Volume II Technical Appendices

University Villages Specific Plan Environmental Impact Report

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TECHNICAL APPENDICES

APPENDIX C

BIOLOGICAL RESOURCES STUDY

BIOLOGICAL RESOURCES ASSESSMENT UNIVERSITY VILLAGES

Fort Ord, California

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TABLE OF CONTENTS

1.0	Introduction	1
1.1 1.2	The HMP Methodology	1 1
2.0	Affected Environment	2
2.1 2.2 2.3	Developed Disturbed Remnant Maritime Chaparral	223
2.4	Degraded Maritime Chaparral	3
2.5	Mixed Oak Woodland	4
2.6	Special Status Species	4
2.	6.1 Plants	4
2.	6.2 Animals	6
3.0	Assessment	7
3.1	Project Affects	7
3.	1.1 Plant Communities and Wildlife Habitats	8
3.	1.2 Special Status Plants	8
3.	1.3 Special Status Animals	9
3.2	Consistency with the HMP	9
3.3	Recommendations10	0
5.0	References	2

1.0 INTRODUCTION

This biological assessment addresses those lands on former Fort Ord included in the University Villages Specific Plan being developed by the City of Marina. The Specific Plan area encompasses approximately 419 acres within the southwestern portion of the City of Marina in the Main Garrison area of former Fort Ord (Figure 1). The biological resources in the Specific Plan Area (Plan Area) have been described in several documents, including the *Flora and Fauna Baseline Study of Fort Ord* (USACOE 1992b), and *Installation-Wide Multispecies Habitat Management Plan for Fort Ord* (USACOE 1997). The purpose of this assessment is to provide current information and update the record as necessary with respect to existing biological resources in the proposed Plan Area and to evaluate the effects of the proposed development and consistency with the assumptions of the Installation-Wide Multispecies Habitat Management Plan regarding habitat and species losses.

1.1 The HMP

The *Installation-Wide Multispecies Habitat Management Plan for Former Fort Ord* (HMP) (April 1997) establishes a habitat conservation area and corridor system and parcel-specific land use categories and management requirements for all lands on former Fort Ord. Four general categories of parcel-specific land use are identified: habitat reserve, habitat corridor, development with reserve areas or restrictions, and development with no restrictions. Resource conservation and management requirements and responsible parties for each parcel or group of parcels with habitat designations are discussed in Chapter 4 of the HMP.

A general goal of the HMP is to promote preservation, enhancement and restoration of habitat while allowing implementation of a community-based reuse plan that supports economic recovery after closure of Fort Ord. The HMP assumes a reuse development scenario for the entire base that will result in the removal of up to 6,300 acres of existing vegetation and wildlife habitat. Losses to 18 special-status species (HMP Species) are also accounted for by the HMP. The establishment of approximately 16,000 acres of habitat reserves with about 400 additional acres of connecting habitat corridors is the primary measure to minimize the impacts of reuse on HMP Species. In addition, the HMP further conditions development on approximately 1,800 additional acres by requiring reserve areas or restrictions on those lands.

The Plan Area is located within parcels designated as development in the HMP. These parcels have no management restrictions placed upon them and according to the HMP, the biological resources found in these parcels are not considered essential to the long-term preservation of sensitive species at former Fort Ord.

1.2 Methodology

Prior to conducting field surveys, Zander Associates reviewed the *Flora and Fauna Baseline Study of Fort Ord, California* (U.S. Army Corps of Engineers 1992), and the *Installation-Wide Multispecies Habitat Management Plan for Former Fort Ord, California* (U.S. Army Corps of Engineers 1997) to determine the occurrence or potential for occurrence of special status species and habitats within and adjacent to the project area. This information was used in combination with our field assessment to evaluate the likelihood for specific species to be present where directed surveys were not possible.

Our field surveys were conducted in February, April, and May of 2004. The extent of the survey area was determined using the projects limits as indicated on a base aerial photograph provided by Marina Community Partners. The focus of the February 2004 survey was to characterize the habitat types within the project area and to locate areas where there was potential habitat for special status plant species. Subsequent surveys were conducted in April and May, during the blooming period for targeted special status plants, and the location and extent of occurrences of these species was specifically mapped and described. Zander Associates did not conduct species-specific surveys for special status animals for this project.

An aerial photograph (scale 1" = 200') was used to locate positions in the field, to delineate the extent of the various habitat types observed, and to map the location and extent of special status plant species observed. The area occupied by the various habitat types and by the special status plant species observed was calculated using CAD.

2.0 AFFECTED ENVIRONMENT

The Plan Area encompasses approximately 419 acres situated within the Main Garrison portion of former Fort Ord (Figure 2). The majority of the site consists of developed areas or disturbed habitats but there are a few remnant patches of maritime chaparral and oak woodland present. Throughout the entire area, there are landscape trees including Monterey pine (*Pinus radiata*), Monterey Cypress (*Cupressus macrocarpa*) several species of wattle (*Acacia* spp.), and blue gum (*Eucalyptus globulus*). Zander Associates identified five habitat types within the project area: developed, disturbed, remnant maritime chaparral, degraded maritime chaparral, and mixed oak woodland. A description of each of these habitat types follows and the location and extent of each type is delineated on Plate 1.

2.1 Developed

The developed areas contain mostly hardscape consisting of buildings and expansive paved areas. In and around the hardscape areas the vegetation is a combination of non-native annual grasses, exotic weeds and landscape trees and shrubs. The dominant vegetation is a mix of ruderal species including ripgut brome (*Bromus diandrus*), wild oats (*Avena fatua*), filaree (*Erodium* sp.), iceplant (*Carpobrotus edulis*), plantain (*Plantago* sp.), and wild mustard (*Brassica* sp.). Occasionally, large trees are present adjacent to the buildings or roads. Developed areas typically do not support a diversity of wildlife due to the limited extent of native habitat. However, the large trees could provide perching and nesting sites for raptors and other bird species and depending on the condition of the abandoned buildings, bats could use them for roosting. Developed areas comprise approximately 318 acres of the Plan Area.

2.2 Disturbed

This habitat category was assigned to non-hardscaped areas that support primarily ruderal vegetation but that also have bare sandy soils being colonized by native coastal scrub species such as coyote bush (*Baccharis pilularis*), telegraph weed (*Heterotheca grandiflora*), common

beach-aster (*Lessingia filaginifolia*), and deer weed (*Lotus scoparious*). A history of topsoil disturbance is evident from the dominance of ruderal species and the presence of bare compacted soil. Two native annual species, beach evening primrose (*Camissonia cheiranthifolia*) and suncups (*Camissonia ovata*), are colonizing areas where the soils are less compacted. This habitat type also supports Monterey spineflower (*Chorizanthe pungens var. pungens*) where there are open patches that have deeper sands and are less disturbed. The disturbed areas provide limited habitat for wildlife except where there are loose sands that could support fossorial animals such as the black legless lizard. This habitat type comprises approximately 54 acres of the Plan Area.

2.3 Remnant Maritime Chaparral

There are several small patches of remnant maritime chaparral scattered throughout the Plan Area. The largest of these is approximately seven acres in extent and the total amount of this habitat type is about 18 acres. Maritime chaparral is characterized by a wide variety of low- to moderate–growing evergreen, sclerophyllous (hard-leaved) shrubs such as sandmat manzanita (*Arctostaphylos pumila*), shaggy-barked manzanita (*Arctostaphylos tomentosa ssp.tomentosa*), Monterey ceanothus (*Ceanothus cuneatus* var. *rigidus*), and chamise (*Adenostoma fasciculatum*). Other species found in the shrub layer include false heather (*Ericameria ericoides*), Eastwood's golden fleece (*Ericameria fasciculata*), golden yarrow (*Eriophyllum confertiflorum*), coast silktassel (*Garrya elliptica*), silver bush lupine (*Lupinus albifrons*), monkey flower (*Mimulus aurantiacus*), black sage (*Salvia mellifera*) and poison oak (*Toxicodendron diversilobum*).

Several special status plant species were observed within the maritime chaparral in the Plan Area, including sandmat manzanita, Monterey ceanothus, Eastwood's golden fleece, sand gilia (*Gilia tenuiflora* ssp. *arenaria*), Monterey spineflower and wedge-leaved horkelia (*Horkelia cuneata* ssp. *sericea*). The occurrence of these species is discussed further in Section 2.6.1.

The greatest diversity of wildlife species at former Fort Ord occurs in the chaparral. Birds such as orange-crowned warbler, rufous-sided towhee, and California quail nest in the chaparral. Small mammals such as California mouse and brush rabbit forage in this habitat and serve as prey for gray fox, bobcat, spotted skunk and western rattlesnake. However, due to the fact that the chaparral in the Plan Area consists of small disjunct patches, it is not likely to support the diversity of wildlife observed throughout the intact maritime chaparral areas on former Fort Ord.

2.4 Degraded Maritime Chaparral

Degraded maritime chaparral consists of areas where non-native weedy species comprise the majority of the ground cover but there are scattered occurrences of chaparral shrubs, primarily, shaggy barked manzanita and/or sandmat manzanita. The dominant non-native species observed in these areas include orchard grass (*Dactylis glomerata*), ripgut brome, wild oat, filaree, iceplant, cat's ear (*Hypochaeris* sp.), plantain, and wild mustard. Most of these areas have been subjected to top-soil disturbance and contain compacted soils. The special status plant species observed associated with this habitat in the Plan Area include sandmat manzanita, Monterey ceanothus, and Monterey spineflower. There are several patches of degraded maritime chaparral scattered throughout the Plan Area totaling approximately 27 acres (Plate 1).

2.5 Mixed Oak Woodland

There is a small patch, approximately 2.4 acres, of mixed oak woodland located in the area bounded by 12th St., 10th St., 2nd Ave., and 3rd Ave (see Plate 1). This area, is characterized by a mostly closed canopy of coast live oak mixed with planted Monterey pine and planted Monterey cypress. The understory is composed of poison oak, snowberry (*Symphoricarpos mollis*), and weedy non-native grasses and forbs. Scattered individuals of sandmat manzanita and Monterey ceanothus were also observed in the understory. Where there is an opening in the canopy, the shrub cover is less dense and there is an opportunity for annual species to colonize. We observed Monterey spineflower and sand gilia in some of these areas.

Typically, oak woodlands provide good habitat for a variety of wildlife species. The trees serve as nesting sites and provide cover for many birds and mammals. The dense shrubby understory provides food and cover for small mammals, birds and reptiles. Because this woodland area is relatively small a<u>snd</u> is surrounded by disturbed and developed areas, it's habitat value for wildlife may be limited.

2.6 Special Status Species

For the purpose of this assessment, special-status species are those plants and animals listed, proposed for listing, or candidates for listing as threatened or endangered by the U.S. Fish and Wildlife Service (USFWS); those listed or proposed for listing as rare, threatened, or endangered by the California Department of Fish and Game (CDFG); plants occurring on lists 1B or 2 of the California Native Plant Society's *Inventory of Rare and Endangered Plants of California, Sixth Edition* (2001); animals designated as "Species of Special Concern" (<u>CCSC</u>) by the CDFG; all HMP species.

The *Flora and Fauna Baseline Study of Fort Ord, California* (U.S. Army Corps of Engineers 1992) documented five special status plants and four special status animals as occurring or potentially occurring within the University Villages Specific Plan Area. Directed surveys for special status plants were conducted for this assessment. No surveys for special status animals were conducted but existing habitats were evaluated for the potential to support these species. Following are the results of our surveys and habitat evaluation with respect to specific special status species.

2.6.1 Plants

The five special status plant species documented in the flora and fauna baseline study as occurring within the Plan Area are sand gilia, Monterey ceanothus, sandmat manzanita, Eastwood's ericameria, and wedge-leaved horkelia). All five of these species were observed during our 2004 field surveys. Monterey spineflower was not identified in the flora and fauna baseline as occurring in the Plan Area but we observed several patches of this species within the chaparral and mixed oak woodland habitats during our 2004 surveys. Following is a discussion of each of the special status plants observed in the Plan Area.

Sand Gilia (Gilia tenuiflora ssp. arenaria)

Sand gilia is a small annual herb that occurs on sandy soils in openings in coastal dunes and scrub and in maritime chaparral. Sand gilia is a federally listed endangered species and a state listed threatened species. The species was found in three locations within the project area, two within maritime chaparral and one within the mixed oak woodland (Plate 2, Figure 3, Figure 4). The sand gilia location that occurs on the eastern edge of the project area consists of one individual. The flora and fauna baseline study shows a large area of low-density sand gilia occurring just east of the eastern project boundary. The single individual within the project area is likely part of that population. The other two sand gilia locations are both populations of 400+ individuals.

Sand gilia is an annual plant and therefore the size and location of the population can fluctuate from year to year. Based on the 2004 surveys conducted by Zander Associates, the extent of occupied sand gilia in the Plan Area was approximately 0.2 acre.

Monterey spineflower (Chorizanthe pungens var. pungens)

Monterey spineflower is a federally listed threatened species. It occurs on sandy soils within coastal dune, coastal scrub, grassland, and other plant communities. Zander Associates found Monterey spineflower in intermittent patches within the remnant maritime chaparral, degraded maritime chaparral, and mixed oak woodland habitats. The flora and fauna baseline study identified Monterey spineflower adjacent to the project area but no occurrences were recorded within the Plan Area. Zander Associates mapped the extent of spineflower occurrences and estimated densities within each polygon as follows; < 5% cover = low density, > 5% but < 25% cover = medium density, and > 25% cover = high density. Based on the 2004 survey results, the extent of occupied Monterey spineflower habitat in the Plan Area is approximately 3.9 acres; 0.5 acre of low density, 1.5 acres of medium density and 1.9 acres of high density (Plate 2). Like sand gilia, Monterey spineflower is an annual plant, it is also an aggressive colonizer of disturbed areas and therefore the size and location of the population can fluctuate from year to year.

In its designation of critical habitat for Monterey spineflower (Federal Register May 29, 2002), the U.S. Fish and Wildlife Service (Service) excluded areas designated as development in the HMP for former Fort Ord. Consequently, the Plan Area is not within designated critical habitat for Monterey spineflower.

Monterey ceanothus (Ceanothus rigidus)

This plant is an evergreen shrub that occurs on sandy hills and flats, and is common throughout the maritime chaparral habitat on former Fort Ord. It has no state or federal status but it is included on CNPS List 1B and it is an HMP species. This species is an abundant component of most of the remnant and degraded maritime chaparral within the project area (Plate 2).

Sandmat manzanita (Arctostaphylos pumila)

Sandmat manzanita is a low-statured perennial shrub that typically occurs in sandy soils within chaparral or woodland plant communities. It has no state or federal status but is included on

CNPS List 1B and it is an HMP species. Sandmat manzanita occurs within most of the remnant and degraded maritime chaparral habitat in the Plan Area (Plate 2).

Eastwood's ericameria (Ericameria fasciculata)

This is an evergreen shrub in the sunflower family that occurs in sandy openings within closedcone coniferous forest and coastal scrub habitats. The species is included on CNPS List 1B and it is an HMP species. Eastwood's ericameria is found scattered within the remnant maritime chaparral habitat on the very eastern edge of the Plan Area (Plate 2).

Wedge-leaved horkelia (Horkelia cuneata ssp. sericea)

Wedge-leaved horkelia is a perennial herb that occurs in sandy and gravelly openings in coastal scrub and closed-cone coniferous forest. The species is included on CNPS List 1B. It occurs within only one area of maritime chaparral on the northern edge of the Plan Area but it is quite abundant there.

2.6.2 Animals

The four special status animal species identified in the flora and fauna baseline study as potentially occurring within the Specific Plan Area include; black legless lizard, coast horned lizard, loggerhead shrike and golden eagle. Potential habitat for all of these species was only identified in a small polygon in the northernmost portion of the Specific Plan Area north of Imjin Parkway. The potential occurrence of each of these species in the Plan Area, as well as other species considered is discussed below.

California black legless lizard (Aniella pulchra nigra)

The black legless lizard is a CSC species and an HMP species. Legless lizards are fossorial animals that burrow in sand and leaf litter beneath plants and feed on insects and other invertebrates. The black legless lizard is found in loose, friable sandy soils in a variety of habitat types. At former Fort Ord, it is closely associated with the Baywood Sands and Oceano soils with native dune vegetation, coastal scrub, maritime chaparral, oak woodlands, oak savanna and grasslands. There are some sites within the project area, in remnant maritime chaparral, degraded maritime chaparral, and even disturbed habitats that have loose sandy soils and plant cover that could be suitable for this species.

California horned lizard (*Phrynosoma coronatum frontale*)

This lizard is also a CSC species but is not an HMP species. California horned lizards inhabit open country, especially sandy areas, washes, flood plains, and wind-blown deposits in a wide variety of habitats, including shrublands, woodlands, riparian habitats and annual grassland. Warm, sunny, open areas are a main habitat requirement, along with patches of loose soil where the lizard can bury itself. The California horned lizard is known to occur in many habitat types on former Fort Ord, and it may be present in the project area where the soils are not compacted and where there is some native vegetation. The remnant maritime chaparral, degraded maritime chaparral, and disturbed habitat areas could all provide suitable habitat for this species, though none were observed during our field surveys.

Loggerhead shrike (Lanius ludovicianus)

The loggerhead shrike is a CSC species that prefers open woodland habitats with scattered trees, shrubs, posts, fences, or other perches. Nests are usually built in trees and shrubs; however, structures such as telephone poles and abandoned buildings are also used. This species could nest in the remnant oak woodland, landscape trees, or the abandoned buildings in the Plan Area.

Golden eagle (Aquila chrysaetos)

The golden eagle is a CSC species and is also provided protection under the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act (16 USC 668). Nests are usually constructed on cliffs or in large trees in open areas and eagles are relatively site-faithful, often reusing old nests. No active golden eagle nests are known to occur in the vicinity of the Specific Plan Area and because these birds are somewhat sensitive to disturbance, it is unlikely that they would establish a nest within close proximity to the area.

Special-status bats

There are four special-status bat species with ranges in Monterey County that are known to utilize buildings or trees for roosts. These species include: Townsend's western big-eared bat (*Plecotus townsendii*), pallid bat (*Antrozous pallidus*), western mastiff bat (*Eumops perotis*), and long-legged myotis (*Myotis volans*). All of these bats are CSC species. The abandoned buildings could provide suitable roosting habitat for these bat species.

Other Species

Due to the recent listing of the California tiger salamander (*Ambystoma californiense*) as a federally threatened species, the Army prepared a biological evaluation to address the effects of Army actions on CTS, including property disposal (DENR/POM 2004). The evaluation identified all known and potential breeding habitat for CTS and all potential upland habitat within up to 2 kilometers of each breeding site. The Plan Area does not contain any known or potential breeding sites for the California tiger salamander and it is not within a 2 kilometer radius of any breeding habitat. Additionally, in its proposed designation of critical habitat for California tiger salamander, the Service did not include any lands within the Plan Area.

3.0 ASSESSMENT

3.1 Project Affects

The University Villages Specific Plan will include a mixed-use village center consisting of retail, commercial, visitor serving and residential uses; office/research uses; hotels; public facilities including opportunity for regional and transit uses; and a full range of parks and recreational opportunities. New housing opportunities at a wide range of affordability are also included in the University Villages Specific Plan. For purposes of this assessment, we assume that all existing habitat within the area will be removed and/or converted for this development.

3.1.1 Plant Communities and Wildlife Habitats

Implementation of the University Villages Specific Plan would result in the direct loss of approximately 18 acres of remnant maritime chaparral, 27 acres of degraded maritime chaparral, 2.4 acres of mixed oak woodland, 54 acres of disturbed habitat, and 318 acres of previously developed areas. A summary of the project effects is provided in Table 1.

	Total Existing	Impacted
	(acres)	(acres)
Habitats		
Developed	318	318
Disturbed	54	54
Degraded Maritime Chaparral	27	27
Remnant Maritime Chaparral	18	18
Mixed Oak Woodland	2.4	2.4
Total	419	419

Table 1: Summary of Project Effects

The removal of trees associated with the habitats in the project area will be subject to the conditions in the City of Marina Municipal Code Chapter 8.54 and mitigation may be required. From a biological resources perspective, the loss of trees within the project area is not considered significant unless tree removal were to result in the disturbance or abandonment of any active migratory bird or raptor nest, or maternity roost of special status bat species. Removal of active nests would conflict with the Migratory Bird Treaty Act and Section 3503.5 of the California Fish and Game Code. Removal of active maternity roosts of special status bats would conflict with the Fish and Game Code. In practice, abiding by the Migratory Bird Treaty Act and the Fish and Game Code usually means to avoid removal of trees with active nests or roosts until such time as the young have fledged and the nest/roost is abandoned.

3.1.2 Special Status Plants

Approximately 0.2 acre of sand gilia, and 3.9 acres of Monterey spineflower would be removed for the project. Acreage estimates were made for the additional special status plants present in the Plan Area but in some cases (notably Monterey ceanothus and sandmat manzanita) these estimates do not include all outlying individuals that are scattered throughout the site. Acreage estimates for these species focused on the highest concentration areas.

Species	Total Existing	Impacted
	(acres)	(acres)
Sand Gilia	0.2	0.2
Monterey Spineflower		
High Density	1.9	1.9
Medium Density	1.5	1.5

 Table 2: Summary of Impacts on Special-Status Plant Species for the University

 Villages Specific Plan

Low Density	<u>0.5</u>	0.5
Total	3.9	3.9
Monterey ceanothus	± 7	±7
Sandmat Manzanita	± 10	± 10
Wedge-leaved Horkelia	0.5	0.5
Eastwood's golden fleece	0.1	0.1

Note: Acreage figures with \pm symbol do not include all outlying individuals of these species that are scattered throughout the site

3.1.3 Special Status Animals

The black legless lizard and California horned lizard may be present in the study area. Loss of potential habitat for the black legless lizard is anticipated, and mitigation is provided through the set-aside and management of habitat reserve areas within the boundaries of the former Fort Ord as described in the April 1997 HMP. The California horned lizard can be relatively mobile, and as such is likely to avoid the construction areas and construction equipment. No substantial loss of habitat for this species is expected to result from implementation of the Specific Plan.

3.2 Consistency with the HMP

Because the entire Plan Area is included in lands designated as "Development without Restrictions," impacts on habitats and species present in the area were anticipated and accommodated by the HMP. The biological resources found in the Plan Area are not unique and are not considered essential to the long-term preservation of special status species at former Fort Ord. The Biological Opinion issued to the Army allows for development of the Plan Area, but it also recommends identification of sensitive biological resources within the area that may be salvaged for use in restoration activities within the Habitat Reserves.

The HMP serves as the basis of direct consultation between the Army and the U.S. Fish and Wildlife Service; it does not provide specific authorization for incidental take of state or federally listed species to other parties. To extend the incidental take coverage provided by the HMP, the principal parties that have or will be acquiring land at the former Fort Ord are in the process of preparing a Habitat Conservation Plan (HCP) and Implementing Agreement (IA), which will formalize the HMP's requirement for all non-federal entities on former Fort Ord.¹ Until the HCP and IA are executed, the loss of state or federally listed species must be addressed on a project-by-project basis.

Monterey spineflower and sand gilia are both federally listed and sand gilia is also state listed. If development within the Plan Area is to proceed before the HCP and IA are executed, the removal of these species would need to be addressed as follows.

The federal Endangered Species Act (ESA) does not require take authorization for listed plant species for activities without a federal nexus. Consequently, independent take authorization from the Service would not be required for the removal of Monterey spineflower plants in the

¹ Federal entities would still be required to consult with the USFWS under Section 7 of the ESA, but such consultation would be streamlined.

Plan Area. However, if there is a federal nexus to actions that might affect spineflower, the federal entity involved would likely need to consult (Section 7) with the Service to comply with the ESA. In similar situations on development parcels at Fort Ord in the past, the consultation process is a formality that does not result in additional mitigation requirements.

Because sand gilia is state listed, the removal of plants within the Plan Area prior to execution of the HCP/IA would require project-specific incidental take authorization from CDFG. The incidental take authorization would likely require mitigation beyond that provided by the HMP for the loss of at least 782 sand gilia plants and approximately 0.2 acre of occupied habitat. Mitigation could be accomplished through seed and seedbank salvage, and restoration or creation of habitat of an appropriate size and character at a suitable location on former Fort Ord (e.g. the landfill or Parker Flats). However, opportunities to mitigate for this species on an individual project basis are becoming limited on former Fort Ord. Additionally, CDFG would prefer a basewide solution to sand gilia losses and it is discouraging applications for individual take permits.

3.3 Recommendations

The Plan Area encompasses parcels designated for development in the HMP and the biological resources present are limited. However, there is one state listed plant species present and if development within the Plan Area is scheduled to proceed prior to the execution of the HCP/IA, this species will need to be addressed. Since CDFG is discouraging applications for individual take permits for sand gilia on former Fort Ord, it may be prudent to consider avoidance of the existing sand gilia population in the Plan Area until the HCP/IA is executed and a basewide solution is achieved. If this is not feasible, then consultation with CDFG is recommended early in the project review process.

To comply with the Migratory Bird Treaty Act and the California Fish and Game Code relative to active bird nests and special status bat maternity roosts, the following measures should be implemented:

<u>Migratory birds</u>: If construction activities are initiated after August 1 and before January 15 (outside of the typical nesting season for the birds-of-prey and migratory birds that may nest in the study area), then pre-construction surveys for active nests should not be necessary. If activities are initiated before August or after January, then pre-construction surveys for active nests within a certain radius of proposed activities are recommended. If active nests are found and the biologist determines that construction activities would remove the nest or have the potential to cause abandonment, then those activities should be avoided until the young have fledged as determined through monitoring of the nest. Once the young have fledged, construction activities can resume in the vicinity.

<u>Special-status bats</u>: Prior to tree removal in the coast live oak woodland, a qualified biologist should survey the trees for presence of roosting bats. If special-status bat species are present, the following measures should be implemented.

• Tree removal should not occur if maternity bat roosts are present (between April 15 and August 1) in the trees to be removed.

- No tree removal should occur within 300 feet of the maternity roost until all young bats have fledged as determined by a qualified biologist.
- If special-status bats are present but there is not an active maternity roost, a Memorandum of Understanding (MOU) with the CDFG should be obtained in order to remove the animals prior to tree removal. Alternate habitat may need to be provided if bats are to be excluded from maternity roosts. A roost with comparable spatial and thermal characteristics should be constructed as directed by a qualified biologist. In the event that adult bats need to be handled and relocated, a qualified biologist should prepare and implement a relocation plan subject to approval by CDFG that includes relocating all bats found on-site to an alternate suitable habitat. A Mitigation and Monitoring Plan that mitigates for loss of bat roosting habitat should be prepared by a qualified biologist and approved by CDFG prior to tree removal.

Depending on the timing of grading activities, seeds of certain native plant species, especially Monterey spineflower, could be salvaged and then used in subsequent revegetation activities.

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Marina University Villages Criteria for Rating Trees July 22, 2004

Approximately 1450 trees were inventoried. The majority were individually rated, while small groups with similar stand characteristics were rated as a group. The classification system used to rate the condition of the trees inventoried at Marina University Villages is as follows:

Condition	Criteria
Good	Tree is healthy and vigorous as indicated by color of foliage and density, has no apparent signs of insect, disease, structural defects or mechanical injury. Tree has good form and structure
Fair	Tree is in average condition and vigor for the area, but may show minor insect, disease, or physiological problems. Trees rated as Fair/Poor may be improved with correctional pruning.
Poor	Tree that is in a general state of decline and may show severe structural or mechanical defects which may lead to failure, may have insect or disease damage, but is not dead.

Due to the lack of indicators of insects and diseases, they were not a primary factor used to determine the condition of the majority of the trees. Except in the case of the planted Monterey pines, of which, most exhibited some symptoms of pitch canker and/or various bark and cone beetles. The primary indicator for rating Monterey cypress was based on form and structure. The majority of Monterey cypresses have developed singly or in groups of small stands. The Monterey cypresses that have developed singly are mostly multiple stemmed trees with very large diameters (up to 60 inches), with large, wide spreading crowns and would require pruning, thinning and crown cleaning in order to retain. They would also require anywhere from 12 to 20 feet of a tree protection zone on all sides, particularly during the excavation and development phase. It is essential to have accurate tree trunk location information (i.e. professionally surveyed) in relation to grading impacts and proposed site development plans in order to determine if it is possible for a tree to be retained no matter what condition the tree was rated. Trees rated Fair and better have a higher likelihood of tolerating impacts from construction related activities.

Marina University Villages Tree Inventory Protocol March 2004

- Point of beginning for the tree inventory is the southeast corner of the project boundary.
- Groups and individual trees correspond to polygon numbers on Tree Reference Map (topo map).
- Polygons with more than one tree are numbered as follows:



- Polygons with multiple trees are numbered from south to north or west to east depending on shape of polygon. The first and last tree in multiple tree polygons is tagged.
- Trees rated as "good" condition are tagged.
- "SNAGS" (dead standing trees) will also be recorded.
- Trees 6" DBH and greater are recorded and only cypresses, oaks, pines and eucalyptus will be recorded. The condition of eucalyptus will not be recorded. Acacia trees will not be recorded in table but locations will be noted on map.
- Diameters will be recorded at breast height (4.5 feet above ground) or at the most representable location (i.e. for multiple stemmed trees).
- Aluminum tags (3" x ¾") will be placed at the base of the tree on the south facing side.

Logona	V.C. States	
Species	CYP	= Monterey cypress
	MP	= Monterey pine
	CLO	= coast live oak
	EUC	= Eucalyptus species (2 observed)
	P	= Other pine species
Condition	G	= Good condition
	F	= Fair condition
	Р	= Poor condition
DBH (in.)	@base	= measured at base of tree
	12	= measured at 4.5 feet above ground
	@2'	= measured at 2 feet above ground

Data Legend

GOOD TREES ONLY

.

11

Marina University Villages Tree Data

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# trees	Polygon	Iree		mmi ti	0	NI-4
per poly	Number	Number	Species	DBH (in.)	Condition	Notes
1	1	1.1	CYP	46	G/F	crown raising and cleaning, needs min. 30'
1	7*	7.1	CYP	75 @base	G	4 stems 30-50", crown extends 37'
1	10	10.1	CYP	64 @base	G	approx. 12 stems, crown extends 28'
12	13	13.1	CYP	45 @base	F	poly#13 GOOD AS GROUP
	13	13.2	CYP	16	F	
	13	13.3	CYP	13	G	
0 000000	13	13.4	CYP	12	F	
	13	13.5	CYP	23	F	
	13	13.6	CYP	8	F	
	13	13.7	CYP	11	F	
	13	13.8	CYP	14	F	
	13	13.9	CYP	16	F	E.
	13	13.10	CYP	16	F	
	13	13.11	CYP	12	F	
	13	13.12	CYP	48 @base	G	
40	14	14.1	CYP	40 @base	F	poly#14 GOOD AS GROUP
	14	14.2	CYP	10 @base	F	
	14	14.3	CYP	10 @base	F	
	14	14.4	CYP	12 @hase	F	
	14	14.5	CYP	15 @hase	F	
	14	14.6	CYP	18 @hase	F	
	14	14.7	CYP	15 @hase	F	
	14	14.8	CVP	16 @hase	F	
	14	14.0	CVP	17 @base	F/P	
	14	14.10	CVP	32 Chase	F	
	14	14.10	CVP	13	F	
	1/	1/ 10	CVP	35 @basa	E/P	
	14	1/ 12	CVP	24 @base	P	
	14	14.13	CVP	16	F	
	14	14.14	CVP	10 33 @base	F	
	14	14.10	CVP	30 @base	E	
	14	14.10	CVP	30 @base	D	
	14	14.17	CVP	32 Chase	F	
	14	14.10	CVD	o wbase	E	
	14	14.19	CVP	0	E	
	14	14.20	CYP	12 22 @baaa	E	
	14	14.21	CYP	23 @base	E	
	14	14.22	CIP	ZZ WDase	r C	
	14"	14.23	CLO	15 @2	9	
	14	14.24	OVE	20		
	14	14.25	CYP	23 @base	F/P	
	14	14.26	EUC	19 @base		
	14	14.27	CYP	35 @base	F	
	14	14.28	CYP	24 @base	F	
	14	14.29	CYP	10	F	
	14	14.30	CYP	18 @base	F	
	14	14.31	CYP	35 @base	F	
	14	14.32	CYP	35 @base	F	
	14	14.33	MP	23	P	almost horizontal
	14	14.34	CYP	28 @base	F	
	14	14.35	CYP	15 @base	P	
	14	14.36	MP	21	P	
	14	14.37	CYP	24 @base	F	
	14	14.38	CYP	40 @base	F	
	14	14.39	CYP	35 @base	F	
	14	14.40	CYP	27	F	
	16	16.11	CYP	31 @base	G	
-			and the second s			

GOOD TREES ONLY

Marina University Villages Tree Data

Page 2 of 3

# trees	Polygon	Tree				
per poly	Number	Number	Species	DBH (in.)	Condition	Notes
	18	18.3	MP	7	G	
1	24	24.1	CYP	28 @base	G	
	50	50.2	MP	7	G/F	
2	56	56.1	CLO	30 @base	G	
1	64	64.1	CYP	56	G	
1	108*	108.1	CYP	37	G	
-	133	133.12	MP	14	G	
	133	133 13	CYP	18 to 38	G/F	multiple stems
1	134*	134.1	CYP	50	G	directly adjacent to 2nd Avenue
1	135	135.1	CYP	6 to 12	G/F	multiple stems, short and wide
	137	137.2	CYP	6 to 22	G/F	multiple stems, directly adjacent to 2nd Avenue
	137	137.5	CYP	8 to 25	G/F	multiple stems, anechy lagacent to and Avenue
1	1/2	1/2 4	CVP	38	G	maniple stems, possibly leave main stem
1	140	140.1	MP	19	G	
4	100	100.1	CVD	10	6	
1	100	105.1	OVP	9,10,24	0	
1	100	100.1	OVP	39	G	
1	167	167.1	CYP	49	G	
1	176	176.1	CYP	26 @base	G/F	
1	177	177.1	CYP	49 @base	G/F	
3	182	182.1	CYP	15	F	GOOD AS GROUP, w/thinning and pruning
2	184*	184.1	CYP	35	G	
1	205	205.1	CYP	30	G/F	directly adjacent to 2nd Avenue, try to retain
1	206	206.1	CYP	44 @base	G	directly adjacent to 2nd Avenue, try to retain
12	212*	212.1	CYP	24		good as a group, under power lines
	212*	212.2	CYP	27		good as a group, under power lines
	212*	212.3	CYP	10,10		good as a group, under power lines
	212*	212.4	CYP	11,10		good as a group, under power lines
	212*	212.5	CYP	16		good as a group, under power lines
	212*	212.6	CYP	13		good as a group, under power lines
	212*	212.7	CYP	5,8		good as a group, under power lines
	212*	212.8	CYP	10		good as a group, under power lines
	212*	212.9	CYP	16		good as a group, under power lines
	212*	212.10	CYP	7		good as a group, under power lines
	212*	212.11	CYP	14		good as a group, under power lines
	212*	212.12	CYP	7,8		good as a group, under power lines
8	213*	213.1	CYP	6	1	good as a group, under power lines
	213*	213.2	CYP	9		good as a group, under power lines
	213*	213.3	CYP	10		good as a group, under power lines
	213*	213.4	CYP	9		good as a group, under power lines
	213*	213.5	CYP	6		good as a group, under power lines
	213*	213.6	CYP	5		good as a group, under power lines
	213*	213 7	CYP	11		good as a group, under power lines
	213*	213.8	CYP	7		good as a group, under nower lines
<u> </u>	221	221 2	CYP	32 Chase	G	Seed do a group, and or portor inico
1	227	227 4	CYP	34 @base	G/F	
1	232*	222.4	CLO	12	G/F	
1	232*	232.1	CLO	6 to 1E	G	multiple stome
1	233	400.1 005 4	CLO	7 0	0	multiple stellis
2	233	230.1	CLO	1,0	9	
3	240	240.1	GLU	1 @2tt.	G	- 4
1	245	245.1	CYP	o4 @base	G/F	structure
	249	249.2	CYP	27	G	
1	250	250.1	CYP	20	G	
1	254	254.1	CLO	less than 6"	G/F	group of shrub size
1	261	261.1	CYP	31	G	
2	275	275.1	CYP	25	G	
1	284	284.1	CYP	80 @base	G	numerous stems

GOOD TREES ONLY

# trees	Polygon	Tree				
per poly	Number	Number	Species	DBH (in.)	Condition	Notes
	285	285.2	CLO	21,21	G	numerous stems
1	292	292.1	CYP	20 @base	G/F	
1	293	293.1	CYP	22 @base	G/F	
1	315	315.1	CLO	3 to 7	G/F	
1	320	320.1	CYP	59 @base	G/F	
•	331	331.6	CYP	49	G/F	
1	332	332.1	CYP	43 @hase	G	
1	332	333.1	CYP	22	G/F	
	333	333 15	CLO		G	approx, 100 oaks, w/ CYP,MP and ACACIA
1	224	33/ 1	CLO	6-10"	G	7 stems
4	225	225 4	CLO	0-10	G	less than 6" multiple stems
1	226	226.4	CLO	6.12"	G	group of approx 6 multi-stem 6-12"
1	330	220.4	CVP	21 @baca	E	GOOD AS GROUP
3	339	240.4	CVP	16 @base	E	GOOD AS GROUP
0	340	340.1	CIO	10 @Dase	r C	GOOD AS SILCON
1	342"	342.1	CLU	19 @2	G C/F	
1	343	343.1	CYP	22	G/F	
22	344	344.1	CYP	11,11,11,18	F	GOOD AS GROOP
1	346	346.1	CYP	24	G/F	
12	347	347.1	CYP	31	G	GOOD AS GROUP
	347	347.2	CYP	15	F	1
	347	347.3	CYP	22	F	
	347	347.4	CYP	10	Р	
	347	347.5	CYP	17	P	
1. 	347	347.6	CYP	28	F	-
	347	347.7	CYP	10,13,15	F/P	
	347	347.8	CYP	16,30,32	G/F	
	347	347.9	CYP	21	G/F	
-	347	347.10	CYP	20,20	F	
	347	347.11	CYP	33	F	
	347	347.12	CYP	25	P	Topped
1	349	349.1	CYP	27	G/F	
1	355	355.1	CYP	20,36	G/F	
1	367	367.1	CYP	30	G	
1	375	375.1	MP	12	G/F	
1	384	384.1	CLO	5-14"	G	multiple stems
57	392	392.1	CYP	multi 5-12"		56 TREES, VALUABLE VISUAL WINDSCREEN
-	392	392.2	CLO	multi 5-6"		GOOD AS GROUP
1	393	393.1	CLO	6,6	G/F	broad but nice, 15-20'
2	407	407.1	CYP	39 @base	G	adj. to building, need 36' diam. In order to retain
	407	407.2	CYP	40 @base	G	
1	408	408.1	CYP	54 @base	G	
3	411	411.1	CYP	67 @base	G	40 x 60' crown
-	411	411.2	CYP	15 16 21	G	
	411	411 3	CYP	12 21 22 26	G	can be retained alone
6	415	415.1	CYP	9	G	
3	/20	430.1	CLO	6	G	
1	4.33	433.1	CVD	multi 5 14"	G	A TREES
7	441	441.1	CVP	multi 2 40"	G	7 TREES
	442	442.1	CLO	Find 3-10	G	
	400	40	CLO		4.0	
	400	41	CLO	multi 8-25	1-6	
	450	42	CLO	0,0,12,15	G	
1	452	452.1	CYP	31	G	
8	459	1 to 8	CLO	multi 6-8"	F	GOOD AS GROUP
1	461	461.1	CLO	6 @base	G	
9	462	1 to 8	CLO	multi 6-10"	G/F	krummholz
1	463	463.1	MP	16	F	GOOD AS GROUP

APPENDIX D

ARCHEOLOGICAL AND HISTORICAL RESOURCES STUDIES

Archaeological Survey Report on the University Villages Specific Plan, 390 Acre Project Area, at Former Fort Ord, Monterey County, California

Prepared for the City of Marina

By: Michael Darcangelo Laura Leach-Palm



November 2004 DRAFT



Submitted to:

EIP Associates 1200 Second Street, Suite 200 Sacramento, CA 95814



FAR WESTERN ANTHROPOLOGICAL RESEARCH GROUP, INC. 2727 Del Rio Place, Suite A, Davis, California, 95616 http://www.farwestern.com 530-756-3941 Archaeological Survey Report on the University Villages Specific Plan, 390 Acre Project Area, at Former Fort Ord, Monterey County, California

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REPORT SUMMARY

The City of Marina is proposing the University Villages Project, a retail, private, and public development, on approximately 390 acres of the now-decommissioned Fort Ord Military Installation in Monterey County, California. Far Western Anthropological Research Group, Inc. (Far Western) conducted a cultural resources study of the project area, including prefield research, Native American consultation, and a partial pedestrian survey of visible ground surfaces in September 2004. This report presents findings and recommendations of that study. The work was undertaken in compliance with the California Environmental Quality Act.

A records search revealed that two prior surveys had been undertaken within portions of the project area, but no resources had been identified. In addition, no sites were noted during nine other prior surveys within one-half mile of the project area, and no Native American sacred sites are known within the general project vicinity.

The project area is situated within stabilized dune fields dating from the late Pleistocene and Holocene. Previous investigators have identified this area as low sensitivity for archaeological sites based on a lack of fresh water in the dune fields and a general absence of important subsistence resources that would have attracted sustained human occupation. While buried soils may exist within the stabilized Holocene dunes, these same factors would indicate a low potential for buried archaeological resources.

Pedestrian survey of approximately 70 acres (18% of the project area) found no archaeological resources; the remainder of the project area was covered by pavement and buildings, with no visible ground surface.

Based on prior research and the current partial survey, it has been determined that the project area has a low potential for both surface and buried archaeological resources, and no additional archaeological work is recommended. However, if archaeological deposits or human remains are accidentally discovered during building demolition or as part of construction for the University Villages Project, work in the immediate vicinity of the finds should be halted and a qualified archaeologist contacted to examine the area.

TABLE OF CONTENTS

REPORT SUMMARYi
INTRODUCTION
Project Location and Description1
PREFIELD RESEARCH
Native American Consultation
ENVIRONMENTAL CONTEXT
Geology
Soils and Landforms
ETHNOHISTORIC BACKGROUND
ARCHAEOLOGICAL BACKGROUND9
Paleoindian Period (13,500-8500 BP)9
Millingstone Period (8500-5000 BP)9
Early Period (5000-2600 BP)
Middle Period (2600-1250 BP)10
Middle/Late Transition (1250-850 BP)10
Late Period (Post-850 BP)11
HISTORIC-PERIOD BACKGROUND11
FIELD METHODS AND RESULTS 11
SUMMARY AND RECOMMENDATIONS
REFERENCES CITED

LIST OF FIGURES

Figure 1. Project Vicinity	.2
Figure 2. Project Location (Base Image: USGS Digital Orthophoto [DOQ], 1998)	.3
Figure 3. Archaeological Resource Sensitivity (Taken from the Ford Ord Reuse Plan, EMCP & EDAW 2001)	.5
Figure 4. Project Location, Soil Types, and Inferred Buried Landforms (Base Image: USGS Digital Orthophoto [DOQ], 1998)	. 8
Figure 5. Survey Coverage (Base Image: USGS Digital Orthophoto [DOQ], 1998)	12

APPENDICES

Appendix A. Native American Contact.

INTRODUCTION

As part of the Fort Ord Reuse Plan, the City of Marina, Monterey County, California, is proposing to redevelop approximately 390 acres of the now-decommissioned Fort Ord Military Installation for civilian use (Figure 1). The development project, the University Villages Specific Plan, is governed by the Fort Ord Reuse Authority which is a non-military governing body responsible for the planning, financing, implementing, and regulating of the proposed project development. EIP Associates, working with the City of Marina, contracted with Far Western Anthropological Research Group, Inc. (Far Western) to conduct an archaeological study of the project area. The investigation included prefield research, Native American consultation, pedestrian survey of visible land surfaces in the project area prior to demolition of existing buildings, and preparation of this Archaeological Survey Report. Far Western subcontracted with JRP Historical Consulting Services to conduct historical research to determine if potential resources associated with nearby Camp Giggling may be present in the study area. All work was conducted in compliance with the California Environmental Quality Act (CEQA).

PROJECT LOCATION AND DESCRIPTION

The proposed development is located in the area known as the Main Garrison of Fort Ord, bounded by Highway 1 on the west (Figure 2). The northern boundary of the development runs east from Highway 1, just north of the 12th Street interchange along the south side of Imjin Parkway to California Avenue. The farthest east boundary runs north/south from Imjin Parkway to 8th Street. California State University, Monterey Bay (hereafter University) lies south of 8th Street and east of 2nd Avenue, bordering the project area on the southeast. The southern boundary of the project area is 1st Street between Highway 1 on the west and 2nd Avenue and the University on the east. The proposed project area is located within Townships 14 and 15 south, Ranges 1 and 2 east, of an unsectioned portion of the 7.5-minute USGS Marina quadrangle map.

The University Villages project area currently consists of abandoned army barracks and buildings, vacant lots, and open space interspersed with a grid of streets and expansive paved areas. Based on the University Villages Specific Plan (Marina Community Partners, LLC 2004) some 1,400 obsolete and abandoned buildings will be removed to develop a mixed-use village center with retail components, office and research uses, public facilities, parks and open space, new residential units, and up to 500 new hotel rooms with supporting convention and public spaces. Infrastructure improvements will include a potable water system, wastewater system, dry utilities, and street and sidewalk modifications. This development is designed to meet community housing and commercial needs for both the University and the City of Marina.

PREFIELD RESEARCH

Far Western personnel Michael Darcangelo and Ryan Mitchell conducted a prefield records search on September 7, 2004, at the Northwest Information Center of the California Historical Resources Information System housed at Sonoma State University, Rohnert Park, California. The records search included a review of cultural resources records and reports for sites and surveys within a one-half-mile radius of the project area. Sources consulted included the USGS 7.5-minute Marina quadrangle base maps showing previously recorded sites, isolates, and survey areas; site records; report files; and the *Directory of Properties* in the *Historical Property Data Files*, which includes the *National Register of Historic Places, California Register of Historical Resources, California Points of Historical Interest,* and *California Historical Landmarks*.

The records search identified 11 previous archaeological studies conducted within one-half mile of the project area boundaries (Doane and Haversat 2000; Peak and Associates 1978a, 1978b; Roberts and Zahniser n.d.; Runnings and Breschini 1992; Science Applications International Corporation 2000; Swernoff


Figure 1. Project Vicinity.

Archaeological Survey Report on the University Villages Specific Plan, 390 Acre Project Area, at Former Fort Ord, Monterey County, California 2



Far Western



Figure 2. Project Location (Base Image: USGS Digital Orthophoto [DOQ], 1998).



Far Western

1982; Waite 1995; Weber and Peak 1976; Wilson 2000). Only two of these previous studies include archaeological survey within the current project area. Waite's (1995) sample survey of Fort Ord included four small survey tracts partially within the project area, along the eastern and western boundaries. More recently, Doane and Haversat (2000) surveyed the route of the new Imjin Parkway, almost entirely within the current project area. No archaeological resources were identified by these studies. The other nine studies have been conducted along the western edge of the project area within or adjacent to the Highway 1 right-of-way. No archaeological resources were identified as part of these studies, and none are recorded within one-half mile of project area boundaries.

The Fort Ord Reuse Plan (EMC Planning Group, Inc. and EDAW Inc. 2001:4-196) provides several other references to cultural resources studies at Fort Ord located outside the half-mile study area or not included in the records of the California Historical Resources Information System. Previous archaeological studies have documented only two prehistoric sites (MNT-3 and MNT-416) and two historic-period archaeological sites (MNT-933H and MNT-1731H) within the confines of the former Fort. The Reuse Plan notes that there may be a need for further field studies to identify additional archaeological remains.

Particularly relevant to the current project is Waite's (1995) survey report integrating existing archaeological and geoarchaeological studies (Isaacson 1993; Johnson 1993). Based on cultural and environmental variables such as the availability of reliable marine and terrestrial resources, potable water, and topography, Waite developed a predictive model for the probability of cultural resources at the Fort. As the current study area lacks a source of fresh water, and is removed from important subsistence resources, Waite (1995:31) concluded that this area possesses a low probability for prehistoric archaeological resources (Figure 3). This finding is consistent with previous researchers' assessments of the current study area (Johnson 1993; Swernoff 1982:10-3). Waite's survey of randomly selected sample units (a total of 783 hectares) found no resources within Holocene and Pleistocene stabilized dunes, where the project area lies, and little indication of prehistoric activity at the Fort in general. He concluded that Fort Ord represented a marginal resource area due to a general lack of water and diversity of resources, and considered riparian settings to be the only locations with a potential to contain prehistoric archaeological sites. Waite (1995:55) suggested that buried strata be examined for stable surfaces (paleosols) that could contain archaeological deposits, and recommended machine excavation, coring, or deep augering and evaluation by a geomorphologist or geoarchaeologist, where appropriate.

NATIVE AMERICAN CONSULTATION

The Native American Heritage Commission was notified of the proposed project in a letter sent to Debbie Pilas-Treadway, dated August 30, 2004 (Appendix A). In a September 9, 2004, reply, the Commission noted that no Native American sacred sites were known to be located in the immediate area. A list of Native American contacts that might have knowledge of local cultural resources was provided. These individuals/organizations were notified of the project by letter, dated September 24, 2004 and asked to express any concerns they might have regarding Native American cultural sites within the project area; only one response was received (Appendix A). Mr Edward Ketchum, Tribal Historian of the Amah Mutsun Band of Ohlone/Costanoan Indians, indicated that he was not concerned about the project due to the extent of previous disturbance in the area. However, Mr. Ketchum suggested a professional archaeologist "examine the soils to assess if the site was once occupied or used by the tribal people."

ENVIRONMENTAL CONTEXT

The Monterey Bay area climate is characterized by cool, wet winters and dry summers (Cook 1978). Dense coastal fog produced by an onshore flow of marine air is common throughout the summer, from June to September. Average annual air temperature is about 11.7-21.1 degrees Celsius (53-70 degrees Fahrenheit), and average annual precipitation is 43-53 centimeters (17-21 inches), with most rain falling between late November and mid-March.





Figure 3. Archaeological Resource Sensitivity (Taken from the Fort Ord Reuse Plan, EMCP & EDAW 2001).

Higher Sensitivity - All terraces and benches adjacent to the Salinas River and El Toro Creek, the peripheries of the wet cycle lakes, and lands adjacent to the streams.

Riparian/ Estuarine Corridor

5



Far Western

The entire project area currently consists of land developed for military use. At least three vegetation communities, Outer Bay Sandy Beaches, Coastal Scrub, and Live Oak Woodlands, existed within the project area prior to development of Fort Ord (United States Army Corps of Engineers 1992). No freshwater streams or creeks occur within the project area. The Salinas River lies more than one mile to the north, while Laguna Del Rey and its freshwater source, El Toro Creek, lie more than five miles to the south.

The Outer Bay Sandy Beach forms the strand facing Monterey Bay west of Fort Ord. Although it lacks terrestrial vegetation, its sands contain numerous tiny animals that feed Pismo clams (*Tivela stultorum*), shore birds, and California sea lions (*Zalophus californianus*). Fish that spend much of their lives in the surf along the beach include white croakers (*Genyonemus lineatus*) and many members of the surfperch family (*Embiotica* spp.). California grunion (*Leuresthes tenuis*) spawn at night along the beach during summer high tides.

Inland from the beach is the Coastal Scrub vegetation community, limited to sandy dunes. Rocky soils that support this community elsewhere along the coast are absent from the central Monterey Bay shores. The Coastal Scrub grades from a fore-dune community of low plants (beach pea [Láthyrus spp.], beach sagewort [Artemisia pycnocephala], sand verbena [Abronia spp.]) back into a mid-dune community of shrubs (chamise [Adenostoma fasciculatum], black sage [Salvia mellifera], and beach blue lupine [Lupinus spp.]). The scrub community is home to snakes (Serpentes spp.), mice (Heteromyidae spp.), ground squirrels (Spermophilus beecheyi), rabbits (Sylvilagus spp.), foxes (Urocyon cinereoargenteus), coyotes (Canis latrans), numerous small passerine birds such as sparrows (Spizella spp.) and mourning doves (Zenaida macroura), and various raptors such as hawks (Buteo spp.) and owls (Athene spp.). Scrub lands were not critical resource habitats for pre-contact native people.

Farther inland, vegetation consists of the Coast Live Oak woodland community. Coast live oak (*Quercus agrifolia*), bay (*Umbellularia californica*), buckeye (*Aesculus californica*), toyon (*Heteromeles arbutifolia*), and poison oak (*Toxicodendron diversilobum*) are the dominant plant taxa of this community. A few small stands of live oaks with a dense understory of poison oak were noted within the project area during the current survey. In addition to the animals already mentioned for the scrub community, the woodlands support black-tailed deer (*Odocoileus hemionus*) and California quail (*Callipepla californica*). People and deer competed for acorns in the fall, and people, bobcats (*Lynx rufus*), and mountain lions (*Felis concolor*) competed to harvest the deer.

GEOLOGY

The basement geological unit in the Monterey Bay area is the Salinian Block—granitic and metamorphic rocks of Mesozoic age (65 to 225 million years before present). This block, buckled by faulting through tectonic activity, has been displaced northward along the San Andreas, away from similar rocks now found in southern California. It has been submerged below sea level and elevated above it more than once during its movement northward. Granites of the Salinian Block now form the highest Coast Range ridges in the vicinity of Monterey Bay, in the Gabilan Range and Santa Cruz mountains; they also underlie the offshore continental shelf below the base of Monterey Canyon (Greene and Hicks 1990:236).

The Salinian Block is covered by a series of Quaternary-age sedimentary deposits, most of which have eroded away as portions of the block pushed upward through faulting. Remnants of these sedimentary deposits are exposed in narrow bands forming shoulders of the Sierra de Salinas, Gabilan Range, and Santa Cruz Mountains, many miles from the low coastal area of central Monterey Bay. Remnant sediments of Miocene age are the sandstone, siltstone, and siliceous shale of the Monterey Formation, while remnants of Pliocene sedimentary deposits are now the exposed sandstone of the Purisima Formation (Greene and Hicks 1990).

SOILS AND LANDFORMS

Soils in the study area reflect the relative age of the landforms in which they developed. They are youngest and least developed towards the coast and are older and display better development farther inland.

Along the ocean edge are coastal beach sediments, which are so recent that they lack soil development (Cook 1978; Figure 4). Immediately inland is the recent Dune Land, active coastal dunes which also display little to no soil development. Dune Land consists of gently sloping to steep areas of loose, wind-deposited quartz and feldspar sand on hummocks, mounds, and hills. Johnson (1993:27) notes buried soils within the active dunes west of Fort Ord. Farther inland are a series of stabilized dunes consisting of Baywood fine sands and Oceano loamy sand (Cook 1978; Johnson 1993:29). Baywood fine sands cover the majority of the current project area and consist of very deep, somewhat excessively drained soils that are currently forming on recent sand dunes. Soils within the central portion of the project area are identified as Oceano loamy sand. Oceano soils are formed on older dunes and have well developed illuvial horizons (i.e., B horizons). The distribution of these soils series was used by Johnson (1993) to distinguish older (Oceano) from younger (Baywood) stabilized dunes at Fort Ord.

Johnson (1993) defines two physiographic areas within or immediately adjacent to the current project area: the Coastal Strip and Stabilized Dunes. The southern portion of the current project area falls within the Oceano soil series which correlates with Johnson's (1993:36-40) older stabilized dunes. These are thought to be early Holocene to late Pleistocene in age. The northern portion of the project area corresponds to Johnson's younger stabilized dunes. These are distinguished by Baywood series soils and are thought to be middle to late Holocene in age (Figure 4). Immediately to the west of the project area, the Coastal Strip lies between the ocean and State Route 1. This physiographic region encompasses active Dune Lands identified in the Monterey County soil survey (Cook 1978). Johnson (1993:27) observed a sequence of up to four minimally developed buried soils in the Dune Lands around the town of Marina. These buried soils mark periodic dune stability during the last 1,800 years (Johnson 1993:27). Below these recent dune deposits lies an older, comparatively well-developed buried soil, described by Johnson as the Basal Soil. Johnson (1993:27) believes the Basal Soil is related to the stabilized dunes found at the surface in the current study area. Radiocarbon dates from the Basal Soil indicate it was capped sometime after 1,800 years ago, but before 1,000 years ago (Johnson 1993:27). It remains unclear, however, if Johnson's Basal Soil represents the Baywood Series or the older Oceano Series. If it is indeed the Baywood soil, then the younger dunes in the current project area stabilized by 2,100 years ago, based on the oldest radiocarbon date from the Basal Soil obtained by Johnson (1993:27). Older dunes in the current project area, associated with Oceano Series soils, were likely stable throughout the entire Holocene.

ETHNOHISTORIC BACKGROUND

Franciscan mission records indicate that the Rumsen, a subgroup of the Costanoan/Ohlone-speaking Indians, occupied the lower Carmel, Sur, and lower Salinas rivers, including the Fort Ord area in southern Monterey Bay (Levy 1978; Milliken 1987). Like many California Indians, the traditional Rumsen consisted of organized communities called "tribelets" who were politically autonomous, but usually spoke a dialect very similar to their neighbors (Levy 1978:485). Each tribelet was further organized into permanent and semipermanent villages, populated by 50 to 500 inhabitants at distances of about five kilometers from one another. Permanent villages were situated on high ground away from the ocean shore (Levy 1978:492). They lived in split redwood plank or conical bark houses, with a circular or oval dance house centrally located within the settlement. Each village typically contained a small sweathouse built along the banks of a nearby stream. In addition to the village, temporary campsites were established during periodic forays away from the main village.

The Costanoan/Ohlone people intensively collected wild plants, and hunted. Their subsistence was based on three main staples: acorn, deer, and salmon (Levy 1978:491). In the project area these resources were most productive during the late summer and early fall. Marine resources such as mussels and abalone were also used for food. These staple resources were supplemented with an immense array of other terrestrial and marine foods that were available throughout the year (Levy 1978; Milliken 1987).



Figure 4. Project Location, Soil Types, and Inferred Buried Landforms (Base Image: USGS Digital Orthophoto [DOQ], 1998).

8



Far Western

The coastal and Coast Range tribes were absorbed into Mission San Juan Bautista between 1797 and 1807. Milliken (1993:73) believes that different tribal factions joined the missions for various reasons: some desired Spanish material culture; some found a safe haven in the mission when they lost traditional feuds; and some believed that the traditional practices had lost their efficacy. The change to a mission lifestyle and devastation from disease almost destroyed the structure of aboriginal cultures. The few natives who met with early anthropologists 100 years later were part of the labor class in western North American rural agricultural society.

ARCHAEOLOGICAL BACKGROUND

Due to the complex nature of the local and regional archaeological record, our review is organized into a series of chronological periods. Perhaps the most useful chronological sequence developed for the region comes from the work of Milliken et al. (1999) and Jones et al. (1996).

PALEOINDIAN PERIOD (13,500-8500 BP)

Fluted projectile points are the signature element of the earliest well-documented cultural assemblage in western North America. In California, fluted points have been recovered in the North Coast Ranges, the Tulare Lake Basin, and the Mojave Desert, but not in the geomorphically active Monterey Bay area. Nevertheless, it is assumed that people were in the Monterey Bay area during this period (Milliken et al. 1999). Moratto (1984:104) coined the term Paleo-Coastal tradition for the post-fluted point period between 12,500 and 8500 BP, and suggested that the lithic technology and wetlands adaptations on the coast were akin to the contemporaneous Western Pluvial Lakes tradition farther inland. Breschini and Haversat (1991:125-126) point out that only 37 of 552 central coast radiocarbon dates reported in 1991 were attributable to the early Holocene (10,000-7000 radiocarbon years BP or 11,300-7800 BP); they suggested that numerous sites have been buried beneath coastal estuary fill, while others have been destroyed by coastal erosion. Erlandson and others, in a volume on early Holocene coastal California, discuss many coastal sites dating to this time period as examples of Millingstone Period sites, indicating that no distinct classificatory boundary exists between post-fluted point Paleo-Indian assemblages and subsequent Millingstone Period assemblages (cf. Erlandson and Colton 1991).

MILLINGSTONE PERIOD (8500-5000 BP)

The Millingstone Period was originally identified along the southern California coast, where it is variously referred to as the Encinitas Tradition, La Jolla Complex, or Oak Grove culture (see Rogers 1929; Wallace 1955; Warren 1968). Sites dating to this period along the southern California coast usually contain relatively dense shell middens and artifact assemblages dominated by handstones, millingslabs, and a variety of cobble/core tools.

Millingstone Period sites along the central coast of San Luis Obispo and Monterey counties include eccentric crescents, long-stemmed projectile points, cobble/core tools, handstones, and millingslabs (Jones et al. 1996; Milliken et al. 1999). Similar to the south coast of California, many of the identified sites of this period are located next to extant estuaries, or near areas where paleoestuaries once existed as a result of early Holocene sea-level rise (e.g., Salinas River mouth). These findings seem to indicate that the subsistence economy was based primarily on the collection of small seeds and shellfish, whereas the hunting of large terrestrial game and marine mammals was of minor importance (Erlandson 1994; Jones et al. 1996).

EARLY PERIOD (5000-2600 BP)

The Early Period in this region is marked by contracting-stemmed, square-stemmed, and sidenotched projectile points; mortars and pestles; handstones and millingslabs; and thick rectangular (Class L) and end-ground (Class B) *Olivella* beads and square abalone beads (Jones et al. 1996; Milliken et al. 1999). Several major changes in subsistence technology took place during this interval, the most important being the introduction of mortars and pestles and an increase in the frequency of hunting-related tools. According to Jones and Waugh (1997), human use along the central and southern California coast expanded from a focus on estuaries to a variety of outer-coast settings. Mammals and fish increased in importance relative to shellfish, while the addition of mortar/pestle technology signaled an initial attempt at acorn storage.

Although use of estuary habitats continued from the Millingstone Period through the Early Period on the central California coast at such places as Morro Bay and Goleta Slough (Jones and Waugh 1997; Mikkelsen et al. 1998), known sites along the Elkhorn Slough estuary (Dietz et al. 1988; Milliken et al. 1999), five miles north of the project area, appear to have been abandoned during the first part of the Early Period, between 5000 and 3000 BP.

Jones and Waugh (1997) hypothesize that local populations became more circumscribed during the Early Period, resulting in less direct access to geographically dispersed resources, and creating a greater reliance on inter-group exchange. In addition, the more intensive use of acorn, combined with the increased importance of hunting and fishing, seems to have resulted in a higher degree of gender differentiation in the organization of work (Jones 1996; Jones and Waugh 1997; McGuire and Hildebrandt 1994).

MIDDLE PERIOD (2600-1250 BP)

Diagnostic elements of Middle Period assemblages include contracting-stemmed, square-stemmed, side-notched, and concave-base projectile points; mortars and pestles; and handstones and millingslabs. Diagnostic shell beads of the Middle Period were remarkably different from those of the preceding Early Period in both central and southern California. In the Monterey Bay area they included *Olivella* saucer (Class G) and saddle (Class F) beads (Jones et al. 1996; Milliken et al. 1999). Jones and Waugh (1997) argue that adaptive changes between the Early and Middle periods were much less pronounced than during the Millingstone/Early Period transition. At the Early/Middle Transition many of the subsistence-settlement trends set in motion prior to 2600 BP continued forward, including an increased use of mortars and pestles, a more intensified use of small schooling fish (e.g., anchovies, herring, smelt), and a decreased reliance on shellfish.

Obsidian hydration and sourcing data from several coastal sites indicate that the exchange of eastern Sierran Casa Diablo glass reached peak proportions during this interval (Jones and Waugh 1997). Jones (1995, 1996) argues that the trade of sea otter pelts also peaked during the Middle Period, evidenced by unusually high frequencies of sea-otter bones in sites along the Big Sur coast.

MIDDLE/LATE TRANSITION (1250-850 BP)

Diagnostic artifacts of the central coast Middle/Late Transition include contracting-stemmed and small-stemmed projectile points; hopper mortars, bowl mortars and pestles; handstones and millingslabs; and *Olivella* split-punched (Class D) beads and callus cups (Class K) in the latter portion of the period (Jones et al. 1996, Milliken et al. 1999). Faunal assemblages from a variety of sites indicate that marine resource use reached its peak at the beginning of this interval, but by the end of the period several major changes appear to have taken place.

Throughout Monterey County, several coastal sites were abandoned after 1000 BP, and new settlements were established on the interior. These changes were originally thought to represent a shift to a "collector" strategy, where sedentary villages were established on the interior in the oak zone, and the coast was used on a short-term basis by small groups focused on the exploitation of a limited range of resources. According to Jones et al. (1996), however, these changes were not a simple outcome of resource intensification (i.e., acorn storage and the development of interior sedentary villages), but resulted from the Medieval warm/dry period (see Graumlich 1993; Stine 1994) which created severe environmental degradation in the central coast region, reducing human population densities and undermining the entire socio-economic system: "Serious droughts after AD 1000 caused such rapid, severe deterioration of the resource base that major subsistence problems developed, causing widespread settlement shifts and resource

competition. Unlike the environmental changes of the early and mid-Holocene, technological innovations could not mitigate the environmental problems, because they developed rapidly and were severe" (Jones 1995:223).

LATE PERIOD (POST-850 BP)

Diagnostic artifacts of the Late Period include Desert Side-notched and Cottonwood triangular projectile points; hopper mortars, bowl mortars and pestles; handstones and millingslabs; *Olivella* callus (Class K) beads (post-700 BP), with lipped (Class E) beads after 500 BP; clam shell disk beads no earlier than 400 BP; and talc schist disk beads (Jones et al. 1996; Milliken et al. 1999).

According to Jones (1995), local populations recovered at the end of the Medieval Drought, but never returned to the same maritime focus that marked the Middle Period. Instead, he suggests, Late Period peoples maintained a terrestrial orientation, focusing on the storage of acorns and a variety of other interior plant and animal foods. Late Period coastal sites probably represent specialized activities originating from the larger, more permanent interior residential areas. This adaptation represents the Monterey Pattern as defined by Breschini and Haversat (1980).

HISTORIC-PERIOD BACKGROUND

European contact with Native people began with the arrival of Spanish explorers in the sixteenth century. However, it wasn't until the Portola expedition in 1769 that a European settlement was established on Rumsen lands (Waite 1995:23). Construction of the Mission and Royal Presidio at Monterey in 1770 had the greatest impact on the Costanoan/Ohlone-speaking Indians living in the project area. The local Native populace was compelled to relocate to the mission's vicinity and provide labor for a variety of agricultural enterprises (Castillo 1978). Between 1794 and 1836, the best lands were titled to the Spanish. Following the independence of Mexico from Spain in 1820 and the secularization of the mission, a great deal of land was opened up for development. The 1914 Monterey County Book of Deeds describes four former *ranchos*, Noche Buena, El Chamisad, Laguna Seca, and Saucito, all with lands that covered portions of modern Fort Ord (Waite 1995:23). After the acquisition of California by the United States in 1847, the land grant passed into American hands.

In 1917 the War Department acquired a 200-acre parcel from lands formerly designated part of the City of Monterey Tract No. 1 and built Camp Clayton (Swernoff 1982:3-8; Waite 1995:24). In the same year, an additional 15,609 acres were acquired and became known as the Gigling Field Artillery Target Range. Camp Gigling was located near the East Garrison at the intersection of present-day Reservation and Inter-Garrison roads, approximately four miles east of the project area. In 1940, the Army began acquiring more land, including parcels that contain the current project area, and in the summer of the same year the installation became a permanent army facility and was renamed Fort Ord (Swernoff 1982:3-9; Waite 1995:24). The camp consisted of more than15,000 acres, but the portion of land west from present day Watkins Gate Road to Highway 1, including the current project area, appears to have remained undeveloped through the 1930s, and was used for maneuvering practice. Additional details of the history of Fort Ord are presented in Swernoff (1982).

FIELD METHODS AND RESULTS

The project area was surveyed September 9, 2004 by Far Western project personnel Laura Leach-Palm, Senior Staff Archaeologist, M.A. (12 years of experience in California archaeology), and Michael Darcangelo, Staff Archaeologist, B.A. (17 years of experience in California archaeology). More than threequarters of the current project area is developed, with large expanses of pavement, landscaped areas, and hundreds of buildings obscuring ground visibility (Figure 5). As a result, pedestrian survey focused on all



Figure 5. Survey Coverage (Base Image: USGS Digital Orthophoto [DOQ], 1998).



Far Western

undeveloped open spaces and small discontinuous areas where original soils were present, including vacant lots, planted areas, and between buildings. Large open areas were surveyed in transects spaced 20 meters apart, whereas smaller areas were examined at tighter transect intervals. Throughout the study area, back dirt from the many rodent burrows was closely examined and small areas were cleared with trowels to check for cultural materials. Spot-checks were also made at various places along the roads. At the time of fieldwork, construction of the new Imjin Parkway was in progress and street lights were being installed along Second Avenue. Spoils from these excavations were also examined. The Monterey County Water District yard on the eastern most edge of the project area was not surveyed.

The western edge of the project area is bounded by the railroad and freeway. The northwestern portion of the project area, south of Imjin Parkway, includes an old segment of Highway 1, broad areas of deeply graded soil between rows of buildings, and wide areas of paved, graded, or graveled ground surface. The central and western portions of the project area are covered in barracks and other facilities. The broad, open, east/west oriented areas between barracks north of 8th Street, between 6th and 7th streets, and along 3rd Street are mostly paved. The south edge of the easternmost portion of the study area, although open, seems heavily disturbed (see Figure 5). The ground surface was graded, and covered with highly fragmented building materials, and sewer outlets are present, indicating previous excavations for installation of these underground facilities.

Due to the great extent of previous development, only about 70 acres, 18% of the 390-acre project area, were surveyed (see Figure 5). Most of this was open, grass-covered lands in the north-central and northeastern portions of the project area. Only two areas seemed largely undisturbed: the north-central portion just east of the northernmost barracks, and the northeast corner of the project area, south of Imjin Parkway and west of California Road. These areas consisted of stabilized dunes with native scrub vegetation including manzanita, sage, chamise, holly, ice plant, and an occasional pine.

No prehistoric or historic-period archaeological material was identified during the current survey. It is apparent that the whole project area has been significantly disturbed from military use, and previous development has severely limited the amount of soil available for examination.

SUMMARY AND RECOMMENDATIONS

The City of Marina is developing 390 acres of old Fort Ord as part of the University Villages Project, a mixed-use center with retail, private, and public development. A portion of the study area was previously surveyed (Doane and Haversat 2000; Waite 1995), with no resources identified. EIP Associates contracted with Far Western to conduct an updated record search and pedestrian survey, and to make recommendations for further management. The records search identified 11 archaeological surveys that have been conducted within and up to one-half mile outside project area boundaries, but no archaeological resources have been noted. The Native American Heritage Commission had no record of sacred sites or cultural resources within the study area. Pedestrian survey found no archaeological resources. However, a large portion of the project area was covered by pavement or barracks and other buildings and could not be examined.

The project area is situated within stabilized dune fields dating from the late Pleistocene and Holocene. Although Johnson (1993) suggests there is some potential for buried archaeological sites to be located in these dunes, all previous investigators have identified this area as low sensitivity for archaeological sites (Johnson 1993; Swernoff 1982; Waite 1995). This conclusion is based on a lack of freshwater in the dune fields, and a general absence of important subsistence resources that would have attracted sustained human occupation. Similarly, the dune fields are not close enough to the coastal strand or the Salinas River to have contained prehistoric settlements associated with the use of these more environmentally productive zones (the study area was even farther removed from these features earlier in time). While there is a high likelihood that buried land surfaces (i.e., buried soils) exist within the stabilized Holocene dunes, there is no compelling reason to believe that the current project area would have been any more attractive for human use in the distant past (when these buried soils were exposed at the surface) than it was in the near past. As a result, the

study area has a low potential for both surface and buried archaeological resources, and so no additional archaeological work is recommended.

If, however, archaeological deposits or human remains are accidentally discovered during building demolition or as part of construction for the University Village Project, work in the immediate vicinity of the finds should be halted and a qualified archaeologist contacted to evaluate the finds. Archaeological deposits may include areas of darkened soil containing shell, bone, and/or stone tools and tool making debris, but may also include more subtle evidence, including discrete areas of shell and rock concentrations. If such deposits are encountered, archaeological test excavations should be conducted to determine the nature and integrity of the finds and to evaluate the importance of the deposit, as per the requirements of CEQA.

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APPENDIX A

NATIVE AMERICAN CONTACT

August 30, 2004

Ms. Debbie Treadway Native American Heritage Commission 915 Capitol Mall, Room 364 Sacramento, CA 95814

Re: request for Sacred Land Inventory Search; Native American contact names and addresses

Dear Ms. Treadway:

The City of Marina, Monterey County, is planning a redevelopment project, the University Villages, at Fort Ord. The project area encompasses approximately 319 acres and lies immediately east of State Route 1. The development will include residential units, mixed uses, retail commercial and office/research and development, and visitor-serving uses. The project area is outlined on the enclosed map, a portion of the 7.5 minute U.S.G. S. quadrangle, Marina, Calif.

Far Western Anthropological Research Group, Inc. is conducting a records search and will contact local Native Americans. This letter requests a check of the Sacred Lands file for the project area and a radius one half mile around it. We would also appreciate addresses and phone numbers of Native Americans live in the region.

If you have any questions please do not hesitate to contact me at (530) 756-3941. Thank you for your time and effort.

Sincerely,

torch - falm Laura Leach-Pálm

Archaeologist

Encl. 1 map.



STATE OF CALIFORNIA

Arnold Schwarzaneggar. Governor

NATIVE AMERICAN HERITAGE COMMISSION 915 CAPITOL MALL, ROOM 364 SACRAMENTO, CA 95014 (916) 653-4082 Fax (916) 657-5390 Web Site www.mahc.ca.gov



September 9, 2004

NAHC

Laura Leach-Palm Archaeologist Far Western Anthropological Research Group, Inc. 2727 Del Rio Place, Suite A Davis, CA 95616

Sent by Fax: 530-756-0811 Number of Pages: 4

RE: Proposed University Villages redevelopment project, Monterey County.

Dear Ms. Leach-Palm:

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4038.

Sinderely, Debbia Pilas-Treadway Environmental Specialist III

NATIVE AMERICAN CONTACTS San Joaquin County September 9, 2004

Indian Canyon Mutsun Band of Costanoan Ann Marie Sayers, Chairperson P.O. Box 28 Ohlone/Costanoan Hollister , CA 95024 (831) 637-4238 Trina Marine Ruano FamilyRamona Garibay, Representative1755 12th StreetOhlone/CostanoanOroville, CA 95965Bay Miwok(510) 794-5462Plains Miwok(510) 673-5029 - CellPatwin

Ohlone/Coastanoan-Esselen Nation Louise Ramirez 2653 McLaughlin Avenue Esselen San Jose , CA 95121 Ohlone/Costanoan (408) 629-5189

Ohlone/Coastanoan-Esselen Nation Rudy Rosales, Chairperson PO Box 1301 Esselen Monterey , CA 93942 Ohlone/Costanoan esselennation@aol.com (831) 659-5831 (831) 917-1866 - cell

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed University Villages redevelopment project, Monterey County. NAHC

NATIVE AMERICAN CONTACTS San Joaquin County September 9, 2004

Amah MutsunTribal Band Valentin Lopez, Chairperson 3095 Eastern Ave Sacramento , CA 95821 (916) 481-5785

Ohlone/Costanoan

Amah/MutsunTribal Band Irene Zwierlein, Chairperson 789 Canada Road Woodside , CA 94062 amah_mutsun@yahoo.com (650) 851-7747 - Home (650) 851-7489 - Fax

Ohlone/Costanoan

Amah MutsunTribal Band Quirina Luna 3534 Katie Lane Ol Ceres , CA 95307 (209) 204-4554

Ohlone/Costanoan

CNA Cultural Resource Howard Soto 474 Grove Way Hayward , CA 94541 510-733-6045

Ohlone/Costanoan

Amah/Mutsun Tribal Band Michelle Zimmer, Cultural Resource Coordinator PO Box 62-558 Ohlone/Costanoan Woodside , CA 94062 (408) 866-1594 Coastanoan Rumsen Carmel Tribe Tony Cerda, Chairperson 3929 Riverside Drive Ohlone/Costanoan Chino CA 91710 (909) 622-1564 (909) 464-2074

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Satety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed University Villages redevelopment project, Monterey County. NAHC

NATIVE AMERICAN CONTACTS San Joaquin County September 9, 2004

Ella Rodriguez PO Box 1411 Salinas , CA 93902 831-632-0490 831-261-5827 - cell

Ohlone/Costanoan Esselen Linda G. Yamane 1585 Mira Mar Ave. Ohlone/ Seaside , CA 93955-3326 (831) 394-5915

Ohlone/Costanoan

Jakki Kehl 720 North 2nd Street Patterson , CA 95363 jakki@bigvalley.net (209) 892-2436 (209) 892-2435 - Fax

Ohlone/Costanoan

Amah MutsunTribal Band Edward Ketchum 35867 Yosemite Ave Davis , CA 95616 aerieways@aol.com

Ohlone/Costanoan Northern Valley Yokuts

Katherine Erolinda Perez 1234 Luna Lane Stockton , CA 95206 (209) 462-2680

Ohlone/Costanoan Northern Valley Yokuts Bay Miwok Amah MutsunTribal Band Marion Martinez 26206 Coleman Avenue Hayward, CA 94544 comncompy@hotmail.com (510) 732-6806 - home

Ohlone/Costanoan

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed University Villages redevelopment project, Monterey County.

September 24, 2004

Edward Ketchum Amah Mutsun Tribal Band 35867 Yosemite Avenue Davis, CA 95616

Re: Request for your comments regarding archaeological investigations at the proposed University Villages Development Project, Monterey County.

Dear Mr. Ketchum,

This letter is to let you know about an upcoming development project in Monterey County and to ask if you have any concerns about cultural sites or issues in the area.

EIP Associates, Sacramento, is planning a redevelopment project at Fort Ord called University Villages that will comply with the requirements of the California Environmental Quality Act (CEQA). The project area encompasses approximately 319 acres and lies immediately east of State Route 1. The development will include demolition of existing structures, then construction of structures for residences, mixed uses, retail commercial, office/research and development, and visitor-serving uses. The project area is outlined on the enclosed map, a portion of the 7.5 minute U.S.G.S. quadrangle, Marina, Calif.

Our firm, Far Western Anthropological Research Group Inc. (Far Western), is conducting the archaeological investigation. We have completed a record search and a preliminary survey of the project area. The records search found no known archaeological sites within the project area or a half-mile radius of the boundaries. The Native American Heritage Commission searched the sacred land files and found no indication of Native American cultural resources. We are recommending that the project area be surveyed again after demolition of the existing structures.

We are contacting you to ask if there is any information that the Native American community believes should be considered during project planning. I hope that you will call or write and let us know. If we do not hear from you within one month (by about October 22, 2004) we will assume that you have no concerns to communicate.

This request has been prepared in compliance with CEQA. If the project encounters any human remains, Far Western will follow the requirements of California Public Resources code 5097, and notify The Native American Heritage Commission to designate a Most Likely Descendant to make recommendations regarding burial treatment. If you have any questions or comments please call or write me at the Davis office address and telephone number.

Juna Jund - John Laura Leach-Palm Archaeologia



Ed Ketchum 35867 Yosemite Davis, CA 95616

Far Western 2727 Del Rio Place, Suite A Davis, California 95616

RE: Cultural Resource Information for the proposed University Villages Development Project, Monterey County, California

Dear Ms. Leach-Palm:

I am a descendant of the Indian people who were taken to Mission San Juan Bautista in the late 18th and early 19th century. My Grandmother's Grandmother was Ascencion Solorsano the last fluent speaker of the "Mutsun" language. I am a member of the "Amah Mutsun Band of Ohlone/Costanoan Indians, California." The Chairman of our tribe is presently Valentine Lopez.

The "Amah Mutsun Band of Ohlone/Costanoan Indians, California" currently has an enrolled membership of over 500 BIA documented Indians who are the previously Federally Recognized Tribal group, the "San Juan Band." All lineages now comprising the "Amah Mutsun Tribe" are directly descended from the aboriginal tribal groups whose villages and territories fell under the sphere of influence of Missions San Juan Bautista and Santa Cruz during the late 18th, the 19th and early 20th centuries. Many of those people taken to Mission Santa Cruz migrated o San Juan Bautista after secularization.

As a result of the Congressional Appropriation Acts of 1906 and 1908 our tribe came under the jurisdiction of the Indian Service Bureau (BIA), and the Reno and Sacramento Indian Agencies until 1927. Our tribe was never terminated by any Act or intent of the Congress, however, we remained a landless tribe since our Federally Acknowledged status began in 1906. Our tribe is listed in surveys made by the Department of interior up to 1930, as the "San Juan Band." We have persisted as a Band despite efforts by the Bureau of Indian Affairs to no longer acknowledge our existence.

As a result of the Congressional California Indian Jurisdictional Act of 1928, both living members and direct ancestors enrolled with the BIA between1930 and 1932. My father, grandmother, great grandmother and great-great grandmother were enrolled at this time. Our members also enrolled with the BIA again between 1948 and 1955 and during the third enrollment period between 1968 and 1970 (I was enrolled each time.). Many of our people attended Indian (Federally sponsored) or Catholic Boarding Schools.

Our Tribe is currently listed with the Department of Interior, Bureau of Indian Affairs as Petitioner #120, as we are seeking status clarification to have our "Recognized" status restored by the Secretary of the Interior.

There has been a split in our petition, I do **not** recognize Irene Zwierlein or her Council as legitimately representing the Amah Mutsun Tribe.

Personally, I trace my lineage to Mutsun and Yokuts speaking people of central California. In reference to this site, I do not trace my lineage to the general area, however, Ascencion's aunt Carmel was married to Pedro Ruiz a Guachirrone. Randy Milliken places the Guachirrone near present day Castroville. Many of the Guachirrone were relocated to San Juan Bautista. Mary Cervantes de Mondragon, Ascencion's daughter, reported that the Indians living in the San Juan and Santa Clara Valleys went to the sea annually. Father Serra also speaks of this gathering of tribal people in his notes. Other tribal people have ancestors who trace their lineage to the surrounding rancherias as well. Little has been revealed at this time about the traditional tribal sites in the area.

Since this area has been significantly disturbed I am little concerned. However, since it is near the sea during any groundbreaking, I suggest a professional archaeologist examine the soils to assess if the site was once occupied or utilized by the tribal people. If you judge that monitors are needed during the work, please email me at <u>aerieways@aol.com</u> or if you were to encounter culturally sensitive materials during investigations or construction excavation.

I am interested in the development of Monterey County and would like copies of reports or histories written thereupon. If you have or develop those please send them to Ed Ketchum at the address provided here-in-before. If you have further questions or comments please e-mail me at <u>aerieways@aol.com</u>.

Sincerely,

Tribal Historian

C.C.

Tribal Chairperson Tribal Cultural Resource Officer Tribal Secretary/Treasurer Draft

Historical Resources Inventory and Evaluation Report for the

University Villages Specific Plan for Former Fort Ord, City of Marina, Monterey County, California

Prepared for:

The City of Marina 211 Hillcrest Marina, California 93933

Prepared by:

JRP Historical Consulting 1490 Drew Avenue, Suite 110 Davis, California 95616

January 2005

SUMMARY OF FINDINGS

The University Villages Specific Plan project proposes the development of a mixed use village center within the southwestern portion of the City of Marina. The project will redevelop for civilian use a portion of the now decommissioned Fort Ord Military Installation, an infantry training and staging facility established in 1917. The project area is an L-shaped area bounded by 8th Street and 2nd Avenue at the California State University at Monterey Bay (CSUMB) border on the south and east, 1st Street at the City of Seaside border to the southwest, and Highway 1 to the west. The northern boundary of the site runs east from Highway 1, just north of the 12th Street interchange and then along the south side of Imjin Parkway to California Avenue. The Specific Plan project area, located in what was historically known as Fort Ord's Main Garrison area, currently consists of a mix of vacant or undeveloped lands and former army barracks and buildings, most of which were built during the World War II period (1939-1945). University Villages falls within what was known as the Main Garrison area of the former Fort Ord, typified by a regular and small scale street layout, low rise structures and expansive paved troop assembly areas.

The proposed University Villages development is within the jurisdiction of the City of Marina on the former Fort Ord. The City of Marina, as lead agency, must comply with the California Environmental Quality Act (CEQA) to proceed with the project. JRP Historical Consulting (JRP), on behalf of the City of Marina, has conducted this study of the University Villages Specific Plan project area to determine whether there are any buildings or structures present that should be considered historical resources under CEQA; i.e., whether they are listed in, determined eligible for, or appear eligible for listing in the California Register of Historical Resources (CRHR), as evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the CRHR criteria outlined in Section 5024.1 of the California Public Resources Code. Impacts to historical resources could be considered a significant effect on the environment under CEQA.

This report concludes that the seven properties evaluated for this survey do not appear to meet the criteria for listing in the CRHR and thus do not appear to be historical resources for the purposes of CEQA.

TABLE OF CONTENTS

SUMMARY OF FINDINGS			
1.	PRC	DJECT DESCRIPTION 1	L
2.	RES	SEARCH AND FIELD METHODS	;
	2.1.	Previous Architectural Surveys of the Project Area	3
	2.2.	Current Historic Architectural Survey	;
3.	HIS	TORIC OVERVIEW 1	L
	3.1.	Fort Ord's Early History (1917-1937)1	L
	3.2.	World War II Period (1938-1945) 1	L
	3.3.	Cold War Period (1946-1989)	<u>)</u>
4.	DES	SCRIPTION OF RESOURCES	;
5.	FIN	DINGS AND CONCLUSIONS)
6.	BIB	LIOGRAPHY13	3

ATTACHMENTS

Figures DPR 523 Forms

1. PROJECT DESCRIPTION¹

The University Villages Specific Plan project proposes the development of a mixed use village center with retail components of approximately 750,000 square feet, office/research uses of approximately 760,000 square feet, parks and open space, public facility uses, as well as 1,237 new residential units and up to 500 new hotel rooms, with supporting convention and public spaces, on approximately 390 acres within the southwestern portion of the City of Marina. The project will redevelop for civilian use a portion of the now decommissioned Fort Ord Military Installation, an infantry training and staging facility established in 1917.

The former Fort Ord encompasses 28,000 acres on Monterey Bay, near the Monterey Peninsula, along the Central Coast region of California. **Figure 1**. Fifty-five percent of the City of Marina's total acres fall within the boundaries of the former Fort Ord, in the most northwestern portion of the former Fort. While the City consists of approximately 6,400 acres, bounded by Highway 1 to the west, Seaside to the south, and unincorporated Monterey County lands to the east and north, the City's planning area includes an additional 6,145 unincorporated acres to the north, bounded by the Salinas River.

The proposed University Villages development is within the jurisdiction of the City of Marina on the former Fort Ord, and is an L-shaped area bounded by 8th Street and 2nd Avenue at the California State University at Monterey Bay (CSUMB) border on the south and east, 1st Street at the City of Seaside border to the southwest, and Highway 1 to the west. The northern boundary of the site runs east from Highway 1, just north of the 12th Street interchange and then along the south side of Imjin Parkway to California Avenue. Regional access to the site is provided by Highway 1, the major north/south transportation route along the central coast, linking the City of Marina to other cities on the Monterey Peninsula to the south and Santa Cruz to the north. Local access to the University Villages area includes the primary east/west linkages of 12th Street/Imjin and 8th Street, and the primary north/south linkages of 2nd Avenue and 5th Avenue/California Avenue. **Figure 2**.

The University Villages Specific Plan area currently consists of a mix of vacant or undeveloped lands and former or abandoned army barracks and buildings, a few of which have been renovated

¹ The text from this section has been excerpted from: "Project Description," University Villages Specific Plan, Draft Project EIR, August 18, 2004.

and are in current use. University Villages falls within what was known as the Main Garrison area of the former Fort Ord, typified by a rectilinear, small scale street layout, low rise structures and expansive paved troop assembly areas.

2. RESEARCH AND FIELD METHODS

2.1. Previous Architectural Surveys of the Project Area

In September 2004, as part of the archaeological investigation for the University Villages Specific Plan, Far Western Anthropological Research Group conducted a records search of the project area at the Northwest Information Center of the California Historical Resources Information System.² That records search concluded that architectural surveys of former Fort Ord had been completed through 1993, when Fort Ord was realigned, and that 35 properties had been previously determined eligible for the National Register of Historic Places as a result of those studies. The earliest of those studies was a cultural resources survey conducted in 1980 by Lois Roberts and Jack Zanhister of Environmental Research Archaeologists. This was the first study to identify the potential historical significance of the East Garrison Area and Stilwell Hall. This study also suggested that Martinez Hall was historically significant.³ A subsequent survey in 1982 by Michael Swernoff of Professional Analysts made the same recommendations.⁴ A third inventory, evaluation and mitigation study of historic architectural resources at Fort Ord was completed in 1993 by the U.S. Army Construction Engineering Research Laboratory Tri-Services Cultural Resources Research Center under the requirements of the 1992 nationwide Base Realignment and Closure (BRAC) Programmatic Agreement. This study also found Stilwell Hall and the East Garrison Complex eligible for inclusion in the National Register, but concluded that modifications of Martinez Hall had become so extensive as to preclude its eligibility for listing on the National Register.⁵

The purpose of the 1993 Tri-Services Cultural Resources Research Center study was to identify buildings within the historic boundaries of Fort Ord that were built in 1945 or earlier and evaluate their potential for National Register eligibility. The buildings that the report concluded were eligible for listing in the National Register included 35 buildings and structures in the East

² Darcangelo, Michael, and Laura Leach-Palm, "Archaeological Survey Report on the University Villages Specific Plan, 390 Acre Project Area, at Former Fort Ord, Monterey, California," November 2004 (draft).

³ Lois Roberts and Jack L. Zanhister, *Cultural Resources: Literature Search and Overview Fort Ord, California.* Prepared for Department of the Army, Sacramento Corps of Engineers (1980).

⁴ Michael Swernoff, *A Reconnaissance Cultural Resources Survey of Fort Ord, California.* Prepared for Department of the Army, Sacramento Corps of Engineers (1982).

⁵ Kieth Landreth, et al., Tri-Services Cultural Resources Research Center, *Historical and Architectural Documentation Reports for Fort Ord, California.* Prepared for Office of the Directorate of Environmental Programs (1993).

Garrison area, and Stilwell Hall, the old Soldier's Club.⁶ According to the *Fort Ord Reuse Plan EIR* (1997), the Army and the California State Historic Preservation Officer (SHPO) concurred in this finding and concluded that "Stilwell Hall and 35 structures in the East Garrison area were the only former Fort Ord properties eligible for listing on the National Register of Historic Places."⁷ None of these buildings are located within the University Villages project area: the East Garrison buildings are located approximately two miles east of the project area, and Stilwell Hall was demolished in 2002 because it sat precariously on a beach-side cliff and its foundation was steadily eroding. It was formerly located west of the Main Garrison on the opposite side of Highway 1.

Also covered by the 1993 survey were hundreds of buildings classified as "temporary" and "semi-permanent" standardized army buildings that were built on Fort Ord as part of the World War II mobilization effort. A handful of permanent World War II era buildings were also present on the post. The "temporary" and "semi-permanent" status of the buildings were determined through an examination of real property records then held on Fort Ord, combined with on-site inspection of the buildings. This work revealed that all of the semi-permanent buildings, except one (Building 3215, a concrete block radio building), were actually temporary buildings that had been reclassified because of modifications and improvements made to the buildings in the 1980s.⁸ The report concluded that all of the World War II temporary buildings (including the reclassified semi-permanent buildings) required no further consideration under Section 106 of the NHPA because they were covered under the Programmatic Memorandum of Agreement (PMOA) between the Department of Defense (DoD), the Advisory Council on Historic Preservation and the National Conference of State Historic Preservation Officers.⁹

⁶ Tri-Services Cultural Resources Research Center, *Historical and Architectural Documentation Reports for Fort Ord, California (Draft)*, November 1992.

⁷ EMC Planning Group, Inc., *Fort Ord Reuse Plan Environmental Impact Report, SCH No. 96013022, Certified June 13, 1977.* Prepared for the Fort Ord Reuse Authority (republished November 2001), 4-194.

⁸ The one true semi-permanent building (Building 3215) is located outside the University Village project area.

⁹ Programmatic Memorandum of Agreement among the United States Department of Defense(DoD), the Advisory Council on Historic Preservation, and the National Conference of State Historic Preservation Officers, July 7, 1986. The nationwide PMOA was executed in 1986 in response to the Military Construction Authorization Bill of 1983, which called for the demolition of all World War II era temporary buildings throughout the nation. The PMOA acknowledged that in certain circumstances World War II era temporary buildings may be eligible for the National Register, but allowed for their removal or demolition without further Section 106 review, provided that DoD first complete appropriate Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) documentation regarding the property type, complete a thematic study, and preserve a number of representative temporary buildings at selected installations throughout the nation. The DoD complied with the stipulations of the PMOA, thus satisfying the Section 106 requirements for World War II temporary buildings. No buildings at Fort Ord were earmarked for preservation under the nationwide thematic study.

While the World War II temporary buildings on Fort Ord were treated as not eligible and categorically excluded from further review under the PMOA, the permanent World War II era buildings that were surveyed in 1992-93 were evaluated following standard Section 106 procedures by applying the National Register of Historic Places significance and integrity criteria. According to the Army's FEIS for base realignment and closure, SHPO and the Army agreed that none of the permanent World War II era structures at Fort Ord were eligible for listing under National Register criteria.¹⁰

2.2. Current Historic Architectural Survey

In January 2005, JRP was asked by the City of Marina to undertake a survey and evaluation of historic period buildings on the former Fort Ord that had become 50 years old since the last comprehensive survey was completed in 1993. The purpose of the survey was to evaluate these buildings, which were not included in previous surveys, for California Register of Historical Resources eligibility, thus satisfying the CEQA requirements for this project as they pertain to historical resources. The California Register was instituted in 1993, at about the same time that the previously discussed architectural survey of Fort Ord was underway, and was consciously designed on the model of the National Register. The registration requirements are therefore very similar, although there are some subtle differences, mostly in the terminology.¹¹ Like the National Register, the California Register requires that an eligible resource possess both significance and integrity. The significance requirements, Criteria 1 through 4, closely parallel National Register Criteria A through D (the California Register criteria are discussed further in Section 5 of this report), as do the aspects of integrity.

The survey population developed for this project consists of all buildings within the boundaries of the University Village project area constructed after 1945 through 1960. The State Historic Preservation Office sets the standard guideline for review of potential California Register eligible buildings as properties that are 50 years of age or older; however, this age limit has been

¹⁰ EMC Planning Group, Inc., *Fort Ord Reuse Plan Environmental Impact Report, SCH No. 96013022, Certified June 13, 1977.* Prepared for the Fort Ord Reuse Authority (republished November 2001), 4-194. Among the permanent World War II buildings within the project area are: Building 2425 (an observation facility); Building 2237 (swimming pool building), Building 2236 (swimming pool heater building), and Buildings 2420 and 2424 (warehouses).

¹¹ California Office of Historic Preservation, *Technical Assistance Series #6, California Register and National Register: A Comparison*, n.d.
extended to include resources constructed in 1960 or before to account for lead-time between preparation of environmental documentation and actual project construction, which is expected to conclude in 2010. Properties built after 1960 are not included in the survey population and are treated in accordance with general cultural resources practices and are exempt from study.

JRP identified seven buildings constructed during this period: Buildings 1041, 1043, 1063, 1064, 1065, 1895, and 2048 (**Table 1**). The construction dates for these buildings were gleaned from two databases, one maintained by the Fort Ord Reuse Authority (FORA) engineer's office, and one maintained on a website dedicated to the history of Fort Ord.¹² A review of historic plans showing the buildings and layout of the installation from various periods in its history corroborated the construction dates included in the database.¹³ On January 6, 2005, the project personnel, Stephen Wee and Bryan Larson, conducted a reconnaissance survey of the project area in an attempt to identify any additional buildings that appeared to have been built between 1946 and 1960. None were identified. Also on this date, the field crew recorded the seven buildings that comprise the survey population, noting their architectural characteristics and photographing them. The results of this survey are included in the five DPR 523 forms attached to this report.

Information regarding construction and usage history of Cold War Era buildings on the former Fort Ord is scarce. Several agencies were contacted or visited over the course of this study in an attempt to locate real property records, construction plans, historic photographs, and other documentary evidence, but this effort was met with limited success. The archives of the Defense Language Institute Foreign Language Center, located on the Presidio of Monterey, was the most likely repository for such records and the first visited during the course of this study. Although the archives were rich with records from Fort Ord's World War II period, very little documentation from the installation's Cold War period is on file there. The investigation turned up useful Cold War installation maps as well as a few newspaper clippings and historical typescripts, but very little else. Contacts with the U.S. Army Corps of Engineers, Sacramento District, the Base Realignment and Closures (BRAC) office on Fort Ord, the Fort Ord Historic

¹² Telephone interview with Stan Cook, Fort Ord Reuse Authority Real Property and Facilities Manager, January 11, 2005; "Fort Ord Building List," maintained at <u>www.fortord.org</u>. According to Caroline Cantillas, archivist of the Defense Language Institute Library (Presidio of Monterey), this list was compiled through the research efforts of California State University of Monterey Bay student Emily Garnero. The information in these two databases, insofar as they pertain the buildings in this project's survey population, is consistent.

¹³ Post Engineer Office, Fort Ord, "Fire Hydrants & Fire Telephones, Main Garrison" (map), July 3, 1944; USGS 7.5-minute topographic quadrangle, *Marina, California*, 1947; Corps of Engineers, U.S. Army, "Main Garrison Layout," September 4, 1951, corrected to August 1959.

Preservation Office, and the Fort Ord Reuse Authority (FORA) engineer's office similarly yielded precious little information. JRP conducted additional background research of Fort Ord's history at the California Room of the Monterey County Public Library, Monterey, and reviewed previous cultural resources studies regarding Fort Ord collected for the project.

3. HISTORIC OVERVIEW

3.1. Fort Ord's Early History (1917-1937)

The history of Ford Ord traces back to 1917 with the establishment of the Gigling Field Artillery Target Range, or Camp Gigling. Camp Gigling was established near what is currently known as East Garrison of the Presidio of Monterey as a cavalry and artillery training area for troops stationed at the Presidio, and was also used by the Army Reserve, National Guard, and other infantry regiments for several months at a time. The 15,809 acre tract of land acquired for the army was located along the eastern shore of Monterey Bay between the City of Monterey and the Salinas River, and was purchased from the David Jacks Corporation in 1917. The rolling landscape was densely populated with brush, and therefore well suited as a maneuver and training ground for field artillery and cavalry troops. In 1933 the camp was renamed Camp Ord, in honor of Major General Edward Ord, but its use as a training area continued. Camp Ord remained largely undeveloped through most of the 1930s, with the exception of a caretaker's house, a well, and a few bivouac sites.¹⁴

3.2. World War II Period (1938-1945)

It was not until the eve of the Second World War that earnest development of the installation began. In 1938, Works Progress Administration (WPA) funding in the amount of \$800,000 facilitated the construction of a temporary camp near the Gigling railroad siding, as well as the clearing of brush in preparation for a large encampment planned for the recently acquired acreage. In 1940, the Army began acquiring large parcels of land to establish a new, permanent facility for training ground troops. These acquisitions included areas that later became the East Garrison and Main Garrison. The WPA constructed several dozen concrete buildings with red tile roofs in the East Garrison, which was located several miles east of modern State Route 1, and also built Stilwell Hall, the Mission Revival style enlisted men's club located on the beachfront. Initial developments of the Main Garrison area, located just west of State Route 1 (and the locale of the current project area), began in 1940 and continued into 1941.¹⁵

¹⁴ Michael Swernoff, A Reconnaissance Cultural Resources Survey of Fort Ord, California, 1982, 3-9; Tri-Services Cultural Resources Research Center, Historical and Architectural Documentation Reports for Fort Ord, California (Draft), November 1992.

¹⁵ Tri-Services Cultural Resources Research Center, *Historical and Architectural Documentation Reports for Fort Ord, California (Draft)*, November 1992.

Fort Ord's World War II-era build up of the Main Garrison was fast paced, even prior to the Japanese bombing of Pearl Harbor on December 7, 1941, and the United States' subsequent entry into the war. Under the direction of the U.S. Army Corps of Engineers, private contractors constructed 1,200 new buildings at the installation in 1940 and 1941, most of which were standard plan, mobilization-type "Series 700" buildings. Designs for the Series 700 buildings were originally prepared during World War I, and were modified incrementally during the 1920s and 1930s. "Series 800" buildings, introduced by the Army Corps of Engineers in 1941, further improved on the Series 700 plans and were also built in large numbers on Fort Ord.¹⁶ The barracks and associated buildings such as mess halls were arranged in orderly blocks, with as many as 60 barracks in a block. The barracks blocks were separated by wide, open parade grounds.

On August 15, 1940, Camp Ord was upgraded to a permanent Army installation and renamed Fort Ord. During the war, Fort Ord grew to be one of the nation's largest training camps for Army infantry and became a major staging area for troops deploying to the Pacific Theater. There were as many as 50,000 troops stationed at Fort Ord during the war, although the average number hovered around 35,000. Chief among these personnel were the troops of the 7th Infantry Division, commanded by Brigadier General Joseph "Vinegar Joe" Stilwell. The 7th Division was deployed to the Alaska in 1943 to recapture the Aleutians, and went on to fight several other campaigns in the Pacific. Other divisions stationed at Fort Ord during the war included the 3rd, 27th, 35th, and 43rd.¹⁷

3.3. Cold War Period (1946-1989)

For a short while after the end of World War II, Fort Ord's mission shifted as it was converted into a main processing center for returning soldiers, but it soon returned to its World War II role as a major infantry training center. In 1947, the 4th Infantry Division was reactivated at Fort Ord and remained there until 1950 when it was replaced by the 6th Division. Training activities increased again at Fort Ord at the outbreak of the Korean Conflict in 1950, and in 1956 Fort Ord became the headquarters of the Combat Developments Experimentation Command (CDEC), a command dedicated to developing strategies and methods to more efficiently deploy available

¹⁶ John S. Garner, World War II Temporary Military Buildings: A Brief History of the Architecture and Planning of Cantonments and Training Stations in the United States, March 1993.

¹⁷ Swernoff, A Reconnaissance Cultural Resources Survey of Fort Ord, 3-9 through 3-11.

personnel and equipment during periods of war. In 1957, Fort Ord was designated a U.S. Army Training Center for infantry.¹⁸

The early Cold War activities and developments on Fort Ord necessitated massive improvements to its existing facilities, most of which consisted of World War II-era mobilization buildings in the Main Garrison, which were only intended to last ten years. The Army responded by initiating a building campaign during the early 1950s that added hundreds of permanent buildings, mostly located to the east and south of the old post. New construction during this period included the Main Post Exchange, 31 concrete barracks, a fire station, a telephone exchange, a stockade, service clubs, chapels, warehouses, shops buildings, utility plants, an airfield, and a dental clinic. To alleviate housing concerns, the Army constructed a thousand residences under the Wherry Act in 1953, and added 1,089 Capehart housing units in 1959.¹⁹

Fort Ord continued its role as a training facility and staging area for troops deploying to overseas combat assignments throughout the Vietnam Era and beyond, hosting numerous divisions including the 6th Infantry and 7th Infantry. To support the Vietnam mission, Fort Ord established a drill sergeant school in 1964, constructed the Silas B. Hayes hospital to care for casualties of the conflict, and improved and expanded training facilities.²⁰

The Army reorganized its major commands in 1973. At this time the U.S. Army Training Doctrine Command assumed command of Fort Ord, and the following year the 7th Infantry Division returned to post. Unlike the divisions that occupied Fort Ord after 1957 (which were training divisions), this was a combat division consisting of a full contingent of field artillery units and combat engineers. Basic training at Fort Ord was phased out by 1976, and in the late 1970s and 1980s the mission was geared toward more specialized infantry training. In 1984, for example, the 7th Infantry became the Army's first "light infantry" division, meaning that it was organized to be highly responsive and rapidly deployable to any emerging military conflict.²¹

¹⁸ James C. McNaughton, Command Historian, "Fort Ord: A Working History," December 1996, 7-8; Lois J. Roberts and Jack L. Zahniser, *Cultural Resources Literature Search and Overview, Fort Ord, California*, 1980, 54; Tri-Services Cultural Resources Research Center, *Historical and Architectural Documentation Reports for Fort Ord, California (Draft)*, November 1992.

¹⁹ Tri-Services Cultural Resources Research Center, *Historical and Architectural Documentation Reports for Fort Ord, California (Draft)*, November 1992; McNaughton, "Fort Ord: A Working History," 11.

²⁰ McNaughton, "Fort Ord: A Working History," 12-13.

²¹ McNaughton, "Fort Ord: A Working History," 13-15; "History of the 7th Infantry Division," 7th Infantry Division Diamond Bayonet Week Commemorative Program, 1917-1992, 1992, 6.

In 1991, the Base Realignment and Closure Commission slated Fort Ord for closure, leaving Fort Lewis in Washington as the West Coast's sole division-sized post. In 1993 the 7th Infantry Division (Light) relocated to Fort Lewis, and on September 30 of the following year Fort Ord was officially closed.

4. DESCRIPTION OF RESOURCES

The survey population for the current study consists of seven buildings located within what was known as the Main Garrison area of former Fort Ord. Six of the seven buildings are located along what was originally known as "Quartermaster Row," a loosely associated cluster of buildings located west of 1st Avenue and east of modern State Route 1 (which also marks the installation's western boundary). One building, Building 1895, a former taxi dispatch shelter, is located several blocks to the east, on 5th Street near 2nd Avenue situated near a block of World War II barracks. Most of the buildings are of simple wood frame construction with the lone exception, Building 2048, constructed of poured concrete and concrete blocks. All appear to be abandoned. The following discussion includes brief descriptions of the buildings; more detailed descriptions are included on the attached DPR 523 forms.

Buildings 1041 and 1043 are two small, wood frame buildings located along Quartermaster Row, just west of the intersection of 1st Avenue and 1st Street (**Photograph 1**). Building 1041 was originally used as a vehicle decal and registration office, and Building 1043 served as a Military Police station. The buildings are rectangular in plan and topped with a moderately pitched wood frame gable roofs with moderate eaves and exposed rafter tails. Both rest on concrete pier foundations and are clad with six-inch horizontal shiplap siding. Most of the windows have been boarded up and were not visible at the time of this recordation.



Photograph 1. Buildings 1041 (right) and 1043 (left).

Buildings 1063, 1064 and 1065, all built in 1951, collectively comprise a former post exchange outlet located on Quartermaster Row just east of 3rd Street (Photograph 2). Buildings 1063 and 1065 were used for a variety of retail and storage purposes, and Building 1064 was a restroom facility. All three buildings are wood frame and have had most of their windows and doors boarded over. Building 1063 rests on a board-formed concrete perimeter foundation and has walls that are clad primarily with vertical v-groove rustic siding, though several sections are patched with sections of plywood siding. The main entrance on the south side includes a double set of aluminum doors at the center flanked by banks of windows that dominate the facade. Below the windows is a decorative brick half-wall; this feature does not appear to be original to the building. Building 1064, located immediately adjacent to Building 1063, rests on a wood pier foundation and has a side gable main roof with a shed roof extension to the rear (north side). The walls are a combination of board-and-batten and replacement groove plywood panel siding. Building 1065, the westernmost of the three buildings, has a flat roof and a concrete perimeter foundation. The building's main entrance, located on the south side, has been substantially modified with the addition of sections of plywood siding and wood shingles. The original horizontal shiplap siding is evident on the other sides of the building. The main entrance is through a single wood personnel door sheltered by a wood frame shed roof awning, above which is a prominent band of windows that has been covered with plywood panels.



Photograph 2. Buildings 1063 (right), 1064 (center), and 1065 (left).

Building 1895, located on 5th Street just west of 2nd Avenue, was formerly used as a taxi dispatch shelter. This wood frame building is very similar in appearance to Buildings 1041 and 1043. It has a composition shingle side gable roof with broad eaves and exposed rafter tails. The walls are clad with 8-inch horizontal v-groove rustic siding. Windows on all sides have been boarded up with plywood.



Photograph 3. Building 1895.

Building 2048 is a former electronics maintenance facility located on Quartermaster Row between 8th and 9th streets. The building is rectangular in plan and measures approximately 122 by 72 feet, which includes a shed roof metal extension on the north end. The main building has a shallow pitched, concrete gable roof and poured-in-place concrete columns and end walls. The columns, spaced at even intervals along the long (east and west) sides of the building, are interspersed with banks of aluminum frame industrial sash above concrete cinderblock walls. Entrance to the main building is through two flush metal personnel doors and two metal roll-up doors, all located on the south end.



Photograph 4. Building 2048.

5. FINDINGS AND CONCLUSIONS

There are no properties within the University Village project area that are currently listed in or determined eligible for listing in the National Register of Historic Places, nor did any of the Cold War-era buildings surveyed for this report (those built between 1946 and 1960) appear to be historical resources for the purposes of CEQA.

As discussed previously, buildings built prior to and during Fort Ord's World War II period were inventoried and evaluated in the 1993 study, *Historical and Architectural Documentation Reports for Fort Ord, California.* This report concluded that only thirty-five buildings in the East Cantonment Complex and Stilwell Hall appeared eligible for listing in the National Register. The Army and SHPO concurred. Stilwell Hall has since been demolished. None of the buildings within the East Cantonment Complex are within the boundaries of the University Village Specific Plan project area. All of the other pre-1946 buildings within the project area were determined not eligible for listing in the National Register, either because they lacked historic significance, integrity, or both, or because they were among the hundreds of Fort Ord's World War II temporary buildings covered by the 1986 PMOA.

JRP used the criteria of the California Register to evaluate the historical significance of the historic period Cold War-era buildings located within the University Villages Specific Plan project area. The criteria for listing properties in the California Register are in Section 15064.5(a)(2)-(4) of the CEQA Guidelines, which are from Section 5024.1 of the California Public Resources Code. The California Register is in the California Code of Regulations Title 14, Chapter 11.5. The historic significance of a building is judged by applying the following criteria. Each resource must be determined to be *significant* at the local, state, or national level under one of four criteria (paraphrased below) in order to be determined eligible:

- Criterion 1: Resources associated with important events that have made a significant contribution to the broad patterns of our history.
- Criterion 2: Resources that are associated with the lives of persons important to our past.
- Criterion 3: Resources that embody the distinctive characteristics

of a type, period, or method of construction, or represents the work of a master.

