0005	0.9998	12
0.0002	0.9999	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
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0.0000	1.0000	21
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Sierra/Mabury
EBL
PM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 6.1
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0022	0.0022	0
0.0137	0.0159	1
0.0417	0.0577	2
0.0848	0.1425	3
0.1294	0.2719	4
0.1579	0.4298	5
0.1605	0.5902	6
0.1399	0.7301	7
0.1066	0.8367	8
0.0723	0.9090	9
0.0441	0.9531	10
0.0244	0.9776	11
0.0124	0.9900	12
0.0058	0.9958	13
0.0025	0.9984	14
0.0010	0.9994	15
0.0004	0.9998	16
0.0001	0.9999	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
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0.0000	1.0000	89

Sierra/Mabury
EBL
PM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 5.5
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0041	0.0041	0
0.0225	0.0266	1
0.0618	0.0884	2
0.1133	0.2017	3
0.1558	0.3575	4
0.1714	0.5289	5
0.1571	0.6860	6
0.1234	0.8095	7
0.0849	0.8944	8
0.0519	0.9462	9
0.0285	0.9747	10
0.0143	0.9890	11
0.0065	0.9955	12
0.0028	0.9983	13
0.0011	0.9994	14
0.0004	0.9998	15
0.0001	0.9999	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
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Sierra/Mabury
EBL
PM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 6.6
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0014	0.0014	0
0.0090	0.0103	1
0.0296	0.0400	2
0.0652	0.1052	3
0.1076	0.2127	4
0.1420	0.3547	5
0.1562	0.5108	6
0.1472	0.6581	7
0.1215	0.7796	8
0.0891	0.8686	9
0.0588	0.9274	10
0.0353	0.9627	11
0.0194	0.9821	12
0.0099	0.9920	13
0.0046	0.9966	14
0.0020	0.9986	15
0.0008	0.9995	16
0.0003	0.9998	17
0.0001	0.9999	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
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0.0000	1.0000	89

Sierra/Mabury
EBL
PM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 4.9
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0074	0.0074	0
0.0365	0.0439	1
0.0894	0.1333	2
0.1460	0.2793	3
0.1789	0.4582	4
0.1753	0.6335	5
0.1432	0.7767	6
0.1002	0.8769	7
0.0614	0.9382	8
0.0334	0.9717	9
0.0164	0.9880	10
0.0073	0.9953	11
0.0030	0.9983	12
0.0011	0.9994	13
0.0004	0.9998	14
0.0001	0.9999	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
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0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
AM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 2.2
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1108	0.1108	0
0.2438	0.3546	1
0.2681	0.6227	2
0.1966	0.8194	3
0.1082	0.9275	4
0.0476	0.9751	5
0.0174	0.9925	6
0.0055	0.9980	7
0.0015	0.9995	8
0.0004	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
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0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
AM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 2.0
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1353	0.1353	0
0.2707	0.4060	1
0.2707	0.6767	2
0.1804	0.8571	3
0.0902	0.9473	4
0.0361	0.9834	5
0.0120	0.9955	6
0.0034	0.9989	7
0.0009	0.9998	8
0.0002	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
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0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
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0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
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0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
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0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
AM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 2.5
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0821	0.0821	0
0.2052	0.2873	1
0.2565	0.5438	2
0.2138	0.7576	3
0.1336	0.8912	4
0.0668	0.9580	5
0.0278	0.9858	6
0.0099	0.9958	7
0.0031	0.9989	8
0.0009	0.9997	9
0.0002	0.9999	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
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0.0000	1.0000	29
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0.0000	1.0000	37
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0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
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0.0000	1.0000	51
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0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
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0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
AM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 2.2
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1108	0.1108	0
0.2438	0.3546	1
0.2681	0.6227	2
0.1966	0.8194	3
0.1082	0.9275	4
0.0476	0.9751	5
0.0174	0.9925	6
0.0055	0.9980	7
0.0015	0.9995	8
0.0004	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
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0.0000	1.0000	24
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0.0000	1.0000	29
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0.0000	1.0000	86
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0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
PM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 2.8
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0608	0.0608	0
0.1703	0.2311	1
0.2384	0.4695	2
0.2225	0.6919	3
0.1557	0.8477	4
0.0872	0.9349	5
0.0407	0.9756	6
0.0163	0.9919	7
0.0057	0.9976	8
0.0018	0.9993	9
0.0005	0.9998	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
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0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
PM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 3.2
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0408	0.0408	0
0.1304	0.1712	1
0.2087	0.3799	2
0.2226	0.6025	3
0.1781	0.7806	4
0.1140	0.8946	5
0.0608	0.9554	6
0.0278	0.9832	7
0.0111	0.9943	8
0.0040	0.9982	9
0.0013	0.9995	10
0.0004	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
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0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
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0.0000	1.0000	73
0.0000	1.0000	74
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0.0000	1.0000	78
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0.0000	1.0000	82
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0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
PM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 3.9
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0202	0.0202	0
0.0789	0.0992	1
0.1539	0.2531	2
0.2001	0.4532	3
0.1951	0.6484	4
0.1522	0.8006	5
0.0989	0.8995	6
0.0551	0.9546	7
0.0269	0.9815	8
0.0116	0.9931	9
0.0045	0.9977	10
0.0016	0.9993	11
0.0005	0.9998	12
0.0002	0.9999	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
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0.0000	1.0000	37
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0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
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0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
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0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBT/L
PM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 4.1
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0166	0.0166	0
0.0679	0.0845	1
0.1393	0.2238	2
0.1904	0.4142	3
0.1951	0.6093	4
0.1600	0.7693	5
0.1093	0.8786	6
0.0640	0.9427	7
0.0328	0.9755	8
0.0150	0.9905	9
0.0061	0.9966	10
0.0023	0.9989	11
0.0008	0.9997	12
0.0002	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
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0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBR
AM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 5.4
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0045	0.0045	0
0.0244	0.0289	1
0.0659	0.0948	2
0.1185	0.2133	3
0.1600	0.3733	4
0.1728	0.5461	5
0.1555	0.7017	6
0.1200	0.8217	7
0.0810	0.9027	8
0.0486	0.9512	9
0.0262	0.9775	10
0.0129	0.9904	11
0.0058	0.9962	12
0.0024	0.9986	13
0.0009	0.9995	14
0.0003	0.9998	15
0.0001	0.9999	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
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0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBR
AM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 2.5
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0821	0.0821	0
0.2052	0.2873	1
0.2565	0.5438	2
0.2138	0.7576	3
0.1336	0.8912	4
0.0668	0.9580	5
0.0278	0.9858	6
0.0099	0.9958	7
0.0031	0.9989	8
0.0009	0.9997	9
0.0002	0.9999	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
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0.0000	1.0000	37
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0.0000	1.0000	40
0.0000	1.0000	41
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0.0000	1.0000	89