Criterion 4: Resources that have yielded, or may be likely to yield, information important in prehistory or history.

A property must have both significance and integrity to be considered eligible. Loss of integrity, if sufficiently great, will overwhelm historical significance a property may possess and render it ineligible.

Under the California Register, integrity is defined as "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance." The California Register further states that eligible resources must "retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance." It lists the seven aspects of integrity: location, design, setting, workmanship, materials, feeling, and association. These seven can be roughly grouped into three types of integrity considerations. Location and setting relate to the relationship between the property and its environment. Design, materials, and workmanship, as they apply to historic buildings, relate to construction methods and architectural details. Feeling and association are the least objective of the seven criteria, pertaining to the overall ability of the property to convey a sense of the historical time and place in which it was constructed.²²

None of the Cold War-era buildings evaluated during the current study (Buildings 1041, 1043, 1063, 1064, 1065, 1895, and 2048) appear to meet the criteria for listing in the California Register because they lack historic and architectural significance. Furthermore, most have suffered substantial modifications. All seven of the survey population buildings were built during the 1950s and served a variety of support roles ranging from electronics maintenance (Building 2048) to miscellaneous administration (Buildings 1041 and 1043) to a taxi shelter (Building 1895). Buildings 1041, 1063, 1064, and 1065 were built during the Korean Conflict (1950-1953), while others were built later in the decade following the end of hostilities.

All of the buildings in the study population for this historic building survey are examples of infill development: they were added incrementally, on an as-needed basis, to an area of Fort Ord that

²² California Public Resources Code, Sections 4850 through 4858; California Office of Historic Preservation, "Instructions for Nominating Historical Resources to the California Register of Historical Resources," August 1997.

was substantially developed and in many ways completed during the mobilization period leading up to the United States' entry into World War II. The buildings all exist in an area formerly known as the Main Garrison, which was largely constructed in 1940 and 1941, but continued to expand throughout the duration of the war. It is these wartime temporary buildings, which still number in the hundreds, that dominate the University Villages Specific Plan project area. These buildings consist primarily of Series 700 and 800 barracks, standard design housing units built by the thousands on military bases throughout the nation during the war. On Fort Ord, the barracks are arranged in orderly blocks, with as many as 60 barracks in a block. Other World War II buildings such as mess halls, most of which are also of temporary construction, also populate the Main Garrison area. The barracks blocks are separated by wide, open parade grounds that were used for troop assembly and inspection. Although most of the buildings in the barracks area individually are in a general state of decay and some of the World War II buildings have been removed, the Main Garrison area still reflects the orderly layout of a World War II-era troop cantonment area. It is on the margins of this orderly barracks or cantonment environment in which the survey population buildings are situated. Six of the seven are located at the northern and southern margins of the World War II quartermaster's sector of the cantonment. The seventh building, the taxi cab stand, is located on the eastern edge of the main barracks area along a main road running north-south through the base.

The seven Cold War-era buildings that are the subject of this survey are not distinctive architecturally, nor do they share any strong associations with important military themes. Architecturally, all are simple, utilitarian buildings that – with the exception of Building 2048 – are difficult to differentiate from their World War II era counterparts. They all have simple, rectangular plans and employ wood frame construction with a variety of rustic siding (most commonly shiplap or channel groove). Additionally, as a group they have been substantially altered, usually through the addition of non-historic siding (plywood, wood shingles) and the replacement of windows and doors. Building 2048, a concrete building, is also undistinguished as it embodies design characteristics common to Cold War-era shops buildings. Additionally, none of the buildings appear to be significantly associated with important military themes or events, or in the history of Fort Ord. On the contrary, all of the buildings played minor or secondary support roles to the installation's ongoing primary mission, infantry training. Finally, there is no evidence that any of the buildings are associated with persons important to our past, nor have they yielded, or will be likely to yield, information important in history or prehistory.

For these reasons, in accordance with Section 15064.5 of the CEQA guidelines, Buildings 1041, 1043, 1063, 1064, 1065, 1895, and 2048 are not considered historical resources for the purposes of CEQA.

6. **BIBLIOGRAPHY**

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- USGS 7.5-minute topographic quadrangle, Marina, California, 1947.
- Telephone interview with John Robotti, Chief Maintenance Division, Fort Ord, 1958-1994.
- Telephone interview with Stan Cook, Fort Ord Reuse Authority Real Property and Facilities Manager, January 11, 2005.

ATTACHMENTS

FIGURES

DPR 523 Forms







PRIMARY RECORD	Trinomial	
Other Listings	NRHP Status Code6	<u>Z</u>
Review Code	Reviewer	Date

Page 1 of 3

*Resource Name or # (Assigned by recorder) Building 1041

P1. Other Identifier: <u>Administration Building</u>

*P2. Location: \Box Not for Publication \boxtimes Unrestricted

*a. County Monterey

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad <u>Marina</u> Date <u>1947 (photorevised 1983)</u> T___; R___; <u>4</u> of Sec ___; <u>B.M.</u>

c. Address <u>1st Avenue</u> City <u>Marina (Ord Military Community)</u> Zip <u>93944</u>

d. UTM: (give more than one for large and/or linear resources) Zone 10; 606003 mE/ 4056842 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Located on the Ord Military Community (formerly Fort Ord), on the west side of 1st Avenue at the intersection with 1st Street.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 1041 is a small, wood frame building that was formerly used as an administration facility for the processing of automobile passes, decals, and registrations. It is currently abandoned. The building is rectangular in plan and is topped with a moderately pitched wood frame gable roof. The composition shingle roof has moderate eaves and exposed rafter tails. The building rests on a concrete pier foundation and is clad with six-inch horizontal shiplap siding. Entrance is through single personnel doors on the east and west sides; the east door is a wood panel door and the west door has been boarded up with plywood. The windows, present on all four sides of the building, have also been boarded up and were not visible at the time of this recordation.

***P3b.** Resource Attributes: (List attributes and codes) <u>HP34. Military property</u>

*P4. Resources Present: 🗵 Building 🗆 Structure 🗆 Object 🗖 Site 🗖 District 🗖 Element of District 🗖 Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) <u>Building 1041 (shown at</u> <u>left), camera facing southeast; January</u> <u>6, 2005.</u> *P6. Date Constructed/Age and Sources: ⊠ Historic □ Prehistoric □ Both <u>1953</u> *P7. Owner and Address: <u>City of Marina</u> <u>211 Hillcrest</u> Marina, <u>CA 93933</u>

*P8. Recorded by: (Name, affiliation, address) Bryan Larson, Stephen Wee JRP Historical Consulting 1490 Drew Ave, Suite 110 Davis, CA 95616 *P9. Date Recorded: January 6, 2005

*P10. Survey Type: (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") <u>"Historical Resources Inventory and Evaluation Report</u> for the University Villages Specific Plan for Former Fort Ord, City of Marina, Monterey County, California," January 2005.

*Attachments: □ None ⊠ Location Map □ Sketch Map □ Continuation Sheet ⊠ Building, Structure, and Object Record □ Archaeological Record □ District Record □ Linear Feature Record □ Milling Station Record □ Rock Art Record □ Artifact Record □ Photograph Record □ Other (list)

Primary # HRI #

Page 2 of 3

6Z *NRHP Status Code

*Resource Name or # (Assigned by recorder) Building 1041

B1. Historic Name: Building 1041

- B2. Common Name: Administration Building
- B3. Original Use: Administrative B4. Present Use: Abandoned
- *B5. Architectural Style: None
- *B6. Construction History: (Construction date, alteration, and date of alterations) 1953

*B7. Moved? 🗵 No 🛛 Yes 🛛 Unknown 🛛 Date: ______ Original Location: __ *B8. Related Features: None.

B9. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme n/a Area n/a

n/a Property Type n/<u>a</u>_____ Period of Significance Applicable Criteria n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) Building 1041 does not appear to be eligible for listing in the California Register of Historical Resources, and therefore is not a historical resource for the purposes of CEQA. Constructed in 1953, its earliest known use was as an administration building; it is currently unused. Building 1041 does not appear to have significance within the context of the Korean War, the Cold War, or the history of Fort Ord (Criterion 1), as it has always served a routine support purpose. Additionally, available evidence does not indicate that the building is associated with persons important to our past (Criterion 2). Architecturally, it is a simple utilitarian building that is difficult to differentiate from its World War II era counterparts. As such, it does not appear to embody the distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master architect or builder (Criterion 3). Finally, military buildings of this design and vintage have been thoroughly documented in a wide body of historic contexts; this building, therefore, has not yielded, nor will be likely to yield, information important in history or prehistory (Criterion 4). For these reasons, in accordance with Section 15064.5 of the CEOA guidelines, Building 1041 is not considered a historical resource for the purposes of CEOA.

B11. Additional Resource Attributes: (List attributes and codes) None.

Fort Ord Real Property Database, *B12. References: maintained by Fort Ord Reuse Authority (FORA) Engineer's Office; Post Engineer Office, Fort Ord, "Fire Hydrants & Fire Telephones, Main Garrison" (map), July 3, 1944; USGS 7.5-minute topographic quadrangle, Marina, California, 1947; Corps of Engineers, U.S. Army, "Main Garrison Layout," September 4, 1951, corrected to August 1959; "Fort Ord Map," www.fortord.org; Telephone with John Robotti. interview Chief. Maintenance Division, Fort Ord, 1958-1994.

B13. Remarks:

*B14. Evaluator: Bryan Larson

*Date of Evaluation: January 14, 2005

(This space reserved for official comments.)



State of California – The Resources Agency	Primary #
DEPARTMENT OF PARKS AND RECREATION	HRI #
LOCATION MAP	Trinomial

Page 3 of 3

Map Name Marina 7.5' USGS Quadrangle

*Resource Name or # (Assigned by recorder) <u>Building 1041</u> Scale <u>1:24,000</u> Date of Map <u>1947 (photorevised 1983)</u>



State of California – The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # HRI #
PRIMARY RECORD	Trinomial NRHP Status Code 67.
Other Listings	
Review Code	Reviewer Date

 $\textbf{Page} \ 1 \ \textbf{of} \ 3$

*Resource Name or # (Assigned by recorder) <u>Building 1043</u>

P1. Other Identifier: Military Police Office and Detention Facility

*P2. Location: \Box Not for Publication \boxtimes Unrestricted

*a. County <u>Monterey</u>

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad <u>Marina</u> Date <u>1947 (photorevised 1983)</u> T___; R___; <u>4</u> of Sec ___; <u>B.M.</u>

c. Address <u>1st Avenue</u> City <u>Marina (Ord Military Community)</u> Zip <u>93944</u>

d. UTM: (give more than one for large and/or linear resources) $Zone~10;\,606007~mE/~4056834~mN$

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Located on the Ord Military Community (formerly Fort Ord), on the west side of 1st Avenue at the intersection with 1st Street.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 1043 is a small, wood frame building that was formerly used as an office and detention facility by the military police on Fort Ord. It is currently abandoned. The building is square in plan, measuring approximately 20 by 20 feet, and is topped with a shallow pitched wood frame gable roof. The tarpaper-coated roof has moderate eaves and exposed rafter tails. The building rests on a concrete pier foundation and is clad with six-inch horizontal shiplap siding. Fenestration consists of a glazed wood frame door on the west side, and single sets of six-over-six double hung windows on the south, east, and north sides, all of which have been boarded up.

***P3b.** Resource Attributes: (List attributes and codes) <u>HP34. Military property</u>

*P4. Resources Present: 🗵 Building 🗆 Structure 🗆 Object 🗖 Site 🗖 District 🗖 Element of District 🗖 Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) <u>Building 1043, camera facing</u> <u>southwest; January 6, 2005.</u> ***P6. Date Constructed/Age and Sources:** ⊠ Historic □ Prehistoric □ Both <u>1958</u>

*P7. Owner and Address: <u>City of Marina</u> <u>211 Hillcrest</u> Marina, CA 93933

*P8. Recorded by: (Name, affiliation, address) Bryan Larson, Stephen Wee JRP Historical Consulting 1490 Drew Ave, Suite 110 Davis, CA 95616

*P9. Date Recorded: January 6, 2005

*P10. Survey Type: (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") <u>"Historical Resources Inventory and Evaluation Report</u> for the University Villages Specific Plan for Former Fort Ord, City of Marina, Monterey County, California," January 2005.

*Attachments: None 🗵 Location Map 🗆 Sketch Map 🗋 Continuation Sheet 🖾 Building, Structure, and Object Record 🗋 Archaeological Record District Record 🗋 Linear Feature Record 🗋 Milling Station Record 🗋 Rock Art Record 🗋 Artifact Record 📮 Photograph Record Other (list)

State of California – The Resources Agency DEPARTMENT OF PARKS AND RECREATION BUILDING, STRUCTURE, AND OBJECT	Primary # HRI # Γ RECORD
Page 2 of 3	*NRHP Status Code <u>6Z</u> *Resource Name or # (Assigned by recorder) <u>Building 1043</u>
 B1. Historic Name: <u>Building 1043</u> B2. Common Name: <u>Military Police Office and Detentio</u> B3. Original Use: <u>Police office/personnel detention cen</u> *B5. Architectural Style: <u>None</u> *B6. Construction History: (Construction date, alteration, and 	u <u>n Center</u> I <u>ter</u> B4. Present Use: <u>Abandoned</u> I date of alterations) <u>1958</u>
*B7. Moved? 🗵 No 🗆 Yes 🗖 Unknown Date: *B8. Related Features: <u>None.</u>	Original Location:
B9. Architect: Unknown b. Builder: Unknown *B10. Significance: Theme n/a Area Period of Significance n/a Property Type	<u>n/a</u> ype <u>n/a</u> Applicable Criteria <u>n/a</u>

Building 1043 does not appear to be eligible for listing in the California Register of Historical Resources, and therefore is not a historical resource for the purposes of CEQA. Constructed in 1958, its earliest known use was as a military police office and detention; it is currently unused. Building 1043 does not appear to have significance within the context of the Cold War or the history of Fort Ord (Criterion 1), as it has always served a support purpose. Additionally, available evidence does not indicate that the building is associated with persons important to our past (Criterion 2). Architecturally, it is a simple utilitarian building that is difficult to differentiate from its World War II era counterparts. As such, it does not appear to embody the distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master architect or builder (Criterion 3). Finally, military buildings of this design and vintage have been thoroughly documented in a wide body of historic contexts; this building, therefore, has not yielded, nor will be likely to yield, information important in history or prehistory (Criterion 4). For these reasons, in accordance with Section 15064.5 of the CEQA guidelines, Building 1043 is not considered a historical resource for the purposes of CEQA.

B11. Additional Resource Attributes: (List attributes and codes) None.

Fort Ord Real Property Database, *B12. References: maintained by Fort Ord Reuse Authority (FORA) Engineer's Office; Post Engineer Office, Fort Ord, "Fire Hydrants & Fire Telephones, Main Garrison" (map), July 3, 1944; USGS 7.5-minute topographic quadrangle, Marina, California, 1947; Corps of Engineers, U.S. Army, "Main Garrison Layout," September 4, 1951, corrected to August 1959: "Fort Ord Map." www.fortord.org: John Telephone interview with Robotti, Chief, Maintenance Division, Fort Ord, 1958-1994.

B13. Remarks:

*B14. Evaluator: Bryan Larson

*Date of Evaluation: January 14, 2005

(This space reserved for official comments.)



State of California – The Resources Agency	Primary #
DEPARTMENT OF PARKS AND RECREATION	HRI #
LOCATION MAP	Trinomial

Page 3 of 3

Map Name Marina 7.5' USGS Quadrangle

*Resource Name or # (Assigned by recorder) <u>Building 1043</u> Scale <u>1:24,000</u> Date of Map <u>1947 (photorevised 1983)</u>



State of California – The DEPARTMENT OF PARKS	Resources Agency AND RECREATION	Primary # HRI #	
PRIMARY RECORD		Trinomial	
		NRHP Status Code	6Z
Other Listings	Other Listings		
	Review Code	Reviewer	Date
Page 1 of 6	*Resource Na	me or # (Assigned by recorder) <u>Buildir</u>	ngs 1063-1065
P1. Other Identifier: Exch	ange Outlet		
*P2. Location: D Not for	Publication 🗵 Unrestricted	*a. County <u>Monterey</u>	
and (P2b and P2c or P2d. Att	ach a Location Map as necessary.)		
*b. USGS 7.5' Quad Marin	a Date <u>1947 (photorevised 19</u>	983) T; R; ¼ of Sec;	
c. Address Quartermaster	Avenue City Marina (Ord Mil	<u>itary Community)</u> Zip <u>93944</u>	
d. UTM: (give more than one	for large and/or linear resources)		
Building 1063: Zone 10	; 605986 mE/ 4056987 mN		
Building 1064: Zone 10	; 605979 mE/ 4056987 mN		
Building 1065: Zone 10	; 605963 mE/ 4056987 mN		
e. Other Locational Data: (e.g	., parcel #, directions to resource, el	levation, etc., as appropriate)	
Located on the Ord Mil	itary Community (formerly F	Fort Ord), on Quartermaster Aven	ue just west of the intersection of 1 ⁵
Avenue and 1 st Street.			

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Buildings 1063, 1064, and 1065, all built in 1951, collectively comprise a former post exchange outlet. All three buildings are now abandoned and have fallen into various stages of disrepair. Buildings 1063 and 1065 were used for various retail and storage purposes, and Building 1064 was a restroom facility. (See Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) HP34. Military property

*P4. Resources Present: 🗵 Building 🗆 Structure 🗆 Object 🗖 Site 🗖 District 🗖 Element of District 🗖 Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Buildings 1063-1065 (from right to left), camera facing southwest; January 6, 2005. *P6. Date Constructed/Age and Sources: \boxtimes Historic \square Prehistoric \square Both 1951 *P7. Owner and Address: City of Marina 211 Hillcrest Marina, CA 93933 *P8. Recorded by: (Name, affiliation, address) Bryan Larson, Stephen Wee JRP Historical Consulting 1490 Drew Ave, Suite 110 Davis, CA 95616 *P9. Date Recorded: January 6, 2005

*P10. Survey Type: (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") <u>"Historical Resources Inventory and Evaluation Report</u> for the University Villages Specific Plan for Former Fort Ord, City of Marina, Monterey County, California," January 2005.

*Attachments: □ None ⊠ Location Map □ Sketch Map ⊠ Continuation Sheet ⊠ Building, Structure, and Object Record □ Archaeological Record □ District Record □ Linear Feature Record □ Milling Station Record □ Rock Art Record □ Artifact Record □ Photograph Record □ Other (list)

DPR 523A (1/95)

Page 2 of 6

*NRHP Status Code 6Z

HRI #

Primary #

*Resource Name or # (Assigned by recorder) Buildings 1063-1065

B1. Historic Name: Buildings 1063, 1064 and 1065

B2. Common Name: Exchange Outlet

B3. Original Use: Post exchange outlet retail, storage, and restroom buildings B4. Present Use: Abandoned

*B5. Architectural Style: None

*B6. Construction History: (Construction date, alteration, and date of alterations) 1951

*B7. Moved? 🗵 No 🗆 Yes 🗆 Unknown Date: _____ Original Location: _____ *B8. Related Features: None

B9. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme <u>n/a</u> Area <u>n/a</u>

Period of Significance ______N/a ____Property Type ______N/a ____Applicable Criteria _____N/a _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Buildings 1063, 1064, and 1065 do not appear to be eligible for listing in the California Register of Historical Resources, and therefore are not historical resources for the purposes of CEQA. Constructed in 1951, their earliest known uses were as retail, storage, and restroom buildings for the post exchange; all are currently unused. The buildings do not appear to have significance within the context of the Korean War, the Cold War, or the history of Fort Ord (Criterion 1), as they have always served a routine, personnel support purpose. Additionally, available evidence does not indicate that any of the buildings are associated with persons important to our past (Criterion 2). Architecturally, all are simple, utilitarian buildings that are difficult to differentiate from their World War II era counterparts. They all have simple, rectangular plans and employ wood frame construction with rustic siding (most commonly shiplap or channel groove). Additionally, as a group they have been substantially altered through the addition of non-historic siding (plywood, wood shingles) and the replacement of windows and doors. As such, none appears to embody the distinctive characteristics of a type, period, or method of construction, nor do they represent the work of a master architect or builder (Criterion 3). Finally, military buildings of this design and vintage have been thoroughly documented in a wide body of historic context; these buildings, have not yielded, nor will be likely to yield, information important in history or prehistory (Criterion 4). For these reasons, in accordance with Section 15064.5 of the CEQA guidelines, Buildings 1063, 1064, and 1065, are not considered historical resources for the purposes of CEQA.

B11. Additional Resource Attributes: (List attributes and codes): None

*B12. References: Fort Ord Real Property Database, maintained by Fort Ord Reuse Authority (FORA) Engineer's Office; Post Engineer Office, Fort Ord, "Fire Hydrants & Fire Telephones, Main Garrison" (map), July 3, 1944; USGS 7.5-minute topographic quadrangle, Marina, California, 1947; Corps of Engineers, U.S. Army, "Main Garrison Layout," September 4, 1951, corrected to August 1959; "Fort Ord Map," www.fortord.org; Telephone interview with John Robotti, Chief, Maintenance Division, Fort Ord, 1958-1994.

B13. Remarks:

*B14. Evaluator: Bryan Larson

*Date of Evaluation: January 14, 2005

(This space reserved for official comments.)



*Required Information

State of California – The Resources Agency	Primary #
DEPARTMENT OF PARKS AND RECREATION	HRI #
CONTINUATION SHEET	Trinomial

Page 3 of 6 *Recorded by <u>Bryan Larson, Stephen Wee</u> *Resource Name or # (Assigned by recorder) <u>Buildings 1063-1065</u> *Date <u>January 6, 2005</u> ⊠ Continuation □ Update

P3a. Description (continued):

Building 1063 is a rectangular plan building, measuring approximately 52 by 20 feet (**Photograph 2**). A 40- by 8-foot shed roof extension is attached to the rear (north side) of the building. The main building is of wood frame construction and rests on a board-formed concrete perimeter foundation. The walls are clad primarily with vertical v-groove rustic siding, though several sections are patched with sections of plywood siding. The roof is obscured by a stuccoed parapet capped with a curved metal fascia. The main entrance to the building is on the south side. Fenestration on this side includes a double set of aluminum doors at the center flanked by banks of windows that dominate the façade. The doors and windows are all boarded over with plywood. Below the windows is a decorative brick half-wall; this feature does not appear to be original to the building.

The small addition at the rear of Building 1063 has a tarpaper-covered plywood shed roof with unboxed eaves. The walls are clad with vertical v-groove siding, similar to that of the main building. The windows and doors appear to be wood frame, but have been covered with plywood panels.

Building 1064, located immediately adjacent to Building 1063, is a small, 16- by 14-foot restroom facility (**Photograph 3**). The building rests on a wood pier foundation. It has a side gable main roof with a shed roof extension to the rear (north side). The wood frame roof has moderate eaves and exposed rafter tails, and is topped with plywood and tarpaper. The walls on the west, north, and east sides are board-and-batten, while the main (south) side is clad with replacement groove plywood panel siding. The entrance and single window opening on the south side of the building have been boarded up.

Building 1065, the westernmost of the three buildings, is wood frame and measures 40 by 20 feet (**Photograph 4**). It has a flat roof and a concrete perimeter foundation. The building's main entrance, located on the south side, has been substantially modified. The original horizontal shiplap siding, which is evident on the west, north, and east sides of the building, has been replaced with plywood siding and a section of wood shingles surrounding the main entrance. A prominent band of windows above the main entrance has been covered with plywood panels. The main entrance is through a single wood personnel door sheltered by a wood frame shed roof awning with metal pipe supports. Additional entrances, located on the north side, include an overhead mounted sliding wood door inset with a single personnel door, and two flanking single personnel doors, both of which are covered with plywood panels.

State of California – The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET Primary # _____ HRI # _____ Trinomial _____

Page 4 of 6 *Recorded by <u>Bryan Larson, Stephen Wee</u> *Resource Name or # (Assigned by recorder) <u>Buildings 1063-1065</u> *Date <u>January 6, 2005</u> ⊠ Continuation □ Update

Photographs (continued):



Photograph 2. Building 1063, camera facing northeast.



Photograph 3. Building 1064, camera facing north.

 State of California – The Resources Agency
 Primary # ______

 DEPARTMENT OF PARKS AND RECREATION
 HRI # ______

 CONTINUATION SHEET
 Trinomial

Page 5 of 6 *Recorded by <u>Bryan Larson, Stephen Wee</u> *Resource Name or # (Assigned by recorder) <u>Buildings 1063-1065</u> *Date <u>January 6, 2005</u> ⊠ Continuation □ Update

Photographs (continued):



Photograph 4. Building 1065, camera facing northeast.

 State of California – The Resources Agency
 Primary # ______

 DEPARTMENT OF PARKS AND RECREATION
 HRI # ______

 LOCATION MAP
 Trinomial ______

Page 6 of 6

Map Name Marina 7.5' USGS Quadrangle

*Resource Name or # (Assigned by recorder) <u>Buildings 1063-1065</u> Scale <u>1:24,000</u> Date of Map <u>1947 (photorevised 1983)</u>



State of California – The Resour DEPARTMENT OF PARKS AND R	rces Agency ECREATION	Primary # HRI #	
PRIMARY RECORD	Lonzinion	Trinomial	
		NRHP Status Code	6Z
	Other Listings		
	Review Code	Reviewer	Date
Page 1 of 3		*Resource Name or # (Assigned by rec	order) <u>Building 1895</u>
vage 1 of 3 1. Other Identifier: <u>Taxi Dispat</u>	tch Shelter	*Resource Name or # (Assigned by rec	order) <u>Building 1895</u>
Page 1 of 3 P1. Other Identifier: <u>Taxi Dispat</u> P2. Location:	t <u>ch Shelter</u> tion ⊠ Unrestricted	*Resource Name or # (Assigned by rec *a. County Monterey	order) <u>Building 1895</u>
Page 1 of 3 P1. Other Identifier: <u>Taxi Dispat</u> P2. Location: D Not for Publicat nd (P2b and P2c or P2d. Attach a Lo	tch Shelter tion ⊠ Unrestricted acation Map as necessary.)	*Resource Name or # (Assigned by rec *a. County <u>Monterey</u>	order) <u>Building 1895</u>

c. Address <u>5th Street</u> City <u>Marina (Ord Military Community)</u> Zip <u>93944</u>

d. UTM: (give more than one for large and/or linear resources) Zone 10; 606452 mE/ 4057261 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Located on the Ord Military Community (formerly Fort Ord) on 5th Street just west of 2nd Avenue.

***P3a.** Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 1895 is a small, wood frame building formerly used as a taxi dispatch shelter. It currently appears to be abandoned. The building has a wood frame and composition shingle side gable roof with broad eaves and exposed rafter tails. The walls are clad with eight-inch horizontal v-groove rustic siding. Windows on all sides have wood frames, but the window types are not discernible because they have been boarded up with plywood. Entrance to the building is through two flush wood single personnel doors on the east side.

***P3b.** Resource Attributes: (List attributes and codes) <u>HP34. Military property</u>

*P4. Resources Present: 🗵 Building 🗆 Structure 🗆 Object 🗖 Site 🗖 District 🗖 Element of District 🗖 Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) <u>Building 1895, camera facing</u> <u>northwest; January 6, 2005.</u> ***P6. Date Constructed/Age and Sources:** ⊠ Historic □ Prehistoric □ Both <u>1953</u>

*P7. Owner and Address: <u>City of Marina</u> <u>211 Hillcrest</u> Marina, CA 93933

*P8. Recorded by: (Name, affiliation, address) Bryan Larson, Stephen Wee JRP Historical Consulting 1490 Drew Ave, Suite 110 Davis, CA 95616

*P9. Date Recorded: January 6, 2005

*P10. Survey Type: (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") <u>"Historical Resources Inventory and Evaluation Report</u> for the University Villages Specific Plan for Former Fort Ord, City of Marina, Monterey County, California," January 2005.

*Attachments: None 🖾 Location Map 🗆 Sketch Map 🗋 Continuation Sheet 🖾 Building, Structure, and Object Record 🗋 Archaeological Record District Record 🗋 Linear Feature Record 🗋 Milling Station Record 🗋 Rock Art Record 🗋 Artifact Record 🗋 Photograph Record Other (list)

Page 2 of 3

*NRHP Status Code

6Z

*Resource Name or # (Assigned by recorder) Building 1895

B1. Historic Name: <u>Building 1895</u>
B2. Common Name: Taxi Dispatch Shelter
B3. Original Use: Taxi dispatch shelter B4. Present Use: Abandoned
*B5. Architectural Style: <u>None</u>
*B6. Construction History: (Construction date, alteration, and date of alterations) <u>1953</u>
*B7. Moved? 🗵 No 🗆 Yes 🗆 Unknown Date: Original Location: *B8. Related Features: <u>None.</u>
B9. Architect: <u>Unknown</u> b. Builder: <u>Unknown</u>
*B10. Significance: Theme <u>n/a</u> Area <u>n/a</u>
Period of Significancen/aProperty Typen/aApplicable Criterian/a
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 1895 does not appear to be eligible for listing in the California Register of Historical Resources, and therefore is not a historical resource for the purposes of CEQA. Constructed in 1953, its earliest known use was as a taxi stand; it is currently unused. Building 1895 does not appear to have significance within the context of the Korean War, the Cold War, or the history of Fort Ord (Criterion 1), as it has always served a routine support purpose. Additionally, available evidence does not indicate that the building is associated with persons important to our past (Criterion 2). Architecturally, it is a simple utilitarian building that is difficult to differentiate from its World War II era counterparts. As such, it does not appear to embody the distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master architect or builder (Criterion 3). Finally, military buildings of this design and vintage have been thoroughly documented in a wide body of historic contexts; this building, therefore, has not yielded, nor will be likely to yield, information important in history or prehistory (Criterion 4). For these reasons, in accordance with Section 15064.5 of the CEQA guidelines, Building 1895 is not considered a historical resource for the purposes of CEQA.

B11. Additional Resource Attributes: (List attributes and codes) None.

Fort Ord Real Property Database, *B12. References: maintained by Fort Ord Reuse Authority (FORA) Engineer's Office; Post Engineer Office, Fort Ord, "Fire Hydrants & Fire Telephones, Main Garrison" (map), July 3, 1944; USGS 7.5-minute topographic quadrangle, Marina, California, 1947; Corps of Engineers, U.S. Army, "Main Garrison Layout," September 4, 1951, corrected to "Fort Ord Map." August 1959: www.fortord.org: Telephone interview with John Robotti. Chief. Maintenance Division, Fort Ord, 1958-1994.

B13. Remarks:

*B14. Evaluator: Bryan Larson

*Date of Evaluation: January 14, 2005

(This space reserved for official comments.)



State of California – The Resources Agency	Primary #	
DEPARTMENT OF PARKS AND RECREATION	HRI #	-
LOCATION MAP	Trinomial	

Page 3 of 3

Map Name Marina 7.5' USGS Quadrangle

*Resource Name or # (Assigned by recorder) <u>Building 1895</u> Scale <u>1:24,000</u> Date of Map <u>1947 (photorevised 1983)</u>


State of California – The Resour DEPARTMENT OF PARKS AND R	ces Agency ECREATION	Primary # HRI #	
PRIMARY RECORD		Trinomial	
		NRHP Status Code	6Z
	Other Listings		
	Review Code	Reviewer	Date
Page 1 of 3	*Resource Na	me or # (Assigned by recorder) <u>Building</u>	2048
Page 1 of 3 21. Other Identifier: <u>Electronics</u>	*Resource Na <u>Maintenance Shop</u>	me or # (Assigned by recorder) <u>Building</u>	2048
Page 1 of 3 P1. Other Identifier: <u>Electronics</u> P2. Location: □ Not for Publicat Ind (P2b and P2c or P2d. Attach a Lo	*Resource Nation I Unrestricted	me or # (Assigned by recorder) <u>Building</u> *a. County <u>Monterey</u>	2048
Page 1 of 3 P1. Other Identifier: <u>Electronics</u> P2. Location: □ Not for Publicat Ind (P2b and P2c or P2d. Attach a Lo b. USGS 7.5' Quad <u>Marina</u> Date	*Resource Nation I Unrestricted tion I Unrestricted cation Map as necessary.) 1947 (photorevised 19	me or # (Assigned by recorder) <u>Building</u> *a. County <u>Monterey</u> 283) T; R; ¼ of Sec; _	<u>2048</u> B.M.
Page 1 of 3 P1. Other Identifier: <u>Electronics</u> P2. Location: □ Not for Publicat Ind (P2b and P2c or P2d. Attach a Lo b. USGS 7.5' Quad <u>Marina</u> Date . Address <u>Quartermaster Avenue</u>	*Resource Nation I Unrestricted cation Map as necessary.) 1947 (photorevised 19 e City Marina (Ord Mil	me or # (Assigned by recorder) <u>Building</u> *a. County <u>Monterey</u> 283) T; R; ¼ of Sec; _ litary Community) Zip <u>93944</u>	<u>2048</u> B.M.

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Located on the Ord Military Community (formerly Fort Ord), on Quartermaster Avenue just north of 8th Street.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 2048, formerly an electronics maintenance facility, is currently vacated. The building is rectangular in plan and measures approximately 122 by 72 feet. The main building, which measures approximately 100 by 72 feet, has a shallow pitched, concrete gable roof and poured-in-place concrete columns and end walls. The columns, spaced at even intervals along the long (east and west) sides of the building, are interspersed with banks of aluminum frame industrial sash above concrete cinderblock walls. Entrance to the main building is through two flush metal personnel doors and two metal roll-up doors, all located on the south end. At the north end of the building is a shed roof extension that measures 22 by 72 feet. This addition has raised seam metal walls and a double set of metal personnel doors on the east side.

*P3b. Resource Attributes: (List attributes and codes) <u>HP34. Military property</u>

*P4. Resources Present: 🗵 Building 🗆 Structure 🗆 Object 🗖 Site 🗖 District 🗖 Element of District 🗖 Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) <u>Building 2048, camera facing</u> <u>southwest; January 6, 2005.</u> ***P6. Date Constructed/Age and Sources:** ⊠ Historic □ Prehistoric □ Both <u>1959</u>

*P7. Owner and Address: <u>City of Marina</u> <u>211 Hillcrest</u> Marina, CA 93933

*P8. Recorded by: (Name, affiliation, address) Bryan Larson, Stephen Wee JRP Historical Consulting 1490 Drew Ave, Suite 110 Davis, CA 95616

*P9. Date Recorded: January 6, 2005

*P10. Survey Type: (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") <u>"Historical Resources Inventory and Evaluation Report</u> for the University Villages Specific Plan for Former Fort Ord, City of Marina, Monterey County, California," January 2005.

*Attachments: None 🗵 Location Map 🗆 Sketch Map 🗋 Continuation Sheet 🖾 Building, Structure, and Object Record 🗋 Archaeological Record District Record 🗋 Linear Feature Record 🗋 Milling Station Record 🗋 Rock Art Record 🗋 Artifact Record 📮 Photograph Record Other (list)

State of California – The Resources Agency DEPARTMENT OF PARKS AND RECREATION BUILDING, STRUCTURE, AND O	Primary # HRI # BJECT RECORD	
Page 2 of 3	*NRHP Status Code *Resource Name or #	6Z (Assigned by recorder) <u>Building 2048</u>
 B1. Historic Name: <u>Building 2048</u> B2. Common Name: <u>Electronic Maintenance Sho</u> B3. Original Use: <u>Electronic maintenance shop</u> *B5. Architectural Style: <u>None</u> *B6. Construction History: (Construction date, alterative) 	<u>p</u> B4. Present Use: <u>Abandoned</u> ation, and date of alterations) <u>1959</u>	
*B7. Moved? ⊠ No □ Yes □ Unknown Date *B8. Related Features: <u>None.</u>	: Original Location:	
B9. Architect: <u>Unknown</u> b. Builder: <u>Unknown</u> *B10. Significance: Theme <u>n/a</u> Arc Period of Significance <u>n/a</u> Pro (Discuss importance in terms of historical or architectura	ea <u>n/a</u> operty Type <u>n/a</u> Appl	icable Criteria <u>n/a</u>

Building 2048 does not appear to be eligible for listing in the California Register of Historical Resources, and therefore is not a historical resource for the purposes of CEQA. Constructed in 1959, its earliest known use was as an electronic equipment maintenance shop; it is currently unused. Building 2048 does not appear to have significance within the context of the Cold War or the history of Fort Ord (Criterion 1), as it has always served a support purpose. Additionally, available evidence does not indicate that the building is associated with persons important to our past (Criterion 2). Architecturally, it is a utilitarian building, likely based on standard military plans, of a type that is common on military bases throughout the state. As such, it does not appear to embody the distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master architect or builder (Criterion 3). Finally, military buildings of this design and vintage have been thoroughly documented in a wide body of historic contexts; this building, therefore, has not yielded, nor will be likely to yield, information important in history or prehistory (Criterion 4). For these reasons, in accordance with Section 15064.5 of the CEQA guidelines, Building 2048 is not considered a historical resource for the purposes of CEQA.

B11. Additional Resource Attributes: (List attributes and codes) None.

Fort Ord Real Property Database, References: *B12. maintained by Fort Ord Reuse Authority (FORA) Engineer's Office; Post Engineer Office, Fort Ord, "Fire Hydrants & Fire Telephones, Main Garrison" (map), July 3, 1944; USGS 7.5-minute topographic quadrangle, Marina, California, 1947; Corps of Engineers, U.S. Army, "Main Garrison Layout," September 4, 1951, corrected to August 1959; "Fort Ord Map," www.fortord.org; Telephone interview with John Robotti. Chief. Maintenance Division, Fort Ord, 1958-1994.

B13. Remarks:

*B14. Evaluator: Bryan Larson

*Date of Evaluation: January 14, 2005

(This space reserved for official comments.)



*Required Information

State of California – The Resources Agency	Primary #
DEPARTMENT OF PARKS AND RECREATION	HRI #
LOCATION MAP	Trinomial

Page 3 of 3

Map Name Marina 7.5' USGS Quadrangle

*Resource Name or # (Assigned by recorder) <u>Building 2048</u> Scale <u>1:24,000</u> Date of Map <u>1947 (photorevised 1983)</u>



APPENDIX E

WATER SUPPLY ASSESSMENT

Draft 1-26-05

Water Supply Assessment and Written Verification of Supply

Proposed University Villages Specific Plan Development and Marina Community Partners Project

Prepared by the Marina Coast Water District

and



January 26, 2005

Contents

<u>Section</u>	on Page
1.0	Introduction and Purpose of Report31.1Project Description31.2Purpose of Water Supply Assessment71.3Requirements for Water Supply Assessment71.4Relationship of this Document to Marina Coast Water District Urban Water Management Plan10
2.0	Project Water Demands112.1Water Demands and Project Conservation Features112.2Forecasting Methodology122.3Forecast Comparisons13
3.0	Available Water Supply183.1Overall Supplies183.2Groundwater Supplies183.3Groundwater Management233.4University Villages Demands vs. FORA Allocations283.5Regional Groundwater Management Planning293.6Groundwater Legal Entitlement31
4.0	Water Augmentation
5.0	Water Conservation
6.0	Water Supply Sufficiency Analysis 34
7.0	Availability of Water Treatment and Delivery System Capacity 35
8.0	Regulatory Permits Necessary for Supply Delivery
9.0	Effect on Agricultural and Industrial Users Not Supplied by the Marina Coast Water District but Reliant on the Same Sources 38
10.0	Summary Water Supply Sufficiency Determination
11.0	References
<u>List o</u>	f Figures
1-1 1-2 3-1 3-2 3-3	University Villages Specific Plan Vicinity Map5University Villages Specific Plan Land Uses6Salinas Valley Groundwater Basin and Subareas20Seawater Intrusion Upper (180') Aquifer, 200325Seawater Intrusion Middle (400') Aquifer, 200326

List of Tables

1-1	Proposed University Villages Specific Plan	4
2-1	University Villages Projected Residential Water Demands	15
2-2	Non Residential Development	16
2-3	Comparison of Water Demand Forecast in AF/Y	17
3-1	District Groundwater Production 1998-2003	22
3-2	Water Supply Currently Available to Marina Coast Water District	29
6-1	Summary of Available Water Supply vs. Projected Demands	34
8-1	Table 8-1 Required Agency Approvals and Permits for	
	Water Augmentation Project	37
Appei	ndix 1 FORA Letter re Allocation of Strategic Reserve	42

1.0 Introduction and Purpose of Report

1.1 **Project Description**

The City of Marina is proposing to adopt the University Villages Specific Plan encompassing development plans on approximately 429 acres of the former Fort Ord within the City of Marina (the Specific Plan). The Specific Plan area development is bounded on the west by Highway 1, to the south and east by California State University Monterey Bay, and is adjacent to other portions of the City on the north and east (see Figures 1-1 and 1-2). The development is centered around a mixed use Village Center proposed by Marina Community Partners (MCP) and consisting of retail, commercial, visitor serving and residential uses (the MCP Project). The land uses proposed by the Specific Plan, and the MCP Project specifically, all as considered in this water supply assessment and written verification of supply, are shown in Table 1-1.

It is expected that the Specific Plan and the development entitlements required for the MCP Project (i.e., tentative subdivision map, development agreement and related approvals) will be adopted at roughly the same time following certification of the pending environmental impact report (EIR). Accordingly, this assessment analyzes the proposed development at two levels. The first level is that portion of the Specific Plan encompassing only the MCP Project. The second level includes all development under the Specific Plan, including both the MCP Project and other development in the Specific Plan (i.e., but not part of the MCP Project). In this way, the assessment can address the entire Specific Plan consistent with the scope of the pending environmental impact report for the Specific Plan, as required under Cal. Water Code § 10910, et seq., and address specific requirements relative to providing a written verification of supply for the subdivision proposed to implement the MCP Project (Cal. Gov't Code section 66473.7 (b)(1).)

Tal	ble	1-1

Proposed University Vill	lages Specific Plan			
Land Use	Units of Measure			
MCP Pro	ject			
Commercial/Industrial				
Office Related/Light Ind.	750,000 sq. ft			
Retail (non-food related)	528,000"			
Service Uses	40,000 "			
Restaurants Fast Food	30,000"			
Restaurants Full Serve	57,725 "			
Grocery	55,000"			
Cinema	35,000 "			
Full Service Hotel	350 rooms			
Limited Service Hotel	150 rooms			
	1			
Residential				
Single Family Units	Dwelling units			
Carriage	126			
Small Lot Alley	242			
Small Lot Standard	131			
Standard Lot	115			
Multi Family				
Townhomes – mixed use	24			
Townhomes – live/work	139			
Duet - mkt alley	352			
Apartments	108			
Common Areas				
Parks and Open Spaces	27acres			
Other Specific Plan De	evelopment (new)			
Transit Related	17.5 acres			
Elementary School	11.3 acres			
Recreational	20.4 acres			
Church	1.5 acres			
Fire Station	3.3 acres			

Source: Marina Community Partners, LLC and City of Marina

Figure 1-1



Sept. 2004



Figure 1-2 University Villages Specific Plan Land Uses

Source: University Villages Specific Plan

1.2 Purpose of Water Supply Assessment.

The City of Marina is required to consider this water supply assessment (Water Code section 10910 et. seq.) and written verification of supply (Government Code section 66473.7) as part of the review and approval process for the Specific Plan and the MCP Project. On October 18, 2004 the City requested the Marina Coast Water District (MCWD), as the public water supplier for the proposed development area, prepare this assessment and verification to analyze the availability of supplies to support the Specific Plan in general and the MCP project specifically.

1.3 Requirements for Water Supply Assessments

On October 9, 2001 former Governor Gray Davis signed into law Senate Bills 610 (Costa) and 221 (Kuehl) (Chapters 643 and 642, respectively, Statutes of 2001) requiring the preparation of a water supply assessment in conjunction with project review under the California Environmental Quality Act (CEQA), and a written verification of water supply where a tentative subdivision map is proposed for approval. The general intent of SB 221 and 610 was to create additional assurance that certain new developments could be provided with a reliable supply of water. It also intended that existing users and others dependent on common sources of water affected by new development were informed of the development's effect on those supplies, and plans to maintain reliable supply implications of development.

SB 610 requires that a water supply assessment be prepared for certain developments, including residential developments in excess of 500 units, where an environmental impact report or negative declaration is being prepared under CEQA. The requirement adds a specific water supply assessment protocol for land use jurisdictions to follow and consider in evaluating the environmental impacts for a proposed project. In the present case, a Water Supply Assessment and Written Verification of Supply 7 Proposed University Villages Specific Plan Development

must be included in the Environmental Impact Report prepared for the proposed Specific Plan. The City of Marina must determine, based on the entire record, whether water supplies projected in the water supply assessment will be sufficient to satisfy the demands of the Specific Plan, in addition to existing and planned future uses.

SB 221 requires a city or county to include as a condition of approval of any tentative map, parcel map or development agreement for residential developments of 500 dwelling units or more, a requirement that a "sufficient water supply" be available. ¹ Proof of this supply must be on the basis of a written verification from the public water system that will serve the development. In the present case, because subdivision and other project-level entitlements are being fully considered only for the MCP Project at this time, this analysis evaluates the sufficiency of water supply under SB 221 for the MCP project specifically (and not the Specific Plan as a whole).

Development on the former Fort Ord is currently limited by a settlement agreement pursuant to the adoption of the Final EIR for the Base Reuse wherein FORA has agreed to constrain development on former Fort Ord lands to that which could be supported with specified existing and future water allocations. FORA manages these allocations through a Development and Resources Management Plan that has allocated supply and annually tracks use against allocation. The Fort Ord Reuse Authority (FORA) allocates an allotment of water supply to each land use jurisdiction. FORA's allotment to the City of Marina for its planned uses on the former Fort Ord is set at 1,175 acre-feet per year. The City has been granted a loan of water of an additional 150 acre-feet per year

¹ Under SB221, a "sufficient water supply" is defined as "... the total water supply available during normal, single dry and multiple dry years within a 20-year projection that will meet the projected demand associated with the proposed subdivision, in additional to existing and planned future uses..." (Government Code 66473.7(a)(2).) This does not mean that 100 percent of the development's unrestricted water demand must be met 100 percent of the time, nor does it mean that the new development may not have any impact on the service level to existing customers of the water provider. A "sufficient water supply" may be found to exist for a proposed subdivision as well as for existing customers as long as an acceptable water supply can be estimated and planned for during a record drought (ACWA, 2002).

from the FORA water reserve, bringing the total current water supply for the City of Marina on the former Fort Ord to 1,325 acre-feet.² The term of that loan is either for a period of five years, or when a water augmentation project is constructed, in essence making this a long-term allocation for practical purposes.

In December 2003 the District prepared a water supply assessment for the Marina Heights Development, which was estimated to consume 349.5 acre-feet per year of the City's allocation. When considered with existing demands from the Abrams/Preston Park housing area at 270 acre-feet per year and 11.25 acre-feet per year for other existing uses, the City has a currently available amount of water for future projects of 694.25 acre-feet per year.

In addition to the 1,325 acre feet of water that presently are available to the City of Marina, the District is undertaking the review and development of additional sources of supply, known as the "augmentation supply," that could become available to the District during the 20-year planning horizon employed under this WSA as discussed further in section 4.0. Under FORA's plans and the existing settlement agreement limiting development of the former Fort Ord essentially through restrictions on water supply, these augmentation supplies may be developed and provided to support development under the FORA reuse plan. No portion of the augmentation supply will become available to City until it has been "allocated" by FORA, though it is reasonable to assume that the City will receive some fair share of this supply. Due to uncertainty associated with the augmentation supply, the District does not consider this supply to be presently "available" within the meaning of SB 221 (see Cal Gov't Code § 66472.7(d)). Although a water supply verification may rely on projected supplies that are not currently available, such reliance must be based upon a number of evidentiary factors (e.g., written contracts, capital outlay programs, etc.) that are not present in the case of the augmentation supply., Nonetheless, SB 610 does require the District to identify for the City of Marina its plans for securing such additional supplies (see Cal. Water Code § 10911 (a)) to allow the City to make a

² See Appendix 1, Fort Ord Reuse Authority Letter of March 1, 2004. Water Supply Assessment and Written Verification of Supply Proposed University Villages Specific Plan Development

determination, based upon all of the evidence in the record, as to whether the total "projected" supplies will be available to serve its planned growth. This identification is required when a water provider finds its water supplies are insufficient to meet projected demands, as is in the present case relative to currently available supplies.

1.4 **Relationship of this Document to the Marina Coast Water District Urban Water Management Plan**

The Urban Water Management Planning Act requires municipal water providers serving over 3,000 acre-feet per year of water (1 acre-foot = 325,900 gallons) or having 3,000 service connections to prepare plans (urban water management plans or UWMPs) on a five-year, ongoing basis. A UWMP must demonstrate the continued ability to provide water supplies for current and future expected development under normal, single dry and multiple dry year scenarios. These plans also require the assessment of urban water conservation measures and wastewater recycling. Pursuant to Section 10632 of the California Water Code, the plans must also include a water shortage contingency plan outlining how water providers will manage water shortages of up to 50 percent of their normal supplies in a given year.³

The District's most recent Urban Water Management Plan (UWMP) was adopted in December of 2001 and is being updated. As provided for in the law, this water supply assessment incorporates by reference and relies upon many of the planning assumptions and projections of that UWMP in assessing the water demand of the proposed project relative to the overall increase in demands expected by the District. The UWMP does assume the level of development contemplated in the Specific Plan and the Project in evaluating the demands to be made on the District's water supplies, although water demands for this project are more refined in this analysis. Like this water supply assessment, the UWMP

³ Like SB 610 and SB 221, specific levels of supply reliability are not mandated (i.e., whether a specific level of demand can be met over a designated frequency). Rather, the law provides that a specific level of reliability is a local policy decision of the water provider. Water Supply Assessment and Written Verification of Supply

Proposed University Villages Specific Plan Development

found a shortfall in supply to meet all of Marina's then-projected demands through 2020. Additionally, recent information relative to the state of the groundwater supply relied upon by the District has been updated as noted in section 3.0.

2.0 Project Water Demands

2.1 Water Demands and Project Conservation Features

Tables 2-1 and 2-2 depict projected average annual water demands utilizing water use factors that are based upon local climate and geography for land uses proposed in the Specific Plan. The sources for water use factors are noted in the table. The analysis recognizes that plumbing fixtures in new development will comply with current plumbing code standards, requiring low flow plumbing devices. Actual water demands will vary depending upon the ultimate mix of specific uses within broadly described non-residential use classes, water use behavior of the residents and property managers, and the ultimate landscape development and maintenance practices. These estimates are based on longterm averages. In any given year, consumption is expected to vary year-to-year by as much as 7 percent, depending on weather and precipitation, with the greater use in drier years. During the first few years after any given phase of development occurs, expected water use would likely be higher for landscape uses as new landscape plantings require additional water to become established. Because the District's water source is groundwater from the Salinas River Groundwater Basin that has a large storage volume buffering yearly hydrologic variation, the District's supplies do not vary significantly due to annual hydrology, with the District's total demands forming less than 2% of annual Basin yield. As such normal, single dry, and multiple dry years are considered similar for planning purposes.

The proposed MCP project includes water conservation features beyond those required under current plumbing code and MCWD's policies and procedures, that Water Supply Assessment and Written Verification of Supply 11 Proposed University Villages Specific Plan Development

will further reduce demands on water. For example, the project will utilize evapotranspiration-based irrigation controllers, also known as SMART or ET based controllers, for all new common area, commercial and residential landscapes. Provided irrigation delivery systems are properly designed and maintained, these irrigation controllers account for the exact amount of water necessary for irrigation by utilizing either pre-programmed irrigation schedules set to local irrigation demands or by obtaining real-time irrigation needs based on local California Irrigation Management Information Stations (CIMIS).⁴ The controllers may also be equipped with precipitation sensors that will shut off systems during rain events. Systems utilized for larger landscapes will be able to sense system malfunctions and shut down broken irrigation systems, further saving water, which could have been wasted as a result of broken sprinkler heads, water lines and the like. Irrigation savings of 13 percent over standard controller-based systems are expected based on local sampling where these controllers are in operation and experience in other applications. The MCP project will also provide all new housing units with high-efficiency washing machines that use about one-third less water per laundry load than conventional machines (10-22 gallons per day depending on type of housing unit). The development will also plumb new residential units with either hot water recirculation devices or tankless hot water heaters, which may reduce overall water use by 2 percent or more.

2.2 Forecasting Methodology

Legal requirements for water supply assessments do not specify particular method to project usage nor are specific water use factors mandated for given land uses. Because water demand forecasts are estimates, not guarantees, with them come varying degrees of uncertainty. For example, at the specific plan level, many specific non-residential land uses may be allowable under local zoning codes under the general land use designations of retail/services, multiple use, or office/research. Detailed knowledge of specific uses at a tentative map level of detail at this stage of planning typically is unavailable and as such, actual use will vary depending upon the actual development that takes place. For residential uses the MCP Project includes a plot plan level detail for each of the housing units. Therefore, it is possible to define with higher accuracy the expected water use for landscaping for each type of housing. In addition, for both non-residential and residential land uses throughout the Specific Plan, sufficient detail exists in the proposed plan to make credible estimates based on disaggregating indoor from outdoor uses, rather than using gross factors based only on units of development which typically include an estimate of both indoor and outdoor uses.

The District will track actual usage of new developments and may adjust water use factors as necessary to reflect actual use and to calculate account balances for land use jurisdictions' share of future water allocated to the redevelopment of Fort Ord, as discussed in Section 3.3, Groundwater Management.

2.3 Forecast Comparisons

As noted in Section 2.2, applicable law establishes no prescribed methodology for forecasting water demands, and considerable discretion must be exercised in converting generalized land use forecasts into water demand forecasts for purposes of water supply assessments. It is therefore useful to evaluate the primary forecast in Tables 2-1 and 2-2 in comparison with other, more general forecast methodologies for the purpose of comparing results and gaining perspective on the primary forecast.

Two methods are used here for comparison purposes. The first method utilizes a per capita consumption factor based on population. The second estimates total use based upon a single factor for total water use for newly urbanized areas that includes a mix of uses on a per- acre basis.

Under the first comparative approach, Marina's current per capita demand, which is about 0.12 acre-feet per year is employed based upon 2003 population and

	Other Specific Plan Parcels	University Villages Project (MCP)	Parks and Open Spaces	Common Areas			Apartments	Mixed Use Townhome	Multi Family	Standard Lot	Carriage	Small Lot Standard	Small Lot Alley	Duet	Live-Work Townhome	Single Family	Residential Uses		University Villages Development				
						1129	108	24		115	126	131	242	352	139				No. Units			Univ	
										5750	4750	3800	3088	2250	1740				Size Sq.Ft.	Lot		/ersity Vill	
							3	11		0.13	0.11	0.09	0.07	0.05	0.04				Size Ac.	Lot		ages Spec	
							2	1.5		ω	ω	ш	2	1.5	1.5				Unit	Person/		ific Pla	
							104.7	78.5		157.1	157.1	157.1	104.7	78.5	98.2		per Day	Gallons	Demand	Interior		n Resid	
	8.1	19.2		acres			10%	10%		50%	40%	40%	40%	40%	30%				Area	% Irrigable		ential and	Table 2
							25%	25%		60%	60%	50%	30%	40%	0%				%	Turf		d Comn	
					Tot		75%	75%		40%	40%	50%	70%	60%	100%				%	Ornamental		ion Area M	
Total C					al Residentia		0.12	0.09		0.18	0.18	0.18	0.12	0.09	0.11			unit der	Interior	Total	Water	later Dema	
pen Space					al Demands		0.50	1.82	tot.demand	0.12	0.08	0.06	0.05	0.04	0.02			nands	Exterior	Total	Demands in	and Project	
32.6	9.0	23.6			216.42		13.16	3.93		34.35	32.39	31.28	39.91	43.62	17.78				Demands t	Total	AFM	ction	
	analysis	Per landscape architect open space													Int. demand @125% reflecting live/work				turf at 2.1 af/acre	Ornamentals @1.5 af/ac	Notes		

Diamina			Rida Size	nterior SE	Marina C	rinable P	ercent Pe	ers Develor	unent Information	namental To	tal T	otal Demand
Area	Land Use	Parcel Size	in sf.	Demand Fac.	Demands /	Vrea T	urf On	namental De	emand De	mand E	t. Demand	in AF/YR Factors and Notes
	Total Planning Area	30.6				15.3	20%	%08	6.426	18.36	24.79	24.79 2.1 ETo turf, 1.5 Ornamental
Þ	Retail		385,000	0.00004	15.40							15.40 MCWD Actual Averages
	Restaurant		18 500	0.00115/	23.33						- 1	43.89 MPWMD factor
	Total Planning Area	9.6				4.8	50%	50%	5.04	3.6	8.64	8.64 2.1 ETo turf, 1.5 Ornamental
	Gas Station/store		3,000	0.00004	0.75						1	0.75 Store plus 0.1051af/pump@6 pumps
ے	Grocery Store		55,000	0.00039	21.45							21.45 MCWD Factor
	Service		6,000	0.00034	2.06							2.06 Avg. of MCWU factors
	Retail Shops		17,000	0.00004	0.68		2007	2007		10 00	10 00	48 26 24 ETA tof 4 5 Organizated
	Total Planning Area	22.7	444 000	0 0000	1 50	11.35	20%	80%	4./0/	10.02	10.00	4 56 MCWD Actual Averages
	Restaurant		15 000	0.02/seat	17.50							17.50 MPWMD factor
B	Fast Food Restaurant		10.000	0.038/seat	26.60							26.60 MPWMD factor
	Cinema (1750 seats)		35,000	0.0012 seat	2.10							2.10 MPWMD factor
	Service		25,000	0.00034	8.58						T	8.58 Avg of MCWD factors
	Office (above retail)		10,000	0.00012	1.20	,	2227	000/	0 750	2 1 2	202	1.20 MCWD Factor
	Total Planning Area	3.6		0.000	2	1.8	20%	8U%	0./00	2.10	2.92	0.48 MCM/D Actual Averages
<	Restaurant		5.000	0.02/seat	5.83							5.83 MPWMD factor
	Fast Food Restaurant		2,000	0.038/seat	5.32							1 89 Avg of MCW/D factors
	Total Dianning Area	11 0	0,000	0.000+	1.00	5.5	50%	50%	5.775	4.125	9.90	9.90 2.1 ETo turf, 1.5 Ornamental
<u>S</u>	Hotel		350 rooms	0.17000	59.50						-	59.50 MCWD Factor
4	Retail		1,000	0.00004	0.04						-1-	14 85 MDWMD factor
	Total Dianning Area	49	12,120	0.02/3001	14.00	2.5	50%	50%	2.625	1.875	4.50	4.50 2.1 ETo turf, 1.5 Ornamental
-1	Hotel		150 rooms	0.17000	25.50							25.50 MCWD Factor
OP2	Office/light ind.	15.7	253,000	0.00012	30.36	7.9	20%	80%	3.318	9.48	12.80	43.16 MCWD Factor
OP3	Office/cultural	5.2	82,000	0.00012	9.84	2.6	20%	80%	1.092	3.12	4.21	14.05 MCWD Factor
OP4	Office light ind.	10.5	170,000	0.00012	20.40	5.3	2000	%08	7.27	0.00	12 47	41 87 MCWD Factor
OPS	Utice light ind.	54 10.0	240,000	0.00012	20.40	4.4	20%	80%	0.462	1.32	1.78	1.78 2.1 ETo turf. 1.5 Ornamental
	Retail	!	8,500	0.00004	0.34							0.34 MCWD Actual Averages
Z	Service		5,000	0.00034	1.72						, T	1.72 Avg. of MCWD factors
	Restaurant		5,000	0.02/seat	5.83							5.83 MPWMD factor
	Fast Food Restaurant		1,500	0.038/seat	3.99				1 20	72 2	100 0	3.99 MPWMD factor
Totals		131.2			000.4				00.1	10.0	10010	
					Other Sp	pecific Pla	n Developm	ient (new uses	s only)	_		
		5	Lot Coverage	0,0001	5 01	4 075	∩°⁄∕	100%	>	1 61	1 61	4 42 BBA (bus transit related)
Trans Agend	allnas transit (wist)	13.2	15%	0.0001	8.62	3.3	0%	100%	0	4.95	4.95	13.57 BBA (undefined transit related)
Marina Coas	at WD (MCWD)	11.3	25%	0.0003	36.92	5.65	60%	40%	7.12	3.39	10.51	47.43 MCWD (as elementary school)
US Army Co	rps of Engineers (ACOE)	2.0	n/a									No change in existing use
City Marina I	PBC Parcel 8th St. **	17.4	10%	0.0002	15.16	8.7	15%	20%	2.74	2.61	5.35	20.51 MCWD (public/rec. play fields)
City Marina I	PBC Parcel 3rd St.	3.0	35%	0.0002	9.15	0.75	20%	%08	0.32	0.90	1.22	No change in evisting use
Goodwill Ind	lustries	6.0	n/a	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2	2427	200	E00/	0.76	0	4 24	2 19 MCIA/D (proposal in process)
Young Nak (Church	1.5	14%	0.0001	0.88	0.725	%UG	%Uc	0./6	0.54	1.31	2.13 MCVVD (proposal iii process)
Co. of Monte	erey	1.7	9.5%	5000 O	15.09	0.825	20%	80%	0.35	0.99	1.34	16.43 MCWD (fire station)
Total Out Pa	arcels	63.7	02/0	0.0000	88.64	0.010	1010				26.28	114.9
Total Out P	diceis	00.1										
**AEQL irrinabl												

water demands.⁵ The proposed Specific Plan is expected to provide housing for 2,739 residents as well as provide permanent employment for 3,700-4,700 people per year.⁶ Utilizing current per capita demands for residential populations in the City of Marina, the range of expected employment, and assuming a rate of half the per capita rate for employment population, results in water demands from about 670-740 acre-feet per year for the Specific Plan project.

By way of comparison, a detailed study of water use factors by Montgomery Watson Harza analyzed mixed urban land use in the newly developing City of Roseville (near Sacramento) utilizing consumption rates of water per acre of development. That study shows an average use of 3.61 acre-feet per acre for housing densities similar to this Specific Plan; 2.67 acre-feet per acre for multiple use properties; and 2.91 acre-feet per acre for office uses, and 1.99 acre-feet annually for public facilities. Based on the Specific Plan project about 369 acres of new development, less backbone roadways, will be developed. Using the specific demand factors developed by Montgomery Watson Harza, and adjusting for data that shows Sacramento's irrigation demands are 54 percent higher than on the coast near Marina, projected water use for the Specific Plan project would consume about 864 acre-feet.⁷

The results of the three types of forecast are shown in Table 2-3.

 Table 2-3

 Comparison of Water Demand Forecasts in AF/Y Specific Plan Project

Primary Forecast	Per Capita Forecast	Single Factor Forecast
856	670-740	864

Based upon the above, the forecasted demand of 856 acre-feet per year of expected demand for the Specific Plan appears conservative and reasonable.

Water Supply Assessment and Written Verification of Supply Proposed University Villages Specific Plan Development

⁵ City of Marina Service Area

⁶ Marina Villages Specific Plan

⁷ Irrigation demand differences based upon California Irrigation Management System annual average irrigation demands and estimates of irrigated areas.

3.0 Available Water Supply

3.1 **Overall Supplies**

The District, a county water district and public agency, is the purveyor of water for the former Fort Ord, also known as the Ord Community Service Area. The District's water supply is groundwater and water supplied by a small desalination plant, which is currently idled due to mechanical issues. The District is considering rehabilitating this plant concurrent with evaluations of expanding desalinated supplies with a larger plant. As discussed in the District's Urban Water Management Plan, the District also has ongoing conservation programs and is pursuing plans and regulatory approvals to augment the supplies for the former Fort Ord through recycled water and or additional desalination as also discussed herein in Section 4.0. The District has contractual rights to a supply of recycled water from the Regional Water Treatment Plant operated by the Monterey Regional Water Pollution Control Agency.

3.2 Groundwater Supplies

Almost all of potable water for the District comes from wells developed in the Salinas Valley groundwater basin. This basin underlies the Salinas Valley from San Ardo in the south to the coast of Monterey Bay and is divided into five hydrologically linked subareas. These areas are the Pressure, East Side, Forebay, Arroyo Seco and Upper Valley areas (Figure 3-1). The Pressure subarea from which the District draws its supplies consists of what has been historically thought of as three main aquifers: an upper aquifer known as the upper or 180-Foot aquifer, a middle or 400-Foot aquifer, and a deeper aquifer, known as the deep or 900-Foot aquifer. While originally thought to be geologically confined in the Marina area, meaning there was no physical connection between the aquifers allowing flow between them, recent stratigraphic analyses have indicated that these aquifers are connected hydraulically, with Water Supply Assessment and Written Verification of Supply 18 Proposed University Villages Specific Plan Development

water from the upper aquifers recharging the deep aquifer. Additionally, analyses have concluded the deep or 900-Foot aquifer is in reality a series of aquifers, not all of which are hydraulically connected.⁸

In June 2002, a contaminant called trichloroethylene (TCE), a cleaning solvent, was detected in one of the three water supply wells at the former Fort Ord. TCE levels detected are below the Maximum Contaminant Levels (MCL) above which water may not be served for potable uses. The contamination is coming from abandoned landfills near Imjin Road that were formerly used by the Army, but are now closed. The Army has responded to the landfill contamination problem by installing extensive groundwater cleanup systems to remove the contamination and prevent its further migration. The Army has also been monitoring groundwater quality at the former Fort Ord for a number of years to better understand the location and movement of groundwater contamination caused by the closed landfills.

The amount of TCE in the one well was 0.53 to 0.81 parts per billion. State and federal safe drinking water standards allow MCL for TCE of 5.0 parts per billion, or approximately one full magnitude higher than detected. Detection of TCE, even at the low concentration levels, was reported by the District, as required by law, to the California Department of Health Services (DHS). No additional action was deemed necessary by the DHS because the concentration levels are well below the MCL of 5.0 parts per billion. Both the District and the Army regularly monitor the former Fort Ord wells to see whether traces of TCE continue to exist.

The District is continuing to monitor the affected well, and all other wells, for TCE and/or any other contaminants on a regular basis. Any changes in contaminant plume migration due to increased pumping levels in other parts of the aquifers from which the District draws its water will be monitored and appropriate actions taken. The District maintains close coordination with the U.S. Army Corps of Engineers who manages groundwater cleanup efforts on the former Fort Ord.

⁸ WRIME, <u>Deep Aquifer Investigative Study</u>, May 2003, pg. 2-32. Water Supply Assessment and Written Verification of Supply Proposed University Villages Specific Plan Development



Figure 3-1

The District's 2004 Annual Water Quality Report fully describes mandated test results at all of its wells.

The Salinas Basin is also suffering from nitrate contamination, a pollutant coming primarily from animal confinement activities (dairies, feedlots) and from irrigated agriculture sewage treatment plant effluent and septic tanks. This contamination is a concern, particularly in upper reaches of the 180-Foot aquifer. Many contaminated wells exceed the state health standard of 45mg/l (milligrams per liter) of Nitrate as NO₃. Nitrate levels in the 400-Foot aquifer are low due to intervening clay layers between the 180 and 400-Foot aguifers. No nitrate problems are evident in or in the vicinity of any of the District's wells.

Total basin groundwater demands are approximately 463,000 acre-feet per year, and the basin is overdrafted by an estimated 9,000 acre-feet annually.^{9 10} The amount of overdraft has decreased in recent years and is expected to be eliminated for the Basin as a whole through the implementation of the Salinas Valley Plan as described in section 3.5. Groundwater withdrawals by the District to serve the City of Marina and the Fort Ord service areas are shown in Table 3-1. Water has been produced from groundwater here for many years, with the District's assumption of this production in the City of Marina beginning in 1960. The former Fort Ord produced as much as about 6,000 acre-feet from the 180 and 400' aquifers beginning in the 1960's. Other than the District, only a small number of wells tap the deep aquifer, some of which also draw from the middle aquifer. Prior to receiving recycled water, there were agricultural lands in the Castroville area that received water supplies from the deep aquifers. These agricultural wells are currently idle but remain part of the monitoring network

⁹ Personal communication re update on Salinas Valley Water Project progress, Curtis Weeks, General Manager MCWRA, 10/04

¹⁰ The Urban Water Management Planning Act requires that for basins that have not been adjudicated, information be presented as to whether the State Department of Water Resources has identified the basin as overdrafted. The latest DWR statement on California's groundwater resources Bulletin 118 Update 2003 did not identify whether any particular basin was in overdraft citing funding limitations and lack of direction from the Legislature to make such findings as part of the Bulletin 118 process. The bulletin states at page 97 that "groundwater management is a local responsibility, therefore the decision whether a basin is in a condition of overdraft is the responsibility of the local groundwater or water management agency." Water Supply Assessment and Written Verification of Supply

Proposed University Villages Specific Plan Development

overseen by the Monterey County Water Resources Agency (MCWRA), manager of the Salinas Groundwater Basin.

Calendar Year	City of Marina	Ord Community*
1998	2160	n/a
1999	2241	2396
2000	2300	2371
2001	2285	2228
2002	2306	2137
2003	2185	2146
2004	2185	2421

 Table 3-1 District Groundwater Production (AFY) 1998-2003

• Ord Community figures include water that was used in the City of Marina's portion of the Ord Community.

Seawater intrusion into the upper and middle aquifers of the coastal Pressure sub-area has been documented since the 1940s and is continuing (see also Marina Coast UWMP, 2001). A chloride concentration of 500 mg/l is the short-term EPA Secondary Drinking Water Standard for chloride and is used as a measure of impairment of water. The line of chloride concentration of 500 mg/l water is therefore used as the basis for determining the seawater intrusion front (Figures 3-2 and 3-3). Seawater intrusion has forced the District to close its Marina wells in the upper and middle aquifers and resulted in drilling of new wells in the deep aquifer. The former Fort Ord's original shallower groundwater wells in the Salinas Basin were located closer to the coast. These wells also progressively suffered from advancing seawater intrusion and new wells were constructed further inland in the Pressure sub-area, and completed in the upper and middle aquifers.

Recent preliminary findings regarding the deep aquifers in the former Fort Ord area indicate that pumping from the deep aquifers can affect the rate of seawater intrusion in the middle and upper aquifers as the deep aquifers' sources of recharge include these overlying aquifers. In other words, while abandonment of wells in the upper and middle aquifers for wells in the deep aquifers can assure potable supplies, they do not halt the landward progression of seawater intrusion. According to the Deep Aguifer Investigative Study, WRIME, May 2003, increased pumping of the deep aquifers is expected to increase the rate of seawater intrusion in the middle and upper aquifers. Among other issues, this study analyzed the increasing flow rate of landward movement of seawater into the freshwater aguifers (groundwater flow across the coast) or seawater intrusion. It found that as pumping in the deep aquifers increased, the landward flow of groundwater increased. The report assessed these increases based upon fixed multipliers of pumping over baseline conditions. Total baseline pumping for the analysis was set at 4,800 acre-feet per year and multipliers of two to five-fold the baseline pumping were modeled. Expected pumping increases as described in the UWMP from 2000 to the year 2020 is about 6,100 acre-feet per year or about 2.14 times baseline modeled pumping. Based on interpretation of the outputs of the model, at this rate of pumping the landward flow of seawater is estimated to increase by about 675 acre-feet annually at 2020 if expected UWMP demands are realized.

Growth in the City of Marina's portion of the former Fort Ord was expected to reach 1,444 acre-feet of water use per year as anticipated in the 2001 UWMP, exceeding the City's allocation from FORA, noted then at 1,175 acre-feet per year. The Specific Plan represents a portion of this expected growth in demand. This demand will proportionally increase the rate of seawater intrusion and the need for the District to invest to protect its supply from this intrusion.

3.3 Groundwater Management

Two regional water management agencies have jurisdiction within the former Fort Ord. The Monterey County Water Resources Agency (MCWRA) is responsible for regulation and supply of water from the Salinas Groundwater Basin. The Monterey Peninsula Water Management District (MPWMD) is responsible for regulation and supply of water from the Seaside Groundwater Basin. The District relies only on groundwater from the Salinas Groundwater Basin to supply water to Marina Area lands and the Ord Community.

Figure 3-2 Seawater Intrusion Upper (180') Aquifer, 2003





Figure 3-3 Seawater Intrusion Middle (400') Aquifer, 2003

As noted above, the potable water supply at the former Fort Ord is from the Pressure subarea of the Salinas Groundwater Basin. The southwestern portion of the Salinas Groundwater Basin underlies the northern and southeastern segments of the former Fort Ord. The Seaside Groundwater Basin underlies the southwest portion of the former Fort Ord.

Both the Army and the District have agreements with the MCWRA, which allow the District to participate in the MCWRA's basin management planning process. Under the terms of the agreements, former Fort Ord lands and the District's Marina service area were annexed into MCWRA Zone 2 and 2A. The Army's agreement for the former Fort Ord allows for a combined annual withdrawal of up to 5,200 acre-feet per year from the 180-Foot and 400-Foot aquifers, with an additional annual withdrawal of up to 1,400 acre-feet per year from the deep aquifers, totaling 6,600 acre-feet, or about the historic demand from Army uses at Fort Ord. The groundwater available to the Ord Community is allocated by the FORA among the land use or land owning jurisdictions as shown in Table 3-2. This table also indicates available groundwater supply to the Marina area outside the Ord Community, under the "Annexation Agreement and Groundwater Mitigation Framework for Marina Area Lands" dated March 1996, for a maximum withdrawal of potable water of 3,020 acre-feet per year, except as otherwise provided in the Agreement.

Additionally, two major private properties, the Armstrong Ranch and the Lonestar property have the contractual right to be annexed to the MCRWA and have groundwater agreements available for use on those properties as noted in Table 3-2. As of the date of this Assessment, neither of these two properties have annexed to the District.

3.4 University Villages Specific Plan Demands and MCP Project Demands vs. FORA Groundwater Allocations and City of Marina Development Plans

The City of Marina has an allocation from FORA of 1,325 acre-feet per year, that includes a 150 acre-foot loan, as shown in Table 3-2. The proposed MCP Project is expected to consume approximately 732 acre-feet per year. Additional development within the Specific Plan (see Table 2-2 – Other Specific Plan Development and Table 2-1 – Common Areas Other Specific Plan Parcels) is expected to consume about 124 acre-feet per year, bringing total expected demand for the Specific Plan to about 856 acre-feet per year. Existing and previously planned uses as described in Section 1.3, result in about 694 acre-feet available for use within the City of Marina. This leaves the City deficient approximately 162 acre-feet for the Specific Plan overall, and 38 acre-feet deficient for the MCP Project alone.

Until such time as the augmentation supply described in Section 4.0 becomes available, the City must assign water to development in the Ord Community within its FORA water allocation of 1,325 acre-feet per year. This is the maximum amount of water that the District may presently serve to City uses on the former Fort Ord in compliance with its agreements with the MCWRA and others relative to the former Fort Ord lands. For this reason, the District can only approve connections in the Ord Community up to the point FORA allocations are projected to be exhausted, or until other water resources can be secured and allocated.

water Supply Currently Available to Marina Coa	st water District
Fort Ord Reuse Authority Allocation (groundwater)	Annual Acre- feet Allotment or supply
City of Marina ¹¹	1,325
City of Seaside	862
CSU Monterey Bay	1,035
University of California MBEST Center	230
City of Del Rey Oaks	75
City of Monterey	65
Monterey County	560
US Army	1,577
County/State Parks	45
City of Marina (Sphere)	10
Allowance for line losses (10%)	578
FORA Strategic Reserve	281
Rounded subtotal	6,600
Marina Coast Water District by Agreement with	3,020
Armstrong Ranch (groundwater)	920
Lonestar Property (groundwater)	500
Subtotal groundwater	11,040
MCWD Desalination Plant (temporarily idle) ¹²	300
Total	11,340

Table 3-2	
Water Supply Currently Available to Marina Coast Water District	
	Annual Acro-

Regional Groundwater Management Planning 3.5

The MCWRA prepared a basin-wide plan, known as the Salinas Valley Water Project, to continue addressing water supply issues in the Salinas Valley groundwater basin. The plan's objectives are:

• Halting seawater intrusion.

Water Supply Assessment and Written Verification of Supply Proposed University Villages Specific Plan Development

 ¹¹ With 150 acre-foot loan from FORA Strategic Reserve
 ¹² Permitted supply which could be restored

- Continuing conservation of winter flows for recharge of the Salinas Valley basin through summer releases.
- Providing flood protection.
- Improving long-term hydrologic balance between recharge and withdrawal.
- Providing a sufficient water supply to meet water needs through the year 2030.

The Project includes operation and maintenance of the Nacimiento and San Antonio reservoirs, modification of the spillway at Nacimiento Dam, and installation of a rubber inflatable dam on the Salinas River to allow for capture of about 10,000 acre-feet of dry weather flows to be made available in lieu of groundwater pumping for irrigation.

The Project anticipates that current demands on the basin will decline by about 20,000 acre-feet annually by 2030 due to urban and agricultural conservation efforts, conversion of agricultural lands and some crop shifting.¹³ This overall decline is expected to occur despite a near doubling of the population served by the Salinas Valley groundwater basin, from 188,949 in 1995 to 355,829 in 2030. This population growth will increase urban demands by about 40,000 acre-feet per year. Additional water to balance basin recharge with withdrawals will be provided through capture and diversion of reservoir releases down the Salinas River, otherwise lost to the ocean; additional recycled water from the Monterey County Recycled Water Projects; and modification of the spillway at Nacimiento Reservoir, which will allow reoperation of this reservoir and the San Antonio Reservoir, producing the additional system yield. In total, by 2030 an additional yield of 37,000 acre-feet per year is expected. Funding for the Salinas Valley Water Project under a special property assessment was subject to a public vote under Proposition 218 on April 8, 2003. Parcel ballots were returned with an 85 percent weighted voting of assessed valuation voting yes, far greater than the majority plus 1 percent required for approval. The Project is proceeding through

Water Supply Assessment and Written Verification of Supply Proposed University Villages Specific Plan Development

¹³ Salinas Valley Plan 1998, p. 3-15

the permit and final design process with projections for completion by the end of 2005.

While over the long term the Salinas Valley Water Project should help achieve overall balance in the Salinas Valley groundwater basin by balancing supply and demand, local seawater intrusion may remain a problem for the District and other coastal areas where localized withdrawals are exceeding localized recharge into the Basin. The District must continue to manage this problem by investing in studies and monitoring efforts to better characterize the coastal groundwater aquifers and their reliability as a supply source and considering options for the Ord well field to protect and sustain its reliable access to groundwater, including relocation of wells further inland from the intrusion front.

3.6 Groundwater Legal Entitlement

The MCWRA holds appropriative rights to waters impounded and released from the Nacimiento and San Antonio Reservoirs to recharge the Basin. These waters provide much of the recharge for the Basin. Under the agreements discussed in Section 3.3, MCWRA has legally committed 11,040 acre feet per year of MCWRA's appropriative rights to use within the MCWD service areas and sphere of influence. Annexation of the District's service area within the zone of benefit for water from the Nacimiento (Zone 2) and San Antonio (Zone 2A) Reservoirs owned by MCWRA gives the District the right to use such water for the benefit of the annexed lands.

In addition, the District has an appropriative right common to public utilities and municipalities to use "surplus" water in excess of the needs of overlying landowners who pump from the basin, and to establish prescriptive rights (*See Los Angeles v. San Fernando (1975) 14 Cal 3rd. 199, 294*). (See also *California Water*, p.51). The District's appropriative rights to water, together with the District's contractual rights to water, should enable the District to reliably supply
water within the District's service area over the next 20 years for total demands that remain within these appropriative and contractual rights.

4.0 Water Augmentation

As described in the UWMP, the District's water supply plans include utilizing recycled water, desalination or other new supplies to meet its future demands as identified the Fort Ord Base Reuse Plan. These plans are further described in the District's Environmental Impact Report for the Regional Urban Water Augmentation Project, September 2004, incorporated herein by reference. The District currently has identified a budget requirement for FY03/04 through FY 07/08 of approximately \$60 million to assure reliable and high quality water is delivered to its customers in Marina and the Ord Communities. Part of this work assumes future water augmentation alternatives that will satisfy estimated needs of 2,400 acre-feet per year for full development of the former Fort Ord and budget assistance from FORA for construction of the water augmentation project. A capital fund collected by FORA as part of its fees is estimated to generate about \$19 million by 2015, which will be available to support a selected augmentation project.

Until such time as the preferred Augmentation Project has been selected, specific plans for development of the additional 2,400 acre-feet of water have been developed, permits for development of the supply secured and FORA has allocated such supply among the jurisdictions on the former Fort Ord, the District will not consider this supply to be "available" in its written verifications of supply under SB221.. This supply is expected to be on-line from between six and ten years from now. It is expected that should this supply materialize, FORA will allocate a portion of that supply to the City of Marina, which would increase their available supply proportionally. For purposes of the assessment under SB 610, and to assist the City to determine whether projected water supplies will be sufficient based on the entire record under Water Code section 10911(c), the District will include water from the Augmentation Project in its projected supplies for its conclusion to satisfy Water Code section 10910(h) when it has designated Water Supply Assessment and Written Verification of Supply 32 Proposed University Villages Specific Plan Development

a project and a funding method for the project and has rights and permits to access, use and deliver water from that project. In accordance with Water Code section 10911(a), the District advises the City that the timeframes and financing, permitting, and approval requirements to develop additional water for the Ord Community from (1) rehabilitating the District's existing desalination facility (300 acre feet per year), (2) utilizing the District's existing recycled water entitlement without developing storage (300 acre feet per year), and (3) utilizing a portion of the groundwater reserved to the Marina area outside the Ord Community and to apply water from any of those sources to the project likely would be less than for the complete, 2,400 acre feet per year Augmentation Project.

If recycled water is planned for a development area, the District will require its use for all recreational and common irrigated open space areas within the development in accordance with Marina Coast Water District Code § 4.28.030, Recycled Water Service Availability. No recycled water service is expected to be available for the proposed University Villages Specific Plan development at this time. If recycled water becomes available, then it would be used for non-potable uses for the development.

5.0 Water Conservation

Water conservation and the District's efforts to implement the Best Management Practices for Urban Water Conservation are discussed in the UWMP. Conservation effects on water demands are built into the demand forecasts for the MCWD and as such are not considered a separate component of supply.

The proposed MCP project will be required to comply with current plumbing code requirements calling for low-flow plumbing fixtures reducing indoor water consumption. MCP has also committed to providing ET based irrigation controllers, high efficiency washing machines and tankless hot water heaters in the development. The project's smaller lot sizes and higher density will also tend to minimize outdoor water use compared to larger lot sizes.

6.0 Water Supply Sufficiency Analysis

The projected demands of both the Specific Plan and the MCP project alone exceed the <u>currently</u> available supply as summarized in Table 6-1. The District is also aware of other plans within the City to develop additional properties, including the Cypress Knolls residential and retail development, elementary and secondary schools, the Monterey Peninsula College Satellite campus and the airport business park. Full development of these plans is also beyond the water supply the District can make available to the City under current conditions.

Table 6-1 Summary of Currently Available Water Supply vs. Projected Demands				
Base Available Supply	694 acre-feet			
University Villages				
(Partners Project)				
Total Demands	732 acre-feet			
University Villages				
Specific Plan Other Uses				
and Open Space	124 acre-feet			
Total Specific Plan				
Projected Demand	856 acre-feet			
Net Shortfall	162 acre-feet			

There are also longstanding concerns that localized groundwater withdrawals will, over the long term, exceed the localized capacity of the groundwater basin and lead to further seawater intrusion and loss of potable supply at the District's wells (UWMP p.2-9). Due to findings of the Deep Aquifer Study and an enhanced understanding of the mechanisms at work in the groundwater basin, there is enhanced awareness that increased pumping in the Marina and Ord Community areas resulting from new development such as the proposed project is likely to exacerbate the continued seawater intrusion and speed the rate of

water quality degradation. The District and all the FORA jurisdictions represented under the FORA have recognized the need to invest in the District's water supply system and the inevitable need to respond to seawater intrusion. Accordingly, the District's current Capital Improvement Program includes development of new water supply well(s) away from the seawater intrusion front, and rehabilitation of wells 31 and 29. A new monitoring well in the deep aquifer is also being constructed.

The District will continue to monitor groundwater and develop better information on the rate of seawater intrusion. This information will support additional planning and capital programming in order to assure supply reliability is not outstripped by growing demands. This may require additional investment in the water system not already under development or planning.

7.0 Availability of Water Treatment and Delivery System Capacity

The District's current plans under its Water Supply Master Plan for upgrading the Ord Community wells and transmission network accommodate the water capacity (vs. supply) needs for the University Villages Specific Plan development. On-site distribution systems will be designed to accommodate necessary demand and fire flows for the project in accordance with District design standards. No treatment other than chlorination for maintenance of system disinfection is required.

8.0 Regulatory Permits Necessary for Supply Delivery

The District's local supplies are maintained under a public water supply permit from the State Department of Health Services. The District is exempt from local building codes with respect to construction of water treatment and delivery facilities. The District will have to secure about fifteen different governmental permits and authorizations (see Table 3.6.1 Required Agency Approvals and Permits, Regional Urban Water Augmentation Project EIR reproduced herein as Water Supply Assessment and Written Verification of Supply Proposed University Villages Specific Plan Development Table 8-1) to accomplish the supply augmentation project as discussed in Section 4.0 and for the District to be able to confirm the availability of this supply under SB 221. Applications for such permits have not been made, as the preferred alternative has not been selected. Many of these permits are also discretionary on the part of the issuing agencies and as such would be necessary to be in approved status before the augmentation supply could be considered available.

	TABLE 3.6-1			
1	REQUIRED AGENCY APPROVALS			Desalination
	Powmit Name	Altern Pipelines	ative Surface Storage	Alternative
Agency			Storage	
	EUCAL AGENCIES	V	notential	X
Monterey County	Well Drilling Permits (Fubic Works)		potentiai	X
	Well Drilling Permits (Environmental ricatur)	x	X	
(1) (1) (1) (1)	Caractel Davalanment Parmit	notential		X
City of Marina	Coastal Development Permit	X	x	X
	Building and Grading Fermits	X	X	
City of Seaside	Encroachment, Building/Grading Permits	Л	X	
Monterey Peninsula Water Management	Water Distribution System Permit	potential	potential	potential
District	STATE AGENCIES			
Regional Water	NPDES WDR Permit (or Permit Amendment)			X
Quality Control	Water Reclamation Operations Permit	Х	X	
Board	Construction Storm Water Permit	X	X	Х
Douro	Facility Operations Storm Water Permit		X	Х
	Clean Water Act Section 401 Water Quality Certification or Waiver	Х	X	Х
CA Department of Health Services	Review and concurrence for Recycled Water Storage and Distribution	Х	X	
inclution of the test	Permit to Operate			X
CA Department of	Section 1601 Streambed Alteration Agreements	potential		
Fish and Game	CA Endangered Species Act Section 2081 Permit	X	X	potential
CA Department of Parks and Recreation	Encroachment, easement or property acquisition for any project components	-		х
CA Coastal Commission	Coastal Development Permit	Х		potential for appeal
CA Department of Transportation	Encroachment Permit	potential		potential
State Lands Commission	Encroachment Permit	potential		Х
	FEDERAL AGENCIES			
U.S. Fish & Wildlife Service, NOAA Fisheries	Biological Assessment; Federal Endangered Species Act Section 7 Consultation	potential	potential	potential
U.S. Army Corps of Engineers	Clean Water Act Section 404 Permit/Section 10	x	potential	potential
U.S. National Oceanic and Atmospheric Administration - Monterey Bay National Marine Sanctuary	Encroachment Permit and input into CCRWQCB NPDES WDR permit			X
U.S. Bureau of Reclamation	Approval of NEPA environmental documents and approval to allow the MRWPCA to permit connections to the reclamation plant for non- agricultural users	Х		

Table 8-1 Required Agency Approvals and Permits for Water Augmentation Project

Source: Regional Urban Water Augmentation Project EIR

9.0 Effect on Agricultural and Industrial Users Not Supplied by the Marina Coast Water District but Reliant on the Same Sources

Agricultural users in the Salinas Valley generally rely on the same basin-wide supply from the Salinas Valley Groundwater Basin. These uses are taken into account in the basin planning of the Monterey County Water Resources Agency as part of developing a water balance for the Basin. Additional demands in the Marina and Ord Community area are not expected to affect them provided development and water demand within the District remains consistent with the MCWRA agreements.

10.0 Summary Water Supply Sufficiency Determination

Pursuant to Section 10910 of the California Water Code, and based on the foregoing analysis, the District has determined that its currently-projected water supplies are insufficient to meet the projected annual water demands during normal, single dry and multiple dry years during the next twenty years associated with the Specific Plan project or the MCP Project individually, in addition to other planned demands expected by the District within the City of Marina's jurisdictional area of the former Fort Ord. If the criteria discussed in Section 4 were satisfied, which likely could occur more guickly for rehabilitating the existing desalination facility and for utilizing the District's existing recycled water entitlement without storage and for utilizing a portion of the groundwater currently reserved to the Marina area outside of the Ord Community, the District could conclude that projected supplies would be sufficient to meet the needs of both the MCP project and the Specific Plan. If the City of Marina adopted enforceable restrictions to prevent the Marina Heights project from exceeding the 292 acre feet per year currently allocated by the City, the District could conclude that projected supplies would be sufficient to meet the needs of the MCP project.

Pursuant to California Government Code Section 66473.7, the District has determined based on the foregoing analysis that it does not have sufficient water Water Supply Assessment and Written Verification of Supply 38 Proposed University Villages Specific Plan Development supply available within the FORA allocation to serve the proposed MPC project development's needs alone. If the City of Marina adopted enforceable restrictions to prevent the Marina Heights project from exceeding the 292 acre feet per year currently allocated by the City, the District could conclude that it does have sufficient water to serve the needs of the MCP project.

11.0 References

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Appendix 1 FORA Letter re Allocation of Strategic Reserve

FORT ORD REUSE AUTHORITY UILDING 2880, MARINA, CALIFORNJA 9393 PHONE: (831) 883-3672 - FAX: (831) 883-367 WEBSITE: www.fota.ou March 1, 2004 Michael Armstrong Marina Coast Water District 11 Reservation Road Marina CA 93933 Fort Ord Reuse Authority ("FORA") Allocation of Strategic Reserve, 10-23-98 Action Re: Dear Mr. Apristrong: Nute At several recent public meetings we have heard a number of interpretations of the FORA Board of Directors actions taken in October 1998 regarding the loan of water resources to local jurisdictions. This letter is intended to provide clarity with regard to those actions and to provide you with a specific reference for making water resource availability determinations, as required by state law. Specifically, the FORA Board took action to authorize a loan of 150 acre feet per year ("afy") of water each to the cities of Del Rey Caks, Marina, Seaside and the County of Monterey from the strategic reserve for interim use. In addition, in taking this action the FORA Board required that any jurisdiction borrowing the 150 afy from the strategic reserve commit to the rate-based capital cost of participation in the regional reclaimed water project or other augmentation program. As the Board adopted the 2001 Community Facilities District the commitment to this capital cost was affirmed. The 1998 Board action assumed that this loan could take place upon the transfer of Economic Development Conveyance ('EDC'') land to the individual jurisdictions for the express purpose of developing visitor serving, commercial or recreational projects. In this way, other resources could be redirected for housing, commercial, or other uses. The loan term of this borrowing is either for a period of 5 years or when an augmented water source becomes available for a similar purpose. In this sense, the loan is an "interim" borrowing – the resource is replaced by the augmentation supply once confirmed. The EDC property transfer trigger is just now occurring as FORA conveys properties to individual jurisdictions. I have enclosed the October 23, 1998 Board Report for your information. I hope that this brief letter clarifies the actions taken by the FORA Board on October 23, 1998 and offers a basis for analyzing availability of resources to the FORA land use jurisdictions. Thank you for your ongoing support for the reuse of the former Fort Ord. Since ely. 4 1,a leinag afrd, Yr Michael A. Houler Executive Officer Enclosure Dan Keen, City of Seaside C: 'Tony Altfeld, City of Marina Ron Langford, City of Del Rey Oaks Nick Chiulos, Monterey County Fred Meurer, City of Monterey

APPENDIX F

TRAFFIC IMPACT STUDY REPORT



MARINA UNIVERSITY VILLAGES MARINA, CALIFORNIA

TRAFFIC IMPACT ANALYSIS

Final Report

Prepared For

EIP Associates Sacramento, CA

December 17, 2004

TABLE OF CONTENTS

1	INTRODUCTION		1
	1.1 1.2 1.3 1.4 1.5 1.6 1.7	Regional Access Local Access Project Detail Pertinent to the Traffic Study Scope of Work Traffic Operation Evaluation Methodologies and Level of Service Standards Modeling of Right Turn on Red (RTOR) Criteria for Significant Impact	1 1 2 3 4 6 6
2	EXIST	ΓING TRAFFIC CONDITIONS	8
	2.1 2.2 2.3 2.4 2.5 2.6	Existing Traffic Network Existing Transit Systems Existing Bikeway and Pedestrian Facilities Existing Traffic Data Existing Conditions Intersection Operations Existing Traffic Conditions - Roadway Segment Operations	8 10 11 12 12 13
3	BACK	GROUND TRAFFIC CONDITIONS	14
	3.1 3.2 3.3	Approved Projects Description Background Traffic Conditions - Intersection Operations Background Traffic Conditions - Road Segments	14 14 15
4	BACK	GROUND PLUS PROJECT PHASE 1 TRAFFIC CONDITIONS	16
	4.1 4.2 4.3 4.4 4.5 4.6 4.7 4.8 4.9	 Project Phase 1 Traffic Scenario Description Project Phase 1 Trip Generation Project Trip Distribution and Assignment Project Access and Circulation Project Level Transit Systems Project Level Bikeway and Pedestrian Facilities Background Plus Project Phase 1 Traffic Conditions - Intersection Operations Background Plus Project Phase 1 Traffic Conditions - Roadway Segment Operations Background Plus Project Phase 1 Traffic Conditions - Mitigation Measures 	16 17 17 18 18 19 20 22 22
5	BACK	GROUND PLUS PROJECT BUILDOUT TRAFFIC CONDITIONS	25
	5.1 5.2 5.3 5.4 5.5 5.6 5.7	Projects Buildout Description Project Buildout Trip Generation Project Trip Distribution and Assignment Project Access and Circulation Background Plus Project Buildout Traffic Conditions - Intersection Operations Background Plus Project Buildout Traffic Conditions - Roadway Segment Operations Background Plus Project Buildout Traffic Conditions - Mitigation Measures	25 26 27 28 29 30

6	CUM AND	ULATIVE TRAFFIC CONDITIONS WITHOUT 2 ND AVENUE NORTHERLY SOUTHERLY EXTENSIONS	. 32
	6.1 6.2	Cumulative Without 2 nd Avenue Extension Projects Trip Generation Cumulative Without 2 nd Avenue Extension Project Trip Distribution and	32
		Assignment	33
	6.3	Cumulative Without 2 nd Avenue Extension Traffic Conditions – Road Network	33
	6.4	Cumulative Without 2 nd Avenue Extension Traffic Conditions - Intersection Operations	35
	6.5	Cumulative Without 2 nd Avenue Extension Traffic Conditions - Roadway	
		Segment Operations	38
	6.6	Cumulative Without 2 nd Avenue Extension Traffic Conditions - Mitigation Measures	38
7	CUM	ULATIVE TRAFFIC CONDITIONS WITH 2 ND AVENUE NORTHERLY AND)
	SOUT	HERLY EXTENSIONS	42
	71	Cumulative Projects Trin Generation	42
	7.1	Cumulative With 2 nd Avenue Extension Project Trip Distribution	
		and Assignment.	42
	7.3	Cumulative With 2 nd Avenue Extension Traffic Conditions – Road Network	43
	7.4	Cumulative with 2 th Avenue Extension Traffic Conditions - Intersection	12
	75	Cumulative With 2 nd Avenue Extension Troffic Conditions – Readyou Segmen	.43 +
	1.5	Operations	נ 45
	7.6	Cumulative With 2 nd Avenue Extension Traffic Conditions -	15
	7.0	Mitigation Measures	45
8	SUM	MARY OF CONCLUSIONS & RECOMMENDATIONS	47
	8.1	Discussion on Project Access and Circulation	47
	8.2	Discussion on 2 nd Avenue Northerly and Southerly Extension	48
	8.3	Discussion on Intersections	48
	8.4	Discussion on Road Segments	49
	8.5	Discussion on Recommended Mitigation Measures	49



LIST OF EXHIBITS

- 1A. Project Location Map
- 1B. Proposed Land Use Map
- 2A. Study Intersections and Local Road Network
- 2B. Regional Road Network
- 2C. Existing Traffic Control at Study Intersections
- 3. Project Phasing Map
- 4. Local Jurisdiction Map
- 5A. Existing MST Routes in Project Vicinity
- 5B. Project Bike and Pedestrian Paths
- 6A. Existing Conditions AM Peak Hour Volumes
- 6B. Existing Conditions PM Peak Hour Volumes
- 7A . Intersection Levels of Service Intersections 1 13
- 7B. Intersection Levels of Service Intersections 14 25
- 7C. Road Segment Levels of Service
- 7D. Intersection Mitigations Intersections 1 13
- 7E. Intersection Mitigations Intersections 14 25
- 7F. Road Segment Mitigations
- 8A. Background Conditions AM Peak Hour Volumes
- 8B. Background Conditions PM Peak Hour Volumes
- 9A. Project Phase 1 Trip Generation
- 9B. Project Trip Distribution
- 9C. Project Phase 1 Road Network
- 9D. Project Road Hierarchy at Project Buildout
- 9E. Traffic Control at Intersections at Project Level
- 9F. Background + Phase 1 AM Volumes at Non-Study Intersections
- 9G. Background + Phase 1 PM Volumes at Non-Study Intersections
- 9H. Background + Project Buildout AM Volumes at Non-Study Intersections
- 9I. Background + Project Buildout PM Volumes at Non-Study Intersections
- 9J. Project Intersections Phase 1 and Project Buildout Warrant Summary
- 9K. Project Bike and Pedestrian Paths
- 10A. Project Phase 1 Trip Assignment AM Peak Hour Volumes
- 10B. Project Phase 1 Trip Assignment PM Peak Hour Volumes
- 11A. Background + Project Phase 1 Conditions AM Peak Hour Volumes
- 11B. Background + Project Phase 1 Conditions PM Peak Hour Volumes



LIST OF EXHIBITS (Continued)

lumes lumes
sions – AM Peak
sions – PM Peak
– AM Peak Hour



LIST OF APPENDICES

- A1. Level of Service Description Signalized Intersections
- A2. Level of Service Description Unsignalized Intersections All-Way Stop Control
- A3. Level of Service Description Unsignalized Intersections Two-Way Stop Control
- A4. Peak Hour Threshold Volumes for Segment LOS
- B. Traffic Count Dates and Sources Summary Table
- C. Intersection Level of Service Calculations Existing Traffic Conditions
- D1. Approved Projects Trip Generation
- D2. Approved Projects Location Map
- E. Intersection Level of Service Calculations Background Traffic Conditions
- F. Intersection Level of Service Calculations Background Plus Project Phase 1 Traffic Conditions
- G. Intersection Level of Service Calculations Background Plus Project Buildout Traffic Conditions
- H1. Cumulative Projects Trip Generation
- H2. Cumulative Projects Location Map
- H3. Cumulative Projects Trip Distribution
- I. Peak Hour Signal, All-way Stop, Left-Turn Lane and Right-Turn Lane Warrant Worksheets
- J. Intersection Level of Service Calculations Cumulative 2025 Without 2nd Avenue Extensions Traffic Conditions
- K. Intersection Level of Service Calculations Cumulative 2025 With 2nd Avenue Extensions Traffic Conditions
- L. Walking Opportunities to Retail Areas From Residential Areas
- M. LOS Calculation Worksheets Representing Levels of Service if Mitigation Measures in Previous Scenario Were Not Implemented
- N. Intersection Level of Service Calculations Background + Project Phase 1 Conditions Mitigated
- O. Intersection Level of Service Calculations Background + Project Buildout Conditions Mitigated



- P. Intersection Level of Service Calculations Cumulative Conditions without 2nd Avenue Extensions Mitigated
- Q. Intersection Level of Service Calculations Cumulative Conditions with 2nd Avenue Extensions Mitigated
- R. Superzone Boundaries
- S. Project Trip Distribution by Area
- T. Cumulative Projects Trip Distribution by Area



1 INTRODUCTION

The Marina University Villages project proposed on 429 acres of the former Fort Ord Military Base land is under design as a multiple use, new neighborhood that will complement and enhance the City of Marina as the Gateway to the Monterey Peninsula. The vision for this new neighborhood is a fully integrated, sustainable, pedestrian friendly place, incorporating residential, employment, shopping and recreational opportunities. It is being developed in close cooperation between the City of Marina and Marina Community Partners, LLC.

This Traffic Impact Analysis (TIA) is based on the project description specified in the Marina University Villages Specific Plan. Furthermore, additional information used in this traffic analysis regarding access and circulation were provided by the Marina University Villages project team.

The purpose of this Traffic Impact Analysis (TIA) is to determine the potential traffic impacts from the Buildout of the proposed Marina University Villages Specific Plan. The TIA presents the results from a series of analyses performed to determine the potential traffic impacts from not only the Marina University Villages at Project Buildout level, but also a first phase of the project. Exhibit 1A shows the location of the Marina University Villages in the context of the Monterey Peninsula while Exhibit 1B shows the proposed land use plan.

1.1 Regional Access

The Marina University Villages site is located east of Highway 1, which runs in a northsouth direction on the shore of Monterey Bay. Historically the main regional access to the site has been off Highway 1 via the Light Fighter Drive interchange and will continue to be the access to the site from the south. The completion and opening of the Highway 1 / 12th Street / Imjin Parkway interchange during 2003 provides the primary regional access to the project site. Other regionally important highways are Highway 101, the main north-south highway through Santa Clara and Monterey Counties, and the two east-west highways, linking Highway 101 to Highway 1; Highway 156 to the north of the Campus and Highway 68 to the south of the project site. Refer to Exhibit 2B for detail of the regional access to the project site.

1.2 Local Access

The northern and north –eastern "gateway" accesses to the Marina University Villages project site will be via the intersections of Imjin Parkway with Second Avenue and California Avenue. The southern "gateway" will be along Second Avenue from Light Fighter Drive. Other existing local streets that will provide access to the Marina University Villages project are 4th Avenue, 3rd Avenue, 1st Avenue, 1st Street, 3rd Street, 5th Street, 6th Street, 7th Street, 8th Street, 9th Street and 10th Street. Refer to Exhibit 2A for detail of the local road network serving the Marina University Villages site.



1.3 Project Detail Pertinent to the Traffic Study

For the purpose of this traffic study the traffic impact was determined for all the land within the Specific Plan Area shown in Exhibit 1B. The 429 acres of the Marina University Villages Project will consist of a variety of residential and commercial land uses and it includes approximately 43 acres of potential Multiple Use, Public Facilities and Office Research developments that are not included in the development proposals for the Marina University Villages; these land parcels are also referred to as "out-parcels" or "non-tentative map areas". The reason for including all the land within the Specific Plan Area in the evaluation of the potential traffic impact is that these land parcels form an integral part of the Marina University site and will have an influence on the road and intersection operating conditions.

The residential component of the Marina University Villages project will be a total of 1,237 residential units comprising of single family, condominium / town homes and apartments. The commercial or non-residential area within the Specific Plan Area will include 1,122,055 square feet of various retail shops and restaurants, 10,000 square feet of general office, 809,171 square feet of Business Park, 561,850 square feet of government type offices and a variety of other uses such as Multiplex Theater, Gas Station, Community Building, Soccer Fields, a possible Transit Center and a Church. Refer to Exhibit 1A for the land use map and Exhibit 12 for the specific detail of the type and size of development that was assumed for each land parcel within the Specific Plan Area, and used in the traffic analysis.

As part of the Specific Plan, 500 hotel rooms were proposed to be developed on land parcels "T" and "OP1" (150 and 350 rooms respectively). However, to provide some flexibility to the Marina University Villages project team, two other potential land uses or land use alternatives were identified for land parcels "T" and "OP1" should the market demand not allow for the development of hotels. They are 160,000 square feet of retail or 277,042 square feet of office. From a trip generation perspective, the "retail" option would generate the most number of daily and peak hour trips. Thus, to ensure that a "worse case scenario" was evaluated in the traffic study, land Parcels "T" and "OP1" were treated as retail. Should land Parcels "T" and "OP1" be developed as hotel or office, the number of trips that would be generated by the developments will be less than for retail and it would thus have a lesser impact on the surrounding road network.

For the purpose of this traffic study, two project traffic scenarios were evaluated. The traffic impact on the surrounding road network was determined at Project Phase 1 and Project Buildout level. The estimated Buildout timeframe for the Marina University Project, relevant to this traffic study was taken as the year 2013. Exhibit 3 shows the Project Phasing Map used in this traffic study.

Detail descriptions of project phase 1 and the project Buildout relevant to this traffic study can be found in chapters 4 and 5.



1.4 Scope of Work

The scope of work for this traffic study was developed to identify the potential traffic impacts that may be associated with the development of the Marina University Villages Project at Buildout level as well as for a near-term Phase 1 of the project.

The traffic study includes a traffic impact analysis on intersection traffic operations at 25 intersections during typical weekday AM and PM peak hours, freeway segment and ramp analysis based on morning and evening peak hour traffic volumes, and a brief discussion of alternative means of transportation, such as transit and walking. Where required, mitigation measures were recommended to improve traffic operations due to the development of the Marina University Villages Project and the surrounding areas. The following intersections, freeway segments, and freeway on- and off-ramps were analyzed in this study:

Intersections

- 1. Del Monte Boulevard/Reservation Road;
- 2. California Avenue/Reservation Road;
- 3. Imjin Road/Reservation Road;
- 4. Blanco Road/Reservation Road;
- 5. Del Monte Boulevard/Reindollar Avenue;
- 6. California Avenue/Reindollar Avenue;
- 7. Southbound Highway 1off-ramp /Twelfth Street;
- 8. Northbound Highway 1 off-ramp/Twelfth Street;
- 9. 2nd Avenue/Imjin Parkway;
- 10. Fifth Avenue/California Avenue Extension/Imjin Parkway;
- 11. Imjin Road/Imjin Parkway-Imjin Road;
- 12. Abrams Drive/Imjin Road;
- 13. 2nd Avenue/Eighth Street;
- 14. Fourth Avenue-Gen. Jim Moore Boulevard/Eighth Street;
- 15. Imjin Road/Eighth Street;
- 16. 2nd Avenue/Third Street;
- 17. Fourth Avenue-General Jim Moore Boulevard/Third Street;
- 18. General Jim Moore Boulevard/First Street;
- 19. First Avenue/Light Fighter Drive;
- 20. 2nd Avenue/Light Fighter Drive;
- 21. General Jim Moore Boulevard/Light Fighter Drive;
- 22. General Jim Moore Boulevard/Gigling Road;
- 23. General Jim Moore Boulevard/Normandy Road;
- 24. General Jim Moore Boulevard/Coe Road/Eucalyptus Road; and
- 25. General Jim Moore Boulevard/Broadway Avenue.

Freeway Segments

- 1. Highway 1, south of Light Fighter Drive;
- 2. Highway 1, between Light Fighter Drive and Imjin Parkway (Twelfth Street); and
- 3. Highway 1, north of Imjin Parkway (Twelfth Street).



Freeway Ramps

- 1. Highway 1 northbound and southbound on- and off-ramps, at Light Fighter Drive interchange; and,
- 2. Highway 1 northbound and southbound on- and off-ramps, at Imjin Parkway (Twelfth Street) interchange.

Road Segments

- 1. Blanco Road north of Reservation Road; and,
- 2. Reservation Road between Imjin Road and Blanco Road.

Exhibit 2A shows the study intersections and road network under existing traffic conditions. Exhibit 2B shows the regional road network and Exhibit 2C shows the existing traffic control at the study intersections.

The area in which the Marina University Villages Project site is located is fairly undeveloped at this point in time. Therefore, the traffic scenarios evaluated in this traffic study were selected to comprehensively test the traffic impacts from the project itself, as well as from other proposed projects in the surrounding area. This traffic study thus analyzed the traffic impacts of the approved projects in the area, phase 1 of the proposed project as well as Buildout of the proposed project. It also evaluated the anticipated traffic impacts that could be expected by the cumulative FORA and other projects proposed in the surrounding areas as part of the cumulative (2025) traffic scenario.

The traffic scenarios evaluated as part of this traffic study are:

- Existing Traffic Conditions (2004)
- Background (Existing Plus Approved Projects) Traffic Conditions (± 2010)
- ➢ Background Plus Project Phase 1 Traffic Conditions (± 2005 10)
- Background Plus Project Buildout Traffic Conditions (± 2013)
- Cumulative Traffic Conditions (2025) without 2nd Avenue North & South Extension
- Cumulative Traffic Conditions (2025) with 2nd Avenue North & South Extensions

1.5 Traffic Operation Evaluation Methodologies and Level of Service Standards

Intersection traffic operations were evaluated based on the Level of Service (LOS) concept. LOS is a qualitative description of an intersection and roadway's operation, ranging from LOS A to LOS F. Level of service "A" represents free flow un-congested traffic conditions. Level of service "F" represents highly congested traffic conditions with what is commonly considered unacceptable delay to vehicles on the road segments and at intersections. The intermediate levels of service represent incremental levels of congestion and delay between these two extremes. However, contemporary planning considerations may argue that LOS F, for short and limited periods during the day might be considered acceptable, which is consistent with the Marina General Plan objective to create a more pedestrian friendly environment and reduce the emphasis on the automobile as the primary transportation mode, as is the case with the Marina University Villages project.





The study area covers the jurisdiction of multiple local agencies; they are the Cities of Marina and Seaside and Monterey County (refer to Exhibit 4 for the Local Jurisdiction map). The local agencies and the state agency, Caltrans District 5, all have different level of service standards. The City of Marina has established LOS D as the general threshold for acceptable overall traffic operations for both signalized and unsignalized intersections. The City of Seaside and County of Monterey have both established LOS C as their level of service standards. These standards will apply to the study intersections within each agency's jurisdiction. The Caltrans level of service standard is LOS C/D threshold – LOS C is acceptable in all cases, and LOS D is acceptable on a case-by-case basis. This standard would normally apply to the intersections, freeway segments and ramps analyzed as part of this study that fall under Caltrans jurisdiction. However, the regional road network that was evaluated as part of this study also falls within the County of Monterey's Congestion Management Program (CMP) road network where LOS D has been identified as the acceptable level of operation in urban areas.