Sierra/Mabury
SBR
AM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 5.5
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0041	0.0041	0
0.0225	0.0266	1
0.0618	0.0884	2
0.1133	0.2017	3
0.1558	0.3575	4
0.1714	0.5289	5
0.1571	0.6860	6
0.1234	0.8095	7
0.0849	0.8944	8
0.0519	0.9462	9
0.0285	0.9747	10
0.0143	0.9890	11
0.0065	0.9955	12
0.0028	0.9983	13
0.0011	0.9994	14
0.0004	0.9998	15
0.0001	0.9999	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
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0.0000	1.0000	24
0.0000	1.0000	25
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0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBR
AM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 3.1
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0450	0.0450	0
0.1397	0.1847	1
0.2165	0.4012	2
0.2237	0.6248	3
0.1733	0.7982	4
0.1075	0.9057	5
0.0555	0.9612	6
0.0246	0.9858	7
0.0095	0.9953	8
0.0033	0.9986	9
0.0010	0.9996	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
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0.0000	1.0000	47
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0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBR
PM
Year 2040 Proposed Project with Mabury Interchange Cond
Avg. Queue Per Lane in Veh= 0.4
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6703	0.6703	0
0.2681	0.9384	1
0.0536	0.9921	2
0.0072	0.9992	3
0.0007	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
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0.0000	1.0000	41
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0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
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0.0000	1.0000	88
0.0000	1.0000	89

Sierra/Mabury
SBR
PM
Year 2040 City Preferred Project with Mabury Intc Cond
Avg. Queue Per Lane in Veh= 0.5
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6065	0.6065	0
0.3033	0.9098	1
0.0758	0.9856	2
0.0126	0.9982	3
0.0016	0.9998	4
0.0002	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
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0.0000	1.0000	89

Sierra/Mabury
SBR
PM
Year 2040 Proposed Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 0.8
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4493	0.4493	0
0.3595	0.8088	1
0.1438	0.9526	2
0.0383	0.9909	3
0.0077	0.9986	4
0.0012	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
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0.0000	1.0000	89

Sierra/Mabury
SBR
PM
Year 2040 City Preferred Project with Berryessa Intc Cond
Avg. Queue Per Lane in Veh= 0.4
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6703	0.6703	0
0.2681	0.9384	1
0.0536	0.9921	2
0.0072	0.9992	3
0.0007	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
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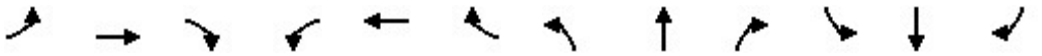
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	585	17	13	1643	127	14	0	11	69	0	260
Future Volume (vph)	127	585	17	13	1643	127	14	0	11	69	0	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	1855		1770	1863	1583		1770	1583		1770	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)	1770	1855		1770	1863	1583		1770	1583		1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	138	636	18	14	1786	138	15	0	12	75	0	283
RTOR Reduction (vph)	0	1	0	0	0	36	0	0	12	0	0	108
Lane Group Flow (vph)	138	653	0	14	1786	102	0	15	0	0	75	175
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	5.5	73.9		1.0	69.4	69.4		2.0	2.0		6.5	6.5
Effective Green, g (s)	5.5	73.9		1.0	69.4	69.4		2.0	2.0		6.5	6.5
Actuated g/C Ratio	0.05	0.73		0.01	0.68	0.68		0.02	0.02		0.06	0.06
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	96	1351		17	1275	1083		34	31		113	101
v/s Ratio Prot	c0.08	c0.35		0.01	c0.96			c0.01			0.04	
v/s Ratio Perm						0.06			0.00			c0.11
v/c Ratio	1.44	0.48		0.82	1.40	0.09		0.44	0.01		0.66	1.74
Uniform Delay, d1	48.0	5.8		50.1	16.0	5.4		49.1	48.7		46.4	47.5
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	246.1	0.3		132.1	185.2	0.0		8.9	0.1		13.7	369.1
Delay (s)	294.1	6.0		182.2	201.2	5.4		58.0	48.8		60.1	416.5
Level of Service	F	A		F	F	A		E	D		E	F
Approach Delay (s)		56.2			187.1			53.9			341.9	
Approach LOS		E			F			D			F	

Intersection Summary			
HCM 2000 Control Delay	170.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.37		
Actuated Cycle Length (s)	101.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	117.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group