Intersection operations were evaluated using technical procedures documented in the 2000 Highway Capacity Manual (HCM). For signalized intersections, average control delay per vehicle is utilized to define intersection level of service. Delay is dependent on a number of factors including the signal cycle length, the roadway capacity (number of travel lanes) provided on each intersection approach and the traffic demand. Appendix A1 shows the relationship between vehicle delay and the signalized intersection level of service categories. The TRAFFIX 7.6 software program was utilized to model the traffic impact of the different development scenarios and to calculate signalized and unsignalized intersection levels of service.

For all-way (or four-way) stop intersections, average control delay per vehicle is utilized to define intersection level of service. Delay is dependent on a number of factors including the roadway capacity (number of travel lanes) provided on each intersection approach and the traffic demand. *Appendix A2* shows the relationship between vehicle delay and the all-way stop intersection level of service categories.

At one- and two-way stop controlled intersections, the operating efficiency of vehicle movements that must yield to through movements are analyzed. The level of service for vehicle movement on the controlled approaches is based on the distribution of gaps in the major street traffic stream and driver judgment in selecting gaps. *Appendix A3* shows the relationship between the vehicle delay and level of service for two-way stop controlled intersections. The 2000 HCM calculates the level of service of the minor street approaches. Using this data, an overall intersection level of service was calculated. Both are reported in this study because traffic on the minor street approaches has the lowest priority of right-of-way at the intersection and are the most critical in terms of delay. Generally, LOS E/F operations on the side street approach are the thresholds that warrant improvements.

The volume threshold planning methodology based on HCM was used in the evaluation of operating conditions on freeway segments and ramps. A description of levels of service thresholds for freeway segments and ramps is included as *Appendix A4*. It should be noted that the evaluation of the road segments (except for the freeway segments) was



based on a planning level methodology and that the traffic analysis was based on projections of traffic scenarios, particularly for cumulative scenarios of 2025.

1.6 Modeling of Right Turn on Red (RTOR)

All of the signalized study intersections allow right turns on red (RTOR), and these right turns can have an effect on the intersection LOS calculations. However, for this study no allowance was made for RTOR, as insufficient information was available regarding the percentage of vehicles turning right on red. Furthermore, right turn overlap signal phasing has been installed at some of the intersections that facilitate right turns. The results of the intersection analyses can thus be seen as reflecting a "worst case" scenario.

1.7 Criteria for Significant Impact

In accordance with the California Environmental Quality Act (CEQA) and agency and professional standards, specific impact criteria have been applied to the study intersections and road segments to determine if a significant impact would occur due to the implementation of the project.

However, the study area falls within multiple city limits as described in section 1.5. Furthermore, the City of Marina has not identified a set of significance impact criteria as part of their General Plan and it is recommended that for the purpose of this traffic study, the significance criteria listed below are accepted. It should be noted that for the intersections within the City of Marina city limits the acceptable level of service will be taken as D and not C as in the case for the City of Seaside and the County of Monterey.

A significant impact at a **signalized study intersection** is defined to occur under the following conditions:

- The addition of project traffic causes operations to deteriorate from acceptable level (LOS D or better) to an unacceptable level (LOS E, or LOS F), or
- The addition of project traffic increases the average delay by more than 1.0 second at intersections operating at LOS E or LOS F.

A significant impact at an **unsignalized study intersection** is defined to occur under the following scenarios:

- The addition of project traffic causes operations to deteriorate from an acceptable level (LOS E or better on side street for two-way stop control, LOS D or better for all-way stop control) to an unacceptable level (LOS F on side street for two-way stop control, LOS E for all-way stop control), or
- The addition of project traffic exacerbates the unacceptable operations (LOS F for two-way stop control or LOS D for all-way stop control), and
- The Caltrans peak-hour volume signal warrant is met.

A significant impact on a **study roadway segment** is defined to occur under the following scenarios:

• The addition of project traffic causes a roadway segment operating at an acceptable level (LOS D or better) to degrade to an unacceptable level (LOS E, or LOS F), or



- The addition of project traffic causes a roadway segment operating at LOS E or LOS D to degrade one service level, or
- The addition of one project trip to a segment already operating at LOS F.

It should be noted that the LOS standard for the study intersections and road segments within the City of Seaside and the County of Monterey is LOS C and LOS C/D for Caltrans. The LOS requirement for the study intersections and road segments within those jurisdictions would be LOS C instead of LOS D.

Furthermore, standards have been defined by TAMC for roadway Levels of Service that specify a goal of LOS C for county arterials and state highways. However, LOS D is considered minimally acceptable for urban roads under the county Congestion Management Plan (CMP). Deterioration from LOS A, B, C or D to LOS E or F is considered significant. For roadways with an existing LOS E or F, a 2% increase in the traffic volume is considered significant. These significance criteria apply to intersections, arterial segments and to freeway segments and ramps within the CMP. This is applicable to Highway 1 for this traffic study.



2 EXISTING TRAFFIC CONDITIONS

This chapter presents a description of the existing traffic network, existing traffic volumes, intersection levels of service, and an overview of traffic flow conditions within the study area under existing traffic conditions.

2.1 Existing Traffic Network

The primary Regional access to the Marina University Villages project site is provided by Highway 1; other significant regional highways are, Highway 101, Highway 156 and Highway 68 as discussed in section1.1. Important streets relevant to the Marina University Villages study are Reservation Road, Blanco Road, General Jim Moore Boulevard, Del Monte Boulevard, Imjin Parkway, Imjin Road, 2nd Avenue, California Avenue, Eighth Street, Fourth Avenue, Third Street, Light Fighter Drive, and Gigling Road. Other roadways in the area include Reindollar Avenue, Abrams Drive, First Street and First Avenue. Exhibit 2A shows the study intersections and road network under existing traffic conditions. Exhibit 2B shows the regional road network and Exhibit 2C shows the existing traffic control at the study intersections. A brief description of the most important streets in the network follows:

Highway 1 is a state highway within Monterey County, providing access to Watsonville and Santa Cruz to the north via Castroville, and Marina, and San Luis Obispo to the south, via Seaside, Monterey, and Carmel. Through its connection to Highway 156 in Castroville, it also provides access to Highway 101 and the greater San Francisco Bay Area. In the vicinity of the project, it is a four-lane freeway north of the southern Del Monte Boulevard interchange and south of Fremont Boulevard, and a six-lane freeway between the southern Del Monte Boulevard and Fremont Boulevard interchanges.

Reservation Road is a major arterial extending from Marina State Park west of Dunes Drive, through the City of Marina, connecting to Highway 68 south of Salinas. Between Marina State Park and Del Monte Boulevard, Reservation Road is two lanes wide with left turn channelization at key intersections. Between Del Monte Boulevard and Blanco Road, Reservation Road is a four-lane divided roadway. East of Blanco Road, it narrows to a two-lane rural highway. Reservation Road is under the jurisdiction of the City of Marina west of Blanco Road and the County of Monterey east of Blanco Road.

Blanco Road is a major arterial extending from Reservation Road to the City of Salinas. Between Reservation Road and the Salinas River Bridge, Blanco Road is four-lanes wide with left turn channelization at key intersections. The remainder of its length to Salinas, it is a two-lane rural highway.

General Jim Moore Boulevard is a major arterial within the Cities of Marina, Seaside and Del Rey Oaks. It connects Marina University Villages with Highway 68 via Highway 218. In the immediate project vicinity, General Jim Moore Boulevard is a two-lane, undivided roadway to the north of Light Fighter Drive, and south of Light Fighter Drive it is a four-lane divided arterial up to Bayonet Street. From Bayonet Street to Highway



218 it is a two-lane arterial. However, General Jim Moore Boulevard will be widened to a four-lane arterial under the FORA Capital Improvement Program (CIP) from Bayonet Street to just north of the General Jim Moore Boulevard /Highway 218 intersection.

Del Monte Boulevard is a major arterial within western City of Marina, extending from a partial interchange (SB on- and NB off ramps only) with Highway 1 north of Imjin Parkway (Twelfth Street) to Highway 1 north of Marina. In the project vicinity, Del Monte Boulevard is a four-lane divided roadway.

Imjin Parkway is an arterial roadway within the City of Marina city limits. Imjin Parkway is a two-lane road at its interchange with Highway 1 and a four-lane divided roadway with left turn channelization east of the interchange. It should be noted that the exit signing from Highway 1 currently misidentifies Imjin Parkway as Twelfth Street, the former name of the roadway prior to its reconstruction the early 2000's. For the purpose of clarity within this report, the roadway will be referred to as "Imjin Parkway (Twelfth Street)" at the two intersections that compose the Highway 1 interchange with Imjin Parkway. In the remainder of its length, existing City of Marina signing correctly designates the roadway as "Imjin Parkway," and therefore this report uses that terminology for that segment of the roadway.

Imjin Road is a two-lane arterial between Reservation Road and Eighth Street. Imjin Road provides access to the Marina Municipal Airport and the UC-MBEST development located north of Reservation Road, the Marina University Villages project and CSUMB located in southern Marina, and residential developments in between.

 2^{nd} Avenue is currently under construction as a four-lane divided arterial between Light Fighter Drive and Imjin Parkway, and as a result is currently closed. This study has analyzed the 2^{nd} Avenue corridor based upon prior traffic volumes and projections from before the start of the widening, and the intersection lane configurations after construction is complete, based on the proposed Marina University Villages Circulation Plan.

California Avenue is a two-lane roadway connecting the former Fort Ord area with central City of Marina. At present there is a disconnected portion of California Avenue between Carmel Avenue and Reindollar Avenue. This missing connection will be constructed in future to enable California Avenue to link Reservation Road to Imjin Parkway.

8th Street is a two-lane east-west arterial through the former Fort Ord. 8th Street will become an important east-west link between the Marina University Villages, CSUMB, and the proposed development to the east of the CSUMB campus and 2nd Avenue, as part of the future development of the FORA area.

Fourth Avenue is a northerly extension of General Jim Moore Boulevard, serving as the primary north-south roadway through the CSUMB campus and has been functioning as an important two-lane arterial in the former Fort Ord road network. However, although it will function as a connector between the Marina University Villages site and the CSUMB



campus, it will not play a major role in the trip distribution of the Marina University Villages project.

Third Street is an east-west, two-lane arterial through the southern portion of the Marina University Villages site and it continues through the CSUMB campus. East of Seventh Street, Third Street becomes InterGarrison Road, which traverses eastward towards Reservation Road.

Light Fighter Drive is an important four-lane arterial within the former Fort Ord road network. Light Fighter Drive connects with Highway 1 as the primary freeway access for the existing military neighborhoods south of Gigling Road and also serves as the main entrance to the CSUMB campus. Light Fighter Drive will provide the southern gateway to the Marina University Villages site through 2nd Avenue.

Gigling Road is an east-west 2-lane arterial roadway. West of General Jim Moore Boulevard, it provides access to military services and residences within the Presidio of Monterey Annex area, a part of the City of Seaside still under the control of the U.S. Army. East of General Jim Moore, it provides access to additional military housing and administrative buildings, as well as providing a southern entrance to CSUMB.

Reindollar Avenue is a two-lane roadway within the southern portion of central City of Marina, providing access to adjacent businesses and residential neighborhoods.

Abrams Drive is a two-lane roadway within former Fort Ord military housing areas. Much of the housing has remained unoccupied since the closure of the army base. However, some of the homes are currently on CSUMB property and are being used for student, staff, and faculty housing.

First Street is an east-west roadway at the southern boundary of the Marina University Villages site. It also provides access to the Central CSUMB Campus housing, student services administration and academic buildings.

First Avenue is a north-south roadway in the former Fort Ord. North of First Street and south of Light Fighter Drive, First Avenue is a two-lane roadway. Between First Street and Light Fighter Drive, First Avenue is a two-lane, one-way roadway in the southbound direction. Due to the current closure of 2nd Avenue for construction, this latter section of First Avenue is temporarily signed as two-way traffic flow. However, as this is a temporary condition, this section of the roadway was analyzed as in its previous and future configuration, as a two-lane, one-way southbound roadway described above.

2.2 Existing Transit Systems

The largest single public transit provider in Monterey County is the Monterey-Salinas Transit (MST). The Monterey-Salinas Transit operates from five key transit centers, the Monterey Transit Plaza, Salinas Transit Center, Watsonville Transit Center, Edgewater Transit Exchange, and Marina Transit Exchange. Each of these centers operates on a



time-transfer "pulse" schedule providing easy connections and quick transfers to multiple routings.

MST currently operates two public bus routes that service the Marina University Villages area. Route 16 utilizes 9th Street, 2nd Avenue, 3rd Street and 6th Avenue and route 17 travels on General Jim Moore Boulevard, Fourth Avenue and Imjin Road (refer to Exhibit 6 for the routes). However, neither bus route provides direct connections to Monterey or Salinas from Marina University Villages, nor is it convenient to access these routes from the Eastern project site. MST route 20 provides a direct link to Salinas from the Marina Transit Center.

2.3 Existing Bikeway and Pedestrian Facilities

There are three basic types of bicycle facilities in the Monterey Peninsula. Each type is described below:

- Bike path (Class I) A completely separate right-of-way designed for the exclusive use of cyclists and pedestrians, with minimal crossings for motorists.
- Bike lane (Class II) A lane on a regular roadway, separated from the motorized vehicle right-of-way by paint striping, designated for the exclusive or semi-exclusive use of bicycles. Bike lanes allow one-way bike travel. Through travel by motor vehicles or pedestrians is prohibited, but crossing by pedestrians and motorists is permitted.
- Bike route (Class III) Provides shared use of the roadway, designated by signs or permanent markings and shared with motorists.

Bike facilities

The majority of the roadways in the FORA area and in close proximity to the Marina University Villages project site do not have dedicated bicycle lanes, nor do they allow enough room for vehicles and bicycles to comfortably share the roadway. In the project vicinity there are only three bikeways as can be seen on Exhibit 5A. A Class 1 bikeway is located along Imjin Parkway from Imjin Road to Highway 1 and Class 2 bikeways are located along InterGarrison Road and California Avenue from Imjin Parkway to its current terminus.

The Imjin Parkway Class 1 bikeway currently has signs stating that the cyclist must dismount and cross the pedestrian crosswalk and then remount and resume cycling after traversing the crosswalk.

Pedestrian facilities

The existing road and associated pedestrian walkways in the former Fort Ord were designed to serve the needs of a military base. There are thus limited adequate existing pedestrian routes in the proximity of the proposed Marina University Villages site.

2.4 Existing Traffic Data



To establish existing traffic flow conditions, new traffic counts were conducted at most of the study intersections during the weekday AM (i.e. 7:00 - 9:00 am) and PM (i.e. 4:00 - 6:00 pm) peak hours. All, but five intersection traffic volumes used in this traffic study were based on new traffic data collected during 2004.

Furthermore, intersection traffic data for four of the study intersections were obtained from the *CSUMB East Campus Housing Traffic Study* (Wilber Smith Associates, January 2004) and were counted in March 2003; this included the 2^{nd} Avenue study intersections due to the current construction of 2^{nd} Avenue. The traffic counts for one of the study intersections were obtained from the *Marina Heights Environmental Impact Report Traffic Study* (Higgins Associates, May 2003) and were counted in February 2003. Traffic volumes for the 2nd Avenue study intersections were obtained from estimates based upon other study intersections and segment counts from the two previously named traffic studies. A table summarizing the dates, sources and methods for obtaining the existing traffic volumes is presented in *Appendix B*.

From the peak period traffic counts, the AM and PM peak hour turning movement volumes were identified. Each intersection was analyzed at its individual peak hour. All of the traffic volumes were balanced in order to account for variations between subsequent counts. The existing peak hour traffic volumes are presented on Exhibits 6A and 6B.

The following discussion provides an evaluation of operating conditions for the study intersections, freeway segments and ramps under existing traffic conditions.

2.5 Existing Conditions Intersection Operations

Existing conditions AM and PM intersection levels of service are summarized on Exhibits 7A & 7B. The LOS calculation sheets for existing traffic conditions can be found in *Appendix C*. The traffic signal warrant and channelization warrant worksheets are included as *Appendix J*.

Ten of the twenty five study intersections are currently signalized, nine are all-way stop controlled and six are one-way or two-way stop-controlled (reference Exhibit 2C).

Most (19) of the study intersections operate at or better than their jurisdiction's operational LOS standard (the City of Seaside's LOS C, Monterey County's LOS C, the City of Marina's LOS D, and Caltrans' LOS C/D).

A discussion of the traffic operations for each individual intersection with existing operational deficiencies follows. For a reference of the location of each of the intersections please see Exhibit 2A.

<u>California/Reservation Road Intersection # 2 (unsignalized)</u> currently operates at LOS A during both the weekday AM and PM peak hour (average delay of 1.4 and 1.7 seconds, respectively). The worst movement operates at LOS F with an average approach delay of 69.5 seconds during the PM peak hour.



Southbound Highway 1 Ramps/Twelfth Street-Imjin Parkway Intersection # 7 (unsignalized) currently operates at LOS F during the weekday AM peak hour and LOS A during the weekday PM peak hour (average delay of 95.2 and 3.3 seconds, respectively). The worst movement operates at LOS F with an average approach delay of >300.0 seconds during the AM peak hour and LOS E with 48.2 seconds delay during the PM peak hour.

 2^{nd} Avenue/Imjin Parkway Intersection # 9 (un-signalized) currently operates at LOS F during the weekday AM and PM peak hours (average delay of 70.5 and 52.6 seconds, respectively).

<u>California Avenue/Imjin Parkway Intersection # 10 (un-signalized)</u> currently operates at LOS F during the weekday AM peak hour and LOS D during the weekday PM peak hour (average delay of 116.3 and 32.6 seconds, respectively). The worst approach operates at LOS F with an average approach delay of >300 seconds during the AM and PM peak hours. The signalization of this intersection and the adding of a southbound right turn lane will improve the LOS to B during the AM and LOS A during the PM peak hours.

Imjin Road/Imjin Parkway-Imjin Road Intersection # 11 (un-signalized) currently operates at LOS A during the weekday AM and LOS B during the PM peak hours (average delay of 6.3 and 11.3 seconds, respectively). The worst approach operates at LOS F with an average approach delay of 52.6 seconds during the PM peak hour.

<u>General Jim Moore Blvd./Broadway Avenue Intersection # 25 (un-signalized)</u> currently operates at LOS D during the both weekday peak hours (average delay of 26.2 and 30.1 seconds, respectively).

2.6 Existing Traffic Conditions - Roadway Segment Operations

Existing morning and evening peak hour volumes on the study street segments are tabulated on the LOS Table in Exhibit 7C. These are based upon the turning volumes illustrated on Exhibits 6A & B.

Threshold volumes provided in *Appendix A4* were used in the evaluation and serve primarily as a general guide as to whether major roadway widening is required. However, other factors may affect traffic flow conditions on roadway segments including intersection channelization design, type of traffic control devices, bicycle and pedestrian volume, driveway activities, average travel speed, and on-street parking activities.

All of the study road segments and freeway ramps evaluated currently operate at acceptable levels of service.



3 BACKGROUND TRAFFIC CONDITIONS

This chapter presents a description of the traffic network, traffic volumes, and intersection levels of service within the study area under background (existing plus approved projects) traffic conditions.

3.1 Approved Projects Description

A number of other projects have been approved within the study area that have not yet been constructed. *Appendix D1* includes a trip generation table of those projects and *Appendix D2* shows their location. These projects will impact the study street network prior to impacts being experienced by the proposed project. Included in the background projects is an account for the anticipated growth of the university and the number of trips that would be generated. An estimation of the CSUMB trip generation under background conditions was based on the phased student and staff growth provided by the university. The approved projects, as well as CSUMB at the background level would generate a total of 21,440 daily trips, with 1,682 trips (644 in, 1,038 out) during the AM peak hour, and 2,134 trips (1,221 in, 913 out) during the PM peak hour. These trips were assigned to the area road network and subsequently added to the existing traffic volumes to create the background traffic volumes depicted on Exhibits 8A and 8B.

The study intersections and road network shown in Exhibits 2A and 2B remains the same for background traffic conditions as under existing traffic conditions. However, it is assumed that the construction of Second Avenue would be completed by background conditions and that the signalization of Imjin Parkway intersections with 2nd Avenue, California Avenue and Imjin Road (numbers 9, 10 and 11) commissioned by the City of Marina, would be implemented.

3.2 Background Traffic Conditions - Intersection Operations

The traffic that would be generated by the approved projects was combined with the existing traffic to provide background traffic conditions. Background morning and evening peak hour turning volumes are illustrated on Exhibit 8A & B. Exhibits 7A & 7B tabulate corresponding morning and evening peak hour levels of service, the details of which are presented in *Appendix E*.

Fourteen of the study intersections would operate at or better than their jurisdiction's operational LOS standard under background traffic conditions. A discussion of the traffic operations for each individual intersection with operational deficiencies follows. For a reference of the location of each of the intersections please see Exhibit 2A.

<u>California/Reservation Road Intersection # 2 (unsignalized)</u> would operate at LOS C during the weekday AM and LOS D during the PM peak hour (average delay of 20.0 and 32.4 seconds, respectively). The worst movement would operate at LOS F with an average approach delay of >300 seconds during both peak hours.



Imjin Road/Reservation Road Intersection # 3 (signalized) would operate at LOS D during the weekday AM and LOS E during the PM peak hours (average delay of 51.7 and 79.0 seconds, respectively). The widening of this intersection to accommodate 2 NB left, 1 NB through and 2 NB right turn lanes will improve the LOS to A during both peak hours.

<u>Southbound Highway 1 Ramps/Twelfth Street-Imjin Parkway Intersection # 7 (unsignalized)</u> would operate at LOS F during both the weekday peak hours (average delay of >300 and 119.0 seconds, respectively). The worst movement would operate at LOS F with an average approach delay of >300.0 seconds during both peak hours.

Northbound Highway 1 Ramps/Twelfth Street-Imjin Parkway Intersection # 8 (unsignalized) would operate at LOS A during both the weekday peak hours (average delay of 0.3 and 0.0 seconds, respectively). The worst movement would operate at LOS F with an average approach delay of 51.3 seconds during the PM peak hour.

<u>Abrams Drive/Imjin Road Intersection # 12 (signalized)</u> would operate at LOS C during the weekday AM and LOS E during the PM peak hours (average delay of 25.8 and 74.1 seconds, respectively).

<u>4th Avenue/3rd Street Intersection # 17 (un-signalized)</u> would operate at LOS F during the weekday AM and LOS C during the PM peak hours (average delay of 73.5 and 21.4 seconds, respectively).

<u>General Jim Moore Blvd./1st Street Intersection # 18 (un-signalized)</u> would operate at LOS E during the weekday AM and LOS C during the PM peak hours (average delay of 41.2 and 20.7 seconds, respectively).

<u>General Jim Moore Blvd./Broadway Avenue Intersection # 25 (un-signalized)</u> would operate at LOS D during the AM weekday peak hour and LOS E during the PM peak hour (average delay of 30.7 and 38.0 seconds, respectively).

3.3 Background Traffic Conditions - Road Segments

Background morning and evening peak hour volumes on the study street segments are tabulated on the LOS Table in Exhibit 7C. These are based upon turning volumes illustrated on Exhibits 8A & B. Exhibit 7C also tabulates corresponding street segment levels of service. The roadway segment level of service is based on the threshold volumes as shown in *Appendix A4* and the HCM 200 methodologies.

All the study road segments evaluated would operate at acceptable levels of service. The only exception is the Reservation Road segment between Imjin Road and Blanco Road that would operate at a LOS D during PM peak hour (segment 13 on the LOS Summary Table in Exhibit 7C.



4 BACKGROUND PLUS PROJECT PHASE 1 TRAFFIC CONDITIONS

This section of the report describes the analyses of the study road network under Background Plus Project Phase 1 traffic conditions. The section includes the analysis of project trip generation, distribution and assignment.

4.1 Project Phase 1 Traffic Scenario Description

For the purpose of this traffic scenario the traffic impact was determined for the land within the Specific Plan Area that will be developed as part of phase 1 of the development shown in Exhibit 3.

The Marina University Villages Project will consist of a variety of residential and commercial land uses and the residential component of Phase 1 of the project will consist of 521 residential units comprising of single family, condominium / town homes and apartments. The commercial component of Project Phase1 will include 739,500 square feet of various retail shops and restaurants, 10,000 square feet of general office, 81,300 square feet of government type Offices/Services and a variety of other uses such as a Multiplex Theater, Gas Station and a Church. Included in Phase 1 of the traffic impact assessment is trip generation estimation for approximately 7.6 acres of "out-parcels" or "non-tentative map areas". The reason for including the "out-parcels" is that they form an integral part of the Marina University site and will have an influence on the road and intersection operating conditions. Exhibit 9A shows the Project Phase 1 land use, size and trip generation detail.

As part of the Specific Plan, a 150 room hotel was proposed to be developed on land parcel "T". However, to provide some flexibility to the Marina University Villages project team, two other potential land uses or land use alternatives were identified for land parcel "T", should the market demand not allow for the development of a hotel. From a trip generation perspective, the "retail" option would generate the most number of daily and peak hour trips. Thus, to ensure that a "worse case scenario" was evaluated in the Project phase 1 traffic scenario, land Parcel "T" was treated as retail. Should land Parcels "T" be developed as hotel or office, the number of trips that would be generated by the developments will be less than for retail and it would thus have a lesser impact on the surrounding road network.

The Project Phase 1 area north boundary line is Imjin Parkway. The east boundary is between Fourth Avenue and California Avenue. The south boundary includes 9th and 8th Street east of 2nd Avenue and 9th Street west of 2nd Avenue. The western boundary is 1st Street. A Greenbelt linkage from the Village Square (at the western terminus of 9th Street) will connect to the 8th Street boardwalk link to the beach. Retail/Service will largely occur west of 2nd and north of 9th Street. The residential components of Phase 1 will include apartment units fronting 9th Street on the west side of 2nd Avenue. Market rate single-family and attached housing will be constructed between 2nd Avenue and 4th Avenue, north of 8th Street and south of Imjin Parkway.



4.2 **Project Phase 1 Trip Generation**

Exhibit 9A contains the trip generation estimate for Project Phase 1, which is based upon trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation*, 7th Edition, 2003 and San Diego Association of Governments (SANDAG) *Vehicular Traffic Generation Rates*, 2003.

Based on the Caltrans *Guide for the Preparation of Traffic Impact Studies* a 5% reduction was applied to the number of trips that would be generated by the proposed Marina University Villages project to account for captured trips. Captured trips are trips that do not enter or leave the driveways of a project's boundary within a mixed-use development such as the proposed Marina University Villages project. Furthermore, an additional 5% internal trip reduction was applied to account for the vision for this new neighborhood as a fully integrated, sustainable, pedestrian friendly place, incorporating residential, employment, shopping and recreational opportunities, as well as the anticipated provision for and use of other modes of transit.

In total, the Project Phase 1 would generate 48,241 daily trips; 1,957 trips (1,056 in, 902 out) during the AM peak hour, and 4,282 trips (2,195 in, 2,087 out) during the PM peak hour (refer to Exhibit 9A for detail of the project trip generation).

4.3 **Project Trip Distribution and Assignment**

The distribution of the estimated project trips from the FORA Marina traffic zone (in which the Marina University Villages falls) to the Monterey Peninsula and the surrounding region was based on the origin / destination matrices provided by AMBAG. Furthermore, the locations and proximity of campus activities, other future FORA projects and other existing and future land uses adjacent to the Marina University Villages project site boundaries were considered in the project trip distribution.

Exhibit 9B shows the project trip distribution graphically, while the origin/destination matrices and other information provided by AMBAG are included in *Appendix R, S & T*.

Furthermore, it is anticipated that a considerable number of linked trips will occur between the residential and commercial uses within the Marina University Villages area as well as the CSUMB campus, and existing and planned surrounding residential developments. The linked trips have been taken into consideration in the project trip distribution to avoid double counting of trips on the study intersections and road network.

Exhibits 10A and 10B represent the project trips assigned to the 25 study intersections. The project trips in Exhibits 10A and 10B were added to the background traffic volumes to create Background plus Project Phase 1 traffic volumes. These traffic volumes are shown on Exhibits 11A and 11B.


4.4 **Project Access and Circulation**

The Regional and Local access roads described in section 1.1 and 1.2 is relevant to this project. A detailed road hierarchy is proposed for the development and it was fully described in the Specific Plan for the Marina University Villages. The proposed road hierarchy and access points are shown in Exhibit 9D while the proposed Project Phase 1 traffic control at the study intersections are shown in Exhibit 9E.

Primary access to Phase 1 and the University Villages will be from Imjin Parkway and 2^{nd} Avenue. Several new roads will be constructed to support the Phase I residential and commercial development; including the completion of 2^{nd} Avenue. The study road network for Project Buildout is shown in Exhibits 9C while Exhibit 9D show the traffic control at the study intersections under Project traffic conditions.

Based on the Circulation Exhibit provided by the project development team, signalization is planned at the intersections of 2nd Avenue with Imjin Parkway, Commercial Driveway, 10th Street, 8th Street, 3rd Street and 1st Street. For the purpose of the traffic analysis, the traffic control at the relevant study intersections proposed in the Circulation Exhibit (Exhibit 9C) was assumed to be in place.

To confirm the traffic control devices proposed and the proposed lane configurations, traffic control and channelization warrant assessments were performed at all the study intersections as well as for the project specific intersections along 2nd Avenue, namely Commercial Driveway, 10th Street, 9th Street, 5th Street 3rd Street and 1st Street and the Imjin Parkway/3rd Street intersection.

Signal and channelization warrants for Project Phase 1 are based on the traffic volumes shown in Exhibit 9 H & I. Under background plus Project Phase 1 traffic conditions, the channelization assessment showed that left turn channelization and signalization would be warranted at several of the project specific study intersections. The signal warrant and channelization results for Project Phase 1 are summarized in Exhibit 9F. It should be noted that signal warrants are not met for the 2^{nd} Avenue intersections with 8^{th} Street and 3^{rd} Street until Project Buildout traffic conditions. However, the intersections were analyzed as signalized intersections based on the information provided by the project team.

4.5 **Project Level Transit Systems**

The Monterey-Salinas Transit would continue to provide transit opportunities in the project are. Furthermore, MST has land located on the south-western side of the Marina University Villages site off 1st Avenue and a transit Center could be developed on that land although no proposals have been formalized. The future Caltrain Monterey Station is planned to the west of Highway 1, south-west of the Marina University Villages project site.

The Specific Plan identified an east/west corridor (9th Street) intended to form a regional link between the TAMC and MST future facilities located within University Villages and



areas to the east, potentially all the way to Salinas. While the facilities have yet to be determined, a wide enough (94 foot) right of way has been provided for the transit corridor. However, the detail of the 2^{nd} Avenue/9th Street intersection configuration (i.e. no through movements) shown in the circulation exhibit shown in Exhibits 9C & 9D, should be adjusted to support the transit corridor.

Furthermore, it is anticipated that there will be a significant link between the university students and staff and the variety of services and retail opportunities that will be offered as part of the Marina University Villages development. It is anticipated that the CSUMB Transportation and Parking Services (TAPS) campus shuttle service available to all members of the campus community (also serving all housing areas and the major campus locations) will provide a transit link between Marina University Villages and CSUMB campus.

4.6 **Project Level Bikeway and Pedestrian Facilities**

The design of the University Villages project endeavored to encourage alternative modes of transportation including bicycle and pedestrian friendly designs through an integrated system of roads, transit, footpaths and bikeways. Detail of the street hierarchy plan for the Marina University Villages project is shown in Exhibit 9D. A brief discussion on pedestrian movement and bicycle routes follows below.

Bike facilities

As is the case for vehicle facilities, bike facilities should be standardized throughout the City and inter-regionally, in order to reduce confusion among drivers and cyclists and increase the level of safety on the roads and bikeways. Bike infrastructure should also be based on the California Highway Design Manual standards. The Marina University Villages Specific Plan provides guidelines for the circulation elements to accommodate bicycles.

Apart from the existing Class 1 bikeway along Imjin Parkway, a bikeway is also being constructed along 2nd Avenue as part of the FORA bike plan. Furthermore, the Marina University Villages neighborhood collector roadways (1st Avenue, 3rd Avenue, 4th Avenue, 1st Street and 3rd Street) will have dedicated bicycle lanes as can be seen on Exhibit 9D. The other neighborhood streets do not allow enough room for vehicles and bicycles to comfortably share the roadway, but they will carry low traffic volumes.

A 12 foot multi-purpose trail will be created along the One-way linear park streets and along 8th Avenue; however, as a bikeway it will not be continuous and bicycles will have to stop at every cross street. For urban areas Class 2 bikeways are substantially more safe and practical for cyclists because they allow the cyclist to flow with the vehicle traffic instead of perpendicularly and provide substantially safer turn movements. It is recommended that Class 2 bikeways should also be considered on the Marina University Villages arterial roads, namely 2nd Avenue, California Avenue and 8th Street.



Pedestrian facilities

Five foot pedestrian walkways will be provided on both sides of the street system for Marina University Villages as indicated in the Specific Plan. It was endeavored in the Marina University Villages site design to provide retail/service elements within 0.5 mile walking distances from the Marina University Villages residential components (refer to the graphic in *Appendix L*) in line with the rationale to encourage non-transit trips. However, the pedestrian routes would not be pleasant during the winter season because they lack wind and rain protection.

4.7 Background Plus Project Phase 1 Traffic Conditions - Intersection Operations

The traffic that would be generated by the Project Phase 1 was combined with the background traffic to provide background plus project phase 1 traffic conditions. Background plus project phase 1 morning and evening peak hour turning volumes are illustrated on Exhibit 11A & B. Exhibits 7A & 7B tabulate corresponding morning and evening peak hour levels of service, the details of which are presented in *Appendix F*.

For the purpose of the analysis of this traffic scenario it was assumed that the signalization of Imjin Parkway intersections with 2^{nd} Avenue, California Avenue and Imjin Road (intersection numbers 9, 10 and 11) commissioned by the City of Marina, would be implemented; no other intersection or road segment improvements were assumed.

Fifteen of the study intersections would operate at or better than their jurisdiction's operational LOS standard under background plus project phase 1 traffic conditions. A discussion of the traffic operations for each individual intersection requiring mitigation follows below. Also included is a concluding statement regarding mitigation improvements under background plus project phase 1 traffic conditions. For a reference of the location of each of the intersections please see Exhibit 2A.

<u>California/Reservation Road Intersection # 2 (unsignalized)</u> would operate at LOS D during the weekday AM and LOS F during the PM peak hour (average delay of 25.9 and 56.5 seconds, respectively). The worst movement would operate at LOS F with an average approach delay of 286.4 and >300 seconds during the AM and PM peak hours respectively. The signalization of this intersection would improve the LOS to B during the AM and LOS A during the PM peak hours.

Imjin Road/Reservation Road Intersection # 3 (signalized) would operate at LOS F during both the weekday peak hours (average delay of 89.7 and 169.5 seconds, respectively). The widening of this intersection to accommodate one NB left, one NB through and three NB right turn lanes as well as three EB and WB through lanes will improve the LOS to C during the AM and LOS D during the PM peak hours.

<u>Southbound Highway 1 Ramps/Twelfth Street-Imjin Parkway Intersection # 7</u> (signalized) would operate at LOS F during both the weekday peak hours (average delay of >300 seconds, respectively). The worst movement would also operate at LOS F with an average approach delay of >300.0 seconds during both peak hours. The signalization



of this intersection will improve the LOS to B during the AM and LOS C during the PM peak hours. However, to implement this mitigation measure the WB approach across the bridge will have to be re-striped for two WB left turn lanes due to the number of queuing vehicles. To accommodate the two WB left turn lanes, the SB on Ramp will have to be widened to two receiving lanes (refer to mitigation measure #13).

<u>Northbound Highway 1 Ramps/Twelfth Street-Imjin Parkway Intersection # 8 (un-signalized)</u> would operate at LOS A during both the weekday peak hours (average delay of 0.3 and 0.0 seconds, respectively). The worst movement would operate at LOS F with an average approach delay of 125.2 and 77.4 seconds, respectively during the peak hours. The closure of the median on Imjin Parkway to prohibit left turning movements at this intersection will improve the LOS to A during both peak hours.

 2^{nd} Avenue/Imjin Parkway Intersection # 9 (signalized) would operate at LOS D during the AM and LOS F during the weekday PM peak hours (average delay of 42.7 and >300 seconds, respectively). The widening of this intersection to provide second left turn lanes on the NB and WB approaches as well as providing NB and EB right turn lanes with NB and EB right turn overlap signal phasing will improve the LOS to C during the AM and LOS D during the PM peak hours.

Imjin Road/Imjin Parkway-Imjin Road Intersection # 11 (signalized) would operate at LOS B during the AM and LOS D during the PM peak hours (average delay of 17.3 and 37.6 seconds, respectively). The adding of a second westbound left turn lane at this intersection will improve the LOS to B during the AM and LOS C during the PM peak hours.

<u>Abrams Drive/Imjin Road Intersection # 12 (signalized)</u> would operate at LOS E during the weekday AM and LOS F during the PM peak hours (average delay of 61.9 and 127.0 seconds, respectively). The widening of the east and west bound approaches of this intersection to accommodate 2 EB and WB through lanes and installing EB and WB protected signal phasing will improve the LOS to B during the AM and LOS C during the PM peak hours.

<u>4th Avenue/3rd Street Intersection # 17 (un-signalized)</u> would operate at LOS F during the weekday AM and LOS E during the PM peak hours (average delay of 109.5 and 42.7 seconds, respectively). The signalization of this intersection or the implementation of a modern roundabout will improve the LOS to A during the AM peak hour and LOS B for signals and LOS B for a roundabout during the AM and LOS A during the PM peak hour.

<u>General Jim Moore Blvd./1st Street Intersection # 18 (un-signalized)</u> would operate at LOS E during the weekday AM and LOS C during the PM peak hours (average delay of 49.0 and 21.3 seconds, respectively). The signalization of this intersection or the implementation of a modern roundabout will improve the LOS to A during both peak hours.



<u>General Jim Moore Blvd./Coe Road/Eucalyptus Road Intersection # 24 (un-signalized)</u> would operate at LOS B during the weekday AM and LOS A during the PM peak hours (average delay of 13.6 and 9.0 seconds, respectively). The worst movement would operate at LOS F with an average approach delay of 85.5 and 73.8 seconds, respectively during the AM and PM peak hours. The signalization of this intersection and the adding of a southbound left turn lane will improve the LOS to A during both peak hours.

<u>General Jim Moore Blvd./Broadway Avenue Intersection # 25 (un-signalized)</u> would operate at LOS E during the AM weekday peak hour and LOS F during the PM peak hour (average delay of 40.2 and 71.1 seconds, respectively). The signalization of this intersection and the adding of a northbound left turn lane will improve the LOS to B during both peak hours.

4.8 Background Plus Project Phase 1 Traffic Conditions - Roadway Segment Operations

Background plus project phase 1 morning and evening peak hour volumes on the study street segments are tabulated on the LOS Table in Exhibit 7C. These are based upon turning volumes illustrated on Exhibits 11A & B. Exhibit 7C also tabulates corresponding street segment levels of service. The roadway segment level of service is based on the threshold volumes as shown in *Appendix A4* and the HCM 200 methodologies.

Most of the study road segments evaluated would operate at acceptable levels of service. The exceptions are the Highway 1 NB off ramp at 12th Street that will operate at LOS F during the PM peak hour, the Highway 1 SB on ramp that will operate at LOS E during the AM, Blanco Road North of Reservation Road that will operate at LOS D during the AM and LOS E during the PM and Reservation Road between Imjin Road and Blanco Road that would operate at a LOS D during the AM and LOS E during both peak hours.

4.9 Background Plus Project Phase 1 Traffic Conditions - Mitigation Measures

Fifteen of the study intersections would continue to operate at or better than their jurisdiction's operational LOS standard under background plus Project Phase 1 traffic conditions. Intersection mitigation measures are thus required at ten of the study intersections.

All but four the study segments would operate at an acceptable level of service under background plus project phase 1 traffic conditions. Improvements are thus required under background plus project phase 1 traffic conditions for four road segments. Refer to Exhibits 7D, 7E and 7F for the Mitigation Summary Table and *Appendix N* for the detail mitigation analysis sheets for intersections.

The following mitigation improvements are recommended to maintain an acceptable level of service at intersections and road segments under background plus project phase 1 traffic conditions:



Mitigation #1 - *The California Avenue/Reservation Road intersection (#2) should be signalized.*

Mitigation #2 – Widening of Imjin Road and Reservation Road at the Imjin Road/ Reservation Road intersection (#3) would be required to provide one NB left, one NB through and three NB right turn lanes. Third WB and EB through lanes as well as a third WB left turn lane would also be required. The widening of Reservation Road to three EB and WB through lanes was identified as a FORA CIP.

Mitigation #3 - *The SB Highway 1 Ramps/12th Street/Imjin Parkway intersection (#7)* should be signalized and the12th Street/Imjin Parkway bridge over Highway 1 should be re-striped to accommodate two WB left turn lanes and one EB lane.

Mitigation #4 – The closing of the median at the Highway 1 NB Ramps/ Imjin Parkway intersection (#8) would be required.

Mitigation #5 – Widening of Imjin Parkway and 2^{nd} Avenue at the 2^{nd} Avenue/Imjin Parkway intersection (#9) to provide a second NB and WB left turn lane, adding a NB and EB right turn lane and converting the NB and EB signal phasing to a right turn overlap would be required.

Mitigation #6 - A second westbound left turn lane should be added at the Imjin Road/Imjin Parkway intersection (#11).

Mitigation #7 - The widening of the east and westbound approaches of the Abrams Drive/Imjin Road intersection (#12) would be required as well as the conversion of the EB-WB signal phasing to provide EB-WB protected left turn phasing.

Mitigation #8A - The 4th Avenue/ 1^{st} Street intersection (#17) should be signalized and a NB and SB left turn lane should be added.

OR

Mitigation #8B - Alternatively, a modern roundabout could be implemented at the 4th Avenue/1st Street intersection (#17).

Mitigation #9A - *The General Jim Moore Boulevard*/1st Street intersection (#18) should be signalized.

OR

Mitigation #9B - Alternatively, a modern roundabout could be implemented at the General Jim Moore Boulevard/1st Street intersection (#18).

Mitigation #10 – The signalization of the General Jim Moore Boulevard/ Coe Road/ Eucalyptus Road intersection (#24) and the addition of a SB left turn lane would be required.

Mitigation #11 – *The General Jim Moore Boulevard/Broadway Avenue intersection* (#25) should be signalized and a NB left turn lane added.



Mitigation #12 - *The widening of the Highway 1 NB off-ramp at Twelfth Street (#5) to a two-lane ramp would be required.*

Mitigation #13 - The widening of the Highway 1 SB on-ramp at Twelfth Street (#6) to a two-lane ramp would be required. This would be required to provide two receiving lanes for the two WB left turn lanes at the intersection required to improve the level of service.

Mitigation #14 - *The widening of Blanco Road North of Reservation Road (#12) to a sixlane arterial would be required.* It should be noted that the section just north of Reservation Road is a 4-lane facility, but the section further east towards Salinas is only one lane in each direction. The widening of Blanco Road to 4-lanes was identified as a FORA CIP. However, the widening of Blanco Road from four to six lanes just north of Reservation Road would be required.

Mitigation #15 – Reservation Road between Imjin Road and Blanco Road should be widened to a six-lane expressway (segment #13). The widening of Reservation Road to three EB and WB through lanes was identified as a FORA CIP.

Based on the significance impact criteria discussed in section 1.7 of this report, the implementation of the Marina University Villages Project Phase 1 will have a significant impact on study intersections number 2, 3, 7, 8, 9, 12, 17, 18, 24, 25 and on road segments 5,6 12 and 13.

If the mitigation improvements numbers 1 to 15 are implemented, acceptable levels of service would be achieved at all study intersections and road segments under background plus project Phase 1 traffic conditions. The traffic impact from the Marina University Villages project Phase 1 development would be reduced to insignificant levels.



5 BACKGROUND PLUS PROJECT BUILDOUT TRAFFIC CONDITIONS

This section describes the analysis results of the study intersection and roadway segment operations under Background Plus Project Buildout traffic conditions. This traffic scenario is defined as traffic conditions roughly eight to ten years beyond existing conditions (2004) or the Year 2013 – 2015 and includes phases 1, 2 and 3 as well as the "Opportunity" phases discussed in the Marina University Villages Specific Plan.

It should be noted that for the background plus project Buildout traffic scenario traffic analyses, this report assumes that all mitigation measures listed in the background plus project Phase 1 traffic scenario have been implemented. The operational deficiencies and recommended mitigation measures outlined in this chapter are based upon this assumption. However, in order to fully assess and disclose the project's traffic impacts both with and without mitigation, this study also reports how each of the study intersections and road segments would operate at Buildout without the recommended improvements. For ease of reference, the LOS results from the analyses without mitigation improvements, where applicable, are reported in bold red font on the LOS Summary Tables shown in Exhibits 7A, B and C.

5.1 **Projects Buildout Description**

As discussed in previous chapters, the Marina University Villages Project will consist of a variety of residential and commercial land uses. For the purpose of this traffic scenario the traffic impact was determined for all the land within the Specific Plan Area shown in Exhibit 1B.

The 429 acres of the Marina University Villages Project will consist of a variety of residential and commercial land uses and it includes approximately 43 acres of potential Multiple Use, Public Facilities and Office Research developments that are not included in the development proposals for the Marina University Villages; these land parcels are also referred to as "out-parcels" or "non-tentative map areas". The reason for including all the land within the Specific Plan Area in the evaluation of the potential traffic impact is that these land parcels form an integral part of the Marina University site and will have an influence on the road and intersection operating conditions.

The residential component of the Marina University Villages project will be a total of 1,237 residential units comprising of single family, condominium / town homes and apartments. The commercial or non-residential area within the Specific Plan Area will include 1,122,055 square feet of various retail shops and restaurants, 10,000 square feet of general office, 809,171 square feet of Business Park, 561,850 square feet of government type offices and a variety of other uses such as Multiplex Theater, Gas Station, Community Building, Soccer Fields, a possible Transit Center and a Church. Refer to Exhibit 1A for the land use map and Exhibit 12 for the specific detail of the type and size of development that was assumed for each land parcel within the Specific Plan Area, and used in this traffic scenario.



As part of the Specific Plan, 500 hotel rooms were proposed to be developed on land parcels "T" and "OP1" (150 and 350 rooms respectively). However, to provide some flexibility to the Marina University Villages project team, two other potential land uses or land use alternatives were identified for land parcels "T" and "OP1" should the market demand not allow for the development of hotels. They are 160,000 square feet of retail or 277,042 square feet of office. From a trip generation perspective, the "retail" option would generate the most number of daily and peak hour trips. Thus, to ensure that a "worse case scenario" was evaluated in the traffic study, land Parcels "T" and "OP1" were treated as retail. Should land Parcels "T" and "OP1" be developed as hotel or office, the number of trips that would be generated by the developments will be less than for retail and it would thus have a lesser impact on the surrounding road network. Exhibit 3 shows the Project Phasing Map relevant to this traffic study.

Under the Project Buildout traffic scenario all the project phases were evaluated at full development level. This included the Project Phase 1, 2, 3 and Opportunity Phase development proposals.

5.2 Project Buildout Trip Generation

Exhibit 12 contains the trip generation estimate for the Project Buildout, which is based upon trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation*, 7th Edition, 2003 and San Diego Association of Governments (SANDAG) *Vehicular Traffic Generation Rates*, 2003.

Based on the Caltrans *Guide for the Preparation of Traffic Impact Studies* a 5% reduction was applied to the number of trips generated by the proposed Marina University Villages project to account for captured trips. Captured trips are trips that do not enter or leave the driveways of a project's boundary within a mixed-use development such as the proposed Marina University Villages project. Furthermore, an additional 5% internal trip reduction was applied to account for the vision for this new neighborhood as a fully integrated, sustainable, pedestrian friendly place, incorporating residential, employment, shopping and recreational opportunities, as well as the anticipated provision for and use of other modes of transit.

In total, the Project Buildout including the estimated trips for the development proposals for the Opportunity Phases, MST, TAMC, MCWD and YN/GW land parcels, would generate 114,586 daily trips; 6,285 trips (3,974 in, 2,312 out) during the AM peak hour, and 10,860 trips (5,053 in, 5,807 out) during the PM peak hour (refer to Exhibit 12 for detail of the project trip generation at Buildout level).

5.3 **Project Trip Distribution and Assignment**

The distribution of the estimated project trips from the FORA Marina traffic zone (in which the Marina University Villages falls) to the Monterey Peninsula and the surrounding region was based on the origin / destination matrices provided by AMBAG. Furthermore, the locations and proximity of campus activities, other future FORA projects and other existing and future land uses adjacent to the Marina University



Villages project site boundaries were considered in the project trip distribution. Exhibit 9B shows the project trip distribution graphically, while the information provided by AMBAG is included in *Appendix R*, S & T.

Furthermore, it is anticipated that a considerable number of linked trips will occur between the residential and commercial uses within the Marina University Villages area as well as the CSUMB campus, and existing and planned surrounding residential developments. The linked trips have been taken into consideration in the project trip distribution to avoid double counting of trips on the study intersections and road network.

Exhibits 13A and 13B represent the project Buildout trips assigned to the 25 study intersections. The project trips in Exhibits 13A and 13B were added to the background traffic volumes to create Background plus Project Buildout traffic volumes. These traffic volumes are shown on Exhibits 14A and 14B.

5.4 **Project Access and Circulation**

Primary access to the Marina University Villages will be from Imjin Parkway, Light Fighter Drive and 2^{nd} Avenue. Newly constructed infrastructure will include local residential roadways, alleyways and parking to support the Project Buildout development. The study road network for Project Buildout is shown in Exhibits 9C while Exhibit 9D show the traffic control at the study intersections for Project Buildout traffic conditions. It is assumed that the construction of 2^{nd} Avenue would be completed.

The Regional and Local access roads described in section 1.1 and 1.2 is relevant to this project. A detailed road hierarchy is proposed for the development and it was fully described in the Specific Plan for the Marina University Villages. The proposed road hierarchy and access points are shown in Exhibit 9D while the proposed Project Buildout traffic control at the study intersections are shown in Exhibit 9E.

Based on the Circulation Exhibit provided by the Marina University Villages project development team, signalization is planned at the intersections of 2nd Avenue with Imjin Parkway, Commercial Driveway, 10th Street, 8th Street, 3rd Street and 1st Street. For the purpose of the traffic analysis, the traffic control at the relevant study intersections proposed in the Circulation Exhibit (Exhibit 9C) was assumed to be in place.

To confirm the traffic control devices proposed and the proposed lane configurations, traffic control and channelization warrant assessments were performed at all the study intersections as well as for the project specific intersections along 2nd Avenue, namely Commercial Driveway, 10th Street, 9th Street, 5th Street 3rd Street and 1st Street and the Imjin Parkway/3rd Street intersection.

Signal and channelization warrants for Project Buildout are based on the traffic volumes shown in Exhibit 9H and 9I. Under background plus Project Buildout traffic conditions, the channelization assessment showed that left turn channelization and signalization would be warranted at several of the project specific study intersections. The signal warrant and channelization results for Project Buildout are summarized in Exhibit 9F.



5.5 Background Plus Project Buildout Traffic Conditions - Intersection Operations

The traffic that would be generated by the Project Buildout was combined with the background traffic to provide background plus project Buildout traffic conditions. Background plus project Buildout morning and evening peak hour turning volumes are illustrated on Exhibit 14A & B. Exhibits 7A & 7B tabulate corresponding morning and evening peak hour levels of service, the details of which are presented in *Appendix G*.

Eighteen of the study intersections would operate at or better than their jurisdiction's operational LOS standard under background plus project Buildout traffic conditions. It should be noted that for the background plus project Buildout traffic scenario it was assumed that all mitigation measures listed in the background plus project Phase 1 traffic scenario would be implemented and only new operational deficiencies will be reported and discussed.

A discussion of the traffic operations for each individual intersection requiring mitigation follows below. Also included is a concluding statement regarding mitigation improvements under background plus project Buildout traffic conditions. For a reference of the location of each of the intersections please see Exhibit 2A.

<u>Blanco Road/Reservation Road Intersection # 4 (signalized)</u> would operate at LOS D during the weekday AM and LOS F during the PM peak hours (average delay of 51.2 and 129.3 seconds, respectively). The widening of this intersection to accommodate a third EB left turn lane and a third NB receiving lane on Blanco Road will improve the LOS to C during the AM and LOS D during the PM peak hours.

Southbound Highway 1 Ramps/12th Street-Imjin Parkway Intersection # 7 (signalized) would operate at LOS E during the AM and LOS F during the PM weekday peak hours (average delay of 66.2 and 133.9 seconds, respectively). However, the SB off-ramp left turn queue will start to overflow onto, and impact the traffic flow on southbound Highway 1. The SB off ramp will have to be converted to an off-ramp loop, similar to the Light Fighter Drive interchange.

 2^{nd} Avenue/Imjin Parkway Intersection # 9 (signalized) would operate at LOS D during the AM and LOS F during the PM weekday peak hours (average delay of 46.8 and 203.6 seconds, respectively). The widening of this intersection is required to provide a third NB left turn lane, a second NB right turn lane, second SB right and SB left turn lanes, second EB right turn lane, a third EB and WB through lane, a third WB left turn lane, a WB right turn lane with Right turn overlap signal phasing for the WB and SB right turn movements would be required which will improve the LOS to C during the AM and LOS D during the PM peak hours.

<u>California Avenue/Imjin Parkway Intersection # 10 (signalized)</u> would operate at LOS F during both the weekday peak hours (average delay of 174.1 and 205.7 seconds, respectively). The adding of a NB and EB right turn lane, a third EB and WB through lane and the changing of the SB to include right turn overlap phasing will improve the LOS to C during both peak hours.



Imjin Road/Imjin Parkway-Imjin Road Intersection # 11 (signalized) would operate at LOS B during the AM and LOS F during the PM peak hours (average delay of 16.1 and 124.1 seconds, respectively). The re-striping of this intersection to have one NB left turn lane and two NB right turn lanes and the adding of the third EB and WB through lanes will improve the LOS to B during both peak hours.

<u>Abrams Drive/Imjin Road Intersection # 12 (signalized)</u> would operate at LOS C during the AM and LOS F during PM peak hours (average delay of 24.8 and 99.7 seconds, respectively). The widening of the east and west bound approaches of this intersection to accommodate 3 EB and WB through lanes and installing EB and WB protected signal phasing will improve the LOS to B during the AM and LOS C during the PM peak hours.

 4^{th} Avenue/ 3^{rd} Street Intersection # 17 (signalized or roundabout) would operate at LOS C or better during all weekday peak hours with the signalization or the implementation of the modern roundabout. However, should the signalization of this intersection be chosen as the appropriate traffic control, disproportionate queuing will occur and the implementation of a WB and EB left turn lane would be required. This will improve the LOS to C during the AM peak hour and LOS B for the PM peak for signals and LOS C for a roundabout during the AM and LOS A during the PM peak hour.

 2^{nd} Avenue/Light Fighter Drive Intersection # 20 (signalized) would operate at LOS C during the AM weekday peak hour and LOS F during the PM peak hour (average delay of 33.5 and 117.1 seconds, respectively). The adding of a second EB left turn lane and a WB right turn lane, changing the N-S signal phasing to split phasing and change the SB right turn signal phasing to right turn overlap and re-striping the SB as one left, one through/right and one right turn lane will improve the LOS to B during the AM and LOS C during the PM peak hours.

Note

If the mitigation measures recommended in the background plus project phase 1 are not implemented, intersections number 2, 3, 7, 8, 9, 11, 12, 17, 18, 24 and 25 would also operate at unacceptable levels of service (apart from the intersections listed in section 5.5). Refer to Exhibits 7A, B and C where unmitigated levels of service are reported in bold red print.

5.6 Background Plus Project Buildout Traffic Conditions - Roadway Segment Operations

Background plus project Buildout morning and evening peak hour volumes on the study street segments are tabulated on the LOS Table in Exhibit 7C. These are based upon turning volumes illustrated on Exhibits 14A & B. Exhibit 7C also tabulates corresponding street segment levels of service. The roadway segment level of service is based on the threshold volumes as shown in *Appendix A4* and the HCM 200 methodologies.

As it was assumed for the intersections, road segment improvements recommended under background plus project phase 1 will be considered implemented for this traffic scenario.



Most of the study road segments evaluated would operate at acceptable levels of service. The exception is Highway 1 south of Light Fighter Drive interchange.

Note

If the mitigation measures recommended in the background plus project phase 1 are not implemented, road segments number 5, 6, 12 and 13 would also operate at unacceptable levels of service (apart from the road segments listed in section 5.6). Refer to Exhibits 7A, B and C where unmitigated levels of service are reported in bold red print.

5.7 Background Plus Project Buildout Traffic Conditions - Mitigation Measures

Seventeen of the study intersections would continue to operate at or better than their jurisdiction's operational LOS standard under background plus Project Buildout traffic conditions based on the assumption that improvements recommended under background plus project phase 1 would have been implemented. Intersection mitigation measures are thus required at eight of the study intersections.

All but one of the study segments would operate at an acceptable level of service under background plus project Buildout traffic conditions. Improvements are thus required under background plus project Buildout traffic conditions for one road segment. Refer to Exhibits 7D, 7E and 7F for the Mitigation Summary Table and *Appendix N* for the detail mitigation analysis sheets for intersections.

Mitigations #1 to 15 have already been identified under the background plus project Phase 1 traffic conditions and it has been assumed that these intersection and road segment improvements would have been implemented.

The following new improvements are recommended to maintain an acceptable level of service at intersections and road segments under background plus project Buildout traffic conditions:

Mitigation #16 – Widening of the Blanco Road/Reservation Road intersection (#4) would be required to provide a third EB left turn lane and a third NB receiving lane on Blanco Road.

Mitigation #17– Conversion of the SB Highway 1 off ramp to become an off-ramp loop at the Highway 1 SB ramps/Imjin Parkway intersection (#7) would be required due to excessive queues on the ramp.

Mitigation #18– Widening of Imjin Parkway and 2nd Avenue at the 2nd Avenue/Imjin Parkway intersection (#9) would be required to provide third NB and WB left turn lanes, adding second NB and EB right turn lanes, add a second EB left turn lane, third EB and WB through lanes, adding a SB right turn lane and converting the SB and NB signal phasing to a right turn overlap would be required.

Mitigation #19 – Widening of Imjin Parkway and California Avenue at the California Avenue/Imjin Parkway intersection (#10) would be required to provide one NB and EB



right, three EB and WB through lanes. The signal setting should be optimized and right turn overlap phasing installed for the SB right turn.

Mitigation #20 – Widening of Imjin Parkway and the re-striping of Imjin Road at the Imjin Road/Imjin Parkway intersection (#11) would be required to provide three EB and WB through lanes and the re-striping of the NB as one NB left and two NB right turn lanes.

Mitigation #21 – The widening of the Abrams Drive/Imjin Road intersection (#12) to provide three EB and WB through lanes with optimized signal phasing would be required.

Mitigation #22 – The widening of the 4^{th} Avenue/ 3^{rd} Street intersection (#17) to provide *EB* and *WB* left turn lanes would be required if the signalization option listed as mitigation measure 8A was selected.

Mitigation #23 - The widening of the SB approach at the 1^{st} Avenue/Light Fighter Drive intersection (#19) to provide one right, one through and one left turn lane and the changing of the N/S signal phasing to permitted would be required.

Mitigation #24 - The widening of the EB and WB approach at the 2nd Avenue/Light Fighter Drive intersection (#20) to provide a second EB left turn lane and a WB right turn lane, the re-striping of the SB approach to one left, one through and left and one right turn lane and the changing of the N/S signal phasing to split phasing and SB right turn overlap phasing would be required.

Mitigation #25 - The widening of NB Highway 1 south of Light Fighter Drive interchange (segment#1) to an eight-lane freeway would be required. Alternatively, if the widening of Highway 1 is not considered feasible, the implementation of a northbound auxiliary lane could be further investigated to determined if that would be an adequate improvement or the operational deficiency along this freeway segment could be considered as an unavoidable significant impact.

Based on the significance impact criteria described in section 1.7 of this report, the implementation of the Marina University Villages project will have a significant impact on study intersections number 4, 7, 9, 10, 11, 12, and 20, as well as on the NB Highway 1 freeway south of Light Fighter Drive (road segment #1). This is based on the assumption that all mitigation measures recommended under background plus project phase 1 have been implemented.

If the mitigation improvements numbers 16 to 25 are implemented, acceptable levels of service would be achieved at all study intersections and road segments under background plus project Buildout traffic conditions. The traffic impact from the implementation of the Marina University Villages project would be reduced to insignificant levels.



6 CUMULATIVE TRAFFIC CONDITIONS WITHOUT 2ND AVENUE NORTHERLY AND SOUTHERLY EXTENSIONS

This section describes the analysis results of the study intersection and roadway segment operations under cumulative traffic conditions without any direct connection of 2^{nd} Avenue to Del Monte Boulevard in the north and General Jim Moore Boulevard in the south. The cumulative traffic condition is defined as traffic conditions roughly twenty years beyond existing conditions, or the Year 2025.

It should be noted that for the cumulative without 2nd Avenue extensions traffic scenario traffic analyses, it was assumed that all mitigation measures listed in the previous traffic scenarios (background plus project Phase 1 and background plus Project Buildout) have been implemented. The operational deficiencies and recommended mitigation measures outlined in this chapter are based upon this assumption. However, in order to fully assess and disclose the project's traffic impacts both with and without mitigation, this study also reports how each of the study intersections and road segments would operate at cumulative level without the recommended improvements. For ease of reference, the LOS results from the analyses without mitigation improvements, where applicable, are reported in bold red font on the LOS Summary Tables shown in Exhibits 7A, B and C.

6.1 Cumulative Without 2nd Avenue Extension Projects Trip Generation

Various approved and proposed projects throughout the Cities of Marina and Seaside, as well as in the surrounding FORA areas are anticipated to be developed, or at least partially developed within the next fifteen to twenty years. For this scenario it was assumed that most of the surrounding projects would be fully built out except for the MBest project that was assumed to be built out to 75% and the East Garrison development to be 50% built out. It should be noted that these assumptions for Buildout are based on a conservative approach for the Buildout of these cumulative projects and will likely change over time due to market conditions, development decisions and other conditions beyond this traffic study. *Appendices H1 and H2* depict the locations of the approved and proposed projects evaluated under this traffic scenario. Furthermore, the expected number of students at CSUMB Master Plan level was used to determine the anticipated number of trips that would be generated by CSUMB. Where the specific phased implementation plans were not available for the adjacent developments, assumptions were made to estimate a percentage at Buildout.

The approved projects, the Marina University Villages project and other known cumulative projects would generate a total of 193,120 daily trips, with 11,291 trips (6,400 in, 4,891 out) during the AM peak hour, and 18,224 trips (8,361 in, 9,863 out) during the PM peak hour. Cumulative condition traffic volumes depicted on Exhibits 16A and 16B.



6.2 Cumulative Without 2nd Avenue Extension Project Trip Distribution and Assignment

For the purpose of this traffic scenario, the distribution of the estimated project trips from the FORA traffic zone (in which most of the cumulative projects listed in Appendices H1 and H2 fall) to the Monterey Peninsula and the surrounding region was based on the origin / destination matrices provided by AMBAG. Furthermore, the locations and proximity of campus activities, other future FORA projects and other existing and future land uses adjacent to the Marina University Villages project site boundaries were considered in the project trip distribution. *Appendix H3* shows the cumulative projects trip distribution graphically, while the information provided by AMBAG is included in *Appendices R, S & T*.

Furthermore, it is anticipated that a considerable number of linked trips will occur between the residential and commercial uses within the Marina University Villages area as well as the CSUMB campus, and existing and planned surrounding residential developments as part of the FORA Reuse Plan. The linked trips have been taken into consideration in the cumulative project trip distribution to avoid double counting of trips on the study intersections and road network. Exhibits 16A and 16B represent the Cumulative projects trips assigned to the 25 study intersections.

6.3 Cumulative Without 2nd Avenue Extension Traffic Conditions – Road Network

Under this traffic scenario, it was assumed that some changes to the study road network would be in place based on the FORA Capital Improvement Program (CIP) network, the Marina University Villages road network proposals, as well as changes recommended in the 2004 CSUMB Master Plan Transportation and Circulation section. However, the extension of 2nd Avenue in a northerly direction to connect to Del Monte Boulevard or south to connect directly with General Jim Moore Boulevard was not included as part of this traffic scenario. The 2nd Avenue Extension was evaluated in a separate traffic scenario that follows on this one.

As part of the CSUMB network changes 4th Avenue will be realigned to intersect 8th Street at the existing intersection with California Avenue. Also, 5th Avenue will be realigned to the intersection of Imjin Road and 8th Street to create the primary access to the CSUMB campus from the north. Refer to Exhibit 15 for the future study road network used in the traffic analysis for the cumulative traffic scenario.

The FORA Capital Improvement Program (CIP) sets forth the FORA Base Reuse Plan required improvements. The primary sources of revenue expected to cover these costs are Development Fees and Land Sale/Lease proceeds. The current FORA Development Fee has been structured to cover costs of five obligations, one of which are Transportation/Transit Projects to the value of \$123,502,882. Furthermore, Traffic Impact Fees will be collected by FORA for on and off base improvements identified in the Base Reuse Plan.



The cumulative traffic scenario street network included improvements as identified in the FORA CIP for Financial Year 2002/03 through 2021/22. The roadway network in the FORA CIP includes the following new or upgraded facilities:

- 12th Street re-alignment and widening to a 4-lane arterial from Highway 1 to Imjin Road (this improvement has been completed);
- Re-alignment of the 12th/Imjin intersection (this improvement has been completed);
- Widening of Imjin Road from 2 to 4 lanes between 12th Street and Reservation Road;
- 8th Street "Cutoff": Upgrading/construction of a 2-lane arterial from Hwy 1 Overpass to InterGarrison;
- Upgrading of InterGarrison Road to a 2-lane arterial from Eighth Street Cutoff easterly to Reservation Road;
- Gigling Road: Upgrading/construction of a new 4-lane arterial from General Jim Moore Blvd. easterly to Eastside Road;
- Extend 2nd Avenue from Light Fighter Drive to Del Monte Blvd and construct as a 4-lane arterial (For this traffic scenario it was assumed that this extension would not be in place);
- Widening of General Jim Moore Blvd. from 2 lanes to 4 lanes from Normandy Road to Coe Avenue. Upgrading and reconstruction as 2-lane arterial from Coe Avenue to Highway 218;
- Extension of California Avenue from Reindollar to Carmel Avenue, creating a two-lane arterial from Reservation Road to the California State University Monterey Bay (CSUMB) campus;
- Extension of Carmel Avenue south to Abrams Drive;
- Upgrading of Eucalyptus Road to a 2-lane collector from General Jim Moore Boulevard to Parker Flats cut-off;
- Construction of a new 2-lane arterial (Eastside Road) from intersection with Gigling Road northeasterly to intersection with Imjin Road (the final alignment of this road has not yet been agreed on);
- Blanco Road / Imjin Road connector construction of a 4-lane arterial from Imjin Road at Abrams Drive to Reservation Road at Blanco Road.

The construction of a new Blanco Road connector from Imjin Road (at Abrams Road), northeasterly to Reservation Road to connect with Blanco Road was also proposed as one of the FORA CIP improvements and will impact the operating levels of the Imjin Road/Reservation Road and the Blanco Road/Reservation Road intersections. However, due to significant environmental constraints it will in all probability not be implemented. As part of the cumulative (2025) traffic scenario the intersection analysis was performed with and without this connector.

It should be recognized that the FORA CIP focused more on specific improvements required on the higher order access and mobility routes as listed above. The specific local network improvements will be identified with each of the FORA project developments.



6.4 Cumulative Without 2nd Avenue Extension Traffic Conditions - Intersection Operations

The traffic that would be generated by the cumulative projects was combined with the background traffic and the proposed Marina University Villages Project Buildout traffic to provide Cumulative without 2^{nd} Avenue Extension traffic conditions. Cumulative morning and evening peak hour turning volumes are illustrated on Exhibit 16A & B. Exhibits 7A & 7B tabulate corresponding morning and evening peak hour levels of service, the details of which are presented in *Appendix J*.

Only nine of the study intersections would operate at or better than their jurisdiction's operational LOS standard under cumulative without 2^{nd} Avenue Extension traffic conditions. A discussion of the traffic operations for each individual intersection requiring mitigation follows below. Also included is a concluding statement regarding mitigation improvements under cumulative without 2^{nd} Avenue Extension traffic conditions. For a reference of the location of each of the intersections please see Exhibit 2A.

Imjin Road/Reservation Road Intersection # 3 (signalized) would operate at LOS C during the AM and LOS F during the PM weekday peak hours (average delay of 34.0 and 191.5 seconds, respectively). The modification of this intersection to provide a grade separated fly-over from Reservation Road to Imjin Road to accommodate the WB to SB left turn movements will improve the LOS to B during the AM and LOS C during the PM peak hours.

<u>Blanco Road/Reservation Road Intersection # 4 (signalized)</u> would operate at LOS E during the AM and LOS F during the PM weekday peak hours (average delay of 65.4 and 125.6 seconds, respectively). The widening of this intersection to accommodate a second WB through lane, a third EB left turn lane and a third NB receiving lane on Blanco Road will improve the LOS to B during the AM and LOS D during the PM peak hours.

The construction of the Blanco Road connector between Imjin Road at Abrams Drive and Reservation Road at Blanco Road as listed in the FORA CIP could be implemented as an alternative to the intersection improvements listed for intersections # 3 and 4. However, the implementation of this connector is planned as a 4-lane arterial, scheduled for implementation around 2020 and is tentative at best due to significant environmental constraints. To achieve acceptable LOS C (as per the County of Monterey requirements) for intersection numbers 3 and 4, this connector would have to be constructed as a 6-lane facility. If LOS D would be adequate at these intersections, 3 northbound and 2 southbound lanes would be sufficient. The connector as a 4-lane facility would yield LOS E at both intersections.

<u>California Avenue/Reindollar Avenue Intersection # 6 (unsignalized)</u> would operate at LOS D during the weekday AM and LOS F during the PM peak hours (average delay of 25.7and 81.7 seconds, respectively). The signalization of this intersection would improve the LOS to B during both the peak hours.



 2^{nd} Avenue/Imjin Parkway Intersection # 9 (signalized) would operate at LOS C during the AM and LOS E during the PM weekday peak hours (average delay of 28.3 and 64.4 seconds, respectively). There are no feasible at grade mitigation measures to recommend that would improve the LOS to within the required standards; the operating conditions for this intersection would be LOS E. Only the grade separating of these two roads would improve the operating conditions to acceptable level. If grade separating is not possible this will be identified as an unavoidable significant impact.

Imjin Road/Imjin Parkway-Imjin Road Intersection # 11 (signalized) would operate at LOS C during the AM and LOS F during the PM peak hours (average delay of 26.1 and 101.6 seconds, respectively). The re-striping of this intersection to have one NB left turn lane and two NB right turn lanes with right turn overlap phasing and the adding of the third EB and WB through lanes will improve the LOS to C during the AM and LOS D during the PM peak hours.

<u>Abrams Drive/Imjin Road Intersection # 12 (signalized)</u> would operate at LOS C during the AM and LOS F during the PM peak hours (average delay of 26.7 and 163.9 seconds, respectively). The widening of the east and west bound approaches of this intersection to accommodate 3 EB and WB through lanes, adding a second WB left turn lane and installing EB and WB protected signal phasing with NB right turn overlap will improve the LOS to C during the AM and LOS F during the PM peak hours. To mitigate this operational deficiency to within the required standards would require the widening to 4 EB and WB through lanes which is not considered to be feasible. This operational deficiency should be considered as an unavoidable significant impact.

<u>Imjin Road/Eight Street Intersection # 15 (unsignalized)</u> would operate at LOS F during both the weekday peak hours (average delay of 67.5 and 53.2 seconds, respectively). The implementation of a modern roundabout at this intersection would improve the LOS to C during the AM and LOS A during the PM peak hours.

 2^{nd} Avenue/3rd Street Intersection # 16 (signalized) would operate at LOS C during the weekday AM and LOS F during the PM peak hours (average delay of 26.9 and 111.7 seconds, respectively). Adding a second EB left turn lane and add a WB and SB right turn lane at this intersection would improve the LOS to C during the AM and LOS D during the PM peak hours.

<u>4th Avenue/3rd Street Intersection # 17 (signalized or roundabout)</u> would operate at LOS F during both weekday peak hours (average delay of 69.5 and 117.0 seconds, respectively). The adding of a EB and WB left turn lane and a right turn lane on all four approaches as a signalized intersection or the implementation of a 2-lane modern roundabout will improve the LOS to D during both peak hours for signals and LOS A for a roundabout during the AM and LOS D during the PM peak hour.

<u>General Jim Moore Blvd./1st Street Intersection # 18 (signalized or roundabout)</u> would operate at LOS E during the AM and LOS F during the PM weekday peak hours (average delay of 42.6 and 57.5 seconds, respectively) if the roundabout was chosen in the previous traffic scenario. If the signalization of this intersection was chosen in the



previous traffic scenario, it would still be acceptable LOS. The implementation of a 2lane modern roundabout will improve the LOS to A during both peak hours for the roundabout.

 2^{nd} Avenue/Light Fighter Drive Intersection # 20 (signalized) would operate at LOS C during the AM weekday peak hour and LOS F during the PM peak hour (average delay of 23.0 and 181.8 seconds, respectively). The widening and adding of a second SB right turn lane and a third SB right turn lane and an additional receiving lane on Light Fighter Drive, widening and re-striping the NB as one left, one through/left and one right turn lane, adding a EB right and a second WB right turn lane with overlap phasing for the NB and WB right turns will improve the LOS to C during both peak hours.

<u>General Jim Moore Boulevard/Light Fighter Drive Intersection # 21 (signalized)</u> would operate at LOS E during the AM weekday peak hour and LOS F during the PM peak hour (average delay of 73.7 and 227.3 seconds, respectively). The adding of a second EB left turn lane, a third NB left turn lane, a second WB through lane and a SB right turn lane with right turn overlap phasing will improve the LOS to C during both peak hours.

<u>General Jim Moore Blvd./Gigling Road Intersection # 22 (signalized)</u> would operate at LOS D during the AM and LOS F during the PM peak hours (average delay of 50.0 and 165.1 seconds, respectively). Adding a third NB and SB through lane, a second NB and SB left turn lane and changing the EB right to right turn overlap phasing will improve the LOS to C during both peak hours.

<u>General Jim Moore Blvd./Normandy Road Intersection # 23 (signalized)</u> would operate at LOS E during the AM and LOS F during the PM peak hours (average delay of 78.4 and 150.2 seconds, respectively). Adding a third NB and SB through lane and optimizing the signal phasing will improve the LOS to C during both peak hours.

<u>General Jim Moore Blvd./Coe Road/Eucalyptus Road Intersection # 24 (un-signalized)</u> would operate at LOS B during the AM and LOS F during the PM weekday peak hours (average delay of 19.2 and 131.6 seconds, respectively). Adding a second NB and SB through lane, WB and SB left turn lanes, adding a NB right turn and re-striping EB as one left and one through/right will improve the LOS to B during the AM and LOS C during the PM peak hours.

<u>General Jim Moore Blvd./Broadway Avenue Intersection # 25 (un-signalized)</u> would operate at LOS D during the AM and LOS E during the PM peak hours (average delay of 36.4 and 61.5 seconds, respectively). Adding a northbound left turn lane, a second NB through and a second EB left turn lane will improve the LOS to C during both peak hours.

Note

If the mitigation measures recommended in the background plus project phase 1 and Project Buildout are not implemented, intersections number 2, 3, 4, 7, 8, 9, 10, 11, 12, 17, 18, 19, 20, 24 and 25 would also operate at unacceptable levels of service (apart from the



intersections listed in section 6.4). Refer to Exhibits 7A, B and C where unmitigated levels of service are reported in bold red print.

6.5 Cumulative Without 2nd Avenue Extension Traffic Conditions - Roadway Segment Operations

Cumulative without 2^{nd} Avenue Extension morning and evening peak hour volumes on the study street segments are tabulated on the LOS Table in Exhibit 7C. These are based upon turning volumes illustrated on Exhibits 16A & B. Exhibit 7C also tabulates corresponding street segment levels of service. The roadway segment level of service is based on the threshold volumes as shown in *Appendix A4* and the HCM 200 methodologies.

Five of the study road segments evaluated would operate at unacceptable levels of service. The segments that will operate at unacceptable LOS are NB Highway 1 between the Light Fighter Drive interchange and 12th Street interchange, The Highway 1 NB off ramp and SB on ramp at the Light Fighter Drive interchange, Blanco Road North of Reservation Road, Reservation Road between Imjin Road and Blanco Road.

Note

If the mitigation measures recommended in the background plus project phase 1 are not implemented, road segments number 1, 5, and 6 would also operate at unacceptable levels of service (apart from the road segments listed in section 6.5). Refer to Exhibits 7A, B and C where unmitigated levels of service are reported in bold red print.

6.6 Cumulative Without 2nd Avenue Extension Traffic Conditions - Mitigation Measures

Only nine of the study intersections would continue to operate at or better than their jurisdiction's operational LOS standard under cumulative without 2^{nd} Avenue Extension traffic conditions. Intersection mitigation measures are thus required at sixteen of the study intersections. This is based on the assumption that all the mitigation measures listed under the previous traffic scenarios would have been implemented.

All but five of the study segments would operate at acceptable level of service under cumulative without 2^{nd} Avenue Extension traffic conditions. Improvements are thus required under cumulative without 2^{nd} Avenue Extension traffic conditions for five road segments. Refer to Exhibits 7D, 7E and 7F for the Mitigation Summary Table and *Appendix N* for the detail mitigation analysis sheets for intersections.

Mitigations #1 to 25 have already been identified under the previous traffic conditions and it has been assumed that these intersection and road segment improvements would have been implemented.

The following new improvements are recommended to maintain an acceptable level of service at intersections and road segments under cumulative without 2^{nd} Avenue Extension traffic conditions:



Mitigation #26 – Widening of the Imjin Road/Reservation Road intersection (#3) would be required to provide a WB to SB flyover ramp and the re-striping of the NB approach to one left, one through and two free right turn lanes. Alternatively the Blanco Road connector between Imjin Road and Reservation Road could be constructed as a 6-lane arterial. However, as part of the FOR A CIP it was envisaged as a 4-lane arterial.

Mitigation #27 – Widening of the Blanco Road/Reservation Road intersection (#4) would be required to provide a second WB through lane. **Mitigation #28** Signalization of the California Avenue/Reindollar Avenue intersection

Mitigation #28– *Signalization of the California Avenue/Reindollar Avenue intersection (#6) would be required.*

Mitigation #29 – Widening of Imjin Parkway and California Avenue at the California Avenue/Imjin Parkway intersection (#10) would be required to provide a second EB left turn lane, a WB left turn lane and NB right turn overlap signal phasing.

Mitigation #30 – Signal phasing changes would be required at the Imjin Road/Imjin Parkway intersection (#11) to provide NB right turn overlap phasing.

Mitigation #31 – The widening of the Abrams Drive/Imjin Road intersection (#12) to provide a second WB left lane, a NB left turn lane and NB right turn overlap signal phasing.

Mitigation #32 – The implementation of a modern roundabout would be required at the Imjin Road/ 8^{th} Street intersection (#15).

Mitigation #33 – The widening of 3^{rd} Street at the 2^{nd} Avenue/ 3^{rd} Street intersection (#16) to provide a second EB left lane, and the E/W signal phasing change to protected would be required.

Mitigation #34A – The widening of 3^{rd} Street and 4^{th} Avenue at the 4th Avenue/ 3^{rd} Street intersection (#17) to provide right turn lanes on all four approaches would be required if the signalization option (mm #8A) was chosen under background plus project Phase 1.

OR

Mitigation #34B – The implementation of a two-lane roundabout at the 4th Avenue/ 3^{rd} Street intersection (#17) would be required.

Mitigation #35 – The implementation of a two-lane roundabout at the General Jim Moore Boulevard/ 1^{st} Street intersection (#18) would be required if the roundabout option (mm #9B) was chosen under background plus project Phase 1.

Mitigation #36 - The widening of the SB approach at the 2^{nd} Avenue/Light Fighter Drive intersection (#20) would be required to provide a second SB right turn lane, third left turn lane and EB receiving lane on Light Fighter Drive; also, widening and re-striping of the NB to one left, one through/left and one right, EB right turn lane, a second WB right turn lane and NB and WB right turn overlap signal phasing would be required.



Mitigation #37 - The widening of the General Jim Moore/Light Fighter Drive intersection (#21) to provide a third NB left turn lane, a second EB left turn lane, a second WB through lane, a SB right turn lane with right turn overlap phasing would be required.

Mitigation #38 - The widening of the General Jim Moore/Gigling Road intersection (#22) to provide third NB and SB through lanes, a second NB left turn lane, a second SB left turn lane and a EB right turn lane with right turn overlap phasing would be required.

Mitigation #39 - The widening of the General Jim Moore/Normandy Road intersection (#23) to provide third NB and SB through lanes and optimized signal phasing would be required.

Mitigation #40 - The widening of the General Jim Moore/Coe Road intersection (#24) to provide second NB and SB through lanes, a NB right turn lane, the re-striping of the EB as one left and one through/right turn lane and a WB left turn lane would be required.

Mitigation #41 - The widening of the General Jim Moore/Broadway Avenue intersection (#25) to provide a second NB through lane and a second EB left turn lane would be required.

Mitigation #42 - The widening of NB Highway 1 between Light Fighter Drive interchange (segment #2) and Twelfth Street interchange to an eight-lane freeway would be required. Alternatively, if the widening of Highway 1 is not considered feasible, the implementation of a northbound auxiliary lane could be investigated or the operational deficiency along this freeway segment could be considered as an unavoidable significant impact.

Mitigation #43 - *The widening of the Highway 1 NB off-ramp at Light Fighter Drive (segment #9) to a two-lane ramp would be required.*

Mitigation #44 - *The widening of the Highway 1 SB on-ramp at Light Fighter Drive (segment #10) to a two-lane ramp would be required.*

Based on the significance impact criteria described in section 1.7 of this report, the implementation of all the cumulative projects in the area including the Marina University Villages project will have a significant impact on study intersections number 3, 4, 6, 9, 10, 11, 12, 15, 16, 17, 18, 20 21, 22, 23, 24 and 25, as well as on the NB Highway 1 freeway between Light Fighter Drive interchange and Twelfth Street interchange (road segment #2), Highway 1 NB and SB off and on ramps at Light Fighter Drive interchange (road segments # 9 & #10), Blanco Road north of Reservation Road and Reservation Road between Imjin Parkway and Blanco Road (road segments # 12 & #13). This is based on the assumption that all mitigation measures recommended under background plus project Buildout have been implemented.



Mitigation measures numbers 26 to 44 are required to provide acceptable operating conditions for the cumulative 2025 traffic conditions. Should these mitigations be implemented, the traffic impact from the cumulative development of al known projects in the area would be reduced to less than significant levels. However, mitigation measures number 42 (widening of Highway 1) might not be feasible due to environmental constraints and the operational deficiency along this freeway segment would then have to be considered as an unavoidable significant impact.



7 CUMULATIVE TRAFFIC CONDITIONS WITH 2ND AVENUE NORTHERLY AND SOUTHERLY EXTENSIONS

This section describes the analysis results of the study intersection and roadway segment operations under cumulative traffic conditions with a northerly and southerly direct connection of 2^{nd} Avenue to Del Monte Boulevard in the north and General Jim Moore Boulevard in the south. The cumulative traffic condition is defined as traffic conditions roughly twenty years beyond existing conditions, or the Year 2025. The reasoning behind the evaluation of the direct connections of 2^{nd} Avenue is to determine if 2^{nd} Avenue would be an acceptable alternative parallel north-south link to Highway 1.

It should be noted that for the cumulative without 2nd Avenue extensions traffic scenario traffic analyses, it was assumed that all mitigation measures listed in the previous traffic scenarios (background plus project Phase 1 and background plus Project Buildout) have been implemented. The operational deficiencies and recommended mitigation measures outlined in this chapter are based upon this assumption. However, in order to fully assess and disclose the project's traffic impacts both with and without mitigation, this study also reports how each of the study intersections and road segments would operate at cumulative level without the recommended improvements. For ease of reference, the LOS results from the analyses without mitigation improvements, where applicable, are reported in bold red font on the LOS Summary Tables shown in Exhibits 7A, B and C.

Furthermore, it is important to recognize that the cumulative without and with the 2^{nd} Avenue extension are not meant to be sequential. It was assumed in the cumulative with the 2^{nd} Avenue extension traffic scenario would follow on the background plus project Buildout traffic scenario and that none of the mitigation measures recommended and listed under cumulative without the 2^{nd} Avenue extension would be implemented.

7.1 Cumulative Projects Trip Generation

For this traffic scenario the same trip generation was used as for the cumulative scenario without the 2^{nd} Avenue connections. Refer to section 6.1 for detail. Cumulative with 2^{nd} Avenue Extensions traffic volumes are depicted on Exhibits 17A and 17B.

7.2 Cumulative With 2nd Avenue Extension Project Trip Distribution and Assignment

For the purpose of this traffic scenario, the regional distribution of the estimated project trips from the FORA traffic zone (in which most of the cumulative projects listed in Appendices H1 and H2 fall) to the Monterey Peninsula and the surrounding region was based on the origin / destination matrices provided by AMBAG. Furthermore, the locations and proximity of campus activities, other future FORA projects and other existing and future land uses adjacent to the Marina University Villages project site boundaries were considered in the project trip distribution. *Appendix H3* shows the cumulative projects regional trip distribution graphically, while the information provided by AMBAG is included in *Appendices R, S, & T*.



It is anticipated that a considerable number of linked trips will occur between the residential and commercial uses within the Marina University Villages area as well as the CSUMB campus, and existing and planned surrounding residential developments as part of the FORA Reuse Plan. The linked trips have been taken into consideration in the cumulative project trip distribution to avoid double counting of trips on the study intersections and road network.

Furthermore, to account for the possible reassignment of trips that could be expected with a northerly and southerly direct connection of 2nd Avenue to Del Monte Boulevard in the north and General Jim Moore Boulevard in the south, a manual trip reassignment was performed. This reassignment should be seen as a rudimentary, first order estimate of the redistribution of traffic that could be expected with the northerly and southerly extensions of 2nd Avenue. To validate the reassignment of the traffic, it is recommended that the new AMBAG TRANSCAD model be used to test the impact of the network alternatives. Exhibits 17A and 17B represent the cumulative with 2nd Avenue Extensions volumes assigned to the 25 study intersections.

7.3 Cumulative With 2nd Avenue Extension Traffic Conditions – Road Network

Under this traffic scenario, it was assumed that some changes to the study road network would be in place based on the FORA Capital Improvement Program (CIP) network, the Marina University Villages road network proposals, as well as changes recommended in the 2004 CSUMB Master Plan Transportation and Circulation section. Furthermore, the extension of 2nd Avenue in a northerly direction to connect to Del Monte Boulevard and south to connect directly with General Jim Moore Boulevard was included as part of this traffic scenario. As part of the CSUMB network changes 4th Avenue will be realigned to intersect 8th Street at the existing intersection with California Avenue. Also, 5th Avenue will be realigned to the intersection of Imjin Road and 8th Street to create the primary access to the CSUMB campus from the north. Refer to Exhibit 15 for the future study road network used in the traffic analysis for the cumulative traffic scenario.

7.4 Cumulative With 2nd Avenue Extension Traffic Conditions - Intersection Operations

Existing traffic and the traffic that would be generated by the cumulative projects was reassigned and then combined with the background traffic and the proposed Marina University Villages Project Buildout traffic to provide the traffic volumes for the cumulative with 2^{nd} Avenue Extension traffic conditions. Cumulative with 2^{nd} Avenue Extension morning and evening peak hour turning volumes are illustrated on Exhibit 17A & B. Exhibits 7A & 7B tabulate corresponding morning and evening peak hour levels of service, the details of which are presented in *Appendix Q*.

At most of the intersections no or a marginal difference was noted for the operating conditions at the study intersections as a result of the northerly and southerly extensions of 2^{nd} Avenue to Del Monte Boulevard and General Jim Moore Boulevard. The 2^{nd} Avenue intersections were mostly affected due to the fact that more trips were distributed along the 2^{nd} Avenue corridor. Only four of the study intersections were notable affected.



A discussion of the traffic operations for each of the intersections with different levels of service as for the cumulative without the 2^{nd} Avenue extensions follows below. Also included is a concluding statement regarding mitigation improvements under cumulative with 2^{nd} Avenue Extension traffic conditions that are different from the cumulative without 2^{nd} Avenue traffic scenario. For a reference of the location of each of the intersections please see Exhibit 2A.

 2^{nd} Avenue/Imjin Parkway Intersection # 9 (signalized) would operate at LOS D during the weekday AM and LOS E during the PM peak hours (average delay of 37.3 and 62.4 seconds, respectively). There are no feasible at grade mitigation measures to recommend that would improve the LOS to within the required standards; the operating conditions for this intersection would be LOS E. Only the grade separating of these two roads would improve the operating conditions to acceptable level. If grade separating is not possible this will be identified as an unavoidable significant impact.

 2^{nd} Avenue/ 3^{rd} Street Intersection # 16 (signalized) would operate at LOS C during the weekday AM and LOS F during the PM peak hours (average delay of 31.5 and 139.7 seconds, respectively). Adding a SB right turn lane at this intersection would improve the LOS to C during the AM and LOS D during the PM peak hours.

 2^{nd} Avenue/Light Fighter Drive Intersection # 20 (signalized) would operate at LOS F during both the peak hours (average delay of 119.6 and >300 seconds, respectively). The widening and re-striping of the NB as two left, two through and one through/right turn lane, adding a second EB right and second EB left, a second SB left and a second and third SB though lane, a second WB left turn, a WB right turn lane and overlap phasing for the SB and WB right turns will improve the LOS to C during both peak hours.

<u>General Jim Moore Boulevard/Light Fighter Drive Intersection # 21 (signalized)</u> would operate at LOS C during the AM weekday peak hour and LOS E during the PM peak hour (average delay of 30.0 and 60.2 seconds, respectively). Re-striping the NB approach to one left, one through/right turn lane, the adding of a second EB left turn lane and a SB right turn lane will improve the LOS to C during both peak hours.

<u>General Jim Moore Blvd./Gigling Road Intersection # 22 (signalized)</u> would operate at LOS D during the AM and LOS F during the PM peak hours (average delay of 47.0 and 145.1 seconds, respectively). Adding a third NB and SB through lane, a second NB and SB left turn lane and changing the EB right to right turn overlap phasing will improve the LOS to C during both peak hours.

Note

If the mitigation measures recommended in the background plus project phase 1 and Project Buildout are not implemented, intersections number 2, 3, 4, 7, 8, 9, 10, 11, 12, 17, 18, 19, 20, 24 and 25 would also operate at unacceptable levels of service (apart from the intersections listed in section 6.4 and 7.4). Refer to Exhibits 7A, B and C where unmitigated levels of service are reported in bold red print.



7.5 Cumulative With 2nd Avenue Extension Traffic Conditions - Roadway Segment Operations

Cumulative with 2^{nd} Avenue Extension morning and evening peak hour volumes on the study street segments are tabulated on the LOS Table in Exhibit 7C. These are based upon turning volumes illustrated on Exhibits 17A & B. Exhibit 7C also tabulates corresponding street segment levels of service. The roadway segment level of service is based on the threshold volumes as shown in *Appendix A4* and the HCM 200 methodologies.

All the study road segments would continue to operate at the same levels of service as for the cumulative without the 2^{nd} Avenue Extensions. No additional mitigation measures would be required, but it should also be noted that there were also no significant segment LOS improvements due to the 2^{nd} Avenue Extensions.

Note

If the mitigation measures recommended in the background plus project phase 1 are not implemented, road segments number 1, 5, and 6 would also operate at unacceptable levels of service (apart from the road segments listed in section 6.5). Refer to Exhibits 7A, B and C where unmitigated levels of service are reported in bold red print.

7.6 Cumulative With 2nd Avenue Extension Traffic Conditions - Mitigation Measures

Only one of the study intersections would require additional mitigation under cumulative with 2^{nd} Avenue Extension traffic conditions and one intersection would require less mitigation. Intersection mitigation measures at most of the study intersections stay the same as for the traffic scenario without the 2^{nd} Avenue connection and will thus not be repeated here.

The study segments would operate at the same level of service as under cumulative without 2^{nd} Avenue Extension traffic conditions. Improvements are thus required under cumulative with 2^{nd} Avenue Extension traffic conditions and will thus not be repeated here. Refer to Exhibits 7D, 7E and 7F for the Mitigation Summary Table and *Appendix N* for the detail mitigation analysis sheets for intersections.

Mitigations #1 to 44 have already been identified under previous traffic conditions and will thus not be repeated for cumulative with 2^{nd} Avenue Extension traffic conditions.

It is important to recognize that the cumulative without and with the 2^{nd} Avenue extension are not meant to be sequential. It was assumed in the cumulative with the 2^{nd} Avenue extension traffic scenario would follow on the background plus project Buildout traffic scenario. The mitigation measures recommended and listed under cumulative with the 2^{nd} Avenue extension are only the mitigation measures that are different form the cumulative without 2^{nd} Avenue extension. For most of the study intersections the mitigations are the same for both cumulative traffic scenarios.



The following improvements are recommended to maintain an acceptable level of service at intersections and road segments under cumulative with 2nd Avenue Extension traffic conditions that are different from the previous traffic scenario:

Mitigation #45 – The adding of a SB right turn lane at the 2nd Avenue/ 3^{rd} Street intersection (#16) would be required.

Mitigation #46 – The widening and re-striping of the NB as two left, two through and one through/right turn lane, adding a second EB right and second EB left, a second SB left and a second and third SB though lane, a second WB left turn, a WB right turn lane and overlap phasing for the SB and WB right turns at the 2nd Avenue/Light Fighter Drive intersection (#20) would be required.

Mitigation #47 – The re-striping of the NB approach to one left, one through/right turn lane, the adding of a second EB left turn lane and a SB right turn lane at the General Jim Moore/Light Fighter Drive intersection (#21) would be required.

Mitigation #48 – The adding of third NB and SB through lanes, EB right turn lane and second NB and SB left turn lanes at the General Jim Moore/Gigling Road intersection (#22) would be required.

Based on the significance impact criteria described in section 1.7 of this report, the implementation of all the cumulative projects in the area including the Marina University Villages project will have a significant impact on study intersections number 3, 4, 6, 9, 10, 11, 12, 15, 16, 17, 18, 20 21, 22, 23, 24 and 25, as well as on the NB Highway 1 freeway between Light Fighter Drive interchange and Twelfth Street interchange (road segment #2), Highway 1 NB and SB off and on ramps at Light Fighter Drive interchange (road segments # 9 & #10), Blanco Road north of Reservation Road and Reservation Road between Imjin Parkway and Blanco Road (road segments # 12 & #13). This is based on the assumption that all mitigation measures recommended under background plus project Buildout have been implemented.

Mitigation measures numbers 45 to 48 are required to provide acceptable operating conditions for the cumulative 2025 with the 2nd Avenue Extensions traffic conditions. Should these mitigations and the mitigation measures common with the cumulative 2025 without the 2nd Avenue Extensions traffic conditions be implemented, the traffic impact from the cumulative development of al known projects in the area would be reduced to less than significant levels. However, the widening of Highway 1 might not be feasible due to environmental constraints and the operational deficiency along this freeway segment would then have to be considered as an unavoidable significant impact.





8 SUMMARY OF CONCLUSIONS & RECOMMENDATIONS

The development proposals for the 429 acres of land that will comprise the Marina University Villages Project residential and commercial development will generate in excess of 115,000 daily trips. This will have a significant traffic impact on the surrounding area. However, a major objective of the Marina University Villages Project is that there is a very strong focus on providing a livable community that will integrate housing, recreation, retail and job opportunities which will endeavor to reduce the demand for travel. This has been taken into consideration with this traffic study.

This traffic impact assessment study evaluated the anticipated impact from the increase in traffic that would be generated by the implementation of the Marina University Villages mixed use project. Six traffic scenarios were assessed in the traffic analysis namely, Existing traffic conditions, Background (existing plus approved projects) traffic conditions, Background plus Project Phase 1 traffic conditions, Background plus Project Buildout traffic conditions, Cumulative (2025) Without 2nd Avenue Extension traffic conditions.

The results have been thoroughly discussed in the preceding chapters of this report and the conclusion is that a significant number of mitigating improvements would be required through the different traffic scenarios to maintain acceptable level of service on the study road network. Operating deficiencies were already identified for the existing and background traffic scenarios and improvements are already required to improve the operating conditions under existing traffic conditions. The reasons for that are that the specific project site area as well as the surrounding areas is fairly undeveloped and that the road network that was put in place to serve the specific needs of the decommissioned Fort Ord Military base would not be able to sustain mobility and access with significant future development that would ultimately generate in excess of 220,000 daily trips.

The traffic improvements issues are summarized and discussed in the following sections.

8.1 Discussion on Project Access and Circulation

In the local context, the Marina University Villages project will primarily be accessed from Second Avenue via Imjin Parkway in the north and Light Fighter Drive in the south. As shown in the different Exhibits attached to this report, a network of project driveways or access points will be created to provide secondary access points to the different land use components of the proposed project. The traffic analysis has evaluated most of the access points along 2nd Avenue and nearly all will operate at acceptable levels of service with some minor mitigation improvements. However, the "local gateway project access" intersections (2nd Avenue's intersections with Imjin Parkway and Light Fighter Drive) and the major "regional gateway access" intersections (Imjin Parkway/Road's intersections with Reservation Road, Blanco Road and Highway 1) will require significant mitigation improvements to achieve acceptable levels of service. These improvements have been thoroughly discussed in the preceding chapters of the report.



8.2 Discussion on 2nd Avenue Northerly and Southerly Extension

As discussed in the preceding chapters, the traffic distribution for the 2nd Avenue extensions was based on a manual reassignment and took cognizance of historical traffic flow patterns as well as forecasts of the future land use distributions and travel demand. The operational assessment (based on the manual reassignment) showed that implementing the very costly northerly and southerly extensions of 2nd Avenue would not be justified by the operational improvement benefits that would be achieved. Operating conditions would be enhanced at the General Jim Moore Boulevard/Light Fighter and 2nd Avenue/Light Fighter Drive intersections as the need for the NB left turn movement at the General Jim Moore Boulevard/Light Fighter Drive intersections would be replaced by through movements that could more readily be accommodated. Similarly, the NB left turn movement at the 2nd Avenue/Imjin Parkway intersection would be reduced to create a higher through movement. However, the intensity of traffic along the 2nd Avenue corridor will increase and grade separation at the 2nd Avenue/Imjin Parkway intersection might ultimately be required to provide acceptable operating conditions.

The rationale behind the evaluation of the 2^{nd} Avenue extensions is that it might provide an alternative north-south route for Highway 1 and that it was included as a network improvement in the FORA CIP. However, from the analysis results it was concluded that the 2^{nd} Avenue extensions would provide a more localized alternative route to the traffic flow between the City of Marina and the Marina University Villages, CSUMB and other FORA projects in the vicinity, and that it would not necessarily provide an alternative route to Highway 1.

A specific study should be commissioned for the Highway 1 and the 2nd Avenue corridors and the northerly and southerly 2nd Avenue extensions. The new AMBAG regional model has now become available for general use and will be able to test specific road network alternatives for the redistribution of traffic based on the 2nd Avenue extensions. It is recommended that should a specific corridor study be commissioned, it should also include a cost benefit analysis to determine the feasibility of this network improvement.

8.3 Discussion on Intersections

The Marina University Villages Project Site is located in a local area that is mostly under-developed with a road system that was developed to serve the needs of a Military Base. At this stage there are fairly insignificant traffic volumes at most of the study intersections.

The Marina University Villages Project and the surrounding areas will be developed in a phased and cumulative manner that would ultimately generate in excess of 220,000 daily trips. The result of this is that the traffic volumes will increase significantly as development takes place and the levels of operation at the intersections and road segments will progressively degrade. This was evident in the systematic assessment of the intersection LOS under the different traffic scenarios; under existing traffic conditions, operational deficiencies were identified for six intersections, something that



progressively changed and increased with each traffic scenario to almost all of the twenty five study intersections that required mitigation under cumulative traffic conditions. Specific mitigation for each traffic scenario was discussed at the appropriate sections and will be summarized at the end of this chapter.

8.4 Discussion on Road Segments

The road network operations assessed as part of this study was focused on the regional network rather than on the local streets as the Marina University Villages Specific Plan clearly identified a local road network that will in most cases be adequate. As for the study intersections, some of the road segments evaluated already operated at or just below the acceptable level of service under existing conditions and the levels of service became progressively worse with the project and cumulative traffic scenarios assessed. Major road widening would be required under project Phase 1, project Buildout and the cumulative traffic conditions.

It should be noted that this is a planning level study. This report identifies specific mitigation measures including the widening of Highway 1. However, auxiliary lanes, or other freeway segment improvements (such as adding specific directional lanes to accommodate projected growth) could also be considered feasible based upon environmental constraints. The report recommendations for traffic improvements along Highway 1 should be considered preliminary study level work. Additional monitoring by area jurisdictions and Caltrans would be required to assess operating conditions as the development of the area takes place.

8.5 Discussion on Recommended Mitigation Measures

The recommended mitigation measures for each traffic scenario assessed will be listed in the order it was identified and under each specific traffic scenario. However, to minimize confusion, mitigation measures will not be repeated under every traffic scenario if it was already listed under the previous scenario. Mitigation measures will be numbered and listed under the intersection number that it was evaluated under.

Furthermore, it should be noted that this report assumed that all mitigation measures listed in the traffic scenarios have been implemented as they were recommended. The operational deficiencies and recommended mitigation measures outlined for each sequential traffic scenario are based upon this assumption. However, in order to fully assess and disclose the MUV and cumulative project's traffic impacts both with and without mitigation, this study also reports how each of the study intersections and road segments would operate without the recommended improvements. For ease of reference, the LOS results from the analyses without mitigation improvements, where applicable, are reported in bold red font on the LOS Summary Tables shown in Exhibits 7A, B and C.

Refer to Exhibit 2A & B for the road network for the first three traffic scenarios and Exhibit 15 for the future road network that was used for the cumulative scenarios.



Furthermore, the recommended mitigation measures are listed in Exhibit 7D, E and F for ease of reference.

> Existing and Background Traffic Conditions Operational Deficiencies

Several operating deficiencies and suggested improvements were identified under existing and background traffic conditions as discussed in chapters 2 and 3 of this report. The City of Marina has already commissioned the implementation of three of the improvements. The signal design of three of the intersections along Imjin Parkway has already completed and the improvements will most probably be implemented within the next two years.

It was thus assumed for this traffic study that the signalization of the 2nd Avenue/Imjin Parkway, California Avenue/Imjin Parkway and Imjin Road/Imjin Parkway intersections would take place prior to background traffic conditions. These intersections were thus analyzed as signalized intersections for all traffic scenarios from background conditions onward.

Mitigation Measures Recommended under Background Project Phase 1 Traffic Conditions

Mitigation #1 - *The California Avenue/Reservation Road intersection (#2) should be signalized.*

Mitigation #2 – Widening of Imjin Road and Reservation Road at the Imjin Road/ Reservation Road intersection (#3) would be required to provide one NB left, one NB through and three NB right turn lanes. Third WB and EB through lanes as well as a third WB left turn lane would also be required. The widening of Reservation Road to three EB and WB through lanes was identified as a FORA CIP.

Mitigation #3 - *The SB Highway 1 Ramps/12th Street/Imjin Parkway intersection (#7) should be signalized and the12th Street/Imjin Parkway bridge over Highway 1 should be re-striped to accommodate two WB left turn lanes and one EB lane.*

Mitigation #4 – *The closing of the median at the Highway 1 NB Ramps/ Imjin Parkway intersection (#8) would be required.*

Mitigation #5 – Widening of Imjin Parkway and 2^{nd} Avenue at the 2^{nd} Avenue/Imjin Parkway intersection (#9) to provide a second NB and WB left turn lane, adding a NB and EB right turn lane and converting the NB and EB signal phasing to a right turn overlap would be required.

Mitigation #6 - A second westbound left turn lane should be added at the Imjin Road/Imjin Parkway intersection (#11).



Mitigation #7 - The widening of the east and westbound approaches of the Abrams Drive/Imjin Road intersection (#12) would be required as well as the conversion of the EB-WB signal phasing to provide EB-WB protected left turn phasing.

Mitigation #8A - *The 4th Avenue/1st Street intersection (#17) should be signalized and a NB and SB left turn lane should be added.*

OR

Mitigation #8B - Alternatively, a modern roundabout could be implemented at the 4th Avenue/1st Street intersection (#17).

Mitigation #9A - *The General Jim Moore Boulevard*/1st Street intersection (#18) should be signalized.

OR

Mitigation #9B - Alternatively, a modern roundabout could be implemented at the General Jim Moore Boulevard/ 1^{st} Street intersection (#18).

Mitigation #10 – The signalization of the General Jim Moore Boulevard/ Coe Road/ Eucalyptus Road intersection (#24) and the addition of a SB left turn lane would be required.

Mitigation #11 – *The General Jim Moore Boulevard/Broadway Avenue intersection* (#25) should be signalized and a NB left turn lane added.

Mitigation #12 - *The widening of the Highway 1 NB off-ramp at Twelfth Street (#5) to a two-lane ramp would be required.*

Mitigation #13 - The widening of the Highway 1 SB on-ramp at Twelfth Street (#6) to a two-lane ramp would be required. This would be required to provide two receiving lanes for the two WB left turn lanes at the intersection required to improve the level of service.

Mitigation #14 - *The widening of Blanco Road North of Reservation Road (#12) to a sixlane arterial would be required.* It should be noted that the section just north of Reservation Road is a 4-lane facility, but the section further east towards Salinas is only one lane in each direction. The widening of Blanco Road to 4-lanes was identified as a FORA CIP. However, the widening of Blanco Road from four to six lanes just north of Reservation Road would be required.

Mitigation #15 – Reservation Road between Imjin Road and Blanco Road should be widened to a six-lane expressway (segment #13). The widening of Reservation Road to three EB and WB through lanes was identified as a FORA CIP.

Based on the significance impact criteria discussed in section 1.7 of this report, the implementation of the Marina University Villages Project Phase 1 will have a significant impact on study intersections number 2, 3, 7, 8, 9, 12, 17, 18, 24, 25 and on road segments 5, 6 12 and 13.





If the mitigation improvements numbers 1 to 15 are implemented, acceptable levels of service would be achieved at all study intersections and road segments under background plus project Phase 1 traffic conditions. The traffic impact from the Marina University Villages project Phase 1 development would be reduced to insignificant levels.

Mitigation Measures Recommended under Background Project Buildout Traffic Conditions

Mitigation #16 – Widening of the Blanco Road/Reservation Road intersection (#4) would be required to provide a third EB left turn lane and a third NB receiving lane on Blanco Road.

Mitigation #17– Conversion of the SB Highway 1 off ramp to become an off-ramp loop at the Highway 1 SB ramps/Imjin Parkway intersection (#7) would be required due to excessive queues on the ramp.

Mitigation #18– Widening of Imjin Parkway and 2nd Avenue at the 2nd Avenue/Imjin Parkway intersection (#9) would be required to provide third NB and WB left turn lanes, adding second NB and EB right turn lanes, add a second EB left turn lane, third EB and WB through lanes, adding a SB right turn lane and converting the SB and NB signal phasing to a right turn overlap would be required.

Mitigation #19 – Widening of Imjin Parkway and California Avenue at the California Avenue/Imjin Parkway intersection (#10) would be required to provide one NB and EB right, three EB and WB through lanes. The signal setting should be optimized and right turn overlap phasing installed for the SB right turn.

Mitigation #20 – Widening of Imjin Parkway and the re-striping of Imjin Road at the Imjin Road/Imjin Parkway intersection (#11) would be required to provide three EB and WB through lanes and the re-striping of the NB as one NB left and two NB right turn lanes.

Mitigation #21 – The widening of the Abrams Drive/Imjin Road intersection (#12) to provide three EB and WB through lanes with optimized signal phasing would be required.

Mitigation #22 – The widening of the 4^{th} Avenue/ 3^{rd} Street intersection (#17) to provide *EB* and *WB* left turn lanes would be required if the signalization option listed as mitigation measure 8A was selected.

Mitigation #23 - The widening of the SB approach at the 1^{st} Avenue/Light Fighter Drive intersection (#19) to provide one right, one through and one left turn lane and the changing of the N/S signal phasing to permitted would be required.

Mitigation #24 - The widening of the EB and WB approach at the 2^{nd} Avenue/Light Fighter Drive intersection (#20) to provide a second EB left turn lane and a WB right turn lane, the re-striping of the SB approach to one left, one through and left and one



right turn lane and the changing of the N/S signal phasing to split phasing and SB right turn overlap phasing would be required.

Mitigation #25 - The widening of NB Highway 1 south of Light Fighter Drive interchange (segment#1) to an eight-lane freeway would be required. Alternatively, if the widening of Highway 1 is not considered feasible, the implementation of a northbound auxiliary lane could be further investigated to determined if that would be an adequate improvement or the operational deficiency along this freeway segment could be considered as an unavoidable significant impact.

Based on the significance impact criteria described in section 1.7 of this report, the implementation of the Marina University Villages project will have a significant impact on study intersections number 4, 7, 9, 10, 11, 12, and 20, as well as on the NB Highway 1 freeway south of Light Fighter Drive (road segment #1). This is based on the assumption that all mitigation measures recommended under background plus project phase 1 have been implemented.

If the mitigation improvements numbers 16 to 25 are implemented, acceptable levels of service would be achieved at all study intersections and road segments under background plus project Buildout traffic conditions. The traffic impact from the implementation of the Marina University Villages project would be reduced to insignificant levels.

Mitigation Measures Recommended under Cumulative (2025) Without 2nd Avenue Extensions Traffic Conditions

Mitigation #26 – Widening of the Imjin Road/Reservation Road intersection (#3) would be required to provide a WB to SB flyover ramp and the re-striping of the NB approach to one left, one through and two free right turn lanes. Alternatively the Blanco Road connector between Imjin Road and Reservation Road could be constructed as a 6-lane arterial. However, as part of the FOR A CIP it was envisaged as a 4-lane arterial.

Mitigation #27 – Widening of the Blanco Road/Reservation Road intersection (#4) would be required to provide a second WB through lane.

Mitigation #28– Signalization of the California Avenue/Reindollar Avenue intersection (#6) would be required.

Mitigation #29 – Widening of Imjin Parkway and California Avenue at the California Avenue/Imjin Parkway intersection (#10) would be required to provide a second EB left turn lane, a WB left turn lane and NB right turn overlap signal phasing.

Mitigation #30 – Signal phasing changes would be required at the Imjin Road/Imjin Parkway intersection (#11) to provide NB right turn overlap phasing.

Mitigation #31 – The widening of the Abrams Drive/Imjin Road intersection (#12) to provide a second WB left lane, a NB left turn lane and NB right turn overlap signal phasing.


Mitigation #32 – The implementation of a modern roundabout would be required at the Imjin Road/ 8^{th} Street intersection (#15).

Mitigation #33 – The widening of 3^{rd} Street at the 2^{nd} Avenue/ 3^{rd} Street intersection (#16) to provide a second EB left lane, and the E/W signal phasing change to protected would be required.

Mitigation #34A – The widening of 3^{rd} Street and 4^{th} Avenue at the 4th Avenue/ 3^{rd} Street intersection (#17) to provide right turn lanes on all four approaches would be required if the signalization option (mm #8A) was chosen under background plus project Phase 1.

OR

Mitigation #34B – The implementation of a two-lane roundabout at the 4th Avenue/ 3^{rd} Street intersection (#17) would be required.

Mitigation #35 – The implementation of a two-lane roundabout at the General Jim Moore Boulevard/ 1^{st} Street intersection (#18) would be required if the roundabout option (mm #9B) was chosen under background plus project Phase 1.

Mitigation #36 - The widening of the SB approach at the 2nd Avenue/Light Fighter Drive intersection (#20) would be required to provide a second SB right turn lane, third left turn lane and EB receiving lane on Light Fighter Drive; also, widening and re-striping of the NB to one left, one through/left and one right, EB right turn lane, a second WB right turn lane and NB and WB right turn overlap signal phasing would be required.

Mitigation #37 - The widening of the General Jim Moore/Light Fighter Drive intersection (#21) to provide a third NB left turn lane, a second EB left turn lane, a second WB through lane, a SB right turn lane with right turn overlap phasing would be required.

Mitigation #38 - The widening of the General Jim Moore/Gigling Road intersection (#22) to provide third NB and SB through lanes, a second NB left turn lane, a second SB left turn lane and a EB right turn lane with right turn overlap phasing would be required.

Mitigation #39 - The widening of the General Jim Moore/Normandy Road intersection (#23) to provide third NB and SB through lanes and optimized signal phasing would be required.

Mitigation #40 - The widening of the General Jim Moore/Coe Road intersection (#24) to provide second NB and SB through lanes, a NB right turn lane, the re-striping of the EB as one left and one through/right turn lane and a WB left turn lane would be required.

Mitigation #41 - The widening of the General Jim Moore/Broadway Avenue intersection (#25) to provide a second NB through lane and a second EB left turn lane would be required.



Mitigation #42 - The widening of NB Highway 1 between Light Fighter Drive interchange (segment #2) and Twelfth Street interchange to an eight-lane freeway would be required. Alternatively, if the widening of Highway 1 is not considered feasible, the implementation of a northbound auxiliary lane could be investigated or the operational deficiency along this freeway segment could be considered as an unavoidable significant impact.

Mitigation #43 - *The widening of the Highway 1 NB off-ramp at Light Fighter Drive (segment #9) to a two-lane ramp would be required.*

Mitigation #44 - *The widening of the Highway 1 SB on-ramp at Light Fighter Drive (segment #10) to a two-lane ramp would be required.*

Mitigation measures numbers 26 to 44 are required to provide acceptable operating conditions for the cumulative 2025 traffic conditions. Should these mitigations be implemented, the traffic impact from the cumulative development of al known projects in the area would be reduced to less than significant levels. However, mitigation measures number 42 (widening of Highway 1) might not be feasible due to environmental constraints and the operational deficiency along this freeway segment would then have to be considered as an unavoidable significant impact.

Mitigation Measures Recommended under Cumulative (2025) With 2nd Avenue Extensions Traffic Conditions

It is important to recognize that the cumulative without and with the 2^{nd} Avenue extension are not meant to be sequential. It was assumed in the cumulative with the 2^{nd} Avenue extension traffic scenario would follow on the background plus project Buildout traffic scenario. The mitigation measures recommended and listed under cumulative with the 2^{nd} Avenue extension are only the mitigation measures that are different form the cumulative without 2^{nd} Avenue extension. For most of the study intersections the mitigations are the same for both cumulative traffic scenarios.

Mitigation #45 – Adding a SB right turn lane at the 2nd Avenue/3rd Street intersection (#16) would be required.

Mitigation #46 – The widening and re-striping of the NB as two left, two through and one through/right turn lane, adding a second EB right and second EB left, a second SB left and a second and third SB though lane, a second WB left turn, a WB right turn lane and overlap phasing for the SB and WB right turns at the 2nd Avenue/Light Fighter Drive intersection (#20) would be required.

Mitigation #47 – The re-striping of the NB approach to one left, one through/right turn lane, the adding of a second EB left turn lane and a SB right turn lane at the General Jim Moore/Light Fighter Drive intersection (#21) would be required.



Mitigation #48 – The adding of third NB and SB through lanes, EB right turn lane and second NB and SB left turn lanes at the General Jim Moore/Gigling Road intersection (#22) would be required.

Mitigation measures numbers 45 to 48 are required to provide acceptable operating conditions for the cumulative 2025 with the 2nd Avenue Extensions traffic conditions. Should these mitigations and the mitigation measures common with the cumulative 2025 without the 2nd Avenue Extensions traffic conditions be implemented, the traffic impact from the cumulative development of al known projects in the area would be reduced to less than significant levels. However, the widening of Highway 1 might not be feasible due to environmental constraints and the operational deficiency along this freeway segment would then have to be considered as an unavoidable significant impact.











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Cumulative 2025 with 2nd Ave. Extension Conditions AM Peak Hour Volumes

EXHIBIT 17A



EXHIBIT 1A Project Location Map



EXHIBIT 1B Proposed Land Use Map



HIGGINS ASSOCIATES

Drawing: J:\2004\101-150\4-113\4-113 Study Intersections.dwg Layout: Study Intersections





HIGGINS ASSOCIATES

Drawing: J:\2004\101-150\4-113\4-113 Study Intersections.dwg Layout: Existing Traffic Control



















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EXHIBIT 6A Existing Conditions AM Peak Hour Volumes













EXHIBIT 6B Existing Conditions PM Peak Hour Volumes

			Existing	Existing			Exis	sting ditions			Back	ground litions		В	ackground + Con	Project Phase ditions	9 1	B	ackground + Con	Project Buildo ditions	ut	Wi	Cumulative thout 2nd Av	e Conditions enue Extensi	ons	V	Cumulative Vith 2nd Ave	e Conditions nue Extensior	าร
	N-S	E-W	Lane Configuration	Intersection Control	LOS Standard	AM Pe	eak Hr	PM Pe	eak Hr	AM Pe	eak Hr	PM Pe	eak Hr	AM P	eak Hr	PM Pe	eak Hr	AM Pe	eak Hr	PM Pe	eak Hr	AM Pe	eak Hr	PM P	eak Hr	AM P	eak Hr	PM P	'eak Hr
	Street	Street				Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1	Del Monte Blvd.	Reservation Road	NB 1-L, 1-T, 2-R SB 2-L, 1-T, 1-T/R EB 1-L/T, 1-T/R WB 2-L, 1-T, 1-R	Signal	D	18.2	В	20.8	С	18.2	В	21.0	С	19.0	В	21.7	С	20.5	С	22.7	С	24.1	С	32.1	С	24.3	С	34.7	С
2	California Avenue	Reservation Road	NB 1-L/T, 1-R SB 1-L/T/R EB 1-L, 1-T, 1-T/R WB 1-L, 1-T, 1-T/R	Stop Sign WA <i>Mitigation</i>	D	1.4 22.7	A C	2.7 69.5	A F	20.0 *	C F	32.4 *	D F	25.9 286.4 <i>10.2</i>	D F B	56.5 * 9.5	F F A	43.9 * 11.0	E F B	152.3 * 11.7	F F B	276.2 * 18.6	F F B	* * 28.4	F F C	276.2 * 18.6	F F B	* * 28.4	F F C
3	lmjin Boad	Reservation Boad	NB 2-L, 1-T/R, 1-R SB 1-L, 1-T, 1-B	Signal	D	30.4	с	44.9	D	51.7	D	79.0	E	89.7	F	169.5	F	188.7	F	*	F	*	F	*	F	*	F	*	F
			EB 2-L, 2-T, 1-R WB 2-L, 2-T, 1-R	Mitigation 2 Mitigation 26	2									23.4	С	42.7	D	19.7	В	33.7	С	34.0 18.0	С В	191.5 28.6	F C	34.0 18.0	C B	191.5 28.6	F C
4	Blanco Road	Reservation Road	SB 2-L, 2-R EB 2-L, 2-T WB 1-T, 1-R	Signal	С	17.4	В	14.9	В	18.6	В	16.7	В	22.1	С	31.6	С	51.2	D	129.3	F	145.5	F	269.2	F	145.5	F	269.2	F
				Mitigation 16 Mitigation 27	7													23.3	C	37.7	D	65.4 19.5	B	125.6 37.1	F D	65.4 19.5	B	125.6 37.1	F D
5	Del Monte Blvd.	Reindollar Avenue	NB 1-L, 2-T, 1-R SB 1-L, 2-T WB 1-L, 1-L/T/R	Signal	D	15.8	В	12.9	В	15.5	В	12.6	В	15.5	В	12.8	В	15.2	В	12.8	В	16.1	В	15.0	В	16.1	В	15.3	В
6	California	Reindollar	NB 1-L/T/R SB 1-L/T/R	All-Way Stop	D	9.2	Α	9.2	Α	9.5	Α	9.4	Α	10.1	В	10.8	в	13.7	В	20.3	с	25.7	D	81.7	F	25.7	D	81.7	F
	Avenue	Avenue	EB 1-L, 1-T/R WB 1-L, 1-T/R	Mitigation 28	3																	14.8	В	15.5	В	21.9	С	22.0	С
7	SB Hwy 1 Ramps	Twelfth St Imjin Pwy	SB 1-L/T WB 1-L	Stop Sign WA	D	95.2 *	F F	3.3 48.2	A E	*	F	119.0 *	F F	*	F	*	F F	*	F	*	F F	*	F F	* *	F F	*	F F	* *	F F
				Mitigation 3 Mitigation 17	3									16.4	В	23.4	С	66.2 N	E ⁄⁄A	133.9 N	F	N/	/ A	N	// A	N	Ά	N	I/A
8	NB Hwy 1	Twelfth St	NB 1-L/T, 1-R	Stop Sign	D	0.3	A	0.0	A	0.3	A	0.0	A	0.6	A	0.0	A	2.6	A	0.2	A	4.1 *	A	0.3	A	2.4	A	0.2 *	A
	namps	ingin F wy	WB 1-T, 1-R	Mitigation 4	t	25.0	D	15.0	U	51.5	I	21.0	U	123.2 N	/A	N	/A	N	/ A	N	'A	N/	/A	0.0 N	/A	N	/ A	N	I/A
9	2nd	Imjin	NB 1-L, 1-T, 1-T/R	All-Way Stop	D	70.5	F	52.6	F	172.7	F	169.2	F				_												
	Avenue	Pwy	SB 1-L, 1-T, 1-T/R EB 1-L, 1-T, 1-T/R WB 1-L 1-T 1-T/R	Signal Mitigation f						6.1	Α	7.6	А	42.7	D	51 9	F	267.1 46.8	F	203.6	F		F		F		F		F
			WD 1-2, 1-1, 1-1/11	Mitigation 18	3									22.2	0	51.5	D	27.3	C	47.2	D	28.3	С	64.4	E	37.3	D	62.4	E
10	California Avenue	lmjin Pwy	NB 1-L/T/R SB 1-L/T/R	Stop Sign WA	D	116.3 *	F	32.6 *	D F	*	F F	*	F F																
			EB 1-L, 1-T, 1-T/R WB 1-L, 1-T, 1-T/R	Signal						20.7	С	12.1	В	39.2	D	23.8	С	174.1	F	205.7	F	261.5	F	*	F	261.4	F	*	F
				Mitigation 19 Mitigation 29	9													33.7	С	30.2	С	47.4 44.3	D D	90.9 47.3	F D	47.3 44.3	D D	90.9 47.3	F D
11	Imjin Road	Imjin Parkway	NB 2-L, 1-R EB 1-T, 1-T/R	Stop Sign WA	D	6.3 34.9	A D	11.3 52.6	B F	21.3 227.5	C F	36.6 176.9	E F																
			WB 1-L, 2-T	Signal Mitigation 6	5					17.2	В	24.4	С	17.3 11.6	B B	37.6 25.5	D C	27.3 16.1	C B	120.1 124.1	F	139.9	F	*	F	140.0	F	*	F
				Mitigation 20 Mitigation 30)													10.0	В	17.9	В	26.1 18.2	с В	101.6 51.5	F D	20.4 18.1	С В	121.2 51.4	F D
12	Abrams Drive	lmjin Road	NB 1-L/T, 1-R SB 1-L/T. 1-R	Signal	D	16.5	В	54.1	D	25.8	С	74.1	E	61.9	E	127.0	F	193.6	F	*	F	*	F	*	F	*	F	*	F
			EB 1-L, 1-T, 1-R WB 1-L, 1-T, 1-R	Mitigation 7 Mitigation 2 Mitigation 3	7									11.7	В	22.2	С	24.8 18.8	с В	99.7 29.2	F C	32.3 23.8	с с	167.4 95.6	F F	32.3 23.8	с С	167.4 95.6	F F
13	2nd	8th	NB 1-L, 1-T, 1-T/R	All-Way Stop	D	7.8	Α	7.6	Α	8.0	Α	8.0	Α	9.6	Α	8.7	Α	8.6	Α	14.9	в	8.3	Α	42.4	D	8.4	Α	48.6	D
	Avenue	Street	SB 1-L, 1-T, 1-T/R EB 1-L, 1-T, 1-R WB 1-L, 1-T, 1-R																										

 Notes:
 1. L, T, R = Left, Through, Right

 2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound

 3. WA = Worst Approach

 4. * = Delay greater than 300 seconds.

 5. N/A = Not Applicable. With recommended improvement at this intersection under this scenario, the intersection will no longer exist.

 6. Levels of service shown in bold type represent the level of service with existing lane configurations and intersection controls, or what the level of service and delay would be during each scenario once a mitigation measure has been implemented.

 7. Levels of service shown in italics represent what the level of service would be during each scenario once a mitigation measure has been implemented.

 7. Levels of service shown in tallics represent what the level of service would be during each scenario measure in the previous scenario were not implemented.

			Existing	Existing			Exi	sting ditions			Backg Cond	ground litions		Ba	ackground + Con	Project Phase ditions	1	В	ackground + Cono	Project Buildo ditions	ut	Wi	Cumulative ithout 2nd Ave	Conditions enue Extensio	ons	v	Cumulative /ith 2nd Ave	Conditions	6
	N-S Street	E-W Street	Lane Configuration	Control	LOS Standard	AM Pe Delay	eak Hr LOS	PM Pe Delay	ak Hr LOS	AM Pe Delay	ak Hr LOS	PM Pe Delay	eak Hr LOS	AM Pe Delay	eak Hr LOS	PM Pe Delay	eak Hr LOS	AM P Delay	eak Hr LOS	PM Pe Delay	eak Hr LOS	AM P Delay	eak Hr LOS	PM Pe Delay	eak Hr LOS	AM Pe Delay	ak Hr LOS	PM Pe Delay	ak Hr LOS
14	4th Avenue	8th Street	NB 1-T/R SB 1-L/T WB 1-L/T/R	All-Way Stop	D	(sec) 17.7	С	(sec) 9.9	A	(sec) 28.9	D	(sec) 11.9	В	(sec) 5.9	A	(sec) 4.6	A	(sec) 7.0	Α	(sec) 5.3	A	(sec) 8.5	A	(sec) 13.5	В	(sec) 4.5	A	(sec) 6.7	A
15	Imjin Road	8th Street	NB 1-L/T/R SB 1-L/T, 1-R EB 1-L, 1-T/R WB 1-L, 1-T, 1-R	All-Way Stop	D	12.4	В	11.1	В	15.0	В	12.6	В	15.6	С	12.9	В	17.2	С	13.5	В	67.5	F	53.2 8 7	F	67.2	F	53.1 8 7	F
			WB 1-L, 1-1, 1-R	willigation 32	2																	15.1	-	0.7	A	15.1	0	0.7	A
16	2nd Avenue	3rd Street	NB 1-L, 1-T, 1-T/R SB 1-L, 1-T, 1-T/R WB 1-L, 1-R	All-Way Stop Mitigation 33 Mitigation 45	D 3 5	7.6	A	7.5	A	7.9	A	7.9	А	9.9	А	10.9	В	22.9	С	45.0	D	26.9 27.1	с С	53.5	F D	31.5 25.2	с с	139.7 52.9	F
17	4th Avenue	3rd Street	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	All-Way Stop	D	24.6	С	13.8	В	73.5	F	21.4	С	109.5	F	42.7	E	214.0	F	162.0	F	*	F	*	F	*	F	*	F
				Mitigation 84 Mitigation 8E Mitigation 24 Mitigation 344 Mitigation 34E	4 3 2 4 3									10.0 11.0	A B	11.9 5.8	B A	14.1 18.2 20.6	B C C	13.9 8.0 18.2	В А В	69.5 47.6 <i>37.6</i> <i>7.9</i>	F D D A	117.0 140.8 <i>54.1</i> <i>34.8</i>	F F D D	67.5 46.3 <i>37.3</i> <i>7.7</i>	F D D A	110.0 134.7 52.4 32.9	F <i>D</i> <i>D</i>
18	General Jim Moore Blvd.	1st Street	NB 1-L, 1-T/R SB 1-L, 1-T/R EB 1-L/T/R WB 1-L/T/R	All-Way Stop	D	33.7	D	17.5	С	41.2	E	20.7	С	49.0	E	21.3	С	69.7	F	37.6	E	*	F	*	F	*	F	*	F
				Mitigation 9/ Mitigation 9E Mitigation 35	4 3 5									4.7 7.4	A A	7.0 5.4	A A	8.8 8.4	A A	10.1 6.2	B A	17.5 44.8 3.3	B E A	32.2 61.8 4.0	C F A	17.2 42.6 3.3	B E A	31.3 57.5 <i>4.0</i>	C F A
19	1st Avenue	Light Fighter Drive	NB 1-L, 1-R SB 1-L/T, 1-R EB 2-T, 1-R WB 1-L, 2-T	Signal Mitigation 23	C	10.1	В	20.8	С	10.3	В	21.7	С	10.5	В	23.7	С	13.4 7.3	B	50.4 20.3	D	23.5 10.8	C B	74.8 18.8	E	23.5 10.8	C B	74.8	E
20	2nd Avenue	Light Fighter Drive	NB 1-L/T/R SB 1-L, 1-T, 1-R	Signal	С	11.1	В	12.2	В	12.1	В	12.9	В	13.0	В	20.1	с	33.5	с	117.1	F	73.4	E	*	F	131.6	F	*	F
			ЕВ 1-L, 1-I, 1-I/R WB 1-L, 1-T, 1-T/R	Mitigation 24 Mitigation 36 Mitigation 4	4													14.1	В	21.5	С	23.0 20.4	c <i>c</i>	181.8 <i>33.2</i>	F C	119.6 23.4	F	*	F
21	General Jim Moore Blvd.	Light Fighter Drive	NB 2-L, 1-T/R SB 1-L, 1-T, 1-T/R	Signal	С	23.4	С	26.8	с	24.1	с	27.3	с	25.7	с	29.2	с	27.9	с	34.1	с	73.7	E	227.3	F	30.0	c	60.2	E
			EB 1-L, 1-1, 1-R WB 1-L, 1-T/R	Mitigation 33 Mitigation 43	7 7																	27.7	С	34.6	С	20.1	С	21.9	С
22	General Jim Moore Blvd.	Gigling Road	NB 1-L, 2-T, 1-R SB 1-L, 2-T, 1-R EB 1-L, 1-T/R WB 1-L, 1-T, 1-R	Signal	С	16.4	В	17.5	В	16.3	В	17.1	В	16.2	В	15.2	В	16.6	В	14.4	В	50.0	D	165.1	F	47.0	D	145.5	F
				Mitigation 38 Mitigation 48	8 8																	26.3	С	31.5	С	25.8	С	33.8	С
23	General Jim Moore Blvd.	Normandy Road	NB 1-L/T/R SB 1-L, 2-T, 1-R EB 1-L/T/R WB 1-L/T/R	Signal Mitigation 39	C	14.3	В	11.5	В	14.1	В	11.1	В	14.8	В	12.0	В	18.3	В	15.0	В	78.4	E	150.2 34.1	F	78.4 27.8	E	150.8 34.1	F
24	General Jim	Coe Road	NB 1-L, 1-T/R	Stop Sign	с	3.6	А	1.8	Α	8.5	A	4.3	А	13.6	В	9.0	А	45.0	Е	49.6	Е	*	F	*	F	*	F	*	F
	Moore Blvd.	Eucalyptus Ro	d. SB 1-L/T, 1-R EB 1-L/T, 1-T/R WB 1-L/T/R	WA Mitigation 10	2	22.3	С	15.6	С	48.9	E	27.0	D	85.5 6.6	F A	73.8 <i>5.6</i>	F A	12.8	F B	9.9	F A	* 19.2	F	* 131.6	F	* 36.8	F	* 143.6	F
25	General Jim	Broadway	NB 1-L/T	Mitigation 40	c	26.2	D	30.1	D	30.7	D	38.0	E	40.2	E	71.1	F	64.6	F	127.3	F	18.9 231.9	B F	*	F	231.9	в F	*	C F
	Moore Blvd.	Avenue	SB 1-T, 1-R EB 1-L, 1-R	Mitigation 1 Mitigation 4	1									14.0	В	14.2	В	15.9	в	16.2	в	36.4 22.5	D C	61.5 24.5	E C	36.4 22.5	D C	61.5 24.5	E C

L, T, R = Left, Through, Right
 NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
 WA = Worst Approach
 * = Delay greater than 300 seconds.
 Levels of service shown in bold type represent the level of service with existing lane configurations and intersection controls, or what the level of service would be assuming all previous mitigation measures have been implemented.
 Levels of service shown in italics represent what the level of service would be during each scenario once a mitigation measure has been implemented.
 Levels of services what the level of service and delay would be if the mitigation measure in the previous scenario were not implemented.

						Exi	isting			E	Backgrou	und		Back	round +	Project Pr	nase 1		Back	ground +	Project Build	lout	(Cumulativ	e without 2	2nd Avenue Exte	ensions		Cumulative	with 2nd	Avenue Exte	insions
Freeway	y Segments	Туре	Direction	LOS Std.	AM Peak	Hr	F	M Peak Hr	A	AM Peak Hr	Conditio	PM Peak I	-lr	AM Peak	-Ir	P	M Peak Hr		AM Peak	Hr	PM	Peak Hr		AM Pea	k Hr	PM Pe	ak Hr		AM Peak H	ir	PM P	eak Hr
					Volume Density	¹ LOS	Volume	Density ¹ LOS	Volume	Density ¹ L(DS Vo	olume Density ¹	LOS	Volume Density ¹	LOS	Volume	Density ¹ L	LOS	Volume Density	LOS	Volume D	ensity ¹ LO	OS Volur	ne Densit	ty ¹ LOS	Volume Dens	ity ¹ LOS	5 Vol	ume Density ¹	LOS	Volume Der	sity ¹ LOS
1 Highway 1 So	South of Light Fighter Dr.	6-Lane Freeway	NB	D	2653 14	в	5404	28 D	2758	14	в 5	5654 29	D	3023 16	в	6203	32	D	3753 19	с	6918	35	460	6 24	С	7926 4	E	46	606 24	С	7926 4	1 E
		8-Lane Freeway	NB																3753 14	В	6918	27	460	6 18	В	7926 30	D	46	606 18	В	7926 3	0 D
		6-Lane Freeway	SB	D	4574 23	с	3498	18 B	4797	25	C 3	3665 19	с	5022 26	с	4187	21	с	5373 28	D	5118	26	598	2 31	D	6373 33	D	59	982 31	D	6373 3	3 D
		8-Lane Freeway	SB															_	5373 21	С	5118	20	598	2 23	с	6373 25	С	59	982 23	C	6373 2	. <u>5</u> C
2 Highway 1 Be	Between Light Fighter Dr.	6-Lane Freeway	NB	D	2121 11	Α	5085	26 C	2208	11	в 5	5307 27	D	2428 12	в	5778	30	D	2841 15	В	6326	32	347	5 18	В	7022 30	E	34	175 18	В	7022 3	6 E
			NB										_							_			347:	5 13	В	7022 27		34	175 13	В	7022 2	7 D
ar	and Twelfth St.		SB	D	4338 22	с	2936	15 B	4526	23	C 3	3083 16	в	4718 24	С	3534	18	С	4952 25	С	4157	21	545	9 28	D	5056 20	c	54	159 28	D	5056 2	6 C
3 Highway 1 No	North of Twelfth St.	6-Lane Freeway	NB	D	1499 8	А	4210	22 C	1667	9	A 4	1329 22	с	1801 9	А	4641	24	с	1992 10	Α	5146	26) 251	1 13	в	5775 30	D	23	159 <u>21</u> 196 12	в	5505 2	<u>9 C</u> 28 D
ů ,			SB	D	3407 17	в	2300	12 B	3478	18	в 2	2484 13	в	3636 19	с	2812	14	в	4030 21	с	3201	16	3 454	3 23	с	3926 20	с	43	359 22	с	3680 1	19 C
Freewa	ay Ramps ³				AM Peak	Hr	F	M Peak Hr	A	AM Peak Hr	20	PM Peak	Hr	AM Peak	Hr	P	M Peak Hr	00	AM Peak	Hr	PM	Peak Hr		AM Pea	k Hr	PM Pe	ak Hr		AM Peak H	r	PM P	eak Hr
4 Hwy 1 NB Onramp At	At Twelfth St.	1-Lane Ramp	NB	D	40	A	voi ٤	30 A	1	75	A	166	A	309	A	47	78 L	A	500	A	983			567	B	1,076	D	,	452	<u>A</u>	806	c
5 Hwy 1 NB Offramp Af	At Twelfth St.	1-Lane Ramp	NB	D	659	в	9	55 C	7	'13	в	1,144	D	934	С	1,6	16	F	1,346	E	2,163		:	1,528	F	2,322	F		1,528	F	2,322	F
		2-Lane Ramp		_		_								934	A	1,6	16	С	1,346	В	2,163)	1,528	С	2,322	D		1,528	С	2,322	D
6 Hwy 1 SB Onramp At	At Twelfth St.	1-Lane Ramp	SB	D	1,032	С	6	86 B	1,:	200	D	791	с	1,392	E	1,2	42	D	1,626	F	1,865		-	1,715	F	2,113	F		1,715	F	2,113	F
		2-Lane Ramp												1,392	В	1,2	42	В	1,626		1,865		;	1,715	c	2,113	D	-	1,715		2,113	D
7 Hwy 1 SB Offramp Af	At Twelfth St.	1-Lane Hamp	SB	D	101	A	5	50 A		52	A	192	A	310	A	52	20	в	704	в	909		;	799	С	983	С		615	в	737	В
8 Hwy 1 NB Onramp At	At Light Fighter Dr.	1-Lane Ramp	NB	D	171	Α	2	47 A	1	81	A	261	Α	181	Α	26	51	A	181	A	261		\	235	A	416	A		235	A	416	A
9 Hwy 1 NB Offramp At	At Light Fighter Dr.	1-Lane Ramp	NB	D	703	в	5	66 B	7	32	в	608	в	776	с	68	6	в	1,094	D	853		;	1,366	Е	1,320	E		1,366	Е	1,320	Е
		2-Lane Ramp																						1,366	В	1,320	В		1,366	в	1,320	В
10 Hwy 1 SB Onramp At	At Light Fighter Dr.	1-Lane Ramp	SB	D	454	A	7	42 B	4	98	A	776	с	532	в	84	17	с	649	в	1,156	i	,	817	с	1,671	F		817	с	1,671	F
		2-Lane Ramp									_													817	Α	1,671	С	_	817	A	1,671	c
11 Hwy 1 SB Offramp At	At Light Fighter Dr.	1-Lane Ramp	SB	D	218	Α	1	80 A	2	27	A	194	A	227	A	19	94	A	227	A	194		x	295	A	354	Α		295	A	354	Α
Road S	Segments																													$\neg \uparrow$		
12 Blanco Road No	North of Reservation Rd.	4-Lane Arterial w/left-turn lane	Two-Way	с	2438	в	24	134 B	26	678	c	2737	с	3050	D	35	51	Е	3871	F	4802			4715	F	6143	F		4715	F	6143	F
		6-Lane Arterial w/left-turn lane												3050	Α	35:	51	в	3871	с	4802		,	4715	D	6143	F		4715	D	6143	F
13 Reservation Rd. Be	Between Imjin Rd. and Blanco Ro	4-Lane Expressway	Two-Way	с	3198	с	32	298 C	35	565	c	3769	D	4035	D	47	97	E	5074	F	6377		-	6631	F	8902	F		6631	F	8902	F
		6-Lane Expressway												4035	В	47	97	С	5074	с	6377)	6631	D	8902	F		6631	D	8902	F

Notes:
1. Vehicle density is measured in passenger cars per mile per lane during the specific noted peak hour period.
2. Capacities given for each service level assume the same level of service for the adjoining merging roadway as well as level of service being determined by volume-to-capacity and not attainable speed. Level of service will be controlled by freeway leve

	LOS A	LOS B	LOS C	LOS D	LOS E
1-Lane Freeway Ramp ²	500	750	1,050	1,300	1,500
2-Lane Freeway Ramp ²	1,000	1,500	2,100	2,600	2,800

Based on the Caltrans Highway Design Manual, Section 504.4 (5) & (6) and 504.5.
 Levels of service shown in bold type represent the level of service with existing lane configurations, or what the level of service would be assuming all previous mitigation measures have been implemented.
 Levels of service shown in italics represent what the level of service would be during each scenario once a mitigation measure has been implemented.
 Text in red represents what the level of service would be if the mitigation measure in the previous scenario were not implemented.

EXHIBIT 7C Levels of Service Road Segments

			ntersections						
	N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection	LOS Standard	Conditions	Conditions	Without 2nd Avenue Extensions	With 2nd Avenue Extensions
1	Del Monte Blvd.	Reservation Road	NB 1-L, 1-T, 2-R SB 2-L, 1-T, 1-T/R EB 1-L/T, 1-T/R WB 2-L, 1-T, 1-R	Signal	D	None Recommended	None Recommended	None Recommended	None Recommended
2	California Avenue	Reservation Road	NB 1-L/T, 1-R SB 1-L/T/R EB 1-L, 1-T, 1-T/R WB 1-L, 1-T, 1-T/R	Stop Sign	D	#1. Signalize	None Recommended	None Recommended	None Recommended
3	Imjin Road	Reservation Road	NB 2-L, 1-T/R, 1-R SB 1-L, 1-T, 1-R EB 2-L, 2-T, 1-R WB 2-L, 2-T, 1-R	Signal	D	#2. Widen, restripe NB as 1-L, 1-T, 3-R, add 3rd EBT, 3rd WBT, 3rd WBL, optimize cycle length	None Recommended	#26. Add Westbound to Southbound flyover ramp, restripe NB as 1-L, 1-T, 2-R, convert NBR to free right-turn, add 3rd EBT and 3rd WBT	#26. Add Westbound to Southbound flyover ramp, restripe NB as 1-L, 1-T, 2-R, convert NBR to free right-turn, add 3rd EBT and 3rd WBT
4	Blanco Road	Reservation Road	SB 2-L, 2-R EB 2-L, 2-T WB 1-T, 1-R	Signal	С	None Recommended	#16. Add 3rd EBL and 3rd NB receiving lane on Blanco Rd.	#27. add 2nd WBT	#27. add 2nd WBT
5	Del Monte Blvd.	Reindollar Avenue	NB 1-L, 2-T, 1-R SB 1-L, 2-T WB 1-L, 1-L/T/R	Signal	D	None Recommended	None Recommended	None Recommended	None Recommended
6	California Avenue	Reindollar Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L, 1-T/R WB 1-L, 1-T/R	All-Way Stop	D	None Recommended	None Recommended	#28. Signalize	#28. Signalize
7	SB Hwy 1 Ramps	Twelfth St.	SB 1-L/T WB 1-L	Stop Sign	D	#3. Signalize, restripe 12th St. bridge over Hwy. 1 to accommodate two WB left-turn lanes and one EB lane	#17. Reconfigure Southbound ramps at interchange	None Recommended	None Recommended
8	NB Hwy 1 Ramps	Twelfth St.	NB 1-L/T, 1-R EB 1-L/T WB 1-T, 1-R	Stop Sign	D	#4. Close Median	None Recommended	None Recommended	None Recommended
9	2nd Avenue	Imjin Pwy	NB 1-L, 1-T, 1-T/R SB 1-L, 1-T, 1-T/R EB 1-L, 1-T, 1-T/R WB 1-L, 1-T, 1-T/R	Stop Sign	D	#5. Add 2nd NBL, 2nd WBL, NBR, EBR, & change NBR & EBR to RTO	#18. Add 3rd NBL, 2nd NBR, 2nd SBL, SBR, 2nd EBL, 2nd EBR, 3rd EBT, 3rd WBT, 3rd WBL, WBR, SB & WB RTO, optimize cycle length	None Recommended	None Recommended
10	California Avenue	lmjin Pwy	NB 1-L/T/R SB 1-L/T/R EB 1-L, 1-T, 1-T/R WB 1-L, 1-T, 1-T/R	Stop Sign	D	None Recommended	#19. Add NBR, add SBR, change SBR to RTO, add 3rd EBT, add 3rd WBT, add EBR, optimize cycle length	#29. Change NBR to RTO, add 2nd EBL and WBL	#29. Change NBR to RTO, add 2nd EBL and WBL
11	Imjin Road	Imjin Pwy- Imjin Road	NB 2-L, 1-R EB 1-T, 1-T/R WB 1-L, 2-T	Stop Sign	D	#6. Add 2nd WBL	#20. Restripe NB as 1-L, 2-R, and add 3rd EBT & 3rd WBT	#30. Change NBR to RTO	#30. Change NBR to RTO
12	Abrams Drive	Imjin Road	NB 1-L/T, 1-R SB 1-L/T, 1-R EB 1-L, 1-T, 1-R WB 1-L, 1-T, 1-R	Signal	D	#7. Widen EB & WB to accommodate 2nd EBT & 2nd WBT, add EB & WB protected phasing	#21. Add 3rd EBT & add 3rd WBT, optimize cycle length	#31. Add 2nd WBL, Add NB L, change NBR to RTO	#31. Add 2nd WBL, Add NB L, change NBR to RTO
13	2nd Avenue	8th Street	NB 1-L, 1-T, 1-T/R SB 1-L, 1-T, 1-T/R EB 1-L, 1-T, 1-R WB 1-L, 1-T, 1-R	Stop Sign	D	None Recommended	None Recommended	None Recommended	None Recommended

Notes:

L, T, R = Left, Through, Right
 NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
 NBL = Northbound Left-Turn Lane, NBR = Northbound Right-Turn Lane, NBT = Northbound Through Lane, etc.
 RTO = Right turn overlap phasing

EXHIBIT 7D Intersection Mitigations **Background + Project to Cumulative Conditions** Intersections 1 - 13

	In	tersections		-	Background + Project Phase 1	Background + Project Buildout	Cumulative Conditions	Cumulative Conditions
N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	LOS Standard	Conditions	Conditions	Without 2nd Avenue Extensions	With 2nd Avenue Extensions
14 4th Avenue	8th Street	NB 1-T/R SB 1-L/T WB 1-L/T/R	Stop Sign	D	None Recommended	None Recommended	None Recommended	None Recommended
15 Imjin Road	8th Street	NB 1-L/T/R SB 1-L/T, 1-R EB 1-L, 1-T/R WB 1-L, 1-T, 1-R	Stop Sign	D	None Recommended	None Recommended	#32. Add Roundabout	#32. Add Roundabout
16 2nd Avenue	3rd Street	NB 1-T, 1-T/R SB 1-L, 2-T WB 1-L, 1-R	Stop Sign	D	None Recommended	None Recommended	#33. Add 2nd EBL, change E/W phasing to protected	#45. Add SBR
17 4th Avenue	3rd Street	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	Stop Sign	D	#8A. Signalize, add NBL, add SBL OR #8B. Add Roundabout	#22. Add EBL, add WBL if signal chosen under Background + Project Phase 1	#34A. Add NBR, SBR, EBR & WBR if signal chosen under Background + Project Phase 1 OR #34B. Add Roundabout (2 circulating lanes)	#34A. Add NBR, SBR, EBR & WBR if signal chosen under Background + Project Phase 1 OR #34B. Add Roundabout (2 circulating lanes)
18 General Jim Moore Blvd.	1st Street	NB 1-L, 1-T/R SB 1-L, 1-T/R EB 1-L/T/R WB 1-L/T/R	Stop Sign	D	#9A. Signalize OR #9B. Add Roundabout	None Recommended	#35. Add Roundabout (2 circulating lanes) if roundabout chosen under Background + Project Phase 1	#35. Add Roundabout (2 circulating lanes) if roundabout chosen under Background + Project Phase 2
19 1st Avenue	Light Fighter Drive	NB 1-L, 1-R SB 1-L/T, 1-R EB 2-T, 1-R WB 1-L, 2-T	Signal	С	None Recommended	#23. Widen and restripe SB as 1-L, 1-T, 1-R, change N/S phasing to permitted	None Recommended	None Recommended
20 2nd Avenue	Light Fighter Drive	NB 1-L/T/R SB 1-L, 1-T, 1-R EB 1-L, 1-T, 1-T/R WB 1-L, 1-T, 1-T/R	Signal	С	None Recommended	#24. Add 2nd EBL, change SBR to RTO, change I//S phasing to split phasing, restripe SB as 1-L, 1-L/T, 1-R, add WBR	#36. Add 2nd SBR, add 3rd SBL and EB Light Fighter receiving lane, widen & restripe NB as 1-L, 1-L/T, 1-R, add EBR, add 2nd WBR, change NBR & WBR to RTO	#46. Add 2 NBL's, 2 NBT's, restripe NB as 2-L, 2-T, 1-T/R, add 2nd SBL, add 2nd & 3rd SBT, add SB RTO, add 2nd EBL, add 2nd EBR, add 2nd WBL, add WBR, optimize cycle length
21 General Jim Moore Blvd.	Light Fighter Drive	NB 2-L, 1-T/R SB 1-L, 1-T, 1-T/R EB 1-L, 1-T, 1-R WB 1-L, 1-T/R	Signal	С	None Recommended	None Recommended	#37. Add 3rd NBL, add 2nd NBT, add SBR, change SBR to RTO, add 2nd EBL, add 2nd WBT, restripe WB as 1-L, 1-T, 1-T/R, optimize cycle length	#47. Restripe NB as 1-L, 1-T, 1-T/R, add 2nd EBL, add SBR
22 General Jim Moore Blvd.	Gigling Road	NB 1-L, 2-T, 1-R SB 1-L, 2-T, 1-R EB 1-L, 1-T/R WB 1-L, 1-T, 1-R	Signal	С	None Recommended	None Recommended	#38. Add 3rd NBT, 3rd SBT, add EBR, add 2nd NBL, 2nd SBL, change EBR to RTO, optimize cycle length	#48. Add EBR, 3rd NBT, 3rd SBT, 2nd NBL, 2nd SBL
23 General Jim Moore Blvd.	Normandy Road	NB 1-L/T/R SB 1-L, 2-T, 1-R EB 1-L/T/R WB 1-L/T/R	Signal	С	None Recommended	None Recommended	#39. Add 3rd NBT, 3rd SBT, optimize cycle length	#39. Add 3rd NBT, 3rd SBT, optimize cycle length
24 General Jim Moore Blvd.	Coe Road Eucalyptus Rd.	NB 1-L, 1-T/R SB 1-L/T, 1-R EB 1-L/T, 1-T/R WB 1-L/T/R	Stop Sign	С	#10. Signalize & add SBL	None Recommended	#40. Add 2nd NBT, 2nd SBT, add NBR, restripe EB as 1-L, 1-T/R, add WBL	#40. Add 2nd NBT, 2nd SBT, add NBR, restripe EB as 1-L, 1-T/R, add WBL
25 General Jim Moore Blvd.	Broadway Avenue	NB 1-L/T SB 1-T, 1-R EB 1-L, 1-R	All-Way Stop	С	#11. Signalize & add NBL	None Recommended	#41. Add 2nd NBT, 2nd EBL	#41. Add 2nd NBT, 2nd EBL

Notes:

L, T, R = Left, Through, Right
 NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
 NBL = Northbound Left-Turn Lane, NBR = Northbound Right-Turn Lane, NBT = Northbound Through Lane, etc.
 RTO = Right turn overlap phasing

	Road Segments	Background + Project Phase 1 Conditions	Background + Project Buildout Conditions	Cumulative without 2nd Avenue Extension Conditions	Cumulative with 2nd Avenue Extension Conditions
1 Highway 1	South of Light Fighter Dr.	None Recommended	#25. 8-Lane Freeway	None Recommended	None Recommended
2 Highway 1	Between Light Fighter Dr. and Twelfth St.	None Recommended	None Recommended	#42. 8-Lane Freeway	None Recommended
3 Highway 1	North of Twelfth St.	None Recommended	None Recommended	None Recommended	None Recommended
4 Hwy 1 NB Onramp	At Twelfth St.	None Recommended	None Recommended	None Recommended	None Recommended
5 Hwy 1 NB Offramp	At Twelfth St.	#12. 2-Lane Ramp	None Recommended	None Recommended	None Recommended
6 Hwy 1 SB Onramp	At Twelfth St.	#13. 2-Lane Ramp	None Recommended	None Recommended	None Recommended
7 Hwy 1 SB Offramp	At Twelfth St.	None Recommended	None Recommended	None Recommended	None Recommended
8 Hwy 1 NB Onramp	At Light Fighter Dr.	None Recommended	None Recommended	None Recommended	None Recommended
9 Hwy 1 NB Offramp	At Light Fighter Dr.	None Recommended	None Recommended	#43. 2-Lane Ramp	None Recommended
10 Hwy 1 SB Onramp	At Light Fighter Dr.	None Recommended	None Recommended	#44. 2-Lane Ramp	None Recommended
11 Hwy 1 SB Offramp	At Light Fighter Dr.	None Recommended	None Recommended	None Recommended	None Recommended
12 Blanco Road	North of Reservation Rd.	#14. 6-Lane Arterial	None Recommended	None Recommended	None Recommended
13 Reservation Rd.	Between Imjin Rd. and Blanco Rd.	#15. 6-Lane Expressway	None Recommended	None Recommended	None Recommended

EXHIBIT 7F Segment Mitigations **Background + Project to Cumulative Conditions**









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EXHIBIT 8A Background Conditions AM Peak Hour Volumes













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EXHIBIT 8B Background Conditions PM Peak Hour Volumes

Marina University Villages Project Phase 1 - Trip Generation Table

					Р	EAK HOUF	r trip r	ATES &	DISTRIB	UTION		
						AM PEAK H	OUR			PM PEAK	HOUR	
		ITE		DAILY	PEAK	%			PEAK	%		
		LAND USE	PROJECT	TRIP	HOUR	OF	%	%	HOUR	OF	%	%
TRIP GENERATION RATES		CODE	SIZE	RATES	RATES	DAILY RATE	IN	OUT	RATE	DAILY RATE	IN	OUT
Single Family Detached Housing		210	614 Homes	9.57	0.75	8%	0.25	0.75	1.01	11%	0.63	0.37
Condominiums/Town Homes		231	515 Units	5.86	0.67	11%	0.25	0.75	0.78	13%	0.58	0.42
Apartments		220	108 Units	6.72	0.51	8%	0.20	0.80	0.62	9%	0.65	0.35
Retail - Specialty Retail		814	32,500 SF	44.32	0.00	0%	0.00	0.00	2.71	6%	0.44	0.56
- Shopping Center		820	550,000 SF	42.94	1.03	2%	0.61	0.39	3.75	9%	0.48	0.52
- Supermarket	_	850	55,000 SF	102.24	3.25	3%	0.61	0.39	10.45	10%	0.51	0.49
- Strip Commercial		SANDAG	117,500 SF	40.00	1.20	3%	0.60	0.40	3.60	9%	0.50	0.50
- Neighborhood Shopping Center		SANDAG	269,300 SF	120.00	4.80	4%	0.60	0.40	12.00	10%	0.50	0.50
Restaurants - Quality	_	931	58,725 SF	89.95	0.81	1%	0.50	0.50	7.49	8%	0.67	0.33
- High Turnover		932	24,000 SF	127.15	11.52	9%	0.52	0.48	10.92	9%	0.61	0.39
- Fast Food with Drive Through Window		934	12,500 SF	496.12	53.11	11%	0.51	0.49	34.64	7%	0.52	0.48
Convenience Market (15 to 16 hours)		852	2,530 SF	492.00	31.02	6%	0.50	0.50	34.57	7%	0.49	0.51
Gas Station with Convenience Market (12 Fueling Positions)		945	12 Position	162.78	10.06	6%	0.50	0.50	13.38	8%	0.50	0.50
General Offices		710	10,000 SF	11.01	1.55	14%	0.88	0.12	1.49	14%	0.17	0.83
Business Park		770	809,171 SF	12.76	1.43	11%	0.84	0.16	1.29	10%	0.23	0.77
Multiplex Movie Theater		445	10 Screens	292.50	0.00	0%	0.00	0.00	23.02	8%	0.60	0.40
Community Building/Facilities		495	80,000 SF	22.88	1.62	7%	0.61	0.39	1.64	7%	0.29	0.71
Soccer Complex		488	4 Fields	71.33	1.40	2%	0.50	0.50	20.67	29%	0.69	0.31
City Park		SANDAG	7.8 Acres	50.00	2.00	4%	0.50	0.50	4.00	8%	0.50	0.50
Government Office		733	561,850 SF	27.92	2.21	8%	0.89	0.11	2.85	10%	0.31	0.69
Transit Center		CUSTOM		1400.00	160.00	11%	0.50	0.50	140.00	10%	0.43	0.57
Church		560	55,300 SF	9.11	0.72	8%	0.54	0.46	0.66	7%	0.31	0.69
						NUM	BER OF T	RIPS GEN	IERATED			
						AM PEAK H	OUR			PM PEAK	HOUR	
	LAND USE	ITE			PEAK	%	#	#	TOTAL	%	#	#
	PLANNING	LAND USE	PROJECT	DAILY	HOUR		TRIPS	TRIPS	PEAK		TRIPS	TRIPS
PROJECT TRIPS GENERATED - PHASE 1 (2005 to 2009)	AREA	CODE	SIZE	TRIPS	TRIPS	TRIPS	IN	OUT	HOUR	TRIPS	IN	OUT
Single Femily Detected Housing	K I Q D1	210	221 Homoo	0 1 1 5	166	00/	40	104	222	110/	140	
Town Homos / Condominiums	KI DI & DI	210	105 Unite	1 1 / 2	100	110/	42	09	152	120/	00	64
	R, L, FIADI	201	109 Units	726	55	00/	11	90	67	13%		04
Potail Shopping Contor	02 A B1	820	550 000 SE	22 617	567	0 /0	246	201	2062	3 /o	990	1072
Specialty Poteil	А, БТ	914	17 000 SE	23,017	507	2 /0	040	221	2003	5 /o 6º/	390	26
- Supermarket		850	55,000 SF	5 623	179	3%	109	70	575	10%	293	282
	т Т	SANDAG	50,000 SF	2 000	60	3%	36	24	180	9%	90	90
Bestaurante - Quality	4 B1	931	40.000 SF	2,000	32	1%	16	16	300	3 /8 8%	201	90
- High Turnover	A B1	932	20,000 SF	2 543	230	9%	120	110	218	9%	133	85
- East Food with Drive Through Window	A B1	934	7 500 SF	3 721	398	11%	203	195	260	7%	135	125
Multiplex Movie Theater	B1	445	10 Screens	2 925	000	0%	200	0	230	8%	138	92
Gas Station with Convenience Market (12 Fueling Positions)		945	12 Positions	1 953	121	6%	61	60	161	8%	81	80
General Offices	B1	710	10 000 SE	1,000	16	15%	14	2	15	14%	3	12
Church	Т	560	55 300 SF	504	40	8%	22	18	36	7%	11	25
Government Office/Services	т	733	81,300 SF	2 270	180	0 /0 8%	160	20	232	1/%	72	160
Sub-Total Project Phase 1 Trins	•	700	01,000 01	53 601	2 175	076 4%	1 173	1 002	4 758	9%	2 4 3 9	2 319
Internal Trip Boduction ¹ (-10%)				5 360	218	4%	117	100	476	9%	244	232
				3,000	210	470	,	100	470	576		

TOTAL PRIMARY PROJECT PHASE 1 TRIPS	48,241	1,957	4%	1,056	902	4,282	9%	2,195	2,087

Notes:

Trip generation rates published by Institute of Transportation Engineers,

"Trip Generation," 7th Edition, 2003, unless otherwise noted

1. Internal capture rate of non-residential trips

DUE TO Neighborhood District Land Use

2. OP1 and T may be developed as hotel or office space instead of retail,

however, the trip generation was based upon retail development in order

to represent the worst case scenario.

EXHIBIT 9A Project Phase 1 Trip Generation



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Drawing: J:\2004\101-150\4-113\4-113 Study Intersections.dwg Layout: Project Trip Dist



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4-113 Project Location Map.xls9C-Project Road Network Project Phase 1 Road Network



EXHIBIT 9D Project Road Hierarchy at Project Buildout



Inte Drawing: J:\2004\101-150\4-113\4-113 Study Layout: Traffic Controls at Project

HIGGINS ASSOCIATES







EXHIBIT 9H Background + Project Buildout AM Volumes at Non-Study Intersections with 2nd Avenue



EXHIBIT 9I Background + Project Buildout PM Volumes at Non-Study Intersections with 2nd Avenue

		Proposed	Proposed		Background + Conc	Project Phase 1 litions	Background + Conc	Project Buildout litions
N-S Street	E-W Street	Lane Configuration per Circulation Exhibit	Intersection Control	Warrant	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr
2nd Avenue	Commercial Driveway	NB 1-L, 1-T, 1-T/R SB 1-L, 1-T, 1-T/R EB 1-L, 1-T/R WB 1-L, 1-T/R	Signal	Signal Northbound Right-Turn Southbound Right-Turn Eastbound Dual Left-Turns	Yes Taper Met Lane Met No	Yes Lane Met Lane Met Dual Left-Turns	Yes Lane Met Lane Met No	Yes Lane Met Lane Met Dual Left-Turns
2nd Avenue	10th Street	NB 1-L, 1-T, 1-T/R SB 1-L, 1-T, 1-T/R EB 1-L, 1-T/R WB 1-L, 1-T/R	Signal	Signal Northbound Right-Turn Southbound Right-Turn Eastbound Dual Left-Turns	No No Lane Met No	Yes Taper Met Lane Met Dual Left-Turns	Yes Lane Met Lane Met No	Yes Lane Met Lane Met Dual Left-Turns
2nd Avenue	9th Street	NB 1-L, 1-T, 1-T/R SB 1-T, 1-R EB 1-R WB 1-R	Signal	Signal Northbound Right-Turn Southbound Right-Turn	No No Taper Met	No No Lane Met	No Taper Met Lane Met	No Taper Met Lane Met
2nd Avenue	8th Street	NB 1-T, 1-T/R SB 1-L, 2-T WB 1-L, 2-R	Signal	Signal Northbound Right-Turn	Yes Taper Met	No Taper Met	Yes Lane Met	Yes Lane Met
2nd Avenue	6th-7th Street	NB 1-T, 1-R SB 1-T, 1-R EB 1-R WB 1-R	Stop Sign	Signal Northbound Right-Turn Southbound Right-Turn	No No No	No No No	No No Lane Met	No Taper Met Lane Met
2nd Avenue	5th Street	NB 1-L, 2-R SB 2-T, 1-R EB 1-L, 1-R WB 1-L, 1-T/R	Signal	Signal Eastbound Dual Left-Turns	No No	No No	Yes No	Yes Dual Left-Turns
2nd Avenue	3rd Street	NB 1-L, 1-T, 1-T/R SB 1-L, 1-T, 1-T/R EB 1-L, 1-T/R WB 1-L, 1-T/R	Signal	Signal Northbound Right-Turn Southbound Right-Turn Eastbound Dual Left-Turns	Yes No No No	No Taper Met No No	Yes Taper Met Lane Met No	Yes Taper Met Lane Met Possible
2nd Avenue	1st Street	NB 1-L, 1-T, 1-T/R SB 1-L, 1-T, 1-T/R EB 1-L, 1-T/R WB 1-L, 1-T/R	Signal	Signal Southbound Right-Turn	No No	No No	No Lane Met	Yes Lane Met

<u>Notes:</u> 1. L, T, R = Left, Through, Right 2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound

EXHIBIT 9J **Project Intersections Phase 1 and Project Buildout Warrant Summary**



EXHIBIT 9K Project Bike and Pedestrian Paths













EXHIBIT 10A Project Phase 1 Trip Assignment AM Peak Hour Volumes













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EXHIBIT 10B Project Phase 1 Trip Assignment PM Peak Hour Volumes










EXHIBIT 11A Background + Project Phase 1 Conditions AM Peak Hour Volumes













EXHIBIT 11B Background + Project Phase 1 Conditions PM Peak Hour Volumes

Marina University Villages Project Buildout - Trip Generation Table

				PEAK HOUR TRIP RATES & DISTRIBUTION								
						AM PEAK H	IOUR			PM PEAK	HOUR	
			PROJECT		PEAK	% 05	0 /_	0/	PEAK	% OF	0 /_	0 /_
TRIP GENERATION RATES		CODE	SIZE	BATES	BATES	DAILY	in	<i>~</i> ОПТ	RATE	DAILY	⁷⁰	
		CODE	UILL	IIATEO	IIAILO	RATE		001		RATE		
Single Family Detached Housing	-	210	614 Homes	9.57	0.75	8%	0.25	0.75	1.01	11%	0.63	0.37
	-	231	108 Units	5.86	0.67	11%	0.25	0.75	0.78	13%	0.58	0.42
Apariments Retail - Specialty Retail	-	220	22 500 SE	0.72	0.01	0%	0.20	0.80	0.62	9%	0.05	0.35
- Shonning Center	_	820	550 000 SF	44.32	1.03	2%	0.00	0.00	3 75	9%	0.44	0.50
- Supermarket	-	850	55.000 SF	102.24	3.25	3%	0.61	0.39	10.45	10%	0.51	0.49
- Strip Commercial	-	SANDAG	117.500 SF	40.00	1.20	3%	0.60	0.40	3.60	9%	0.50	0.50
- Neighborhood Shopping Center	-	SANDAG	269,300 SF	120.00	4.80	4%	0.60	0.40	12.00	10%	0.50	0.50
Restaurants - Quality	-	931	58,725 SF	89.95	0.81	1%	0.50	0.50	7.49	8%	0.67	0.33
- High Turnover		932	24,000 SF	127.15	11.52	9%	0.52	0.48	10.92	9%	0.61	0.39
- Fast Food with Drive Through Window		934	12,500 SF	496.12	53.11	11%	0.51	0.49	34.64	7%	0.52	0.48
Convenience Market (15 to 16 hours)		852	2,530 SF	492.00	31.02	6%	0.50	0.50	34.57	7%	0.49	0.51
Gas Station with Convenience Market (12 Fueling Positions)		945	12 Position	162.78	10.06	6%	0.50	0.50	13.38	8%	0.50	0.50
General Offices		710	10,000 SF	11.01	1.55	14%	0.88	0.12	1.49	14%	0.17	0.83
Business Park		770	809,171 SF	12.76	1.43	11%	0.84	0.16	1.29	10%	0.23	0.77
Multiplex Movie Theater		445	10 Screens	292.50	0.00	0%	0.00	0.00	23.02	8%	0.60	0.40
Community Building/Facilities		495	80,000 SF	22.88	1.62	7%	0.61	0.39	1.64	7%	0.29	0.71
Soccer Complex	_	488	4 Fields	71.33	1.40	2%	0.50	0.50	20.67	29%	0.69	0.31
City Park	_	SANDAG	7.8 Acres	50.00	2.00	4%	0.50	0.50	4.00	8%	0.50	0.50
Government Office	_	733	561,850 SF	27.92	2.21	8%	0.89	0.11	2.85	10%	0.31	0.69
Transit Center		CUSTOM		1400.00	160.00	11%	0.50	0.50	140.00	10%	0.43	0.57
Church		560	55,300 SF	9.11	0.72	8%	0.54	0.46	0.66	7%	0.31	0.69
						NUM	BER OF 1	RIPS GEN	IERATED			
		ITE			ΡΕΔΚ	AM PEAK H	IOUR #	#	τοται	PM PEAK	HOUR #	#
	PLANNING	LAND USE	PROJECT	DAILY	HOUR	OF	TRIPS	TRIPS	PEAK	OF	TRIPS	TRIPS
PROJECT TRIPS GENERATED - PHASE 1 (2005 to 2009)	AREA	CODE	SIZE	TRIPS	TRIPS	DAILY	IN	OUT	HOUR	DAILY	IN	OUT
			-			TRIPS				TRIPS		
Single Family Detached Housing	K I & P1	210	221 Homes	2 115	166	8%	42	124	223	11%	140	83
Town Homes / Condominiums	K I P1 & B1	231	195 Units	1 143	131	11%	33		152	13%	88	64
Apartments	B2	220	108 Units	726	55	8%	11	44	67	.0%	44	23
Retail - Shopping Center	A. B1	820	550.000 SF	23.617	567	2%	346	221	2063	9%	990	1073
- Specialty Retail	J	814	17,000 SF	753	0	0%	0	0	46	6%	20	26
- Supermarket	J	850	55.000 SF	5,623	179	3%	109	70	575	10%	293	282
- Strip Commercial	Т	SANDAG	50.000 SF	2,000	60	3%	36	24	180	9%	90	90
Restaurants - Quality	A, B1	931	40.000 SF	3,598	32	1%	16	16	300	8%	201	99
- High Turnover	A, B1	932	20,000 SF	2,543	230	9%	120	110	218	9%	133	85
- Fast Food with Drive Through Window	A, B1	934	7,500 SF	3,721	398	11%	203	195	260	7%	135	125
Multiplex Movie Theater	B1	445	10 Screens	2,925	0	0%	0	0	230	8%	138	92
Gas Station with Convenience Market (12 Fueling Positions)	J	945	12 Positions	1,953	121	6%	61	60	161	8%	81	80
General Offices	B1	710	10,000 SF	110	16	15%	14	2	15	14%	3	12
Church	Т	560	55,300 SF	504	40	8%	22	18	36	7%	11	25
Government Office/Services	Т	733	81,300 SF	2,270	180	8%	160	20	232	10%	72	160
Sub-Total Project Phase 1 Trips				53,601	2,175	4%	1,173	1,002	4,758	9%	2,439	2,319
Internal Trip Reduction ¹ (-10%)				5,360	218	4%	117	100	476	9%	244	232
TOTAL PRIMARY PROJECT PHASE 1 TRIPS				48,241	1,957	4%	1,056	902	4,282	9%	2,195	2,087
PROJECT TRIPS GENERATED - PHASE 2, 3 AND OPPORTUNITY	<u>/ PHASES (20</u>	009 to 2013	<u>)</u>									
Single Family Detached Housing	I, M, O, Q, P2, OPB, OPS	210	393 Homes	3,761	295	8%	74	221	397	11%	250	147
Town Homes / Condominiums	C, E, F, H, I, M O O P2	231	320 Units	1,875	214	11%	54	160	250	13%	145	105
Betail - Specialty Betail	7 OP3	814	14 500 SE	643	0	0%	0	0	39	6%	17	22
- Strip Commercial	2, 013 V	SANDAG	67 500 SF	2 700	81	3%	49	32	243	9%	122	121
- Neighborhood Shopping Center	X, OP1,	SANDAG	269,300 SF	32,316	1293	4%	776	517	3232	10%	1616	1616
Bestaurants - Quality	V 7	931	6.000 SE	540	5	1%	3	2	45	8%	30	15
- High Turnover	V 7	932	4 000 SF	509	46	9%	24	- 22	44	9%	27	17
- Fast Food with Drive Through Window	V 7	934	5,000 SF	2 481	266	11%	136	130	173	7%	90	83
Convenience Market (15 to 16 hours)	0P3	852	2.530 SF	1.245	78	6%	39	39	87	7%	43	44
	OP2. OP3.		,	,								
Business Park	OP4, OP5	//0	809,171 SF	10,325	1157	11%	972	185	1044	10%	240	804
Transit Center	MST	CUSTOM		1,400	160	11%	80	80	140	10%	60	80
Government Office	TAMC, MCWD	733	480,550 SF	13,417	1062	8%	945	117	1370	10%	425	945
Soccer Complex	U	488	4 Fields	285	6	2%	3	3	83	29%	57	26
City Park	Ν	SANDAG	7.8 Acres	390	16	4%	8	8	31	8%	16	15
Community Building/Facilities	W	495	80,000 SF	1,830	130	7%	79	51	131	7%	38	93
Sub-Total Project Phases 2, 3 and Opportuniuty Phases Trips				73,717	4,809	7%	3,242	1,567	7,309	10%	3,176	4,133
Internal Trip Reduction ¹ (-10%)				7,372	481	7%	324	157	731	10%	318	413
		1. 0010 T						ا مدم م	0.7-5		0.075	
TOTAL PRIMARY PROJECT PHASE 2, 3 AND OPPORTUNITY P	HASES (2009	ιο 2013) Τ	กเทว	06,345	4,328	7%	2,918	1,410	0,578	10%	2,858	3,720
IVIAL PRIMART PROJECT TRIPS	1			114,586	0,285	5%	3,974	2,312	10,860	9%	5,053	ס,ŏ07

Notes:

Trip generation rates published by Institute of Transportation Engineers,

"Trip Generation," 7th Edition, 2003, unless otherwise noted

1. Internal capture rate of non-residential trips

DUE TO Neighborhood District Land Use

2. OP1 and T may be developed as hotel or office space instead of retail,

however, the trip generation was based upon retail development in order

to represent the worst case scenario.

EXHIBIT 12 Project Buildout Trip Generation











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EXHIBIT 13A Project Buildout Trip Assignment AM Peak Hour Volumes















EXHIBIT 13B Project Buildout Trip Assignment PM Peak Hour Volumes











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EXHIBIT 14A Background + Project Buildout Conditions AM Peak Hour Volumes















EXHIBIT 14B Background + Project Buildout Conditions PM Peak Hour Volumes



HIGGINS ASSOCIATES

Drawing: J:\2004\101-150\4-113\4-113 Study Intersections.dwg Layout: Future Road Network











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EXHIBIT 16A Cumulative 2025 without 2nd Ave. Extension Conditions AM Peak Hour Volumes















EXHIBIT 16B Cumulative 2025 without 2nd Ave. Extension Conditions PM Peak Hour Volumes















Cumulative 2025 with 2nd Ave. Extension Conditions PM Peak Hour Volumes

EXHIBIT 17B

Appendix A1

Level of Service Description - Signalized Intersections

APPENDIX A1

LEVEL OF SERVICE (LOS) DESCRIPTION SIGNALIZED INTERSECTIONS

The capacity of an urban street is related primarily to the signal timing and the geometric characteristics of the facility as well as to the composition of traffic on the facility. Geometrics are a fixed characteristic of a facility. Thus, while traffic composition may vary somewhat over time, the capacity of a facility is generally a stable value that can be significantly improved only by initiating geometric improvements. A traffic signal essentially allocates time among conflicting traffic movements that seek to use the same space. The way in which time is allocated significantly affects the operation and the capacity of the intersection and its approaches.

The methodology for signalized intersection is designed to consider individual intersection approaches and individual lane groups within approaches. A lane group consists of one or more lanes on an intersection approach. The outputs from application of the method described in the HCM 2000 are reported on the basis of each lane. For a given lane group at a signalized intersection, three indications are displayed: green, yellow and red. The red indication may include a short period during which all indications are red, referred to as an all-red interval and the yellow indication forms the change and clearance interval between two green phases.

The methodology for analyzing the capacity and level of service must consider a wide variety of prevailing conditions, including the amount and distribution of traffic movements, traffic composition, geometric characteristics, and details of intersection signalization. The methodology addresses the capacity, LOS, and other performance measures for lane groups and the intersection approaches and the LOS for the intersection as a whole.

Capacity is evaluated in terms of the ratio of demand flow rate to capacity (v/c ratio), whereas LOS is evaluated on the basis of control delay per vehicle (in seconds per vehicle). The methodology does not take into account the potential impact of downstream congestion on intersection operation, nor does the methodology detect and adjust for the impacts of turn-pocket overflows on through traffic and intersection operation.

LEVEL OF SERVICE (LOS) CRITERIA FOR SIGNALIZED INTERSECTIONS (Reference Highway Capacity Manual 2000)

Level of Service	Control Delay (seconds / vehicle)
A	<10
В	>10 - 20
С	>20 - 35
D	>35 - 55
E	>55 - 80
F	>80

Appendix A2

Level of Service Description - Unsignalized Intersections All-Way Stop Control

APPENDIX A2

LEVEL OF SERVICE (LOS) DESCRIPTION UNSIGNALIZED INTERSECTIONS WITH ALL-WAY STOP CONTROL (AWSC)

AWSC intersections require every vehicle to stop at the intersection before proceeding. Since each driver must stop, the judgement as to whether to proceed into the intersection is a function of traffic conditions on the other approaches. While giving priority to the driver on the right is a recognized rule in some areas, it is not a good descriptor of actual intersection operations. What happens is the development of a consensus of right-of-way that alternates between the drivers on the intersection approaches, a consensus that depends primarily on the intersection geometry and the arrival patterns at the stop line.

If no traffic is present on the other approaches, a driver can proceed immediately after the stop is made. If there is traffic on one or more of the other approaches, a driver proceeds only after determining that there are no vehicles currently in the intersection and that it is the driver's turn to proceed. Since no traffic signal controls the stream movement or allocates the right-of-way to each conflicting stream, the rate of departure is controlled by the interaction between the traffic streams themselves.

For AWSC intersections, the average control delay (in seconds per vehicle) is used as the primary measure of performance. Control delay is the increased time of travel for a vehicle approaching and passing through an AWSC intersection, compared with a free-flow vehicle if it were not required to slow down or stop at the intersection.

The criteria for AWSC intersections have different threshold values than do those for signalized intersections primarily because drivers expect different level of performance from different kinds of traffic control devices (i.e traffic signals, two way stop or all way stop etc.). The expectation is that a signalized intersection is designed to carry higher traffic volumes than an AWSC intersection and a higher level of control delay is acceptable at a signalized intersection for the same LOS.

For AWSC analysis using HCM 2000 method, the LOS shown reflects the worst movement of the intersection and not average delay.

LEVEL OF SERVICE	(LOS) CRITERIA	FOR AWSC	INTERSECTIONS
(Ref	ference Highway Capaci	ty Manual 2000)	

Level of Service	Control Delay (seconds / vehicle)
A	0 - 10
B	>10 - 15
С	>15 - 25
D	>25 - 35
E	>35 - 50
F	>50

Appendix A3

Level of Service Description – Unsignalized Intersections Two-Way Stop Control

APPENDIX A3

LEVEL OF SERVICE (LOS) DESCRIPTION UNSIGNALIZED INTERSECTIONS WITH TWO-WAY STOP CONTROL (TWSC)

TWSC intersections are widely used and stop signs are used to control vehicle movements at such intersections. At TWSC intersections, the stop-controlled approaches are referred to as the minor street approaches; they can be either public streets or private driveways. The intersection approaches that are not controlled by stop signs are referred to as the major street approaches. A three-leg intersection is considered to be a standard type of TWSC intersection if the single minor street approach (i.e. the stem of the T configuration) is controlled by a stop sign. Three-leg intersections where two of the three approaches are controlled by stop signs are a special form of unsignalized intersection control.

At TWSC intersections, drivers on the controlled approaches are required to select gaps in the major street flow through which to execute crossing or turning maneuvers on the basis of judgement. In the presence of a queue, each driver on the controlled approach must use some time to move into the front-of-queue position and prepare to evaluate gaps in the major street flow. Capacity analysis at TWSC intersections depends on a clear description and understanding of the interaction of drivers on the minor or stop-controlled approach with drivers on the major street. Both gap acceptance and empirical models have been developed to describe this interaction.

Thus, the capacity of the controlled legs is based on three factors:

- the distribution of gaps in the major street traffic stream;
- driver judgement in selecting gaps through which to execute the desired maneuvers; and
- the follow-up time required by each driver in a queue.

The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incident, control, traffic or geometric delay. Average control delay for any particular minor movement is a function of the capacity of the approach and the degree of saturation and referred to as level of service.

LEVEL OF SERVICE (LOS) CRITERIA FOR TWSC INTERSECTIONS (Reference Highway Capacity Manual 2000)

Level of Service	Control Delay (seconds / vehicle)
Α	0 - 10
B	>10 - 15
С	>15 - 25
D	>25 - 35
E	>35 - 50
F	>50

Appendix A4

Peak Hour Threshold Volumes for Segment Level of Service

APPENDIX A4

LEVEL OF SERVICE THRESHOLD VOLUMES FOR VARIOUS ROADWAY TYPES TOTAL PEAK HOUR VOLUME IN BOTH DIRECTIONS (PHV)

ROADWAY TYPE	CODE	LOS A	LOS B	LOS C	LOS D	LOS E
8-Lane Freeway	8F	5,100	7,900	11,200	13,600	14,600
6-Lane Freeway	6F	3,900	5,900	8,500	10,200	11,000
8-Lane Expressway	8E	3,500	5,400	7,500	9,000	9,800
6-Lane Expressway	6E	2,800	4,200	5,600	6,700	7,400
4-Lane Freeway	4F	2,600	4,000	5,700	6,900	7,400
8-Lane Divided Arterial (w/ left-turn lane)	9	4,000	4,700	5,400	6,100	6,800
6-Lane Divided Arterial (w/ left-turn lane)	7	3,200	3,800	4,300	4,900	5,400
4-Lane Expressway	4E	1,800	2,700	3,600	4,500	5,000
4-Lane Divided Arterial (w/ left-turn lane)	5	2,200	2,500	2,900	3,250	3,600
4-Lane Undivided Arterial (no left-turn lane)	. 4	1,600	1,900	2,200	2,400	2,700
2-Lane Rural Highway		400	800	1,200	1,700	2,500
2-Lane Arterial (w/left turn lane)	3	1,100	1,250	1,450	1,600	1,800
2-Lane Collector	2	600	750	900	1,050	1,200
2-Lane Local	1	120	140	160	180	200
1-Lane Freeway Ramp	1	500	750	1,050	1,300	1,500
2-Lane Freeway Ramp		1,000	1,500	2,100	2,600	2,800

Notes:

1. All facilities assume a 60%/40% peak hour directional split, with the peak hour representing approximately 10% of the Average Daily Traffic (ADT).

2. Based on Highway Capacity Manual, Transportation Research Board, 2000.

3. Freeway thresholds are consistent with conditions utilizing a .95 peak hour factor, with 2% trucks and slightly over a one-mile average interchange spacing.

- 4. Expressways are consistent with the average of a multi-lane highway (with no signals) and Class 1 arterial (with an average signal spacing of 0.8 signals per mile and a 4.5 G/C ratio).
- 5. Arterial thresholds are consistent with the average of Class 1 and Class 2 arterials with an assumed signal density of two signals per mile. This assumes a divided arterial with left-turn lanes. Thresholds for four-lane undivided arterials assume approximately two-thirds the capacity of a four-lane divided arterial due to the impedance in traffic flow resulting from left-turning vehicles waiting in the inside through lane, thus significantly reducing the capacity of the roadway.
- 6. Rural highways are generally consistent with the 2000 Highway Capacity Manual rural highway, assuming 8% trucks, 4% RV's, 20% no-passing, and level terrain. The greatest difference is that it assumes a maximum capacity (upper end of LOS E) of 25,000 rather than the 28,000 calculated using the new Highway Capacity Manual.
- 7. Two-lane collectors assume approximately three-fourths of the capacity of a two-lane arterial with left-turn lanes. This is based on the assumption that left-turn channelization is not provided on a two-lane collector.
- 8. Local street level of service thresholds are based upon "Neighborhood Traffic Related Quality-of-Life Considerations" which assumes a standard suburban neighborhood, 40-foot roadway width, and 25 mile per hour speed limit with normal speed violation rates.
- 9. Freeway ramps assume a maximum capacity of 15,000 vehicles per day. This corresponds very closely to the 2000 Highway Capacity Manual which has a maximum capacity of 1,706 vehicles per hour for a one-lane ramp. Capacities given for each service level assume the same level of service for the adjoining merging roadway as well as level of service being determined by volume-to-capacity and not attainable speed. Level of service will be controlled by freeway level of service if worse than ramp.

10. All volumes are approximate and assume ideal roadway characteristics.

Appendix B

Traffic Count Dates and Sources Summary Table

	Intersec	tion	Source, Date of Count, Method for Obtaining Volumes
1	Del Monte Bivd.	Reservation Road	New counts, 6/10/04
2	California Avenue	Reservation Road	New counts, 6/1/04
3	imjin Road	Reservation Road	New counts, 6/9/04
4	Blanco Road	Reservation Road	New counts, 9/23/04
5	Del Monte Blvd.	Reindoliar Avenue	New counts, 6/3/04
6	California Avenu e	Reindollar Avenue	New counts, 6/2/04
7	SB Hwy 1 Ramps	Twelfth St Imjin Pwy	Estimate based on NB Hwy 1 Ramp count (intersection #8)
8	NB Hwy 1 Ramps	Twelfth St Imjin Pwy	New counts, 3/4/04
9	2nd Avenue	lmjin Pwy	 Estimate based upon counts at intersection #s 3, 9 & 10 and projected volumes in Marina Heights Traffic Study
10	California Avenue	imjin Pwy	New counts, 3/11/04
11	lmjin Road	lmjin Pwy- Imjin Road	New counts, 3/10/04
12	Abrams Drive	lmjin Road	East Housing Campus Study, Wilber Smith & Associates, March 2003, manually adjusted
13	2nd Avenue	8th Street	Estimate based upon Wilbur Smith & Associates segment counts, March 2003 and counts at intersection #14
14	4th Avenue	8th Street	New counts, 3/9/04
15	lmjin Road	8th Street	New çounts, 3/9/04
16	2nd Avenue	3rd Street	Estimate based upon Wilbur Smith & Associates segment counts, March 2003, and counts at intersection #'s 17 and 20
17	General Jim Moore Blvd 4th Avenue	3rd Street	New counts, 3/10/04
18	General Jim Moore Blvd.	1st Street	New counts, 3/10/04
19	1st Avenue	Light Fighter Drive	New counts, 9/28/04
20	2nd Avenue	Light Fighter Drive	East Housing Campus Study, Wilber Smith & Associates, March 2003
21	General Jim Moore Bivd.	Light Fighter Drive	New counts, 9/22/04
22	General Jim Moore Blvd.	Gigling Road	New counts, 3/3/04
23	General Jim Moore Blvd.	Normandy Road	New counts, 3/30/04
24	General Jim Moore Blvd.	Coe Avenue/ Eucalyptus Rd.	New counts, 3/31/04
25	General Jim Moore Bivd,	Broadway Avenue	New counts, 9/28/04

Appendix C

Intersection Level of Service Calculations - Existing Conditions

AM Existing			Su	ın Nov	7, 2	004 15:	32:00				Page	20-1
	2000	HCM (Level C Operati)f Ser lons M	vice ethod	Computa (Base	tion Volum	Repor Re Alt	t ernativ	re)		
**************************************	***** #130	***** 1 Del	******* Monte/	***** 'Pecer	*****	******	*****	****	******	*****	****	******
******	*****	*****	_1101102/ ******	*****	*****	 * * * * * * * *	*****	****	* * * * * * *	****	*****	*****
Cycle (sec):		8	0		(Critica	l Vol	./Cap	. (X):		0.3	88
Loss Time (s	ec):	1:	2 (Y+R	= 4	sec) i	Average	e Dela	y (se	c/veh):		18	.2
Optimal Cycl	e:	34	1]	Level C	of Ser	vice:				В
********	*****	*****	******	****	*****	******	*****	*****	******	*****	*****	******
Approach: Mouement:	NO	rtn Bo	buna	- 50	uth Bo	ouna	E	ast B	ound	W	est Bo	ound
Movement:	ں 		- ĸ		- T.	- ĸ	ц 	- T.	- K	ىل أ	- 1	- R
Control:	I P	rotect	ted	I P	rotect	ted	Sn	lit P	hase	Sn	 1i+ pi	hase
Rights:	-	Ovl		~	Inclu	ıde	- <u>-</u>	Incl	ude	СP	Inclu	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 2	2	0 1	1 0	0	1 0	1 0	2	01	01
Volume Modul	e: >>	Count	Date:	10 J	un 200)4 << 7	:30 -	8:30	AM			
Base Vol:	89	74	286	85	67	1	9	122	79	598	163	84
Growin Adj: Initial Ree	1.00	1.00	1.00	T.00	1.00	1.00	1.00	122	1.00 70	1.00	1.00	1.00
Initial ose: Nger Adi.	1 00	1 00	1 00		1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
PHF Adi:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	1.00	1.00	1.00	1.00	0.93
PHF Volume:	96	80	308	91	72	1	10	131	85	643	175	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	80	308	91	72	1	10	131	85	643	175	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
Final Vol.:	96	80	308	, 91	72	1	10	131	85	643	175	90
] M											
Saturation F.	TON MU DODE	lenn	1900	1000	1000	1900	1900	1000	1000	1000	1000	1000
Adjustment	1 900	1 900	1900	1,200	1900	1900	1900	T 200	1900	1900	1900	1900
Lanes:	1.00	1.00	2.00	2.00	1.97	0.03	0.09	1 16	0.00	2 00	1 00	1 00
Final Sat.:	1769	1862	2786	3432	3479	52	143	1936	1254	3432	1862	1583
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.05	0.04	0.11	0.03	0.02	0.02	0.07	0.07	0.07	0.19	0.09	0.06
Crit Moves:	****				****	_			* * * *	* * * *		
Green Time:	11.2	9.5	48.1	5.9	4.3	4.3	14.0	14.0	14.0	38.6	38.6	38.6
Volume/Cap:	0.39	0.36	U.18 7 1	0.36	0.39	0.39	0.39	0.39	0.39	0.39	0.19	0.12
IncremntDel:	5⊥.3 1 ∩	1 0	/.⊥ 0 1	0 0	0.0C 1 2	0.0C	29.2 0 A	29.2 0 4	49.4 N 4	13.2 0 7	Δ 1 1	⊥⊥.4± ∩ 1
Delav Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1 00	1 00
Delav/Veh:	32.3	33.5	7.2	36.1	37.9	37.9	29.7	29.7	29 7	13 2	11 9	11 4
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	33.5	7.2	36.1	37.9	37.9	29.7	29.7	29.7	13.3	11.9	11.4
HCM2kAvg:	3	2	2	2	1	1	3	3	3	5	2	1
*****	* * * * * *	* * * * * *	*****	* * * * * *	*****	*****	* * * * * *	*****	*****	* * * * * *	*****	*****

AM Existing	Sun Nov 7, 2004 15:32:00								Page 22-1			
			Level (Of Ser	vice '	Computa	ation	Repor	t	\		
د م م باله باله باله باله باله باله باله باله	2000]	HCM U:	nsıgna.	ilzed (Metho	d (Bas	e vo⊥ui	me A⊥` *****	ternat.	1Ve) ******	****	******
Intersection	#130	2 Cal.	iforni;	a/Rese:	rvati	on 51	*****	****	*****	*****	****	*****
Average Delay	y (se *****	c/veh): ******	1.4	Wor: *****	st Cas:	e Leve *****	l Of *****	Servic	e:	C[*****	22.7]
Approach	No	rth Be	ound	Soi	uth B	ound	E	ast B	ound	W	est B	ound
Movement:	L 	- T'	- R	Ъ	- T	- R	L 	- T	- R	L	- T	- R
Control:	l S'	top S	i.an	LI St	top S	ian	Un Un	contr	olled	Un	contr	olled
Rights:	-	Incl	ude	-	Incl	ude		Incl	ude		Incl	ude
Lanes:	0	1 0	0 1	0 0	0 1!	0 0	1	0 1	1 0	1	0 1	10
				·								
Volume Module	2: >>	Coun	c Date	: L Jui	n 2004	4 << /	- 06:	0:30. 765	AM EA	51	791	Л
Base vol:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00 EE	1.00	1.00	1.00	1.00	765	1.00	51	791	1.00
HILLIAL BSC:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	n 90	0 90	1.00	1.00 0 90
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.50	0.90	57	0.90	0.00
PHF VOLUME:	28	0	01	0	0	0	د 0	650	00	57	075	-1
Reduct Vol:	0	0	0 ~ 1	0	0	0	0 2	050			070	4
Final Vol.:	28 			U 			د ا			, c 		
Critical Gap	I Mođul	le:					1			1 1		I
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	XXXXX	4.1	xxxx	XXXXX
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	XXXXX
Capacity Modu	le:											
Cnflict Vol:	1439	xxxx	455	XXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	883	xxxx	XXXXX	910	XXXX	XXXXX
Potent Cap.:	124	xxxx	552	XXXX	XXXX	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	762	XXXX	XXXXX	744	XXXX	XXXXX
Move Cap.:	116	xxxx	552	XXXX	XXXX	XXXXX	762	XXXX	XXXXX	744	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX
Volume/Cap:	0.24	xxxx	0.11	XXXX	XXXX	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	0.00	XXXX	XXXX	0.08	XXXX	xxxx
												
Level Of Serv	vice 1	Module	∋:									
Queue: 2	xxxxx	XXXX	0.4	XXXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	0.2	XXXX	XXXXX
Stopped Del:	XXXXX	XXXX	12.3	XXXXX	XXXX	XXXXX	9.7	XXXX	XXXXX	10.2	XXXX	XXXXX
LOS by Move:	*	*	В	*	*	*	A	*	*	В	*	*
Movement:	LT	- LTR	- RT	LT ·	- LTR	- RT	\mathbf{LT}	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	116	xxxx	XXXXX	XXXX	0	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	0.9	xxxx	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	xxxx	XXXXX	XXXXX	xxxx	XXXXX
Shrd StpDel:	45.5	xxxx	XXXXX	XXXXX	XXXX	xxxxx	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	E	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		22.7		x	xxxxx		X	XXXXX		x	xxxxx	
ApproachLOS:		С			*			*			*	

AM Existing			Sı	ın Nov	7,20	04 15:	32:00			I	Page 2	24-1
	2000	I HCM C	Jevel (Of Servions Me	vice (ethod	Computa (Base	tion H	Report e Alte	ernativ	e)		
***********	*****	*****	*****	*****	*****	*****	****	*****	******	*****	*****	*****
Intersection	#130:	3 Imji	n/Rese	ervatio	on							
***********	*****	* * * * * *	******	*****	*****	******	*****	*****	****** / 37 \	*****	. * * * * *	
Cycle (sec):		90)		(ritica	L VOL	/Cap	(A):		0.95	23
Loss Time (se	ec):	12	2 (Y+R	= 4 9	sec) A	Average	f Oran	/ (sed	:/ven/:		30.	.4
Optimal Cycle	∃: 	لكل او طور او رو	 د ماد ماد ماد ماد ما	م ماد ماه ماه ماه ماه	<u>ا</u> و باد باد باد باد با	levet (I Perv	/ice:		*****	*****	L ******
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		rth Dr		 Poi	ith Da			oct Dr	und	TAT 4	aet Br	hund
Approach:	T.	сци вс _ т		т	- T	- 7	т	. т	- R	Т	- т	- R
Movement:			- K	يد . ـــ ــــــــــــــــــــــــــــــــ								
Control	D	rotect	ed	[] Pi	rotect	ed I	I Pi	rotect	:eđ	ו Pi	rotect	ted
Rights.	L.	0v]			Inclu	ude		Inclu	ıde		Inclu	ıde
Min Green.	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 0	1 1	1 (	) 1	0 1	2 (	2	0 1	2 (	) 2	0 1
		<b></b>	·									
Volume Module	: : :>>	Count	: Date:	່ 9 ປັນາ	n 2004	l << 7:	15 - 8	3:15 <i>A</i>	AM			
Base Vol:	140	11	660	2	5	7	23	618	120	1222	691	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:	140	11	660	2	5	7	23	618	120	1222	691	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	156	12	733	2	6	8	26	687	133	1358	768	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	12	733	2	6	8	26	687	133	1358	768	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
Final Vol.:	156	12	733	2	6	8,	26	687	133	1328	768	6
												1
Saturation F.	LOW MO	odule:	1000		1000	1000	1000	1000	1000	1000	1000	1000
Sat/Lane:	1900	1900	1900	T 900	1900	1900	1900	1900	1900	1900	1900	T 900
Adjustment:	0.90	0.83	0.83	1 00	1 00	1 00	0.90	2 00	1 00	2 00	2 00	1 00
Lanes:	2.00	0.03	1.9/	1760	1967	1203	2.00	2528	1583	2437	2.00	1583
Final Sat.:	3432	54			1002	1000	 					
Canadity Ana	veie	Modul	<b>_</b> .			1	I		ł	Ι		I
Vol/Sat:	0 05	0 23	0 23	0 00	0.00	0.00	0.01	0.19	0.08	0.40	0.22	0.00
Crit Moves.	0.05	****	0.20	****	0.00	•••••		****		****		
Green Time:	20.1	22.2	59.6	0.1	2.2	2.2	1.8	18.3	18.3	37.4	53.8	53.8
Volume/Cap:	0.20	0.95	0.36	0.95	0.12	0.20	0.36	0.95	0.41	0.95	0.36	0.01
Uniform Del:	28.4	33.4	6.7	44.9	43.0	43.1	43.5	35.4	31.2	25.5	9.3	7.3
IncremntDel:	0.1	21.4	0.1	542.9	1.2	2.6	3.2	22.6	0.9	14.2	0.1	0.0
Delay Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.5	54.8	6.8	587.9	44.2	45.7	46.7	58.1	32.0	39.7	9.4	7.3
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	54.8	6.8	587.9	44.2	45.7	46.7	58.1	32.0	39.7	9.4	7.3
HCM2kAvg:	2	16	5	1	0	0	1	14	4	25	5	0
******	****	* * * * * *	*****	*****	* * * * * *	*****	* * * * * *	*****	* * * * * * *	* * * * * *	*****	******

AM Existing			St	ın Nov	7,2	004 15:	32:00				Page :	26-1
Level Of Service Computation Report												
	2000	HCM (	Operat:	ions Me	ethod	(Base	Volume	e Alt	ernativ	e)		
*******	*****	* * * * *	* * * * * * *	* * * * * * *	* * * * *	*****	* * * * *	* * * * *	*****	*****	* * * * *	******
Intersection	#130/	4 Bla: ****	nco/Res ******	servat:	ion *****	* * * * * * *	*****	*****	* * * * * * *	*****	* * * * *	******
Cycle (sec) ·		91	ñ		(	Critica	l Vol	./Cap	. (X):		0.6	72
Loss Time (se	- ( ) ·		0 9 (Y+R	= 4 9	sec)	Average	Delay	v (se	c/veh):		17	. 4
Optimal Cycle		4	7			Level O	f Ser	vice:	-,, -			В
*******	- • * * * * * *	*****	· * * * * * * *	*****	* * * * *	******	*****	*****	******	* * * * *	* * * * * :	******
Approach:	Noi	rth Bo	ound	Sou	ith Ba	ound	Εa	ast B	ound	We	est Bo	ound
Movement:	Ъ	- Т	- R	L	- T	- R	L ·	– т	- R	L	- Т	- R
							[					
Control:	ິ ລະ	lit Pl	hase	'' Sp.	lit Pl	hase	' Pi	rotec	ted	' P:	rotect	ted
Rights:	L	Inclu	ude	-	Igno	re		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 (	0 0	0 0	2 (	0 0	0 2	2 (	0 2	0 0	0	) 1	0 1
Volume Module		Count	t Date	23 Se	ep 200	04 << 7	:15 -	8:15	AM			
Base Vol:	0	0	0	4	0	1450	970	310	0	0	463	14
Growth Adj:	1.00	1.00	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	4	0	1450	970	310	0	0	463	14
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	0	5	0	0	1102	352	0	0	526	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	0	1102	352	0	0	526	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	. 0	0	0	5	0	0	1102	352	0,	, 0	526	16
Saturation Fl	Low Mo	odule	:				1			1000	1000	1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	T300	T 900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.88	0.90	0.93	1.00	1.00	1 00	1 00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	1000	100
Final Sat.:	U U	0	0	3432 11	0	3344	3432 	2220	0	1	1002	1202
	<b>-</b>		 1									
Valacity Anal	LYSIS	MOQU.	1e: 0 00	0 00	0 00	0 00	0 30	0 10	0 00	0 00	0 28	0 01
VOL/Bal:	0.00	0.00	0.00	****	0.00	0.00	****	0.10	0.00	0.00	****	0.01
Crit Moves:	0 0	0 0	0 0	0.2	0 0	0 0	43 0	80.8	0 0	0 0	37 8	37 8
Volumo (Can.	0.0	0.0	0.0	0.2	0.0	0.0	10.67	00.0	0 00	0.00	0 67	0 02
Iniform Dol.	0.00	0.00	0.00	44 Q	0.00	0.00	18 1	0 5	0.00	0.00	21 1	15.3
IncremptDel.	0.0	0.0	0.0	139.3	0.0	0.0	1.1	0.0	0.0	0.0	2.3	0.0
Delav Adi.	0.00	0.00	0.00	1,00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh.	0.00	0.0	0.0	184_2	0.0	0.0	19.2	0.5	0.0	0.0	23.4	15.3
User DelAdi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh·	0.0	0.0	0.0	184.2	0.0	0.0	19.2	0.5	0.0	0.0	23.4	15.3
HCM2kAvg:	0	0	0	1	0	0	13	1	0	0	13	0
****	*****	****	* * * * * * *	*****	****	*****	****	* * * * *	******	* * * * * *	****	******

Level Of Service Computation Report           2000 HCM Operations Method (Base Volume Alternative)           Intersection #1305 Del_Monte/Reindollar           Cycle (sec): 90 Critical Vol./Cap. (X): 0.558           Loss Time (sec): 9 (Y-R = 4 sec) Average Delay (sec/veh): 15.8           Optimal Cycle: 37         Level Of Service: B           Approach: North Bound         Suth Bound         Mest Bound           Movement: L - T - R         L - T - R         L - T - R         L - T - R         L - T - R           Control: Protected         Protected         Split Phase         Split Phase         Split Phase           Rights: Include         Include         Include         Include         Include           Save Vol: 1         10         2         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	AM Existing Sun Nov 7, 2004 15							32:00			I	Page 2	28-1
2000 HCM Operations Method (Base Volume Alternative)           Intersection #1305 Del_Monte/Reindollar           Cycle (sec): 90 Critical Vol./Cap. (X): 0.558           Cost Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 15.8           Optimal Cycle: 37 Level 05 Service: B           Approach: North Bound South Bound East Bound West Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Split Phase Split Phase           North Bound Include Include Include Include Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			 I	Level O	f Serv	vice (	Computa	tion H	Report			<b></b> _	
Thtersection #1305 Del_Monte/Reindollar         Cycle (scc):       90       Critical Vol./Cap. (X):       0.558         Loss Time (scc):       9 (Y+R = 4 scc) Average Delay (scc/veh):       15.8         Optimal Cycle:       37       Level Of Service:       3         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       L - T - R         Control:       Protected       Split Phase       Split Phase         Rights:       Include       Include       Include       Include         Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0		2000	HCM C	Operati	ons Me	ethod	(Base	Volume	e Alte	ernativ	e)		
Intersection #1305 Del_Monte/Reindollar         Cycle (sec):       90       Critical Vol./Cap. (X):       0.558         Loss Time (sec):       9       (Y+R = 4 sec) Average Delay (sec/veh):       15.8         Optimal Cycle:       37       Level Of Service:       B         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       L - T - R         Control:       Protected       Protected       Split Phase       Split Phase         Rights:       Include       Include       Include       Include         Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 </td <td>*****</td> <td>****</td> <td>*****</td> <td>******</td> <td>*****</td> <td>* * * * * *</td> <td>******</td> <td>*****</td> <td>*****</td> <td>******</td> <td>*****</td> <td>*****</td> <td>*****</td>	*****	****	*****	******	*****	* * * * * *	******	*****	*****	******	*****	*****	*****
Cycle (sec):       90       Critical Vol./Cap. (X):       0.558         Loss Time (sec):       9 (Y+R 4 sec) Average Delay (sec/veh):       15.8         Optimal Cycle:       37       Level Of Service:       3         Approach:       North Bound       South Bound       Eavel Of Service:       3         Approach:       North Bound       South Bound       Eavel Of Service:       3         Control:       Protected       Protected       Split Phase       Split Phase         Rights:       Include       Include       Include       Include         Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Intersection *********	#1305	5 Del_ *****	_Monte/	Reindo	)llar	*****	*****	* * * * * *	* * * * * *	****	*****	*****
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/vel): 15.8 Optimal Cycle: 37 Level Of Service: B ************************************	Cycle (sec):		90	)		C	Iritica	l Vol.	./Cap.	(X):		0.55	58
Optimal Cycle:         37         Level of Service:         B           Approach:         North Bound         South Bound         East Bound         West Bound           Movement:         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         R         L         -         T         R         L         -         T         R         L         -         T         R         L         -         T         R         L         -         T         R         L         -         T         R         L         I         D	Loss Time (se	ec):	9	) (Y+R	= 4 s	sec) A	Average	Delay	y (sec	:/veh):		15.	. 8
Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       R       T       R       L       T       R       R       T       R       R       T       R       R       T       R       R       T       R       R       T       R       R       T       R       R       T       R       R       T       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R <td>Optimal Cycle</td> <td>:</td> <td>37</td> <td>7</td> <td></td> <td>I</td> <td>Gevel O</td> <td>f Serv</td> <td>vice:</td> <td></td> <td></td> <td></td> <td>В</td>	Optimal Cycle	:	37	7		I	Gevel O	f Serv	vice:				В
Approach:         North Bound         South Bound         East Bound         West Bound           Movement:         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R	 ***********	*****	* * * * * *	******	* * * * * *	*****	*****	*****	*****	*****	*****	*****	*****
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Approach:	Noi	rth Bo	ound	Sou	ith Bo	ound	Εa	ast Bo	ound	We	est Bo	ound
Control:         Protected         Protected         Split Phase         Split Phase           Rights:         Include         Include         Include         Include         Include           Min. Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         1         0         1         0         1         0         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	Movement:	L ·	- T	- R	L ·	- T	- R	L -	- T	- R	Г -	- T	- R
Control:         Protected         Protected         Split Phase         Split Phase         Split Phase           Rights:         Include         Include         Include         Include         Include           Min. Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <td></td> <td></td> <td></td> <td> </td> <td> </td> <td></td> <td></td> <td></td> <td></td> <td> </td> <td></td> <td></td> <td>  </td>													
Rights:       Include       Include       Include       Include       Include       Include         Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Control:	Pı	rotect	ed	PI	cotect	ed	Spl	lit Pł	nase	Spl	Lit Ph	lase
Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td< td=""><td>Rights:</td><td></td><td>Inclu</td><td>ıde</td><td></td><td>Inclu</td><td>ıde</td><td></td><td>Inclu</td><td>ıde</td><td></td><td>Inclu</td><td>ıde</td></td<>	Rights:		Inclu	ıde		Inclu	ıde		Inclu	ıde		Inclu	ıde
Lanes:       1       0       2       0       0       0       0       0       0       0       1       0       11       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 </td <td>Min. Green:</td> <td>0</td>	Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
	Lanes:	1 (	02	0 1	1 (	) 2	0 0	0 0	0 0	0 0	1 (	) 1!	00
Volume Module:       >> Count Date:       3 Jun 2004 << 7:15 - 8:15 AM													
Base Vol:       11       502       93       39       1049       0       0       0       421       0       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Volume Module	e: >>	Count	: Date:	3 Jur	n 2004	ł << 7:	15 - 8	3:15 A	λМ			
Growth Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 </td <td>Base Vol:</td> <td>11</td> <td>502</td> <td>93</td> <td>39</td> <td>1049</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>421</td> <td>0</td> <td>51</td>	Base Vol:	11	502	93	39	1049	0	0	0	0	421	0	51
Initial Bse:       11       502       93       39       1049       0       0       0       421       0       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       <	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Initial Bse:	11	502	93	39	1049	0	0	0	0	421	0	51
PHF Adj:       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0.90       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       <	User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:       12       558       103       43       1166       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td< td=""><td>PHF Volume:</td><td>12</td><td>558</td><td>103</td><td>43</td><td>1166</td><td>0</td><td>0</td><td>0</td><td>0</td><td>468</td><td>0</td><td>57</td></td<>	PHF Volume:	12	558	103	43	1166	0	0	0	0	468	0	57
Reduced Vol:       12       558       103       43       1166       0       0       0       468       0       57         PCE Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00<	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Reduced Vol:	12	558	103	43	1166	0	0	0	0	468	0	57
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:       12       558       103       43       1166       0       0       0       0       468       0       57	MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Saturation Flow Module:         Saturation Flow Module:         Sat/Lane:       1900 1900 1900 1900 1900 1900 1900 1900	Final Vol.:	12	558	103	43	1166	0	0	0	0	468	0	57
Sat/Lane:       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900	Saturation Fl	Low Mo											
Adjustment:       0.93       0.93       0.93       1.00       1.00       1.00       0.92       1.00       0.92         Lanes:       1.00       2.00       1.00       2.00       0.00       0.00       0.00       0.00       1.80       0.00       0.20         Final Sat.:       1769       3538       1583       1769       3538       0       0       0       3165       0       342	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lanes: $1.00 \ 2.00 \ 1.00 \ 1.00 \ 2.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 1.80 \ 0.00 \ 0.20$ Final Sat.: $1769 \ 3538 \ 1583 \ 1769 \ 3538 \ 0 \ 0 \ 0 \ 0 \ 3165 \ 0 \ 342$ Capacity Analysis Module:Vol/Sat: $0.01 \ 0.16 \ 0.07 \ 0.02 \ 0.33 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.15 \ 0.00 \ 0.17$ Crit Moves:****Green Time: $1.1 \ 47.0 \ 47.0 \ 7.3 \ 53.2 \ 0.0 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.50 \ 0.00 \ 0.56$ Volume/Cap: $0.56 \ 0.30 \ 0.13 \ 0.30 \ 0.56 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.50 \ 0.00 \ 0.56$ Uniform Del: $44.2 \ 12.2 \ 11.0 \ 39.0 \ 11.2 \ 0.0 \ 0.0 \ 0.0 \ 0.00 \ 0.00 \ 0.50 \ 0.00 \ 0.56$ Uniform Del: $28.4 \ 0.1 \ 0.1 \ 1.2 \ 0.3 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00 \ 0.00$	Adjustment:	0.93	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.92	1.00	0.92
Final Sat.:       1769 3538       1583       1769 3538       0       0       0       3165       0       342	Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.80	0.00	0.20
Capacity Analysis Module: Vol/Sat: 0.01 0.16 0.07 0.02 0.33 0.00 0.00 0.00 0.00 0.15 0.00 0.17 Crit Moves: **** Green Time: 1.1 47.0 47.0 7.3 53.2 0.0 0.0 0.0 0.0 0.0 26.7 0.0 26.7 Volume/Cap: 0.56 0.30 0.13 0.30 0.56 0.00 0.00 0.00 0.00 0.50 0.00 0.56 Uniform Del: 44.2 12.2 11.0 39.0 11.2 0.0 0.0 0.0 0.0 0.0 26.1 0.0 26.7 IncremntDel: 28.4 0.1 0.1 1.2 0.3 0.0 0.0 0.0 0.0 0.0 0.4 0.0 0.8 Delay Adj: 1.00 1.00 1.00 1.00 1.00 0.00 0.00 0.0	Final Sat.:	1769	3538	1583	1769	3538	0	0	0	0	3165	0	342
Capacity Analysis Module:         Vol/Sat:       0.01 0.16       0.07       0.02 0.33       0.00       0.00       0.00       0.00       0.15       0.00       0.17         Crit Moves:       ****       ****       ****       ****       ****       ****         Green Time:       1.1 47.0       47.0       7.3 53.2       0.0       0.00       0.00       0.00       26.7       0.0       26.7         Volume/Cap:       0.56       0.30       0.13       0.30       0.56       0.00       0.00       0.00       0.00       0.50       0.00       0.56         Uniform Del:       44.2       12.2       11.0       39.0       11.2       0.0       0.0       0.0       0.0       26.1       0.0       26.7         IncremntDel:       28.4       0.1       0.1       1.2       0.3       0.0       0.0       0.0       0.4       0.0       0.8         Delay Adj:       1.00       1.00       1.00       0.00       0.00       0.00       0.00       1.00       1.00       1.00         Delay/Veh:       72.6       12.3       11.1       40.1       11.6       0.0       0.0       0.0       26.5 <td< td=""><td></td><td> </td><td></td><td> </td><td></td><td> <b></b> -</td><td> </td><td> </td><td></td><td>  </td><td> </td><td></td><td> </td></td<>						<b></b> -							
Vol/Sat:       0.01 0.16       0.07       0.02 0.33       0.00       0.00       0.00       0.00       0.15       0.00       0.17         Crit Moves:       ****       ****       ****       ****       ****       ****         Green Time:       1.1 47.0       47.0       7.3 53.2       0.0       0.0       0.0       26.7       0.0       26.7         Volume/Cap:       0.56       0.30       0.13       0.30       0.56       0.00       0.00       0.00       0.00       0.50       0.00       0.56         Uniform Del:       44.2       12.2       11.0       39.0       11.2       0.0       0.0       0.0       0.0       26.1       0.0       26.7         IncremntDel:       28.4       0.1       0.1       1.2       0.0       0.0       0.0       0.0       26.1       0.0       26.7         IncremntDel:       28.4       0.1       0.1       1.2       0.3       0.0       0.0       0.0       0.0       0.4       0.0       26.7         IncremntDel:       28.4       0.1       0.1       1.00       0.00       0.00       0.00       1.00       1.00       1.00       1.00       1.00	Capacity Anal	lysis	Modu]	le:									
Crit Moves:       ****       ****       ****       ****         Green Time:       1.1 47.0       47.0       7.3 53.2       0.0       0.0       0.0       26.7       0.0       26.7         Volume/Cap:       0.56       0.30       0.13       0.30       0.56       0.00       0.00       0.00       0.00       0.50       0.00       0.56         Uniform Del:       44.2       12.2       11.0       39.0       11.2       0.0       0.0       0.0       0.0       0.50       0.00       0.56         Uniform Del:       44.2       12.2       11.0       39.0       11.2       0.0       0.0       0.0       0.0       0.50       0.00       0.56         Uniform Del:       28.4       0.1       0.1       1.2       0.3       0.0       0.0       0.0       0.4       0.0       26.7         IncremntDel:       28.4       0.1       0.1       1.00       1.00       0.00       0.00       0.00       0.0       0.4       0.0       0.8         Delay Adj:       1.00       1.00       1.00       0.00       0.00       0.00       0.00       1.00       1.00       1.00       1.00         Del	Vol/Sat:	0.01	0.16	0.07	0.02	0.33	0.00	0.00	0.00	0.00	0.15	0.00	0.17
Green Time:       1.1       47.0       47.0       7.3       53.2       0.0       0.0       0.0       26.7       0.0       26.7         Volume/Cap:       0.56       0.30       0.13       0.30       0.56       0.00       0.00       0.00       0.00       0.50       0.00       0.56         Uniform Del:       44.2       12.2       11.0       39.0       11.2       0.0       0.0       0.0       0.0       0.50       0.00       26.7         IncremntDel:       28.4       0.1       0.1       1.2       0.3       0.0       0.0       0.0       0.4       0.0       26.7         IncremntDel:       28.4       0.1       0.1       1.2       0.3       0.0       0.0       0.0       0.4       0.0       0.8         Delay Adj:       1.00       1.00       1.00       0.00       0.00       0.00       0.00       1.00       1.00       1.00         Delay/Veh:       72.6       12.3       11.1       40.1       11.0       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Crit Moves:	* * * *				****							****
Volume/Cap:       0.56       0.30       0.13       0.30       0.56       0.00       0.00       0.00       0.00       0.50       0.00       0.56         Uniform Del:       44.2       12.2       11.0       39.0       11.2       0.0       0.0       0.0       0.0       26.1       0.0       26.7         IncremntDel:       28.4       0.1       0.1       1.2       0.3       0.0       0.0       0.0       0.4       0.0       26.7         Delay Adj:       1.00       1.00       1.00       0.00       0.00       0.0       0.0       0.4       0.0       0.8         Delay Adj:       1.00       1.00       1.00       0.00       0.00       0.00       0.00       1.00       1.00       1.00         Delay/Veh:       72.6       12.3       11.1       40.1       11.6       0.0       0.0       0.0       26.5       0.0       27.4         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       1.00       1.00       1.00       1.00       1.00       1.00       26.5       0.0       27.4 </td <td>Green Time:</td> <td>1.1</td> <td>47.0</td> <td>47.0</td> <td>7.3</td> <td>53.2</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>26.7</td> <td>0.0</td> <td>26.7</td>	Green Time:	1.1	47.0	47.0	7.3	53.2	0.0	0.0	0.0	0.0	26.7	0.0	26.7
Uniform Del: 44.2 12.2       11.0       39.0       11.2       0.0       0.0       0.0       26.1       0.0       26.7         IncremntDel: 28.4       0.1       0.1       1.2       0.3       0.0       0.0       0.0       0.4       0.0       0.8         Delay Adj:       1.00       1.00       1.00       1.00       0.00       0.00       0.00       0.00       1.00       1.00       1.00         Delay Adj:       1.00       1.00       1.00       0.00       0.00       0.00       0.00       1.00       1.00       1.00         Delay/Veh:       72.6       12.3       11.1       40.1       11.6       0.0       0.0       0.0       26.5       0.0       27.4         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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1	Volume/Cap:	0.56	0.30	0.13	0.30	0.56	0.00	0.00	0.00	0.00	0.50	0.00	0.56
IncremntDel: 28.4       0.1       0.1       1.2       0.3       0.0       0.0       0.0       0.4       0.0       0.8         Delay Adj:       1.00       1.00       1.00       1.00       0.00       0.00       0.00       0.00       1.00       1.00       1.00         Delay Adj:       1.00       1.00       1.00       1.00       0.00       0.00       0.00       0.00       1.00       1.00       1.00         Delay/Veh:       72.6       12.3       11.1       40.1       11.6       0.0       0.0       0.0       26.5       0.0       27.4         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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0 </td <td>Uniform Del:</td> <td>44.2</td> <td>12.2</td> <td>11.0</td> <td>39.0</td> <td>11.2</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>26.1</td> <td>0.0</td> <td>26.7</td>	Uniform Del:	44.2	12.2	11.0	39.0	11.2	0.0	0.0	0.0	0.0	26.1	0.0	26.7
Delay Adj:       1.00       1.00       1.00       0.00       0.00       0.00       0.00       1.00       1.00       1.00         Delay/Veh:       72.6       12.3       11.1       40.1       11.6       0.0       0.0       0.0       0.0       26.5       0.0       27.4         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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.	IncremntDel:	28.4	0.1	0.1	1.2	0.3	0.0	0.0	0.0	0.0	0.4	0.0	0.8
Delay/Veh:       72.6       12.3       11.1       40.1       11.6       0.0       0.0       0.0       26.5       0.0       27.4         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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 </td <td>Delay Adj:</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> <td>1.00</td> <td>0.00</td> <td>1.00</td>	Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
User DelAdj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>Delay/Veh:</td> <td>72.6</td> <td>12.3</td> <td>11.1</td> <td>40.1</td> <td>11.6</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>26.5</td> <td>0.0</td> <td>27.4</td>	Delay/Veh:	72.6	12.3	11.1	40.1	11.6	0.0	0.0	0.0	0.0	26.5	0.0	27.4
AdjDel/Veh:       72.6       12.3       11.1       40.1       11.6       0.0       0.0       0.0       26.5       0.0       27.4         HCM2kAvg:       1       4       1       10       0       0       0       7       0       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
HCM2kAvg: 1 4 1 1 10 0 0 0 0 7 0 7	AdjDel/Veh:	72.6	12.3	11.1	40.1	11.6	0.0	0.0	0.0	0.0	26.5	0.0	27.4
	HCM2kAvg:	1	4	1	1	10	0	0 • • • • • • • •		• • • • • • • • • • • • • • • • • • •	7	• • • • • • • • •	7

AM Existing			Su	n Nov	7, 20	04 15:	32:00			Page 30-1			
		 T	evel 0	f Ser	vice C		tion H	Report	:				
	2000	HCM 4	e)										
***********	*****	*****	*****	*****	* * * * * *	******	* * * * * *	*****	*****	******	******		
Intersection	#1306	5 Cali	fornia	/Reind	dollar *****		* * * * * *	*****	*****	*****	* * * * * * *		
Cycle (sec):		100	)		C	ritica	l Vol	/Cap.	(X):	0.3	09		
Loss Time (se	ec):	C	) (Y+R	= 4 \$	sec) A	veraqe	Delay	/ (sec	/veh):	9.2			
Optimal Cycle	2:	C	)		I	_evel_0	f Serv	vice:			A		
*******	****	*****	*****	****	*****	*****	*****	*****	******	******	******		
Approach:	Noi	rth Bo	ound	Soi	ith Bo	ound	Εa	ast Bo	bund	West B	ound		
Movement:	Ŀ.	- T	- R .	Ŀ	- T	– R	Ŀ	- T	- R	L – T	- R		
Control:	St	cop Si	gn	St	cop Si	.gn	St	cop Si	gn	Stop S	ign		
Rights:		Inclu	ıde	_	Inclu	ide		Inclu	ide	Incl	ude		
Min. Green:	0	0	0	0	0	0	0	0	1 0	1 0 0	1 0		
Lanes:	0 (	5 1!	0 0	0 0	) 11	0 0	L (	0 0	1 0	1 0 0	T O		
				0 7			1		·				
Volume Module	e: >>	COUIIC	. Dale:	2 ປີພ	.1 2004 C	ε << 7. Ε	TD - (	27	106	182 93	2		
Base vol: Grouth Addie	1 00		1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00 1 00	1.00		
Growin Adj:	1.00	1.00	1.00	1.00	1.00	±.00	2.00	37	106	182 93	2		
HILLAI DSC:	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00		
DUF Adi.	1.00 A 91	0 91	0 91	0.91	0.91	0.91	0.91	0.91	0.91	0.91 0.91	0.91		
PHE Volume.	77	1	35	2	2	5	2	41	116	200 102	2		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0		
Reduced Vol:	77	1	35	2	2	5	2	41	116	200 102	2		
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00		
Final Vol.:	77	1	35	2	2	5	2	41	116	200 102	2		
Saturation F	Low Ma	odule:											
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00		
Lanes:	0.68	0.01	0.31	0.22	0.22	0.56	1.00	0.26	0.74	1.00 0.98	0.02		
Final Sat.:	463	7	212	151	151	377	624	197	563	648 698	15		
	<b></b>		·										
Capacity Anal	lysis	Modu]	.e:								0 15		
Vol/Sat:	0.17	0.17	0.17	0.01	0.01	0.01	0.00	0.21	0.21	0.31 0.15	0.15		
Crit Moves:	****				****	7 0	0 0	****	0 -	****	0 5		
Delay/Veh:	8.9	8.9	8.9	7.9	7.9	1.9	8.3	1 00	1 00	1 00 1 00	1 00		
Delay Adj:	1.00	1.00	1.00	T.00	1.00	1.00 7 9	1.00	7.00 T	1.00 8 E	10595	1.00 8 5		
Adjuei/Ven:	8.9	8.9 7	с.У "	7.9	/.9 7	7.9 T	0.3 N	0.) N	0.5 N	TO'D 0'D	Δ		
LUS by Move:	А	A	A	A	н 70	А	А	м 8 Б	A	9 P R	n		
Approachuel:		0.9			1 00			1 00		1.00			
Deray Adj:		8 C			7 9			8 5		 9 R			
Appraujuer:		ט.ש ג			7.9 Z			Δ		2.0 A			
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Level of Service Computation Report           2000 HCM Unsignalized Method (Base Volume Alternative)           Average Delay (sec/veh):         95.2         Worst Case Level Of Service:         F[1067.8]           Average Delay (sec/veh):         95.2         Worst Case Level Of Service:         F[1067.8]           Average Delay (sec/veh):         95.2         Worst Case Level Of Service:         F[1067.8]           Average Delay (sec/veh):         95.2         Worst Case Level Of Service:         F[1067.8]           Average Delay (sec/veh):         95.2         Worst Case Level Of Service:         F[1067.8]           Average Delay (sec/veh):         95.2         Worst Case Level Of Service:         F[1067.8]           Approach:         North Bound         South Bound         East Bound         West Bound           Approach:         North Bound         Stop Sign         Uncontrolled         Uncontrolled           Control:         Stop Sign         Uncontrolled         Uncontrolled         Uncontrolled           Base Vol:         0         0         10         0         0         10.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00	AM Existing	Sun Nov 7, 2004 15:32:00									Page 32-1			
$ Level of Service Computation Report \\ 2000 HCM Unsignalized Method (Base Volume Alternative) \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\$														
2000 HCM Unsignalized Method (Base Volume Alternative)           Intersection #1307 SB_1/Imjin           Average Delay (sec/veh):         95.2         Worst Case Level Of Service:         F[1067.8]           Approach:         North Bound         South Bound         East Bound         West Bound           Movement:         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         D         D         D         D         D         D         D         D         D </td <td></td> <td></td> <td>I</td> <td>Gevel C</td> <td>f Serv</td> <td>rice (</td> <td>lomputa</td> <td>tion F</td> <td>leport</td> <td>. ,</td> <td>`</td> <td></td> <td></td>			I	Gevel C	f Serv	rice (	lomputa	tion F	leport	. ,	`			
Intersection #1307 SB_1/Imjin         Average Delay (sec/veh):       95.2 Worst Case Level Of Service:       F[1067.8]         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       L - T - R         Control:       Stop Sign       Stop Sign       Uncontrolled       Uncontrolled         Rights:       Include       Include       Include       Include         Control:       Stop Sign       Stop Sign       Uncontrolled       Uncontrolled         Volume Module:       >> Count Date: 4 Mar 2004 <<< 7:15 - 8:15 AM		2000 H	ICM Ur	isignal	ized M	lethod	l (Base	e Volum	ne Alt	ernati	.ve)	له ماله ماله ماله م	******	
Intersection #1307 SB_1/1mj1m         Average Delay (sec/veh):       95.2 Worst Case Level Of Service:       F[1067.8]         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L       T       R       L       T       R         Control:       Stop Sign       Stop Sign       Uncontrolled       Uncontrolled         Rights:       Include       Include       Include       Include         Lanes:       0       0       0       1       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	**********	*****	*****	******	*****	*****	*****	*****		*****				
Average Delay (sec/veh):       95.2       Worst Case Level Of Service:       F[1067.8]         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L       -       T       -       R       L       -       T       -       R         Control:       Stop Sign       Stop Sign       Uncontrolled       Uncontrolled       Include         Rights:       Include       Include       Include       Include       Include         Control:       Stop Sign       Stop Sign       Uncontrolled       Include         Lanes:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td>Intersection</td> <td>#1307</td> <td>7 SB_1</td> <td>L/lmjin</td> <td><u>)</u> </td> <td></td> <td>******</td> <td>*****</td> <td>*****</td> <td>******</td> <td>*****</td> <td>****</td> <td>******</td>	Intersection	#1307	7 SB_1	L/lmjin	<u>)</u> 		******	*****	*****	******	*****	****	******	
Average Delay (SeC/Vel):       SJ.2       Work Construction of the constructi	******	*****	- /			Wore	t Cage	Level	OFS	Service	· •	Fſ	1067.81	
Approach:         North Bound         South Bound         East Bound         West Bound           Movement:         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         L         L         L         L         L         L         L         L         L         L         L         L	***********	******	*****	******	·******	*****	******	******	*****	******	******	*****	******	
Movement:       L       T       R       L       -       T       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       R       L       -       T       R       L       -       T       R       L       -       T       R       L       -       T       R       L       -       T       R       L       -       T       R       L       -       T       R       L       -       T       R       L       -       T       R       L       -       T       R <thl< th=""> <thl<< td=""><td>Approach:</td><td>Noi</td><td>cth Bo</td><td>ound</td><td>Sou</td><td>ith Bo</td><td>ound</td><td>Εā</td><td>ist Bo</td><td>ound</td><td>We</td><td>est Bo</td><td>ound</td></thl<<></thl<>	Approach:	Noi	cth Bo	ound	Sou	ith Bo	ound	Εā	ist Bo	ound	We	est Bo	ound	
Control:       Stop Sign       Stop Sign       Uncontrolled       Uncontrolled         Rights:       Include       Include       Include       Include         Lanes:       0       0       0       1       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Movement:	Ъ -	- T	- R	L -	- T	- R	_ L -	- T	- R	Ŀ-	- T	- R ,	
Control:         Stop Sign         Stop Sign         Include				- <b></b>										
Rights:       Include	Control:	St	top Si	ign	St	op Si	lgn	Unc	Tagl	ollea .do	Und	Uncontrolled		
Lanes: 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0	Rights:		Inclu	ide		incii		0 0	THOTI		1 (	1 IICI (		
Volume Module: >> Count Date: 4 Mar 2004 << 7:15 - 8:15 AM	Lanes:	0 (	0 0	0 0	1			1			1			
Wolling Module:       0       0       101       0       0       0       1032       0         Base Vol:       0       0       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Volumo Modul		Count	- Date	4 Man	~ 2004	4 << 7:	1 15 - 8	3:15 /	ı AM			ł	
Base volt       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Base Vol:	e. // 0	0	_ Date. 0	101	0	0	0	0	0	1032	0	0	
Initial Bse:       0       0       101       0       0       0       1032       0         User Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.	Growth Adi.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
User Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Tnitial Bse:	0	0	0	101	0	0	0	0	0	1032	0	0	
PHF Adj:       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.08       0.00       0	User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:       0       0       115       0       0       0       0       1173       0       0         Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td< td=""><td>PHF Adj:</td><td>0.88</td><td>0,88</td><td>0.88</td><td>0.88</td><td>0.88</td><td>0.88</td><td>0.88</td><td>0.88</td><td>0.88</td><td>0.88</td><td>0.88</td><td>0.88</td></td<>	PHF Adj:	0.88	0,88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td< td=""><td>PHF Volume:</td><td>0</td><td>0</td><td>0</td><td>115</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>1173</td><td>0</td><td>0</td></td<>	PHF Volume:	0	0	0	115	0	0	0	0	0	1173	0	0	
Final Vol.:       0       0       115       0       0       0       0       1173       0       0         Critical Gap Module:       Critical Gp:xxxxx xxxx xxxx       6.4 xxxx xxxxx xxxx xxxx xxxx xxxx       4.1 xxxx xxxxx         FollowUpTim:xxxx xxxx xxxx       3.5 xxxx xxxx xxxx xxxx xxxx       2.2 xxxx xxxx       2.2 xxxx xxxx         Capacity Module:	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Critical Gap Module: Critical Gp:xxxx xxxx xxxx 6.4 xxxx xxxx xxxx xxxx 4.1 xxxx xxxx FollowUpTim:xxxxx xxxx xxxx 3.5 xxxx xxxx xxxx xxxx	Final Vol.:	0	0	0	115	0	0	0	0	0	1173	0	0	
Critical Gap Module: Critical Gp:xxxxx xxxx xxxx 6.4 xxxx xxxxx xxxx xxxx														
Critical Gp:xxxxx xxxx xxxx 3.5 xxxx xxxx xxxx xxxx	Critical Gap	Modu.	le:		<i>с</i> 1		2022222222	******	~~~~	*****	4 1	XXXX	xxxxx	
Capacity Module: Cnflict Vol: xxxx xxxx 2345 xxxx xxxx xxxx xxxx 0 xxxx 0 xxxx xxxx Potent Cap.: xxxx xxxx 2345 xxxx xxxx xxxx xxxx 0 xxxx xxxx Potent Cap.: xxxx xxxx 40 xxxx xxxx xxx xxx 0 xxxx 0 xxxx xxxx Move Cap.: xxxx xxxx 40 xxxx xxxx xxx xxx 0 xxxx 0 xxxx xxxx Volume/Cap: xxxx xxxx 2.89 xxxx xxxx xxx xxx 0.00 xxxx xxxx Level Of Service Module: Queue: xxxx xxxx 12.8 xxxx xxxx xxxx xxxx 0.0 xxxx xxxx Stopped Del:xxxx xxxx xxxx 1068 xxxx xxxx xxxx xxxx 0.0 xxxx xxxx A * *	Critical Gp:	XXXXX	XXXX	XXXXX	0.4 ၁ E	XXXX	XXXXX	XXXXXX VVVVV	XXXXX XXXXX	XXXXXX	2.2	XXXX	XXXXX	
Capacity Module: Cnflict Vol: xxxx xxxx 2345 xxxx xxxx xxxx xxxx 0 xxxx 0 xxxx xxxx Potent Cap.: xxxx xxxx 40 xxxx xxxx xxxx 0 xxxx 0 xxxx xxxx Move Cap.: xxxx xxxx 40 xxxx xxxx xxxx 0 xxxx 0 xxxx xxxx Volume/Cap: xxxx xxxx 2.89 xxx xxxx xxx xxx 0.00 xxxx xxxx 	FOTTOMOD.T.TW:		<u>XXXX</u>											
Cnflict Vol: xxxx xxxx 2345 xxxx xxxx xxxx xxxx xxxx 0 xxxx 0 xxxx xxxx Potent Cap.: xxxx xxxx xxxx 40 xxxx xxxx xxxx xxxx	Capacity Mod	1]e.											,	
Potent Cap.: XXXX XXXX XXXX 40 XXXX XXXX XXXX XXXX	Cuflict Vol:	xxxx	xxxx	xxxxx	2345	XXXX	XXXXX	xxxx	xxxx	xxxxx	0	XXXX	XXXXX	
Move Cap:: XXXX XXXX XXXX 40 XXXX XXXX XXXX XXXX	Potent Cap.:	xxxx	xxxx	xxxxx	40	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	XXXXX	
Volume/Cap: xxxx xxxx xxxx 2.89 xxxx xxxx xxxx xxxx 0.00 xxxx xxxx Level Of Service Module: Queue: xxxxx xxxx 12.8 xxxx xxxx xxxx xxxx 0.0 xxxx xxxx Stopped Del:xxxxx xxxx 1068 xxxx xxxx xxxx xxxx 0.0 xxxx xxxxx 0.0 xxxx xxxx 10.0 xxxx xxxx 10.0 xxxx xxxx	Move Cap.:	xxxx	xxxx	XXXXX	40	XXXX	xxxxx	xxxx	xxxx	XXXXX	0	XXXX	XXXXX	
Level Of Service Module: Queue: XXXXX XXXX 12.8 XXXX XXXXX XXXX XXXX 0.0 XXXX XXXX Stopped Del:XXXXX XXXX 1068 XXXX XXXXX XXXX XXXX 0.0 XXXX XXXXX 0.0 XXXX XXXXX 1068 XXX XXXXX XXXX XXXX 0.0 XXXX XXXXX 0.0 XXXX XXXXX 1068 XXX XXXX XXXX XXXX XXXX 0.0 XXXX XXXXX	Volume/Cap:	xxxx	xxxx	xxxx	2.89	xxxx	xxxx	XXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXX	0.00	xxxx	xxxx	
Level Of Service Module: Queue: xxxxx xxxx 12.8 xxxx xxxxx xxxx xxxx 0.0 xxxx xxxxx Stopped Del:xxxxx xxxx 1068 xxxx xxxxx xxxx xxxx 0.0 xxxx xxxxx 0.0 xxxx xxxxx 1068 xxx xxxx xxxx xxxx xxxx 0.0 xxxx xxxxx														
Queue: XXXXX XXXX 12.8 XXXX XXXXX XXXX XXXX 0.0 XXXX XXXXX Stopped Del:XXXXX XXXX 1068 XXXX XXXXX XXXXX XXXX 0.0 XXXX XXXXX Log by Merry * * * * * * * * * * * * * * * * *	Level Of Ser	vice	Modul	e:										
Stopped Del:xxxxx xxxxx 1068 xxxx xxxxx xxxxx xxxxx 0.0 xxxx xxxxx	Queue:	XXXXX	XXXX	XXXXX	12.8	XXXX	XXXXX	XXXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	
	Stopped Del:	XXXXX	XXXX	XXXXX	1068	XXXX	xxxxx	XXXXX	XXXX	XXXXX	0.0	xxxx	XXXXX *	
	LOS by Move:	*	*	*	F	*	*	* T (T)	ידי די די רידי די די	*	A	_ T.TP	- P.	
Movement: LT - LTR - RT	Movement:	LT	- LTR	- RT	ЦЦ 	- LTR	- KT	L'L' Travar	- LIR	- KI	111 VVVV	- LIK	XXXXX	
Shared Cap.: XXXX XXXX XXXXX XXXX XXXX XXXX XXXX	Shared Cap.:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX VVVVV	AAAA YYYY	XXXXX	XXXXX	XXXX	XXXXX	
Sharequueue:XXXXX XXXX XXXXX XXXXX XXXXX XXXXX XXXXX	snaredQueue:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX YYYYY	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXXX	
Shrad LOC. * * * * * * * * * * * * *	Shared tog	XXXXX	XXXX *	*	*	*	*	*	*	*	*	*	*	
ApproachDel· XXXXXX 1067.8 XXXXXX XXXXXX	ApproachDel.	~~~			1	067.8		x	xxxxx		x	xxxxx		
ApproachLOS: * F * *	ApproachLOS:	. ~	*		-	F			*			*		

AM Existing	Sun Nov 7, 2004 15:32:00								Page 34-1					
					<b>.</b> .									
		1	Level (	of Serv	vice (	Computa	ation 1	Repor	t					
2	2000 H	HCM UI	nsigna	lized M	letho	i (Base	e Volu	ne Al	ternat:	ive)	و مله مله مله مله م	ماد ماد ماد ماد ماد ماد م		
*********	*****	*****	* * * * * * * * *	*****	****	* * * * * * *	*****	****	*****	*****	*****	* * * * * * * *		
intersection	\$Uと⊥∓ :****	5 NB *****	⊥/⊥mj⊥ı ******	1 *****	****	* * * * * * *	*****	*****	*****	*****	* * * * *	******		
Average Delay	y (seo	c/veh	): ******	0.3 Worst Case Level Of Service							e: D[ 29.8]			
Approach:	Noi	rth Be	ound	Sou	ith Bo	ound	Ea	ast B	ound	West Bound				
Movement:	L ·	- T	- R	ь -	- T	- R	L	- T	- R	L - T - R				
Control:	ı St	top S.	ign	St	op S:	ign	Und	contro	olled	Uno	contro	olled .		
Rights:	Ignore				Inclu	ıde		Incl	ude		Include			
Lanes:	0 3	1 0	0 1	0 0	0 0	0 0	0	1 0	0 0	0 (	) 1	0 1		
				4 Mon			15	0.15						
Volume Module	e: >>	Coun	650	: 4 Mai 0	. 2004 0	± << /; 0	:10 - I 3	98. 98	0	0	1032	28		
Growth Adi.	1 00 E	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	0	9	650	0	0	0	3	98	0	0	1032	28		
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88		
PHF Volume:	0	10	0	0	0	0	3	111	0	0	1173	32		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Final Vol.:	0	10	0	0	0	0	3	111	0	0	1173	32		
Critical Gap	Moau.	ie:	7777777777	~~~~~	~~~~	*****	A 1	xxxx	XXXXX	xxxxx	xxxx	xxxxx		
FollowInTime	XXXXX	0.5	XXXXX VVVVV	XXXXXX	XXXX	XXXXXX	2.2	XXXX	XXXXXX	XXXXXX	xxxx	XXXXXX		
FOILOW0DITU:														
Capacity Modu	ule:			EI										
Cnflict Vol:	xxxx	1323	xxxxx	xxxx	xxxx	xxxxx	1205	xxxx	XXXXX	XXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX		
Potent Cap.:	xxxx	156	xxxxx	xxxx	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	579	xxxx	XXXXX	XXXX	XXXX	XXXXX		
Move Cap.:	xxxx	155	XXXXX	XXXX	XXXX	XXXXX	579	XXXX	XXXXX	XXXX	XXXX	XXXXX		
Volume/Cap:	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	0.07	XXXX	xxxx	XXXX	XXXX	0.01	XXXX	XXXX	XXXX	XXXX	XXXX		
Level Of Ser	vice I	Modul	e:		15153535	3/3/3/3/3/3/	0 0	~~~~	~~~~~~	vvvvv	~~~~	vvvvv		
Queue:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	11 3	XXXX	XXXXXX	XXXXX	XXXX	XXXXX		
I og by Move:	*	*	*	*	*	*		*	*	*	*	*		
Movement ·	LT	- LTR	- RT	LT ·	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT		
Shared Cap	155	XXXX	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedOueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	XXXXX	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd StpDel:	29.8	XXXX	xxxxx	xxxxx	xxxx	xxxxx	11.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	D	*	*	*	*	*	В	*	*	*	*	*		
ApproachDel:		29.8		x	xxxx		x	xxxxx		X	xxxxx			
ApproachLOS:		D			*			*		*				

AM Existing			Su	n Nov	7, 20	)04 15: 	32:00			[	Page 1	36-1 	
		 I	Level C	)f Serv	vice (	Computa	tion 1	Repor				<b></b>	
	2000	HCM 4	t-Way S	Stop Me	ethod	(Base	Volume	e Alt	ernativ	re)			
**********	*****	*****	******	*****	* * * * *	******	*****	*****	* * * * * * *	****	* * * * *	*****	
Intersection *********	#1309 *****	9 Seco	ond/Imj *****	in *****	* * * * * *	*****	* * * * * *	*****	* * * * * * *	****	* * * * *	* * * * * * *	
Cvcle (sec):		100	)		(	Critica	l Vol	./Cap	. (X):	1.131			
Loss Time (se	∋c):	(	) (Y+R	= 4 a	sec) A	Average	Delay	y (se	c/veh):	70.5			
Optimal Cycle		(	) ******	*****		Level 0	f Ser	vice:	* * * * * * *	F *******			
Annroach.	Not	cth Bo	und	SOI	ath Bo	hund	E	ast B	ound	We	est B	ound	
Approach:	т 1001			т			т	- T	- P	т.	- т	- R	
Movement:	· تت ا	- 1	- ĸ	L									
Control.	 C+		 ian	 Ct	ton S	lan	l St	ton S	ian	ा St	top S	ian	
Diahta.	51	Tncl	ide		Tncl	ide	0	Incl	ude		Incl	ude	
Min Creen:	n	111010	n – – – – – – – – – – – – – – – – – – –	Ο	0	.u.c 0	0	0	0	0	0	0	
Laneg.	1 (	ט ר ר	1 0	י ר	0 1	1 0	1	0 1	1 0	1 (	0 1	1 0	
	`				<b>_</b>				<b>_</b>			<b></b>	
Volume Module	 ⇒• ∆™		ł	I		I	I		i	L		1	
Base Vol:	15	0	22	10	0	5	60	568	120	10	1060	1	
Growth Adi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse	15	0	22	10	0	5	60	568	120	10	1060	1	
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHE Adi.	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
PHE Volume:	17	0	25	11	0	6	68	645	136	11	1205	1	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	17	0	25	11	0	6	68	645	136	11	1205	1	
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.:	17	0	25	11	0	6	68	645	136	11	1205	1	
Saturation F	low Ma	odule	:										
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.65	0.35	1.00	1.99	0.01	
Final Sat.:	349	0	395	344	0	388	472	849	183	483	1065	1	
					<b></b> ·								
Capacity Ana	lysis	Modul	le:										
Vol/Sat:	0.05	xxxx	0.06	0.03	xxxx	0.01	0.14	0.76	0.74	0.02	1.13	1.13	
Crit Moves:			****	* * * *				****			* * * *		
Delay/Veh:	13.0	0.0	11.9	13.0	0.0	11.6	11.6	28.5	26.7	10.1	105	104.6	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	13.0	0.0	11.9	13.0	0.0	11.6	11.6	28.5	26.7	10.1	105	104.6	
LOS by Move:	В	*	В	В	*	В	В	D	D	В	F	F	
ApproachDel:		12.3			12.5			26.8			103.8		
Delay Adj:		1.00			1.00			1.00			1.00		
ApprAdjDel:		12.3			12.5			26.8			103.8		
LOS by Appr:		В			в			D			F		
****	****	****	*****	*****	* * * * *	* * * * * * *	*****	****	*****	*****	* * * * *	******	

Page 38-1 Sun Nov 7, 2004 15:32:00 AM Existing _____ Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative) Intersection #1310 California/Imjin Average Delay (sec/veh): 116.3 Worst Case Level Of Service: F[758.4] Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R Volume Module: >> Count Date: 11 Mar 2004 << 7:00 - 8:00 AM Base Vol: 0 10 4 24 82 159 20 502 5 13 909 10 Initial Bse: 0 10 4 24 82 159 20 502 5 13 909 10 PHF Volume: 0 13 5 30 104 201 25 635 6 16 1151 13 0 0 0 0 0 0 0 0 0 0 0 0 Reduct Vol: 5 30 104 201 25 635 6 16 1151 13 Final Vol.: 0 13 Critical Gap Module: Critical Gp:xxxxx 6.5 6.9 7.5 6.5 6.9 4.1 xxxx xxxxx 4.1 xxxx xxxxx FollowUpTim:xxxxx 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx _____|_____| Capacity Module: Cnflict Vol: xxxx 1885 321 1565 1882 582 1163 xxxx xxxxx 642 xxxx xxxxx 
 Potent Cap.:
 xxxx
 70
 675
 75
 70
 456
 596
 xxxx
 939
 xxxx

 Move Cap.:
 xxxx
 65
 675
 61
 66
 456
 596
 xxxx
 939
 xxxx
 Volume/Cap: xxxx 0.19 0.01 0.50 1.58 0.44 0.04 xxxx xxxx 0.02 xxxx xxxx Level Of Service Module: Queue: xxxxx xxxx xxxxx xxxxx xxxxx 0.1 xxxx 0.1 xxxx 0.1 xxxx 8.9 XXXX XXXXX LOS by Move: * * * * * * B * * A * * Movement: LT - LTR - RT Movement: LT - LTR - RT LT - LTR - RT 
 Shared LOS:
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AM Existing	Sun Nov 7, 2004 15:32:00									Page 40-1			
		<b>-</b>											
			Level (	Of Ser	vice (	Computa	ation 1	Repor					
	2000	HCM UI	nsignal	lized I	Metho	d (Base	e Volu	ne Al	ternat	ive)			
* * * * * * * * * * * * *	* * * * *	* * * * *	*****	*****	* * * * *	*****	*****	* * * * *	*****	*****	* * * * *	******	
Intersection	#131 *****	1 Imj: *****	in_Rd/1	Imjin_1 *****	Pkwy-'	Imjin_] ******	Rd *****	* * * * *	*****	* * * * * * *	* * * * *	* * * * * * * *	
Average Dela	v (se	c/veh	):	6.3 Worst Case Level Of Servic						e: D[34.9]			
*****	*****	*****	*****	* * * * * * *	* * * * *	*****	*****	* * * * *	*****	****			
Approach:	pproach: North Bound					ound	Ea	ast B	ound	West Bound			
Movement:	L	- T	- R	L ·	- T	- R	L	- T	– R	Ь	- T	- R	
										TT			
Control:	51	top S: Trali	ıgn ido	51	top S.	ıgn ude	Uni	Incl	ude	UII	Incl	ude	
Laneg ·	2		10e 0 1	0 (	0 0	0 0	0	1	1 0	1	1101	0 0	
Lancs.	<u>ح</u>												
Volume Module	e: >>	Count	. Date	: 10 Ma	ar 20	04 << '	7:15 -	8:15	AM	FI		r	
Base Vol:	7	0	112	0	0	0	0	470	53	567	837	0	
Growth Adj:	1.00	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	112	0	0	0	0	470	53	567	837	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.88	0.88	127	0.88	0.88	0.88	0.88	534	0.88	644	951	0.00	
PAF VOLUME: Reduct Vol:	0	0	127	0	0	0	0	0	0	0	0	0	
Final Vol.:	8	ŏ	127	Ő	Ő	Ő	Ő	534	60	644	951	0	
Critical Gap	Modu	le:											
Critical Gp:	6.8	XXXX	6.9	XXXXX	XXXX	XXXXX	XXXXX	xxxx	XXXXX	4.1	XXXX	XXXXX	
FollowUpTim:	, 3.5	XXXX	3.3	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	2.2	XXXX	XXXXX	
Campaitre Mode				[ ]									
Capacity Moun	2328	vvvv	297	XXXX	xxxx	xxxxx	xxxx	xxxx	xxxxx	594	xxxx	xxxxx	
Potent Cap.:	31	XXXX	699	xxxx	XXXX	XXXXX	xxxx	XXXX	xxxxx	978	xxxx	xxxxx	
Move Cap.:	15	xxxx	699	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	978	xxxx	xxxxx	
Volume/Cap:	0.54	xxxx	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.66	xxxx	XXXX	
Level Of Ser	vice 1	Module	∋:										
Queue:	1.4	XXXX	0.7	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	5.2 15 5	XXXX	XXXXX	
Stopped Del:	413.4 m	xxxx *	د. L L	XXXXX *	*	*	*	*	*	15.5	*	*	
Movement.	r T.T	- T'LL	ם. ידיק –	т. <b>т</b>	- LTR	- RT	т. Т.Т	- LTR	- RT	LT ·	- LTR	- RT	
Shared Cap.:	xxxx	XXXX	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	XXXX	xxxxx	
SharedQueue:	xxxxx	XXXX	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	
ApproachDel:		34.9		x	XXXXX		X2	xxxx		x	cxxxx		
ApproachLOS:		D			*			*			*		

AM Existing	Sun Nov 7, 2004 15:32:00										Page 42-1			
	<b></b> _	 I	evel 0	f Serv	vice (	Computa	tion H	Report	 - 					
	2000	HCM C	)perati	ons Me	ethod	(Base	Volume	9 ALC(	ernativ ******	e) *****	*****	*****		
*******	*****	*****	· * * * * * * *	*****										
Intersection **********	#1312 *****	ADI3	ims/1mj ******	1D *****	*****	*****	* * * * * *	*****	* * * * * * *	*****	****	* * * * * * *		
Cycle (sec):		60	)		C	Critica	l Vol	./Cap	. (X):	0.914				
Loss Time (se	(sec): 6 $(Y+R = 4 sec)$ Average Delay $(sec/v)$								c/veh):		16	.5		
Optimal Cycle	ele: 81 Level Of Service:									В				
*********	*****	*****	******	*****	*****	*****	*****	*****	* * * * * * * *	• • • • • • • • • • • • • • • • • • •				
Approach:	Nor	rth Bo	ound	SOL -	ith Bo	buna	- E6	ast Bo	buna	- WE	-91 96			
Movement:	Ŀ-	- 'T'	- R	- L -	- T.	- K	ц Т	- <u>T</u>	- K	- Li ·	- 1	- <u>R</u>		
						·			 -+od		Dormit	-+ 04		
Control:	Ŀ	ermit	tea	ł	rermitu	.lea .de		Thel	ideu	Permitted				
Rights:	0	Inclu	ide o	0	THOTO	uue o	0		n n					
Min. Green:	0 1		0 1	~ · ·		0 1		n 1	0 T	1 (	י ר ר	0 1		
Lanes:		LU		U		l				1				
Volumo Modulo			ןN	M		1	l		1	I		1		
Page Volume Module	53 Mai	. CHI 20 13	159 159	43	16	137	20	558	4	114	1204	39		
Crowth Adi.	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bae		13	159	4.3	1.6	137	20	558	4	114	1204	39		
Heer Adi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adi:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89		
PHF Volume:	71	15	179	48	18	154	22	627	4	128	1353	44		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	71	15	179	48	18	154	22	627	4	128	1353	44		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	I.00	1.00	1.00		
Final Vol.:	71	15	179	48	18	154	22	627	4	128	1353	44		
Saturation Fl	Low Mo	dule	:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.71	0.71	0.85	0.72	0.72	0.85	0.09	1.00	0.85	0.39	1.00	0.85		
Lanes:	0.83	0,17	1.00	0.73	0.27	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Sat.:	1114	230	1615	1000	372	1615	163	1900	1615	132	1900	1015		
			 `											
Capacity Ana	Lysis	Modu.	le:	0 0 5	0 05	0 10	0 14	0 22	0 00	0 19	0 71	6 03		
Vol/Sat:	0.06	0.06	0.11	0.05	0.05	0.10	0.14	0.55	0.00	0.10	****	0.05		
Crit Moves:	<b>-</b> -			<b>7</b> 3	<b>د</b> די	7 2	46 7	46 7	45 7	46 7	46 7	46 7		
Green Time:	1.3	1.3	1.3	7.3	0 40	7.5 0.79	40.7 0.18	±0.7	40.7 0 00	1 22	0 91	0.03		
Volume/Cap:	0.53	0.55	26 1	24 4	24 4	25 6	1 7	2 2	1 5	1 8	5.1	1.5		
Uniform Del:	24.0	∠±.0 २ा	∠0,⊥ 41 ∩	44.4 1 F	2- <del>-</del> <del>-</del> 1 6	18 9	0.7	0.2	0.0	0.2	9.0	0.0		
IncremitDer:	1 00	1 00 E	1 00	1.00	1.00	1,00	1,00	1.00	1.00	1.00	1.00	1.00		
Delay Auj:	27 9	27 a	67 1	25 9	25 9	44 5	2.4	2.4	1.5	2.0	14.]	1.5		
Deray, Vell; ileor Dolàdio	2,.9	1 00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdiDal/Veb.	27 9	27 9	67.1	25.9	25.9	44.5	2.4	2.4	1.5	2.0	14.1	1.5		
HCM2kAva,	2 7	27.02 R	7	2	2		1	4	0	2	25	0		
**********	_ * * * * *	 *****	*****	_ * * * * * *	- *****	* * * * * * *	****	* * * * *	* * * * * * *	****	* * * * *	* * * * * * * *		

AM Existing			Su	n Nov	7, 20	04 15:3	32:00			F	age 4	4-1	
		·											
		I	evel 0	f Serv	vice C	Computat	tion R	leport					
	2000	HCM 4	-Way S	top Me	ethod	(Base	VO⊥ume	ALCO	stugerv:	=) +++++	*****	******	
***********	*****	****	*****	*****	*****	*****	~ ^ ^ ^ ^ ^						
Intersection **********	#1313 *****	8 Secc	nd/Elg	ntn *****	*****	*****	* * * * * *	*****	******	*****	****	*****	
Cycle (sec):		100	}		C	ritica	l Vol.	/Cap	. (X):		0.08	38	
Loss Time (se	ec):	C	) (Y+R	= 4 8	sec) A	Average	Delay	/ (sec	c/veh):	7.8			
Optimal Cycle	≥:	C	)		I	level O:	f Serv	rice:				A	
********	*****	*****	*****	*****	*****	******	*****	*****	******	*****	*****	*****	
Approach:	Noi	rth Bo	ound	Soi	ith Bo	ound	Ea	ist Bo	ound	We	est Bo	ound	
Movement:	ь -	- T	- R	г -	- T	- R	, L -	- T	- R ,	_ L -	· T	- R	
			· <b>-</b>						- <b>-</b>				
Control:	St	op Si	.gn	St	cop Si	lgn	St	cop S:	ign	St	op Si	lgn	
Rights:		Inclu	ıde		Inclu	ıde		Inclu	ide		lnc⊥u	ıde	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1 (	) 1	1 0	1 (	0 1	10	. 1 0	) 1	0 1	, 1 (	) 1	0 1	
			· <b></b>										
Volume Module	e: AM								_		_		
Base Vol:	2	17	2	30	117	2	2	10	2	2	5	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:	2	17	2	30	117	2	2	10	2	2	5	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
PHF Volume:	2	19	2	34	133	2	2	11	2	2	6	17	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	2	19	2	34	133	2	2	11	2	2	6	17	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.:	2	19	2	34	133	2	, 2	11	2	2	6	17	
Saturation F	low Mo	odule	:										
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.79	0.21	1.00	1.97	0.03	1.00	1.00	1.00	1.00	1.00	1.00	
Final Sat.:	647	1288	154	692	1508	26	, 626	685	790	628	688	795	
Capacity Ana	lysis	Modu.	le:								o 01	0 00	
Vol/Sat:	0.00	0.01	0.01	0.05	0.09	0.09	0.00	0.02	0.00	0.00	0.01	0.02	
Crit Moves:		****			****			****		~ ~		~ ~ ~	
Delay/Veh:	8.1	7.6	7.5	8.1	7.8	7.8	8.3	7.8	7.1	8.2	7.8	1 00	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	8.1	7.6	7.5	8.1	7.8	7.8	8.3	7.8	7.1	8.2	7.8	/.⊥	
LOS by Move:	А	А	A	A	A	А	A	_A	А	А	A	A	
ApproachDel:		7.7			7.9			7.8			7.4		
Delay Adj:		1.00			1.00			1.00			T.00		
ApprAdjDel:		7.7			7.9			7.8			7.4		
LOS by Appr:		А			A			A		ale de al - A- A	A	ا، باد ماه باو باد باد	
* * * * * * * * * * * *	****	* * * * *	******	*****	****	******	****	* * * * *	******	*****	* * * * * *	^ * * * * * * *	

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AM Existing	Sun Nov 7, 2004 15:32:00								Page 46-1					
		L	evel O	f Serv	vice C	omputa	tion F	leport						
	2000	HCM 4	-Way S	top Me	ethod	(Base	Volume	e Alte	ernativ	e)				
****	*****	****	*****	*****	*****	*****	*****	*****	*****	* * * * * *	****	******		
Intersection	#1314	Four	th/Eig	hth *****	*****	*****	*****	*****	******	*****	*****	*****		
Cycle (sec) ·		100			C	ritica	l Vol.	/Cap.	(X):		0.775			
Logg Time (ge	- ( ) •		(Y+R	= 4 9	sec) A	verage	Delay	/ (sec	<pre>:/veh):</pre>	17.7				
Ontimal Cycle		0			, I	evelo	f Serv	rice:		С				
**************************************	- • * * * * * * *	*****	*****	*****	*****	*****	*****	*****	******	* * * * * *	****	*****		
Approach ·	Not	rth Bo	und	Sou	ith Bo	und	Ea	ast Bo	ound	We	st Bc	ound		
Movement:	T	-сл 20 - Т	- R	Ъ	- T	- R	L -	- T	– R	L -	т	- R		
1000emente.					- <b></b>									
Control	C t	on Si	an	' St	top Si	.an	' St	op Si	lqn	St	op Si	.gn		
Dichte.	Thelude Include Include										Include			
Min Green.	n	11010	0	0	0	0	0	0	0	0	0	0		
Lanca.	0 0	າ ດັ	1 0	0.	1 0	0 0	0 0	0 (	0 0	0 0	) 1!	0 0		
	• • • • •								<b></b>					
Volume Module		Count	Date.	9 Mar	r 2004	<< 7:	15 - 8	3:15 A	۲ M	•		'		
Pace Vol.	 ^	26	122	2	71	. 0	0	0	0	419	0	6		
Base VOI: Gmouth Adi.	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Growin Auj:	1.00	1.00	122	2.00	71	1.00	0	0	0	419	0	6		
Iniliai ose:	- 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
USEL AUJ:	0.75	1.00	0.75	0 75	0 75	0 75	0.75	0.75	0.75	0.75	0.75	0.75		
PHF Adj:	0.75	25	163	3	95	0,,0	0	0	0	559	0	8		
PHF VOLUME:	0	0	100	0	0	0 0	- 0	0	0	0	0	0		
Reduct VOI:	0	25	163	2	95	0	0 0	0	Ō	559	0	8		
Reduced VOI:	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PCE Adj:	1 00	1.00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF AQJ: Timel Vel -	1.00	2.00	163	⊥.00 २	4.00	1.00	0	0	0	559	0	8		
Final Vol.:	. 0	30	105				l	<b>-</b> .			. <b></b>			
						I	1		1	I		1		
Saturation F.			- 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00		
Adjustment:	1.00	1.00	1.00	1.00	1.00 0 97	0.00	0 00	0 00	0.00	0.99	0.00	0.01		
Lanes:	0.00	117	U.02 E40	16	572	0.00	0.00	0.00	0	721	0	10		
Final Sat.:	1	11/	240	10	574				!					
	 ]			1		ļ	I		I	I		1		
Capacity Ana.	LYSIS	Modu.		0 17	0 17	vvvv	vvvv	vvvv	xxxx	0.77	xxxx	0.77		
Vol/Sat:	XXXX	0.30	0.50	4444 10.11	0.17	~~~~	лллл	<u></u>	1111111	****				
Crit Moves:		****	0 0	0 6	06	0 0	0 0	0 0	0 0	21 8	0.0	21.8		
Delay/Veh:	0.0	9.9	9.9	9.0	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00		
Delay Adj:	1.00	1.00	T.00	1.00	1.00	T.00	T.00	1.00	1.00	21 8	1.00	21.8		
AdjDe1/Veh:	0.0	9.9	9.9	У.6 т	ט. כ יי	U.U +	v.u *	*	*	21.0 C	*	<u>ح</u> _ر		
LOS by Move:	*	A	А	А	A	~		 		C C	21 P			
ApproachDel:		9.9			9.0			~~~~~			1 00			
Delay Adj		1.00			T.00		ن 	~~~~			21 9			
ApprAdjDel:		9.9			9.6		X	*			21.0 M			
LOS by Appr:		A			A 	الم مله مله مله ما	، سایه موله ماه ماه ماه	*****	******	*****	ب * * * * * *	******		
*********	* * * * *	* * * * * *	******	*****	~ * ~ * *									
AM Existing			Sui	n Nov	7, 20	04 15:	32:00			P	age 4	8-1		
----------------------------------------	----------	-----------------	-------------------	-------------	-------------	-------------	-------------	-----------------	---------	-------------	------------	-------------		
								<i>_</i>						
		L	evel O:	f Serv	vice C	omputa	tion F	Report	:					
	2000	HCM 4	-Way St	top Me	ethod	(Base	Volume	e Alte	ernativ	e)				
****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	****	*****		
Intersection	#1315	5 Imji *****	n/Eight ******	th *****	*****	*****	*****	*****	******	*****	* * * * *	* * * * * *		
Cvcle (sec):		100			C	ritica!	l Vol.	/Cap.	(X):		0.59	7		
Loss Time (se	ec):	0	(Y+R	= 4 8	sec) A	verage	Delay	/ (sec	/veh):		12.	4		
Optimal Cycle	e:	0			I	evel C	f Serv	/ice:				В		
****	*****	*****	*****	*****	* * * * * *	* * * * * *	*****	*****	******	* * * * * *	* * * * *	*****		
Approach:	Nor	th Bo	und	Sou	ith Bo	ound	Ea	ast Bo	ound	We	st Bo	und		
Movement:	Ŀ-	- T	– R	Ŀ	- Т	- R	L -	- T	- R	L -	Т	- R		
Control:	St	op Si	gn	S	top Si	.gn	St	op Si	.gn	St	op Si	gn		
Rights:		Inclu	lde		Inclu	ıde		Inclu	ıde		Inclu	de		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0 0	) 1	0 0	0 3	10	0 1	1 (	0 (	10	. 1 0	1	0 1		
											_ <u>`</u>			
Volume Module	∋: >>	Count	Date:	9 Ma:	r 2004	< < 7:	15 - 8	3:15 Æ	AM -		-			
Base Vol:	0	2	0	214	2	404	100	32	0	0	6	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	2	0	214	2	404	100	32	0		6	1 0 0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84		
PHF Volume:	0	2	0	255	2	481	119	38	0	0	/	20		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	20		
Reduced Vol:	0	2	0	255	2	481	119	38	1 00	0	1 00	1 00		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	. 0	2	0	255	2	481	113	38	U	1	1	20		
							]							
Saturation F	low Mo	odule:			1 00	1 0 0	1 00	1 00	1 00	1 00	1 00	1 0.0		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	1 00		
Lanes:	0.00	1.00	0.00	0.99	0.01	1.00	1.00 E10	1.00 E40	0.00	1.00	505	560		
Final Sat.:	0	600	0	628	6	805	1 213	540		U				
									1			ļ		
Capacity Ana	lysis	Moau	.e:	0 41	0 41	0 60	0.23	0 07	vvvv	vvvv	0 01	0.04		
Vol/Sat:	XXXX	0.00	XXXX	0.41	0.41	****	****	0.07	~~~~	AAAA	0.01	****		
Crit Moves:	0 0	~ ~ ~	0.0	12 0	12 0	12 3	11 2	93	0 0	0 0	94	8.8		
Delay/ven:	1 0.0	7 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00		
Delay Adj:	1.00	1.00	1.00	12 0	12 0	12 2	11 0	4 7 4 7	0 0	0 0	94	8.8		
Adjuet/Ven:	0.U *	0.0 7	*	14.U D	ц2.0 В	то . о Д	11.4 R	2.J A	*	*	A	A		
LUS by Move:	~	А 0 0	n	Д	12 0	<u>ст</u>	صل	10 8			9.0			
Approachuel:		1 00			1 00			1.00			1.00			
Deray Adj:		1.00 0 0			12 9			10 8			9.0			
ApprAajuel:		0.0 7			12.J R			10,0 R			A			
**************************************	*****	*****	******	****	~~ *****	*****	*****	 * * * * * *	******	*****	****	*****		

AM Existing			Su	n Nov	7, 20	04 15:	32:00			Pa	age 5	0-1
		·										
		I	evel 0	f Serv	vice C	lomputa	tion F	leport				
	2000	HCM 4	-Way S	top Me	ethod	(Base	Volume	e Alte	ernativ	e)		مقد مات رات رات ر
**********	*****	*****	*****	*****	*****	*****	* * * * * *	****	*****	*****	****	******
Intersection	#1316 *****	5 Secc	ond/Thi	rd *****	****	*****	*****	*****	*****	******	****	*****
Cvcle (sec):		100	)		C	ritica	l Vol.	/Cap.	. (X):		0.05	1
Loss Time (se	ec):	C	) (Y+R	= 4 s	sec) A	verage	Delay	/ (sec	c/veh):		7.	6
Optimal Cvcle	2:	C	)		I	evel 0	f Serv	vice:				A
*****	*****	*****	*****	*****	*****	*****	* * * * * *	****	******	* * * * * * *	****	*****
Approach:	Nor	th Bo	ound	Sou	ith Bo	ound	Εa	ist Bo	ound	Wes	st Bo	ound
Movement:	ь -	· T	- R	L -	- T	- R	L -	·Τ	– R	L -	Т	- R
						·		• <del>-</del>				
Control:	St	op Si	lgn '	st	op Si	gn	St	op Si	lgn	Sto	op Si	gn
Rights:		Inclu	ıde		Inclu	ıde		Inclu	ıde	-	Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (	) 1	1 0	1 (	) 1	1 0	0 0	0	0 0	1 0	0	0 1
												· <b>-</b>
Volume Module	: AM		1	1								
Base Vol:	0	13	30	20	69	0	0	0	0	15	0	2
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Tnitial Bse:	0	13	30	20	69	0	0	0	0	15	0	2
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88 (	0.88	0.88
PHF Volume:	0	15	34	23	78	0	0	0	0	17	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	15	34	23	78	0	0	0	0	17	0	2
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 3	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	1.00	1.00
Final Vol.:	0	15	34	23	78	0	0	0	0	17	0	2
	[											
Saturation F	low Mo	odule	:									
Adiustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Tanes:	1.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00 0	0.00	1.00
Final Sat.:	0	741	866	689	1525	0	0	0	0	654	0	835
Capacity Ana	lvsis	Modu	le: '	1								
Vol/Sat:	xxxx	0.02	0.04	0.03	0.05	XXXX	XXXX	xxxx	XXXX	0.03	XXXX	0.00
Crit Moves:			* * * *		****					* * * *		
Delav/Veh:	0.0	7.6	7.0	8.1	7.6	0.0	0.0	0.0	0.0	8.2	0.0	6.9
Delav Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh:	0.0	7.6	7.0	8.1	7.6	0.0	0.0	0.0	0.0	8.2	0.0	6.9
LOS by Move:	*	A	А	A	А	*	*	*	*	А	*	A
ApproachDel:		7.1			7.7		x	xxxxx			8.0	
Delav Adi:		1.00			1.00		2	xxxxx			1.00	
ApprAdiDel:		7 1			7.7		x	xxxxx			8.0	
LOS by Appr:		A			А			*			А	
*****	* * * * *	* * * * *	* * * * * * *	*****	* * * * *	*****	****	* * * * *	* * * * * * *	******	* * * * *	*****

AM Existing			Su	n Nov	7, 20	04 15:	32:00			I	Page 5	52-1
								·				
			Level O	f Serv	vice (	Computa	tion F	leport	_			
	2000	HCM 4	-Way S	top Me	ethod	(Base	Volume	e Alte	ernativ	e)		
* * * * * * * * * * * * *	*****	*****	******	*****	*****	*****	* * * * * *	*****	******	* * * * * *	*****	*****
Intersection **********	#1317 *****	7 Jim_ *****	Moore-	Fourt1 *****	1/Thir *****	d ******	* * * * * *	****	*****	* * * * * *	*****	*****
Cycle (sec):		100	)		C	ritica	l Vol.	/Cap	. (X):		0.89	37
Loss Time (se	ec):	C	) (Y+R	= 4 s	sec) A	verage	Delay	/ (sec	c/veh):		24	.6
Optimal Cycle	2:	C	)		I	Jevel O	f Serv	rice:				C
*******	*****	*****	*****	*****	*****	*****	*****	****	******	*****	*****	*****
Approach:	Noi	th Bo	ound	Sou	ith Bo	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	L -	- T	- R	Ŀ	- T	- R	_ L -	- T	- R	, L -	- T	- R
Control:	St	op Si	gn	St	op Si	.gn	St	op S:	ign	St	cop S:	Lgn
Rights:		Inclu	ıde		Inclu	ıde		Inclu	ıde	_	Inclu	ide
Min. Green:	0	0	0	0	0	0	0	0	0	 	0	0
Lanes:	0 (	) 1!	00,	0 (	) 1!	0 0	0 (	) 11	0 0		) I.	0 0
								0.15	 DM			
Volume Module	2: >>	Count	Date:	TO Ma	ar Zuu	)4 << /	:15 -	20	AM 16	67	64	٩
Base Vol:	61	176	30	15	467	48		1 00		1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	±.00	1.00 9
Initial Bse:	61	176	30	1 0 0	467	1 00	1 00	1 00		1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00	0.83	0.83	0.83	0.83
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.03	0.63	24	19	81	77	11
PHF VOLUME:	/3	212	30	10	565	0	т О	2-	0	0	0	0
Reduct VOL:	- U 	0	0 26	10	562	50	4	24	19	81	77	11
Reduced Vol:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00
PCE Adj:	1.00	1.00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00
Mir Aqj:	1.00	210	36	1.00	563	58	4	24	19	81	77	11
Final Vol.:	/3	<u> </u>	1							<b>-</b> ·		
Coturation F	LOW M	dule	•	I		1	I		1			I
Adjustment	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loneg,	0 23	0 66	0.11	0.03	0.88	0.09	0.08	0.51	0.41	0.48	0.46	0.06
Final Sat .	146	422	72	20	627	64	39	261	209	256	244	34
				1								
Canacity Ana	lvsis	Modu.	le:	I		•	1					
Vol/Sat:	0.50	0.50	0.50	0.90	0.90	0.90	0.09	0.09	0.09	0.32	0.32	0.32
Crit Moves:			* * * *		* * * *		* * * *				****	
Delav/Veh:	13.4	13.4	13.4	34.6	34.6	34.6	10.0	10.0	10.0	12.0	12.0	12.0
Delav Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.4	13.4	34.6	34.6	34.6	10.0	10.0	10.0	12.0	12.0	12.0
LOS by Move:	В	в	В	D	D	D	A	А	A	В	В	В
ApproachDel:		13.4			34.6			10.0			12.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.4			34.6			10.0			12.0	
LOS by Appr:		В			D			А			В	
*******	****	****	*****	****	****	******	*****	****	*****	*****	* * * * *	******

AM Existing		Sun Nov 7, 2004 15:32:00								Pa	.ge 5	4-1
		I	evel 0	f Serv	vice (	Computa	tion H	Report	t			
	2000	HCM 4	-Way S	top Me	ethod	(Base	Volume	e Alte	ernativ	e)		
*********	*****	*****	*****	****	*****	*****	* * * * * *	****	* * * * * * *	*****	****	*****
Intersection	#1318 *****	3 Jim_ *****	Moore/	First *****	****	*****	* * * * * *	****	* * * * * * *	*****	****	*****
Cvcle (sec):		100			(	Critica	l Vol	/Cap	. (X):		0.97	1
Loss Time (se	ec):	C	(Y+R	= 4 s	sec) A	Average	Delay	/ (seo	c/veh):		33.	7
Optimal Cvcle	3:	C	,		Ī	Level 0	f Serv	/ice:				D
****	* * * * * *	*****	*****	*****	****	*****	* * * * * *	****	******	******	* * * *	*****
Approach:	Noi	cth Bo	und	Soi	ith Bo	ound	Ea	ast Bo	ound	Wes	t Bo	und
Movement:	ь -	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	Т	- R
				[								· <b></b> -
Control:	St	op Si	.gn	St	op Si	ign	St	cop Si	ign	Sto	p Si	.gn
Rights:		Inclu	ide		Inclu	ıde		Inclu	ude	I	nclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (	0 0	1 0	1 (	0 0	1 0	0 (	0 0	1 0	0 0	1!	0 0
Volume Module	. >>	Count	Date:	10 Ma	ar 200	04 << 7	:15 -	8:15	AM			
Base Vol:	13	259	80	17	528	5	0	6	б	61	3	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:	13	259	80	17	528	5	0	6	6	61	3	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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80 0	.80	0.80
PHF Volume:	16	324	100	21	660	6	0	8	8	76	4	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	324	100	21	660	6	0	8	8	76	4	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	00	1.00
Final Vol.:	16	324	100	21	660	6	. 0	8	8,	76	4	10
			·									
Saturation F	low Mo	odule:										
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	00	1.00
Lanes:	1.00	0.76	0.24	1.00	0.99	0.01	0.00	0.50	0.50	0.85 0	.04	0.11
Final Sat.:	597	513	158	616	680	6	0	260	260	443	22	58
											· <b></b>	
Capacity Ana	lysis	Modul	.e:						0 0 0	0 1 5 0		0 17
Vol/Sat:	0.03	0.63	0.63	0.03	0.97	0.97	XXXX	0.03	0.03	0.17 0	.17	U. 17
Crit Moves:		****			****		~ ~	****	0.0	10 0 1	~ ~	10.0
Delay/Veh:	8.8	16.4	16.4	8.7	49.7	49.7	0.0	9.6	9.6	T0.8 1	.0.8	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1 00	1.00	1.00	1.00	1001		10 0
AdjDel/Veh:	8.8	16.4	16.4	8.7	49.7	49.7	0.0	У.6	У.6 "	TO'R ]	.U.8	τυ.8 Τυ.8
LOS by Move:	A	С	С	A	E	Е	*	A	А	в	ы С О	В
ApproachDel:		16.1			48.4			9.6		ا. 	8.0.	
Delay Adj:		1.00			1.00			1.00		-		
ApprAdjDel:		16.1			48.4			У.6		L	ຽ, U. ຕ	
LOS by Appr:		C	· · · · · · · · · · · · ·	المحمد والمروان والمروان و	E E			A .	******	******	در * * * * *	*****
*********	****	* * * * * * *			n n n T T T							

AM Existing	Sun Nov 7, 2004 15:32:00									I	Page 5	56-1
		 T			rice (	'	tion F	 Penort				
	2000	HCM O	neratio	nng Me	thod	(Base	Volume	a Alte	- ernativ	e)		
*****	~*****		******	*****	*****	*****	******	*****	*****	*****	*****	*****
Intersection	#1319	) Firs	t/Light	t_Figł	nter	مار مار مار مار مار مار	اد ماد ماد ماد ماد	م مان مان مان مان م	*****	*****	*****	*****
***********	*****		*****	* * * * * * *	, <del>.</del>		1 17-1	///	/v).		ο <i>ι</i>	71
Cycle (sec):	,	70	( <b>**</b> m			ritica	T VOI.	/cap	$\cdot (A)$ :		10	1
Loss Time (se	ec):	16	(Y+K :	= 4 6	sec) F	verage	f Corr	d (Seu	J/Vell/:		10.	R B
Optimal Cycle	• • • • • • • • • • • • •	45	، حله، حله، عله، عله، عله، عله، عله،	*****	1 *****	.******	******	/ _ C C : k * * * * * *	******	*****	*****	+- ******
***********		eth Do		 	th Bo	und	E.	et B	haur	Ŵe	∍st Bo	bund
Approach:	T			т		– R	т	- Т	- R	Ta -	- T	- R
Movement:	- <u> </u>	- 1	- K			·						
Control	Sn ⁻	lit Ph	age	ട്രി	lit pł	lase	· ·	Permit	tted	י Pi	rotect	ed '
Pichte.	op.	Inclu	de	- <u>P</u>	Inclu	ıde		Iano	re		Inclu	ıde
Min Green.	0	111010	0	0	0	0	0	0	0	0	0	0
Lanes.	1 (	ວ ດັ	0 1	0 1	L 0	01	0 0	) 2	0 1	1 (	02	0 0
Volume Module	2: >>	Count	Date:	28 S€	ep 200	)4 << 7	:15 -	8:15	AM			
Base Vol:	80	0	7	8	- 6	41	0	849	72	2	506	0
Growth Adj:	1.00	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	0	7	8	6	41	0	849	72	2	506	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.00	0.86	0.86	0.86
PHF Volume:	93	0	8	9	7	48	0	987	0	2	588	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	0	8	9	7	48	0	987	0	2	588	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	93	0	8	. 9	7	48	, 0	987	0	2	588	0
Saturation F	Low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	0.95	0.95	0.83	1.00	0.93	1.00	0.93	0.93	1.00
Lanes:	1.00	0.00	1.00	0.57	0.43	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	,1769	0	1583	1034	776	1583	0	3538	1900	1/09	3230	
Capacity Ana.	Lysis	Modul	.e:	0 01	0 01	0 0 0	0 00	0 20	0 00	0 00	0 17	0 00
Vol/Sat:	0.05	0.00	0.01	0.01	0.01	****	0.00	V.∠O ****	0.00	****	0.1/	0.00
Crit Moves:	~ ~ ~ ~	0 0	7 0	4 5	1 5	4 5	0 0	A1 5	0 0	0 2	41 7	0.0
Green Time:	7.8	0.0	7.0	4.5	4.5	4.5	0.0	0 47	0.0	0 47	0 28	0.00
volume/Cap:	0.47	0.00	0.05	20 0	20 9	21 6	0.00	8 0	0.00	34 9	6.9	0.0
Uniform Del:	29.4	0.0	27.0	0.5	0.5	3 4	0.0	0.2	0.0	57.1	0.1	0.0
Delaw Add.	1 00	0.0	1 00	1 00	1.00	1,00	0.00	1.00	0.00	1.00	1.00	0.00
Delay Auj:	30 0 T.00	0.00	27 9	31 5	31 5	35 0	0.0	8.2	0.0	92.0	6.9	0.0
Deray/ven:	1 00	1 00	1 00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00
Ndinel/Veb.	30 0	1.00	27 9	31 5	31.5	35.0	0.0	8.2	0.0	92.0	6.9	0.0
HCM2kAva.	20.9 2	0.0	0	0	0	2	0	6	0	0	3	0
TCU2VUAA	 ****		· ******	*****	*****	 * * * * * * *	- *****	- * * * * *	******	*****	* * * * *	******

AM Existing			Su	n Nov	7, 20	04 15:	32:00			F	age 5	58-1
	- <b></b>											
		I	evel O	f Serv	vice (	Computa	tion F	eport ک		( <b>a</b> )		
	2000	HCM C	perati	ons me		(Base	******	: ALLC :****	= L 11 G L L V k * * * * * *		****	******
**********	· · · · · · · · · · · · · · · · · · ·		· · · · · / · · · · ·	he Dito	htor							
<pre>Intersection ************************************</pre>	开上ろとい * * * * * *	, secc	****** *****	****** ***	*****	******	*****	*****	******	*****	****	*****
Cycle (sec):		60	)		C	Critica	l Vol.	/Cap	. (X):		0.30	74
Loss Time (se	ec):	S	) (Y+R	= 4 5	sec) A	verage	Delay	/ (sec	/veh):		11.	.1
Optimal Cycle	2:	27	7		1	Level 0	f Serv	/ice:				В
****	*****	*****	*****	*****	****	******	*****	****	******	*****	****	******
Approach:	Noi	cth Bo	ound	Sou	ith Bo	ound	Εa	ast Bo	ound	We	st_Bo	ound
Movement:	L -	- T	- R	, L -	- T	- R	L -	- T	- R	L -	· T	- R
Control:	ł	Permit	ted	I	Permit	ted	Pi	cotect	ceo.	Pr	Tral	Jea Ido
Rights:		Inclu	ıde	_	Inclu	ide	0	TUCTI	ide	0	THCI	iue
Min. Green:	0	0	0	- 0	0	0	1 0	、 -1	1 0	1 0	ں ۱	1 0
Lanes:	0 (	0 0	0 1	1 (	) 1	0 1		, <u> </u>		1	·	
Volumo Modula	 . Cor		 r 2004	- 2M					I	1		F
Page Volume Module	s: seF	o ceninoe O	-1 2004	0	0	125	147	705	12	1	381	8
Base VOL: Crowth Adi.	1 00	1 00	1 00	т оо	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Tritial Beer	1.00	1.00	1.00	1.00	0	125	147	705	12	1	381	8
Heer Adi.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi.	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	0	1	0	0	140	165	792	13	1	428	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	0	0	140	165	792	13	1	428	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
Final Vol.:	0	0	1	0	0	140	165	792	13	, 1	428	9,
									<b>_</b>			
Saturation F	low Mo	odule:	•							1000	1000	1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	T 900
Adjustment:	1.00	1.00	0.85	1.00	1.00	0.83	0.93	0.93	0.93	1 00	1 95	0.93
Lanes:	0.00	0.00	1.00	1.00	1.00	1.00	1760	1.97	0.03	1769	3/55	73
Final Sat.:	0	0	TOTT	1900	T900	1203	1.09	3400				
	lucia	Modu	 10.			1						i
Vol/got.	LAPTP			0.00	0.00	0.09	0.09	0.23	0.23	0.00	0.12	0.12
Crit Movee.	0.00	0.00	0.00	0.00	0.00	****	• • • • •	****		* * * *		
Green Time:	0 0	0.0	14.2	0.0	0.0	14.2	15.8	36.7	36.7	0.1	21.0	21.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.37	0.35	0.37	0.37	0.37	0.35	0.35
Uniform Del:	0.0	0.0	17.5	0.0	0.0	19.1	18.0	5.9	5.9	29.9	14.5	14.5
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.6	0.5	0.1	0.1	64.1	0.2	0.2
Delay Adj:	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	17.5	0.0	0.0	19.8	18.4	6.0	6.0	94.0	14.7	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:	0.0	0.0	17.5	0.0	0.0	19.8	18.4	6.0	6.0	94.0	14.7	14.7
HCM2kAvg:	0	0	0	0	0	3	3	4	4	0	3	
******	*****	*****	* * * * * * *	*****	* * * * *	* * * * * * *	*****	* * * * *	******	*****	* * * * *	******

AM Existing	Sun Nov 7, 2004 15:32:00									Ι	Page 6	50-1
		 I	evel 0	f Serv	vice (	Computa	tion F	Report				
	2000	нсм с	peratio	ons Me	ethod	(Base	Volume	e Alte	ernativ	e)		
******	* * * * *	*****	*****	* * * * * *	*****	*****	* * * * * *	****	******	*****	*****	******
Intersection	#1323	L Jim_ *****	Moore/1	Light_ *****	_Fight	er *****	*****	****	*****	*****	*****	******
Cycle (gec) ·		80	)		C	ritica	l Vol.	/Cap	. (X):		0.49	98
Logg Time (se	<u>.</u>	16	. (Y+R :	= 4 5	sec) A	verage	Delay	/ (seo	c/veh):		23.	. 4
Optimal Cycle		47	1		I.	Jevel 0	f Serv	vice:	•			С
**********	*****	*****	******	*****	*****	*****	*****	****	******	*****	*****	******
Approach:	Noi	rth Bo	ound	Sou	ith Bo	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	ь -	- T	- R	L -	- T	- R	ь -	- T	- R	L ·	- Т	- R
			·									
Control:	Pı	rotect	ed	Pi	cotect	ed.	Pı	coted	ted	Pi	cotect	ed
Rights:		Inclu	ıde		Inclu	ıde		Igno:	re		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 (	0 0	10	1 (	) 1	1 0	1 (	) 1	01,	1 (	0 0	1 0
			· <b></b> -			·						
Volume Module	e: >>	Count	Date:	22 Se	ep 200	)4 << 7	:15 -	8:15	AM	1 0	C A	n
Base Vol:	177	147	4	4	405	149	178	112	416	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	170	110	1100	1.00	1.00	1.00
Initial Bse:	177	147	4		405	1 00	1 00	1 00	410	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 0.98	0.00	0.88	0.88	0.88
PHF Adj:	0.88	0.88	0.88	U.00 E	460	169	202	127	0.00	11	73	2
PHF VOLUME:	201	101	- -	0		102	202	127	Ő		0	0
Reduct VOI:	201	167	5	5	460	169	202	127	0	11	73	2
Reduced VOI:	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	201	167	5	5	460	169	202	127	0	11	73	2
Saturation F	Low Mo	odule	:	,								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.98	0.93	0.89	0.89	0.93	0.98	1.00	0.93	0.98	0.98
Lanes:	2.00	0.97	0.03	1.00	1.46	0.54	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	3432	1805	49	1769	2483	913	1769	1862	1900	1769	1798	56
Capacity Anal	lysis	Modu	le:					0 07	0 00	0 01	0 04	0.04
Vol/Sat:	0.06	0.09	0.09	0.00	0.19	0.19	U.II	0.07	0.00	0.01	0.04 ****	0.04
Crit Moves:	****				****	<u> </u>	10 4	<u></u>	0 0	2 1	6 5	65
Green Time:	9.4	38.1	38.1	1.1	29.7	29.7	18.4	22.1	0.0	0 24	0.5	0.50
Volume/Cap:	0.50	0.19	0.19 10 1	0.19	10.50	10.00	26 0	22 0	0.00	38 1	35 2	35 2
Uniform Del:	33.1	12.1	12.1	39.0	19.4	19.4	20.0	22.0	0.0	2 6	2.6	2.6
IncremntDel:	1.0	1 00	1 00	1 00	1 00	1 00	1 00	1.00	0.00	1.00	1.00	1.00
Delay Adj:	1.00 74 T	12 2	12 2	12 1	19 7	197	27 8	22 3	0.0	40.8	37.8	37.8
Deray/ven:	34.⊥ 1 ∩∩	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ndipel/Veh.	34 1	12 2	12 2	42 1	19 7	19.7	27.8	22.3	0.0	40.8	37.8	37.8
HCM2kAva.	ງ <del>-</del> .⊤ 2	-2-2	2	12.1		6	5	2	0	1	3	3
*********	~ *****	 *****:	- ******	*****	- *****	******	*****	****	*****	****	****	*****

AM Existing			Su	n Nov	7, 20	04 15:	32:00			F	Page 6	52-1
		L	evel O:	f Serv	vice C	omputa	tion H	Report	2			
	2000	нсм о	peratio	ons Me	ethod	(Base	Volume	e Alte	ernativ	e)		
*****	* * * * *	*****	*****	* * * * * *	*****	*****	* * * * * *	*****	*****	*****	*****	*****
Intersection	#1322	2 Jim_	Moore/(	Giglir *****	1g *****	*****	*****	*****	*****	*****	*****	* * * * * * *
Cvalo (sec):		60			C	'ritica	l Vol.	/Cap.	(X):		0.47	70
Logg Time (ge		16	(Y+R :	- 4 9	sec) A	verage	Delay	/ (sec	:/veh):		16.	. 4
Optimal Cycle		43	1 2 1 20	1 .	I	evel 0	f Serv	rice:	, .			В
*******	****	*****	*****	* * * * * *	*****	*****	*****	*****	*****	*****	*****	*****
Approach:	Noi	th Bo	und	Sou	ith Bo	ound	Εa	ast Bo	ound	We	est_Bo	ound
Movement:	ь -	- T	- R	I	- T	- R	L -	- T	- R	L -	- T	- R
				 P1			 D1	rotect	 .ed	 Pr	rotect	ted
Control:	PI	Tanor	eu	۲ T	Tanor	.cu `_		Incl	ide		Tanoi	ce
Rights:	0	TGHOT	<u>د</u>	0	191101	0	n	0	0	0	0	0
Mill. Green.	1 (	าวั	0 1	1 (	) 2ັ	0 1	1 (	0 0	1 0	1 0	) 1	0 1
Lanes.									·			
Volume Module	:: >>	Count	Date:	'3 Mai	2004	<< 7:	15 - 8	3:15 A	Μ	•		
Base Vol:	18	288	71	166	625	101	21	23	16	106	43	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	288	71	166	625	101	21	23	16	106	43	16
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.78	0.78	0.00	0.78	0.78	0.00	0.78	0.78	0.78	0.78	0.78	0.00
PHF Volume:	23	369	0	213	801	0	27	29	21	136	55	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	369	0	213	801	0	27	29	21	136	55	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	23	369	0	213	801	0	27	29	21	130	22	
Saturation FI	LOW MO	oaute:	1000	1000	1000	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	T 900	1 00	1900	1900	1 00	1900	1 900	1 92	1 93	0 98	1.00
Adjustment:	1 00	0.93	1.00	1 00	2 00	1 00	1 00	0.59	0.22	1.00	1.00	1.00
Lanes:	1769	2538	1900	1769	3538	1900	1769	1031	717	1769	1862	1900
Fillai Sac	1/02			1		· <b></b>					<b></b>	
Capacity Anal	lvsis	Modul	.e:	E		1	1					
Vol/Sat:	0.01	0.10	0.00	0.12	0.23	0.00	0.02	0.03	0.03	0.08	0.03	0.00
Crit Moves:	****				****			* * * *		****		
Green Time:	1.7	14.2	0.0	16.4	28.9	0.0	4.6	3.6	3.6	9.8	8.9	0.0
Volume/Cap:	0.47	0.44	0.00	0.44	0.47	0.00	0.20	0.47	0.47	0.47	0.20	0.00
Uniform Del:	28.7	19.5	0.0	18.0	10.4	0.0	26.0	27.2	27.2	22.7	22.4	0.0
IncremntDel:	7.0	0.4	0.0	0.6	0.2	0.0	0.7	3.3	3.3	1.2	0.4	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	35.7	19.9	0.0	18.7	10.6	0.0	26.7	30.5	30.5	24.0	22.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	19.9	0.0	18.7	10.6	0.0	26.7	30.5	30.5	24.0	22.8	0.0
HCM2kAvg:	1	3	0	4	5	0	1	2	2	3	لل - دستون	*******
*********	****	*****	*****	* * * * *	* * * * * *	*****	****	****	* * * * * * *	*****		

Level Of Service Computation Report           2000 HCW Operations Method (Base Volume Alternative)           Intersection #1323 Jim Moore/Normandy           Cycle (sec): 60 Critical Vol./Cap. (X): 0.477           Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 14.3           Optimal Cycle: 37 Level Of Service: B           Approach: North Bound         South Bound         East Bound         West Bound           Movement: L - T - R         L - T - R         L - T - R         L - T - R         L - T - R           Approach: North Bound         South Bound         East Bound         West Bound         Mest Bound           Movement: L - T - R         L - T - R         L - T - R         L - T - R         I T - R           Control:         Protected         Permitted         Include         Include           Min. Green:         0         0         0         0         1.0         0         0         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00	AM Existing	1g Sun Nov 7, 2004 15:32										Page 6	54 <b>-1</b> <b>-</b>
Intersection #1323 Jim_Moore/Normandy         Cycle (sec):       60       Critical Vol./Cap. (X):       0.477         Loss Tim (sec):       12 (YR = 4 sec) Average Delay (sec/veh):       14.3         Optimal Cycle:       37       Level Of Service:       B         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       L - T - R         Control:       Protected       Premitted       Permitted         Rights:       Include       Include       Include         Min Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0		2000	HCM C	Jevel O Dperati	f Serv ons Me	vice ( ethod	Computa (Base	tion F Volume	Report Alte	ernativ	e)		
Intersection #1323 Jim_Moore/Normady Cycle (sec): 60 Critical Vol./Cap. (X): 0.477 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 14.3 Optimal Cycle: 37 Level Of Service: E Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Permitted Permitted Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 110 0 Lanes: 1 0 1 1 0 1 0 2 0 1 0 0 1 0 0 0 0 0 0 0	* * * * * * * * * * * *	*****	* * * * * *	******	* * * * * *	*****	*****	* * * * * *	*****	*****	* * * * * *	****	******
Cycle (sec):       60       Critical Vol./Cap. (X):       0.477         Loss Time (sec):       12 (Y+R = 4 sec) Average Delay (sec/veb):       14.3         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       T       R       L       T       R       L       T       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       R       L       R       L	Intersection	#1323	3 Jim_ *****	_Moore/	Normar *****	1dy *****	******	*****	*****	* * * * * * *	*****	****	******
Cycle (sec):         12 (Y+R = 4 sec)         Average Delay (sec/veh):         14.3           Optimal Cycle:         37         Level Of Service:         B           Approach:         North Bound         South Bound         East Bound         Weet Bound           Movement:         L - T - R         L - T - R         L - T - R         L - T - R         Control:         Protected         Permitted         Permitted           Rights:         Include         Include         Include         Include         Include           Win. Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	durale (aca).		60	)		C	ritica	1 Vol.	/Cap	. (X):		0.47	77
Loss File Cycle:       37       Level Of Service:       B         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       L - T - R       L - T - R         Control:       Protected       Protected       Protected       Permitted       Permitted         Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td>Lycie (sec):</td> <td></td> <td>10</td> <td>, , (v.p</td> <td>- 4 0</td> <td>ec) I</td> <td>verage</td> <td>Delay</td> <td>z (sec</td> <td>/veh):</td> <td></td> <td>14</td> <td>3</td>	Lycie (sec):		10	, , (v.p	- 4 0	ec) I	verage	Delay	z (sec	/veh):		14	3
Optimal Cycle       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       L - T - R       L - T - R         Control:       Protected       Protected       Permitted       Permitted         Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Optimal Cucle		30	7	- 1 -	лес, <u>г</u> т	Gevel 0	f Serv	vice:	-,, -			В
Approach:North BoundSouth BoundEast BoundWest BoundMovement:L-T-RL-T-RControl:ProtectedProtectedPermittedPermittedPermittedRights:IncludeIncludeIncludeIncludeIncludeMin. Green:00000000Lanes:101102010000Control:ProtectedPermittedNemittedIncludeIncludeIncludeMin. Green:0000000000Control:40288656159789624435567327User Adj:1.001.001.001.001.001.001.001.001.001.001.001.00Intial Be:40288656159789624435567327User Adj:1.001.001.001.001.001.001.001.001.001.001.001.00PHE Volume:53384781796119835947759736Reduct Vol:00000000000000000000	• • • • • • • • • • • • • • • • • • •	****	، ر. ۲****	******	*****	- *****	******	*****	*****	******	*****	****	*****
Approach:       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R	Approach ·	No	rth Br	und	Soi	ith Bo	ound	Ea	ast Bo	ound	We	est Bo	ound
Accention in the interval of th	Movement:	т	- T	- R	T	- т	- R	г.	- т	- R	ь -	- T	- R
Control:         Protected         Protected         Permitted         Permitted         Include           Rights:         Include         Include         Include         Include         Include           Min. Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	MOVEMENC.		<b>_</b>		 						1	<b></b> -	
Rights:         Include         Include <t< td=""><td>Control</td><td>D</td><td>rotect</td><td>-ed</td><td>ו Pr</td><td>rotect</td><td>ted</td><td>Ī</td><td>Permit</td><td>ted</td><td>' I</td><td>Permit</td><td>ted</td></t<>	Control	D	rotect	-ed	ו Pr	rotect	ted	Ī	Permit	ted	' I	Permit	ted
Highest	Pighte:	1 1	Incl	ide		Inclu	ıde		Inclu	ıde		Inclu	ıde
Min. Green.       Go o field       Go o field </td <td>Min Green.</td> <td>0</td> <td></td> <td>.u.c 0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>	Min Green.	0		.u.c 0	0	0	0	0	0	0	0	0	0
Names:       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1 <td>Lanee.</td> <td>1 (</td> <td>n 1</td> <td>1 0</td> <td>1 0</td> <td>าวั</td> <td>0 1</td> <td>0 (</td> <td>0 1!</td> <td>0 0</td> <td>0 (</td> <td>) 1!</td> <td>0 0</td>	Lanee.	1 (	n 1	1 0	1 0	าวั	0 1	0 (	0 1!	0 0	0 (	) 1!	0 0
Volume Module:       >> Count Date:       30 Mar 2004 <       ?715 - 8:15 AM         Base Vol:       40 288 65 61 597 89 62 44 35 56 73 27         Growth Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00													
Base Vol: 40 288 65 61 597 89 62 44 35 56 73 27 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Volume Module	·	Count	: Date:	30 Ma	ar 20(	)4 << 7	:15 -	8:15	AM	1		·
Barbortotic       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>Base Vol·</td> <td>40</td> <td>288</td> <td>65</td> <td>61</td> <td>597</td> <td>89</td> <td>62</td> <td>44</td> <td>35</td> <td>56</td> <td>73</td> <td>27</td>	Base Vol·	40	288	65	61	597	89	62	44	35	56	73	27
Dinitial Bse:       40       288       65       61       597       89       62       44       35       56       73       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Growth Adi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Initial Bse:	40	288	65	61	597	89	62	44	35	56	73	27
DHF Adj:       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75	User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:       53       384       87       81       796       119       83       59       47       75       97       36         Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	PHF Adi:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td< td=""><td>PHF Volume:</td><td>53</td><td>384</td><td>87</td><td>81</td><td>796</td><td>119</td><td>83</td><td>59</td><td>47</td><td>75</td><td>97</td><td>36</td></td<>	PHF Volume:	53	384	87	81	796	119	83	59	47	75	97	36
Reduced Vol:       53       384       87       81       796       119       83       59       47       75       97       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00<	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Reduced Vol:	53	384	87	81	796	119	83	59	47	75	97	36
MLF Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:       53       384       87       81       796       119       83       59       47       75       97       36         Saturation Flow Module:       Saturation Flow Module:       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900	MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Saturation Flow Module:         Sat/Lane:       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900	Final Vol.:	53	384	87	81	796	119	83	59	47	75	97	36
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190													
Sat/Lane:       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900	Saturation FI	Low Ma	odule	:									
Adjustment:       0.95       0.92       0.95       0.95       0.85       0.78       0.78       0.83       0.83       0.83         Lanes:       1.00       1.63       0.37       1.00       2.00       1.00       0.44       0.31       0.25       0.36       0.47       0.17         Final Sat.:       1805       2863       646       1805       3610       1615       648       460       366       568       740       274	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lanes: 1.00 1.63 0.37 1.00 2.00 1.00 0.44 0.31 0.25 0.36 0.47 0.17 Final Sat.: 1805 2863 646 1805 3610 1615 648 460 366 568 740 274 	Adjustment:	0.95	0.92	0.92	0.95	0.95	0.85	0.78	0.78	0.78	0.83	0.83	0.83
Final Sat.:       1805 2863       646       1805 3610       1615       648       460       366       568       740       274         Capacity Analysis Module:	Lanes:	1.00	1.63	0.37	1.00	2.00	1.00	0.44	0.31	0.25	0.36	0.47	0.17
Capacity Analysis Module: Vol/Sat: 0.03 0.13 0.13 0.05 0.22 0.07 0.13 0.13 0.13 0.13 0.13 0.13 Crit Moves: **** Green Time: 3.7 23.5 23.5 7.9 27.7 27.7 16.5 16.5 16.5 16.5 16.5 16.5 16.5 Volume/Cap: 0.48 0.34 0.34 0.34 0.48 0.16 0.46 0.46 0.46 0.48 0.48 0.48 Uniform Del: 27.2 12.8 12.8 23.7 11.1 9.4 18.0 18.0 18.0 18.1 18.1 18.1 IncremntDel: 3.2 0.1 0.1 0.9 0.2 0.1 0.8 0.8 0.8 0.8 0.8 0.8 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Final Sat.:	1805	2863	646	1805	3610	1615	, 648	460	366	568	740	274
Capacity Analysis Module:         Vol/Sat:       0.03 0.13 0.13 0.05 0.22       0.07 0.13 0.13 0.13 0.13 0.13       0.13 0.13 0.13 0.13       0.13 0.13 0.13         Crit Moves:       ****       ****       ****       ****       ****         Green Time:       3.7 23.5 23.5 7.9 27.7 27.7 16.5 16.5 16.5 16.5 16.5 16.5 16.5 16.5													
Vol/Sat:       0.03 0.13       0.13       0.05 0.22       0.07       0.13 0.13       0.13       0.13 0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13       0.13	Capacity Anal	lysis	Modu.	le:						0 1 2	0 5 0	0 10	0 1 2
Crit Moves:       ****       ****       ****         Green Time:       3.7 23.5 23.5 7.9 27.7 27.7 16.5 16.5 16.5 16.5 16.5 16.5 16.5 16.5	Vol/Sat:	0.03	0.13	0.13	0.05	0.22	0.07	0.13	0.13	0.13	0.13	4.13 ****	0.12
Green Time:       3.7       23.5       23.5       7.9       27.7       27.7       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5       16.5	Crit Moves:	****				****				36 5	1 C E		3 C E
Volume/Cap:       0.48       0.34       0.34       0.48       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.46       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48       0.48 <td>Green Time:</td> <td>3.7</td> <td>23.5</td> <td>23.5</td> <td>7.9</td> <td>27.7</td> <td>27.7</td> <td>16.5</td> <td>16.5</td> <td>16.5</td> <td>16.5</td> <td>10.5</td> <td>10.0</td>	Green Time:	3.7	23.5	23.5	7.9	27.7	27.7	16.5	16.5	16.5	16.5	10.5	10.0
Uniform Del: 27.2 12.8 12.8 23.7 11.1 9.4 18.0 18.0 18.0 18.0 18.1 18.1 18.1 18.1	Volume/Cap:	0.48	0.34	0.34	0.34	0.48	0.16	0.46	0.46	10.46	10 1	10.40	0.40 10 1
IncremntDel:       3.2       0.1       0.1       0.9       0.2       0.1       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8       0.8	Uniform Del:	27.2	12.8	12.8	23.7	11.1	9.4	18.0	18.0	18.0	10.1	10.1	10.1
Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	IncremntDel:	3.2	0.1	0.1	0.9	0.2	- 0. L	1 00	1 0.8	1 00	1 00	1 00	1 00
Delay/Veh:       30.4       12.9       12.9       24.5       11.3       9.5       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9       18.9	Delay Adj:	1.00	1.00	1.00	1.00	11 0	T.00	10 0	10 0	10 0	100	10 0	10 0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Delay/Veh:	30.4	12.9	12.9	24.5	11.3	9.5 1 00	10.9	10.9	100	1 00	1 00	1 00
AdjDel/Veh: 30.4 12.9 12.9 24.5 11.3 9.5 18.9 18.9 18.9 18.9 18.9 18.9 18.9 18.9	User DelAdj:	1.00	1.00	1.00	1.00	11.00	T.00	10.00	10 0	10 0	10 0	10 0	10 0
HCM2kAvg: 2 3 3 2 5 $\bot$ 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	AdjDel/Veh:	30.4	12.9	12.9	24.5	11.3 -	9.5	TQ'À	10.9	10.9 1	10.7 V	10.9 V	то.Э А
	HCM2kAvg:	2 ــــــــ	***** 3	*******	ے • * * * * *	د *****	⊥ * * * * * * *	"± *****	± ****	" * * * * * * *	*****		ュ * * * * * * *

AM Existing			Su	n Nov	7, 20	04 15:	32:00			P	age 6	6-1
	000 H	ICM Ur	.evel C	of Serv ized M	ice C lethod	lomputa	tion R Volum	eport Alt	ernati			
ے ********	*****	*****	******	*****	****	*****	*****	****	* * * * * *	*****	****	*****
Intersection	#1324 ****	Jim_ *****	_Moore/	Coe *****	*****	*****	*****	*****	*****	*****	****	*****
Average Delay	' (sec *****	/veh)	:	3.6 *****	Wors ****	st Case	e Level	. Of S	ervice *****	* * * * * * *	C[ *****	22.3] *****
Approach: Movement:	Nor L -	th Bo T	ound - R	Sou L -	1th Bo - T	ound - R	Ea - L 	ist Bo T	ound - R	We L -	st Bo T	ound - R 
Control: Rights:	Unc	contro Inclu	olled 1de 1 0	Unc 0 1	contro Inclu	olled ' ide 0 1	' St	op Si Chann 0	.gn iel 1 0	· st	op Si Inclu ) 1!	.gn ide 0 0
										<b></b> -		·
Volume Module Base Vol:	86	Count 255	Date:	31 Ma	ar 200 646	)4 << 7 91 1 00	':30 - 63 1 00	8:30 0	AM 100 1.00	0 1.00	0 1.00	0 1.00
Growth Adj: Initial Bse:	1.00	255	1.00	1.00	646	91	63	0	100	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	93	277	0	0	702	99	68	0	109	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	100	0	0	0
Final Vol.:	93	277	0	0	702	99	68		109	U 		
	Modu						1		1	i I		1
Critical Gap	4 1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX
FollowUpTim:	2.2	XXXX	XXXXX	xxxxx	xxxx	xxxxx	3.5	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	3.3	xxxxx	XXXX	XXXXX
Capacity Modu	le:								200			101010000
Cnflict Vol:	801	XXXX	XXXXX	XXXX	XXXX	XXXXX	1166	XXXX	702	XXXX	XXXX	XXXXXX
Potent Cap.:	831	XXXX	XXXXX	XXXX	XXXX	XXXXX	210 109	XXXX VVVV	441	XXXX	XXXX	XXXXX
Move Cap.:	831	XXXX	XXXXX	XXXX	XXXX	XXXXX	0.35	XXXX	0.25	XXXX	xxxx	xxxx
Volume/Cap:						_ <b></b>						
Level Of Serv	l vice l	Modul	e:	1			1					
Oueue:	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.5	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	1.0	XXXXX	XXXX	XXXXX
Stopped Del:	9.9	xxxx	xxxxx	XXXXX	XXXX	XXXXX	32.6	XXXX	15.8	XXXXX	XXXX	XXXXX
LOS by Move:	A	*	*	*	*	*	D	*	_C	*	*	*
Movement:	$\mathbf{LT}$	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	Г.Т.	- LTR	- KT
Shared Cap.:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd StpDel:	XXXXX	XXXX	XXXXX	XXXXX *	*	XXXXX *	*	****	*	*	*	*
snared LOS:	*	* ~~~~~	~	~~~	 xxxxx			22.3		x	xxxxx	
ApproachLOS:	х.	* *		A.	*			С			*	

AM Existing			Sui	n Nov	7, 20	04 15:3	32:00		<del>.</del>	F 	age 6	58-1 
		 T.		 F Serv	vice C	omputa						
	2000	HCM 4	-Way Si	top Me	ethod	(Base ]	Volume	a Ålte	ernativ	e)		
*****	*****	*****	*****	*****	*****	* * * * * *	* * * * * *	*****	******	* * * * * *	*****	*****
Intersection	#1325	5 Jim_	Moore/1	Broadw *****	vay *****	* * * * * *	* * * * * *	****	*****	*****	*****	*****
Cvcle (sec):		100			C	ritica	l Vol.	/Cap	(X):		0.92	24
Loss Time (se	ec):	0	(Y+R :	= 4 s	sec) A	verage	Delay	/ (sea	c/veh):		26.	.2
Optimal Cycle	:	0			L	evel 0	f Serv	vice:				D
*******	*****	****	*****	* * * * * *	*****	*****	*****	*****	******	*****	*****	*****
Approach:	Nor	th Bo	und	Sou	ith Bo	und	Ξa	ast Bo	ound	We	est Bo	ound
Movement:	L -	- T	- R	Ц -	- T	- R	L -	- T	- R .	, L -	·Τ	- R
		<b></b>		<b></b> -	<b>-</b> -						· <b>-</b>	
Control:	st	op Si	gn	St	op Si	gn	St	top S:	ign	St	op Si	lgn
Rights:		Inclu	lde		Inclu	lde		Inclu	ıde	_	Inc⊥u	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	L O	0 0	0 0	) 1	0 1	, 1 (	0	0 1	00	) ()	0 0
Volume Module	2: >>	Count	Date:	28 Se	ep 200	4 << 7	:30 -	8:30	AM	0	0	0
Base Vol:	58	87	0	0	435	311	254	0	264	1 00	1 00	1 00
Growth Adj:	1.00	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	87	0	0	435	311	254	0	264	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.00
PHF Volume:	67	101	0	0	506	362	295	0	307	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	207	0	0	0
Reduced Vol:	67	101	0	0	506	362	295	1 00	1 00	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	101	0	0	506	362	295	0	307	1	0	
Saturation Fl	Low Mo	odule:			1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1.00	1 00	1.00	0 00	0.00
Lanes:	0.40	0.60	0.00	0.00	1.00	1.00	1.00	0.00	564	0.00	0.00	0.00
Final Sat.:	204	306	0	1 0	548	609	4//			I		
				1					l	1		1
Capacity Ana.	iysis	Moau	Le:		0 00	0 50	0 62	~~~~	0 54	vvvv	xxxx	xxxX
Vol/Sat:	0.33	0.33	XXXX	XXXX	U.JZ ****	0.55	****	ഹഹഹ	0.01	1		
Crit Moves:	1 2 2		0 0	0.0	16 6	16 6	21 1	0 0	15 9	0.0	0.0	0.0
Delay/ven:	13.4	13.2	1 00	1 0.0	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00
Delay Adj:	12 2	12 0	1.00	1.00	1.00 46 6	16 6	21 1	0.0	15.9	0.0	0.0	0.0
Adjuei/ven:	⊥3.⊿ ⊓	⊻יכ⊥ מ	*		-0.0 F	 C	2t C	*	C	*	*	*
LOS DY Move:	в	ط ۲ ۲ ۲	~	~	34 1	C	0	18 4	C C	x	xxxxx	
Approachuel:		1 00			1 00			1,00			xxxxx	
Delay Ad]:		12 0			34 1			18.4		x	xxxxx	
ApprAdjue1:		⊥).∠ ⊡			דידר ע						*	
TOP DA Whit:	****	D *****	******	****	ب * * * * * *	******	*****	- ****	******	*****	****	******

PM Existing			Sur	n Nov	7, 20	04 15:3	34:03			P	age 2	20-1
		 L	evel Of	E Serv	rice C	omputat	tion R	leport	-			
	2000	нсм о	peratio	ons Me	ethod	(Base '	Volume	alte	ernativ	e)		
*****	****	*****	*****	* * * * * *	*****	*****	* * * * * *	* * * * *	******	* * * * * *	****	******
Intersection	#1301	_ Del_	Monte/1	Reserv *****	vation	*****	* * * * * *	****	*****	* * * * * *	*****	******
Cycle (sec) ·		80			C	ritica	l Vol.	/Cap.	(X):		0.48	36
Loss Time (se	c):	12	(Y+R :	= 4.5	sec) A	verage	Delay	r (sec	<pre>c/veh):</pre>		20.	. 8
Optimal Cvcle	:	39	,		I	evel 0	f Serv	rice:				C
*****	****	*****	*****	* * * * * *	*****	*****	* * * * * *	*****	******	*****	*****	******
Approach:	Nor	th Bo	und	Sou	ith Bo	ound	Ea	ist Bo	ound	W∈	st_Bo	ound
Movement:	ь -	- T	- R	L -	- T	- R .	_ L -	- T	- R ,	ь - ,	· T	- R
								· ·		 Cm]		
Control:	Pr	rotect	ed.	Pı	rotect	ed	Sb1	.1C Pr	lase	spi	Tnalı	ide
Rights:		Ovl		0	Inciu	ide	0	TUCTI	ide A	0	THCTC	1000
Min. Green:	0	0	0	- 0	, 1 , 1	1 0	0 1	0	1 0	2 0	) 1	0 1
Lanes:	1 (	) 1	0 2	2 (	) <u> </u>		1					
			· Date:	10 J		14 << 4	:15 -	5:15	PM	1		I
Page Volt	148	171	750	151		9	11	185	85	538	281	105
Growth Adi.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	171	750	151	76	9	11	185	85	538	281	105
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	154	178	781	157	79	9	11	193	89	560	293	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	178	781	157	79	9	11	193	89	560	293	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	293	109
Final Vol.:	154	178	781	157	79	9	ـــــــــــــــــــــــــــــــــــــ		1	J		
							[		1	ł		I
Saturation FJ		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1 98	0 73	0.90	0.92	0.92	0.89	0.89	0.89	0.90	0.98	0.83
Lanes.	1.00	1.00	2.00	2.00	1.79	0.21	0.08	1.32	0.60	2.00	1.00	1.00
Final Sat.:	1769	1862	2786	3432	3113	369	132	2220	1020	3432	1862	1583
Capacity Ana	lysis	Modu	le:									
Vol/Sat:	0.09	0.10	0.28	0.05	0.03	0.03	0.09	0.09	0.09	0.16	0.16	0.07
Crit Moves:			* * * *	****			****	- · · ·		****	25.0	20.0
Green Time:	20.8	19.3	46.2	7.5	6.1	6.1	14.3	14.3	14.3	26.9	26.9	20.9
Volume/Cap:	0.34	0.40	0.49	0.49	0.34	0.34	0.49	0.49	0.49	0.49	20.41	189
Uniform Del:	24.0	25.5	9.9	34.4	35.L	35.1	29.0	29.0 0 6	29.0 0.6	21.1 0 3	20.5	0.2
IncremntDel:	0.4	0.6	1 00	1.2	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00
Delay Adj:	1.00	1.00	10 2	1.00 25 5	1.UU 35 8	25 8	30.2	30.2	30.2	21.4	21.5	19.1
Delay/ven:	24.5	20.1 1 00	1 00	1 00	1.00	1,00	1,00	1.00	1.00	1.00	1.00	1.00
user DelAa]:	21 4	26 1	10 2	35 5	35-8	35.8	30.2	30.2	30.2	21.4	21.5	19.1
HCM2kava·	د. <u>د</u> کے ۲	20.1 4		3	1	1	4	4	4	6	6	2
**********	****	*****	******	****	****	******	****	****	******	*****	* * * * *	******

PM Existing			Su	n Nov	7, 20	04 15:	34:03			P	age 2	2-1
			evel 0	f Serv	ice C	omputa	tion R	eport				
2	2000 H	CM Un	signal	ized M	lethod	(Base	Volum	e Alt	ernati	ve)		
 ***********	****	****	*****	*****	* * * * *	* * * * * *	*****	****	*****	*****	****	*****
Intersection	#1302	Cali	fornia	/Reser	vatic	n						
****	*****	****	*****	*****	* * * * *	*****	*****	*****	*****	*****	****	*****
Average Delay	/ (sec	/veh) *****	:	2.7 *****	Wors	t Case	Level	. Of 5	Service	: ******	F[	69.5] *****
Approach:	Nor	th Bo	und	Sou	th Bo	und	Ea	st Bo	ound	We	st Bo	ound
Movement:	L -	т	- R	L -	т	- R	L -	т	- R	<u></u> ь -	Т	- R
								<b></b> _				
Control:	St	op Si	gn	st	op Si	.gn	Unc	ontro	olled	Unc	Tnaly	ide
Rights:		Inclu	de		Inciu	ide		TUCTI		1 0		1 0
Lanes:	01	. 0	0 1	0 0	) 1!	0 0	1	, 1 		1	, T . = =	
				1 7.17			1		) M	1		l
Volume Module	2: >>	Count	. Date:	1	1 2004	: J. 3	1	948	74	71	901	1
Base Vol:	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00
Growun Adj:	1.00	1.00	1.00 29	1.00	1.00	3	1	948	74	71	901	1
HILLAI BSE.	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
DEF Adj.	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
DHE Volume:	30	0.21	43	1	0	3	1	1042	81	78	990	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	30	0	43	1	0	3	1	1042	81	78	990	1
Critical Gap	Modu]	Le:										
Critical Gp:	7.5	xxxx	6.9	7.5	xxxx	6.9	4.1	XXXX	XXXXX	4.1	XXXX	XXXXX
FollowUpTim:	3.5	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	3.3	3.5	XXXX	3.3	2.2	XXXX	XXXXX	2.2	XXXX	
										[		
Capacity Modu	ule:		5.00	1 670		195	991	vvvv	<b>~~~</b> ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	1123	xxxx	xxxxx
Cnflict Vol:	1736	XXXX	562	1670	XXXX	490	593 693	XXXX	XXXXX	618	xxxx	XXXXX
Potent Cap.:	56	XXXX	4/1	ເວ ເວ	XXXX VVVV	520	693	XXXX	XXXXX	618	XXXX	XXXXX
Move Cap .:	0 EQ	XXXX	4/1	0 02	XXXX	0.01	0.00	XXXX	XXXX	0.13	xxxx	xxxx
vorume/cap:	1											
Level Of Ser	ı vice 1	Module	e:	1		1	1			. 1		
Onene.	XXXXX	xxxx	0.3	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.4	XXXX	XXXXX
Stopped Del:	XXXXX	XXXX	13.4	xxxxx	xxxx	xxxxx	10.2	xxxx	XXXXX	11.7	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX
LOS by Move:	*	*	В	*	*	*	В	*	*	В	*	*
Movement:	LT	- LTR	- RT	LT ·	- LTR	- RT	LT ·	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	50	xxxx	xxxxx	XXXX	159	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXX	xxxx	XXXXX	XXXX	xxxx	XXXXX
SharedQueue:	2.3	XXXX	XXXXX	XXXXX	0.1	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd StpDel:	150.5	XXXX	XXXXX	xxxxx	28.3	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX *
Shared LOS:	F	*	*	*	D	*	*	*	*	*	*	^
ApproachDel:		69.5			28.3		X	xxxxx		X	*	
ApproachLOS:		F			D			×			~	

PM Existing			Su	n Nov	7, 20	04 15:	34:03			P	age 2	4-1
		 L	 evel 0	 f Serv	 ice C	omputa	tion R	eport			- <b></b>	
	2000	HCM O	perati	ons Me	thod	(Base )	Volume	Alte	rnativ	e)		
*****	*****	****	*****	*****	****	*****	*****	****	*****	* * * * * *	* * * * *	*****
Intersection	#1303	Imji *****	n/Rese *****	rvatic *****	) 1 * * * * * *	* * * * * *	* * * * * *	****	*****	*****	* * * * *	******
Cycle (sec):		90			C	ritica	l Vol.	/Cap.	(X):		1.05	53
Loss Time (se	c):	12	(Y+R	= 4 s	ec) A	verage	Delay	r (sec	:/veh):		44.	9
Optimal Cycle	:	180			L	evel O	f Serv	rice:				D
*****	****	****	* * * * * *	*****	*****	*****	* * * * * *	*****	*****	* * * * * *	*****	*****
Approach:	Nor	th Bo	und	Sou	ith Bo	und	Ea	ist Bo	ound	We	st Bc	ound
Movement:	L -	·Τ	- R	_ L -	·Τ	- R	. L	·Τ	- R	ц –	Л.	- K
								· <b></b> -		 D~	oteat	
Control:	Pr	otect	ed	Pr	otect	ed.	Pr	Tralu	do.	FL	Inclu	ide
Rights:		Ovl		0	Inciu	lae	0	THETC	iue A	٥	0	0
Min. Green:	0	0		1 0	, 1 , 1	0 1	2 0	$\mathbf{v}$	0 1	2 0	2	0 1
Lanes:	2 (	) ()	⊥ ⊥ I	1	/		1					
			Doter	9 .Tur	2004	66 5:	1 00 - 6	5:00 I	M	1		1
Volume Module	+: >> דור	counc	1167	18	8	31	12	704	281	673	735	1
Crowth Add.	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Rep.	217	1.00	1167	18	8	31	12	704	281	673	735	1
Ilser Adi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	255	9	1373	21	9	36	14	828	331	792	865	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	9	1373	21	9	36	14	828	331	792	865	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	255	9	1373	21	9	36	14	828	ل د د	192	800	
Saturation F	Low Mo	odule:		1000	1000	1000	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	T 900	1900	1900	1 900 0 90	1900 0 93	0.83	0.90	0.93	0.83
Adjustment:	0.90	0.83	1 00	1 00	1 00	1 00	2 00	2.00	1.00	2.00	2.00	1.00
Lanes:	2.00	0.01	2148	1769	1862	1583	3432	3538	1583	3432	3538	1583
Final Sat.:	3434			1							· ·	
Canacity Ana	lvsis	Modul	le:			I	•					
Vol/Sat:	0.07	0.44	0.44	0.01	0.01	0.02	0.00	0.23	0.21	0.23	0,24	0.00
Crit Moves:		****		* * * *				****		****		
Green Time:	29.2	37.3	57.0	1.0	9.1	9.1	0.7	20.0	20.0	19.7	39.1	39.1
Volume/Cap:	0.23	1.05	0.69	1.05	0.05	0.23	0.56	1.05	0.94	1.05	0.56	0.00
Uniform Del:	22.2	26.4	10.7	44.5	36.6	37.3	44.5	35.0	34.4	35.1	19.1	14.4
IncremntDel:	0.1	40.2	1.0	218.4	0.1	0.7	26.2	47.1	32.7	47.8	0.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	10 0	1.UU
Delay/Veh:	22.3	66.6	11.8	262.9	36.7	38.0	70.8	82.1	57.1	83.0	1 00	1 00
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 67 7	T.00	10 6	14.4
AdjDel/Veh:	22.3	66.6	11.8	262.9	36.7	38.0	70.8	8∠.⊥ 10	0/.⊥ 12	10	тэ.0 а	 0
HCM2kAvg:	3	38	13		***** ()	****** T	⊥ * * * * * *	⊥フ *****	ر ۲ ۲ ۲ ۲ ۲ ۲ ۲	エン ******	ン と★★★★	
*********	*****	****		~ ^ ^ ^ ^ *								

PM Existing			Su	n Nov	7, 2	004 15:	34:03			]	Page :	26-1	
		L	evel O	f Ser	vice (	Computa	tion H	Report					
من ما	2000	HCM U	perati	ons Me	etnoa *****	(Base	*******	2 All(	2111dillv ******	(C) *****	****	* * * * *	* *
*****	#100	*****		~~~~~	łam								
intersection	₩⊥Კ᠐⁴	ππππππ F RT9U	.CO/ RES	erval.	LOII * * * * * *	*****	*****	*****	******	*****	****	*****	**
		~ ^ ^ ^ ^ ^ ^ ^ ^	~ ~ ~ ~ ~ ~					/Can	( <b>v</b> ).		0 7	07	
Cycle (sec):	~ ^ \ .	90		_ 1 (		Average	r vor. relag	./Cap	$\cdot (\Delta) \cdot (\Delta) \cdot (\Delta)$		14	9	
Loss lime (se	20):	ح 51	(1+K	- 4 8	sec/ 1	Loval O	f Cert	y (ac) vice:	., ven, .			B B	
Optimar cycre	= • • * * * * *	⊥∟ *****	*****	*****	* * * * *	******	*****	*****	******	*****	*****	 * * * * *	* *
Approach ·	Noi	rth Bo	und	Sou	ith B	bund	Ea	ast Bo	ound	We	est Bo	ound	
Approach: Movement:	т	_ m	- P	т.	- T	– R	T	 Т	- R	Τ	- T	- R	
	 												-
Control·	່ຽກ້	lit Ph	ase	ו Sp	lit Pl	nase	' Pi	rotect	ted	PI	rotect	zed	
Rights:	000	Inclu	de	- 19 -	Iqno	re		Inclu	ıde		Inclu	ude	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0		0
Lanes:	0 0	0 0	0 0	2 (	o c	0 2	2 (	0 2	0 0	0 (	0 1	0 1	
		<b>_</b>											-
Volume Module	2: >>	Count	Date:	23 Se	ep 20	04 << 5	:00 -	6:00	PM				
Base Vol:	0	0	0	21	- 0	1027	1370	519	0	0	382	1	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	1.0	0
Initial Bse:	0	0	0	21	0	1027	1370	519	0	0	382	1,	6
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.0	0
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.9	б
PHF Volume:	0	0	0	22	0	0	1427	541	0	0	398	1	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	I	0
Reduced Vol:	0	0	0	22	0	0	1427	541	0	0	398	1,	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.0	0
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.0	0
Final Vol.:	0	0	0	. 22	0	0	1427	541	0	, 0	398	1'	7
			<b>-</b>										-
Saturation Fl	Low Mo	odule:											~
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	190	0
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.88	0.90	0.93	1.00	1.00	0.98	0.8	۲ م
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	1.00	100	0
Final Sat.:	, 0	0	0	3432	0	3344	343∠ ¦	3538	0	1	100∠	100.	3
· · · · · · · · · · · · · · · · · · ·													- 1
Capacity Ana.	LYSIS	Modul	.e:	0 01	0 00	0 00	0 40	0 15	0 00	0 00	0 21	0 0	1
Vol/Sat:	0.00	0.00	0.00	0.01 ****	0.00	0.00	V.44Z	0.15	0.00	0.00	****	0.0	т
Crit Moves:	~ ~	0 0	0 0	~ ~ ~	0 0	0 0	E3 0	<u>90</u> 2	0 0	0 0	27 2	27	2
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0 71	0 17	0.0	0.00	0 71	0 0	ຊ
Volume/cap:	0.00	0.00	0.00	44 5	0.00	0.00	13 0	0.17	0.00	0.00	27.8	22.	1
IngremptDel:	0.0	0.0	0.0	54 4	0.0	0.0	1 2	0.0	0.0	0.0	4.7	0 -	õ
Delav Adi.	0.0	0 00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.0	0
Delay/Web.	0.00	0.00	0.00	98 9	0.00	0 0	14.2	0.7	0.0	0.0	31.9	22.	2
User Deladi.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	0
AdiDel/Veh.	0.0	0.0	0.0	98.9	0.0	0.0	14.2	0.7	0.0	0.0	31.9	22.	2
HCM2kAva·	0	0	0	1	0	0	16	1	0	0	11	0	
*******	* * * * * *	~ * * * * * *	*****	- *****	*****	******	*****	****	******	*****	****	****	**

PM Existing			Su	n Nov	7, 20	04 15:	34:03 			P	age 2	8-1
		 L	evel O	f Serv	ice C	omputa	tion R	eport	<b></b>		<b></b> .	
	2000	HCM O	perati	ons Me	thod	(Base	Volume	e Alte	rnativ	e)		
*****	****	*****	*****	*****	*****	*****	* * * * * *	****	******	* * * * * *	****	*****
Intersection *********	#1305 *****	5 Del_ *****	Monte/1 *****	Reindc *****	llar *****	*****	*****	*****	*****	*****	****	*****
Cvcle (sec):		90			C	ritica	l Vol.	/Cap.	(X):		0.62	4
Loss Time (se	c):	9	(Y+R	= 4 s	sec) A	verage	Delay	r (sec	:/veh):		12.	9
Optimal Cycle	:	42			I	evel O	f Serv	rice:				В
*******	*****	*****	*****	* * * * * *	*****	*****	*****	*****	*****	*****	*****	*****
Approach:	Nor	th Bo	und	Sou	ith Bo	und	Ea	ist Bo	ound	W∈	st Bc	und
Movement:	ь -	- T	- R	ь -	- T	- R	, L -	· T	- R	L -	T	- R
								· · · · · · · · · · · · · · · · · · ·	· <b></b>	0		
Control:	Pı	rotect	ed	Pr	otect	ed	Spi	.it Pr 	lase	spi	Tralu	lase
Rights:		Inclu	de	-	Inclu	ide	~	IUGII	lae	0	1 HCIU A	iue A
Min. Green:	0	0	0	0	0	0	0	\	0 0	1 0	11	0 0
Lanes:	1 (	) 2	0 1	1 (	) 2	0 0	1 0 0	, ,		1	, <u> </u>	
							1		 M			i i i i i i i i i i i i i i i i i i i
Volume Module	e: >>	Count	Date:	3 0 01	1 2004 669	<u>د</u> ج ج ب	40 - υ Λ	0.40	0	219	0	120
Base Vol:	2 00	1345		1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00
Growth Adj:	1.00	1245	201	1.00	1.00 669	1.00	1.00	0	0	219	0	120
Initial Bse:	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
DHE Add.	1.00	1.00 0.97	1.00 0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF AUJ: DUR Volume:	5	1387	331	55	690	0	0	0	0	226	0	124
Paduct Vol:	0	1001	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1387	331	55	690	0	0	0	0	226	0	124
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	1387	331	55	690	0	0	0	0	226	0	124
Saturation F	Low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.48	0.00	0.54
Final Sat.:	1769	3538	1583	1769	3538	0	0	0	0	2524	0	دوه
Capacity Anal	lysis	Modul	.e:		0 1 0	0 00	0 00	0 00	0 00	0 09	0 00	0 14
Vol/Sat:	0.00	0.39	0.21	.0.3 	0.19	0.00	0.00	0.00	0.00	0.05	0.00	****
Crit Moves:		****	5 C C	* * * * *	CO 1	0 0	0 0	0 0	0 0	20.0	0.0	20.0
Green Time:	0.9	56.6	56.6	4.5	00.1	0.0	0.0	0.0	0.00	0.40	0.00	0.62
Volume/Cap:	0.29	10.62	V.33 7 0	V.02 11 Q	6 2	0.00	0.00	0.0	0.0	29.9	0.0	31.6
Uniform Del:	44.2	10.2	7.9 0.2	12.2	0.2	0.0	0.0	0.0	0.0	0.3	0.0	2.2
IncremntDel:	J.U 1 DO	1 0.0	1 00	1 00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay Auj:	エ・UU ちょう	10 8	 R 1	55.1	6.2	0.0	0.0	0.0	0.0	30.2	0.0	33.8
Heer Deladi.	1 00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh.	53 2	10.8	8.1	55.1	6.2	0.0	0.0	0.0	0.0	30.2	0.0	33.8
HCM2kAva	0	12	4	3	4	0	0	0	0	4	0	7
*******	- *****	*****	******	*****	*****	* * * * * * *	*****	****	******	*****	*****	******

PM Existing			Su	n Nov	7, 20	04 15:	34:03			Page	30-1
					·						
		L	evel O	f Serv	vice (	Computa	tion R	leport	:		
	2000	HCM 4	-Way S	top Me	ethod	(Base	Volume	e Alte	rnativ	е) адаарарарар	مام مآم مام ماه مان بان بان
*****	* * * * *	*****	*****	*****	*****	*****	*****	*****	*****	*********	******
Intersection **********	#1306	5 Cali *****	fornia *****	/Reind *****	lollar *****	* * * * * * *	* * * * * *	*****	*****	* * * * * * * * * *	******
Cvcle (sec):		100	ŧ		C	Iritica	l Vol.	/Cap.	(X):	0.2	291
Loss Time (se	ec):	0	(Y+R	= 4 s	sec) A	Average	Delay	/ (sec	:/veh):	9	9.2
Optimal Cycle	:	0	)		I	Level O	f Serv	rice:			A
****	****	*****	*****	* * * * * *	****	******	*****	*****	******	********	******
Approach:	Nor	th Bc	und	Sou	ith Bo	ound	Ea	ist Bo	ound	West B	Bound
Movement:	Ъ -	- T	- R	L ·	- Т	- R	ь -	- Т	- R .	L - T	- R
									· <b></b>		· <b></b>
Control:	St	op Si	gn	St	op Si	lgn	St	op Si	.gn	Stop S	Sign
Rights:		Inclu	ıde		Inclu	ıde		Inclu	ıde	Incl	lude
Min. Green:	0	0	0	0	0	0	0	0	0	0 0	
Lanes:	0 0	) 1!	0 0	0 (	) 1!	0 0	1 0	) 0	10	1 0 0	1 0
		<b></b> _	·								
Volume Module	e: >>	Count	Date:	2 Jui	1 2004	£ << 5:	00 - 6	5:00 ł	PM	( )	
Base Vol:	102	1	98	1	2	4	5	118	51	43 85	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:	102	1	98	1	2	4	5	118	51	4.3 85	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92 0.92	2 0.92
PHF Volume:	111	1	107	1	2	4	5	128	55	4/ 92	2 5
Reduct Vol:	0	0	0	0	0	0	0	100		47 01	
Reduced Vol:	111	1	107	1		4	5	128	1 00	4/ 24	s J J J OO
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00 1 00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	T.00	120	1.00	1.00 1.00	) <u>1.00</u>
Final Vol.:	111	1	107	1	2	4	د ۱	120	55		
											ŀ
Saturation F.	LOW MC	odu⊥e:		7 00	1 00	1 00	1 00	1 00	1 00	1 00 1 00	1 0 0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1.00	1.00	1 00 0 94	1 0 06
Lanes:	0.50	0.01	0.49	101	201	102	L.00	495	210	E06 630	1 37
Final Sat.:	381	4	366	TOT	201	403	1		l	1	
	 								ł	I	ł
Val (Date	LARTR V JO		0 79	0 01	0 01	0 01	0.01	0.26	0.26	0.08 0.15	5 0.15
Vol/Sat:	U.29	0.29	0.29	0.01	****	0.01	0.01	****	0.20	***	*
Crit Moves:	0 2	0 3	93	7 8	78	7.8	8.5	9.4	9.4	8.9 8.8	3 8.8
Delay/Ven: Delay Add.	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Ndinal/Veh.			4.00 9.2	7_8	7.8	7.8	8.5	9.4	9.4	8.9 8.8	8.8
LOS by Move.	Δ	Δ	2.5 A	д	5	A	A	A	A	A A	A
ApproachDel.	171	9.2	13	± <b>*</b>	7.8			9.4		8.8	В
Delay Adi.		1.00			1.00			1.00		1.00	0
Annradinel.		9.3			7.8			9.4		8.1	8
LOS by Appro		Δ			A			А		А	
	*****	*****	*****	*****	* * * * *	*****	*****	*****	******	******	*******

PM Existing			Su	in Nov	7, 20	)04 15:	34:03				age 3	32 <b>-</b> 1
		 I	Level C	)f Serv	vice (		tion H	Report				
:	2000 H	ICM Ur	nsignal	ized M	lethod	i (Base	e Volum	ne Alt	ernati	lve)		
*****	*****	*****	******	*****	*****	******	******	*****	******	******	*****	*****
Intersection *******	#1307 *****	7 SB_1	L/Imjin ******	1 * * * * * * *	****	******	******	****	*****	******	****	*****
Average Dela	y (seo *****	c/veh)	· : · * * * * * *	3.3	Wors ****	st Case	e Level	L Of 5	Service	≥: ******	E[ *****	48.2] ******
Approach:	Noi	cth Bo	ound	Sou	ith Bo	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	L ·	- T	- R	L -	- T	- R	L -	- T	- R	ь - 	- T	- R
Control:	I St	top S:	iqn	st	op S:	lgn	Uno	contro	olled	' Uno	ontro	olled
Rights:	-	Inclu	ıde		Inclu	ıde		Inclu	ıde		Inclu	ıde
Lanes:	0 (	0 0	0 0	1 (	0 (	0 0	0 (	0 0	0 0	1 (	) 0	0 0
Volume Modul	 e: >>	Count	<b></b>   t Date:	4 Mai	2004	1 << 5:	:00 - 6	5:00 1	<b>-</b>			
Base Vol:	0	0	0	50	0	0	0	0	0	686	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	50	0	0	0	0	0	686	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	54	0	0	0	0	0	746	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	, 0	0	0	54	0	0	0	0	0	746	0	0 
Critical Gan	Mođu						]					I
Critical Gap	vyyyy	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	XXXXX
FollowInTim:	XXXXXX	XXXX	XXXXXX	3.5	xxxx	XXXXX	xxxxx	xxxx	xxxxx	2.2	xxxx	XXXXX
TOTTOWOPITM:												
Capacity Mod	ule:		1									
Cnflict Vol:	xxxx	xxxx	xxxxx	1491	xxxx	xxxxx	XXXX	xxxx	XXXXX	0	XXXX	XXXXX
Potent Cap.:	xxxx	xxxx	xxxxx	136	xxxx	xxxxx	XXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	0	XXXX	XXXXX
Move Cap.:	xxxx	xxxx	xxxxx	136	xxxx	xxxxx	XXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	0	XXXX	XXXXX
Volume/Cap:	xxxx	xxxx	xxxx	0.40	xxxx	XXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXX	XXXX	0.00	XXXX	XXXX
Level Of Ser	vice ]	Modul	e:									
Queue:	XXXXX	XXXX	XXXXX	1.7	XXXX	XXXXX	XXXXX	xxxx	XXXXX	0.0	XXXX	XXXXX
Stopped Del:	XXXXX	XXXX	XXXXX	48.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX	0.0	XXXX	XXXXX
LOS by Move:	*	*	*	E	*	*	*	*	*	A	* 	500
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	Г.Г	- L'I'R	- RT
Shared Cap.:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd StpDel:	XXXXX	XXXX	XXXXX	XXXXX	xxxx	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX *	*
Shared LOS:	*	*	*	*	*	*	*	*	^		~ •	
ApproachDel:	X	XXXXX			48.2		X	XXXXX		X	*	
ApproachLOS:		*			E			*			^	

PM Existing			Su	n Nov	7, 20	04 15:	34:03			F 	age 3	4-1
										. <b></b>		
0		⊥ רית דדית	ever O	ized M	iethod	(Base	Volum	ne Alt	ernati	ve)		
×+++++++++++++++++++++++++++++++++++++	:000 n		******	******	*****	*****	*****	****	*****	*****	*****	*****
Interroction	#1209	NE 1	/Tmiin									
111Cerseccron	*****	*****	******	******	****	*****	*****	*****	*****	*****	*****	*****
Average Delay	/ (sec	/veh)	:	0.0	Wors	t Case	Level	. of s	Service	:	C [	15.8]
************	*****	*****	*****	*****	****	*****	* * * * * *	* * * * *	*****	*****	*****	*****
Approach:	Nor	th Bo	ound	Sou	th Bo	ound	Ea	ist Bo	ound	WE	SC BC	nuna
Movement:	L -	· T	- R	L -	T	- R	ь -	• T	- R	L -	- T	- R
			 an	 C+	on gi	 an	Inc	ontro	olled	Unc	ontro	lled
Control:	SU	Tanor	.gn	50	Tnelu	ide	0110	Inclu	ıde		Inclu	ıde
Rights:	0 7	TAUOT	0 1	0 0	111010	0 0	0 1	0	0 0	0 0	) 1	0 1
Lanes:	L U		·	1	,				1		<b></b> .	
Tralumo Module	 >•	Count	- Date:	4 Mar	- 2004	<< 5:	00 - 6	5:00 I	PM	E		
Page Vol.		0	954	0	0	0	1	49	0	0	686	79
Crowth Add.	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
GIOWUM AUJ. Thitial Bae.	1.00	1.00	954	0	0	0	1	49	0	0	686	79
HILCLAI DSC.	1 00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
DHF Adi.	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	0	0	0	0	0	1	53	0	0	746	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	0	0	0	0	0	1	53	0	0	746	86
					<b></b> -							
Critical Gap	Modu	le:										
Critical Gp:	6.4	XXXX	XXXXX	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	4.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX
FollowUpTim:	3.5	XXXX	XXXXX	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	2.2	XXXX	XXXXX		XXXX	XXXXX
Capacity Mod	ule:						000		******	37373537	~~~~	vvvvV
Cnflict Vol:	844	XXXX	XXXXX	XXXX	XXXX	XXXXX	034	XXXX	XXXXX	XXXXX	xxxx xxxx	XXXXXX
Potent Cap.:	333	XXXX	XXXXX	XXXX	XXXX	XXXXX	801 901	XXXX	XXXXX VVVVV	XXXX VVVV	XXXX	XXXXX
Move Cap.:	333	XXXX	XXXXX	XXXX	XXXX	XXXXX	0 00	XXXX VVVV	XXXXX	XXXX	XXXX	XXXX
Volume/Cap:	0.00	XXXX	XXXX									
		 Modul	 							11		,
Level of set	ATCE 1	vvvv	~· 	xxxxX	xxxx	xxxxx	0.0	xxxx	xxxxx	XXXXX	xxxx	XXXXX
Stopped Del.	~~~~~	VYYX	XXXXX	XXXXX	xxxx	xxxxx	9.5	xxxx	xxxxx	XXXXX	xxxx	XXXXX
LOG by Move:	*	*	*	*	*	*	А	*	*	*	*	*
Movement:	īπ	- LTR	- RT	$\mathbf{LT}$	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap :	333	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	XXXX	XXXXX
SharedOueue:	0.0	XXXX	XXXXX	XXXXX	xxxx	xxxxx	0.0	xxxx	xxxxx	XXXXX	xxxx	XXXXX
Shrd StoDel:	15.8	XXXX	XXXXX	xxxxx	xxxx	xxxxx	9.5	xxxx	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	C	*	*	*	*	*	А	*	*	*	*	*
ApproachDel:	-	15.8		x	xxxxx		x	xxxx		x	xxxxx	
ApproachLOS:		С			*			*			*	

PM Existing			Sui	n Nov	7, 20	04 15:	34:03			E	age 3	6-1
		· <b></b> -										
		 T	evel 0	f Serv	vice C	omputa	tion R	leport	;			
	2000	HCM 4	-Way Si	top Me	ethod	(Base )	Volume	Alte	ernativ	e)		
****	*****	*****	*****	* * * * * *	*****	*****	* * * * * *	*****	*****	* * * * * *	*****	*****
Intersection	#1309	9 Secc	nd/Imj: *****	in *****	*****	*****	* * * * * *	****	*****	*****	*****	*****
Cycle (sec) ·		100			C	ritica	l Vol.	/Cap.	(X):		1.03	6
Logg Time (se	·c) •		(Y+R :	= 4 9	sec) A	verage	Delay	, (sec	<pre>:/veh):</pre>		52.	. 6
Optimal Cycle		-	<b>x</b> = · = -		Ī	evel 0	f Serv	rice:				F
***************	*****	*****	*****	* * * * * *	*****	*****	* * * * * *	*****	*****	* * * * * *	*****	*****
Approach.	Nor	rth Bo	ound	Soi	ith Bo	und	Ea	ist Bo	ound	We	est Bo	ound
Movement:	T	- т	- R	ь.	- т	- R	ь -	- T	- R	L -	- T	- R
MOVement.					<b></b> _							· <b> -</b>
Control	St	on Si	an I	St	op Si	.qn	st	op Si	lgn '	st	op Si	gn
Rights.		Inclu	J ide		Inclu	ide		Inclu	ıde		Inclu	ıde
Min Green.	0	0	0	0	0	0	0	0	0	0	0	0
Lance ·	1 0	ר נ ז	1 0	1. (	) 1	1 0	1 0	) 1	1 0	1 (	) 1	10
									1			
Volume Module	- DM		ł.	1		1	2			1		
Bace Vol:	80	0	5	5	0	40	20	938	45	10	645	5
Growth Adi.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Thitial Bee	80	1.00	5	5	0	40	20	938	45	10	645	5
Heer Adi.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
DUE Adj.	n 92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
DHE Volume.	87	0	5	5	0	43	22	1020	49	11	701	5
Peduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	0	5	5	0	43	22	1020	49	11	701	5
DCE Adi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol ·	87	1.00	5	5	0	43	22	1020	49	11	701	5
Final Vol												
Caturation F	l Dwr Ma	odule	•	I			1					
Adjustment.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanee,	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.98	0.02
Final Cat ·	359	1.00	405	347	0	394	461	984	47	445	955	7
Finar Date:												
Canadity Ana	lveie	Mođu	le:	1			1					
Vol/Sat.	0 24	xxxx	0.01	0.02	xxxx	0.11	0.05	1.04	1.03	0.02	0.73	0.73
Crit Moveg.	****	Jonat				* * * *		****			****	
Delay/Veh.	15.3	0.0	11.3	12.8	0.0	12.5	10.6	75.4	73.8	10.9	28.0	27.9
Delay Adi.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh·	15 3	0.0	11.3	12.8	0.0	12.5	10.6	75.4	73.8	10.9	28.0	27.9
LOG by Move.	<b>د.</b> دـ	*	 B	B	*	В	В	F	F	В	D	D
ApproachDel.	<u> </u>	15 1			12.5			74.0			27.7	
Delay Adi.		1.00			1.00			1.00			1.00	
Annradinel.		15.1			12.5			74.0			27.7	
LOS by Appro		 			B			F			D	
**************************************	****	****	* * * * * * *	* * * * *	* * * * *	* * * * * * *	****	****	* * * * * * *	*****	* * * * *	******

PM Existing	. <b></b>		Su	n Nov	7, 20	04 15:	34:03			E 	age 3	88-1
	<b></b> -		evel O	f Serv	rice C		tion F	Report	;			
2	2000 H	ICM Un	signal	ized M	lethod	l (Base	Volun	ne Alt	ernat:	_ve) ******	*****	*****
*******	*****	*****	*****	*****	*****	*****	*****					
Intersection	#1310	) Call	tornia	./ 1mjir ******	) · • • • • * *	*****	*****	*****	*****	*****	*****	******
*******		/wahl		32 6	Wore	t Case	Level	Of a	Service		F[6	598.7]
Average Detay	( ) DCC	(*****	•	*****	*****	*****	*****	*****	*****	*****	****	*****
Approach:	Nor	th Bo	und	Sou	ith Bo	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	L -	- T	- R	L -	T	- R	L -	- T	- R	L -	- T	- R
Control:	St	op Si	.gn	St	op Si	.gn	Unc	contro	olled	Und	ontro	olled
Rights:		Inclu	ıde		Inclu	ıde	_	Inclu	ide	- /	Inclu	ide
Lanes:	0 0	) 1!	0 0	, 0 0	) 1!	0 0	1 (		1 0		) 1	1 0
									 DM			1
Volume Module	2: >>	Count	Date:	LL Ma	ar 200	)4 << 4 36	4:40 - aa	969	ריי <i>ז</i> ביו	9	614	1.5
Base Vol:	0	47	1 0 0	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 93	969	1,00	±.000 9	614	15
Initial Bse:	1 00	1 00	1 00	1 00		1 00	1.00	1.00	1.00	1.00	1.00	1.00
User Adj:	1.00	1.00 n 91	0 91	1.00 0.91	0 91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF AUJ:	0.91	52	8	12	21	40	102	1065	3	10	675	16
Phr Volume: Reduct Vol:	0	0	Ő	0		0	0	0	0	0	0	0
Final Vol.:	Ő	52	8	12	21	40	102	1065	3	10	675	16
Critical Gap	Modu.	le:	,									
Critical Gp::	xxxxx	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	XXXXX	4.1	XXXX	XXXXX
FollowUpTim:	XXXXX	4.0	3.3	3.5	4.0	3.3	2.2	XXXX	XXXXX	2.2	XXXX	XXXXX
Capacity Mod	ule:						607			1000	2525252	***
Cnflict Vol:	XXXX	1982	534	1465	1975	346	691	XXXX	XXXXX	1008	XXXX	XXXXX
Potent Cap.:	XXXX	61	490	89	61	650	900	XXXX	XXXXX	640 648	XXXX VVVV	VYYYY
Move Cap.:	XXXX	53	490	2 54	22	0.06	900	XXXX	XXXXX VVVV	0 020	XXXX	XXXX
Volume/Cap:	XXXX	0.98	0.02	⊥.54	0.39	0.08	!					
		Moduli		[								
Level of Ser	ATCE I	vvvv	z.	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx
Queue:	XXXXX VVVVV	XXXX	XXXXXX	XXXXX	XXXX	xxxxx	9.5	xxxx	xxxxx	10.6	xxxx	xxxxx
LOS by Move:	*****	*	*	*	*	*	A	*	*	В	*	*
Movement:	$\mathbf{LT}$	- LTR	- RT	$\mathbf{LT}$	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	60	xxxx	36	xxxxx	XXXX	xxxx	xxxxx	xxxx	xxxx	XXXXX
SharedOueue:	xxxxx	xxxx	4.7	xxxxx	7.9	xxxxx	xxxxx	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd StpDel:	xxxxx	xxxx	228.0	xxxxx	699	xxxxx	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	*	F	*	F	*	*	*	*	*	*	*
ApproachDel:		228.0			698.7		x	XXXXX		x	xxxxx	
ApproachLOS:		F			F			*			*	

PM Existing			Su	. <b>.</b>	E	age 4	0-1					
									<b></b> _			
		L	evel O	of Serv	rice C	lomputa	tion F	leport	:	,		
2	:000 H	(CM Un	signal	ized M	lethod	l (Base	• Volum	ie Alt	ernati	.ve)		
******	*****	*****	*****	*****	*****	*****	******	****	******			
Intersection	#1311 *****	. Imji *****	n_Rd/I *****	mjin_F *****	.***** .KMA-1	.mjin_k :*****	{Q ******	* * * * *	******	******	*****	*****
Average Delay	/ (sec	/veh)	*	11.3	Wors	st Case	e Level	. Of 8	Gervice	: : :	F[	52.6]
**********	• • • • • • • • • • • • • • • • • • •	th Do	und	SOL	th Bo	und	Ea	st Bo	ound	Ŵe	est Bo	ound
Approach:	T	. T	- R	T	- Т	- R	L -	· T	- R	L -	- т	- R
MOVEMENT.												
Control:	St	op Si	.qn	St	op Si	.gn '	Unc	contro	olled	Unc	contro	olled
Rights:		Inclu	ıde		Inclu	ıde		Inclu	ıde		Inclu	ıde
Lanes:	2 0	0	01	0 0	) ()	0 0	0 0	) 1	1 0	10	) 2	0 0
		·	·									
Volume Module	2: >>	Count	Date:	10 Ma	ar 200	)4 << 4	4:45 -	5:45	PM	101	<b>535</b>	0
Base Vol:	51	0	360	0	0	0	0	948	3∠ 1 00	1 00		1 00
Growth Adj:	1.00	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	0	360	0	0	0		948	32	1 0 0	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	55	0	387	0	0	0	0	1019	34	195	577	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	55	0	387	0	0	0	0	1019	34	195	577	0
Critical Gap	Modu.	Le:								۸ T	~~~~~	~~~~~
Critical Gp:	6.8	XXXX	6.9	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	±.⊥ ວີວີ	XXXX	~~~~~
FollowUpTim:	, 3.5	XXXX	3.3	XXXXX	XXXX	XXXXX				۲.۲ ۱۹۰۰ - ۱۰		
												ł
Capacity Mod	11e:		<b>E 0 7</b>	3131313137	15121VIV	~~~~~	vvvv	vvvv	xxxxx	1054	xxxx	xxxxx
Cnflict Vol:	1715	XXXX	547	XXXX	AAAA	AAAAA VVVVV	~~~~~	vvvv	XXXXXX	656	XXXX	XXXXX
Potent Cap.:	81 (2)	XXXX	490	~~~~	~~~~	AAAAA VVVVVV	vvvv	vvvv	VYYYY	656	xxxx	xxxxx
Move Cap.:	63	XXXX	496	XXXX	XXXX	VVVV	~~~~~	vvvv	vvvv	0 30	XXXX	XXXX
Volume/Cap:	0.88	XXXX	0.76		~~~~	~~~~~						
Level Of Com		· Mođula					1			11		I
Level of Ser	1 1	vvvv	7 0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.2	xxxx	xxxxx
Queue: Stonned Delt	197 4	YYYX	33.5	XXXXX	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.8	xxxx	XXXXX
Scopped Der.	10/.ਜ ਯ	*	D	*	*	*	*	*	*	В	*	*
Movement.	י <u>-</u> ד.ד	<u>व</u> ग.1 –	- RT	$\mathbf{LT}$	- LTR	- RT	LT	- LTR	- RT	LT ·	- LTR	- RT
Chared Can .	XXXX	XXXXX	xxxxx	xxxx	XXXX	XXXXX	xxxx	xxxx	xxxxx	XXXX	xxxx	xxxxx
Chared Cap.	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	XXXX	XXXXXX	XXXXX	XXXX	XXXXX	xxxxx	xxxx	xxxxx	xxxxx	xxxx	XXXXX
ahrd ctopole:	~~~~~	~~~~ ~~~~	XXXXX	XXXXX	XXXX	XXXXXX	XXXXX	xxxx	XXXXX	xxxxx	xxxx	xxxxx
charad IOC:	*****	*	*	*	*	*	*	*	*	*	*	*
AnnroschDol:		52 E		v	xxxxx		x	xxxxx		x	xxxxx	
ApproachLOg.		0.2C ਸ		4 h-	*			*			*	
The creation.		-										

PM Existing			Su	n Nov	7, 20	04 15:3	34:04 			P 	age 4 	2-1
	 2000	 L НСМ О	evel O perati	f Serv ons Me	ice C thod	omputat (Base )	tion R Volume	eport Alte	rnativ	e)		
*****	****	****	*****	*****	****	*****	*****	*****	* * * * * *	*****	****	*****
Intersection	#1312 ****	Abra ****	ms/Imj *****	in *****	****	*****	* * * * * *	****	*****	*****	****	*****
Curle (sec) ·		60			C	ritical	l Vol.	/Cap.	(X):		1.62	7
Logg Time (ge	c) ·	6	(Y+R	= 4 s	ec) A	verage	Delay	r (sec	<pre>/veh):</pre>		54.	1
Optimal Cycle	•	180	( = ) = 0		L	evel 0	f Serv	rice:				D
**************************************	• *****	*****	*****	*****	****	*****	* * * * * *	****	*****	*****	* * * * *	*****
Approach:	Nor	th Bo	und	Sou	th Bo	und	Ea	ist Bo	ound	We	st Bo	und
Movement:	ь -	Т	- R	L -	T	– R	L -	Т	- R	L -	т	- R
		. <b></b>			_ <b></b>							
Control:	F	Permit	ted	P	ermit	ted	F	Permit	ted	F	ermit	ted
Rights:		Inclu	ıde		Inclu	.de		Inclu	ıde		Inclu	lde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	ב 0	. 0	0 1	1 0	) 1	0 1	1 0	1	0 1
		<b></b>										
Volume Module	: Mar	ch 20	03 - P	M								4 173
Base Vol:	28	21	164	45	23	34	82	1185	41	196	656	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:	28	21	164	45	23	34	82	1185	41	196	656	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	32	24	189	52	26	39	94	1362	47	225	754	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0 C 4
Reduced Vol:	32	24	189	52	26	39	94	1362	47	225	754	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 54
Final Vol.:	32	24	189	. 52	26	39	94	1362	47	225	/54	
Saturation Fl	Low Mo	odule				4	1000	1000	1000	1000	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1 00	1900	1900	1 00	0.85
Adjustment:	0.77	0.77	0.85	0.77	0.77	1 00	1 00	1.00	1 00	1 00	1 00	1 00
Lanes:	0.57	0.43	1.00	0.66	0.34	1.00	1.00	1000	1615	167	1900	1615
Final Sat.:	838	629	1615	966	494	1615	044	1900		10,		
									- 1			1
Capacity Anal	lysis	Modu.	Le:	0 0 5	0.05	0 02	0 15	0 72	0 03	1 35	0.40	0.03
Vol/Sat:	0.04	0.04	0.12	0.05	0.05	0.04	0.10	0.12	0.05	****		• • • • •
Crit Moves:			****	4 7	4 3	4 2	19 7	497	49 7	49.7	49.7	49.7
Green Time:	4.3	4.3	4.3	4.3	4.3	4.3	-12.7 0 18	0.87	0 04	1 63	0.48	0.04
Volume/Cap:	0.54	0.54	1.63	0.75	0.75	26 5	1 0	2 1	0.9	5.2	1.5	0.9
Uniform Del:	26.9	26.9	27.8	27.3	27.3	∠0.9 7 F	0.2	5.3	0.0	312.5	0.2	0.0
IncremntDel:	5.3	5.3	31/.8 1 00	40.1 1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00
Delay Adj:	1.00	1.00	24E 7	E0 4	52 /	28.2	1.00	8.4	0.9	317.7	1.7	0.9
Delay/Ven:	32.2	34.4	345./	1 00	1 00	1 00	1 00	1,00	1.00	1.00	1.00	1.00
User DelAaj:	1.00	1,00	245 7	500	52 /	28 2	1.2	8.4	0.9	317.7	1.7	0.9
Adjue1/ven:	34.4	ວ <i>2</i> .2 ົ	י כ <del>ב</del> כ ז <i>ו</i>	52,4 A	22.Ŧ 4	20.2	1	19	0	169	4	0
HCM2KAVg:	∠ ****	∠ *****	+++ *****		*****	 * * * * * * * *	- *****	****	* * * * * *	*****	* * * * *	******

PM Existing			Su	n Nov	7,20	04 15:	34:04			Page 4	14-1
	· • •								<b>-</b>		
		I	Level O	f Serv	vice (	Computa	tion F	Report	-		
	2000	HCM 4	l-Way S	top Me	ethod	(Base	Volume	e Alte	ernativ	e)	
******	*****	*****	*****	*****	* * * * * * *	*****	*****	*****	******	*******	******
Intersection *********	#1313	8 Seco	ond/Eig ******	hth *****	* * * * * *	*****	*****	*****	*****	*****	*****
Cvcle (sec):		100	)		(	Critica	l Vol.	/Cap	(X):	0.05	53
Loss Time (se	ec):	C	) (Y+R	= 4 \$	sec) A	Average	Delay	/ (sec	:/veh):	7	. 6
Optimal Cycle	; ;	) *****	) ******	*****	1	Level 0 ******	f Serv	/ice:	******	****	A ******
Annanach.	Noi	cth Pr	und	SOI	ith Bo	hund	Ea	ast Bo	nind	West Bo	ound
Approach:	T			т	_ m	- P	T	. т	- R	ц - Т	- R
Movement:	- <u></u> -										
Control:	St	top Si	lgn	I St	cop Si	ign	St	top Si	lgn '	Stop S:	ign
Rights:		Inclu	ıde		Inclu	ıde		Inclu	ıde	Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0 0	0
Lanes:	1 (	) 1	1 0	1 (	D 1	1 0	1 (	) 1	0 1	1 0 1	01
Volume Module	e: PM										
Base Vol:	5	68	5	11	35	5	5	3	5	5 12	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:	5	68	5	11	35	5	5	3	5	5 12	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92 0.92	0.92
PHF Volume:	5	74	5	12	38	5	5	3	5	5 13	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0
Reduced Vol:	5	74	5	12	38	5	5	3	5	5 13	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Final Vol.:	5	74	5	12	38	5	5	ک	5	5 13	37
Saturation F	Low Mo	odule	:			* • •	1 00	1 00	- 00	1 00 1 00	1 00
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	1.75	0.25	1.00	1.00	1.00	1.00 1.00	1.00
Final Sat.:	668	1386	103	659	1290	188	1 637	699	809	049 /13	027
										1	1
Capacity Ana.	lysis	Modu.	le:	0 00	0 0 0	0 03	0 01	0 00	0 01	0 01 0 02	0 04
Vol/Sat:	0.01	0.05	0.05	0.02	4444	0.05	****	0.00	0.01	0.01 0.02	****
Crit Moves:				0 1	7 6	77 5	0 7	77	7 0	8177	77
Delay/ven:	8.0	1.7	1.0	1 00	1 00	1 00	1 00	1 00	1 00	1 00 1 00	1 00
Delay Ad]:	T.00	1.00	1.00 7 C	μ.υυ α ι	7 6	+.00 7 S	2.00	77	7 0	8.1 7.7	7.1
Adjuet/ven:	0.U N	7.7	/.0 7\	0.1 7	7.0 A	/.J Z	Δ	Δ	Δ	Δ Δ	A
LOS DY Move:	А	- A 	A	<u>m</u>	77	Ċ	n	7 6	* *	7.3	••
Approachmet:		1 00			1 00			1.00		1.00	
Deray Auj: ApprAd-Dol		±.00 7 7			77			7.6		7.3	
Appiaujuei:		, . / z			Δ			Α		A	
	****	*****	* * * * * * *	*****	*****	******	****	****	*****	*********	******

PM Existing Sun Nov 7, 2004 15:34:04							Page 46-1					
		L	evel Of	Serv	ice C	omputat	tion R	eport		1		
	2000	HCM 4	-Way St	сор Ме	thod	(Base )	Volume	Alte	rnativ	e)	ملد ماہ ہاہ باہ باہ	
*****	****	* * * * *	*****	*****	*****	*****	*****	* * * * *	*****	*****	****	
Intersection **********	#1314 ****	Four	th/Eigł ******	nth *****	****	*****	*****	* * * * *	*****	*****	****	*****
Cycle (sec):		100			C	ritica	l Vol.	/Cap.	(X):		0.44	7
Loss Time (se	c):	0	(Y+R =	= 4 s	ec) A	verage	Delay	(sec	:/veh):		9.	9
Optimal Cvcle	:	0			L	evel O	f Serv	ice:				A
****	****	****	* * * * * *	* * * * * *	****	*****	*****	****	*****	*****	****	*****
Approach:	Nor	th Bo	und	Sou	th Bo	und	Ea	st Bo	ound	We	st_Bo	und
Movement:	ь -	·Т	– R	L -	Т	- R	L -	Т	- R	_ Ц -	Т	- R 1
Control:	St	op Si	gn	st	op Si	gn	St	op Si	gn	St	op Si	.gn
Rights:		Inclu	de		Inclu	.de		Inclu	ıde		inciu	ae
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	) ()	1 0	01	0	0 0	0 0	0	0 0	0 0	Τ i	0 0
Volume Module	e: >>	Count	Date:	9 Mar	2004	<< 4:	45 - 5	:45 I	PM -	4.07	0	1 1
Base Vol:	0	50	315	6	43	0	0	0	0	191	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	315	6	43	0	0	0	0	191	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	53	335	б	46	0	0	0	0	203	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	10
Reduced Vol:	0	53	335	6	46	0	0	0	1	203	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.00
Final Vol.:	0	53	335	6	46	0	0	0	0	203	0	
				<b>-</b>								
Saturation F	low Me	odule	:				1 0.0		1 00	1 00	1 00	1 00
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.01	0.05
Lanes:	0.00	0.14	0.86	0.12	0.88	0.00	0.00	0.00	0.00	647	0.01	37
Final Sat.:	0	119	749	86	615	0	L U	0	0	1		
										1		1
Capacity Ana	lysis	Modu.	le:						177777X	0 31	0 00	0 31
Vol/Sat:	XXXX	0.45	0.45	0.07	0.07	XXXX	XXXX	XXXX	~~~~	****	0.00	0.21
Crit Moves:		****			****	0.0	0 0	0 0	0 0	10 1	10 1	10.1
Delay/Veh:	0.0	10.1	10.1	8.2	8.2	1 0.0	1 00	1 0.0	1 00	1 00	1 00	1.00
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	10 1	10.1	10.1
AdjDel/Veh:	0.0	10.1	10.1	8.2	8.4	0.0	.0	*	*	B	E R	B
LOS by Move:	*	В	В	А	A	Ŷ					10_1	-
ApproachDel:		10.1			8.2		X.	~~~~~			1.00	
Delay Adj:		1.00			1.00			~~~~~ ~~~~~~			10.1	
ApprAdjDel:		10.1			8.2		.X.	*****			B	
LOS by Appr:		В		المراجعة والمراجع والمراجع	A	منابع من من من من من	*****	*****	*****	*****	 *****	******
*********	*****	****	*****	*****								

PM Existing			Su	n Nov	7, 20	04 15:	34:04			Page	48-1
							<b></b>				
		 T	evel 0	f Serv	rice C	Computa	tion F	Report			
	2000	HCM 4	-Way S	top Me	ethod	(Base	Volume	a Alte	ernativ	e)	
******	*****	*****	*****	*****	*****	*****	* * * * * *	*****	*****	* * * * * * * * * *	* * * * * * *
Intersection	#1315	5 Imji	n/Eigh	th ******	*****	*****	*****	*****	******	******	******
		100			· · · · · · · · · · · · · · · · · · ·	ritica	1 Vol	/Cap	$(\mathbf{x})$	0.4	80
Cycre (sec):		100	/V_D	- 4 0	ec) A	werage	Delay	z (sec	(/veh):	11	.1
Doss Ille (se			, (T±10		JCC/ 1. T	evel 0	f Serv	rice:	, , .		В
************	*****	*****	******	****	- *****	*****	*****	*****	*****	*****	******
Approach ·	Not	rth Br	und	Sol	ith Bo	und	Ea	ast Bo	ound	West B	ound
Movement:	T	- T ^r	- R	L -	- T	- R	L -	- т	- R	L - T	- R
										<b></b>	<b></b>
Control:	st	top Si	an	St	top Si	.qn	' st	op Si	.gn '	Stop S	ign
Rights:		Inclu	ıde		Inclu	ide		Inclu	ide	Incl	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0 0	0
Lanes:	0 (	) 1!	0 0	0 3	10	0 1	1 0	0	1 0	1 0 1	0 1
Volume Module	e: >>	Count	Date:	9 Mai	r 2004	. << 5:	00 - 6	5:00 H	PM		
Base Vol:	0	0	0	49	0	164	278	9	0	0 22	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Initial Bse:	0	0	0	49	0	164	278	9	0	0 22	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95 0.95	0.95
PHF Volume:	0	0	0	52	0	173	293	9	0	0 23	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0
Reduced Vol:	0	0	0	52	0	173	293	9	0	0 23	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
Final Vol.:	0	0	0	52	0	173	293	9	0	0 23	133
	<b></b> ·				<b>_</b>		<b>-</b>				
Saturation F	low Mo	odule:	i								1 00
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00 1.00	1.00
Final Sat.:	. 0	0	0	, 549	0	675	610	660	0	0 587	667
				<b>-</b>		<b>-</b> [					
Capacity Anal	lysis	Modu.	le:			0.00	0 40	0 01		10000 0 04	0 20
Vol/Sat:	XXXX	XXXX	XXXX	0.09	XXXX	0.26	0.48	0.01	XXXX	XXXX 0.04	****
Crit Moves:					<u> </u>	****	7 7 F	0 1	0 0	0 0 0 0	0 1
Delay/Veh:	0.0	0.0	0.0	9.6	1 0.0	9.3	1 00	1 00	1 00	1 00 1 00	1 00
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	12 5	1.00 0 1	1.00	T.00 T.00	1.00 9 1
AdjDel/Veh:	0.0	0.0	0.0	У.6 Л	v.u *	כ.כ ת	а. С.СТ	7.0 7	*	* A	201 2
LOS by Move:	*	*	×	A	<u>م</u> ۱	А	a	12 2		G 1	~
ApproachDel:	X	XXXXX			7.4 1 00			1 00		1 00	
Delay Adj:		XXXXX			1.00			13 2		9 1	
ApprAdjDel:	x	۳ XXXXX			ブ・"st ハ			 P		Σ.Τ	
LUS DY Appr:	*****	*****	******	****	~~ * * * * * *	******	*****	ب * * * * *	******	********	******

PM Existing			Su	n Nov	7, 20	04 15:3	34:04			P	age 5	0-1
		·										
		L	evel O	f Serv	vice C	omputa	cion R	leport				
	2000	HCM 4	-Way S	top Me	ethod	(Base ]	Volume	e Alte	ernativ	e)		
*********	*****	*****	*****	* * * * * *	*****	*****	* * * * * *	****	*****	* * * * * *	****	******
Intersection *********	#1316 *****	5 Secc	nd/Thi: *****	rd *****	*****	*****	* * * * * *	****	*****	*****	****	*****
Cvcle (sec):		100	1		C	ritica	l Vol.	/Cap.	(X):		0.06	9
Loss Time (se	ec):	0	(Y+R	= 4 s	sec) A	verage	Delay	r (sec	<pre>veh):</pre>		7.	5
Optimal Cycle	:	0	}		I	evel O	f Serv	vice:				A
*****	*****	*****	*****	*****	*****	*****	* * * * * *	*****	******	*****	****	*****
Approach:	Nor	th Bo	ound	Sou	ith Bo	ound	Ea	ist Bo	ound	We	st Bo	ound
Movement:	ь -	- т	- R	ь -	- T	- R	L -	· T	- R	L -	Τ	- R
		<b></b> -			<b></b> -	· <b></b>						
Control:	St	op Si	gn	St	top Si	gn	St	op S:	lgn	St	op Si	.gn
Rights:		Inclu	ıde		Inclu	ıde		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (	) 1	1 0	1 (	01	1 O	0 0	) 0	0 0	1 0	0	0 1
												·
Volume Module	e: PM			-								
Base Vol:	0	49	50	10	19	0	0	0	0	15	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	49	50	10	19	0	0	0	0	15	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	53	54	11	21	0	0	0	0	16	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	53	54	11	21	0	0	0	0	16	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	53	54	11	21	0	0	0	0	16	0	5
									[	<b></b>		
Saturation F	low Mo	odule:										
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	767	901	671	1479	0	0	0	0	660	0	844
					<b>-</b> -							
Capacity Ana	lysis	Modu	le:									
Vol/Sat:	xxxx	0.07	0.06	0.02	0.01	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXX	XXXX	XXXX	0.02	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	0.01
Crit Moves:		* * * *		* * * *						****		
Delay/Veh:	0.0	7.7	6.9	8.1	7.5	0.0	0.0	0.0	0.0	8.2	0.0	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.7	6.9	8.1	7.5	0.0	0.0	0.0	0.0	8.2	0.0	6.9
LOS by Move:	*	А	A	А	А	*	*	*	*	А	*	A
ApproachDel:		7.3			7.7		XX	xxxxx			7.8	
Delav Adj:		1.00			1.00		2	xxxxx			1.00	
ApprAdiDel:		7.3			7.7		x	xxxxx			7.8	
raak vd 201		А			A			*			A	
*******	* * * * *	* * * * *	* * * * * * *	*****	****	* * * * * * *	*****	* * * * *	*****	*****	****	******

PM Existing			Sui	n Nov	7, 20	04 15:	34:04	<b></b> .		F	age 5	52-1 <b></b>
			evel O:	E Serv	rice (	Computation (Base )	tion F	eport Alte	rnativ			
*****	2000		******	******	*****	******	*****	****	******	*****	*****	*****
Intersection	#1317	7 Jim_	Moore-	Fourth *****	1/Thi1 *****	d ******	*****	****	******	*****	*****	******
Curdle (red);		100	1		C	ritica	l Vol.	/Cap.	(X):		0.65	57
Logg Time (ge	· ( ) ·	100	(Y+R :	= 4 5	sec) A	verage	Delay	, (sec	/veh):		13.	8
Optimal Cycle	··/·	C	*****	*****	I *****	_evel_0	f Serv *****	rice: *****	*****	*****	*****	B *****
Annua and	Mor	cth Pc	und	SOI	ith Bo	und	Ea	ast Bo	ound	W€	est Bo	ound
Movement:	L -	- Т	- R	L -	- T	- R	L -	- T	- R	ь -	- T	- R
							 C+		l an	st	on Si	an
Control: Rights:	St	iop Si Inclu	.gn ide	51	Inclu	ıde		Inclu	ide		Inclu	ide
Min. Green:	0	0	0	0	0	0	0	0	0	0	, , , , , , , , , , , , , , , , , , ,	0
Lanes:	0 (	) 1!	00	0 (	) 1!	0 0	. 0 (	) 1!	0 0		) Т;	0 0
Volume Module	e: >>	Count	: Date:	10 Ma	ar 200	)4 << 5	:00 -	6:00	PM 1-		50	1 -
Base Vol:	31	298	86	25	211	41	26	55	45	70	50	1 00
Growth Adj:	1.00	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	298	86	25	211	41	26	55	45	70	50	1 0 0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	34	324	93	27	229	45	28	60	49	76	54	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	324	93	27	229	45	28	60	49	76	54	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	34	324	93	27	229	45	. 28	60	49	76	54	16
Saturation F	low Mo	odule										
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.72	0.21	0.09	0.76	0.15	0.20	0.44	0.36	0.52	0.37	0.11
Final Sat.:	51	493	142	58	491	95	. 111	236	193	275	196	59
Capacity Ana	lysis	Modu	le:									0.00
Vol/Sat:	0.66	0.66	0.66	0.47	0.47	0.47	0.25	0.25	0.25	0.28	0.28	0.28
Crit Moves:		****			* * * *			* * * *		****		
Delay/Veh:	16.6	16.6	16.6	12.5	12.5	12.5	10.6	10.6	10.6	11.0	11.0	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	16.6	16.6	12.5	12.5	12.5	10.6	10.6	10.6	11.0	11.0	TT . 0
LOS by Move:	С	С	С	В	В	В	В	В	В	В	В	В
ApproachDel:		16.6			12.5			10.6			11.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.6			12.5			10.6			11.0	
LOS by Appr:		C			В			В			В	
******	****	****	* * * * * * *	*****	* * * * *	******	****	* * * * *	******	*****	* * * * * *	******

Level of Service Computation Report           2000 HCM 4 -Way Stop Method (Base Volume Alternative)           Intersection #1318 Jim_Moore/First           Critical Vol./Cap. (X): 0.772           Control (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.5           Control: Stop Sign           Stop Sign           Control: Stop Sign           Control: Colspan="2">Control: Stop Sign           Stop Sign           Control: Colspan="2">Control: Colspan="2">Control: Colspan="2">Control: Colspan="2">Control: Colspan="2">Control: Colspan="2">Control: Colspan="2">Control: Colspan="2"           Control: Colspan="2"           Contr	PM Existing			Su	n Nov	7, 20	04 15:	34:04			Page	54-1
Level of Service Computation Report 2000 HCM 4-Way Stop Method (Base Volume Alternative) ************************************												
2000 HCM 4-Way Stop Method (Base Volume Alternative)           Intersection #1318 Jim Moore/First           Colspan="2">Control         Control         Control           Control         Control         Control         Control           Control         Control         Control         Control         Control           Control         Stop Sign         Stop Sign         Stop Sign         Stop Sign           Control         Include         Include         Include         Include           Control         Control         Control           Control         Control         Control           Control         Control         Control           Control         Control         Control         Control           Control         Control         Control           Control         Control         Control           Control         Control         Control			L	evel O	f Serv	vice (	omputa!	tion R	leport	2		
Xivestime       100       Critical Vol./Cap. (X):       0.772         Cycle (sec):       0       VR = 4 sec) Average Delay (sec/veh):       17.5         Optimal Cycle:       0       Level Of Service:       C         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       L - T - R		2000	HCM 4	-Way S	top Me	ethod	(Base	Volume	e Alte	ernativ	e)	مراجع ماد ماد ماد ماد ماد
Intersection #1318 Jim_Moore/First         Cycle (sec):       100       Critical Vol./Cap. (X):       0.772         Loss Time (sec):       0       (Y+R = 4 sec) Average Delay (sec/veh):       17.5         Optimal Cycle:       0       Level Of Service:       C         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       L - T - R	********	****	*****	*****	*****	*****	*****	*****	*****	******	********	*****
	Intersection *********	#1318 *****	} Jim_ *****	Moore/ *****	First *****	*****	*****	* * * * * *	*****	******	* * * * * * * * * * *	******
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.5 Optimal Cycle: 0 Level Of Service: C Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R 	Cycle (sec):		100			C	ritica!	l Vol.	/Cap	. (X):	0.7	72
Optimal Cycle:       0       Level of Service:       C         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       L - T - R         Control:       Stop Sign       Stop Sign       Stop Sign       Stop Sign         Rights:       Include       Include       Include       Include         Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Loss Time (se	ec):	0	(Y+R	≕ 4 s	sec) A	verage	Delay	/ (sec	c/veh):	17	.5
Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       R       T       R       R       T       R       R       T       R       R       T       R       R       T       R       R       T       R       R       T       R       R       T       R       R       T       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R       R </td <td>Optimal Cycle</td> <td>:</td> <td>0</td> <td></td> <td></td> <td>I</td> <td>evel 0</td> <td>f Serv</td> <td>/ice:</td> <td></td> <td></td> <td>C</td>	Optimal Cycle	:	0			I	evel 0	f Serv	/ice:			C
Approach:         North Bound         South Bound         East Bound         West Bound           Movement:         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         L         L         L         L         L         L         L         L         L         L         L         L	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*********	******
$\begin{array}{l c c c c c c c c c c c c c c c c c c c$	Approach:	Nor	th Bo	und	Soi	ith Bo	ound	Εa	ist Bo	ound	West E	Bound
Control:         Stop Sign         Stop Sign         Stop Sign         Stop Sign         Stop Sign           Rights:         Include         Include         Include         Include         Include           Min. Green:         0         0         1         0         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	Movement:	L -	- T	- R	L ·	- T	- R	L -	- T	- R	ь – т	- R
Control:         Stop Sign           Rights:         Include         Include         Include         Include         Include           Min. Green:         0         0         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0							·					
Rights:       Include       Include       Include       Include       Include       Include         Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Control:	St	op Si	gn	St	op Si	gn	St	op Si	rdu	Stop S	sign
Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td< td=""><td>Rights:</td><td></td><td>Inclu</td><td>de</td><td></td><td>Inclu</td><td>ide</td><td></td><td>lnclu</td><td>ide</td><td>inci</td><td>lude</td></td<>	Rights:		Inclu	de		Inclu	ide		lnclu	ide	inci	lude
Lanes:       1       0       0       1       0       0       1       0       0       1       0       0       1       0       0       1       0       0       1       0       0       1       0       0       1       0       0       0       1       0       0       0       1       0       0       0       1       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td>Min. Green:</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td></td>	Min. Green:	0	0	0	0	0	0	0	0	0		
Volume Module: >> Count Date: 10 Mar 2004 << 5:00 - 6:00 PM	Lanes:	l (	0 (	1 0	. 1 (	0	10	0 0	) 11	0 0	- 0 0 II	
Volume Module: >> Count Date: 10 Mar 2004 << 5:00 - 6:00 PM												]
Base Vol:       26       391       121       9       305       12       9       10       20       62       13       13         Growth Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>Volume Module</td> <td>;: &gt;&gt;</td> <td>Count</td> <td>Date:</td> <td>10 Ma</td> <td>ar 200</td> <td>)4 &lt;&lt; 5</td> <td>- 00 -</td> <td>6:00</td> <td>PM</td> <td>00 10</td> <td></td>	Volume Module	;: >>	Count	Date:	10 Ma	ar 200	)4 << 5	- 00 -	6:00	PM	00 10	
Growth Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>Base Vol:</td> <td>26</td> <td>391</td> <td>121</td> <td>9</td> <td>305</td> <td>12</td> <td>9 7 00</td> <td>1 00</td> <td>1 00</td> <td>1 00 1 00</td> <td></td>	Base Vol:	26	391	121	9	305	12	9 7 00	1 00	1 00	1 00 1 00	
Initial Bse:       26       391       121       9       305       12       9       10       20       82       15       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	) 1.00 - 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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Initial Bse:	26	391	121	9	305	12	9	1 0 0 1 0	20	- 8∡ ⊥: - 1 00 1 00	
PHF Adj:       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.91       0.91       0.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	User Adj:	1.00	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       407       126       9       318       13       9       10       21       85       16       18         Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96 0.96	5 U.96
Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td< td=""><td>PHF Volume:</td><td>27</td><td>407</td><td>126</td><td>9</td><td>318</td><td>13</td><td>9</td><td>10</td><td>21</td><td>85 10</td><td></td></td<>	PHF Volume:	27	407	126	9	318	13	9	10	21	85 10	
Reduced Vol:       27       407       126       9       318       13       9       10       21       85       16       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>Reduct Vol:</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td></td>	Reduct Vol:	0	0	0	0	0	0	0	0	0		
PCE Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Reduced Vol:	27	407	126	9	318	13	9	1 00	1 00	1 00 1 00	
MLF Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Final Vol.:       27       407       126       9       318       13       9       10       21       85       16       16         Saturation Flow Module:         Adjustment:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>MLF Adj:</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00 1.00</td> <td>- 16</td>	MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	- 16
Saturation Flow Module:         Adjustment:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Final Vol.:	27	407	126	, 9	318	13	. 9	ŦO	21	1 85 16	0 10
Saturation Flow Module:         Adjustment:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00										]		
Adjustment:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>Saturation F</td> <td>low Mo</td> <td>odule:</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1 00</td> <td>1 00 1 00</td> <td></td>	Saturation F	low Mo	odule:							1 00	1 00 1 00	
Lanes: $1.00\ 0.76\ 0.24\ 1.00\ 0.96\ 0.04\ 0.23\ 0.26\ 0.51\ 0.74\ 0.13\ 0.13$ Final Sat.: $608\ 528\ 163\ 581\ 617\ 24\ 122\ 135\ 270\ 390\ 71\ 71$	Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	) 1.00
Final Sat.:       608       528       163       581       617       24       122       135       270       390       71       71         Capacity Analysis Module:	Lanes:	1.00	0.76	0.24	1.00	0.96	0.04	0.23	0.26	0.51	200 71	5 U.I.S 1 71
Capacity Analysis Module:         Vol/Sat:       0.04       0.77       0.77       0.02       0.52       0.52       0.08       0.08       0.22       0.22       0.22         Crit Moves:       ****       ****       ****       ****       ****       ****         Delay/Veh:       8.8       22.6       22.6       8.8       13.6       13.6       9.5       9.5       10.7       10.7       10.7         Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td< td=""><td>Final Sat.:</td><td>608</td><td>528</td><td>163</td><td>, 581</td><td>617</td><td>24</td><td>122</td><td>135</td><td>∠70</td><td>1 0 2 2 0 7.</td><td>L / L</td></td<>	Final Sat.:	608	528	163	, 581	617	24	122	135	∠70	1 0 2 2 0 7.	L / L
Capacity Analysis Module:         Vol/Sat:       0.04       0.77       0.77       0.02       0.52       0.52       0.08       0.08       0.22       0.22       0.22         Crit Moves:       ****       ****       ****       ****       ****       ****       ****         Delay/Veh:       8.8       22.6       22.6       8.8       13.6       13.6       9.5       9.5       10.7       10.7       10.7         Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td< td=""><td></td><td> </td><td></td><td> </td><td></td><td></td><td> </td><td> </td><td></td><td> </td><td> </td><td></td></td<>												
Vol/Sat:       0.04       0.77       0.02       0.52       0.52       0.08       0.08       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22       0.22	Capacity Ana.	lysis	Modul	_e:				0 00	0 00	0 00	0 22 0 27	0 0 00
Crit Moves:       ****       ****       ****       ****       ****         Delay/Veh:       8.8 22.6 22.6 8.8 13.6 13.6 9.5 9.5 9.5 9.5 10.7 10.7 10.7       10.7 10.7 10.7         Delay Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Vol/Sat:	0.04	0.77	0.77	0.02	0.52	0.52	0.08	v.vo	0.08	0.22 0.22	* 0.22
Delay/Veh:       8.8       22.6       22.6       8.8       13.6       13.6       9.5       9.5       9.5       10.7       10.7       10.7         Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Crit Moves:		****		~ ~	****	12 6	0 5	0 5	0 E	10 7 10 1	7 10 7
Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Delay/Veh:	8.8	22.6	22.6	8.8	13.6	13.0	3.5 1 00	3.5	J.D 1 00	$\pm 0.7 \pm 0.7$	, 10., 1 1 00
AdjDel/Veh:       8.8       22.6       22.6       8.8       13.6       13.6       9.5       9.5       10.7       10.7         LOS by Move:       A       C       C       A       B       B       A       A       B       B       B         ApproachDel:       21.9       13.5       9.5       10.7         Delay Adj:       1.00       1.00       1.00       1.00         ApprAdjDel:       21.9       13.5       9.5       10.7         LOS by Appr:       C       B       A       B	Delay Adj:	1.00	1.00	1.00	T.00	1.00	12 00	T.00	T.00	1.00 0 E	100 ±.00	7 10 7
LOS by Move:       A       C       C       A       B       B       A       A       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B <t< td=""><td>AdjDel/Veh:</td><td>8.8</td><td>22.6</td><td>22.6</td><td>8.8</td><td>13.6 ~</td><td>T7.0</td><td>y.5 7</td><td>y.5 7</td><td>כ.ע ת</td><td>TO'\ TO'</td><td>י דע י י ע</td></t<>	AdjDel/Veh:	8.8	22.6	22.6	8.8	13.6 ~	T7.0	y.5 7	y.5 7	כ.ע ת	TO'\ TO'	י דע י י ע
ApproachDel:       21.9       13.5       9.5       10.7         Delay Adj:       1.00       1.00       1.00         ApprAdjDel:       21.9       13.5       9.5       10.7         LOS by Appr:       C       B       A       B	LOS by Move:	A	C	С	A	В	В	А	A	A	а а 10'	تر 7
Delay Adj:         1.00         1.00         1.00         1.00           ApprAdjDel:         21.9         13.5         9.5         10.7           LOS by Appr:         C         B         A         B	ApproachDel:		21.9			13.5			7.5		1 0.	י ר
ApprAdjDel:         21.9         13.5         9.5         10.7           LOS by Appr:         C         B         A         B	Delay Adj:		1.00			1.00			1.00		1.00	7
LOS by Appr: C B A B	ApprAdjDel:		21.9			13.5			9.5		тv. тv.	1
	LOS by Appr:		C		a ala ala di ala di		ا اه ماه ماه باه ماه	بار بار بار مار مار .	A *****	******	D	******

PM Existing	ng Sun Nov 7, 2004 15:34:04									Page 56-1			
	2000	L HCM O	evel O perati	f Serv	vice C ethod	omputa (Base	tion F Volume	eport Alte	: ernativ	re)	<i></i> .		
* * * * * * * * * * * * * * * *	*****	****	* * * * * *	* * * * * *	*****	*****	*****	*****	******	*****	****	******	
Intersection *********	#1319 *****	) Firs	t/Ligh *****	t_Figł *****	iter *****	*****	*****	*****	*****	*****	****	* * * * * * *	
Cycle (sec): Loss Time (se Optimal Cycle	ec): e:	70 16 66	. (X): c/veh):		0.73 20	36 .8 C							
**********	*****	*****	*****	*****	*****	*****	*****	*****	******	*****	****	******	
Approach: Movement:	Noi L -	rth Bo - T	und - R	Sou L -	ith Bo - T	ound - R	Ea L -	ist Bo - T	ound - R	We L -	est Bo - T	ound - R	
	<b></b> -												
Control:	Spl	lít Ph	ase	Sp.	lit Pł	lase	E	ermit	ted	PI	Tmel:	.ea	
Rights:		Inclu	.de		Inclu	lde		⊥gnoi	ce o	0	inci	106	
Min. Green:	0	0	0	0	0	0	0	0	0	- 0	、 _ U	0 0	
Lanes:	1 (	0 (	0 1	. 0 1	L O	0 1	00	) 2	0 1	1 1	) 2	0 0	
Volume Module	e: >>	Count	Date:	28 Se	ep 200	)4 << 4	:30 -	5:30	PM 100	2	750	0	
Base Vol:	176	0	15	2	1	54	0	1 00	130	- 00	1 00	1 00	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	120	1.00	750	1.00	
Initial Bse:	176	0	15	2	1	54	1 00	1 00	130	1 00	1 00	1 00	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	T.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	925	0.92	
PHF Volume:	191	0	16	2	1	59	0	670	0	2 0	020	0	
Reduct Vol:	0	0	0	0	1	FO	0	670	0	2	825	0	
Reduced Vol:	191	0	1 0 0	1 00	1 00	1 00	1 00	1 00	0 00	1 00	1 00	1 00	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	0.00	1 00	1 00	1 00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	T.00	1.00	670	0.00	2.00	825	1.00	
Final Vol.:	191	U	10	∠	1								
Saturation F	10w M	odule:								I		1	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.93	1.00	0.83	0.95	0.95	0.83	1.00	0.93	1.00	0.93	0.93	1.00	
Lanes:	1.00	0.00	1.00	0.67	0.33	1.00	0.00	2.00	1.00	1.00	2.00	0.00	
Final Sat.:	1769	0	1583	1202	601	1583	0	3538	1900	1769	3538	0	
			·										
Capacity Ana	lysis	Modu]	.e:									0 00	
Vol/Sat:	0.11	0.00	0.01	0.00	0.00	0.04	0.00	0.19	0.00	0.00	0.23	0.00	
Crit Moves:	****					****		****			****	0 0	
Green Time:	10.3	0.0	10.3	3.5	3.5	3.5	0.0	18.0	0.0	22.2	40.2	0.0	
Volume/Cap:	0.74	0.00	0.07	0.04	0.04	0.74	0.00	0.74	0.00	0.00	0.41	0.00	
Uniform Del:	28.6	0.0	25.7	31.6	31.6	32.8	0.0	23.8	0.0	16.4	×.3	0.0	
IncremntDel:	10.5	0.0	0.1	0.2	0.2	29.7	0.0	3.2	0.0	1 0.0	1.00	0.0	
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	T.00	0.00	1.00	T.00	0.00	
Delay/Veh:	39.0	0.0	25.9	31.8	31.8	62.5	0.0	27.0	0.0	10.4	8.4	1 00	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	T.00	1.00	
AdjDel/Veh:	39.0	0.0	25.9	31.8	31.8	62.5	0.0	27.0	0.0	10.4	8.4 E	0.0	
HCM2kAvg:		* * * * * * * 0	r + + + + + + + + + + + + + + + + + + +	*****	*****. ()	د *****	U *****	0 * * * * *	U ******	U *****	ر ****		

PM Existing	g Sun Nov 7, 2004 15:34:04							Page 58-1				
		 I	Level O	f Serv	vice (	lomputa	tion H	Report	2			
	2000	HCM C	perati	ons Me	ethod	(Base	Volume	e Alte	ernativ	e)		
* * * * * * * * * * * *	*****	*****	- ******	*****	*****	*****	*****	* * * * * *	******	*****	*****	******
Intersection	#1320	) Seco	ond/Lig	ht_Fig *****	yhter *****	* * * * * *	*****	* * * * * *	*****	*****	*****	* * * * * * *
Cvcle (sec):		60	)		C	ritica	l Vol	./Cap	. (X):		0.40	50
Loss Time (se	ec):	<u>c</u>	) (Y+R	= 4 s	sec) A	verage	Delay	y (sea	<pre>c/veh):</pre>		12.	. 2
Optimal Cycle	:	31	L		I	_evel_0	f Serv	vice:				В
***********	*****	* * * * * *	******	* * * * * *	*****	*****	*****	*****	******	* * * * * *	*****	******
Approach:	Noi	cth Bo	ound	Sou	ith Bo	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	L -	- T	- R	_ L -	- T	- R	L -	- T	- R	ц	- T	- R
						 +	 D1	rotodi	 -od	 Da		 -ed
Control:	ł	Tral	.Leu Ide	1	Tnali	ide	r.	Tncli	ide		Incli	ide
Rights: Min Groon.	0	THOTO	u nue	Ο	THCTC	<i>ι</i> ας Λ	0	0	0	0	0	0
Lanes.	0 0	ວ ດັ	1 0	1 (	) 1	0 1	1 (	0 1	1 0	1 (	) 1	1 0
Volume Module	e: Sep	ptembe	er 2004	- PM			3		,			
Base Vol:	0	1	8	0	0	131	198	428	7	2	630	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	1	8	0	0	131	198	428	7	2	630	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	1	8	0	0	136	206	446	7	2	656	8
Reduct Vol:	0	0	0	0	0	10	200	110	0 7	0	656	0 9
Reduced Vol:	0	1 00	1 00	1 00	1 00	1 00	1 00	1 00	, 00 E	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00
MLF Adj: Fizel Vol :	1.00	1.00	1.00 8	1.00	1.00	136	206	446	7	2	656	8
					<b>-</b> -							
Saturation F	Low Ma	odule	:	1			I		,	÷		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	1.00	1.00	0.83	0.93	0.93	0.93	0.93	0.93	0.93
Lanes:	0.00	0.11	0.89	1.00	1.00	1.00	1.00	1.97	0.03	1.00	1.97	0.03
Final Sat.:	0	182	1456	1900	1900	1583	1769	3474	57	1769	3486	44
<b></b>									<b>-</b>			
Capacity Ana	lysis	Modu.	le:	0 00	0 00	0 00	0 10	0 1 7	0 1 2	0 00	0 1 0	0 1 9
Vol/Sat:	0.00	0.01	0.01	0.00	0.00	0.09	U.⊥∠ ****	0.13	0.15	0.00	****	0.19
Crit Moves:	0 0	11 0	11 0	0 0	0 0	11 2	15 2	294	394	0.4	24.5	24.5
Green IIme:	0.0	11.2	0.03	0.0	0.0	0 46	0.46	0.20	0.20	0.20	0.46	0.46
Uniform Del.	0.00	19 9	19.9	0.0	0.0	21.7	18.9	4.1	4.1	29.7	12.9	12.9
IncremntDel:	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.0	0.0	8.8	0.2	0.2
Delav Adi:	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	20.0	20.0	0.0	0.0	22.8	19.7	4.1	4.1	38.5	13.1	13.1
User DelAdi:	1.00	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	20.0	20.0	0.0	0.0	22.8	19.7	4.1	4.1	38.5	13.1	13.1
HCM2kAvg:	0	0	0	0	0	3	4	2	2	0	5	4
********	****	* * * * *	******	****	* * * * * *	******	*****	* * * * * *	******	****	****	* * * * * * *

PM Existing			Su	n Nov	7, 20	04 15:3	34:04			F	age 6	50-1
	2000	L L	evel 0: nerativ	ns Me	thod	(Base )	Volume	alte	- ernativ	e)		
*****	2000		******	*****	:*****	*****	*****	****	*****	- · * * * * * *	*****	******
Intersection	#1323	L Jim_	Moore/	Light_ ******	_Fight	er *****	*****	****	*****	*****	*****	*****
		00			C C	ritical	I Vol.	/Cap.	(X):		0.58	33
Cycle (Sec): Logg Time (Se	~\·	16	(V+R	= 4 9	sec) A	verage	Delay	/ (sec	c/veh):		26.	. 8
Optimal Cycle		53	(TIR	~	L I	evel 0	f Serv	rice:				С
************	*****	*****	*****	*****	*****	*****	* * * * * *	****	******	* * * * * *	*****	******
Approach:	Nor	rth Bo	und	Sou	ith Bo	und	Ea	ast Bo	ound	₩e	est Bo	ound
Movement:	ь -	- T	- R	L -	- T	- R	ь -	- T	- R	L -	· T	- R
					<b></b> -			<b></b> -				
Control:	Pi	cotect	ed	' Pr	otect	ed	Pr	otect	ted	Pr	rotect	ed
Rights:		Inclu	ıde		Inclu	de		Igno	re		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 (	0 0	1 0	1 0	) 1	1 0	1 (	) 1	0 1	1 (	) 0	10,
Volume Module	: >>	Count	: Date:	22 Se	ep 200	4 << 5	:00 -	6:00	PM	_		~
Base Vol:	314	318	4	2	175	205	236	54	146	3	121	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	318	4	2	175	205	236	54	146	د د	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	124	0.90
PHF Volume:	349	353	4	2	194	228	262	60	0	د 0	±⊃.∓	,
Reduct Vol:	0	0	0	0	101	0	20	0 60	0	2	174	0 7
Reduced Vol:	349	353	4	2	194	1 00	1 00	1 00	0 00	1 00	1 00	1.00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	0.00	1 00	1 00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	100	228	262	1.00 60	0.00	±.00	134	7
Final Vol.:	349	353	4	<u>م</u>								
Contraction E						l	I		I	1		I
Saturation Fi			1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1 900	T 98	n 98	0.93	0.86	0.86	0.93	0.98	1.00	0.93	0.97	0.97
Aujuschient.	2 00	0.90	0.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.05
Final Sat ·	3432	1835	23	1769	1626	1626	1769	1862	1900	1769	1762	87
									<b></b> _			
Capacity Ana	lvsis	Modul	le:	I								
Vol/Sat:	0.10	0.19	0.19	0.00	0.12	0.14	0.15	0.03	0.00	0.00	0.08	0.08
Crit Moves:	****					* * * *	* * * *				****	
Green Time:	14.0	33.0	33.0	0.2	19.2	19.2	20.3	29.1	0.0	1.7	10.5	10.5
Volume/Cap:	0.58	0.47	0.47	0.47	0.50	0.58	0.58	0.09	0.00	0.09	0.58	0.58
Uniform Del:	30.3	17.1	17.1	39.8	26.2	26.8	26.1	16.7	0.0	38.4	32.7	32.7
IncremntDel:	1.5	0.5	0.5	58.7	0.5	1.2	2.0	0.1	0.0	1.0	3.6	3.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	31.8	17.6	17.6	98.5	26.7	28.1	28.1	16.8	0.0	39.4	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 26 2
AdjDel/Veh:	31.8	17.6	17.6	98.5	26.7	28.1	28.1	16.8	0.0	39.4	د. اد م	د. 0د ۸
HCM2kAvg:	5	7	8	0	5	6	7	1			4 *****	******
*********	* * * * *	*****	* * * * * * *	*****	****	******	****	****	******	*****		

PM Existing	g Sun Nov 7, 2004 15:34:04							Page 62-1				
									· <b></b> -			
		L	evel O	f Serv	vice C	Computa	tion I	Report				
	2000	HCM O	perati	ons Me	ethod	(Base	Volume	e Alte	rnativ	e)		
*******	****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	******
Intersection	#1322	2 Jim_	Moore/	Gigliı	ig 	فالد ماد باد ماد م	- مله مله مله مله مله	* * * * * * *		*****	****	******
****	****	*****	*****	****	~ ~ ~ ~ ~ ~ ~ ~ ~	loition	1 1701	///	(v).		о <i>л</i> г	12
Cycle (sec):		50		_ 1 /		TICICA	.⊥vo⊥. .Toelar	./Cap.	$(\Lambda)$		17	5
Loss Time (se	C):	10	(ITR		5ec/ F	werage .evel 0	f Serv	vice.	., ven, .		± / .	в
***************	• ****	·**	*****	*****	۔ * * * * * *	*****	*****	******	*****	*****	*****	******
Approach:	Noi	rth Bo	und	Sou	ith Bo	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	L ·	- T	- R	Ŀ	- T	- R	L -	- T	- R	Ŀ.	- T	- R
									·	[		
Control:	Pi	rotect	ed	Pi	rotect	ed	Pi	rotect	ed	P۱	rotect	ed
Rights:		Ignor	e		Ignor	e		Inclu	ıde		Ignoi	e.
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (	2	01	1 (	) 2	0 1	1 (	0 0	1 0	1 (	) 1	0 1
			 Data:	2 14					1			
Volume Module	: >>	LOUIL	Date:	3 Mai 100	2004	: << 4: 55	40-014 50	± 	29	77	29	127
Crowth Adi.	1 00	4/0	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00
Tritial Bee	1.00	478	57	122	301	±.00 55	58	34	29	77	39	127
Haer Adi.	1 00	1 00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adi:	0.96	0.96	0.00	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.00
PHF Volume:	47	498	0	127	314	0	60	35	30	80	41	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	498	0	127	314	0	60	35	30	80	41	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1,00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	47	498	0	127	314	0	60	35	30	, 80	41	0
Saturation Fl	ow Mo	odule:					1		1000	1000	1000	1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	TA00	1900	1900	1900	1900	1 00
Adjustment:	0.93	0.93	1.00	1 00	0.93	1.00	1 00	0.91	0.91	1 00	1 00	1 00
Lanes:	1760	2.00 2520	1900	1769	2.00	1900	1769	936	798	1769	1862	1900
Final Sal.:	1/09			1			1					
Capacity Anal	vsis	Modul	e:	1		1			I	I		ł
Vol/Sat:	0.03	0.14	0.00	0.07	0.09	0.00	0.03	0.04	0.04	0.05	0.02	0.00
Crit Moves:		****		****				****		* * * *		
Green Time:	7.3	20.9	0.0	10.7	24.3	0.0	7.6	5.6	5.6	6.7	4.8	0.0
Volume/Cap:	0.22	0.40	0.00	0.40	0.22	0.00	0.27	0.40	0.40	0.40	0.27	0.00
Uniform Del:	23.8	14.8	0.0	21.8	11.6	0.0	23.7	25.6	25.6	24.8	25.9	0.0
IncremntDel:	0.5	0.2	0.0	0.8	0.1	0.0	0.7	1.6	1.6	1.3	1.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	24.3	15.0	0.0	22.7	11.7	0.0	24.4	27.2	27.2	26.1	26.9	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:	24.3	15.0	0.0	22.7	11.7	0.0	24.4	27.2	27.2	26.1	26.9 1	0.0
HCM2kAvg:	1	4 *****	U *****	د ۲****	∠ *****	U *****	⊥ ★★★★★	∠ *****	∠ * * * * * *	∠ *****	⊥ *****	U ******

PM Existing			Su	n Nov	7, 20	04 15:	34:04			Page	54-1 
		L	evel 0	f Serv	vice (	Computa	tion 1	Report	t.		
	2000	нсм о	perati	ons Me	ethod	(Base	Volume	e Alte	ernativ	e)	
*****	****	*****	- *****	*****	*****	******	* * * * *	* * * * *	*****	*****	******
Intersection *********	#1323 ****	3 Jim_ *****	Moore/	Norman *****	ndy *****	*****	* * * * *	* * * * * *	* * * * * * *	* * * * * * * * * *	* * * * * * *
Cvcle (sec):		60			(	Critica	l Vol	./Cap	. (X):	0.3	54
Loss Time (se	ec):	12	(Y+R	= 4 g	sec) i	Average	Delay	y (sea	c/veh):	11	.5
Optimal Cvcle	2:	32			. ]	Level 0	f Serv	vice:			В
****	*****	- *****	*****	****	* * * * * :	******	* * * * *	*****	******	******	******
Approach:	Not	rth Bo	und	Sou	ith Bo	ound	Ea	ast Bo	ound	West B	ound
Movement:	T.	- T	- R	ь.	- T	- R	L ·	- T	- R	L – T	- R
Control:	p-	rotect	ed	י Pi	rotect	:ed '	' j	Permit	tted	Permi	tted
Rights:		Inclu	de		Inclu	ıde		Inclu	ıde	Incl	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0 0	0
Lanes:	1	0 1	1 0	1 (	2	0 1	0 (	0 1!	0 0	0 0 1!	0 0
Volume Module		Count	Date	30 Ma	ar 200	)4 << 4	:30 -	5:30	PM	4	1
Base Vol:	15	514	32	55	318	34	52	34	20	18 23	14
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Initial Bse:	15	514	32	55	318	34	52	34	20	18 23	14
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Adi:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89 0.89	0.89
PHF Volume:	17	578	36	62	357	38	58	38	22	20 26	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0
Reduced Vol:	17	578	36	62	357	38	58	38	22	20 26	16
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Final Vol.:	17	578	36	62	357	38	58	38	22	20 26	16
		<b></b>									
Saturation F	Low Mo	odule:	4	1					·		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.85	0.81	0.81	0.81	0.87 0.87	0.87
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	0.49	0.32	0.19	0.33 0.42	0.25
Final Sat.:	1805	3368	210	1805	3610	1615	753	492	289	538 688	419
Capacity Anal	lysis	Modul	e:								
Vol/Sat:	0.01	0.17	0.17	0.03	0.10	0.02	0.08	0.08	0.08	0.04 0.04	0.04
Crit Moves:		****		* * * *				* * * *			
Green Time:	3.0	29.0	29.0	5.8	31.8	31.8	13.2	13.2	13.2	13.2 13.2	13.2
Volume/Cap:	0.19	0.35	0.35	0.35	0.19	0.04	0.35	0.35	0.35	0.17 0.17	0.17
Uniform Del:	27.3	9.6	9.6	25.3	7.3	6.8	19.8	19.8	19.8	19.0 19.0	19.0
IncremntDel:	1.0	0.1	0.1	1.2	0.0	0.0	0.6	0.6	0.6	0.2 0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Delay/Veh:	28.3	9.8	9.8	26.6	7.4	6.8	20.5	20.5	20.5	19.2 19.2	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
AdjDel/Veh:	28.3	9.8	9.8	26.6	7.4	6.8	20.5	20.5	20.5	19.2 19.2	19.2
HCM2kAvg:	1	4	4	2	2	0	3	3	3	1 1	1
********	* * * * * *	*****	******	*****	*****	******	*****	*****	******	*******	* * * * * * *

PM Existing Sun Nov 7, 2004 15:34:04 Page 66-1 _____ Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative) Intersection #1324 Jim Moore/Coe Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[ 15.6] Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R Control: Uncontrolled Uncontrolled Stop Sign Stop Sign Rights: Include Include Channel Include Include Lanes: 1 0 0 1 0 0 1 0 0 1 0 1 0 1 0 0 0 1! 0 0 Volume Module: >> Count Date: 31 Mar 2004 << 4:45 - 5:45 PM Base Vol: 54 498 0 0 245 68 48 0 33 0 0 0 Initial Bse: 54 498 0 0 245 68 48 0 33 0 0 0 PHF Volume:57530002617251035000Reduct Vol:00000000000Final Vol.:5753000261725103500 Critical Gap Module: Critical Gp: 4.1 XXXX XXXXX XXXXX XXXXX 6.4 XXXX 6.2 XXXXX XXXX XXXXX Capacity Module: Cnflict Vol: 333 XXXX XXXXX XXXX XXXXX 905 XXXX 261 XXXX XXXX XXXX Potent Cap.: 1238 XXXX XXXXX XXXX XXXXX 309 XXXX 783 XXXX XXXXX XXXXX Move Cap.: 1238 XXXX XXXXX XXXX XXXXX 298 XXXX 783 XXXX XXXX XXXXX Volume/Cap: 0.05 xxxx xxxx xxxx xxxx 0.17 xxxx 0.04 xxxx xxxx xxxx Level Of Service Module: Queue: 0.1 XXXX XXXXX XXXXX XXXXX 0.6 XXXX 0.1 XXXXX XXXX XXXX Stopped Del: 8.1 XXXX XXXXX XXXXX XXXXX 19.5 XXXX 9.8 XXXXX XXXX XXXXX LOS by Move: A * * * * * C * A * * * Movement: LT - LTR - RT Shared LOS: * * * * * * * * * * * * * * ApproachDel: xxxxxx XXXXXX 15.6 XXXXXX ApproachLOS: * * С *

PM Existing	g Sun Nov 7, 2004 15:34:04							Page 68-1			
					<b>-</b>						
			Level (	)f Ser	vice	Computa	ation i	Repor	 t		
	2000	HCM 4	1-Way S	Stop M	ethod	(Base	Volum	e Alt	ernativ	ze)	
*****	* * * * *	* * * * * *	******	*****	****	* * * * * * *	*****	* * * * *	* * * * * * *	*******	******
Intersection	#132. ****	5 Jim_ *****	_Moore/	/Broad	way ****	* * * * * * *	*****	* * * * *	******	* * * * * * * * * * * * *	*****
Cvcle (sec):		100	)			Critica	il Vol	./Cap	. (X):	0.95	50
Loss Time (s	ec):	(	) (Y+R	= 4	sec)	Average	e Dela	y (se	c/veh):	30	.1
Optimal Cycl	e:	(	)			Level C	)f Ser	vice:			D
*******	* * * * *	* * * * * *	******	*****	* * * * *	* * * * * * *	*****	* * * * *	* * * * * * *	**********	******
Approach:	No	rth Bo	ound	So	uth B	ound	Ea	ast Bo	ound	West Bo	ound
Movement:	L	- T	- R	L	- T	– R	L	- T	- R	L - T	- R
			·								
Control:	S	top Si	lgn	S	top S	ign	St	top S:	ign	Stop Si	ign
Rights:		Inclu	ide	0	inci	ude	~	Inch	lde	Inclu	ide
Min. Green:	0	0	0	0	0 1	0 1			0		0
Lanes:	U .	1 0	0 0	U I	U I	l	· ۲				l
Volume Module		Count	Date:	28 5	en 20	 04 << 4	1 • 30 -	5:30	 PM		!
Base Vol:	204	336	0	0	85	1.93	216	0	63	0 0	0
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Initial Bse:	204	336	0	0	85	193	216	0	63	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92 0.92	0.92
PHF Volume:	222	365	0	0	92	210	235	0	68	0 0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0
Reduced Vol:	222	365	0	0	92	210	235	0	68	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
Final Vol.:	, 222	365	0	0	92	210	235	0	68	. 0 0	0
											·
Saturation F	Low Mo	odule:									
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Lanes:	0.38	0.62	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00 0.00	0.00
Final Sat.:	233	384	0	0	558	626 I	488	0	581	0 0	0
Consolty Ans		Modul									
Vol/Cot.	LAPTP	n or	.e: .vvvv	vvvv	0 17	0 34	0 4 8	~~~~~	0 10	~~~~	~~~~
Crit Moves.	****	0.95	лллл	<u>ሌ</u> ሌሌሌ	0.17	****	****	~~~~	0.12	<u></u>	~~~~
Delay/Veh·	48 0	48 0	0 0	0 0	10 2	11 0	16 1	0 0	95	0 0 0 0	0 0
Delay Adi	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
AdiDel/Veh:	48.0	48.0	0.0	0.0	10.2	11.0	16.1	0.0	9.5	0.0 0.0	0.0
LOS by Move:	E	E	*	*	в	в	C	*	A	* *	*
ApproachDel:		48.0			10.7	-	-	14.6		XXXXXX	
Delay Adi:		1.00			1.00			1.00		xxxxx	
ApprAdiDel:		48.0			10.7			14.6		xxxxxx	
LOS by Appr:		Е			в			в		*	
*****	*****	*****	*****	* * * * * *	****	******	*****	*****	*****	* * * * * * * * * * *	*****
## Appendix D1

Approved Projects Trip Generation

				PEAK HOUR	M PEAK	HOUR		P PEAK HOUR	M PEAK	HOUR	<u></u>
PROJECT	SIZE	RATE	TRIPS	VOL.	DAILY)	IN	OUT	VOL.	DAILY)	IN	OUT
<ol> <li>Marina Heights Subdivision Townhomes Single-Family Detached Housing</li> <li>First Tee - Golf Course</li> <li>Seaside Highlands</li> <li>CSUMB East Campus Housing</li> <li>CSUMB North Campus Housing</li> <li>CSUMB Students (2010)</li> </ol>	102 Units 948 Units 268 Homes 125 Homes 492 Units 1,994 Students	5.86 9.57 - 9.57 9.57 - -	598 9,072 1,028 2,565 1,196 2,627 4,354	45 ( 711 ( 43 ( 201 ( 94 ( 204 ( 384 (	( 8% ) ( 8% ) ( 4% ) ( 8% ) ( 8% ) ( 8% )	8 177 32 50 24 46 307	37 534 11 151 70 158 77	55 ( 958 ( 79 ( 271 ( 126 ( 261 ( <u>384 (</u>	9%) 11%) 8%) 11%) 11%) 10%) 9%)	37 613 29 176 81 169 116	18 345 50 95 45 92 268
TOTAL APPROVED PROJECTS			21,440	1,682 (	(8%)	644	1,038	2,134(	10%)	1,221	913

## TRIP GENERATION FOR APPROVED PROJECTS

## Notes:

1. Traffic volumes are based on trip generation rates quoted by the Institute of Transportation Engineers,

Trip Generation, 6th Edition, 1997, unless otherwise noted.

2. Trip generation from Marina Heights Environmental Impact Report Traffic Study, Higgins Associates, April 2003.

3. Trip generation from The First Tee Traffic Analysis Study, Higgins Associates, July 2002.

4. Trip generation based upon analysis in Hayes Housing Development Traffic Analysis Study, Higgins Associates, December 2000. Project is currently under construction and is partially occupied. Total units reduced based upon information provided by the City of Seaside.

Appendix D2

Approved Projects Location Map

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## Appendix E

Intersection Level of Service Calculations – Background Conditions

AM Background	d 		Мс	on Nov	8, 2	004 10	:22:22			Page	21-1
<b></b>				)f Ser	vice	Computa		Penor		<b></b>	· • •
	2000	нсм о	peratio	ons Me	thod	(Future	- Volu	me Al	ternat:	ive)	
********	*****	*****	******	*****	*****	******	*****	****	******	**********	******
Intersection	#130	1 Del	Monte/	Reser	vatio	n					
*****	****	****	 * * * * * * * *	****	* * * * *	* * * * * * *	*****	* * * * *	******	*****	******
Cycle (sec):		8	0			Critica	al Vol	./Cap	. (X):	0.3	89
Loss Time (se	ec):	1	2 (Y+R	= 4	sec)	Average	e Dela	y (se	c/veh):	: 18	. 2
Optimal Cycle	e:	3.	4			Level	of Ser	vice:			В
* * * * * * * * * * * * *	* * * * *	* * * * *	* * * * * * *	*****	* * * * *	******	*****	****	* * * * * * *	* * * * * * * * * *	* * * * * * *
Approach:	No	rth Be	ound	So	uth B	ound	Ε	ast B	ound	West B	ound
Movement:	L	- T	– R	L	- T	- R	L	- T	- R	L - Т	- R
Control:	P	rotec	ted	P	rotec	ted	Sp	lit P	hase	Split P	hase
Rights:		Ovl			Incl	ude		Incl	ude	Incl	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0 0	0
Lanes:	. 1 (	01	0 2	2	01	1 0	0	1 0	1 0	2 0 1	0 1
Volume Module	e: >>	Count	t Date:	10 J [.]	un 20	04 << 7	:30 -	8:30	MA		
Base Vol:	89	74	286	85	67	1	9	122	79	598 163	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Initial Bse:	89	74	286	85	67	1	9	122	79	598 163	84
Added Vol:	0	1	10	0	3	0	0	4	0	2 11	0
CA Ext. Rea:	-1	-3	0	4	-4	0	0	2	-2	0 1	3
Initial Fut:	88	72	296	89	66	1	9	128	77	600 175	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93 0.93	0.93
PHF Volume:	95	77	318	96	71	1	10	138	83	645 188	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0
Reduced Vol:	95	77	318	96	71	1	10	138	83	645 188	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	l.00	1.00	1.00	1.00 1.00	1.00
Final Vol.:	95	77	318	96	71	1	10	138	83	645 188	94
Saturation Fl	Low Mo	odule:	:			,				•	,
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1900	1900
Adjustment:	0.93	0.98	0.73	0.90	0.93	0.93	0.88	0.88	0.88	0.90 0.98	0.83
Lanes:	1.00	1.00	2.00	2.00	1.97	0.03	0.08	1.20	0.72	2.00 1.00	1.00
Final Sat.:	1769	1862	2786	3432	3478	53	140	1998	1202	3432 1862	1583
Capacity Anal	lysis	Modu]	Le:			'	t.		3	•	I
Vol/Sat:	0.05	0.04	0.11	0.03	0.02	0.02	0.07	0.07	0.07	0.19 0.10	0.06
Crit Moves:	****				****		****			* * * *	
Green Time:	11.0	9.1	47.7	6.1	4.2	4.2	14.2	14.2	14.2	38.6 38.6	38.6
Volume/Cap:	0.39	0.37	0.19	0.37	0.39	0.39	0.39	0.39	0.39	0.39 0.21	0.12
Uniform Del:	31.4	32.8	7.3	35.1	36.7	36.7	29.1	29.1	29.1	13.2 11.9	11.4
IncremntDel:	1.0	1.1	0.1	0.9	1.4	1.4	0.4	0.4	0.4	0.2 0.1	0.1
Delav Adi:	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Delav/Veh:	32.5	33.9	7.4	36.0	38.0	38.0	29.5	29.5	29.5	13.3 12 0	11 4
User DelAdi.	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	1 00 1 00	1 00
AdiDel/Veh.	32.5	33.9	7 4	36 0	38 0	38 0	29 5	29 5	29 5	13 3 10 0	11 /
HCM2kAva·	23.2	22.2	2	20.0	1	1	22.2	د.ري ۲	د. <i>د</i> ر ۲		1 × • 4
*********		~~ ******	 * * * * * *	 * * * * * *	- *****	- ******	ر *****	- *****	 ******	ر ب ن********	_ ******

AM Background	Mon Nov 8, 2004 10:22:22	Page 23-1		
Leve	Of Service Computation Report	·		
2000 HCM Unsign	alized Method (Future Volume Alternativ	.e)		
Intersection #1302 Californ	lia/Reservation			
Average Delay (sec/ven): ************************************	20.0 WOISE CASE LEVEL OF SERVICE:	£ [223.4]		
Approach: North Bound Movement: L - T - D	South Bound East Bound	West Bound L - T - R		
Control: Stop Sign	Stop Sign Uncontrolled	Uncontrolled		
Rights: Include	Include Include	Include		
Lanes: 0 1 0 0		10110		
Volume Module: >> Count Da	:e: 1 Jun 2004 << 7:30 - 8:30 AM	/		
Base Vol: 25 0	5 0 0 0 3 765 54	51 791 4		
Growth Adj: 1.00 1.00 1.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	.00 1.00 1.00		
Initial Bse: 25 0	55 0 0 0 3 765 54	51 791 4		
Added Vol: 36 0	0 0 0 0 0 10 14	0 32 0		
CA Ext. Rea: 27 0	25 0 0 0 0 0 15	114 0 0		
Initial Fut: 88 0	80 0 0 0 3 775 83	165 823 4		
User Adj: 1.00 1.00 1.	00  1.00  1.00  1.00  1.00  1.00  1.00  1	.00 1.00 1.00		
PHF Adj: 0.90 0.90 0.1	0 0.90 0.90 0.90 0.90 0.90 0.90 0	.90 0.90 0.90		
PHF Volume: 98 0	89 0 0 0 3 861 92	183 914 4		
Reduct Vol: 0 0	0 0 0 0 0 0	0 0 0		
Final Vol.: 98 0	39 0 0 0 3 861 92	183 914 4		
Critical Gap Module:				
Critical Gp: 6.8 xxxx 6	9 xxxxx xxxx xxxxx 4.1 xxxx xxxxx	4.1 xxxx xxxxx		
FollowUpTim: 3.5 xxxx 3	3 xxxxx xxxx xxxxx 2.2 xxxx xxxxx	2.2 xxxx xxxxx		
Capacity Module:				
Cnflict Vol: 1738 xxxx 4	7 xxxx xxxx xxxxx 919 xxxx xxxxx	953 xxxx xxxxx		
Potent Cap.: 78 xxxx 5	5 xxxx xxxx xxxxx 738 xxxx xxxxx	717 xxxx xxxxx		
Move Cap.: 63 xxxx 5	5 xxxx xxxx xxxxx 738 xxxx xxxxx	717 xxxx xxxxx		
Volume/Cap: 1.56 xxxx 0.1	7 xxxx xxxx xxxx 0.00 xxxx xxxx 0	.26 xxxx xxxx		
	]   [ ]			
Level Of Service Module:				
Oueue: xxxxx xxxx 0	6 xxxxx xxxx xxxxx 0.0 xxxx xxxxx	1.0 xxxx xxxxx		
Stopped Del:xxxxx xxxx 13	1 xxxxx xxxx xxxxx 9.9 xxxx xxxxx 1	1.7 xxxx xxxxx		
LOS by Move: * *	3 * * * A * *	B * *		
Movement: LT - LTR - R'	LT - LTR - RT LT - LTR - RT	LT - LTR - RT		
Shared Cap.: 63 xxxx xxx	x xxxx 0 xxxxx xxxx xxxx x	xxx xxxx xxxxx		
SharedOueue: 8.6 xxxx xxx	x xxxxx xxxx xxxxx xxxxx xxxx xxxx xx	xxx xxxx xxxxx		
Shrd StpDel:426.1 xxxx xxx		xxx xxxx xxxxx		
Shared LOS: F *	* * * * * *	* * *		
ApproachDel: 229.4	XXXXXX XXXXXX	XXXXXX		
ApproachLOS: F	* *	*		

AM Background	d 		M	on Nov	8, 2	004 10	:22:22			Page	25-1
		 I	Level (	Of Ser	vice (	Comput	ation	Repor			
:	2000	нсм ор	perati	ons Me	thod	(Futur	e Volu	me Al	ternati	ive)	
******	* * * * *	* * * * * *	*****	*****	* * * * *	*****	*****	* * * * *	* * * * * * *	* * * * * * * * * * *	******
Intersection	#130	3 Imji	n/Res	ervati	on						
****	****	*****	*****	*****	* * * * *	*****	*****	*****	******	* * * * * * * * * * *	******
Cycle (sec):		90	)		(	Critica	al Vol	./Cap	. (X):	1.0	98
Loss Time (se	ec):	12	2 (Y+R	= 4	sec) i	Average	e Dela	y (se	c/veh):	: 51	7
Optimal Cycle	e:	180	) 			Level (	Of Ser	vice:			D
********	****	*****	*****	*****	*****	******	*****	*****	******	********	******
Approach:	NO.	rtn BC	buna	- 50	utn Bo	ouna	- E	ast B	ouna	west E	souna
Movement:	1	- T	- R	سا. ۱۱	- T.	- R	سل ا ا	- T	- K	Lu - 'I'	~ R
Control	 D	roteat		1	rotod	Fod		rotea	 +od	Drotec	tod
Dichte.	E		.eu	F	Tnal	ide	F	Tnal	ude	FLUCEC	ude
Min Green.	0	001	0	0		Lue A	0	1101	uue n	0 0	n n
Lanes.	2	n n	1 1	1	οī	0 1	2	ດ 2ັ	0 1	2 0 2	0 1
Volume Module	: 2:>>	Count	. Date	; 9 Ju:	n 2004	4 << 7	:15 -	8:15	AM	i <b>1</b>	I
Base Vol:	140	11	660	2	5	7	23	618	120	1222 691	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:	140	11	660	2	5	7	23	618	120	1222 691	5
Added Vol:	8	0	269	0	0	0	0	0	3	98 0	О
PasserByVol:	0	0	0	0	0	0	0	0	0	0 0	0
Initial Fut:	148	11	929	2	5	7	23	618	123	1320 691	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 Adi:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90 0.90	0.90
PHF Volume:	164	12	1032	2	6	8	26	687	137	1467 768	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0
Reduced Vol:	164	12	1032	2	6	8	26	687	137	1467 768	б
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Final Vol.:	164	12	1032	2	б	8	26	687	137	1467 768	б
Saturation F	low M	odule:				I			,	Ţ	1
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1900	1900
Adjustment:	0.90	0.83	0.83	0.93	0.98	0.83	0.90	0.93	0.83	0.90 0.93	0.83
Lanes:	2.00	0.02	1.98	1.00	1.00	1.00	2.00	2.00	1.00	2.00 2.00	1.00
Final Sat.:	3432	37	3136	1769	1862	1583	3432	3538	1583	3432 3538	1583
Capacity Ana	lysis	Modul	e:								
Vol/Sat:	0.05	0.33	0.33	0.00	0.00	0.00	0.01	0.19	0.09	0.43 0.22	0.00
Crit Moves:		****		* * * *				* * * *		* * * *	
Green Time:	24.6	27.0	62.0	0.1	2.5	2.5	1.7	15.9	15.9	35.0 49.2	49.2
Volume/Cap:	0.18	1.10	0.48	1.10	0.11	0.18	0.40	1.10	0.49	1.10 0.40	0.01
Uniform Del:	25.0	31.5	6.5	44.9	42.6	42.7	43.7	37.0	33.4	27.5 11.8	9.3
IncremntDel:	0.1	59.9	0.2	685.6	0.9	1.9	4.0	65.9	1.3	56.1 0.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Delay/Veh:	25.1	91.4	6.7	730.6	43.5	44.6	47.6	103	34.7	83.6 11.9	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:	25.1	91.4	6.7	730.6	43.5	44.6	47.6	103	34.7	83.6 11.9	9.3
HCM2kAvq:	2	28	7	1	0	0	l	17	4	34 6	0
**********	*****	*****	*****	*****	*****	******	*****	*****	******	*****	* * * * * * *

AM Background	i		Me	on Nov	8, 2	004 10:	22:22			Page	27-1
		I	Level (	Of Ser	vice	Computa	tion 1	Repor	t.		
- 2	2000 1	нсм ор	peratio	ons Me	thod	(Future	e Volu	me Al	ternati	.ve)	
***********	*****	* * * * * *	* * * * * *	*****	****	******	*****	****	*****	******	******
Intersection	#1304	4 Blaı	1co/Re:	servat.	ion						یار بار بار بار بار بار بار بار
**********	*****	*****	* * * * * * *	*****	* * * * *	*****	· ** 7	*****	× × × × × × × × × × × × × × × × × × ×	*******	******
Cycle (sec):	,	90	)		,	Critica	LL VOI	./Cap	(X):	0.7	4/
Loss Time (se	ec):		9 (Y+R	- 4	sec)	Average	e Dela	y (se	c/ven):	18	.6
Optimal Cycle	€:	5	/	1		Level C	)I Ser	vice:	والم والم والم والم والم والم	الملح ولم والو ولو ولو ولو ولو ولو ولو ولو	
************	• • • • • • • • • • • • • • • • • • •	~~~~~	*****		*****	*****	· · · · · · · · · · · · · · · · · · ·		******	Woot D	~~~~~~~~
Approacn:	TNO.	LCH BC		- 501	асы в т	ouna	т Бо	ast p m	ounu p	T T	Dunia
Movement:	· بلا	- T	- K		- T.	- K	· بر	- T.	- R		- K
Control	 Cm'	 זמ +ון		[] [] [] [] [] [] [] [] [] [] [] [] [] [] [] [	 ]i+ D	haco	р р-	roted	tod	Droteg	 Fod
Dichte.	ъp.	Tnolu	idse ide	ap.	Idno	nase	F.	Incl	ude	Incl	ide
Min Green.	0	11010	n n	0	19110 N	10 0	0	0	μαις - Λ	0 0	140
Lanes.	ΩŬ	ດ ດັ	0 0	2 (	ററ്	02	2 0	ດ 2ັ	0 0	0 0 1	0 1
Volume Module	: >>	Count	: Date	: 23 Se	ep 20	04 << 7	':15 -	8:15	AM	I	I
Base Vol:	0	0	0	4	- 0	1450	970	310	0	0 463	14
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Initial Bse:	0	0	0	4	0	1450	970	310	0	0 463	14
Added Vol:	0	0	0	0	0	65	175	37	0	0 15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0 0	0
Initial Fut:	0	0	0	4	0	1515	1145	347	0	0 478	14
User Adi:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.00	0.88	0.88	0.88	0.88 0.88	0.88
PHF Volume:	0	0	0	5	0	0	1301	394	0	0 543	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0
Reduced Vol:	0	0	0	5	0	0	1301	394	0	0 543	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00 1.00	1.00
Final Vol.:	0	0	0	5	0	0	1301	394	0	0 543	16
Saturation Fl	low Mo	odule:	:								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.88	0.90	0.93	1.00	1.00 0.98	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00 1.00	1.00
Final Sat.:	0	0	0	3432	0	3344	3432	3538	0	0 1862	1583
Capacity Anal	lysis	Modu]	Le:								
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.11	0.00	0.00 0.29	0.01
Crit Moves:				****			****			* * * *	
Green Time:	0.0	0.0	0.0	0.2	0.0	0.0	45.7	80.8	0.0	0.0 35.2	35.2
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.00	0.75	0.12	0.00	0.00 0.75	0.03
Uniform Del:	0.0	0.0	0.0	44.9	0.0	0.0	17.6	0.5	0.0	0.0 23.6	16.9
IncremntDel:	0.0	0.0	0.0	194.9	0.0	0.0	1.8	0.0	0.0	0.0 4.3	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00 1.00	1.00
Delay/Veh:	0.0	0.0	0.0	239.8	0.0	0.0	19.4	0.5	0.0	0.0 27.9	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:	0.0	0.0	0.0	239.8	0.0	0.0	19.4	0.5	0.0	0.0 27.9	16.9
HCM2kAvg:	0	0	0	1	0	0	16	1	0	0 14	0
**********	*****	* * * * * *	*****	******	****	******	*****	*****	******	*******	*****

AM Background	d 		Mo	on Nov	8, 2	004 10	:22:22			Page	29-1
	2000		Level (	Df Ser	vice	Comput	ation	Repor	t		
*****	∠∪∪∪ . *****	HCM 01	veratic *******	)118 Me	tnoa *****	(Futur)	****** *	.me Al *****	ternati	LVE) F********	* * * * * * * * * *
Intersection	#130	5 Del	Monte	/Deind	~~				******	*****	*****
***********	···	5 Der-	_MOIICE/	******	.011a1	*****	*****	*****	*****		مله مله مله بله بله مله مله مله
Cycle (sec):		Q	ົ າ			Oritio		1000	(v).		EE7
Logg Time (g		، ر. ،	J G (V⊥D	- 1		Average	ar vor	v (ap	$(\Delta)$		557
Optimal Cycle	a.	. د	7 (17R		Sec/	Lovel (	of Cor	y (se	c/ven);	і _	
**************	~ • * * * * *	ر *****	, *******	****	****	*****	*****	****	******	******	D *******
Approach:	No	rth Bo	ound	So	uth B	ound	F	ast B	ound	West	Bound
Movement:	L	- T	- R	L	- T	- R	Τ.	- T	- R	Т. – Т	' - R
Control:	' P:	rotect	ted	P	rotec	ted	SD	lit P	hase	Split	Phase
Rights:		Inclu	ıde	_	Incl	ude	- 5	Incl	ude	Inc	lude
Mín. Green:	0	0	0	0	0	0	0	0	0	0	0 0
Lanes:	1	0 2	0 1	1	0 2	0 0	0	0 0	0 0	1 0 1	100
Volume Module	: e: >>	Count	Date:	່ 3 Ju	n 200	4 << 7	15 -	8:15	AM '		I
Base Vol:	11	502	93	39	1049	0	0	0	0	421	0 51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
Initial Bse:	11	502	93	39	1049	0	0	0	0	421	0 51
Added Vol:	0	11	0	2	б	0	0	0	0	0	0 0
CA Éxt. Rea:	0	0	0	-6	0	0	0	0	0	0	0 -4
Initial Fut:	11	513	93	35	1055	0	0	0	0	421	0 47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90 0.9	0 0.90
PHF Volume:	12	570	103	39	1172	0	0	0	0	468	0 52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0 0
Reduced Vol:	12	570	103	39	1172	0	0	0	0	468	0 52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
Final Vol.:	12	570	103	39	1172	0	0	0	0	468	0 52
Saturation Fl	Low Mo	odule:	I	1		I	1		ł	I	1
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 190	0 1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.92 1.0	0 0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.82 0.0	0 0.18
Final Sat.:	1769	3538	1583	1769	3538	0	0	0	0	3190	0 320
Capacity Anal	lysis	Modul	e:	t.		I	1			1	1
Vol/Sat:	0.01	0.16	0.07	0.02	0.33	0.00	0.00	0.00	0.00	0.15 0.0	0 0.16
Crit Moves:	* * * *				****						* * * *
Green Time:	1.1	48.1	48.1	6.6	53.5	0.0	0.0	0.0	0.0	26.3 0.	0 26.3
Volume/Cap:	0.56	0.30	0.12	0.30	0.56	0.00	0.00	0.00	0.00	0.50 0.0	0 0.56
Uniform Del:	44.2	11.6	10.4	39.5	11.0	0.0	0.0	0.0	0.0	26.4 0.	0 26.9
IncremntDel:	28.1	0.1	0.1	1.3	0.3	0.0	0.0	0.0	0.0	0.4 0.	0.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00 0.0	0 1.00
Delay/Veh:	72.3	11.7	10.5	40.9	11.4	0.0	0.0	0.0	0.0	26.8 0.1	0 27.6
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	0 1.00
AdjDel/Veh:	72.3	11.7	10.5	40.9	11.4	0.0	0.0	0.0	0.0	26.8 0	27.6
HCM2kAva:	1	4	1	1	10	0	0	0	0	7 0	8
*******		- *****	*****	- *****	 *****	· * * * * * *	- *****	****	******	*******	· · · · · · · · · · · · · · · · · · ·

AM Background	Mo	n Nov	8, 2	004 10:	22:22			I	Page :	31-1		
	2000 H	ICM 4-	Level ( -Way St	of Service	vice (	Computa (Future	ation 1 • Volum	Repor me Al	t ternati	ve)		
******	* * * * * *	*****	******	*****	* * * * *	******	*****	* * * * *	* * * * * * *	*****	*****	* * * * * * *
Intersection	#1306	5 Cali	fornia	\/Reind	dolla:	r						
* * * * * * * * * * * * *	*****	****	******	*****	****	******	*****	* * * * *	*****	*****	*****	* * * * * * *
Cycle (sec):		10(	)		(	Critica	al Vol	./Cap	. (X):		0.28	33
Loss Time (se	ec):	(	) (Y+R	= 4 \$	sec) i	Average	e Dela	y (se	c/veh):		9	.5
Optimal Cycle	€:	(	)		1	Sevel C	)f Ser	vice:				A
**********	* * * * * *	*****	******	*****	*****	******	*****	* * * * *	******	*****	*****	******
Approach:	Noi	cth Bo	ound	Soi	ith Bo	ound	E	ast B	ound	We	est Bo	ound
Movement:	_ L -	- T	- R	. L ·	- T	- R	Ŀ	- T	- R	, L -	- T	- R
Control:	St	top Si	lgn	St	top S:	ign	S	top S	ign	St	top S:	ıgn
Rights:		Inclu	ıde	_	Inclu	ide		Incl	ude		inci	iae
Min. Green:	0	0	0	0	0	0	_ 0	0	0	. 0	. U	- 0
Lanes:	1 (	0	1 0	1 (	0 0	1 0	1	0 0	T U		0 0	T U
							1=		лм			
Volume Module	3: >>	Count	: Date:	2 Jui	n ∠004 ⊃	± << /:	:⊥⊃ - i	, כב:נס	106	190	93	2
Base vol:	1 00		1 00	ک ۵۰۰ ۲	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00 T	1.00	1.00	1.00	1.00	2.00	1.00	106	182	1.00 93	2.00
Initial Bse:	70	⊥ ⊃⊂	<u>م</u> د	~ ~	10	0	2		100	102	0	Ő
Added Vol:	10 17	20 22	-16	0 0	116	0 72	0 0	-18	-25	- 91	-46	23
CA EXC. Red:	-17	55	-10	11	126	25	11	19	88	91	47	25
Inicial Ful:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
USEL AUJ: DUE Adi:	1.00	1.00 0 91	1.00 A 91	1.00 0.91	1.00	0.91	0 91	0.91	0.91	0.91	0.91	0.91
PHF AUJ:	76	66	18	12	149	31	12	21	97	100	52	27
PAP VOLUME.	, O	00	10	10	0	0	0	0	0	0	0	0
Reduced Vol.	76	66	18	12	149	31	12	21	97	100	52	27
PCE Adi.	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MIF Adi.	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol ·		66	18	12	149	31	1.2	21	97	100	52	27
Saturation F.	ı Low Mo	dule	:	ţ		I	I		I	1		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.79	0.21	1.00	0.83	0.17	1.00	0.18	0.82	1.00	0.65	0.35
Final Sat.:	569	500	133	572	529	109	552	118	547	563	416	221
Capacity Ana	lysis	Mođul	Le:			,	,					
Vol/Sat:	0.13	0.13	0.13	0.02	0.28	0.28	0.02	0.18	0.18	0.18	0.12	0.12
Crit Moves:	* * * *				****				* * * *	****		
Delay/Veh:	9.7	8.9	8.9	8.9	10.1	10.1	9.0	8.8	8.8	10.1	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	8.9	8.9	8.9	10.1	10.1	9.0	8.8	8.8	10.1	8.8	8.8
LOS by Move:	А	А	A	A	В	В	A	А	А	В	А	A
ApproachDel:		9.3			10.0			8.9			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			10.0			8.9			9.5	
LOS by Appr:		A			В			А			A	
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Mon Nov 8, 2004 10:22:22 AM Background Page 33-1 Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) Intersection #1307 SB 1/Imjin Average Delay (sec/veh): 374.6 Worst Case Level Of Service: F[3332.2] Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - RControl:Stop SignStop SignUncontrolledUncontrolledRights:IncludeIncludeIncludeInclude Volume Module: >> Count Date: 4 Mar 2004 << 7:15 - 8:15 AM Base Vol: 0 0 0 101 0 0 0 0 1032 0 0 Initial Bse: 0 0 0 101 0 0 0 0 1032 0 0 

 Added Vol:
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 PasserByVol:
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 Shared LOS:
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 * ApproachLOS: F *

AM Background	I Background Mon Nov 8, 2004 10:22:22									]	Page :	35-1
		]	Level (	of Ser	vice (	Computa	tion	Repor	t			
20	00 H	CM Uns	signal:	ized Me	ethod	(Futur	e Voli	ume A.	iterna	cive)	ت ساب ساب ساب ساب	******
***********	4 J D O	*****	* * * * * * * *	*****	*****	******	****	****	* * * * * * *			
<pre>Intersection ************************************</pre>	#1308	*****	L/ LMJ L) ******	n *****	* * * * *	******	****	* * * * *	* * * * * *	* * * * * *	* * * * *	* * * * * * *
Average Delay	7 (seo	c/veh)	) : *****	0.3 *****	Wor: *****	st Case ******	Leve:	l Of ; *****	Servic:	≘: *****	F[ *****	51.3] ******
Approach:	No	rth Bo	ound	Sot	ith Bo	ound	E	ast Bo	ound	Ŵ	est Bo	ound
Movement:	Ŀ	- т	- R	Ŀ	- т	- R	L	- T	- R	Ŀ	- T	- R
Control:	S	top S:	lgn	St	top S:	ign	Un	contro	olled	Und	contro	olled
Rights:		Ignor	re		Inclu	ıde		Incl	ude		Inclu	ıde
Lanes:	0	10	0 1	0 0	0 0	0 0	0	1 0	0 0	0 0	0 1	0 1.
Volume Module	e: >>	Count	: Date	: 4 Mai	r 2004	4 << 7:	15 - 4	8:15 2	AМ			
Base Vol:	0	9	650	0	0	0	3	98	0	0	1032	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	9	650	0	0	0	3	98	0	0	1032	28
Added Vol:	0	0	54	0	0	0	0	51	0	0	168	135
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	9	704	0	0	0	3	149	0	0	1200	163
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	10	0	0	0	0	3	169	0	0	1364	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	10	0	0	0	0	3	169	0	0	1364	185
Critical Gap	Modu.	le:										
Critical Gp:>	xxxx	6.5	XXXXX	XXXXX	XXXX	XXXXX	4.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX
FollowUpTim:>	xxxx	4.0	XXXXX	XXXXX	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	2.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX
				] [ ·		[						
Capacity Modu	le:											
Cnflict Vol:	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	1725	XXXXX	XXXX	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	1549	XXXX	XXXXX	XXXX	XXXX	XXXXX
Potent Cap.:	XXXX	89	XXXXX	XXXX	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	428	XXXX	XXXXX	XXXX	XXXX	XXXXX
Move Cap.:	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	88	XXXXX	XXXX	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	428	XXXX	XXXXX	XXXX	XXXX	XXXXX
Volume/Cap:	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	0.12	XXXX	XXXX	XXXX	XXXX	0.01	XXXX	XXXX	xxxx	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	xxxx
Level Of Serv	vice I	Module	∋:									
Queue: >	XXXX	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	XXXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Stopped Del:>	xxxx	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	XXXXX	XXXX	XXXXX	13.5	XXXX	XXXXX	XXXXX	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	В	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT ·	- LTR	- RT	LT ·	- LTR	- RT	LT ·	- LTR	- RT
Shared Cap.:	88	XXXX	xxxxx	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	0.4	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	xxxxx	xxxxx	XXXX	XXXXX	0.0	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd StpDel:	51.3	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	XXXXX	XXXX	XXXXX	13.5	XXXX	XXXXX	XXXXX	xxxx	XXXXX
Shared LOS:	F	*	*	*	*	*	В	*	*	*	*	*
ApproachDel:		51.3		X2	XXXX		X	xxxx		XX	xxxx	
ApproachLOS:		F			*			*			*	

Level Of Service Computation Report           2000 HCM Operations Method (Puture Volume Alternative)           Three Second/Tmjin           Three Second/Tm	MITIG8 - AM H	Backgi	round	Th	u Nov	18, 2	2004 09	9:36:37	7 - <b></b>			Page	1-1
Level Of Service Computation Report           2000 HCM Operations Method (Future Volume Alternative)           Intersection #1309 Second/Tmjin           Cycle (sec):         60         Critical Vol./Cap. (X):         0.584           Loss Time (sec):         9 (Y+R = 4 sec) Average Delay (sec/veh):         6.1           Optimal Cycle:         37         Level Of Service:         A           Approach:         North Bound         South Bound         East Bound         West Bound           Movement:         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R           Control:         Permitted         Permitted         Include         Include         Include           Min. Green:         0         0         0         0         0         0         0         0           Addet Vol:         15         0         22         10         5         60         568         120         10         10         1         10         1         10         1         10         1         10         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.01         10         1         10         10         10         10         10													
Thtersection #J309 Second/Tmjin         Tressection #J309 Second/Tmjin         Cycle (sec):       60       Critical Vol./Cap. (X):       0.584         Loss Time (sec):       9 (YR = 4 sec) Average Delay (sec/veh):       6.1         Optimal Cycle:       37       Level Of Service:       A         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       L - T - R         Control:       Permitted       Permitted       Frotected       Protected         Min. Green:       1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0			I	₁eve⊥ C	i Serv	JICE (	computa	UCLON P	kepor	- 	100		
Intersection #1309 Second/Imjin           Intersection #1309 Second/Imjin           Intersection #1309 Second/Imjin           Cycle (sec):         60         Critical Vol./Cap. (X):         0.584           Loss Time (sec):         9 (YR = 4 sec) Average Delay (sec/veh):         6.1           Optimal Cycle:         37         Level Of Service:         A           Approach:         North Bound         South Bound         East Bound         West Bound           Movement:         L - T - R         L - T - R         L - T - R         L - T - R         I - T - R           Control:         Permitted         Permitted         Protected         Protected           Min. Green:         0         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         1         1         1         1         1         1         1         1         1	4 	2000 1	нсм ор	eratio	ns Mei +++++	-uoa	L UCUTE	* * * * * * * *		.e_11a.u ******	· * * * * * * *	****	******
Intersection #1309 Second Fig111         Cycle (sec):       60       Critical Vol./Cap. (X):       0.584         Loss Time (sec):       9 (YHR = 4 sec) Average Delay (sec/veh):       6.1         Optimal Cycle:       37       Level Of Service:       A         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       L - T - R         Control:       Permitted       Permitted       Protected       Include         Rights:       Include       Include       Include       Include         Volume Module: AM       Base Vol:       15       0       22       10       0       5       60       568       120       10       100       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	****		0 6										
Cycle (sec):       60       Critical Vol./Cap. (X):       0.584         Loss Time (sec):       9 (Y+R = 4 sec) Average Delay (sec/veh):       6.1         Approach:       North Bound       South Bound       East Bound       West Bound         Approach:       North Bound       South Bound       East Bound       West Bound         Control:       Permitted       Permitted       Protected       Protected         Rights:       Include       Include       Include       Include         Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td>intersection</td> <td>******</td> <td>******</td> <td>.****** ₩0\∓₩]</td> <td>111 ******</td> <td>*****</td> <td>******</td> <td>*****</td> <td>****</td> <td>*****</td> <td>*****</td> <td>****</td> <td>******</td>	intersection	******	******	.****** ₩0\∓₩]	111 ******	*****	******	*****	****	*****	*****	****	******
Cycle (sec):         9 (Y+R = 4 sec) Average Delay (sec/veh):         6.1           Optimal Cycle:         37         Level Of Service:         A           Approach:         North Bound         South Bound         East Bound         West Bound           Movement:         L - T - R         L - T - R         L - T - R         L - T - R           Image:         Image:         Image:         Image:         Image:         Image:           Image:         Image:         Image:         Image:         Image:         Image:         Image:           Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Image:         Im			م م م م م م م	1		ć	ritica	J Vol.	/Cap	(X):		0.58	34
Loss         Thick of Service:         A           Approach:         North Bound         South Bound         Eavel Of Service:         A           Approach:         North Bound         South Bound         East Bound         West Bound           Movement:         L         -         T         -         R         L         -         T         -         R           Control:         Permitted         Permitted         Include         Include         Include         Include           Min. Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	Cycle (sec):	oc\.	00	/ /V+D	- 4	sec) 2	werage	Delar	/ (sec	(veh):		6	.1
Optimal Cycle       System	Doss Ille (St	ec).	37		- 1,	י (coc	.evel (	)f Serv	rice:	_,, .			A
Approach:         North Bound         South Bound         East Bound         West Bound           Movement:         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         R         L         -         T         R         R         C         T         R         R         C         T         R         R         C         T         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R	• • • • • • • • • • • • • • • • • • •		·	*****	****	*****	******	******	****	*****	*****	****	******
Hyperbola       Novement:       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       L       D       L       D       L       D       L       D       L       D       L       D       L       D       L       D       L       D       L       D       L       D       L       D       L	Approach.	Not	rth Bo	und	Sou	ith Bo	ound	Ea	ast Bo	ound	Ŵe	est Bo	ound
Include       Permitted       Permitted       Protected       Protected         Control:       Permitted       Include       Include       Include       Include         Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 </td <td>Movement:</td> <td>т, .</td> <td>- т</td> <td>– R</td> <td>L ·</td> <td>- Т</td> <td>– R</td> <td>L -</td> <td>- T</td> <td>- R</td> <td>ь -</td> <td>- T</td> <td>– R</td>	Movement:	т, .	- т	– R	L ·	- Т	– R	L -	- T	- R	ь -	- T	– R
Control:         Permitted         Permitted         Protected         Protected         Include           Rights:         Include         Include         Include         Include         Include           Min. Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		1			1								
Rights:       Include       Include       Include       Include       Include       Include         Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Control:	, ]	Permit	ted .	,	Permit	ted	Pi	rotect	ted	Pi	oteci	ted
Min. Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th< td=""><td>Rights:</td><td></td><td>Inclu</td><td>ıde</td><td></td><td>Inclu</td><td>ıde</td><td></td><td>Inclu</td><td>ıde</td><td></td><td>Inclu</td><td>ıde</td></th<>	Rights:		Inclu	ıde		Inclu	ıde		Inclu	ıde		Inclu	ıde
Lanes:       1       0       1       1       0       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       1       0       1       1       1       0       1       1 <td>Min. Green:</td> <td>0</td>	Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: AM         Base Vol:       15       0       22       10       0       5       60       568       120       10       1060       1         Growth Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Lanes:	1 (	0 1	1 0	1 (	J 1	1 0	1 (	) 1	1 0	1 (	) 1	1 0
Volume Module: AM         Base Vol:       15       0       22       10       0       5       60       568       120       10       1060       1         Growth Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00													
Base Vol:       15       0       22       10       0       5       60       568       120       10       1.00       1.00         Growth Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00<	Volume Module	e: AM											
Growth Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>Base Vol:</td> <td>15</td> <td>0</td> <td>22</td> <td>10</td> <td>0</td> <td>5</td> <td>60</td> <td>568</td> <td>120</td> <td>10</td> <td>1060</td> <td>1</td>	Base Vol:	15	0	22	10	0	5	60	568	120	10	1060	1
Initial Bse:       15       0       22       10       0       5       60       568       120       10       1060       1         Added Vol:       39       0       18       0       0       0       07       18       16       263       0         PasserByVol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Added Vol:       39       0       18       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <t< td=""><td>Initial Bse:</td><td>15</td><td>0</td><td>22</td><td>10</td><td>0</td><td>5</td><td>60</td><td>568</td><td>120</td><td>10</td><td>1060</td><td>1</td></t<>	Initial Bse:	15	0	22	10	0	5	60	568	120	10	1060	1
PasserByVol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <t< td=""><td>Added Vol:</td><td>39</td><td>0</td><td>18</td><td>0</td><td>0</td><td>0</td><td>0</td><td>87</td><td>18</td><td>16</td><td>263</td><td>0</td></t<>	Added Vol:	39	0	18	0	0	0	0	87	18	16	263	0
Initial Fut:       54       0       40       10       0       5       60       655       138       26       1323       1         User Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Initial Fut:	54	0	40	10	0	5	60	655	138	26	1323	1
PHF Adj:       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88	User Adj:	1.00	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       0       45       11       0       6       68       744       157       30       1503       1         Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <th< td=""><td>PHF Volume:</td><td>61</td><td>0</td><td>45</td><td>11</td><td>0</td><td>6</td><td>68</td><td>744</td><td>157</td><td>30</td><td>1503</td><td>1</td></th<>	PHF Volume:	61	0	45	11	0	6	68	744	157	30	1503	1
Reduced Vol:       61       0       45       11       0       6       68       744       157       30       1503       1         PCE Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>Reduct Vol:</td> <td>0</td>	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Reduced Vol:	61	0	45	11	0	6	68	744	157	30	1503	1
MLF Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:       61       0       45       11       0       6       68       744       157       30       1503       1	MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Saturation Flow Module:         Saturation Flow Module:         Sat/Lane:       1900 1900 1900 1900 1900 1900 1900 1900	Final Vol.:	61	0	45	11	0	6	68	744	157	30	1503	1
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190													
Sat/Lane:       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900	Saturation F	low M	odule:										
Adjustment:       1.00       0.95       0.81       0.98       0.95       0.79       0.93       0.91       0.91       0.93       0.93       0.93         Lanes:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>Sat/Lane:</td> <td>1900</td>	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lanes:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Adjustment:	1.00	0.95	0.81	0.98	0.95	0.79	0.93	0.91	0.91	0.93	0.93	0.93
Final Sat.:       1900       1805       1534       1862       1805       1504       1769       2846       600       1769       3535       3	Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.65	0.35	1.00	1.99	0.01
Capacity Analysis Module: Vol/Sat: 0.03 0.00 0.03 0.01 0.00 0.00 0.04 0.26 0.26 0.02 0.43 0.43 Crit Moves: **** Green Time: 3.3 0.0 3.3 3.3 0.0 3.3 4.0 44.8 44.8 2.9 43.7 43.7 Volume/Cap: 0.51 0.00 0.54 0.09 0.00 0.07 0.58 0.35 0.35 0.35 0.58 0.58 Uniform Del: 27.6 0.0 27.6 26.9 0.0 26.9 27.2 2.6 2.6 27.7 3.8 3.8 IncremntDel: 3.7 0.0 6.6 0.3 0.0 0.3 7.4 0.1 0.1 2.5 0.3 0.3 Delay Adj: 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.0	Final Sat.:	1900	1805	1534	1862	1805	1504	1769	2846	600	1769	3535	3
Capacity Analysis Module:       Vol/Sat:       0.03       0.00       0.01       0.00       0.04       0.26       0.26       0.02       0.43         Vol/Sat:       0.03       0.00       3.3       3.3       0.0       0.33       4.0       44.8       2.9       43.7       43.7         Green Time:       3.3       0.0       3.3       3.3       0.07       0.58       0.35       0.35       0.35       0.58       0.58         Uniform Del:       27.6       0.0       27.6       26.9       0.0       26.9       27.2       2.6       2.6       27.7       3.8       3.8         IncremntDel:       3.7       0.0       6.6       0.3       0.0       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td></td> <td> </td> <td></td> <td></td> <td></td> <td></td> <td> </td> <td> </td> <td></td> <td> </td> <td> </td> <td></td> <td></td>													
Vol/Sat:0.030.000.030.010.000.040.260.260.020.430.43Crit Moves:************************Green Time:3.30.03.33.30.03.34.044.844.82.943.743.7Volume/Cap:0.510.000.540.090.000.070.580.350.350.350.580.58Uniform Del:27.60.027.626.90.026.927.22.62.627.73.83.8IncremntDel:3.70.06.60.30.01.001.001.001.001.001.00Delay Adj:1.000.001.001.000.001.001.001.001.001.001.00Delay/Veh:31.20.034.127.30.027.234.62.72.730.24.24.2User DelAdj:1.001.001.001.001.001.001.001.001.001.00AdjDel/Veh:31.20.034.127.30.027.234.62.72.730.24.24.2HCM2kAvg:20200233172	Capacity Ana	lysis	Modul	le:	0 01	0 00	0 00	0.04	0.20	0.00	0 02	0 42	0 43
Crit Moves:       ****       ****       ****         Green Time:       3.3       0.0       3.3       3.3       0.0       3.3       4.0       44.8       44.8       2.9       43.7       43.7         Volume/Cap:       0.51       0.00       0.54       0.09       0.00       0.07       0.58       0.35       0.35       0.35       0.58       0.58         Uniform Del:       27.6       0.0       27.6       26.9       0.0       26.9       27.2       2.6       2.6       27.7       3.8       3.8         IncremntDel:       3.7       0.0       6.6       0.3       0.0       0.3       7.4       0.1       0.1       2.5       0.3       0.3         Delay Adj:       1.00       0.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.0	Vol/Sat:	0.03	0.00	0.03	0.01	0.00	0.00	4444	0.20	0.20	0.02	****	0.45
Green Time:3.30.03.33.30.03.34.044.644.62.94.745.7Volume/Cap:0.510.000.540.090.000.070.580.350.350.350.580.58Uniform Del:27.60.027.626.90.026.927.22.62.627.73.83.8IncremntDel:3.70.06.60.30.00.37.40.10.12.50.30.3Delay Adj:1.000.001.001.001.001.001.001.001.001.001.00Delay/Veh:31.20.034.127.30.027.234.62.72.730.24.24.2User DelAdj:1.001.001.001.001.001.001.001.001.001.00AdjDel/Veh:31.20.034.127.30.027.234.62.72.730.24.24.2HCM2kAvg:20200233172	Crit Moves:	****			2 2	0.0	<u> </u>	4 0	A A O	11 0	2 0	12 7	13 7
Volume/Cap:       0.51       0.00       0.54       0.09       0.00       0.07       0.38       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33       0.33 <td>Green Time:</td> <td>3.3</td> <td>0.0</td> <td>3.3</td> <td>3.3</td> <td>0.0</td> <td>3.3</td> <td>4.U 0 E0</td> <td>44.0</td> <td>44.0</td> <td>0.25</td> <td>4.5.7</td> <td>1,0.58</td>	Green Time:	3.3	0.0	3.3	3.3	0.0	3.3	4.U 0 E0	44.0	44.0	0.25	4.5.7	1,0.58
Uniform Del: 27.6       0.0       27.6       26.9       0.0       26.9       27.2       2.6       27.7       3.6       3.6         IncremntDel: 3.7       0.0       6.6       0.3       0.0       0.3       7.4       0.1       0.1       2.5       0.3       0.3         Delay Adj:       1.00       0.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.	volume/Cap:	0.51	0.00	0.54	0.09	0.00	260	0.00	0.00	2.35	2.22	2.00	7.90
Incremntbel:       3.7       0.0       6.6       0.3       0.0       0.1       0.1       2.5       0.3       0.3         Delay Adj:       1.00       0.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Uniform Del:	2/.6	0.0	21.0	20,9	0.0	20.9	21.2 7 A	2.0 0 1	2.0 0 1	27.7	0.3	0.3
Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	incremntDel:	3.7	0.0	0.0	1 00	0.0	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Delay/ven:       31.2       0.0       34.1       27.3       0.0       27.2       34.6       2.7       2.7       30.2       4.2       4.2         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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>Delay Adj:</td> <td>1.00</td> <td>0.00</td> <td>1.00</td> <td>1.00</td> <td>0.00</td> <td>1.00</td> <td>24 0</td> <td>2.00</td> <td>1.00</td> <td>30 0</td> <td>1.00</td> <td>1 2</td>	Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	24 0	2.00	1.00	30 0	1.00	1 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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.	Delay/Veh:	31.2	0.0	34.1	21.3	1 00	1 00	04.0 1 00	1 00	4.7	1 00	1 00	1 00
Adjbel/ven: 31.2 0.0 34.1 27.3 0.0 27.2 34.6 2.7 2.7 30.2 4.2 4.2 4.2 HCM2kAvg: 2 0 2 0 0 0 2 3 3 1 7 2	User DelAdj:	1.00	T.00	1.00	1.00	1.00	1.00	21 0	1.00 2 7	2.00	7.00	1.00	4 2
HCMZKAVCI Z U Z U U U U Z 3 3 $\pm$ 7 Z	AdjDel/Veh:	31.2	0.0	24.I	27.3	0.0	41.2	34.0 7	2/	2.1	JU.Z	7.4	7.4
· · · · · · · · · · · · · · · · · · ·	HCM2 KAVg:		***** ()	·*******	.***** 0	***** U	U ******	ے * * * * * *	ر *****	ں ٭ ٭ ٭ ٭ ٭ ٭		, *****	~~ *******

MITIG8 - AM E	Backgi	round	Fr	i Dec	10,	2004 14	:30:4	5		Pa	ige	1-1
		 T		f Ser		Computa	tion 1	 Repor				
2	2000 1	HCM Or	peratio	ns Met	thod	(Future	Volu	ne Al	- ternati	.ve)		
- * * * * * * * * * * * *	*****	*****	******	****	* * * * *	******	****	****	******	******	* * * *	*****
Intersection	#131(	) Cali	ifornia	/Imji:	1 ****	*****	****	****	*****	* * * * * * * * *	* * * *	*****
Cvcle (sec) ·		60	)			Critica		./Cap	(X):	ſ	0.85	6
Loca Time (ca	- (n	C	) (V+P	- 4 (	ec)	Average	Dela	v (se	c/veh).		20.	7
Optimal Cycle		68	3		,	Level O	f Ser	vice:	0, (011).			Ċ
**************	~• *****	*****	, ; * * * * * *	****	****	******	*****	*****	******	******	****	~ ******
Approach:	Not	rth Bo	ound	Sol	ith B	ound	Ea	ast B	ound	West	с Во	und
Movement:	L -	- T	- R	L ·	- T	- R	L -	- T	- R	L -	т	- R
Control	1	Permit	ted	1	Permi	tted	I Pi	rotec	ted I	Prot	tect	ed
Rights:	-	Inclu	ide		Incl	ude		Incl	uđe	Ir	nclu	de
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	) 1!	0 0	0 0	) 11	0 0	1 (	0 1 ·	1 0	1 0	1	1 0
Volume Module	e: >>	Count	Date:	11 Ma	ar 20	04 << 7	:00 -	8:00	AM			
Base Vol:	0	10	4	24	82	159	20	502	5	13 9	<del>)</del> 09	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	.00	1.00
Initial Bse:	0	10	4	24	82	159	20	502	5	13 9	€0€	10
Added Vol:	7	13	32	20	3	104	29	72	2	8 1	L59	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	23	36	44	85	263	49	574	7	21 10	)68	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79 0.	.79	0.79
PHF Volume:	9	29	46	56	108	333	62	727	9	27 13	352	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	29	46	56	108	333	62	727	9	27 13	352	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	.00	1.00
Final Vol.:	9	29	46	56	108	333	62	727	9	27 13	352	16
Saturation Fl	low Mo	dule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 19	900	1900
Adjustment:	0.86	0.86	0.86	0.86	0.86	0.86	0.93	0.93	0.93	0.93 0.	. 93	0.93
Lanes:	0.11	0.35	0.54	0.11	0.22	0.67	1.00	1.98	0.02	1.00 1.	. 98	0.02
Final Sat.:	174	571	894	182	352	1090	1769	3488	43	1769 34	188	42
			·									
Capacity Anal	lysis	Modul	.e:									
Vol/Sat:	0.05	0.05	0.05	0.31	0.31	0.31	0.04	0.21	0.21	0.02 0.	.39	0.39
Crit Moves:					* * * *		* * * *			* *	* * :	
Green Time:	21.4	21.4	21.4	21.4	21.4	21.4	2.5	27.6	27.6	2.0 27	1.2	27.2
Volume/Cap:	0.14	0.14	0.14	0.86	0.86	0.86	0.86	0.45	0.45	0.45 0.	.86	0.86
Uniform Del:	13.1	13.1	13.1	17.9	17.9	17.9	28.6	11.0	11.0	28.5 14	1.7	14.7
IncremntDel:	0.1	0.1	0.1	12.0	12.0	12.0	59.5	0.2	0.2	5.5 4	1.8	4.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	.00	1.00
Delay/Veh:	13.2	13.2	13.2	29.9	29.9	29.9	88.1	11.2	11.2	33.9 19	1.5	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:	13.2	13.2	13.2	29.9	29.9	29.9	88.1	11.2	11.2	33.9 19	).5	19.5
HCM2kAvg:	1	1	1	12	12	12	3	5	6	1 1	.5	17
*********	*****	*****	*****	*****	* * * * *	******	*****	****	* * * * * * *	*******	***	*****

MITIG8 - AM H	Backg:	round	Tu	le Dec	7, 2	004 11:	46:04				Page	1-1
		т т		of Corr	rico	Computa	tion :	Penor	 +			
	2000 1	⊥ നസിനം	oratic	ne Mai	thod	(Futuro	Volu	me Al	ternati	(ve)		
**********	*****	******	******	*****	*****	******	*****	*****	******	******	*****	******
Intersection	#131	1 Tmii	n Rd/T	miin	Pkww-	Tmiin R	đ					
***********	*****	*****	*****	*****	*****	*******	*****	* * * * *	******	* * * * * *	*****	******
Cycle (sec):		60	)			Critica	l Vol	./Cap	(X):		0.82	22
Loss Time (se	ec):	ç	) (Y+R	= 4	sec)	Average	Dela	v (se	c/veh	:	17	. 2
Optimal Cycle	⊇e,. ⊇:	62	2			Level O	f Ser	vice:	-,, .	-		в
*******	 * * * * * * :	*****	:*****	****	* * * * *	******	*****	****	*****	*****	*****	_ * * * * * * *
Approach:	NO	rth Bo	und	SOI	ith B	ound	Ea	ast B	ound	W	est Bo	ound
Movement:	L	- T	- R	Ŀ.	- Т	- R	L ·	- т	- R	L	- T	- R
										]		
Control:	' ]	Permit	ted		Permi	tted	' P:	rotec	ted	'.' P:	rotect	ed
Rights:		Inclu	ıde		Incl	ude		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 (	0 0	0 1	0 (	0 0	0 0	0 (	0 1	1 0	1	02	0 0
						]						
Volume Module	e: >>	Count	Date:	10 Ma	ar 20	04 << 7	:15 -	8:15	AM			
Base Vol:	7	0	112	0	0	0	0	470	53	567	837	0
Growth Adj:	1.00	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	112	0	0	0	0	470	53	567	837	0
Added Vol:	11	0	24	0	0	0	0	82	25	48	72	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	136	0	0	0	0	552	78	615	909	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	20	0	155	0	0	0	0	627	89	699	1033	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	0	155	0	0	0	0	627	89	699	1033	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	0	155	0	0	0	0	627	89	699	1033	0
Saturation Fl	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	1.00	0.83	1.00	1.00	1.00	1.00	0.91	0.91	0.93	0.93	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.75	0.25	1.00	2.00	0.00
Final Sat.:	2749	0	1583	. 0	0	0	0	3041	430	1769	3538	0
Capacity Anal	lysis	Modul	e:									
Vol/Sat:	0.01	0.00	0.10	0.00	0.00	0.00	0.00	0.21	0.21	0.40	0.29	0.00
Crit Moves:			* * * *					* * * *		* * * *		
Green Time:	7.1	0.0	7.1	0.0	0.0	0.0	0.0	15.1	15.1	28.8	43.9	0.0
Volume/Cap:	0.06	0.00	0.82	0.00	0.00	0.00	0.00	0.82	0.82	0.82	0.40	0.00
Uniform Del:	23.5	0.0	25.8	0.0	0.0	0.0	0.0	21.2	21.2	13.4	3.1	0.0
IncremntDel:	0.1	0.0	24.3	0.0	0.0	0.0	0.0	6.3	6.3	6.5	0.1	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	23.6	0.0	50.2	0.0	0.0	0.0	0.0	27.6	27.6	19.9	3.2	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:	23.6	0.0	50.2	0.0	0.0	0.0	0.0	27.6	27.6	19.9	3.2	0.0
HCM2kAvg:	0	0	5	0	0	0	0	9	9	14	4	0
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AM Background	1		Мс	n Nov	8, 20	004 10:	22:22			I	age 4	13-1
												• • • •
		I	evel C	f Serv	vice (	Computa	tion H	Report	:			
2	2000 F	ICM OF	peratic	ns Met	hod	(Future	Volur	ne Alt	ernati	ve)		
********	* * * * * *	*****	*****	*****	*****	******	*****	* * * * * *	******	*****	****	******
Intersection	#1312	2 Abra	ms/Imj	in								
*****	*****	*****	*****	*****	*****	******	*****	* * * * * *	******	* * * * * *	****	*****
Cycle (sec):		60	)		(	Critica	l Vol.	./Cap.	(X):		0.97	76
Loss Time (se	ec):	E	5 (Y+R	= 4 s	sec) A	Average	Delay	y (sec	:/veh):		25	. 8
Optimal Cycle	∋:	119	)		I	Sevel O	f Serv	vice:				С
*******	*****	*****	******	*****	*****	******	*****	*****	******	*****	****	*****
Approach:	Nor	cth Bo	ound	Sou	ith Bo	ound	_ Ea	ast Bo	ound	We T	est Bo	ouna
Movement:	, L -	- T	- R	_ L -	- T	- R	, L, -	- T	- R	ь - т	· Т	- ĸ
											·	
Control:	I	Permit	ted	I	Permit	ted	i	Permit	tea	Ł	ermiu	ctea .de
Rights:	_	Inclu	ıde	-	Inclu	ide	•	incii	ide	0	TUCIO	ide o
Min. Green:	0	0	0	0		0	- 0		0 1	2 0	, - , -	0 1
Lanes:	0 1	L O	0 1	0 _	LO	0 I	1 1	) <u>1</u>	ν τ	1	/ _	
·····			·   							1		
Volume Module	e: Mai	ren 20	15 - A	un M	10	107	20	558	4	114	1204	39
Base Vol:	53	13	1 00	1 00	1 00	1 00	1 00	1 00	⊥ 1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	127	2.00	558	1.00	114	1204	1.00
Initial Bse:	63		10	43 E0	10	137	20	209	14		66	32
Added Vol:	26	0	10	00	0 6 T	0	0	205	0	0	0	0
PasserByvol:	0	U 1 0	169	101	25	137	20	767	18	117	1270	771
Initial Fut:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	, 0, 1 00	1.00	1.00	1.00	1.00
User Adj:	1.00	1.00	1.00 n 99	1.00	1.00 n gq	0.89	0.89	0 89	0.89	0.89	0.89	0.89
PHF AUJ:	100	21	190	113	29	154	22	862	20	131	1427	80
Phr Volume. Reduct Vol:	100	21 0	0	0	0			0	0	0	0	0
Reduced Vol.	100	21	190	113	39	154	22	862	20	131	1427	80
PCE Adi.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol ·	100	21	190	113	39	154	22	862	20	131	1427	80
Saturation F	low Mo	dule:	: '	•		,	'			,		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.50	0.50	0.85	0.63	0.63	0.85	0.09	1.00	0.85	0.27	1.00	0.85
Lanes:	0.82	0.18	1.00	0.74	0.26	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	789	168	1615	890	309	1615	165	1900	1615	507	1900	1615
					<b> </b>							
Capacity Ana	lysis	Modu]	le: '									
Vol/Sat:	0.13	0.13	0.12	0.13	0.13	0.10	0.14	0.45	0.01	0.26	0.75	0.05
Crit Moves:					****						****	
Green Time:	7.8	7.8	7.8	7.8	7.8	7.8	46.2	46.2	46.2	46.2	46.2	46.2
Volume/Cap:	0.97	0.97	0.90	0.98	0.98	0.73	0.18	0.59	0.02	0.34	0.98	0.06
Uniform Del:	26.0	26.0	25.7	26.0	26.0	25.1	1.8	2.9	1.6	2.2	6.4	1.7
IncremntDel:	71.0	71.0	36.0	64.5	64.5	12.2	0.7	0.6	0.0	0.5	18.1	0.0
Delay Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	97.0	97.0	61.7	90.5	90.5	37.3	2.5	3.6	1.6	2.7	24.5	1.7
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.0	97.0	61.7	90.5	90.5	37.3	2.5	3.6	1.6	2.7	24.5	1.7
HCM2kAvq:	9	9	7	9	9	5	1	7	0	3	33	0
*******	* * * * * *	*****	******	*****	****	******	****	* * * * * *	******	****	****	******

Mon Nov 8, 2004 10:22:22 Page 45-1 AM Background Level Of Service Computation Report 2000 HCM 4-Way Stop Method (Future Volume Alternative) Intersection #1313 Second/Eighth Cycle (sec):100Critical Vol./Cap. (X):0.114Loss Time (sec):0 (Y+R = 4 sec) Average Delay (sec/veh):8.0Optimal Cycle:0Level Of Service:A Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R-----Control:Stop SignStop SignStop SignStop SignRights:IncludeIncludeIncludeIncludeMin. Green:000000Lanes:1010101 Volume Module: AM Base Vol: 2 17 2 30 117 2 2 10 2 2 5 15 Initial Bse: 2 17 2 30 117 2 2 10 2 2 5 15 Added Vol:03605290000PasserByVol:00000000 0 0 21 PasserByVol:000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000<th PHF Volume: 2 60 2 40 166 2 2 11 2 2 6 41 0 
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Thtersection #1314 Fourth/Eighth         Cycle (sec):       100       Critical Vol./Cap. (X):       0.924         Loss Time (sec):       0 (Y+R = 4 sec) Average Delay (sec/veh):       28.9         Optimal Cycle:       0       Level Of Service:       D         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       L - T - R
Intersection #1314 Fourth/Eighth         Cycle (sec):       100       Critical Vol./Cap. (X):       0.924         Loss Time (sec):       0 (Y+R = 4 sec) Average Delay (sec/veh):       28.9         Optimal Cycle:       0       Level Of Service:       D         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       D
Cycle (sec):100Critical Vol./Cap. (X):0.924Loss Time (sec):0 (Y+R = 4 sec) Average Delay (sec/veh):28.9Optimal Cycle:0Level Of Service:DApproach:North BoundSouth BoundEast BoundWest BoundMovement:L-T-RL
Cycle (sec):100Cycle (sec):0 (Y+R = 4 sec) Average Delay (sec/veh):28.9Optimal Cycle:DApproach:North BoundSouth BoundEast BoundWest BoundMovement:LTRLTRLTRControl:Stop SignStop SignStop SignStop SignStop SignRights:IncludeIncludeIncludeIncludeIncludeIncludeMar 2004< 7Colspan="2">Control:Stop SignStop SignStop SignStop SignStop SignStop SignStop SignStop SignStop SignControl:Stop SignStop Sig
Loss Time (sec):       0 (+R = 4 sec) Average Delay (sec/ven):       28.9         Optimal Cycle:       0       Level Of Service:       D         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       L - T - R       L - T - R                 Control:       Stop Sign       Stop Sign       Stop Sign       Stop Sign         Min. Green:       0       0       0       0       0       0       0       0         Min. Green:       0       0       0       1       0       0       0       0       0       0       0         Volume Module:       >> Count Date:       9 Mar 2004 <
Optimal Cycle:       0       Level Of Service:       D         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L       T       R       L       T       R       L       T       R
Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       R       L       -       T       R       L       T       -       R       L       -       T       R       L       -       T       R       L       -       T       R       L       -       T       R       L       -       T       R       L       -       T<
Approach:North BoundSouth BoundEast BoundEast BoundWest BoundMovement:L-T-RL-T-R
Movement:L-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-
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Control:Stop SignStop SignStop SignStop SignStop SignStop SignRights:IncludeIncludeIncludeIncludeIncludeIncludeMin. Green:0000000000Lanes:000100000000000Volume Module:>> Count Date:9 Mar 2004 << 7:15 - 8:15 AM
Rights:       Include       Include       Include       Include       Include       Include         Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0
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Volume Module: >> Count Date: 9 Mar 2004 << 7:15 - 8:15 AM
Volume Module:       >>       Count Date:       9       Mar 2004       <       7:15 - 8:15       AM         Base Vol:       0       26       122       2       71       0       0       0       419       0       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0
Base Vol:02612227100041906Growth Adj:1.001.001.001.001.001.001.001.001.001.001.001.00Initial Bse:02612227100041906Added Vol:0114923300041906PasserByVol:011492330004706PasserByVol:00000000000Initial Fut:03717125740000000User Adj:1.001.001.001.001.001.001.001.001.001.001.00PHF Adj:0.750.750.750.750.750.750.750.750.750.750.75PHF Volume:0492283399000000Reduced Vol:049228339900062101.00PCE Adj:1.001.001.001.001.001.001.001.001.001.001.001.00MLF Adj:1.001.001.001.001.001.001.001.001.001.001.00
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Initial Fut:       0       37       171       25       74       0       0       0       466       0       12         User Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00
User Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0
PHF Adj:       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75       0.75
PHF Volume:       0       49       228       33       99       0       0       0       621       0       16         Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00
Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td< td=""></td<>
Reduced Vol:       0       49       228       33       99       0       0       0       621       0       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00
PCE Adj:1.001.001.001.001.001.001.001.001.00MLF Adj:1.001.001.001.001.001.001.001.001.001.00Final Vol.:0492283399000621016
MLF Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00
Final Vol.: 0 49 228 33 99 0 0 0 0 621 0 16
Final Vol.: 0 49 228 33 99 0 0 0 0 0 0 0 21 0 10
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Canacity Analysis Module:
$V_{0}/S_{a} + \frac{1}{2} \times $
Crit Moves: **** **** ****
Delay/Veh: 0.0 12.1 12.1 10.9 10.9 0.0 0.0 0.0 0.0 39.9 0.0 39.9
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Adipel/Veh: 0.0 12.1 12.1 10.9 10.9 0.0 0.0 0.0 0.0 39.9 0.0 39.9
LOS by Move: $*$ B B B B $*$ $*$ $*$ $E$ $*$ E
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AM Background	d 		Мс	on Nov	8, 2	004 10	:22:22			Pag	e 49-1
	2000	 I I	evel (	)f Ser	vice (	Computa	ation	Repor	ternati		
• • • • • • • • • • • • • • • • • •	2000 . *****	пСM 4-	.way Dr	-op we	+++++	(rucur:	= voru	44444 44444	******* /CTNG/1	r********	*******
Thtoracation	4101	E Tradid	n/Eiak	+		~ ~ ~ ~ ~ ~					
1010ersection	14131. *****	****** *	.11/ELGI	*****	*****	* * * * * * *	*****	****	******	******	*****
Cvole (cec):		100	\ \			"ritic:		/Can	(X) •	0	702
Logg Time (g		100	, ) (V+₽	- 4	sec) i	Average	a Dela	v (se	· (A/· c/veh)·		15 0
Optimal Cycle	20/. 2.		)		1000/ 1	Level (	of Ser	vice	c, ven, .	•	
********	 * * * * * *	*****	, ; * * * * * *	****	*****	******	******	*****	* * * * * * *	******	******
Approach:	No	rth Bo	ound	So	uth Bo	ound	E	ast B	ound	West	Bound
Movement:	L	- т	- R	$\mathbf{L}$	- T	- R	L	- T	– R	L –	T – R
Control:	' S'	top Si	.qn	' S	top S:	ign	' S'	top S	ign	Stop	Sign
Rights:		Inclu	ide		Inclu	ıde		Incl	ude	In	clude
Min. Green:	0	0	0	0	0	0	0	0	0	0	0 0
Lanes:	0 +	0 1	0 0	0	1 0	0 1	1	0 0	1 0	1 0	101
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Volume Module	e: >>	Count	Date:	9 Ma:	r 2004	4 << 7	:15 - 3	8:15	AM		
Base Vol:	0	2	0	214	2	404	100	32	0	0	6 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	2	0	214	2	404	100	32	0	0	6 17
Added Vol:	0	0	0	33	0	40	20	11	0	0	33 15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0 0
Initial Fut:	0	2	0	247	2	444	120	43	0	0	39 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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84 0.	84 0.84
PHF Volume:	0	2	0	294	2	529	143	51	U	0	46 38
Reduct Vol:	0	0	0	0	0		1 4 2	- 1	0	0	0 0
Reduced Vol:	1 00	2 7 00	1 00	294		529	1 00	1 00	U 1 00	1 00 1	46 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	T.00	1.00	1.00	1.00	1.00	140	1.00	1.00	1.00 1.	00 I.00
Final VOL.:	U U	2		294		549				1	
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Adjustment.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00 1	00 1 00
Lanee.	1.00	1 00	1,00	n 99	0 01	1 00	1 00	1 00	0 00	1.001	
Final Sat ·	0.00	550	0.00	596	5	753	490	523	0.00	0 4	84 534
	l		1								
Capacity Anal	lvsis	Modul	e:	I		I	I		I	1	I
Vol/Sat:	xxxx	0.00	xxxx	0.49	0.49	0.70	0.29	0.10	xxxx	xxxx 0.	10 0.07
Crit Moves:		****				****	* * * *			**	* *
Delay/Veh:	0.0	9.3	0.0	14.1	14.1	17.4	12.4	9,8	0.0	0.0 10	.4 9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00
AdjDel/Veh:	0.0	9.3	0.0	14.1	14.1	17.4	12.4	9.8	0.0	0.0 10	.4 9.4
LOS by Move:	*	A	*	В	В	С	В	А	*	* ]	B A
ApproachDel:		9.3			16.2			11.7		10	.0
Delay Adj:		1.00			1.00			1.00		1.	00
ApprAdjDel:		9.3			16.2			11.7		10	.0
LOS by Appr:		A			С			В		i	A
*****	****	*****	*****	*****	* * * * * *	*****	*****	****	******	******	******

Mon Nov 8, 2004 10:22:22 Page 51-1 AM Background Level Of Service Computation Report 2000 HCM 4-Way Stop Method (Future Volume Alternative) Intersection #1316 Second/Third Critical Vol./Cap. (X): 0.089 Cycle (sec): 100 Loss Time (sec):0 (Y+R = 4 sec) Average Delay (sec/veh):7.9Optimal Cycle:0Level Of Service:A А Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R -----|-----||------||-------|| Control:Stop SignStop SignStop SignStop SignRights:IncludeIncludeIncludeIncludeMin. Green:000000 0 Lanes: 10110 10110 00000 10001 Volume Module: AM 0 15 Base Vol: 0 13 30 20 69 0 0 2 0 0 Initial Bse: 0 13 30 20 69 0 0 0 0 15 0 2 0 9 0 33 43 0 0 0 0 0 Added Vol: 0 24 0 0 PasserByVol: 0 0 0 0 0 0 0 0 0 0 Initial Fut: 0 37 30 53 112 0 0 0 15 0 11 PHF Volume: 0 42 34 60 127 0 0 0 0 17 0 13 Reduct Vol:0000000000Reduced Vol:0423460127000170 0 13 PCE Adj:1.001.001.001.001.001.001.001.001.001.00MLF Adj:1.001.001.001.001.001.001.001.001.001.00 Final Vol.: 0 42 34 60 127 0 0 0 0 17 0 13 _____|_____|______| Saturation Flow Module: Lanes: 1.00 1.10 0.90 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00 Final Sat.: 0 789 719 677 1493 0 0 0 616 0 774 Capacity Analysis Module: Vol/Sat: xxxx 0.05 0.05 0.09 0.09 xxxx xxxx xxxx xxxx 0.03 xxxx 0.02 Crit Moves: **** **** * * * * 0.0 7.9 7.3 8.5 7.9 0.0 0.0 0.0 0.0 8.5 0.0 7.2 Delay/Veh: 

 Delay Adj:
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AM Background	[		Mo	on Nov	8, 20	04 10:	22:22			I	Page 5	53-1
2		ICM 4-	Level ( Way St	of Service	vice (	Computa (Future	tion F	Report	ernati	.ve)		<b>.</b> .
*****	****	*****	*****	*****	* * * * * *	******	*****	****	*****	*****	*****	******
Intersection	#1317	7 Jim_ *****	Moore-	-Fourtl	n/Thi: *****	rd ******	*****	*****	* * * * * * *	*****	*****	*****
Cuale (sec) .		100	1		ſ	ritica	l Vol.	/Cap	(X):		1.19	<b>9</b> 1
Loga Time (ac	<u>)</u>	100	) (V.D	- 1		Average	Delat	, (gei	·/veh)·		73	5
Loss lime (se	3C/ 1		) (1+K		1 (350	Lovel C	of Serv	rice.	J, VC11, .			т. Т
ODFILIAT CACTE		*****	, . * * * * * *	*****		******	******	*****	*****	*****	****	******
Approach.	Not	rth ₽c	und	901	th B	hund	Ea	et B	ound	We	est Bo	ound
Approach:	TON			т			т	. T	- P	т	- T	- R
Movement:	- 14	- 1	- K		- <u> </u>	- K						
	 0+			01	6-	ian	C+	on s	ian	l St	on s	ian i
Concroi:	51	Tmalu	-9n de		top 3. Trali	rde rdu	00	Theli	ıde		Tnclı	ide
Rights:		THOTO	iue	0	THCT	iue o	0	TTCT.	140	Ω	11101(	0
Min. Green:	0		<u> </u>	0	0 1 1	0 0	0 0	ט זר ר	0 0	0 0	נו ר	0 0
Lanes:	0 (	) I;	0 0		у т:		1	· · · · · · · · · · · · · · · · · · ·		1		1
Volume Module		Count	- Date	- 10 Ma	ar 200	)4 << 7	1 1-15 -	8:15	АМ	I		1
Bade Vol:	51	176	30	. 10 m	467	48		20	16	67	64	9
Growth Adi.	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse.	±.00	176	30	15	467	48	3	20	16	67	64	9
Added Vol.	0	2,0	18	91	-0-	7	2	10	0	8	8	25
DagorBullol.	0	0	10	0	0	0	-	0	0	0	0	0
Tabberbyvor.	61 61	194	48	106	498	55	5	30	16	75	72	34
Initial Fut:		1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00
USEL AUJ:	1.00	1.00	0.83	U 83	1.00	0.83	0 83	0.83	0 83	0.83	0.83	0.83
PHF Molume.	0.05	222	58	128	600	6.05	6	36	19	90	87	41
Phr Volume.	, , ,	222	0	120	000	0	0	0	0	0	0	0
Reduced Vol:	73	222	58	128	600	66	- 6	36	19	90	87	41
DCR Adi.	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MIE NA-1.	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Rinal Vol .	1.00	222	58	128	600	66	 6	36	19	90	87	41
rinar vor							[					
Saturation Fl	່ວະທີ່ໄ	odule:				I	ł		i	I		I.
Adjustment ·	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes.	0.21	0.63	0.16	0.16	0.76	0.08	0.10	0.59	0.31	0.41	0.40	0.19
Final Sat.:	127	384	100	107	504	56	47	281	150	220	211	100
	<b>_</b> _						<b>-</b>					
Capacity Anal	lysis	Modu	le:	• •								
Vol/Sat:	0.58	0.58	0.58	1.19	1.19	1.19	0.13	0.13	0.13	0.41	0.41	0.41
Crit Moves:		* * * *			* * * *			* * * *			****	
Delay/Veh:	16.1	16.1	16.1	120.3	120	120.3	10.9	10.9	10.9	13.9	13.9	13.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.1	16.1	16.1	120.3	120	120.3	10.9	10.9	10.9	13.9	13.9	13.9
LOS by Move:	С	С	С	F	F	F	В	В	В	В	В	В
ApproachDel:		16.1			120.3			10.9			13.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.1			120.3			10.9			13.9	
LOS by Appr:		C			F			В			В	
******	*****	* * * * *	*****	* * * * * *	* * * * *	* * * * * * *	*****	****	* * * * * * *	*****	* * * * *	******

AM Background	1		Мо	n Nov	8, 2	004 10:	22:22			I 	Page 1	55-1
2	2000 1	 I ICM 4-	Level O Way St	f Serv	vice thod	Computa (Future	tion H Volur	Report	t t	.ve)		
***********	*****	*****	******	*****	* * * * *	******	*****	****	*****	*****	****	*****
Intersection	#1318	3 Jim_	_Moore/	First								
*********	****	*****	*****	*****	* * * * *	******	*****	*****	******	*****	*****	******
Cycle (sec):		100	)			Critica	1 Vol.	./Cap	. (X):		1.02	25
Loss Time (se	ec):	C	) (Y+R	= 4 (	sec).	Average	Delay	y (se	c/veh):		41.	. 2
Optimal Cycle	2:	C	)			Level O	f Serv	vice:				Ε
********	****	*****	******	****	* * * * *	******	*****	*****	******	*****	*****	*****
Approach:	Noi	cth Bo	ound	Sou	ith B	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	ь·	- T	- R	L	- T	– R.	L -	- T	- R	. L -	- T	- R
Control:	St	op Si	lgn	SI	top S	ign	St	cop Si	ign	St	cop S:	lgn
Rights:		Inclu	ıde		Incl	ude		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (	0 (	1 0	1 (	0 0	1 0	0 0	0 0	10	0 (	) 1!	0 0
			 - Doto:	10 M			.15 -	9.15	 73.M			
Doco Mol.	10	250011C	. Dale:	10 10	508	он << , 5	. ± ೨	6.10	б	61	ч	8
Dase VOI:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00
Growin Auj:	12	250	2,00	1.00	528	5	1.00	1.00		61		
Inicial BBC.	<u>د ۲</u>	200	12	10	20	0	õ	0	õ	3	0	5
Added Vol:	0	21	12	ر <u>ب</u>	20	0	0	ů O	Ň	0	ň	0
Tritial Rute	0 1 D	200	92 92	36	548	5	0	6	6	64	3	13
HILLAL FUL:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00
DUE V94.	0 80	0 80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHE Volume.	16	350	115	45	685	6	0	8	8	80	4	16
Reduct Vol:	10	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	350	115	45	685	б	0	8	8	80	4	16
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MUF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol ·	16	350	115	45	685	6	0	8	8	80	4	16
Saturation Fl	Low Mo	dule:	:	1		1	L.		I	,		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.75	0.25	1.00	0.99	0.01	0.00	0.50	0.50	0.80	0.04	0.16
Final Sat.:	589	499	164	607	668	6	0	253	253	415	19	84
Capacity Anal	lysis	Modul	Le:									
Vol/Sat:	0.03	0.70	0.70	0.07	1.03	1.03	XXXX	0.03	0.03	0.19	0.19	0.19
Crit Moves:		****			****			****			****	
Delay/Veh:	9.0	19.7	19.7	9.0	63.7	63.7	0.0	9.8	9.8	1	11.1	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	19.7	19.7	9.0	63.7	63.7	0.0	ש.צ י	ש.ט ד	⊥£•⊥ ¬	11.1 5	ــــــ ص
LOS by Move:	A	С	C	А	F'	F.	*	A	A	В	В Т Т	B
ApproachDel		19.3			60.3			3.8			7 00	
Delay Adj:		1.00			1.00			T.00			11 7	
ApprAdjDel:		19.3			50.J			ש.ש ת			ъ тт•т	
LUS by Appr:	• - بله مله مله مله م	·****	******	****	۲ ****	******	*****	*****	*****	*****	بر *****	*****

AM Background	1		Moi	n Nov	8, 20	04 10:	22:22			E	Page 5	57-1
	·	<b>-</b>										
		I	evel 0:	f Serv	vice C	omputa	tion F	leport	t			
2	2000 F	ICM Op	eration	ns Met	hod (	Future	Volum	ne Alt	ternati	ve)		
*****	*****	*****	*****	* * * * * *	*****	*****	*****	****	*****	*****	****	*****
Intersection	#1319	9 Firs	t/Lighi	t_Figh	nter							
***********	*****	*****	*****	*****	*****	*****	*****	****	*****	*****	****	******
Cycle (sec):		70	•		C	ritica	l Vol.	/Cap	. (X):		0.49	92
Loss Time (se	ec):	16	(Y+R :	= 4 s	sec) A	verage	Delay	/ (sec	c/veh):		10	.3
Optimal Cycle	2:	46			I	evel 0	f Serv	rice:				В
***********	****	*****	*****	*****	*****	*****	*****	****	******	*****	****	******
Approach:	Noi	cth Bo	ound	Soi	ith_Bc	ound	Ea	ist Bo	ound	We	est Bo	Juna
Movement:	_ L -	- T	- R	L ·	- T	- R	, L	- ' <u>L</u> '	- R	ь - 1	T.	- R
								· ·		1		 Fod
Control:	Sp.	lit Ph	lase	Sp	Lit Ph	lase	F	ermi:	ctea	PI	Thel	udo
Rights:		Inclu	ide		Inclu	iae	0	1gno:	re	0	THCT	uue o
Min. Green:	0	0	0	0		0 1	0	, - , -	0 1	1 0	$\mathbf{v}$	0 0
Lanes:	, l (	0 0	0 1	0. 1	LO	0 1		) 2	U	(	) 2	
				20.04			.75 _	0.15	ΔM			1
Volume Module	2: >>	Count	Date:	28 50	≥p 200 ⊂	14 << /	:T2 -	810	70	2	506	0
Base Vol:	1 00	7 00	1 00	1 00		1 00	т 00	1 00	יי <i>ב</i> , ר ח ה	1 00	1 00	1.00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	41	1.00	849	72	2	506	2.00 0
initial Bse:	80	0	<i>/</i>	0	0	4 I 0	0	37	2	0	47	Õ
Added Vol:	7	0	0	0	0	0	0	27	ے م	0	<u>ب</u>	0
PasserByVol:	0	0	0	0	Ű	41	0	000			553	0
Initial Fut:	87	0	7	8	5	41	1 00	1 00	0 00	1 00		1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.00	0.86	0.00	0.00
PHF Volume:	101	0	8	9	7	48	0	1030	0	2	643	0
Reduct Vol:	0	0	0	0	0	0	0	1070	0	0	C 4 3	0
Reduced Vol:	101	0	8	9	7	48	0	1030	0		543	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	101	0	8	. 9	7	48	, 0	1030	0	, 2	643	0
												!
Saturation F	low Me	odule:	:						1	1000	1000	1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	0.95	0.95	0.83	1.00	0.93	1.00	0.93	0.93	1.00
Lanes:	1.00	0.00	1.00	0.57	0.43	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1769	0	1583	1034	776	1583	0	3538	1900	1769	3538	U
						· <b></b>						
Capacity Ana	lysis	Modu]	Le:								0 10	0 00
Vol/Sat:	0.06	0.00	0.01	0.01	0.01	0.03	0.00	0.29	0.00	0.00	0.18	0.00
Crit Moves:	* * * *					* * * *		****		****		0 0
Green Time:	8.1	0.0	8.1	4.3	4.3	4.3	0.0	41.4	0.0	0.2	41.6	0.0
Volume/Cap:	0.49	0.00	0.04	0.15	0.15	0.49	0.00	0.49	0.00	0.49	0.31	0.00
Uniform Del:	29.0	0.0	27.5	31.1	31.1	31.8	0.0	8.2	0.0	34.9	7.0	0.0
IncremntDel:	1.9	0.0	0.1	0.6	0.6	3.9	0.0	0.2	0.0	62.0	0.1	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	30.8	0.0	27.6	31.7	31.7	35.7	0.0	8.4	0.0	96.9	7.1	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:	30.8	0.0	27.6	31.7	31.7	35.7	0.0	8.4	0.0	96.9	7.1	0.0
HCM2kAvg:	3	0	0	0	0	2	0	7	0	0	4	0
*******	****	*****	******	*****	*****	******	****	* * * * *	* * * * * * *	*****	* * * * *	******

AM Background			Moi	n Nov	8, 20	04 10:2	22:22			Р	age 5	9-1
		L	evel Of	E Serv	vice C	omputa	tion R	eport	:			
2	000 H	см Ор	eration	ns Met	hod (	Future	Volum	ne Alt	ernati	ve)		
*****	****	* * * * *	* * * * * * *	* * * * * *	*****	*****	* * * * * *	****	******	*****	****	*****
Intersection	#1320	Seco	nd/Ligl	nt_Fig	ghter						an tankada di	
********	****	*****	*****	*****	*****	*****	*****	*****	******	*****	****	******
Cycle (sec):		60			C	ritica	l Vol.	/Cap.	$(\mathbf{X})$ :		0.40	-
Loss Time (se	ec):	9	(Y+R :	= 4 s	sec) A	verage	Delay	r (sec	:/ven):		12.	1 D
Optimal Cycle	:	28				evel O	t Serv	nce:	· • • • • • • •	*****	*****	D ******
**********	* * * * *	*****	*****	*****	*****	·····	~ ~ ~ ~ <del>~</del> ~		und		et Br	und
Approach:	Nor	th Bo	und	- 501	ICN BC	nuna	т	ישנ שנ יד		т. –	. sc bc	- R
Movement:	L -	· 1	- R	- سلا ا	T.	- ĸ	- u !	· · · · · · ·	- K			
		 		 T			 עם		ed	I Pr	otect	ed
Contro⊥:	F	vermit	de	1	Tholu	ide i	L	Incli	ide		Inclu	ide
Rights:	0	THCIO	iue n	0	1110±0	0	0	0	0	0	0	0
Min. Green:			0 1	1 (	о 1 Г (	0 1	1 0	) 1	1 0	1 0	1	1 0
Lanes:					,							
Volume Module	. Cer	tembe	r 2004	– AM		Į	1			1		
Base Vol.	0	0	1	0	0	125	147	705	12	1	381	8
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	0	0	125	147	705	12	1	381	8
Added Vol:	0	0	0	15	0	29	7	29	0	0	19	17
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1	15	0	154	154	734	12	1	400	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	0	1	17	0	173	173	825	13	1	449	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	17	0	173	173	825	13	1 00	449	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	140	1.00
Final Vol.:	0	0	1	, 17	0	173	173	825	13	1	449	20 
	<b>-</b> -									1		
Saturation F	Low Mo	odu⊥e	:	1000	1000	1000	1000	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1 00	1900	T 03	1900	1 93	0 93	0.92	0.92
Adjustment:	1.00	1.00	1.00	1 00	1 00	1 00	1 00	1 97	0.03	1.00	1.88	0.12
Lanes:	0.00	0.00	1611	1627	1900	1583	1769	3474	57	1769	3300	206
Final Sat.:	1	0	1011	1			1					
Generality App	 lveie	Modui	ا م	ł		I	I		'	I		ļ
Vol /Cot.	1 Y 5 T 5	0 00		0.01	0.00	0.11	0.10	0.24	0.24	0.00	0.14	0.14
Crit Moved:	0.00	0.00	0.00	0.01		****	* * * *				****	
Green Time:	0 0	0.0	16.2	16.2	0.0	16.2	14.5	34.7	34.7	0.1	20.2	20.2
Volume/Cap:	0.00	0.00	0.00	0.04	0.00	0.40	0.40	0.41	0.41	0.41	0.40	0.40
Uniform Del:	0.0	0.0	16.0	16.1	0.0	17.9	19.1	7.0	7.0	29.9	15.3	15.3
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.1	0.1	78.0	0.2	0.2
Delav Adi:	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	16.0	16.2	0.0	18.5	19.7	7.1	7.1	108.0	15.5	15.5
User DelAdi:	1.00	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	16.0	16.2	0.0	18.5	19.7	7.1	7.1	108.0	15.5	15.5
HCM2kAvq:	0	0	0	0	0	3	3	5	5	0	4	4
*****	*****	*****	******	*****	****	* * * * * * *	*****	****	* * * * * * *	*****	* * * * *	* * * * * * *

AM Background	1	. <b></b>	M01	n Nov	8, 2	004 10:2	22:22	<b></b>	<b>~ ~ ~ ~ ~</b>		Page 6	51-1 
			evel 0:	f Serv	/ice	Computat	tion F	Report	 t			
	2000 F	ICM Or	peration	ns Met	hod	(Future	Volum	ne Alt	ternati	ve)		
************	*****	*****	*****	* * * * * *	****	* * * * * * *	* * * * * *	****	******	*****	*****	******
Intersection	#1321	L Jim	Moore/1	Light	Figh	ter						
****	*****	*****	*****	*****	 * * * * *	* * * * * * *	* * * * * *	****	* * * * * * *	*****	*****	******
Cycle (sec):		80	)			Critical	l Vol.	/Cap	. (X):		0.53	39
Loss Time (se	ec):	16	5 (Y+R =	= 4 s	sec).	Average	Delay	/ (sed	c/veh):		24.	.1
Optimal Cycle	÷:	50	)			Level O:	f Serv	/ice:				С
**********	*****	*****	******	* * * * * *	****	******	* * * * * *	*****	* * * * * * *	*****	*****	*****
Approach:	Noi	cth Bo	ound	Soi	ith B	ound	Ea	ast Bo	ound	Ŵe	est Bo	ound
Movement:	Ŀ	- T	- R	Ŀ	- Т	- R	L, -	- Т	- R	_ L -	- T	- R
Control:	Pi	rotect	ed	۲ı	roted	ted	Pı	cotect	ted	Pi	rotect	ied
Rights:		Inclu	ıde		Incl	ude		Igno	re		Inclu	ide
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 (	0 0	1 0	1 (	) 1	1 0	1 (	) 1	01	, 1 (	) 0	1 0
	<b></b>						<b>-</b>					
Volume Module	e: >>	Count	: Date:	22 Se	ep 20	04 << 7	:15 -	8:15	AM	1.0	<i></i>	-
Base Vol:	177	147	4	4	405	149	178	112	416	10	64	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:	177	147	4	4	405	149	178	112	416	10	64	2
Added Vol:	20	18	0	0	13	12	23	1	20	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	165	4	4	418	161	201	113	436	10	68	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.00	0.88	0.88	0.88
PHF Volume:	224	188	5	5	475	183	228	128	0	11	77	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	188	5	5	475	183	228	128	0	11	77	2
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	224	188	5	5	475	183	228	128	0	11	77	2
Saturation F	low Mo	odule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.98	0.93	0.89	0.89	0.93	0.98	1.00	0.93	0.98	0.98
Tanes:	2.00	0.98	0.02	1.00	1.44	0.56	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	3432	1811	44	1769	2447	942	1769	1862	1900	1769	1802	53
			[						<b></b>			
Capacity Anal	lvsis	Modul	le:			•	1			,		
Vol/Sat:	0.07	0.10	0.10	0.00	0.19	0.19	0.13	0.07	0.00	0.01	0.04	0.04
Crit Moves:	****		•		****		* * * *				****	
Green Time:	97	37 5	37.5	0.9	28.8	28.8	19.2	23.3	0.0	2.2	б.4	6.4
Volume/Car:	0 54	0 22	0 22	0 22	0.54	0.54	0.54	0.24	0.00	0.24	0.54	0.54
Uniform Delt	22 1	10 6	12 6	39.2	20 3	20.3	26.6	21.5	0.0	38.1	35.4	35.4
IncremptDol:	⊥.د. ۱ ۸	12.0 0 1	0 1	5 A	0 5	0 5	1.4	0.2	0.0	2.5	4.0	4.0
Incremituel:	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	0.00	1,00	1.00	1.00
Delay Auj:	24 5	10 7	10 7	1.00 11 E	20 0	20 8	28 0	21 8	0.0	40.6	39.4	39.4
Deray/ven:	ు 4.5 1 ంం	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00
user DelAdj:	1.00	1.00	100	1.00	1.00	20 0	28 0	21 0	1.00	10 E	29 4	29 4
AdjDe1/Ven:	34.5	12.7	14./	44.5	20.8 7	20.0 7	20.V E	⊿⊥.0 ົາ	0.0	ט.טדי ו	ンノ・± マ	22. <del>1</del> 2
HCM2kAvg:	4	ک ۰۰۰۰۰۰۰۰۰۰۰۰		ب. بد بد بد بد	+++ /	******	*****	ے * * * * *	· * * * * *	ـ • * * * * *	 *****	ر ******
~~~~ <del>~</del>	^ * * * * *	~ ^ * * * *										

AM Background	l		Moi	n Nov	8, 20	04 10:2	22:22			P	age 6	3-1
		L	evel Of	E Serv	ice C	omputat	tion R	leport	E .			
2	000 H	(CM Op	eration	ns Met	hod (Future	Volum	ne Alt	ternati	ve)		
*****	*****	****	* * * * * * *	*****	****	*****	*****	****	* * * * * * *	*****	*****	*****
Intersection	#1322	Jim_	Moore/(Giglin	g					·	والمروالي والمروالي	ماہ ماہ ماہ ماہ ماہ
*********	*****	*****	*****	*****	*****	*****	*****	****	******	*****	*****	~ ~ ~ ~ ~ ~ ~
Cycle (sec):		60			C	ritical	l Vol.	/Cap	. (X):		0.48	9
Loss Time (se	ec):	16	(Y+R :	= 4 s	ec) A	verage	Delay	/ (se	c/veh):		16.	3
Optimal Cycle	:	44			L	evel Ot	E Serv	rice:				В
*****	*****	*****	*****	*****	****	*****	*****	****	******	*****	*****	*****
Approach:	Nor	th Bo	und	Sou	th Bo	und	Εa	ist B	ound	We	st Bo	und
Movement:	L -	- T	- R	L -	Т	- R	L -	· T	- R	L -	Т	– R .
Control:	Pr	otect	ed .	Pr	otect	ed	Pr	otec	ted	Pr	otect	.ed
Rights:		Ignor	e		Ignor	e		Incl	ude		Ignor	е
Min. Green:	0	0	0	0	- 0	0	0	0	0	0	0	0
Lanes.	1 () 2	0 1	1 0	2	0 1	1 () ()	10	1 0	1	0 1
Volume Module	: : : :	Count	Date:	'3 Mar	2004	<< 7:	15 - 8	3:15	AM			
Base Vol.	18	288	71	166	625	101	21	23	16	106	43	16
Growth Adi.	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bee	18	288	71	166	625	101	21	23	16	106	43	16
Inford Vol.	10	36	1		32	0	0	0	0	3	0	1
PageorPyVol.	0	0	0	0 0	0	0	0	0	0	0	0	0
Tasserby VOL	10	324	72	166	657	101	21	23	16	109	43	17
Inicial fuc:	1 00	1 00	0 00	1 00	1 00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
User Adj:	1.00	1.00 0.70	0.00	0 78	0 78	0 00	0.78	0.78	0.78	0.78	0.78	0.00
PHF Adj:	0.70	415	0.00	213	842	0.00	27	29	21	140	55	0
PHF VOlume:	د <i>ک</i>	415	0	213	042	Ő	0	0	0	0	0	0
Reduct Vol:	0	110	0	212	842	0	27	29	21	140	55	0
Reaucea vol:	1 00	1 00	0 00	1 00	1 00	0 00	1 00	1.00	1.00	1.00	1.00	0.00
PCE Adj:	1.00	1.00	0.00	1 00	1 00	0.00	1 00	1 00	1.00	1.00	1.00	0.00
MLF AQ]:	1.00	1.00	0.00	212	1.00	0.00	27	29	21	140	55	0
Final Vol.:	23	415	0	413	042					1		
						1	1		ł	I		I
Saturation F.	LOW MO	saure:	1000	1000	1000	1000	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1 00	1900	1900	1 00	1900	1 92	1 92	0 93	0 98	1.00
Adjustment:	0.93	0.93	1.00	1.95	0.95	1 00	1 00	0.52	0.22	1 00	1 00	1 00
Lanes:	1.00	2.00	1.00	1.00	2.00	1000	1769	10.55	717	1769	1862	1900
Final Sat.:	1769	3538	1900	1769	3538	1900	1 109	1021	/ ± /	1	1002	
										[- ··· ··		
Capacity Ana	lysis	Modu	Le:		0 04	0 00	0 00	0 03	0 02	0 08	0 03	0 00
Vol/Sat:	0.01	0.12	0.00	0.12	0.24	0.00	0.02	0.05	0.05	****	0.05	0.00
Crit Moves:	****				****				2 5	0 7	0 7	0 0
Green Time:	1.6	15.2	0.0	15.6	29.2	0.0	4.5	3.5	3.5	9.7	0.7	0.0
Volume/Cap:	0.49	0.46	0.00	0.46	0.49	0.00	0.20	0.49	0.49	0,49	0.20 22 C	0.00
Uniform Del:	28.8	18.9	0.0	18.7	10.4	0.0	26.1	27.4	27.4	22.9	22.0	0.0
IncremntDel:	7.8	0.4	0.0	0.7	0.2	0.0	0.8	3.7	3.7	1.3	1 00	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	T.00	1.00	0.00
Delay/Veh:	36.6	19.3	0.0	19.4	10.6	0.0	26.8	31.0	31.0	24.2	23.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	19.3	0.0	19.4	10.6	0.0	26.8	31.0	31.0	24.2	23.0	0.0
HCM2kAvg:	1	4	0	4	б	0	1	2	2	3	1	0
	****	****	* * * * * * *	*****	* * * * *	* * * * * * *	****	* * * * *	******	****	*****	******

AM Background			Мот	n Nov	8, 20	04 10:2	22:22			Ρ	age 6	5-1
		 L	evel Of	E Serv	ice (Computa	tion R	leport	2			
2	000 н	ao MD	eratio	ıs Met	hod	(Future	Volum	ne Alt	ernati	ve)		
**********	****	****	*****	*****	* * * * *	******	* * * * * *	****	******	* * * * * *	****	*****
Intersection	#1323	Jim	Moore/1	Vorman	dy							
****	****	*****	*****	* * * * * *	****	******	* * * * * *	*****	******	*****	****	*****
Cycle (sec):		60			(Critica	l Vol.	/Cap.	. (X):		0.49	4
Loss Time (se	c):	12	(Y+R :	= 4 s	ec) /	Average	Delay	r (sec	c/veh):		14.	1
Optimal Cycle	:	38			I	Level O	f Serv	rice:				В
*****	****	*****	*****	* * * * * *	****	******	* * * * * *	*****	******	*****	*****	*****
Approach:	Nor	th Bo	und	Sou	ith Bo	ound	Ea	ist_Bo	ound	We	st BC	buna
Movement:	L -	Т	- R	_ L -	T	- R	ь-	· T	- R	–	Ϋ́Γ	- K
								·		-		+
Control:	Pr	otect	ed	Pr	oteci	ted	F	ermit	tea	P	Tral	.tea do
Rights:		Inclu	.de		Inclu	ıde	0	Incit	ide o	0	THETE	
Min. Green:	0	0	0	0	0	0	0	U 	0 0	0 0	1 1	0 0
Lanes:	1 0) 1	1 0	. 1 0) 2	0 1		/ 11	0 0	1	۰ ۲. س ـ ـ ـ ـ	
		~					.16 _	9.15	7.M	1		I
Volume Module	:: >>	Count	. Date:	SU Me	E 201	_4 << /	.1.5	44	2111	56	73	27
Base Vol:	40	288		1 00	1 00 1		1 00	1 00	1.00	1.00	1.00	1.00
Growth Adj:	1.00	2.00	1.00	1.00 61	597	2.00	62	44	35	56	73	27
Initial Bse:	40	200	0.0	01	35	0	0	0	0	0	0	0
Added VOI:	0	1	0	0	0	0 0	0	0	0	0	0	0
Tasserby VOL.	40	325	65	61	632	89	62	44	35	56	73	27
HILLIAL FUC. Neer Adi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
DHF Adi.	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	53	433	87	81	843	119	83	59	47	75	97	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	433	87	81	843	119	83	59	47	75	97	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
Final Vol.:	53	433	87	81	843	119	83	59	47	. 75	97	36
						- -			-			
Saturation FI	Low Ma	dule:	:									1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.85	0.77	0.77	0.77	0.83	0.83	0.83
Lanes:	1.00	1.67	0.33	1.00	2.00	1.00	0.44	0.31	0.25	0.36	0.47	0.17
Final Sat.:	1805	2933	587	1805	3610	1615	643	456	202	560	131	
Capacity Ana.	Lysis	Modu.	Le:	0.05	A 77	0 07	0 12	0 13	0 13	0 13	0.13	0.13
Vol/Sat:	0.03	0.15	0.15	0.05	U.∠3 ****	0.07	0.13	0.15	0.10	0.10	****	0.10
Crit Moves:	~ ~ ~	04 E	04 E	7 5	20 1	28.4	16 0	16.0	16.0	16.0	16.0	16.0
Green Time:	3.0	24.5	24.5	036	0 49	0 16	0.48	0.48	0.48	0.49	0.49	0.49
Volume/Cap:	0,49	10.30	12 3	24 1	10 9	9.0	18.5	18.5	18.5	18.6	18.6	18.6
Uniform Del:	27.5	0.2	12.5	1.0	0.2	0.1	0.9	0.9	0.9	0.9	0.9	0.9
Incremment:	1 00	1 00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay Auj: Delay (Neb.	30 8	12 5	12.5	25.1	11.1	9.1	19.4	19.4	19.4	19.5	19.5	19.5
Nerr Doladi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh.	30.8	12.5	12.5	25.1	11.1	9.1	19.4	19.4	19.4	19.5	19.5	19.5
HCM2kAva.	20.0	4	4	2	6	1	4	4	4	4	4	4
*******	 * * * * *	*****	* * * * * * *	*****	* * * * *	* * * * * * *	*****	****	******	*****	****	******

AM Background	10n Nov 8, 20	04 10:22:2	2	Page 67-1
Level	Of Service (Computation	Report	· · · · ·
2000 HCM Unsigna	lized Method	(Future Vo	lume Alterna	tive)
*****	*****	* * * * * * * * * * *	********	****
Intersection #1324 Jim_Moor	e/Coe ***********	* * * * * * * * * * *	****	* * * * * * * * * * * * * * * * * * *
Average Delay (sec/veh): ************************************	8.5 Wors	st Case Lev ********	el Of Servic *****	e: E[48.9] *****
Approach: North Bound	South Bo	ound	East Bound	West Bound
Movement: L - T - R	L - T	- R L	- T - R	L - T - R
	Treoptre	 -]]ed	Ston Sign	Stop Sign
Control: Uncontrolled	Uncontro	JIICU 1de	Channel	Include
Rights: Include				
Lanes: 10010		_ _		
Madulo, Ma	- 201	14 ~~ 7.30	- 8.30 AM	
VOLUME MODULE: >> COULT Dat	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	91 F	3 0 100	0 0 0
Base VOI: 86 255	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 	1 00 1 0	0 1 00 1.00	1.00 1.00 1.00
Growen Adj: 1.00 1.00 1.0	1.00 ± 000	91 £	3 0 100	
Initial BSE: 06 255	= = 23	5 1	6 16 14	2 6 2
Added VOI: 5 22		0	0 0 0	0 0 0
Training Training Of 277	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	96 7	9 16 114	2 6 2
$\begin{array}{cccccccccccccccccccccccccccccccccccc$		1 00 1 0	0 1 00 1 00	1.00 1.00 1.00
User Adj: 1.00 1.00 1.0	0 1.00 1.00 0 0 00 0 00	0.92 0.9	2 0 92 0.92	0.92 0.92 0.92
PHF Adj: 0.92 0.92 0.9	2 0.92 0.92 = = = 707	104 8	5 17 124	2 7 2
PHF Volume: 99 301		104 0		
Reduct Vol: 0 0		0 8 NOT	6 17 124	2 7 2
Final VOL.: 99 301		101 0	-0 I/ III	
Critical Gap Module:	x 1 1 xxxx	vvvvv 7	1 6 5 6 2	7.1 6.5 6.2
Critical Gp: 4.1 XXXX XXX	x 4.1 x x x x x x x x x	<u>~~~~</u> .	5 4 0 3 3	3540 3.3
FOLLOWUPTIM: 2.2 XXXX XXXX	× 2.2 AAAA			
Capacity Module:	v 207 vvvv	VVVVV 124	4 1242 727	1301 1344 304
Debeeb Con : 810 Mary XXXX	x 1066 vvvv	vvvvv 1P	2 176 427	139 153 741
More Cap : 810 XXXX XXXX	x 1266 xxxx	vvvvv 13	2 154 427	82 134 741
Move cap.: 810 XXXX XXX	\sim 0.00 \times	XXXX 0 6	5 0 11 0.29	0.03 0.05 0.00
volume/cap: 0.12 XXX XXX				
	_			1
Level of Service Module:	\sim 0.0 \times \times \times	xxxxx xxX	·x xxxx 1.2	xxxxx xxxx xxxxx
Queue: 0.4 XXXX XXXX	\sim 7 9 \times 7 9	XXXXX XXXX	x x x x 16.8	XXXXX XXXX XXXXX
LOG by Mouro, P * *	A 7.9 AAAA	* *	* * C	* * *
Movement, TT - TTP - PT	ርም - T/ጥዎ	- RT T.	- LTR - RT	LT - LTR - RT
Charad Can , yyry yyry yyry	X XXXX XXXX TIV	XXXXX 13	6 xxxx xxxxx	xxxx 139 xxxxx
Chared Oueue. XXXX XXXX XXXX	$x 0.0 \ x \ x \ x \ x \ x \ x \ x \ x \ x \ $	xxxxx 4	5 xxxx xxxxx	xxxxx 0.3 xxxxx
Chrd CtoDel VYYY YYYY YYYY	x 7.9 x x x	xxxxx 87	4 xxxx xxxxx	xxxxx 33.1 xxxxx
Charad LOC. * * *	Δ *	* 1	- * *	* D *
ApproachDel, YYYYY	AAAAAA	-	48.9	33.1
ApproachLOS: *	*		E	D

AM Background			Moi	n Nov	8, 20	04 10:	22:22		_ 	P	age 6	9-1
		 T	evel 0	 f Serv	ice C	 Computa	tion R		. .			
2	000 H	- 	Wav Sto	op Met	hod	Future	Volum	ne Alt	ernati	ve)		
**********	*****	*****	******	*****	****	*****	*****	*****	*****	*****	* * * * *	*****
Intersection	#1325	Jim_	Moore/1	Broadw	ay *****	*****	*****	*****	*****	* * * * * *	* * * * *	****
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		100	<b>)</b>		C	ritica	1 Vol.	/Cap.	(X):		0.97	'3
Cycle (sec): Taga Time (do		100	, (vtd .	- 4 9	ec) I	verage	Delav	/ (sec	(veh):		30.	7
Loss Time (se	0):		) (1710 -		лее, <i>г</i> т	evel 0	f Serv	vice:	-,, .			D
opcimar cycre	*****	*****	, , * * * * * * *	*****	*****	*****	*****	*****	*****	* * * * * *	****	*****
Approach.	Nor	+h Br	กมากไ	Sou	ith Bo	ound	Ea	ist Bo	ound	We	st Bo	ound
Approach: Movement:	T	. т	- R	T	· T	- R	L -	·Т	- R	L -	Т	- R
MOVEMENC:												·
Control:	st	on Si	an	st	op Si	lan	' St	op St	lqn	St	op Si	.gn
Pichte.		Inclu	ide		Inclu	ıde		Inclu	ide		Inclu	ıde
Min Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes.	0 1	0	0 0	0 0	) 1	0 1	1 0	0	0 1	0 0	0	0 0
									<b></b>			
Volume Module	: >>	Count	Date:	28 Se	ep 200	)4 << 7	:30 -	8:30	AM			
Base Vol:	58	87	0	0	435	311	254	0	264	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:	58	87	0	0	435	311	254	0	264	0	0	0
Added Vol:	0	14	0	0	17	22	19	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	101	0	0	452	333	273	0	264	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	67	117	0	0	526	387	317	0	307	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	117	0	0	526	387	317	0	307	1 00		1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00
Final Vol.:	67	117	0	, 0	526	387	317	0	307	1 0	0	0
Saturation Fl	Low Ma	odule	:				- 00	1 00	1 00	1 00	1 00	1 0.0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1 00	0.00	1.00	1.00
Lanes:	0.36	0.64	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	185	323	0	1 0	540	598	4/3		1			
			<b></b> -						]			i
Capacity Ana	lysis	Moau	ie:		0 07	0 65	0 67	~~~~	0 55	xxxx	xxxx	XXXX
Vol/Sat:	0.36	0.35	XXXX	XXXX	****	0.00	****	<u>~~</u> ~~	0.00	21212121	1011101	
Crit Moves:	12 0	12 0	0.0	0 0	57 7	18 7	24 0	0.0	16.3	0.0	0.0	0.0
Delay/ven:	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay Adj:	12 0	12 0	1.00	1.00	57 7	18.7	24.0	0.0	16.3	0.0	0.0	0.0
Adjuer/ven:	ע. כ⊥ ס	тэ.э Б	*	*	ייר ק	/ C	V C	*	C	*	*	*
Tod by Move:	D	12 0			41 7	÷		20.2	-	x	cxxxx	
Abbroachner:		1 00			1.00			1.00		2	xxxx	
Deray Auj: NoorAdiDel.		13 9			41.2			20.2		x	xxxx	
TOS pr yppr.		 R			E			С			*	
	****	 *****	******	*****	* * * * *	******	*****	* * * * *	* * * * * * *	*****	****	******

Traffix 7.6 PM Background	5.0715 1	5 (c)	2003 D Mo	owling n Nov	g Asso 8, 2	oc. Lic 004 10:	ensed 26:36	to Hi	IGGINS	ASSOC.	, GII Page 2	LROY 21-1
	• <del>•</del>		<b>_</b>									<b></b> -
		I	evel O	f Serv	vice (	Computa	tion H	Report	Ľ.			
2	2000 F	ICM Or	eratio	ns Met	hod	(Future	volut	ne Ali	ternati	ve)		
* * * * * * * * * * * *	*****	*****	*****	****	*****	******	*****	*****	* * * * * * *	*****	****	*****
Intersection *********	#1301 *****	L Del_	Monte/	Reserv	/atio	□ ******	*****	****	* * * * * * *	*****	****	******
Cvale (sec):		80	)		(	Critica	l Vol.	./Cap	. (X):		0.49	93
Loss Time (se	ed):	12	(Y+R	= 4 g	sec) i	Average	Delay	/ (sec	c/veh):		21	. 0
Optimal Cycle	÷:	39	)			Level 0	f Serv	vice:				С
****	*****	*****	*****	****	****	******	*****	****	******	*****	****	******
Approach:	Noi	th Bo	ound	Sou	ith Be	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	Ŀ-	- T	- R	L ·	- т	- R	L -	- T	- R	L -	- T	- R
Control:	Pı	otect	ed	Pi	rotec	ted	Sp]	lit Pl	nase	Spl	it Pł	nase
Rights:		Ovl			Incl	ude		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (	) 1	0 2	2 (	) 1	1 0	0 0	L O	1 0	2 0	) 1	0 1
Volume Module	: >>	Count	Date:	່10 Ju	in 204	04 << 4	:15 -	5:15	PM			
Base Vol:	148	171	750	151	76	9	11	185	85	538	281	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:	148	171	750	151	76	9	11	185	85	538	281	105
Added Vol:	0	3	5	0	1	0	0	15	0	9	7	0
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	174	755	151	77	9	11	200	85	547	288	105
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	154	181	786	157	80	9	11	208	89	570	300	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	181	786	157	80	9	11	208	89	570	300	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	154	181	786	157	80	9	11	208	89	570	300	109
Saturation F	Low Mo	dule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.73	0.90	0.92	0.92	0.89	0.89	0.89	0.90	0.98	0.83
Lanes:	1.00	1.00	2.00	2.00	1.79	0.21	0.07	1.36	0.57	2.00	1.00	1.00
Final Sat.:	1769	1862	2786	3432	3117	364	126	2283	970	3432	1862	1583
			· <b></b> -									
Capacity Anal	lysis	Modul	e:									
Vol/Sat:	0.09	0.10	0.28	0.05	0.03	0.03	0.09	0.09	0.09	0.17	0.16	0.07
Crit Moves:			****	****					* * * *	* * * *		
Green Time:	20.3	18.9	45.8	7.4	6.0	6.0	14.8	14.8	14.8	26.9	26.9	26.9
Volume/Cap:	0.34	0.41	0.49	0.49	0.34	0.34	0.49	0.49	0.49	0.49	0.48	0.21
Uniform Del:	24.4	25.9	10.2	34.5	35.1	35.1	29.2	29.2	29.2	21.1	21.0	18.9
IncremntDel:	0.5	0.6	0.2	1.2	0.8	0.8	0.6	0.6	0.6	0.3	0.6	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	24.9	26.5	10.4	35.7	35.9	35.9	29.9	29.9	29.9	21.4	21.6	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:	24.9	26.5	10.4	35.7	35.9	35.9	29.9	29.9	29.9	21.4	21.6	19.1
HCM2kAvq:	3	4	6	3	1	1	4	4	4	6	6	2
_ **********	*****	* * * * * *	*****	*****	* * * * *	******	*****	*****	* * * * * * *	*****	*****	*****

Traffix 7.6 PM Background	.0715 l	5 (c)	2003 E Mc	owling on Nov	Asso 8, 20	oc. Lic )04 10:	ensed 26:36	to HI	IGGINS	ASSOC. I	., GII Page 2	GROY 23-1	
<b>- -</b>							tion T		- <b></b>				
2.0	Level Of Service Computation Report												
2U 	·*****	_1M1 U115	******	******	*****	******	******	*****	* * * * * * *		*****	*****	
*****	***************************************												
Intersection #1302 Callfornia/Reservation													
Average Delay (sec/veh): 32.4 Worst Case Level Of Service: F[384.8] ************************************													
Approach:	Noi	th Bo	ound	Sou	ith Bo	ound	Ea	ast Bo	ound	We	est Bo	ound	
Movement:	ь -	- T	- R	L -	- T	- R	L ·	- T	- R	Ъ -	- T	- R	
												hlled	
Control:	St	LOD 21	lgn	51	Jop 51	. gn	UIIC	Thel	vge Nge	Include			
Rights:		Inclu		0 0		108	7 (	111010	1 0	1 (	1 1	1 0	
Lanes:	0.	LÜ	U I		/ 11	0 0	1	1	1 U	 	, <u> </u>		
							1						
Volume Module: >> Count Date: 1 Jun 2004 << 5:00 - 6:00 PM													
Base Vol:	27	0		1	0	د .	1 00	948	74	1 00	7 00	1 00	
Growth Adj:	1.00	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	0	39	1	0	3	1	948	74	/1	901	L L	
Added Vol:	23	0	0	0	0	0	0	36	41	0	20	0	
CA Ext. Rea:	27	0	79	0	0	0	0	0	د د	42	0	-	
Initial Fut:	77	0	118	1	0	3	1	984	148	113	921	1	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
PHF Volume:	85	0	130	1	0	3	1	1081	163	124	1012	1	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Final Vol.:	85	0	130	1	0	3	1	1081	163	124	1012	1	
Critical Gap	Modu	le:											
Critical Gp:	7.5	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	6.9	7.5	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	6.9	4.1	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	4.1	XXXX	XXXXX	
FollowUpTim:	3.5	XXXX	3.3	3.5	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	3.3	2.2	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	2.2	XXXX	XXXXX	
Capacity Modu	ile:												
Cnflict Vol:	1919	xxxx	622	1804	xxxx	507	1013	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	1244	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	
Potent Cap.:	41	xxxx	430	50	xxxx	511	680	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	555	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	
Move Cap.:	33	xxxx	430	29	xxxx	511	680	xxxx	XXXXX	555	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	
Volume/Cap:	2.53	xxxx	0.30	0.04	xxxx	0.01	0.00	xxxx	XXXX	0.22	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	
Level Of Serv	, vice l	Module	∋:										
Oueue: 2	xxxxx	xxxx	1.3	XXXXX	xxxx	XXXXX	0.0	XXXX	xxxxx	0.9	xxxx	XXXXX	
Stopped Del:2	xxxx	xxxx	17.0	xxxxx	xxxx	xxxxx	10.3	XXXX	xxxxx	13.3	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	
LOS by Move:	*	*	С	*	*	*	В	*	*	В	*	*	
Movement:	LT	- LTR	- RT	LT ·	- LTR	- RT	LT ·	- LTR	- RT	LT -	- LTR	- RT	
Shared Cap.:	33	xxxx	xxxxx	xxxx	98	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	XXXXX	
SharedOueue.	9.7	XXXX	XXXXX	XXXXX	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd StoDel .	948 4	XXXX	XXXXX	XXXXX	43.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS.	ייסיי ד	*	*	*	Ē	*	*	*	*	*	*	*	
ApproachDel.	-	384.8			43.3		x	xxxxx		x	xxxx		
ApproachLOS:		F			E			*			*		

Traffix 7.6.0715 (c) 2003 Dowling Assoc. Licensed to HIGGINS ASSOC., GILROYPM BackgroundMon Nov 8, 2004 10:26:36Page 25-1													
		Ta	evel C	f Serv	rice C	lomputa	tion R	eport					
°	000 8		eratio	ns Met	hod (	Future	Volum	ne Alt	ernati	ve)			
ے * * * * * * * * * * * *	2000 HUM Operations method (ruture vorume Arternative)												
Intersection #1303 Imjin/Reservation													
$C_{ritical Vol (Cap (X))}$													
Logg Time (sec): $12 (Y+R = 4 \text{ sec})$ Average Delav (sec/veh): $79.0$													
LOSS ILLE (Sec): 12 (IFR = 4 Sec) Average Deray (Sec) very: $(Sec)$ (Sec) (Se													
Uptilidit       Cycre:													
Approach.	Nor	th Bo	und	Sou	th Bc	und	Ea	st Bo	ound	We	st Bc	ound	
Approach: Movement:	T	.с. т. . т.	- P	Τι -	. T	- R	L -	- T	- R	L -	Т	- R	
MOVEMENC:										<b>-</b>			
Control	Pr	otect	ed	י Pr	otect	ed	Pr	otect	ed	, Pr	otect	ed	
Dichte.		Ovl	-u		Inclu	ıde		Inclu	ıde	Include			
Min Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes ·	2 (	) ( ⁻	1 1	1 0	) 1	0 I	2 0	) 2	0 1	2 0	) 2	0 1	
								<b></b> -					
Volume Module	: >>	Count	Date:	9 Jun	1 2004	<< 5 د	00 - 6	5:00 H	PM .				
Base Vol:	217	8	1167	18	8	31	12	704	281	673	735	1	
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	217	8	1167	18	8	31	12	704	281	673	735	1	
Added Vol:	5	0	174	0	0	0	0	0	9	297	0	0	
PasserBvVol:	õ	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	222	8	1341	18	8	31	12	704	290	970	735	1	
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adi:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	261	9	1578	21	9	36	14	828	341	1141	865	1	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	261	9	1578	21	9	36	14	828	341	1141	865	1	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.:	261	9	1578	21	9	36	14	828	341	1141	865	1	
			<b>-</b>										
Saturation F	low Ma	odule:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.90	0.83	0.83	0.93	0.98	0.83	0.90	0.93	0.83	0.90	0.93	0.83	
Lanes:	2.00	0.01	1.99	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	
Final Sat.:	3432	19	3150	1769	1862	1583	3432	3538	1583	3432	3538	1583	
				[									
Capacity Anal	lysis	Modul	e:										
Vol/Sat:	0.08	0.50	0.50	0.01	0.01	0.02	0.00	0.23	0.22	0.33	0.24	0.00	
Crit Moves:		****		* * * *				* * * *		****			
Green Time:	28.4	36.2	60.2	0.9	8.6	8.6	0.7	16.9	16.9	24.0	40.3	40.3	
Volume/Cap:	0.24	1.25	0.75	1.25	0.05	0.24	0.55	1.25	1.15	1.25	0.55	0.00	
Uniform Del:	22.8	26.9	9.9	44.6	37.0	37.7	44.5	36.5	36.5	33.0	18.2	13.7	
IncremntDel:	0.1	117	1.5	305.0	0.1	0.8	22.2	123	97.9	119.7	0.4	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	22.9	144	11.4	349.6	37.1	38.5	66.7	159	134.5	152.7	18.6	13.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	22.9	144	11.4	349.6	37.1	38.5	66.7	159	134.5	152.7	18.6	13.8	
HCM2kAvg:	3	51	16	3	0	1	1	24	18	34	9	0	
*******	*****	*****	* * * * *	*****	*****	* * * * * * *	*****	* * * * *	* * * * * * *	*****	*****	******	

PM Background	.0715 L	(C)	2003 Di Mo:	owring n Nov 	8, 20	$04 \ 10:$	26:36			P	age 2	7-1
									<b>-</b> -	<b>-</b> -		
		L	evel O	i Serv	nce C	omputa	TION R	eport				
2	:000 H	СМ Ор	eratio	ns Met	hod (	Future	volum	le Alt	ernati	****** ^G)	*****	*****
*******	*****	****	*****	*****	****	*****	*****	****				
Intersection	#1304	Blan	co/Res	ervati	on				مله مله باد باد باد .	ىلەر بىلەر بىلەر بىلەر بىلەر	*****	****
* * * * * * * * * * * * * *	*****	****	*****	* * * * * *	*****	*****	*****	(~	(77)		0 77	0
Cycle (sec):		90			, C	ritica	L VOL.	/Cap.	(X):		10.77	7
Loss Time (se	ec):	9	(Y+R	= 4 s	sec) A	verage	Delay	' (sec	:/ven):		10.	/ T
Optimal Cycle	:	61			Ĩ	evel 0	f Serv	ice:		والمروالي والمروالي والم	للوحلة فأوباد الراد	5 *****
* * * * * * * * * * * * * *	*****	*****	*****	*****	*****	*****	*****	*****		******	~ ~ ~ ~ ~	
Approach:	Nor	th Bo	und	Sou	ith Bo	ound	Ea	ST BC	ouna	we	SL BC	uiia –
Movement:	L -	т	- R	<u> </u>	· T	- R	, L -	Ϋ́	- R	- Li	.1.	- R
										<b>-</b> -		
Control:	Spl	it Ph	ase	Spl	it Ph	lase	Pr	otect	ted	Pr	otect	ea
Rights:		Inclu	de		Ignor	re		Inclu	ıde		Inclu	lde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 2	2 0	) 2	0 0	, 0 0	1	0 1
Volume Module	e: >>	Count	Date:	23 Se	ep 200	)4 << 5	:00 -	6:00	PM			
Base Vol:	0	0	0	21	0	1027	1370	519	0	0	382	16
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	21	0	1027	1370	519	0	0	382	16
Added Vol:	0	0	0	0	0	191	112	25	0	0	41	0
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	21	0	1218	1482	544	0	0	423	16
User Adi:	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 Adi	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	22	0	0	1544	567	0	0	441	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol	Õ	0	0	22	0	0	1544	567	0	0	441	17
PCE Adi:	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 Adi.	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol ·		0	0	22	0	0	1544	567	0	0	441	17
vor	1		<b>_</b>					<b></b> -			• – – <b>– –</b> •	
Saturation R	low Mc	odule	:	•			•		,			
Sat/Lane.	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjugtment.	1 00	1.00	1.00	0.90	1.00	0.88	0.90	0.93	1.00	1.00	0.98	0.83
Loner ·	1.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	1.00	1.00
Danca:	0.00 n	0.00	0.00	3432	0.00	3344	3432	3538	0	0	1862	1583
Final Date:	1											
Canacity Ana	lveie	Modu	le:	ļ		I	1		i			
Vol/gat.	0 00	0.00	0,00	0.01	0.00	0.00	0.45	0.16	0.00	0.00	0.24	0.01
vor/bal:	0.00	0.00	0.00	****	0.00		****				****	
Crit Moves:	0.0	0 0	0 0	0 7	0 0	0.0	52.6	80.3	0.0	0.0	27.7	27.7
Green rime:	0.0	0.0	0 00	0.77	0.00	0.00	0.77	0.18	0.00	0.00	0.77	0.03
vorume/cap:	0.00	0.00	0.00	44 5	0.00	0.0	14.1	0.6	0.0	0.0	28.3	21.8
Therempt Del:	0.0	0.0	0.0	77 4	0.0	0.0	1.9	0.0	0.0	0.0	6.3	0.0
Incremnener:	0.0	0.0	0.0	1 00	0 00	0 00	1.00	1.00	0.00	0.00	1.00	1.0
Delay Ad]:	0.00	0.00	0.00	101 0	0.00	0.00	16.0	0.7	0.0	0.0	34.6	21.
Delay/ven:	1 0.0	1 0.0	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1,00	1.00	1.00
User DelAdj:	1.00	1.00	T.00	121 0	1.00	1.00	16 0	1.00	 0 0	0.0	34.6	21.8
AdjDel/Ven:	0.0	0.0	0.0	141.9	0.0	0.0	10.0	1	0.0	0	13	0
HCM2kAva:	0	0	U	T	U	V	10	1	U .			

Traffix 7.6 PM Background	5.0715 1	5 (c)	2003 D Mo:	owling n Nov	g Asso 8, 20	oc. Lic 004 10:	ensed 26:36	to H	IGGINS	ASSOC., Pa	GII Ige 2	ROY 9-1	
		L	evel 0	f Ser	vice (	Computa	tion H	Report	t				
2000 HCM Operations Method (Future Volume Alternative)													
***************************************													
<pre>Intersection #1305 Del_Monte/Reindollar ***********************************</pre>													
Cycle (sec): 90 Critical Vol./Cap. (X): 0.621													
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 12.6													
Optimal Cycle:42Level Of Service:B													
***************************************													
Approach:	Noi	cth Bo	und	Soi	ith Bo	ound	Ea	ast Bo	ound	Wes-	t_Bc	ound	
Movement:	L ·	- T	- R	. L	- T	- R	L -	- Т	- R	<u>ь</u> -	'1'	- R	
				[						 			
Control:	P1	rotect	ed	20	rotect	tea - Jo	sp.	LIC PI	nase	Spii	i Pi.	lase	
Rights:	0	Inciu	.ae o	0	TUGT	ide	0	TUCT	ude o				
Min. Green:		, -) , -)	0 1	1 (	n z	0 0	0 0	n n	0 0	1 0	11	0 0	
Lanes:	، بر 	, <u> </u>	l	\	, <u> </u>		1						
Volume Module	` ⊐• -,-,	Count	Date:	יורד, 3	1 2004	1 << 4:	45 - 5	5:45 ]	PM	I		1	
Base Vol.	 5	1345	321	53	669	0	0	0	0	219	0	120	
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00	
Initial Bse:	5	1345	321	53	669	0	0	0	0	219	0	120	
Added Vol:	õ	7		1	10	0	0	0	0	0	0	1	
CA Ext Rea:	Ő	0	0	- 3	0	0	0	0	0	0	0	-6	
Initial Fut:	5	1352	321	51	679	0	0	0	0	219	0	115	
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00	
PHF Adi:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97 0	.97	0.97	
PHF Volume:	5	1394	331	53	700	0	0	0	0	226	0	119	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	5	1394	331	53	700	0	0	0	0	226	0	119	
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00	
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00	
Final Vol.:	5	1394	331	53	700	0	0	0	0	226	0	119	
Saturation F	low Mo	dule:	ł	1		1	•		•	I			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1	900	1900	
Adjustment:	0.93	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.90 1	.00	0.90	
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.49 0	.00	0.51	
Final Sat.:	1769	3538	1583	1769	3538	0	0	0	0	2542	0	875	
Capacity Ana	lysis	Modul	e: '	•			,						
Vol/Sat:	0.00	0.39	0.21	0.03	0.20	0.00	0.00	0.00	0.00	0.09 0	.00	0.14	
Crit Moves:		* * * *		* * * *								* * * *	
Green Time:	0.9	57.1	57.1	4.3	60.5	0.0	0.0	0.0	0.0	19.6	0.0	19.6	
Volume/Cap:	0.29	0.62	0.33	0.62	0.29	0.00	0.00	0.00	0.00	0.41 0	.00	0.62	
Uniform Del:	44.2	9.9	7.6	42.0	6.0	0.0	0.0	0.0	0.0	30.2	0.0	31.8	
IncremntDel:	9.2	0.5	0.2	13.4	0.1	0.0	0.0	0.0	0.0	0.3	0.0	2.2	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00 0	.00	1.00	
Delay/Veh:	53.4	10.5	7.8	55.4	6.1	0.0	0.0	0.0	0.0	30.5	0.0	34.0	
User DelAdi:	1.00	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	10.5	7.8	55.4	6.1	0.0	0.0	0.0	0.0	30.5	0.0	34.0	
HCM2kAva:	0	12	4	3	4	0	0	0	0	4	0	7	
********	*****	*****	*****	* * * * * *	*****	*****	*****	*****	******	* * * * * * *	* * * *	*****	

Traffix 7.6 PM Background	5.0715 l	5 (c)	2003 D Mo	owling n Nov	g Asso 8, 20	oc. Lic 004 10:	ensed 26:36	to H	IGGINS	ASSOC ]	., GII Page 3	LROY 31-1	
~			Level O	f Serv	vice ( -hod	Computa (Euture	tion J Wolur	report	C Fernati	ve)			
∠ * * * * * * * * * * * * * *	2000 HCM 4-way Stop Method (Future Volume Alternative)												
Intersection #1306 California/Reindollar													
Cycle (sec): 100 Critical Vol./Cap. (X): 0.249													
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.4													
Optimal Cycle: 0 Level Of Service: A												A	
***************************************													
Approach:	Noi	cth Bo	ound	Soi	uth Bo	ound	Ea	ast Bo	ound	We	est Bo	ound	
Movement:	L, ·	- T	- R	L ·	- T	- R	Ŀ	- T	- R	Ŀ	- Т	- R	
Control:	St	top St	lgn	St	cop S:	ign	St	cop S:	ign	St	cop Si	ign	
Rights:		Inclu	ıde		Inclu	ıde		Inclu	ıde	Include			
Min. Green:	0	0	0	0	0	0	0	0	- 0	1 0		1 0	
Lanes:	1 (	0	1 0	) L	0 0	1 0	1 1	0 0	1 0	\	0	T 0	
 			 - Data:	0 7.12		 1 << E.			[ DM				
Volume Module	+: >>	Count	oo	2 JUI 1	.1 ∠004 ?	± << 5; 1	00 - 3 5	118	51	43	85	5	
Growth Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	
Initial Bee	102	1.00	98	1.00	2.00	4	5	118	51	43	85	5	
Added Vol:	10	23	0	ō	31	Ō	0 0	0	19	0	0	0	
CA Ext. Rea:	-25	74	-49	30	33	21	9	-18	-25	-21	-42	21	
Initial Fut:	87	98	49	31	66	25	14	100	45	22	43	26	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
PHF Volume:	95	107	53	34	72	27	15	109	49	24	47	28	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	95	107	53	34	72	27	15	109	49	24	47	28	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.:	95	107	53	34	72	27	15	109	49	24	4/	∠8 	
Adjustment.	1 00		1 00	1 00	1 00	1 00	1 00	i oo	1 00	1.00	1.00	1.00	
Aujustment:	1 00	1.00	1.00	1 00	0 73	0.27	1.00	0.69	0.31	1.00	0.62	0.38	
Final Sat ·	589	446	223	570	465	176	559	436	196	548	387	234	
Capacity Anal	lysis	Modu]	le: '	I		1	÷.		ı	1			
Vol/Sat:	0.16	0.24	0.24	0.06	0.15	0.15	0.03	0.25	0.25	0.04	0.12	0.12	
Crit Moves:		****			* * * *				* * * *		****		
Delay/Veh:	9.7	9.4	9.4	9.1	9.0	9.0	9.0	9.8	9.8	9.2	8.9	8.9	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	9.7	9.4	9.4	9.1	9.0	9.0	9.0	9.8	9.8	9.2	8.9	8.9	
LOS by Move:	А	A	A	А	А	A	А	A	A	A	A	A	
ApproachDel:		9.5			9.0			9.7			8.9		
Delay Adj:		1.00			1.00			1.00			1.00		
ApprAdjDel:		9.5			9.0			У./ Л			5.0 م		
TOP DA VDDL:	*****	<u>بر</u> :*****	******	****	н *****	******	* * * * * *	~~ *****	*****	*****	*****	******	
Traffix 7.0 PM Background	5.071 1	5 (c)	2003 : M	Dowlin on Nov	g Ass 8, 2	oc. Li 004 10	censed :26:36	to H	IGGINS	ASSOC	., GI Page	LROY 33-1	
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												<b></b>	
2		CINE TT-	Level (	Di Ser	vice	Comput	ation	Repor	t	+ )			
2(	100 H	CM Un	signai.	ized M	ethod	(Futu) ++++++	re voi	ume A	⊥terna ******	tive)		ala ala ala ala ala ala ala	
**************************************	#120		7 / Tunul 2 .		*****	*****	*****	****	*****	*****	* * * * *	* * * * * * * *	
1ntersection	U E ⊥ ∓ * * * * *	/ 5B_ ****	1/1mj1) ******	[] * * * * * *	****	*****	*****	****	*****	*****	****	* * * * * * *	
Average Delay	y (se *****	c/veh *****	): ******	119.0 *****	Wor ****	st Cas *****	e Leve *****	l Of ****	Servic *****	e: *****	] F ****	609.2] ******	
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	W	est B	ound	
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	Г	- T	~ R	
~ · · ·						 `							
Control	S	top S.	ıgn	S	top S	ıgn	Un	contr	olled	Un	contr	ollea	
Rights:	_	Incl	ude	_	Incl	ude	_	Incl	ude	-	Incl	ude	
Lanes:	0	0 0	0 0	1	0 0	0 0	0	0 0	0 0	1	0 0	0 0	
		~ ~ ~ ~ ~											
Volume Module	e: >>	Coun	t Date	: 4 Ma:	r 200	4 << 5	:00 -	6:00	PM		<u>,</u>	<u>,</u>	
Base Vol:	0	0	0	50	0	0	0	0	0	686	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	50	0	0	0	0	0	686	0	0	
Added Vol:	0	0	0	142	0	0	0	0	0	105	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	192	0	0	0	0	0	791	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
PHF Volume:	0	0	0	209	0	0	0	0	0	860	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Final Vol.:	0	0	0	209	0	0	0	0	0	860	0	0	
Critical Gap	Modu	le:											
Critical Gp:>	xxxx	XXXX	XXXXX	6.4	XXXX	XXXXX	XXXXX	XXXX	XXXXX	4.1	XXXX	XXXXX	
FollowUpTim:>	xxxx	XXXX	XXXXX	3.5	xxxx	XXXXX	xxxxx	XXXX	XXXXX	2.2	XXXX	xxxxx	
Capacity Modu	lle:												
Cnflict Vol:	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXX	XXXXX	1720	XXXX	XXXXX	XXXX	XXXX	XXXXX	0	XXXX	XXXXX	
Potent Cap.:	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXX	XXXXX	98	XXXX	XXXXX	XXXX	XXXX	XXXXX	0	XXXX	XXXXX	
Move Cap.:	XXXX	XXXX	XXXXX	98	XXXX	XXXXX	XXXX	XXXX	XXXXX	0	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	
Volume/Cap:	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXX	2.12	XXXX	XXXX	XXXX	XXXX	XXXX	0.00	XXXX	XXXX	
							·						
Level Of Serv	vice 1	Module	∋:										
Queue:	CXXXX	XXXX	XXXXX	18.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX	0.0	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	
Stopped Del:>	XXXX	XXXX	XXXXX	609.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX	0.0	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	
LOS by Move:	*	*	*	F	*	*	*	*	*	А	*	*	
Movement:	LT ·	- LTR	- RT	LT ·	- LTR	- RT	LT ·	- LTR	- RT	LT -	- LTR	- RT	
Shared Cap.:	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	
SharedQueue:>	cxxxx	XXXX	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	
Shrd StpDel:>	xxxx	xxxx	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	xxxxx	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	XZ	xxxxx		6	509.2		x	cxxxx		XX	xxxx		
ApproachLOS:		*			F			*			*		

Traffix 7.6.0715 (c) 2003 Dowling Assoc. Licensed to HIGGINS ASSOC., GILROY Mon Nov 8, 2004 10:26:36 Page 35-1 PM Background Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) Intersection #1308 NB 1/Imjin Average Delay (sec/veh): 0.0 Worst Case Level Of Service: C[ 21.8] Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R Movement: -----||------|| Stop Sign Stop Sign Uncontrolled Uncontrolled Ignore Include Include Include Control: Iqnore Rights: Lanes: Volume Module: >> Count Date: 4 Mar 2004 << 5:00 - 6:00 PM Base Vol: 1 0 954 0 0 0 1 49 0 0 686 79 Initial Bse: 1 0 954 0 0 0 1 49 0 0 686 79 0 105 0 0 189 0 0 0 0 142 0 86 Added Vol: 

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MITIG8 - PM E	Background	i Th	u Nov	18, 2	2004 09	:36:50	)			Page	1-1
		Level O	f Serv	vice (	Computa	tion F		<b></b>	<b>_</b>		
2	2000 HCM (	Operatio	ns Met	hod	(Future	Volu	ae Alt	ernati	ve)	الحالي الحالي الح	ماله مله عله عله عله عله ع
********	********	*******	*****	****	******	*****	*****	******	*****	****	
Intersection	#1309 Sec	cond/Imj	in *****	****	* * * * * * *	*****	*****	******	*****	****	******
Cyclo (sec):		50		(	Iritica	l Vol.	/Cap.	(X):		0.60	)1
Cycre (sec); Torr Time (se	· · ·	9 (V+R	= 4 5	ec) Z	Average	Delay	/ (sec	/veh):		7.	. 6
Optimal Cycle		38			Level C	f Serv	/ice:				A
**************************************	· •   • • • • • • • • • • • • • • • • •	· * * * * * * * *	*****	* * * * *	* * * * * * *	*****	*****	*****	* * * * * *	*****	******
Approach:	North 1	Bound	Sou	ith Be	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	L – Т	– R	Ъ -	· T	– R	L -	- T	– R	L -	τ	- R
Control:	Perm	itted	I	Permit	tted	Pı	cotect	ced	Pr	otect	ced
Rights:	Inc	Lude		Inclu	ıde		Inclu	ıde		Inclu	ıde
Min. Green:	0 (	0 0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 0	1 (	) 1	1 0	1 (	) 1	1 0	1 0	) 1	1 0
Volume Module	e: PM		_	_	10	- <b>^</b>	020	4 5	10	CAR	F
Base Vol:	80 0	) 5	5	0	40	20	938	40	1 00	1 00	1 00
Growth Adj:	1.00 1.00	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80 (	) 5	5	0	40	20	938	45	1U 10	1 4 5	5
Added Vol:	26	0 22	0	0	0	U	293	38	24	T 62	0
PasserByVol:	0	0 0	0	0	0	0	1001	0	24	010	5
Initial Fut:	106	) 27	5	1 00	40	1 00	1 00	1 00	1 00	1 00	1 00
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 0.02
PHF Adj:	0.92 0.93	2 0.92	0.92	0.92	0.92	0.92	1220	0.92	27	880	U. 52 5
PHF Volume:	115	29	5	0	4.5	22	1320	90	رد ۱	000	ő
Reduct Vol:	0		U	0	40	22	1000	0	27	880	5
Reduced Vol:	115	J 29	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
PCE Adj:	1.00 1.0	J 1.00	1.00	1.00	1.00	1 00	1 00	1 00	1 00	1 00	1 00
MLF Adj:	1.00 1.0	0 T.00	1.00	1.00	1.00	1.00	1338	90.11	1.00	880	5
Final Vol.:	112	J 29	J		l	1					
Soturotion F	low Modulu		I		1	,			•		
Saturation r.	1900 190	0 1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment.	0 73 0 9	5 0 81	0.73	0.95	0.79	0.93	0.92	0.92	0.93	0.93	0.93
Lanes.	1.00 1.0	0 1.00	1.00	1.00	1.00	1.00	1.87	0.13	1.00	1.99	0.01
Final Sat :	1389 180	5 1534	1383	1805	1504	1769	3285	221	1769	3513	22
			1								
Capacity Ana	lysis Mod	ule:									
Vol/Sat:	0.08 0.0	0 0.02	0.00	0.00	0.03	0.01	0.41	0.41	0.02	0.25	0.25
Crit Moves:	* * * *						* * * *		* * * *		
Green Time:	8.3 0.	0 8.3	8.3	0.0	8.3	2.0	40.6	40.6	2.1	40.7	40.7
Volume/Cap:	0.60 0.0	0 0.14	0.03	0.00	0.21	0.37	0.60	0.60	0.60	0.37	0.37
Uniform Del:	24.3 0.	0 22.7	22.4	0.0	23.0	28.4	5.3	5.3	28.5	4.1	4.1
IncremntDel:	5.3 0.	0 0.3	0.1	0.0	0.5	3.9	0.4	0.4	15.6	0.1	0.1
Delay Adj:	1.00 0.0	0 1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.6 0.	0 23.0	22.4	0.0	23.5	32.3	5.7	5.7	44.1	4.2	4.2
User DelAdj:	1.00 1.0	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6 0.	0 23.0	22.4	0.0	23.5	32.3	5.7	5.7	44.1	4.2	4.2
HCM2 kAvg:	4 0	1	0	0	1	1		******* 8	+++++	4 4	******* 4
* * * * * * * * * * * * *	****	* * * * * * * *	*****	* * * * *	^ ~ ~ <b>~ ~ ~ ~ ~ ~</b>						

MITIG8 - PM E	Backgi	round	Fr	i Dec	10,	2004 14	:30:03	3			Page	1-1
		<b></b> -										
		L	evel 0	f Serv	rice	Computa	tion H	Report	t .	,		
2	2000 H	нсм ор	eratio	ns Met	thod	(Future	Volur	ne Ali	ternatı	ve)		
*******	****	*****	*****	*****	*****	******	*****	*****	******	*****	*****	*****
Intersection	#1310	) Cali	fornia	/Imjir	ı							
********	****	* * * * * *	*****	* * * * * *	****	******	*****	*****	******	*****	*****	*****
Cycle (sec):		60	/ <u>-</u>			Critica.	I VOL.	./Cap	(X):		0.58	31
Loss Time (se	ec):	9	(Y+R =	= 4 s	sec)	Average	Delay	y (se	c/veh):		12.	.1
Optimal Cycle	::	37				Level O	f Serv	vice:				. B
********	****	*****	*****	*****	****	******	*****	*****	******	*****	*****	******
Approach:	NO	rth Bo	und	Sou	ith B	ound	- Ea	ast Bo	ouna	we	est Bo	buna
Movement:	Ŀ.	- T	- R	L -	- T	- R ,	ь. ,	- 1	- R	<u>ь</u> -	- 1	- R
					 		 D-					
Control:	I	Permit	.tea	ł	ermi?	ttea de	F1	Thel	.eu .do	PI	Tral	.eu .do
Rights:	<u>^</u>	inciu	.ae	<u>^</u>	inci	uae	^	TUCT	lae	0	TUCT	ide o
Min. Green:	0		0	0	U 	0 0	1 (		1 0	1 0	, , ⁽	1 0
Lanes:	0 0	ι.				1	L (	, T			·	
Volumo Module		Count	Data	11 Ma	 	04 ~~ 4	• 45 -	5.45	PM	1		I
Page Vol.		477	- Date. 7	11	10	26	 	969	 2	q	614	15
Crowth Add.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00
Growth Auj:	1.00	1.00	1.00	11	10	1.00	1.00	469	1.00	±.00 a	614	15
Initial DSe:	2	4 / C	15	с ТТ	10	50	102	198	5	30	116	10
Added VOI:	2	0	10	9	12	00	102	1.20	0	0	0	10
PasserByvor:	2	- D	22	20	21	100	105	1167	0 0	30	720	25
Initial fut:	1 00	200	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
USEL AUJ:	1.00	1.00	1.00 1.00	1.00	1.00	1.00	0 01	1.00	1.00	1.00 0 01	1.00 A 91	n 91
PHF Adj:	0.91	0.91 E0	0.91	0.91	0.91	110	0.914	1202	10	12	0.01	27
PHF VOIUME:	4	20	24	44	54 0	112	214 0	2021 0	10	- <u>-</u> -0	002	2.7
Reduct VOI:	0	E 0	24		24	110	214	1292	10	13	802	27
Reduced Vol:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 002	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Mur Auj:	1.00	T.00	1.00	1.00	1.00	110	214	1202	10	13	802	27
Final VOL.:	2	20	2 <del>4</del>	22				1202 				
Saturation Fl	OW M	 ດປນໄຂ•	1	1		I	1		I	I		I
Sat/Lane.	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjugtment.	U 03	1 93	n 93	0 85	0 85	0 85	0 93	0 93	0.93	0.93	0.93	0.93
Lange :	0.03	0.55	0.28	0.05	0.05	0.67	1 00	1 98	0.02	1 00	1.93	0.07
Final Cat .	46	1222	507	211	328	1078	1769	3507	27	1769	3404	117
			1									
Capacity Anal	lvsis	Modul	e:	1		1	1			1		1
Vol/Sat:	0.05	0.05	0.05	0.10	0.10	0.10	0.12	0.37	0.37	0.02	0.24	0.24
Crit Moves:					* * * *			* * * *		****		
Green Time:	10.7	10.7	10.7	10.7	10.7	10.7	13.7	37.8	37.8	2.5	26.6	26.6
Volume/Cap:	0.27	0.27	0.27	0.58	0.58	0.58	0.53	0.58	0.58	0.58	0.53	0.53
Uniform Del:	21.2	21.2	21.2	22.6	22.6	22.6	20.4	6.5	6.5	28.2	12.2	12.2
IncremntDel:	0.5	0.5	0.5	3.0	3.0	3.0	1.4	0.4	0.4	11.2	0.4	0.4
Delav Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delav/Veh:	21.7	21 7	21.7	25.5	25.5	25.5	21.7	6.9	6.9	39.4	12.5	12.5
User DelAdi.	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1 00	1.00	1.00	1.00
AdiDel/Veh	21.7	21.7	21.7	25.5	25.5	25.5	21.7	6.9	6.9	39.4	12.5	12.5
HCM2kAva:	'	2	2	4	4	4	4	8	6	2	6	6
*******	****	*****	*****	*****	****	******	*****	****	******	*****	*****	******

MITIG8 - PM H	Backg	round	Tu	e Dec	7, 2	004 11:	47:54				Page	1-1
							 tion 1					
r	000 1	പറപറം	aratio	n a Mot	-hođ	(Futura	Volu	$n \simeq 11$	u tornati	νa		
» • * * * * * * * * * * * *	*****	*****	******	*****	*****	*******	*****	*****	******	. v	*****	*****
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100000000000000000000000000000000000000	₩⊥3⊥. *****	r ⊤ui]⊤		*****	*****	⊥…j⊥n_r. ******	u *****	*****	******	*****	*****	*****
Geolo (coc)							1 1701	1000	/v\.		0 00	) ) )
Loca Time (ac		00	/ 127 . 17	_ 4 4		Anorado	TOV T	v (ce	(A):		2/	4
Loss lime (se	2071	2	(1+R	= 4 8	sec) i	Everage	Dera;	y (sei	c/ven/:		24.	- <del>1</del>
Opermar cycre			مت مقد متد مله مت متد .	*****		rever O	r ber.	ATCG:	******	*****	*****	·******
**************************************	N	web Do		000	.+h D.	~~~~~ ~~~~~	τ. 	adt D	ound	We wie	ogt Dr	wod
Approach:	T	cun be		- 301	1011 D( m	Duna	T E C	авс D' . т		т. –	, 50 DC	
MOVEMENL:	· L1 ·	- T	- K	ц Г	- 1	- K	- LL -	- 1	- K	1	·	- K
Can+ua1							 D-	rotog	i	 Dv	cot oat	
Control	1	Permit	.cea.	3	ermi.	cceu . de	Ρ.	Tral	udo	PI	Tral	.eu .do
Rights:		TUGIO	lae	0	THGT	ude	0	THOT	uue	0	AUCIU	ide o
Min. Green:	_ U		<u> </u>	0		0		, , , , , , , , , , , , , , , , , , ,	- 0	1 7	, [,]	~ ~ ~
Lanes:	2 (	0 0	0 1	1 0 0	5 0	0 0	1 0 0		T U	L (	) 2	0 0
Traling Madula				10 10				E. 4 E	 DM			
Volume Module	2: >>	Count	Date:	TO Ma	ar 201	J4 << 4 ^	:45 -	040	20	101	E 2 7	0
Base Vol:	1 00	1 00	360	1 00	1 00	1 00	1 00	1 00	2C 7 00 1	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	T.00	1.00	T.00	1.00	101	T.00	1.00
Initial Bse:	51	0	360	0	0	0	0	120	32 1 A	101	237	0
Added Vol:	24	0	51	0	0	0	0	120	14	34	84	0
PasserByVol:	0	U	0	0	0	0	0	1000	0	0	CD1	0
Initial Fut:	75	0	411	1 00	1 00	1 00	1 00	1068	46	215	52⊥ 1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	81	0	442	0	0	0	0	1148	49	231	668	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	0	442	0	0	0	0	1148	49	231	668	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	81	0	442	0	0	0	, 0	1148	49	231	668	0
Saturation Fl	Low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.93	0.93	0.93	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.92	0.08	1.00	2.00	0.00
Final Sat.:	2485	0	1583	0	0	0	0	3371	145	1769	3538	0
Capacity Anal	ysis	Modul	e:									
Vol/Sat:	0.03	0.00	0.28	0.00	0.00	0.00	0.00	0.34	0.34	0.13	0.19	0.00
Crit Moves:			* * * *					****		****		
Green Time:	19.0	0.0	19.0	0.0	0.0	0.0	0.0	23.1	23.1	8.9	32.0	0.0
Volume/Cap:	0.10	0.00	0.88	0.00	0.00	0.00	0.00	0.88	0.88	0.88	0.35	0.00
Uniform Del:	14.5	0.0	19.5	0.0	0.0	0.0	0.0	17 2	17.2	25.1	8.0	0.0
IncremntDel:	0.1	0.0	16.7	0.0	0.0	0.0	0.0	7.2	7.2	27.7	0.1	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	14.6	0.0	36.2	0.0	0.0	0.0	0.0	24.3	24.3	52.7	8.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.6	0.0	36.2	0.0	0.0	0.0	0.0	24.3	24.3	52.7	8.2	0.0
HCM2kAvg:	1	0	12	0	0	0	0	14	15	8	4	0
**********	****	* * * * * *	*****	*****	****	* * * * * * *	* * * * * *	****	******	*****	****	******

Traffix 7.6 PM Background	.0715 L	6 (c)	2003 I Mc	owling on Nov	g Asso 8, 20	DC. Lic 004 10:	ensed 26:36	to HJ	GGINS	ASSOC.	, GII Page 4	ROY 3-1
		I	Level C	of Serv	vice (	Computa	tion F	leport	-			
2	000 H	ICM Op	peratio	ons Met	hod	(Future	Volum	ne Alt	ernati	lve)		
*****	****	****	*****	*****	*****	* * * * * * *	*****	*****	******	******	****	*****
Intersection **********	#1312	2 Abra	ams/Imj ******	in *****	*****	* * * * * * *	* * * * * *	*****	*****	*****	*****	******
Cvcle (sec):		60	)		(	Critica	l Vol.	/Cap.	(X):		1.87	4
Loss Time (se	ec):	e	5 (Y+R	= 4 s	sec) <i>I</i>	Average	Delay	/ (sec	/veh):	:	74.	1
Optimal Cycle	:	180	)		I	Level O	f Serv	vice:				Е
******	*****	*****	******	******	*****	*****	*****	*****	******	******	*****	******
Approach:	Nor	th Bo	ound	Sou	ith Bo	ound	Εa	ast Bo	ound	We	est Bo	ound
Movement:	L -	- Т	– R	L -	- T	- R	Ъ -	- Т	- R	L, -	·Τ	– R
		<b></b> -							<b></b>			·
Control:	E	Permit	ted	Ē	Permit	ted	E	Permit	ted	I	Permit	ted
Rights:		Inclu	ıde		Inclu	ıde		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	L O	0 1	1 0	) 1	0 1	1 (	) 1	0 1
Volume Module	e: Mar	ch 20	)03 - I	РM								
Base Vol:	28	21	164	45	23	34	82	1185	41	196	656	47
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	21	164	45	23	34	82	1185	41	196	656	47
Added Vol:	23	22	6	37	12	0	0	136	32	11	184	111
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	43	170	82	35	34	82	1321	73	207	840	158
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	59	49	195	94	40	39	94	1518	84	238	966	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	49	195	94	40	39	94	1518	84	238	966	182
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	59	49	195	94	40	39	94	1518	84	238	966	182
									<b></b>			
Saturation E	low Mo	odule	:			,	1			•		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adiustment:	0.80	0.80	0.85	0.88	0.88	0.85	0.26	1.00	0.85	0.08	1.00	0.85
Lanes:	0.54	0.46	1.00	0.70	0.30	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	822	693	1615	1172	500	1615	492	1900	1615	152	1900	1615
								<b>-</b> -				
Capacity Anal	lvsis	Modu	le:				•					
Vol/Sat:	0.07	0.07	0.12	0.08	0.08	0.02	0.19	0.80	0.05	1.57	0.51	0.11
Crit Moves:			****							* * * *		
Green Time:	3.9	3.9	3.9	3.9	3.9	3.9	50.1	50.1	50.1	50.1	50.1	50.1
Volume/Cap:	1.10	1.10	1.87	1.25	1.25	0.37	0.23	0.96	0.06	1.87	0.61	0.13
Uniform Del:	28.1	28.1	28.1	28.1	28.1	26.9	1.0	4.0	0.9	4.9	1.7	0.9
IncremntDel:	122.2	122	427.2	166.6	167	2.3	0.3	13.7	0.0	421.5	0.7	0.0
Delav Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delav/Veh:	150.2	150	455.3	194.7	195	29.2	1.3	17.7	0.9	426.5	2.3	1.0
User DelAdi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh.	150.2	150	455.3	194.7	195	29.2	1.3	17.7	0.9	426.5	2.3	1.0
HCM2kAva.			16			1	2	31	0	225	7	1
********	*****	* * * * *	*****	- *****	****	*****	*****	* * * * *	*****	*****	*****	******

Traffix 7.6 PM Background	.0715	(c)	2003 D Mo:	owling n Nov	7 Asso 8, 20	oc. Lic 04 10:2	ensed 26:37	to HI	GGINS	ASSOC. P	, GII Page 4	ROY 5-1
							<b>-</b>					
_		I	evel 0	f Serv	rice (	Computa	tion F	leport	: 			
2	000 H	ICM 4-	Way St	op Met	hod	(Future	volun *****	10 ALU	ernati	∨ <b>⊖</b> ) ******	*****	*****
****	*****			******* b+b								
Intersection	开上ろ上こ *****	*****	******	++ L + + + + + + + + + + + + + + + + +	****	*****	* * * * * *	*****	*****	* * * * * *	****	******
Cycle (sec) ·		100	)		C	Critica	l Vol.	/Cap.	(X):		0.08	34
Loss Time (se	c);		) (Y+R	= 4 s	ec) A	Average	Delay	r (sec	:/veh):		8.	0
Optimal Cycle	::	C	)		I	Level 0	f Serv	vice:				A
****	****	*****	*****	*****	*****	******	*****	*****	*****	*****	*****	*****
Approach:	Nor	th Bo	ound	Sou	ith Bo	ound	Ea	ist Bo	ound	We	st Bo	ound
Movement:	ь -	- T	- R.	Г -	- T	- R	. L -	- T	- R ,	ь -	·T	- R
[												<b>-</b> -
Control:	St	op Si	gn	St	op Si	ign	St	op Si	.gn	St	op si	lgu
Rights:		Inclu	ıde	0	Inclu	ide	0	TUGIO	iae n	0	THCTC	10e 0
Min. Green:	0	0	0	- 0	, - , -	1 0		v 1	0 1	1 0	N 1	0 1
Lanes:	1 (	) 1	T O	1	) 1	l		,		[	, <u> </u>	
Volumo Module				1		1	I		1	t		t
Page Vol:	5. FM 5	68	5	11	35	5	5	3	5	5	12	34
Growth Adi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	68	5	11	35	5	5	З	5	5	12	34
Added Vol:	õ	37	0	20	41	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	105	5	31	76	5	5	3	5	5	12	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	5	114	5	34	83	5	5	3	5	5	13	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	10	10
Reduced Vol:	5	114	5	34	83	5	1 00	3		1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1.00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.00	1.00 E	1.00 5	13	1,00 49
Final Vol.:	5	114	5	34	83	5				1		
							1 .		1	I		ļ
Saturation Fi			1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Aujustment:	1 00	1 91	0.09	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Cat ·	642	1356	65	642	1333	88	592	645	738	607	662	761
Capacity Anal	Lysis	Modu	le: '	I								
Vol/Sat:	0.01	0.08	0.08	0.05	0.06	0.06	0.01	0.01	0.01	0.01	0.02	0.06
Crit Moves:		****			****		* * * *					****
Delay/Veh:	8.2	8.1	8.0	8.5	7.9	7.9	8.5	8.0	7.3	8.4	8.0	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.1	8.0	8.5	7.9	7.9	8.5	8.0	7.3	8.4	8.0	7.5
LOS by Move:	A	А	A	А	A	A	A	A	А	А	A	A
ApproachDel:		8.1			8.1			7.9			1 00	
Delay Adj		1.00			1.00			1.00			±.00 7 7	
ApprAdjDel:		8.1			8.1 7			7.9			Δ	
LOS by Appr:	*****	A *****	******	****	A ****	* * * * * * *	*****	*****	* * * * * * *	*****	*****	******

Traffix 7.6.0715 (c) 2003 Dowling Assoc. Licensed to HIGGINS ASSOC., GILROY PM Background Mon Nov 8, 2004 10:26:37 Page 47-1 -Level Of Service Computation Report 2000 HCM 4-Way Stop Method (Future Volume Alternative) Intersection #1314 Fourth/Eighth Cycle (sec): 100 Critical Vol./Cap. (X): 0.563 Loss Time (sec):0 (Y+R = 4 sec) Average Delay (sec/veh):11.9Optimal Cycle:0Level Of Service:B Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R Control:Stop SignStop SignStop SignStop SignRights:IncludeIncludeIncludeIncludeMin. Green:000000Lanes:0010000 Volume Module: >> Count Date: 9 Mar 2004 << 4:45 - 5:45 PM Initial Bse: 0 50 315 6 43 0 0 0 0 191 0 11 57 0 Added Vol: 0 5 59 PasserByVol: 0 0 0 0 0 21 0 12 10 0 Added Vol: 0 32 

 PHF Volume:
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 PCE Adj:1.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.001.00<t Final Vol.: 0 59 398 19 56 0 0 0 0 264 0 34 -----||-----|| Saturation Flow Module: Lanes: 0.00 0.13 0.87 0.25 0.75 0.00 0.00 0.00 0.00 0.88 0.01 0.11 Final Sat.: 0 104 707 162 476 0 0 0 0 584 0 75 Capacity Analysis Module: Vol/Sat: xxxx 0.56 0.56 0.12 0.12 xxxx xxxx xxxx xxxx 0.45 0.00 0.45 **** Crit Moves: **** **** Delay/Veh: 0.0 12.4 12.4 8.9 8.9 0.0 0.0 0.0 0.0 12.0 12.0 12.0 AdjDel/Veh: 0.0 12.4 12.4 8.9 8.9 0.0 0.0 0.0 0.0 12.0 12.0 12.0 * * * * B B xxxxxx 12.0 LOS by Move: * B B A A В ApproachDel: 12.4 8.9 1.00 xxxxx 8.9 xxxxxx A * 1.00 Delay Adj: 1.00 ApprAdjDel: 12.4 LOS by Appr: B 12.0 В 

PM Background	1		Moi	n Nov	8, 20	04 10:	26:37 		<b></b> .	P 	age 4	9-1
	- <b></b>			<b>_</b>					<b></b> -			
		$\mathbf{L}$	evel O:	f Serv	rice (	Computa '	tion F	leport				
2	2000 H	ICM 4-	Way Sto	op Met	hod	(Future	Volun	ne Alt	ernati	ve) ******	****	***
**********	*****	*****	******	*****	*****	*****	*****					
Intersection	#1315	Imji	n/Eigh	th	تو ماتو ماتو ماتو .		*****	*****	*****	*****	*****	* * * *
*******	*****	*****	****	*****	*****		1 1701	/// 200	(Y) •		0 58	5
Cycle (sec):		100	(N. D	A -		TICICa	. IVUI. Dolat	/ Cap. 7 / cer	$(\Delta)$ .		12	6
Loss Time (se	ec):	0	(Y+R	= 4 5	iec) F	verage	f Corr	rice.	, ven).		12.	B
Optimal Cycle			******	* * * * * *	ـ * * * * * *	10 VOL U	******	/ _ C C •	*****	*****	*****	***
*************	Now	-+ b Do	und		th Bo	und	Ea	ast Bo	hund	We	st Bo	und
Approach:	NOL	ULL BU	una p		. m		т	. т	- R	ь -	 Т	- :
Movement:	- LL -	·T.	- ĸ	- LL	- <u> </u>	[		• • • • • • • •				
	 c+	ion ci		91	on Si	ian i	1 St	on Si	an	St	op Si	qn
Pighte.	56	Theli Theli	⊐** de	50	Inclu	ıde		Inclu	ide		Inclu	ide
Min Green.	0	0	0	0	0	0	0	0	0	0	0	
Lanes	0 0	) 11	0 0	0 1	_ 0	0 1	1 (	0 0	1 0	1 0	1	0
					<b></b>							
Volume Module	: 2: >>	Count	Date:	9 Mai	2004	4 << 5:	00 - 6	5:00 E	M			
Base Vol:	0	0	0	49	0	164	278	9	0	0	22	1
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.
Initial Bse:	0	0	0	49	0	164	278	9	0	0	22	1
Added Vol:	0	0	0	16	0	31	47	38	0	0	21	
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	65	0	195	325	47	0	0	43	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.
PHF Volume:	0	0	0	68	0	205	342	49	0	0	45	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	_
Reduced Vol:	0	0	0	68	0	205	342	49	0	0	45	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.
Final Vol.:	0	0	0	68	0	205	342	49	0	0	45	1
Saturation F	low Mo	odule:										-
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	T.00	1.
Final Sat.:	. 0	0	0	519	0	630	585	630	0	0	550	0
Capacity Ana	lysis	Modul	e:	0 7 5		0 7 7		0 00	37373535	~~~~	0 00	0
Vol/Sat:	XXXX	XXXX	XXXX	0.13	XXXX	دد.v دببب	v.⊃8 ****	0.08	<b>AAA</b> A	~~~~	0.00	**
Crit Moves:				10.0	<u> </u>	× × × ×		0 7	0 0	0 0	q c	10
Delay/Veh:	0.0	0.0	0.0	10.3	1 0.0	1 00	1 00	1 00	1 00	1 00	1 00	U - T
Delay Adj:	1.00	1.00	1.00	1.00	1.00	10 0	16 =	τ.υυ 2 7	1.00	1.00	9 5	10
AdjDel/Veh:	0.0	0.0	0.0	TA.3	0.0	с, UT	T0.0	ر. ت ا	*	*	л. Г	10
LOS by Move:	*	*	*	в		В		15 F			10 0	
ApproachDel:	X	XXXXX			1 0.4			1 00			1.00	
Delay Adj	3	XXXXX			10 4			15 5			10.0	
ApprAdjDel:	x	XXXXX			10.4 5						<u>того</u>	
LUS by Appr:		*					مله ماد ماد ماه ماه	ب ماد ماد ماد ماد	••••		~~ ~~	***4

Traffix 7.6 PM Background	.0715	(c)	2003 D Mo	owling n Nov	g Asso 8, 20	004 10:2	ensed 26:37	to HI	GGINS /	ASSOC. P	, GIL age 5 	ROY 1-1 
	<b></b>										<b></b>	
2	000 1		Jevel O	t Serv	hod u	Computa:	Volum	eport e Alt	ernati	ve)		
ک ********	*****	1CN 4- *****	*Way or ******	******	*****	******	******	*****	******	*****	****	*****
Intercection	#1316	Seco	nd/Thi	rđ								
***********	*****	*****	*****	*****	*****	******	* * * * * *	*****	*****	* * * * * *	****	*****
Cycle (sec):		100	)		C	ritical	l Vol.	/Cap.	(X):		0.10	5
Loss Time (se	c):		) (Y+R	= 4 s	sec) A	verage	Delay	r (sec	:/veh):		7.	9
Optimal Cycle	:	C	)		I	Level 0	f Serv	rice:				A
*****	****	*****	*****	* * * * * *	*****	*****	* * * * * *	* * * * *	******	*****	****	*****
Approach:	Nor	th Bo	ound	Sou	ith Bo	ound	Ea	ist Bo	ound	We	st Bo	und
Movement:	L -	- T	- R	L -	- T	- R	_ L -	· T	- R ,	_ L -	Т	- R
Control:	St	op Si	lgn	St	op S:	ign	St	op Si	lgn	St	op Si Tralu	gn de
Rights:		Inclu	ıde		Inclu	ıde		inclu	ide	0	TUGTO	ae A
Min. Green:	0	0	0	0	0			, ₀	0 0	- 0	0	0 1
Lanes:	1 (	) 1	1 0	1 (	) 1	1 0		, ,		1		
										1		I
Volume Module	e: PM	4.0	EO	10	19	0	0	0	0	15	0	5
Base Vol:	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growin Adj:	1.00	1.00	50	10	19	1,00	0	0	0	15	0	5
Added Vol.	0	-1-J -4-5	0	17	36	0	0	0	0	0	0	32
PasserByVol:	0	0	Õ	0	0	0	0	0	0	0	0	0
Initial Fut:	õ	94	50	27	55	0	0	0	0	15	0	37
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	102	54	29	60	0	0	0	0	16	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	102	54	29	60	0	0	0	0	16	0	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
Final Vol.:	0	102	54	. 29	60	0	0	0	0	10	0	40
												1
Saturation Fl	Low Mo	odule	:	1 00	1 00	1 00	1 00 F	1 00	1 OO	1 00	1 00	1.00
Adjustment:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	0.00	1,00	1 00	0.00	1.00
Lanes:	1.00	1.31	0.09	±.00	2.00	0.00	0.00	0.00	0.00	621	0	784
Final Sat.:	0	972	000 	042	·····		1				<b>_</b>	
Connaity Ana	lveid	Mođu	 ໄລ•			I	I		I	ł		1
Vol/Cat.	VXXX	0.11	0.10	0.05	0.04	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.05
Crit Moves.	ഹഹ	****		****								* * * *
Delav/Veh:	0.0	8.0	7.5	8.4	7.9	0.0	0.0	0.0	0.0	8.4	0.0	7.3
Delav Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.0	7.5	8.4	7.9	0.0	0.0	0.0	0.0	8.4	0.0	7.3
LOS by Move:	*	А	А	А	А	*	*	*	*	А	*	А
ApproachDel:		7.8			8.1		x	xxxxx			7.6	
Delay Adj:		1.00			1.00		2	xxxxx			1.00	
ApprAdjDel:		7.8			8.1		X	XXXXX			7.6	
LOS by Appr:		A			А			*		al al al an a	A	
* * * * * * * * * * * * *	****	* * * * *	* * * * * * *	*****	* * * * *	* * * * * * *	*****	* * * * *	******	*****	*****	*****

Traffix 7.6 PM Background	5.0719 1	5 (c)	2003 D Mo	owling n Nov	g Ass 8, 2	oc. Lic 004 10:	ensed 26:37	to Hi	IGGINS	ASSOC	., GII Page 5	LROY 53-1
		I	Jevel O	f Serv	vice (	Computa	tion H	Report	2			
2	2000 I	HCM 4-	Way St	op Met	hod	(Future	Volur	ne Alt	ernati	ve)		
* * * * * * * * * * * * *	****	* * * * * *	*****	*****	*****	******	* * * * *	* * * * * *	*****	****	* * * * * *	*****
Intersection *********	#131"	7 Jim_ *****	Moore-	Fourt1 *****	n/Thi: *****	rd ******	*****	*****	* * * * * * *	*****	* * * * * *	*****
Cycle (sec):		100	)			Critica	l Vol	./Cap	. (X):		0.82	26
Loss Time (se	ec):	C	) (Y+R	= 4 s	sec) i	Average	Delay	y (seo	c/veh):		21.	. 4
Optimal Cvcle	3:	C	)			LevelO	f Serv	vice:				C
*******	*****	*****	*****	* * * * * *	* * * * *	*****	*****	* * * * * *	******	****	*****	*****
Approach:	Noi	rth Bo	ound	Sou	ith Bo	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	L	- T	- R	L -	- T	- R	Ŀ	- T	- R	ь	- T	- R
Control:	St	top Si	.gn	St	top S.	ign	St	top Si	ign	St	cop Si	gn
Rights:		Inclu	ıde		Incl	ude		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1!	0 0	0 (	) l!	0 0	0 (	) 1!	0 0	. 0 (	D 1!	00
												<b></b>
Volume Module	e: >>	Count	Date:	10 Ma	ar 20	04 << 5	:00 -	6:00	PM			
Base Vol:	31	298	86	25	211	41	26	55	45	70	50	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:	31	298	86	25	211	41	26	55	45	70	50	15
Added Vol:	0	28	11	45	14	2	6	8	0	17	9	90
PasserByVol:	0	0	0	0	0	0	0	0	0	0	- 0	105
Initial Fut:	31	326	97	70	225	43	32	1 00	45	1 00	1 00	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.94	114
PHF Volume:	34	354	105	76	245	4 /	35	60	49	25	04	114
Reduct Vol:	0	0 7 E 4	105	70	0 045	U 47	25	60	10	0 95	64	114
Reduced Vol:	34	354	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1 00	1.00	1 00	1 00	1 00	1 00	1 00	1 00	1.00
MLF AQJ:	1.00	32V	105	1.00	245	47	35	т.00 68	49	95	±.00	114
Fillar VOL.:	34 1		105	/	273							
Enturation F		ດດີນໄຂ່		l		1	I		i	1		I
Adjustment.	1 00	1 00	1 00	1.00	1.00	Т.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanee ·	0 07	0 72	0.21	0.21	0.66	0.13	0.23	0.45	0.32	0.35	0.23	0.42
Final Sat ·	41	429	128	115	369	71	104	204	146	174	118	210
						1						[
Capacity Anal	lvsis	Modul	.e:	I		,	l.		i	1		
Vol/Sat:	0.83	0.83	0.83	0.66	0.66	0.66	0.34	0.34	0.34	0.54	0.54	0.54
Crit Moves:		* * * *			* * * *			* * * *			* * * *	
Delay/Veh:	29.0	29.0	29.0	19.1	19.1	19.1	12.7	12.7	12.7	15.7	15.7	15.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	29.0	29.0	19.1	19.1	19.1	12.7	12.7	12.7	15.7	15.7	15.7
LOS by Move:	D	D	D	С	С	С	В	В	В	C	С	C
ApproachDel:		29.0			19.1			12.7			15.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		29.0			19.1			12.7			15.7	
LOS by Appr:		D			С			В			C	
* * * * * * * * * * * * *	* * * * *	* * * * * *	*****	* * * * * *	****	******	****	****	******	*****	* * * * * *	******

Traffix 7.6 PM Background	.0715	(c)	2003 Do Mor	wling n Nov	Asso 8, 20	oc. Lice 104 10:2	ensed 26:37	to HI	GGINS	ASSOC. P	, GIL age 5 	ROY 5-1 
						<b> _</b>		<b>-</b> -				
		L	evel Of	E Serv	rice C	omputat	ion R	eport				
2	000 H	ICM 4-	Way Sto	op Met	hod (	Future	Volum	e Alt	ernati	ve) ******	*****	*****
*********	* * * * *	****	******	*****	*****	******	*****	*****				
Intersection	#1318	Jim_	Moore/I	First	له بله بار بار ا	نه حاد جاد عاد عاد عاد باد .	L + + + + + +	*****	*****	*****	****	* * * * * *
*******	****	*****	*****	*****			1 1707	///	( <b>v</b> ).		0.83	5
Cycle (sec):	,	100	/ 37 . 73	1 -		ritica.	Delau	/Cap.	(A).		20.	7
Loss Time (se	c):	0	(X+K =	= 4 8	iec) F	averaye	Delay F Corv	rice.	., ven, .		201	Ċ
Optimal Cycle	:	U ** ** ** ** **	المحاف المحاف المحاف المحاف	• • • • • • •	1 ******	******	******	*****	*****	*****	*****	*****
*****	New	** b Do			th Br	hund	Ea	ist Bo	und	We	st Bo	und
Approach:	NOI	сп во	una T	т	. m	- P	т	. т	- R	L -	Т	- R
Movement:	ц –	- Т	- K	- LL				· <b></b>				
			an	 C+	on Si	l an	st	on Si	an	St	op Si	qn
Contro1:	51	te qu.	.gn de	00	Incl.	ide		Inclu	ide		Inclu	de
Rights:	0	THOTO	n n	0	111010	0	0	0	0	0	0	0
Min. Green:	1 0		1 0	1 0	ນ ດັ	1 0	0 0	) 1!	0 0	0 0	1!	0 0
Lanes:					<b></b>							
Volumo Module		Count	· Date:	10 Ma	ar 200	)4 << 5	:00 -	6:00	PM	3		
Page Vol.	26	291	121		305	12	. 9	10	20	82	15	15
Crowth Add.	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
GIOWLII AUJ:	1.00	201	121	1.00	305	12	9	10	20	82	15	15
INICIAL DSC:	<u>∡</u> 0	277	121 A	10	21	0	0	0	0	10	0	18
Added Vol:	0	21	- -	0		0	0	0	0	0	0	0
PasserByvol:	26	412	125	19	326	12	- 9	10	20	92	15	33
Initial Fut:	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00
User Adj:	1.00	1.00	1.00	1.00 0.96	0 96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF AUJ:	0.20	129	130	20	340	13	9	10	21	96	16	34
Phr Volume: Poduat Volu	2, j n	125	100	0	0	0	0	0	0	0	0	0
Reduct VOL:	27	429	130	20	34 Õ	13	9	10	21	96	16	34
Reduced VOI.	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PCE AUJ: MID Add.	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj: Rinol Vol :	1.00	429	130	20	340	13	9	10	21	96	16	34
FINAL VOL						[						
Soturation R	low Ma	odule	•	1								
Adjustment.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lange ·	1 00	0.77	0.23	1.00	0.96	0.04	0.23	0.26	0.51	0.66	0.11	0.23
Final Sat .	590	514	156	563	599	22	117	130	261	350	57	126
Final bac												
Canacity Ana	lvsis	Modu.	le:	1		i						
Vol/Sat:	0.05	0.84	0.84	0.04	0.57	0.57	0.08	0,08	0.08	0.27	0.27	0.27
Crit Moves:		* * * *				* * * *		****			****	
Delav/Veh:	9.0	28.4	28.4	9.1	15.2	15.2	9.8	9.8	9.8	11.4	11.4	11.4
Delay Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	28.4	28.4	9.1	15.2	15.2	9.8	9.8	9.8	11.4	11.4	11.4
LOS by Move:	A	D	D	A	С	С	А	A	A	В	В	В
ApproachDel:		27.5			14.9			9.8			11.4	
Delav Adi:		1.00			1.00			1.00			1.00	
ApprAdiDel:		27.5			14.9			9.8			11.4	
LOS by Appr:		D			В			A			в	
******	****	****	******	****	****	* * * * * * *	****	* * * * *	*****	*****	* * * * * *	******

Traffix 7.6 PM Background	5.0715 l	ā (c)	2003 D Mo:	owling n Nov	) Asso 8, 20	oc. Lic )04 10:	ensed 26:37	to H	IGGINS	ASSOC. F	, GII age 5	JROY 57-1
			<b>_</b>									
		L	evel 0	f Serv	vice (	Computa	tion H	Report	t, , , ,	,		
2	000 F	ICM Op	eratio	ns Met	hod	(Future	Volur	ne Ali	ternatı	.ve)		ملد ملد ملد باد باد باد با
*********	*****	*****	*****	*****	****	*****	*****	*****	******	*****	****	*****
Intersection *********	#1319 *****	) Firs	t/Lign *****	t_Figr *****	1ter ****:	* * * * * * *	*****	****	* * * * * * *	*****	****	*****
Cvcle (sec):		70			(	Critica	l Vol.	./Cap	. (X):		0.75	76
Loss Time (se	ec):	16	(Y+R	= 4 s	sec) A	Average	Delay	/ (se	c/veh):		21.	. 7
Optimal Cycle	2:	71			]	Level 0	f Serv	rice:				С
****	*****	*****	*****	*****	****	******	*****	****	* * * * * * *	*****	****	*****
Approach:	Noi	th Bo	und	Sou	ith Bo	ound	Ea	ast Bo	ounđ	We	st Bo	ound
Movement:	ь -	- T	- R	L -	- T	- R	. Г	- T	- R .	L -	Т	- R ,
Control:	Sp]	lit Ph	ase	Sp]	lit Pl	lase	I	Permi	tted	Pr	otect	ed
Rights:		Inclu	de		Inclu	ıde		Igno:	re	_	Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (	0 0	0 1	, 0 1	. 0	0 1	, 0 (	) 2	0 1	1 0	2	0 0
Volume Module	:: >>	Count	Date:	28 56	ep ∠u	4 << 4 ات	:30 -	5:50	120	2	750	0
Base Vol:	176	0	15	7 00	1 00	7 00	- 00	1 00	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	120	1.00	750	1.00
Initial Bse:	176	0	15	2	1	54	0	610	130	2	159	0
Added Vol:	4	0	0	0	0	0	0	40	0	0	44	0
PasserByVol:	0	0	1 -	0	0	U E 4	0	CCA	120	2	002	0
Initial Fut:	180	1 00	15	1 00	1 00	1 00	1 00	1 004	0 00	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	T.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.00	0.92	0.94	0.94
PHF Volume:	196	0	10	2	1	29	0	122	0	2	075	0
Reduct Vol:	100	0	10	0	U 7	U E 0	0	777	0	2	873	0
Reduced vol:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	0 00	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1 00	1 00	1 00	1 00	1 00	0.00	1 00	1 00	1 00
MLF AQJ:	1.00	1.00	1.00	1.00	1.00	1.00 59	1.00	722	0.00	2.00	873	1.00
Final VOL.:	190			<u>م</u>	لد • • • • • •							
Seturation Fl			1	1		1	I		I	1		I
Sat /I.ane ·	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment.	0 93	1.00	0.83	0.95	0.95	0.83	1.00	0.93	1.00	0.93	0.93	1.00
Lanes ·	1 00	0 00	1.00	0.67	0.33	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat ·	1769	0.00	1583	1202	601	1583	0	3538	1900	1769	3538	0
		<b>-</b> -										
Capacity Anal	vsis	Modul	.e:			1	1		i			
Vol/Sat:	0.11	0.00	0.01	0.00	0.00	0.04	0.00	0.20	0.00	0.00	0.25	0.00
Crit Moves:	* * * *					* * * *		* * * *			* * * *	
Green Time:	10.0	0.0	10.0	3.3	3.3	3.3	0.0	18.4	0.0	22.3	40.7	0.0
Volume/Cap:	0.78	0.00	0.07	0.04	0.04	0.78	0.00	0.78	0.00	0.00	0.42	0.00
Uniform Del:	28.9	0.0	26.0	31.8	31.8	33.0	0.0	23.9	0.0	16.3	8.2	0.0
IncremntDel:	14.0	0.0	0.1	0.2	0.2	38.5	0.0	4.2	0.0	0.0	0.1	0.0
Delay Adi:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	42.9	0.0	26.1	32.0	32.0	71.5	0.0	28.0	0.0	16.3	8.3	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:	42.9	0.0	26.1	32.0	32.0	71.5	0.0	28.0	0.0	16.3	8.3	0.0
HCM2kAvg:	6	0	0	0	0	3	0	9	0	0	5	0
	****	* * * * * *	*****	* * * * * *	****	******	*****	*****	* * * * * * *	*****	****	******

Traffix 7.6 PM Background	5.0715 1	5 (c)	2003 D Mo	owling n Nov	g Asso 8, 20	DC. Lic 004 10:	ensed 26:37	to HI	IGGINS	ASSOC.	., GII Page 5	JROY 59-1
							tion F		- <b></b>			
-	2000 5		peratio	ng Met	hod	(Future	Volum	ne Alt	- ternati	ve)		
**********	2000 F	****	******	*****	*****	******	*****	*****	******	*****	*****	*****
Intersection	#1320	) Sec	ond/Lig	ht_Fig	ghter	******	*****	*****	*****	*****	*****	******
~~~~~~					(	~~i+i⊂⇒		/Can	$(\mathbf{x})$ .		0 50	18
Loga Time (ac) (V+D	- 4 -	and i	lverade	Delay	/ (sec	. (m/. /veh):		12.	.9
Dostimal Cycle	=0):	з.	3 7 (T-TV		300/ 1	evel ()f Serv	rice:	, , , , , ,			В
••••••••••••••	 			*****	*****	******	*****	*****	******	*****	*****	- ******
Approach -	Nor	rth Bo	buud	Sot	ith Bo	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	Tı -	. сн. ₂ . - т	- R	ь -	- T	- R	L ·	- T	- R	L ·	- т	- R
Control:	i F	Permit	tted	I	Permit	ted	, bi	cotect	ted	Pi	rotect	ed
Rights:		Incl	ıde		Inclu	ıde		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	> 0	1 0	1 (D 1	0 1	1 () 1	1 0	1 () 1	1 0
Volume Module	e: Ser	temb	er 2004	- PM								
Base Vol:	0	1	8	0	0	131	198	428	7	2	630	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	1	8	0	0	131	198	428	7	2	630	8
Added Vol:	0	0	0	22	0	15	27	21	0	0	29	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	8	22	0	146	225	449	7	2	659	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	1	8	23	0	152	234	468	7	2	686	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	8	23	0	152	234	468	7	2	686	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
Final Vol.:	0	1	8	23	0	152	234	468	7	. 2	686	27
Saturation F	low Mo	odule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	0.82	1.00	0.83	0.93	0.93	0.93	0.93	0.93	0.93
Lanes:	0.00	0.11	0.89	1.00	1.00	1.00	1.00	1.97	0.03	1.00	1.92	0.08
Final Sat.:	0	182	1456	1560	1900	1583	1769	3477	54,	1769	3383	133
	-											
Capacity Ana	lysis	Modu	le:				0 1 7	0 1 2	0 1 7	0 00	0 20	0 20
Vol/Sat:	0.00	0.01	0.01	0.01	0.00	0.10	د⊥.∪	0.13	0.13	0.00	V.ZV	0.20
Crit Moves:						****	* * * * 1 =7	20.2	20.2	<u>^</u> >	24 0	24 0
Green Time:	0.0	11.4	11.4	11.4	0.0	11.4	15.7	39.3	39.3	0.3	24.U	24.0
Volume/Cap:	0.00	0.03	0.03	0.08	0.00	0.51	U.51	∪.∠⊥	∪.∠⊥ ∡ 1	∨.∠⊥ ⊃° 7	12 6	12 4
Uniform Del:	0.0	19.8	19.8	20.0	0.0	∠⊥.४	10.9	4.1	4.1	47.1 0 0	13.0	v > • • •
IncremntDel:	0.0	0.0	0.0	0.1	0.0	1.4	1 00	1 0.0	1 00	3.8 7 00	1 00	1 00
Delay Adj	0.00	1.00	1.00	1,00	0.00	1.00	1.00	T.00	T.00	1.00 1.00	12 0	12 0
Delay/Veh:	0.0	19.9	19.9	20.1	0.0	23.2	19.8	4.2	4.4	27.5	1 00	1 00
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.00	T.00	12 0	1.00
AdjDel/Veh:	0.0	19.9	19.9	20.1	0.0	23.2	та.8	4.2	4.2	39.5	9.د⊥	±3.9 -
HCM2kAvg:	ان مان مان مان مان ان مان مان مان مان مان	* * * * * *	****** ()	******* ()	***** ()	د ۲+++++	5 *****	ے *****	∠ * * * * * * *	U ******) *****	C ******

Traffix 7.6 PM Background	5.0715 1	5 (c)	2003 I Mo	owling on Nov	g Asso 8, 2	oc. Lic 004 10:	ensed 26:37	to H	IGGINS	ASSOC. P	, GII age (LROY 51-1
												
_		I	evel (of Serv	rice (Computa	tion F	Report				
2	2000 F	ICM Op	eratio	ons Met	hod	(Future	VOTU	ne Ali	cernati ******	ve) *****	****	******
***********			Moorou	Tiabt	Piah	- or						
**************	∟∠こ⊥∺ * * * * * *	- UIII	-MOOLE/	******	***** _c 1.811	******	*****	****	* * * * * * *	* * * * * *	****	******
Cycle (sec):		80)		(Critica	l Vol.	./Cap	. (X):		0.62	21
Loss Time (se	ec):	16	5 (Y+R	= 4 s	sec) i	Average	Delay	/ (sec	c/veh):		27	.3
Optimal Cycle	;;	56	5		1	Level O	f Serv	/ice:				С
*********	*****	*****	*****	*****	****	******	*****	*****	******	*****	****	*****
Approach:	Nor	th Bc	ound	Sou	ith Bo	ound	Ea T	ast Bo	ound	we T	ST BO	ouna
Movement:	Ц -	- T	- R	ь -	- T.	- R	- L -	- '1'	- R	ц – Т	Т,	- R
 C				 הת			 Da		 	 Dr		 -ed
Control:	PI	Traly	lea Ide	PI	Inclu	ude	r I	Tanoi	re		Incl	ide
Min Green.	٥	THETE	10E 0	0	0	100	0		0	0	0	0
Lanes.	2 0	ນ ດັ	1 0	1 0) 1	1 0	1 () 1	0 1	1 0	0	1 0
Volume Module	: :>>	Count	Date:	22 Se	ep 20	04 << 5	:00 -	6:00	PM	•		
Base Vol:	314	318	4	2	⁻ 175	205	236	54	146	3	121	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:	314	318	4	2	175	205	236	54	146	3	121	6
Added Vol:	26	15	0	0	18	20	13	3	27	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	340	333	4	2	193	225	249	57	173	3	122	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	126	0.90
PHF Volume:	3.78	370	4	2	214	250	277	60	0	0	130	0
Reduct Vol:	0 770	270	0	2	0	250	277	63 63	0	ر م	136	7
Reduced Vol:	01 C	1 00	1 00	<u>م</u> ۱ 00	1 00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MUE Adi.	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	378	370	4	2	214	250	277	63	0	3	136	7
Saturation F	low Mo	dule:	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.98	0.93	0.86	0.86	0.93	0.98	1.00	0.93	0.97	0.97
Lanes:	2.00	0.99	0.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.05
Final Sat.:	3432	1836	22	1769	1626	1626	1769	1862	1900	1769	1762	87
Capacity Anal	Lysis	Modul	Le:	0 00	0 1 2	0 1 5	0 16	0 02	0 00	0 00	0 08	0 08
Vol/Sat:	0.11 ****	0.20	0.20	0.00	0.13	∪.⊥⊃ ****	****	0.05	0.00	0.00	****	0.00
Crit Moves:	14 7	33 8	33 B	0.2	19 8	19.8	20.1	28.5	0.0	1.6	9.9	9.9
Volume/Cap:	14.2	0 48	0 48	0 48	1,53	0.62	0.62	0.10	0.00	0.10	0.62	0.62
Uniform Del·	30.4	16.7	16.7	39.8	26.1	26.8	26.6	17.2	0.0	38.5	33.3	33.3
IncremntDel:	2.0	0.5	0.5	61.6	0.6	1.6	2.7	0.1	0.0	1.2	5.2	5.2
Delav Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	32.4	17.2	17.2	101.5	26.7	28.4	29.3	17.3	0.0	39.7	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	17.2	17.2	101.5	26.7	28.4	29.3	17.3	0.0	39.7	38.5	38.5
HCM2kAvg:	6	7	8	0	5	6	7	1	0	0	4	4
***	* * * * * *	*****	*****	*****	****	******	*****	****	* * * * * * *	*****	****	* * * * * * *

$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Traffix 7.6 PM Background	5.0715 1	5 (c)	2003 D Moi	owling n Nov	g Asso 8, 20	oc. Lic 004 10:	ensed 26:37	to H	IGGINS	ASSOC.	, GII Page 6	JROY 53-1
Level Of Service Computation Report 2000 FCM Operations Method (Future Volume Alternative) Intersection #1322 Jim_Moore/Gigling Cycle (sec): 60 Critical Vol./Cap. (X): 0.421 Cycle: 16 (Yr.4 4 sec) Average Delay (sec/veh): 1.7.1 Optimal Cycle: 1 Critical Vol./Cap. (X): 0.421 Approach: North Bound Survice: B Approach: North Bound Survice: D Control: Protected Protected Protected Protected Protected Protected Min. Green: 10 0 0 0 Count Date: Mar 2004 <<													
2000 HCM Operations Method (Future Volume Allernative) Intersection #1322 Jim_Moore/Gigling Cycle (sec): 60 Critical Vol./Cap. (X): 0.421 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/vch): 17.1 Optimal Cycle: 41 Level Of Service: B Approach: North Bound South Bound East Bound West Bound Movement: L T R L T R Control: Protected Protected Protected Protected Protected Rights: Ignore Innore Include Jgnore Include Jgnore Control: Protected Protected Protected Protected Protected Control: Optoentimation 10 0 0 0 0 0 0 0 Volume Module: >> Count Date: 3 Kar 2004 << 4455:545 77 39 127 Crowth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00<			L	evel 0	f Serv	vice (Computa	tion H	Report	t			
Intersection #1322 Jim_Moore/Gigling Cycle (sec): 60 Critical Vol./Cap. (X): 0.421 Loss Time (sec): 16 (Y+R + 4 sec) Average Delay (sec/veh): 17.1 Optimal Cycle: 41 Level Of Service: B Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R C - T - R Control: Protected Protected Protected Ignore Min. Green: 0 0 0 0 0 0 0 Canse: 1 0.2 0 1 0.2 1 0 1 0.1 1 0 Control: South Date: Mar 2004 <<	2	2000 H	ICM Op	eratio	ns Met	chod	(Future	Volu	ne Alt	ternati	ve)		
Intersection #1322 Jim_Moore/Gigling Cycle (sec): 60 Critical Vol./Cap. (X): 0.421 Loss Time (sec): 16 (Y+R = 4 sc) Average Delay (sec/veh: 17.1 Optimal Cycle: 41 Level Of Service: 3 Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R I - T - R Control: Protected Protected Protected Protected Rights: Ignore Ignore Include Ignore Control: Protected Protected Protected Ignore Volume Module: > Count Date: 3 Mar 2004 << 4:45-5:45	*****	*****	*****	*****	*****	****	******	* * * * * *	****	* * * * * * *	*****	*****	*****
Cycle (sec): 60 Critical Vol./Cap. (X): 0.421 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 17.1 Optimal Cycle: 41 Level Of Service: B Approach: North Bound South Bound Rast Bound Weet Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Protected Forestell Min. Green: 0	Intersection	#1322	2 Jim_ *****	Moore/	Giglin *****	ng *****	* * * * * * *	* * * * * *	****	* * * * * * *	* * * * * *	*****	* * * * * * *
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 17.1 Optimal Cycle: 41 Level Of Service: B Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Protected Protected Protected Min. Green: 0 0 0 0 0 0 0 0 0 0 Lanes: 1 0.2 0 1 0.2 0.1 0 1 0.1	Cvcle (sec):		60			(Critica	l Vol.	./Cap	. (X):		0.42	21
Optimal Cycle: 41 Level of Service: B Apprach: North Bound South Bound East Bound West Bound Movement: L T - R L - T - R Control: Protected Protected Protected Protected Protected Rights: Ignore Ignore Include Ignore Include Ignore	Loss Time (se	ec):	16	(Y+R	- 4 9	sec) A	lveraqe	Delay	/ (seo	c/veh):		17.	1
Approach: North Bound South Bound East Bound West Bound Movement: L T - R L - T - R L - T - R L - T - R L - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R L - T - R L - T - R L - T R L - T - R L - T R L - T R L - T R L - T R L - T R L - T R L L L L L L <td>Optimal Cvcle</td> <td>2:</td> <td>41</td> <td></td> <td></td> <td></td> <td>Level 0</td> <td>f Serv</td> <td>vice:</td> <td></td> <td></td> <td></td> <td>В</td>	Optimal Cvcle	2:	41				Level 0	f Serv	vice:				В
Approach:North BoundSouth BoundEast BoundWest BoundMovement:L-T-RL-T-RL-T-RR-T-RL-T-RL-T-RL-T-RRL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T<	****	*****	*****	*****	*****	* * * * * *	******	*****	****	******	*****	*****	*****
Movement: L T R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T R L - T R L - T R L - T R D Cold Locid Display Locid Locid <thlocid< th=""> Lo</thlocid<>	Approach:	Noi	th Bo	und	Sou	ith Bo	ound	Εa	ast Bo	ound	We	est Bo	ound
Control: Protected Protected Protected Protected Protected Protected Min. Green: 0	Movement:	L ·	· Т	- R	L ·	- т	- R	г -	- т	- R	L -	۰Т	- R
Control: Protected Protected Protected Protected Protected Protected Protected Rights: Ignore Ignore Include Include Ignore Min. Green: 0 <t< td=""><td></td><td></td><td></td><td> </td><td> </td><td></td><td> </td><td> </td><td></td><td> </td><td></td><td></td><td></td></t<>													
Rights: Ignore Ignore Include Ignore Ignore Min. Green: 0 <td< td=""><td>Control:</td><td>Pı</td><td>otect</td><td>ed</td><td>' Pi</td><td>rotect</td><td>ed '</td><td>Pı</td><td>rotect</td><td></td><td>Pr</td><td>otect</td><td>ed</td></td<>	Control:	Pı	otect	ed	' Pi	rotect	ed '	Pı	rotect		Pr	otect	ed
Min. Green: 0	Rights:		Ignor	е		Ignoi	ce		Inclu	ıde		Ignor	e
Lanes: 1 0 2 0 1 1 0 1 <td>Min. Green:</td> <td>0</td>	Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 3 Mar 2004 << 4:45-5:45	Lanes:	1 () 2	0 1	1 () 2	0 1	1 (0	1 0	1 0) 1	0 1
Volume Module: >> Count Date: 3 Mar 2004 << 4:45-5:45 Base Vol: 45 478 57 122 301 55 58 34 29 77 39 127 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0				-	[
Base Vol: 45 478 57 122 301 55 58 34 29 77 39 127 Growth Adj: 1.00	Volume Module	2: >>	Count	Date:	່3 Mai	c 2004	4 << 4:	45-5:4	15				
Growth Adj: 1.00 0	Base Vol:	45	478	57	122	301	55	58	34	29	77	39	127
Initial Bse: 45 478 57 122 301 55 58 34 29 77 39 127 Added Vol: 0 41 2 1 44 0 0 0 1 0 0 PasserByVol: 0	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Added Vol: 0 41 2 1 44 0 0 0 1 0 0 PasserByVol: 0<	Initial Bse:	45	478	57	122	301	55	58	34	29	77	39	127
PasserByVol: 0 <t< td=""><td>Added Vol:</td><td>0</td><td>41</td><td>2</td><td>1</td><td>44</td><td>0</td><td>0</td><td>0</td><td>0</td><td>1</td><td>0</td><td>0</td></t<>	Added Vol:	0	41	2	1	44	0	0	0	0	1	0	0
Initial Fut: 45 519 59 123 345 55 58 34 29 78 39 127 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 1.00 1.00 1.00 1.00 0.00 PHF Adj: 0.96 0.60 0.6 35 30 81 <td>PasserByVol:</td> <td>0</td>	PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 0.00 PHF Adj: 0.96 <td>Initial Fut:</td> <td>45</td> <td>519</td> <td>59</td> <td>123</td> <td>345</td> <td>55</td> <td>58</td> <td>34</td> <td>29</td> <td>78</td> <td>39</td> <td>127</td>	Initial Fut:	45	519	59	123	345	55	58	34	29	78	39	127
PHF Adj: 0.96 0 <td>User Adj:</td> <td>1.00</td> <td>1.00</td> <td>0.00</td> <td>1.00</td> <td>1.00</td> <td>0.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>0.00</td>	User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume: 47 541 0 128 359 0 60 35 30 81 41 0 Reduced Vol: 47 541 0 128 359 0 60 35 30 81 41 0 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 Final Vol.: 47 541 0 128 359 0 60 35 30 81 41 0	PHF Adj:	0.96	0.96	0.00	0.96	0.96	0.00	0.96	0.96	0,96	0.96	0.96	0.00
Reduct Vol: 0 <td< td=""><td>PHF Volume:</td><td>47</td><td>541</td><td>0</td><td>128</td><td>359</td><td>0</td><td>60</td><td>35</td><td>30</td><td>81</td><td>41</td><td>0</td></td<>	PHF Volume:	47	541	0	128	359	0	60	35	30	81	41	0
Reduced Vol: 47 541 0 128 359 0 60 35 30 81 41 0 PCE Adj: 1.00 1.00 0.00 1.00 <td>Reduct Vol:</td> <td>0</td>	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 Final Vol.: 47 541 0 128 359 0 60 35 30 81 41 0	Reduced Vol:	47	541	0	128	359	0	60	35	30	81	41	0
MLF Adj: 1.00	PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.: 47 541 0 128 359 0 60 35 30 81 41 0 Saturation Flow Module: Saturation Flow Module: 900 1900	MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Saturation Flow Module: Saturation Flow Module: Sat/Lane: 1900	Final Vol.:	47	541	0	128	359	0	60	35	30	81	41	0
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190													
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Saturation Fl	Low Mc	dule:										
Adjustment: 0.93 0.93 1.00 0.93 0.91 0.91 0.93 0.98 1.00 Lanes: 1.00 2.00 1.00 1.00 1.00 0.54 0.46 1.00 1.00 1.00 Final Sat.: 1769 3538 1900 1769 936 798 1769 1862 1900	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lanes: $1.00 \ 2.00 \ 1.00 \ 1.00 \ 2.00 \ 1.00 \ 1.00 \ 0.54 \ 0.46 \ 1.00$	Adjustment:	0.93	0.93	1.00	0.93	0.93	1.00	0.93	0.91	0.91	0.93	0.98	1.00
Final Sat.: 1769 3538 1900 1769 3538 1900 1769 936 798 1769 1862 1900 Capacity Analysis Module:	Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.54	0.46	1.00	1.00	1.00
Capacity Analysis Module: Vol/Sat: 0.03 0.15 0.00 0.07 0.10 0.00 0.03 0.04 0.04 0.05 0.02 0.00 Crit Moves: **** **** **** **** Green Time: 6.6 21.8 0.0 10.3 25.4 0.0 7.3 5.4 5.4 6.5 4.7 0.0 Volume/Cap: 0.24 0.42 0.00 0.42 0.24 0.00 0.28 0.42 0.42 0.42 0.28 0.00 Uniform Del: 24.4 14.4 0.0 22.2 11.1 0.0 24.0 25.8 25.8 25.0 26.1 0.0 IncremntDel: 0.6 0.2 0.0 0.9 0.1 0.0 0.7 1.8 1.8 1.5 1.1 0.0 Delay Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.0	Final Sat.:	1769	3538	1900	1769	3538	1900	1769	936	798	1769	1862	1900
Capacity Analysis Module: Vol/Sat: 0.03 0.15 0.00 0.07 0.10 0.00 0.03 0.04 0.04 0.05 0.02 0.00 Crit Moves: **** **** **** **** **** **** **** Green Time: 6.6 21.8 0.0 10.3 25.4 0.0 7.3 5.4 5.4 6.5 4.7 0.0 Volume/Cap: 0.24 0.42 0.00 0.42 0.24 0.00 0.28 0.42 0.42 0.28 0.00 Uniform Del: 24.4 14.4 0.0 22.2 11.1 0.0 24.0 25.8 25.0 26.1 0.0 IncremntDel: 0.6 0.2 0.0 0.9 0.1 0.0 0.7 1.8 1.8 1.5 1.1 0.0 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 Delay/Veh: 25.0 14.6 0.0 23.1 11.2 0.0 24.7 27.7 27.7													
Vol/Sat: 0.03 0.15 0.00 0.07 0.10 0.00 0.03 0.04 0.04 0.05 0.02 0.00 Crit Moves: **** **** **** **** **** **** **** Green Time: 6.6 21.8 0.0 10.3 25.4 0.0 7.3 5.4 5.4 6.5 4.7 0.0 Volume/Cap: 0.24 0.42 0.00 0.42 0.24 0.00 0.28 0.42 0.42 0.28 0.00 Uniform Del: 24.4 14.4 0.0 22.2 11.1 0.0 24.0 25.8 25.0 26.1 0.0 IncremntDel: 0.6 0.2 0.0 0.9 0.1 0.0 0.7 1.8 1.8 1.5 1.1 0.0 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 Delay/Veh: 25.0 14.6 0.0 23.1 11.2 0.0 24.7 27.7 27.7 26.5 27.2	Capacity Ana	lysis	Modul	e:									
Crit Moves: **** **** **** **** **** Green Time: 6.6 21.8 0.0 10.3 25.4 0.0 7.3 5.4 5.4 6.5 4.7 0.0 Volume/Cap: 0.24 0.42 0.00 0.42 0.24 0.00 0.28 0.42 0.42 0.42 0.28 0.00 Uniform Del: 24.4 14.4 0.0 22.2 11.1 0.0 24.0 25.8 25.0 26.1 0.0 IncremntDel: 0.6 0.2 0.0 0.9 0.1 0.0 0.7 1.8 1.8 1.5 1.1 0.0 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 Delay/Veh: 25.0 14.6 0.0 23.1 11.2 0.0 24.7 27.7 27.7 26.5 27.2 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 Adjpel/Veh: 25.0 14.6 0.0 23.1 <td>Vol/Sat:</td> <td>0.03</td> <td>0.15</td> <td>0.00</td> <td>0.07</td> <td>0.10</td> <td>0.00</td> <td>0.03</td> <td>0.04</td> <td>0.04</td> <td>0.05</td> <td>0.02</td> <td>0.00</td>	Vol/Sat:	0.03	0.15	0.00	0.07	0.10	0.00	0.03	0.04	0.04	0.05	0.02	0.00
Green Time: 6.6 21.8 0.0 10.3 25.4 0.0 7.3 5.4 5.4 6.5 4.7 0.0 Volume/Cap: 0.24 0.42 0.00 0.42 0.24 0.00 0.28 0.42 0.42 0.42 0.28 0.00 Uniform Del: 24.4 14.4 0.0 22.2 11.1 0.0 24.0 25.8 25.8 25.0 26.1 0.0 IncremntDel: 0.6 0.2 0.0 0.9 0.1 0.0 0.7 1.8 1.8 1.5 1.1 0.0 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 Delay/Veh: 25.0 14.6 0.0 23.1 11.2 0.0 24.7 27.7 27.7 26.5 27.2 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 1.00 1.00 1.00 1.00 1.00 1.00 <t< td=""><td>Crit Moves:</td><td></td><td>* * * *</td><td></td><td>* * * *</td><td></td><td></td><td></td><td>* * * *</td><td></td><td>****</td><td></td><td></td></t<>	Crit Moves:		* * * *		* * * *				* * * *		****		
Volume/Cap: 0.24 0.42 0.00 0.42 0.24 0.00 0.28 0.42 <td>Green Time:</td> <td>6.6</td> <td>21.8</td> <td>0.0</td> <td>10.3</td> <td>25.4</td> <td>0.0</td> <td>7.3</td> <td>5.4</td> <td>5.4</td> <td>6.5</td> <td>4.7</td> <td>0.0</td>	Green Time:	6.6	21.8	0.0	10.3	25.4	0.0	7.3	5.4	5.4	6.5	4.7	0.0
Uniform Del: 24.4 14.4 0.0 22.2 11.1 0.0 24.0 25.8 25.8 25.0 26.1 0.0 IncremntDel: 0.6 0.2 0.0 0.9 0.1 0.0 0.7 1.8 1.8 1.5 1.1 0.0 Delay Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 Delay/Veh: 25.0 14.6 0.0 23.1 11.2 0.0 24.7 27.7 26.5 27.2 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 AdjDel/Veh: 25.0 14.6 0.0 23.1 11.2 0.0 24.7 27.7 27.7 26.5 27.2 0.0 AdjDel/Veh: 25.0 14.6 0.0 23.1 11.2 0.0 24.7 27.7 27.7 26.5 27.2 0.0 HCM2kAvg: 1 4 0 3 2 0 1 2 2 1 0	Volume/Cap:	0.24	0.42	0.00	0.42	0.24	0.00	0.28	0.42	0.42	0.42	0.28	0.00
IncremntDel: 0.6 0.2 0.0 0.9 0.1 0.0 0.7 1.8 1.8 1.5 1.1 0.0 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 Delay/Veh: 25.0 14.6 0.0 23.1 11.2 0.0 24.7 27.7 26.5 27.2 0.0 User DelAdj: 1.00	Uniform Del:	24.4	14.4	0.0	22.2	11.1	0.0	24.0	25.8	25.8	25.0	26.1	0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 Delay/Veh: 25.0 14.6 0.0 23.1 11.2 0.0 24.7 27.7 26.5 27.2 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 AdjDel/Veh: 25.0 14.6 0.0 23.1 11.2 0.0 24.7 27.7 27.7 26.5 27.2 0.0 AdjDel/Veh: 25.0 14.6 0.0 23.1 11.2 0.0 24.7 27.7 27.7 26.5 27.2 0.0 HCM2kAvg: 1 4 0 3 2 0 1 2 2 1 0	IncremntDel:	0.6	0.2	0.0	0.9	0.1	0.0	0.7	1.8	1.8	1.5	1.1	0.0
Delay/Veh: 25.0 14.6 0.0 23.1 11.2 0.0 24.7 27.7 27.7 26.5 27.2 0.0 User DelAdj: 1.00	Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
User DelAdj: 1.00 <td>Delay/Veh:</td> <td>25.0</td> <td>14.6</td> <td>0.0</td> <td>23.1</td> <td>11.2</td> <td>0.0</td> <td>24.7</td> <td>27.7</td> <td>27.7</td> <td>26.5</td> <td>27.2</td> <td>0.0</td>	Delay/Veh:	25.0	14.6	0.0	23.1	11.2	0.0	24.7	27.7	27.7	26.5	27.2	0.0
AdjDel/Veh: 25.0 14.6 0.0 23.1 11.2 0.0 24.7 27.7 27.7 26.5 27.2 0.0 HCM2kAvg: 1 4 0 3 2 0 1 2 2 1 0	User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	AdjDel/Veh:	25.0	14.6	0.0	23.1	11.2	0.0	24.7	27.7	27.7	26.5	27.2	0.0
	HCM2kAvg:	1	4	0	3	- بد بد بد م	0	1 	 2	2		ـ ـ ـ ـ ـ ـ ـ	

Traffix 7.6 PM Background	.0715	6 (c)	2003 Do Mor	owling n Nov	1 Asso 8, 20	bc. Lic 004 10:	ensed 26:37	to HI	IGGINS	ASSOC. F	, GII Page 6	LROY 55-1
							 -			• -		
		L	evel O:	E Serv	vice (Computa	tion F	leport	Ξ.			
2	000 H	ІСМ Ор	eratio	ns Met	hod	(Future	Volum	ne Alt	cernati	.ve)		
*****	*****	****	*****	*****	****	*****	*****	****	******	******	****	******
Intersection **********	#1323	8 Jim_ *****	Moore/1 *****	Normar *****	1dy *****	******	* * * * * *	****	* * * * * * *	*****	*****	*****
Cycle (sec):		60			(Iritica	l Vol.	/Cap	. (X):		0.37	71
Loss Time (se	ec):	12	(Y+R =	= 4 s	sec) 1	Average	Delay	/ (sec	c/veh):	:	11.	.1
Optimal Cycle	::	32]	Level O	f Serv	vice:	te als als als als als a	م واد داد اد داد داد	بر ملد ماه ماه باد و	B
***********	*****	*****	*****	5 * * * * *	*****	******	* * * * * * F =		******* 1000 d	We	et Br	hand
Approach:	NOI	стп во m	una	т 501			с Т	150 D(. T		т. –	. т	- R
Movement:	- 1	- <u>i</u>	- K		· · · · · · · ·							
Control	 D7	otect	ed	ן דים	otect	ed	I E	Permit	ted	F	Permit	ted
Pichte.	E 1	Thelu	de	1.1	Inclu	ide	_	Inclu	ıde		Inclu	ıde
Min Green.	0	1110±0	0	Ð	0	0	0	0	0	0	0	0
Lanes:	1 0) 1	1 0	1 () 2	0 1	0 0) 1!	0 0	0 0) 1!	0 0
Volume Module	: >>	Count	Date:	30 Ma	ar 200	04 << 4	:30 -	5:30	PM			
Base Vol:	15	514	32	55	318	34	52	34	20	18	23	14
Growth Adj:	1.00	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	514	32	55	318	34	52	34	20	18	23	14
Added Vol:	0	43	0	0	45	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	557	32	55	363	34	52	34	20	18	23	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	17	626	36	62	408	38	58	38	22	20	26	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	626	36	62	408	38	58	38	22	20	26	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	17	626	36	62	408	38	58	38	22	20	26	16
Saturation Fl	Low Mo	odule:								1000	7 0 0 0	1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.85	0.81	0.81	0.81	0.86	0.86	0.86
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	0.49	0.32	0.19	0.33	0.42	417
Final Sat.:	1805	3387	195	1805	3610	1615	751	491	289	536	685	417
a												1
Capacity Ana.	LYSIS	0 10		0 03	0 11	0 02	0 08	0 08	0 08	0 04	0 04	0 04
Vol/Sat:	0.01	0.⊥8 ****	0.18	****	0.11	0.02	0.00	****	0.00	0.04	0.01	0.01
Crit Moves:	• •	20.0	20.0		27 7	22 7	12 6	12 6	12 E	12 G	12 6	12.6
Green Time:	2.7	29.9	29.9	5.5	34.7	0 04	12.0	12.0	12.0	0 18	12.0 0 18	0 18
volume/Cap:	0.21	0.37	0.37	0.37	U.ZI	×0.04 د ۱	20.27	20 2	20 2	19 5	19 5	19 5
Uniform Del:	27.0	9.3 0 1	3.3 0 7	40.0 1 4	0 1	0.4	20.3	20.3	20.3			12.5 A R
incremntDel:	1.3	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00
Delay Adj:	1.00	1.00	T.00	1.00	1.UU	1.UU	21 0	21 0	21 0	19 7	19 7	19 7
Delay/Veh:	28.9	9.4	9.4	27.0	7.0	1 00	41.U	2 0	1 00	1 00	1 00	1 00
user DelAdj:	1.00	T.00	1.00	1.00	T.00	T.00	21 0	21 0	21 0	10 7	197	19 7
AdjDel/Veh:	28.9	9.4	Э.4	27.0	7.0	0.4	∠⊥.U 2	21.U 2	21.V 2	1 2 . /	1	エン・/ 1
HCM2KAVg:	1 . د د ب ب	4 * * * * * *	4	ے *****	∠ *****	U ******	د *****	.) *****	ر ۲*****	⊥ * * * * * *	ـ • * * * * *	⊥ ******

Traffix 7.6.0715 (c) 2003 Dowling Assoc. Licensed to HIGGINS ASSOC., GILROY PM Background Mon Nov 8, 2004 10:26:37 Page 67-1 _____ Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) Intersection #1324 Jim Moore/Coe Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[27.0] Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R Control:UncontrolledUncontrolledStop SignRights:IncludeIncludeChannel Volume Module: >> Count Date: 31 Mar 2004 << 4:45 - 5:45 PM Base Vol: 54 498 0 0 245 68 48 0 33 0 0 0 Initial Bse: 54 498 0 0 245 68 48 0 33 0 0 0

 Added Vol:
 17
 24
 5
 4
 25
 19
 10
 15
 9

 PasserByVol:
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 15
 9

 Initial Fut:
 71
 522
 5
 4
 270
 87
 58
 15
 42

 9 0 8 25 8 0 0 0 8 25 8 PHF Volume: 76 555 5 4 287 93 62 16 45 9 27 9 0 0 0 0 0 0 0 0 0 0 0 0 Reduct Vol: Final Vol.: 76 555 5 4 287 93 62 16 45 9 27 9 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: 380 xxxx xxxxx 561 xxxx xxxxx 1022 1007 287 1059 1097 558 Potent Cap.:1190 xxxx xxxxx1021 xxxx xxxxx216243757204215Move Cap.:1190 xxxx xxxxx1021 xxxx xxxxx181226757172200 533 533 Volume/Cap: 0.06 xxxx xxxx 0.00 xxxx xxxx 0.34 0.07 0.06 0.05 0.13 0.02 Level Of Service Module: Stopped Del: 8.2 xxxx xxxxx LOS by Move: A * * A * * * * B * * * Movement: LT - LTR - RT SharedQueue:xxxxx xxxx 0.0 xxxx xxxxx 1.8 xxxx xxxxx 0.7 xxxxx Shrd StpDel:xxxxx xxxx xxxxx 8.5 xxxx xxxxx 36.7 xxxx xxxxx xxxxx 25.3 xxxxx Shared LOS: * * * A * * E * * * D * ApproachDel: xxxxxx XXXXXX 25.3 27.0 ApproachLOS: * * D D

Traffix 7.6 PM Background	.0715 l	5 (c)	2003 Do Moi	owling n Nov	J Asso 8, 20	DC. Lic 004 10:	ensed 26:37	to HI	(GGINS	ASSOC	., GII Page 6	JROY 59-1
		т	evel 0:	f Serv	vice (Computa	tion H	Report	-			
2	000 F		Way Sto	on Met	:hod	(Future	Volur	ne Alt	ernati	ve		
***********	*****	*****	*****	*****	****	*****	* * * * * *	*****	******	****	*****	******
Intersection	#1325	5 Jim_	Moore/1	Broadv	vay							
* * * * * * * * * * * * *	*****	*****	*****	*****	****	******	*****	*****	******	*****	*****	******
Cycle (sec):		100	l .		, (Critica	L Vol	./Cap	(X):		1.01	.5
Loss Time (se	ec):	0	(Y+R ∶	= 4 s	sec) i	Average	Delay	/ (sec	:/veh):		38.	. 0
Optimal Cycle	:	0]	Level O	f Serv	/ice:				E
* * * * * * * * * * * * *	*****	*****	*****	* * * * * *	****	******	*****	*****	*****	*****	*****	******
Approach:	Nor	rth Bo	ound	Sou	ith Bo	ound	Ea 	ast_Bo	ound	- We	est Bo	ouna
Movement:	L -	- T	- R	, L	- T	- R	- سآ ۱	- T	- R	- Li -	- 'I'	- K
Control:	St	op Si	gn	St	op S:	ıgn	St	top s:	lgn	St	top Si	.gn
Rights:	_	Inclu	lde	_	Inclu	lde	<u>^</u>	Inclu	iae	0	Inciu	ide o
Min. Green:	0	0	0	0	, 1 , 1	0	1 0	, ₀	0 7	0		0 0
Lanes:	0]	L O	0 0	υ) I	0 1	1 1	0	0 1		0	0 0
							1	= . 20	ןו את			1
Volume Module	:: >>	Count	. Date:	20 30	-p 200	107	. J U 21 6	0.50	E14	0	Ο	٥
Base Vol:	204	330	1 00	1 00	1 00	1 00 r	1 00	1 00	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	100	2100	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	335	0	0	20	133 20	210	0	05	0	0	0
Added Vol:	0	44	0	0	20	<u>م</u> م 0	23	0	0	n n	0	0
PasserByVOI:	204	250	0	0	105	215	229	0	63	0	0	õ
Inicial Fuc:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	т ОО	1 00	1 00	1.00	т. ОО
USEL Adj:	1.00	1.00	1.00 1.00	1.00	1.00	1.00 0.92	1.00 0.92	0 92	1.00 0.92	0 92	0.92	0.92
PHF Adj:	222	200	0.92	0.52	114	234	260	0.52	68	0.22	0.22	0
Par volume:	222		0	0	0 111	204 0	200	Ő	0	õ	Ő	0 0
Reduct VOI:	222	380	0	0	114	234	260	0	68	0	0	0
PCF Adi.	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLE Adj.	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol ·	222	389	1.00	0	114	234	260	0	68	0	0	0
Saturation Fl	ow Mo	odule:	I	t.		1	1		•	I		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.64	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	219	383	0	0	547	613	484	0	575	0	0	0
Capacity Anal	lysis	Modul	.e: '			,						
Vol/Sat:	1.01	1.01	XXXX	xxxx	0.21	0.38	0.54	xxxx	0.12	xxxx	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$
Crit Moves:	* * * *					* * * *	****					
Delay/Veh:	64.7	64.7	0.0	0.0	10.8	11.9	18.1	0.0	9.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.7	64.7	0.0	0.0	10.8	11.9	18.1	0.0	9.7	0.0	0.0	0.0
LOS by Move:	F	F	*	*	В	В	С	*	A	*	*	*
ApproachDel:		64.7			11.6			16.3		XX	xxxx	
Delay Adj:		1.00			1.00			1.00		2	XXXXX	
ApprAdjDel:		64.7			11.6			16.3		XX	xxxx	
LOS by Appr:		F			В			С			*	
*****	*****	* * * * * *	* * * * * *	*****	****	* * * * * * *	****	* * * * * *	*****	* * * * * ;	* * * * *	******

Appendix F

Intersection Level of Service Calculations – Background + Project Phase 1 Conditions

AM Bkgnd+Pro	Ph.	1	We	d Nov	10,	2004 14	1:34:2	8		Page	23-1
			evel C)f Ser	 vice	Computa	tion	 Repor			
	2000	HCM Or	eratic	ons Me	thod	(Future	e Volu	me Al	- ternati	.ve)	
*****	* * * * *	******	*****	****	****	******	****	****	*****	****	******
Intersection	#130	1 Del_	Monte/	Reser	vatic	n		alla alla alla alla alla	ala ala ala ala ala ala ala ata	a sila ala ala sila ala sila sila sila s	stanta eta ale ale stanta
Cycle (cec)		0			~ ~ ~ ~ ~	Critian		/0	(2).	· · · · · · · · · · · · · · · · · · ·	******* 11
Logg Time (c		10	(V.D	- 1		Arozado	u vor	./Cap	(Λ) :	0.4	<u>т</u>
Optimal Cural	ec).	14	(I+K	- 4	sec/	Average	: Dera	y (se	c/ven):	19	.0
****	- • * * * * *	*****	****	*****	****	******	*****	×****	******	****	D ******
Approach:	No	rth Bo	und	So	uth B	ound	ਸ	ast B	ound	West B	ound
Movement:	L	- T	- R	L	- T	- R	_ L _	- T	- R	L - T	- R
Control	 D	rotoct			rotog	 +od	 Cm	 14+ n'	 haco	Colit D	 haac
Dights.	Ę	Ovrl	eu	Ľ	IULEC	udo	зþ	Thal	udo	SDITC N	nase
Min Green.	0	001	0	0		uue o	0	THET	uue o	0 0	Jue
Lanee ·	1	0 1	0 2	2	n i	1 0	0	1 0	1 0	2 0 1	0 1
Lancs.			l				1		I	2 0 1	
Volume Module]: >>	Count	Date:	10 J	un 20	04 << 7	1	8:30	ΔM	1	
Base Vol:	89	74	286	85	67	1		122	79	598 163	84
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Initial Bse:	89	74	286	85	67	1	9	122	79	598 163	84
Added Vol:	0	35	20	0	43	0	0		0	14 11	0
CA Ext. Rea:	-1	-3	0	4	-4	0	0	2	-2	0 1	3
Initial Fut:	88	106	306	89	106	1	9	128	77	612 175	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93 0.93	0.93
PHF Volume:	95	114	329	96	114	1	10	138	83	658 188	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0
Reduced Vol:	95	114	329	96	114	1	10	138	83	658 188	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
Final Vol.:	95	114	329	96	114	1	10	138	83	658 188	94
										– – – – – – – – – – – – – – – – – – –	
Saturation Fl	low Mo	odule:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1900	1900
Adjustment:	0.93	0.98	0.73	0.90	0.93	0.93	0.88	0.88	0.88	0.90 0.98	0.83
Lanes:	1.00	1.00	2.00	2.00	1.98	0.02	0.08	1.20	0.72	2.00 1.00	1.00
Final Sat.:	1769	1862	2786	3432	3501	33	140	1998	1202	3432 1862	1583
 C											
Vapacity Anal	LYSIS	Moau	e:	0 0 0	0 0 0	0 0 0	0 07	0 0 0	0 0 7		
VOI/Sal: Crit Morroa.	0.05	0.06	0.12	U.U.3	0.03	0.03	.U.U/	0.07	0.07	0.19 0.10	0.06
Creen Time,	10 0	11 0	10 2	с л	66	e e	10 /	10 /	10 1		27 2
Volume/Cap.	10.0	11.9 0 41	49.2	0 41	0.0	0.0	12.4	13.4	13.4	J/.J J/.J	0 10
Uniform Del·	31 6	30 9	6 7	35 8	34 8	34 8	20 8	29 g	70 Q	14 1 10 7	12 1
IncremptDel.	1 1	1 0	0.7	1 2	0 9	09	2J.0 0 5	22.5	0 5	17.1 ± 2.7	1201 01
Delav Adi.	1.00	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1 00		1 00
Delav/Veh·	32 7	1,00 21 9	т. vu	36 0	35 7	1.00 1.00	30 2 1.00	30 3 ∓•0õ	30 2	14 2 10 0	10 0
ĭser Del∆di∙	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00 1 00	1 00
AdiDel/Veh.	32 7	31 9	68	36 9	35 7	35 7	30 3	1.00 20 2	1.00 20 2	14 3 17 0	12 2
HCM2kAva:	3	3-1-2	2	2	22.7	22.1	ر. م د	20.J	20.5 R	ττ.ο τ <u>τ</u> .ο	⊥⊿.⊿ 1
********	- *****	- ******	- *****	 * * * * * *	~~ * * * * *	******	 * * * * * *	- *****	- ******	**********	- * * * * * *

AM Bkgnd+Pro	Ph. 1	1	We	ed Nov	10,	2004 14	4:34:2	8		1	Page	25-1
]	Level (Of Ser	vice	Computa	ation 1	Repor	t			
20	000 но	CM Una	signal:	ized Me	ethod	(Futu:	re Volu	ume A	lternat	cive)		
*****	*****	* * * * * *	*****	* * * * * * *	* * * * *	*****	*****	* * * * *	* * * * * * *	******	****	* * * * * * *
Intersection *********	#1302	2 Cal: *****	ifornia ******	a/Rese: *****	rvati *****	on ******	*****	* * * * *	* * * * * *	* * * * * *	* * * * *	* * * * * * *
Average Delay	/ (sec	c/veh)): *****	25.9 *****	Wor ****	st Case ******	e Leve: *****	l Of :	Service	∃: *****	:] F	286.4] ******
Approach: Movement:	No: L	rth Bo - T	ound - R	Sou L	ith B - T	ound - R	Ea L	ast Bo - T	ound - R	We L	est B - T	ound - R
Control:	St	top S:	ign	St	top S	ign	Uno	contro	olled	Und	contro	olled
Rights:	<u> </u>	TUCTI	lae	<u> </u>	TUCT	uae			1 0		TUCT	
Lanes:	U.	L U	0 I		JTI	0 0	ч 		τU	· ↓	J	
Volumo Module		Count	- Doto	· 1 .Tu		1 7	.30 - 1	8.30				
Bace Vol.	2. 22	COun	L Date	. 1 UUI 0	1 200 0	/ 0	. JU 1	765	54	51	791	4
Growth Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00
Initial Ree.	25	1.00	±.00	1.00	1,00	1.00	1.00	765	54	51	791	4
Added Vol:	46	0	0	0 0	Ő	0	0	10	26	0	32	0
CA Ext Reat	27	0	25	ů 0	õ	0	Õ	0	15	114	0	Ō
Initial Fut:	98	0	80	0	0	0 0	3	775	95	165	823	4
User Adi.	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHE Adi.	0 90	0 90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
DHE Volume.	109	0.20	89	0.20	0.20	0	3	861	106	183	914	4
Reduct Vol:		õ	Ő	0 0	0 0	Ő	0	0	0	0	0	0
Final Vol ·	109	0	89	ñ	õ	0	3	861	106	183	914	4
Critical Gan	Modu	le.		-	-	•	-				-	
Critical Gp:	6 8	xxxx	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowIpTim:	3.5	XXXX	3.3	XXXXXX	XXXX	XXXXX	2.2	xxxx	XXXXX	2.2	xxxx	xxxxx
Capacity Modu	ile:						1			. 1		I
Cnflict Vol:	1744	xxxx	483	xxxx	xxxx	xxxxx	919	xxxx	xxxxx	967	xxxx	xxxxx
Potent Cap.:	77	xxxx	529	XXXX	xxxx	xxxxx	738	xxxx	xxxxx	708	xxxx	xxxxx
Move Cap.:	62	xxxx	529	xxxx	xxxx	xxxxx	738	xxxx	xxxxx	708	xxxx	XXXXX
Volume/Cap:	1.76	xxxx	0.17	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.26	xxxx	xxxx
Level Of Serv	, vice N	Module	≥:									I
Queue: >	xxxx	XXXX	0.6	xxxxx	xxxx	xxxxx	0.0	xxxx	XXXXX	1.0	XXXX	XXXXX
Stopped Del:>	xxxx	xxxx	13.2	xxxxx	xxxx	XXXXX	9.9	xxxx	XXXXX	11.8	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX
LOS by Move:	*	*	В	*	*	*	A	*	*	В	*	*
Movement:	LT ·	- LTR	- RT	LT ·	- LTR	- RT	LT ·	- LTR	- RT	LT ·	- LTR	- RT
Shared Cap.:	62	xxxx	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	0	XXXXX	XXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	XXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX
SharedQueue:	10.0	xxxx	xxxxx	XXXXX	xxxx	XXXXX	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX
Shrd StpDel:5	509.5	XXXX	XXXXX	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	F	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	2	286.4		x	xxxxx		x	xxxxx		xz	xxxxx	
ApproachLOS:		F			*			*			*	

AM Bkgnd+Pro Ph. 1 Wed Nov 10, 2004 14:34:28 Page 27-1 ______ _____ Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative) Intersection #1303 Imjin/Reservation Cycle (sec): 90 Critical Vol./Cap. (X): 1.281 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): Optimal Cycle: 180 Level Of Service: 89.7 F Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R Control:ProtectedProtectedProtectedProtectedRights:OvlIncludeIncludeIncludeMin. Green:000000Lanes:20110120201 0 0 0 Volume Module: >> Count Date: 9 Jun 2004 << 7:15 - 8:15 AM Base Vol: 140 11 660 2 5 7 23 618 120 1222 691 5

 Initial Bse:
 140
 11
 660
 2
 5
 7
 23
 618
 120
 1222
 691
 5

 Added Vol:
 8
 0
 485
 0
 0
 0
 0
 3
 352
 0

 PasserByVol:
 0
 0
 0
 0
 0
 0
 0
 0
 0

 Initial Fut:
 148
 11
 1145
 2
 5
 7
 23
 618
 123
 1574
 691
 5

 PHF Volume: 164 12 1272 2 6 8 26 687 137 1749 768 6 Reduct Vol:000000000Reduced Vol:164121272268266871371749768 0 0 0 б PCE Adj:1.001.001.001.001.001.001.001.001.001.00MLF Adj:1.001.001.001.001.001.001.001.001.00 Final Vol.: 164 12 1272 2 6 8 26 687 137 1749 768 6 _____ Saturation Flow Module: Adjustment: 0.90 0.83 0.83 0.93 0.98 0.83 0.90 0.93 0.83 0.90 0.93 0.83 Final Sat.: 3432 30 3143 1769 1862 1583 3432 3538 1583 3432 3538 1583 Capacity Analysis Module: Vol/Sat: 0.05 0.40 0.40 0.00 0.00 0.00 0.01 0.19 0.09 0.51 0.22 0.00 Crit Moves: **** * * * * * * * * **** Green Time: 25.9 28.5 64.3 0.1 2.7 2.7 1.6 13.6 13.6 35.8 47.8 47.8 Volume/Cap: 0.17 1.28 0.57 1.28 0.10 0.17 0.41 1.28 0.57 1.28 0.41 0.01 Uniform Del: 24.0 30.8 6.2 45.0 42.5 42.6 43.7 38.2 35.5 27.1 12.6 9.9 IncremntDel: 0.1 134 0.3 838.8 0.8 1.7 4.3 140 3.2 132.0 0.1 0.0 Delay/Veh: 24.1 165 6.5 883.8 43.3 44.3 48.0 178 38.7 159.1 12.8 9.9 AdjDel/Veh: 24.1 165 6.5 883.8 43.3 44.3 48.0 178 38.7 159.1 12.8 9.9 HCM2kAvg: 2 36 9 1 0 0 1 21 4 52 6 0

AM Bkgnd+Pro	Ph. 1		We	d Nov	10,	2004 14	:34:28	3		Pa	age 2	29-1
2	000 H	L ICM Op	evel C eratic	of Serv	vice hod	Computa (Future	tion H Volum	Report ne Alt	t ternati	ve)		
*******	*****	*****	*****	*****	****	*****	*****	* * * * *	*****	*****	* * * * *	*****
Intersection	#1304	H Blan	co/Res	ervati	lon *****	****	*****	*****	* * * * * * *	*****	* * * * *	*****
Curale (dea) ·		۹n				Critica	1 Vol.	./Cap	. (X):		0.84	6
Lycre (sec);	(a) •	ں ر ہ	(VID	- 4 -		Average	Delas	, cap 7 (se	c/veh):		22.	1
Loss ilme (se		ر 70	1144		sec/	Level 0	f Cert	rice.	c, ven, v			C
Optimal Cycle	• • • • • • •	/ 0 * * * * * *	*****	*****	*****	******	*****	*****	******	*****	* * * * *	· · * * * * * *
Ammenado.	 Mov	cth Do	110d	901 901	1th E	bund	E	ast B	ound	Wes	st Bo	und
Movement:	L -	- Т	- R	L -	- T	- R	L -	- T	- R	L -	T	- R
								-		Dre		
Control:	Sb1	LIC Ph	ase do	sp.	נדר ד 	re	PI	Thal	ude	ET.	Thele	ide
Rights:	~	TUGIO	ae	0	rgno	0	0		0	0	C	0
Min. Green:	0		0 0	2			2 0	י רי	0 0	0 0	1	0 1
Lanes:	0 0	0 0	0 0) ()	U Z I		J <u>Z</u>		1		
Tolumo Modulo		Count	Date	23 64	20 20		•15 -	8.15	ΔM	1		I
Page Vol.		counc o	Date.	2,5 50	77 g- 7	1450	970	310	0	0	463	14
Dase VOI: Crouth Add.		1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00
Growin Auj:	1.00	1.00	1.00	1.00	1,00	1450	970	310	0	0	463	14
Inicial DBC:	0	0	0	- -	ے د	266	346	82	Õ	õ	68	0
Audeu VOI:	0	0	0	0	ſ	0	0_20	0	õ	0	0	0
Tritial Fut	0	0	0	4	- -	17716	1316	392	Õ	Õ	531	14
Hace Adi.	1 00	1 00	1 00	1 00	1 00		1 00	1 00	1.00	1.00	1.00	1.00
USEL AGJ:	1.00	1.00	1.00	0 88	0.85	0.00	0.88	0 88	0.88	0.88 (0.88	0.88
PHF Auj:	0.00	0.00	0.00	5.00	0.00	0,00	1495	445	0	0	603	16
PHF VOLUME.	0	0	0	0	Ć	0	0	0	0	0	0	0
Reduct VOI:	0	0	0	5	r r	0	1495	445	0	0	603	16
Reduced VOI.	1 00	1 00	1 00	1 00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MTE 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 AUJ: Ripol Vol :	1.00	1.00	1.00	1.00	1.00		1495	445	0	0	603	16
FINAL VOL.;				1								
Saturation Fl	low Mo	odule:	I	I		I	I		I	1		,
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 :	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.88	0.90	0.93	1.00	1.00 0	0.98	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3432	C	3344	3432	3538	0	, 0 :	1862	1583
Capacity Anal	lysis	Modul	.e:									0 01
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.13	0.00	0.00	0.32	0.01
Crit Moves:				* * * *			****		• •		****	04 F
Green Time:	0.0	0.0	0.0	0.1	0.0	0.0	46.4	80.9	0.0	0.0	34.5	34.5
Volume/Cap:	0.00	0.00	0.00	0.85	0.00	0.00	0.85	0.14	0.00	0.00	0.85 ar a	0.03
Uniform Del:	0.0	0.0	0.0	44.9	0.0	0.0	T8.7	0.5	0.0	0.02	∠5.3	11.3
IncremntDel:	0.0	0.0	0.0	277.1	0.0	0.0	4.0	0.0	0.0	0.0	9.2	1 0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	322.0	0.0	0.0	22.7	0.6	0.0	0.0	34.5	1 00
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	322.0	0.0	0.0	22.7	0.6	0.0	0.0	34.5	17.3
HCM2kAvg:	0	0	0	1	0	0	21	1	0	0	18	0
**********	* * * * * .	* * * * * *	*****	*****	* * * * *	******	*****	****	******	*****		******

AM Bkgnd+Pro	Ph. 1		Wea	d Nov	10,	2004 14	:34:28	}		I	Page 3	1-1
		I	level Ot	E Serv	rice	Computat	tion R	leport	2			
2	1000 H	ICM Op	peration	ns Met	hod	(Future	Volun	ne Alt	cernati [.]	ve)		
* * * * * * * * * * * * *	*****	*****	*****	* * * * * *	*****	******	* * * * * *	*****	******	*****	*****	*****
Intersection	#1305	5 Del_	_Monte/1	Reindo	ollar							
********	*****	****	******	* * * * * *	*****	******	******	*****	*****	*****		******
Cycle (sec):		90)		,	Critica.	L Vol.	/Cap	(X):		0.5/	r9 F
Loss Time (se	ec):	9	∂ (Y+R :	= 4 s	sec)	Average	Delay	/ (sed	c/ven):		15.	э п
Optimal Cycle	2:	39) 	1 1 1 1 1 1 .	ار بار بار ار	rever o:	r serv	/1ce:	* * * * * * * *	*****	*****	D ******
*********	*****	*****	******			~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		at B	איזאגאאראי		at Ro	und
Approach:	NOI	сп вс	buna	- 501	цсц в т	ouna				т	. т	
Movement:	Li -	T.	- K	 	- L	- r.						
	 D-			[Da	roted	 + 6 d	l Spl	i+ p]	1ase	ട്ടി	lit Pł	iase i
Control:	PI	Tral	.eu .do	E 1	Indl	uđe	001	Tncli	ide	562	Inclu	lde
Rights:	0		n n	Ο	1110	0	0		0	0	0	0
Min. Green:	1 0	י י	Λ 1 1	1 (า 2ั	0 0	0 0	0	0 0	1 () 1!	0 0
		, <u> </u>										
Volume Module	·· >>	Count	: Date:	3 Jur	1 200	4 << 7:	, 15 - 8	3:15 2	' MA	1		,
Base Vol:	11	502	93	39	1049	0	0	0	0	421	0	51
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	502	93	39	1049	0	0	0	0	421	0	51
Added Vol:	0	55	10	2	57	0	0	0	0	11	0	0
CA Ext. Rea:	0	0	0	- 6	0	0	0	0	0	0	0	-4
Initial Fut:	11	557	103	35	1106	0	0	0	0	432	0	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	12	619	114	39	1229	0	0	0	0	480	0	52
Reduct Vol:	· 0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	619	114	39	1229	0	0	0	0	480	0	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.00	1.00	1.00	1.00
Final Vol.:	. 12	619	114	39	1229	0	0	0	0	480	0	54
Saturation F.	LOW MO	odu⊥e	:	1000	1000	1000	1000	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1 00	1 00	1 00	1 00	0 92	1 00	0 92
Adjustment:	0.93	0.93	1 00	1 00	2 00	1.00	0 00	1.00	1.00	1 82	0.00	0.18
Lanes:	1700	2.00	1500	1769	2539	0.00	0.00	0.00	0.00	3197	0.00	314
Final Sat.:	1/69	2220		1						1		
Conceity Ana	lveie	Mođu	ן 1 בי	I		1	I		1	I		I
Vol/Cati	LYSI3	0 17		0 02	0.35	0.00	0.00	0.00	0.00	0.15	0.00	0.17
Crit Movee.	****	0.17	0.07	0.02	****							* * * *
Green Time:	1 1	49 0	49.0	6.2	54.0	0.0	0.0	0.0	0.0	25.9	0.0	25.9
Volume/Can:	0.58	0.32	0.13	0.32	0.58	0.00	0.00	0.00	0.00	0.52	0.00	0.58
Uniform Del:	44.2	11.3	10.1	39.9	11.0	0.0	0.0	0.0	0.0	26.9	0.0	27.4
IncremntDel:	34.3	0.1	0.1	1.5	0.4	0.0	0.0	0.0	0.0	0.5	0.0	0.9
Delav Adi:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delav/Veh:	78.5	11.4	10.2	41.5	11.4	0.0	0.0	0.0	0.0	27.4	0.0	28.3
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.5	11.4	10.2	41.5	11.4	0.0	0.0	0.0	0.0	27.4	0.0	28.3
HCM2kAvq:	1	5	2	1	11	0	0	0	0	7	0	8
· · · · · · · · · · · · · · · · · · ·	****	* * * * *	*****	****	****	******	* * * * * *	* * * * *	* * * * * * *	****	* * * * * *	******

AM Bkgnd+Pro	Ph. 1	Ĺ	We	d Nov	10,	2004 14	:34:28	3		F	age 3	3-1
												 -
		I	Jevel 0	f Serv	rice	Computa	tion R	leport	:	\		
2	2000 I	ICM 4-	Way St	op Met	thod	(Future	Volum	ne Alt	ernati	ve)		
********	*****	*****	· · ·	*****	****	*****	*****			~ ~ ~ ~ ~ ~		
Intersection	#1306	5 Cali	tornia	/Reinc	iolla	r	ما ما ما ما ما ما	نه مله مله مله مله ه		***		*****
***********	*****	*****	*****	*****	*****	~ ~ ~ ~ ~ ~ ~ ~ ~		////	/ .		0.04	0
Cycle (sec):	,	100)			Critica	Dolor:	/Cap.	(Δ) :		10	1
Loss Time (se	ec):	() (Y+R	= 4 8	sec)	Average	Deray	(sec	:/ven/:		τų.	. <u>1</u>
Optimal Cycle	2:)	a balantata		rever o	I Serv	/1ce:		*****	****	D
***********	*****	*****	*****	*****		****	× × × × × ×			La cocco Mar		und
Approach:	NO	cth Bo	buna	soi 7	ith B	ouna	EC T		Dunu D	T	ыс ыс т	
Movement:	ь. '	- 'T'	- R	ц	T.	- K		· 1	- R	- <u>u</u> -	1	_ <u> </u>
				1			 c+	c		Q+	on Gi	an
Control:	St	cop Si	gn	ទា	cop s	rdu	51	Log go.	ign ide	50	Tnalı	.gu
Rights:	•	incii	iae	0	TUCT	uae	0	THCTC	iue n	0		ιας 0
Min. Green:	- 0					1 0	1 0		1 0	1 0	i n	1 0
Lanes:	L (5 0	T 0	1		I				 		
Taluma Madula		Count	- Doto.	2 .Tur	- 200	4 << 7.	15 - 8		7 M	I		I
Volume Module	=: >>	1	, Dale. 20	2 0 00	200	τ << /. ς	2 2	37	106	182	93	2
Base VOL:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00
Growin Auj:	1.00	1.00	1.00	2.00	1.00	±.00	2.00	37	106	182	93	2
Initial bse:	25	= 2	10	0	50	0	0	0	18	11	0	ō
Added Vol:	20	22	-16	0 0	116	23	9	-18	-25	-91	-46	23
CA EXC. Rea.			26	11	168	28	11	19	99	1.02	47	25
Inicial Fuc:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00
DUE Adj:	1.00	1.00 0 91	n 91	0 91	0 91	n 91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Auj:	0.91	0,91	20.21	12	185	31	12	21	109	112	52	27
PAR VOLUME: Reduct Vol:	00	0	0	12	0	0	0			0	0	0
Reduced Vol.	86	96	29	12	185	31	12	21	109	112	52	27
Reduced VOL:	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MIR Add.	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ringl Vol .	1.00	1.00	2.00	12	185	31	12	21	109	112	52	27
finar vor.:	1											
Saturation F	l Dow Mo	ndule		l		1	I		1	I		,
Adjustment.	1 00	1 00	. 1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Laneg.	1 00	0 77	0.23	1.00	0.86	0.14	1.00	0.16	0.84	1.00	0.65	0.35
Final Cat .	554	475	142	555	528	88	524	101	525	537	393	209
Capacity Ana	ı lvsis	Modu	le:	1		1	1		I	,		•
Vol/Sat:	0.15	0.20	0.20	0.02	0.35	0.35	0.02	0.21	0.21	0.21	0.13	0.13
Crit Moves:		****			* * * *			****		****		
Delay/Veh:	10.0	9.6	9.6	9.0	11.1	11.1	9.3	9.4	9.4	10.7	9.1	9.1
Delav Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh:	10.0	9.6	9.6	9.0	11.1	11.1	9.3	9.4	9.4	10.7	9.1	9.1
LOS by Move:	B	A	A	A	В	В	А	А	А	В	А	A
ApproachDel:	_	9.8			11.0			9.4			10.0	
Delav Adi:		1.00			1.00			1.00			1.00	
ApprAdiDel:		9.8			11.0			9.4			10.0	
LOS by Appr:		A			В			А			В	
*******	* * * * *	****	*****	****	* * * * *	*****	*****	*****	* * * * * * *	*****	****	*****

AM Bkgnd+Pro	Ph. 1		We	d Nov	10, 2	2004 14	1:34:2	B 		l 	Page 1	35-1
					rice (etion 1					 -
20		⊥ זעזנ⊺n ב	ionali	zed Me	sthod	(Futur	re Volu	ime A	- Lternat	ive)		
*******	******	.m 0112	******	*****	*****	******	*****	*****	******	*****	****	******
Intersection	#1307	7 SB_1	/Imjin	1	*****	* * * * * * *	*****	* * * * * *	*****	*****	*****	*****
	- 1997	/woh		06 7	More	at Cade	- T.eve	lofs	Service	<u>.</u>	ר] ק	13707.7
**************************************	*****	*****	******	*****	*****	******	*****	*****	******	- • • * * * * * * *	*****	******
Approach: Movement:	Noi L -	rth Bo - T	ound - R	Sou L -	ith Bo - T	ound - R	Ea L	ast Bo - T	- R	We Li -	est Bo - T	- R
										TT		
Control:	St	op Si	.gn	St	cop S:	ign	Und	contro		Und	Contro	orrea
Rights:		Inclu	ıde		Incl	lde		Incii	iae		TUGT	
Lanes:	0 0	0 0	0 0	1 (0 0	0 0	0 1	0 0	0 0) L (0 0	0 0
						-						
Volume Module	3: >>	Count	: Date:	4 Mai	r 2004	4 << 7:	:15 - :	8:15 A	4Μ	1000	•	0
Base Vol:	0	0	0	101	0	0	1 00	1 00	1 00	1032	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1000	1.00	1.00
Initial Bse:	0	0	0	101	0	0	0	0	0	1032	0	0
Added Vol:	0	0	0	209	0	0	0	0	0	360	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	1000	0	0
Initial Fut:	0	0	0	310	0	0	0	0	0	1392	0	1 0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	0	352	0	0	0	0	0	1582	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	352	0	0	0	0	0	1582	0	0
Critical Gap	Modu.	le:										
Critical Gp:>	xxxx	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	6.4	XXXX	XXXXX	XXXXX	XXXX	XXXXX	4.1	XXXX	XXXXX
FollowUpTim:>	XXXXX	XXXX	XXXXX	3.5	XXXX	XXXXX	xxxxx	XXXX	XXXXX	2.2	XXXX	XXXXX
Capacity Modu	lle:											
Cnflict Vol:	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXX	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	3164	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	XXXX	XXXX	XXXXX	0	XXXX	XXXXX
Potent Cap.:	XXXX	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	12	XXXX	XXXXX	XXXX	XXXX	XXXXX	0	XXXX	XXXXX
Move Cap.:	XXXX	XXXX	XXXXX	12	XXXX	XXXXX	XXXX	XXXX	XXXXX	0	XXXX	XXXXX
Volume/Cap:	XXXX	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXX	30.08	XXXX	XXXX	xxxx	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXX	0.00	XXXX	xxxx
Level Of Serv	vice N	Module	9:									
Queue:	xxxxx	XXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	45.5	XXXX	XXXXX	XXXXX	XXXX	XXXXX	0.0	XXXX	XXXXX
Stopped Del:	xxxxx	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	13708	XXXX	XXXXX	XXXXX	XXXX	XXXXX	0.0	XXXX	XXXXX
LOS by Move:	*	*	*	F	*	*	*	*	*	A	*	*
Movement:	LT ·	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT ·	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	XXXXX	XXXX	XXXX	xxxxx	XXXX	XXXX	XXXXX
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	xxxx	XXXXX
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	XXXXX	XXXXX	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	x	xxxxx		x	xxxxx		x	xxxxx		x	xxxxx	
ApproachLOS:		*			F			*			*	

AM Bkgnd+Pro Ph. 1 Wed Nov 10, 2004 14:34:28 Page 37-1 _____ Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) Intersection #1308 NB 1/Imjin Average Delay (sec/veh): 0.6 Worst Case Level Of Service: F[125.2] ***** Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R -----||-----|| Control: Stop Sign Stop Sign Uncontrolled Uncontrolled Rights: Ignore Include Include Include _____ | _____ | _____ | _____ | _____ | _____ Volume Module: >> Count Date: 4 Mar 2004 << 7:15 - 8:15 AM Base Vol: 0 9 650 0 0 0 3 98 0 0 1032 28 Initial Bse: 0 9 650 0 0 0 3 98 0 0 1032 28 Added Vol:0027500020900360269PasserByVol:00000000000Initial Fut:099250003307001392297 PHF Volume:01000003349001582338Reduct Vol:0000000000 Reduct Vol:000000000Final Vol.:01000003349001582 338 Critical Gap Module: Critical Gp:xxxxx 6.5 xxxxx xxxxx xxxxx 4.1 xxxx xxxxx xxXXX XXXXX XXXXX _____ Capacity Module: Level Of Service Module: Queue: xxxxx xxxx xxxxx xxxx xxxx 0.0 xxxx xxxxx xxxx xxxx xxxx Stopped Del:xxxxx xxxx xxxxx xxxxx xxxxx 16.8 xxxx xxxxx xxxxx xxxx xxxx LOS by Move: * * * * * * C * * * * * * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT Shrd StpDel:125.2 xxxx xxxxx xxxxx xxxxx 16.8 xxxx xxxxx xxxxx xxxx xxxx
 Shared LOS:
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AM Bkgnd+Pro	Ph. 1	1	We	ed Nov	10,	2004 14	:34:21	8		Pag	ge 3	9-1
, ,			Level (Df Serv	rice	Computa	tion 1	Repor	t torrati	TTO \		
*****	2000 i	HCM 0]	peratio	DIS Met *****	***** =1100	(FULULE *******	*****	.ue A⊥ *****	LEL11.dL1 ******	. V ご / : * * * * * * * *	* * * *	*****
Tatawaation	41201											
Intersection	#130:	9 5eC0	21101/⊥III_ ******	」⊥!! ******	****	******	*****	****	* * * * * * *	******	* * * *	*****
Curale (ded):		61	ົ ົ			Critica	1 Vol	/Can	(X) ·		1 03	2
Loce Time (se	- () -	1.	2 (V+R	- 4 9	sec)	Average	Delay	v (se	. (…) c/veh):		42.	- 7
Optimal Cycle	/ . 	13	1	•	,	Level 0	f Serv	vice:	.,			D
*************	*****	*****	- * * * * * * *	*****	****	******	*****	*****	* * * * * * *	*****	* * * *	- *****
Approach:	No	rth Bo	ound	Soi	ith B	ound	Ea	ast Be	ound	Wes	t Bo	und
Movement:	L	- T	- R	L -	- T	- R	L	- T	- R	L -	Т	- R
Control:	' P:	roteci	ted	' ' Pi	roted	ted .	, Di	rotec	ted	Pro	tect	ed
Rights:		Inclu	ıde		Incl	ude		Incl	ude	I	nclu	de
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (0 1	1 0	1 () 1	1 0	1 (D 1	1 0	1 0	1	1 0
Volume Module	e: AM											
Base Vol:	15	0	22	10	0	5	60	568	120	10 10	060	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
Initial Bse:	15	0	22	10	0	5	60	568	120	10 10	060	1
Added Vol:	345	0	221	0	0	0	0	151	333	300 2	284	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	360	0	243	10	0	5	60	719	453	310 1.	344	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88 0	.88	0.88
PHF Volume:	409	0	276	TT .	0	6	68	8T /	515	352 ⊥: ∩	527	<u>г</u>
Reduct Vol:	0	0	0	17	0	C C		0	515	252 10	207	1
Reduced vol:	409	1 00	1 00		0 1 00	1 00	1 00	1 00	1 00	1 00 1	00	1 00
PCE Adj:	1.00	1.00	1.00	1 00	1 00	1.00	1 00	1 00	1 00	1 00 1	00	1 00
MLF Adj: Rinal Vol .	100	1.00	276	1.00	1.00	1.00	1.00	817	515	352 1	527	1.00
Fillar VOL.:	409		270	±⊥ • • • • • •			1					
Saturation F	 Ow: Mi		•			I	1		l	1		1
Sat /Lane.	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 19	900	1900
Adjustment:	0.95	0.95	0.81	0,93	0.95	0.79	0.93	0.88	0.88	0.93 0	.93	0,93
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.23	0.77	1.00 1	.99	0.01
Final Sat.:	1805	1805	1534	1769	1805	1504	1769	2044	1288	1769 35	535	3
Capacity Anal	lysis	Modu	le:			1			1			
Vol/Sat:	0.23	0.00	0.18	0.01	0.00	0.00	0.04	0.40	0.40	0.20 0	.43	0.43
Crit Moves:	* * * *				* * * *			****		* * * *		
Green Time:	13.2	0.0	12.7	0.5	0.0	0.5	2.9	23.2	23.2	11.6 32	2.0	32.0
Volume/Cap:	1.03	0.00	0.85	0.85	0.00	0.50	0.81	1.03	1.03	1.03 0	.81	0.81
Uniform Del:	23.4	0.0	22.7	29.7	0.0	29.7	28.3	18.4	18.4	24.2 1	1.5	11.5
IncremntDel:	53.6	0.0	18.5	166.1	0.0	30.5	42.6	33.6	33.6	57.1 2	2.8	2.8
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
Delay/Veh:	77.0	0.0	41.2	195.8	0.0	60.2	70.9	52.0	52.0	81.3 14	4. 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:	77.0	0.0	41.2	195.8	0.0	60.2	70.9	52.0	52.0	81.3 14	4.3	14.3
HCM2kAvg:	15	0	8	l	0	1	3	22	22	14 :	14	4
*****	* * * * *	****	* * * * * * *	******	****	******	*****	*****	* * * * * * *	******	* * * *	*****

AM Bkgnd+Pro	Ph. 3	1	We	d Nov	10,	2004 14	4:34:28	8		l	Page 4	11-1
		L	evel 0:	f Serv	rice	Computa	ation H	Repor	t			
2	2000 H	нсм ор	eratio	ns Met	hod	(Future	e Volu	ne Al	ternati	ve)		
*******	****	*****	*****	* * * * * *	****	*****	*****	*****	* * * * * * *	*****	*****	*****
Intersection	#131() Cali	fornia	/Imjir	1							
**********	*****	*****	*****	*****	****	*****	*****	****	* * * * * * *	*****	*****	*****
Cycle (sec):		60				Critica	ai Voi	./Cap	(X):		1.02	25
Loss Time (se	ec):	9	(Y+R :	= 4 8	sec)	Average	e Delay	y (se	c/ven):		39.	. 2
Optimal Cycle	2:	145	ate allo of a allo allo allo a	به مانه مانه مانه بان بان	فه مله ماه ماه م	Level (JI Serv	vice:	*****		*****	U ******
***********	таата Тоз	oth Do	wood	сол СО1	 .+h T	lound	ਸ: ਸ:	aet Bi	ound	W.e	agt Ro	hund
Approach:	т			т	در ⊥ ⊥ ۳	- P	т	дос D. - т	- R	T. ·	- T	- R
Control:	I	Permit	ted	I	Permi	tted	Pi Pi	rotec	ted	' Pi	rotect	ed '
Rights:		Inclu	de		Incl	ude		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	C	0	0	0	0	0	0	0
Lanes:	1 (0 0	1 0	1 () ()	1 0	1 (0 1	1 0	1 () 1	1 0
					•							
Volume Module	e: >>	Count	Date:	11 Ma	ar 20	04 <<	7:00 -	8:00	AM			
Base Vol:	0	10	4	24	82	159	20	502	5	13	909	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	4	24	82	159	20	502	5	13	909	10
Added Vol:	7	13	32	20	3	158	75	318	2	8	453	3
PasserByVol:	0	0	0	0	C	0	0	0	0	0	0	0
Initial Fut:	7	23	36	44	85	317	95	820	7	21	1362	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	9	29	46	56	108	401	120	1038	9	27	1724	16
Reduct Vol:	0	0	0	0	(0	0		0	0	1004	20
Reduced Vol:	9	29	46	56	108	401	120	1038		27	1724	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	29	46	56	108	401	120	1038	9	27	1/24	10
Coturation P												
Saturation F		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment.	1900	1 88	0 88	0 67	0.84	0.84	0.91	0.91	0.91	0.95	0.95	0.95
Lange	1 00	0.00	0.60	1.00	0.21	0.79	1.00	1.98	0.02	1.00	1.98	0.02
Final Sat ·	394	653	1022	1279	337	1256	1734	3434	29	1804	3571	34
Capacity Anal	lysis	Modul	.e:	E			1 1			•		•
Vol/Sat:	0.02	0.04	0.04	0.04	0.32	0.32	0.07	0.30	0.30	0.01	0.48	0.48
Crit Moves:					* * * *		****				* * * *	
Green Time:	18.7	18.7	18.7	18.7	18.7	18.7	4.1	30.8	30.8	1.5	28.3	28.3
Volume/Cap:	0.07	0.14	0.14	0.14	1.03	1.03	1.03	0.59	0.59	0.59	1.03	1.03
Uniform Del:	14.5	14.9	14.9	14.9	20.7	20.7	28.0	10.2	10.2	28.9	15.9	15.9
IncremntDel:	0.3	0.1	0.1	0.2	47.0	47.0	90.1	0.5	0.5	18.7	28.6	28.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	14.8	15.0	15.0	15.0	67.7	67.7	118.0	10.7	10.7	47.7	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:	14.8	15.0	15.0	15.0	67.7	67.7	118.0	10.7	10.7	47.7	44.4	44.4
HCM2kAvg:	1	1	1	1	17	17	6	7	7	1	26	25
*****	*****	*****	*****	****	****	*****	*****	* * * * *	* * * * * * *	*****	* * * * * *	* * * * * *

MITIG8 - AM E	3kgnd-	Pro P	h. 1Tu	e Dec	7,2	004 11:	57:54			I	2age	1-1
		т.	evel O	f Sera	rice (omputa	tion F	?enor	÷			
5	2000 1	- ICM On	eratio	ns Met	hod .	(Future	Volum	ne Al	- ternati	ve)		
***********	*****	*****	******	*****	****	******	*****	*****	*****	******	****	*****
Intersection	#1311	1 Tmii	n Rd/T	miin I	kwv-	Imiin Re	d					
**********	*****	*****	*****	*****	****	*****	* * * * * *	*****	******	*****	****	*****
Cycle (sec):		60			(Critical	l Vol.	./Cap	. (X):		0.86	6
Loss Time (se	ec):	6	(Y+R	= 4 s	sec) i	Average	Delay	/ (se	c/veh):		17.	3
Optimal Cycle: 65 Level Of Service: B											В	
*****	*****	*****	*****	* * * * * *	****	*****	*****	****	******	******	****	*****
Approach:	Noi	rth Bo	und	Sou	ith Bo	ound	Ea	ast Be	ound	Wes	st Bo	ound
Movement:	ь -	- T	~ R	L -	·т	- R	ь -	- T	- R	L -	Т	- R
Control:	I	Permit	ted	' I	Permit	tted	' Pı	roted	ted	Pro	otect	ed
Rights:		Inclu	.de		Inch	ude		Incl	ude	Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 (0 0	01	0 0) ()	0 0	0 0) 1	1 0	1 0	2	0 0
Volume Module	: >>	Count	Date:	10 Ma	ir 200	04 << 7	:15 -	8:15	AM			
Base Vol:	7	0	112	0	0	0	0	470	53	567	837	0
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	L.00	1.00
Initial Bse:	7	0	112	0	0	0	0	470	53	567	837	0
Added Vol:	19	0	24	0	0	0	0	326	32	48	357	0
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	0	136	0	0	0	0	796	85	615]	L194	0
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	L.00	1.00
PHF Adi:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88 0	.88	0.88
PHF Volume:	30	0	155	0	0	0	0	905	97	699 J	1357	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	155	0	0	0	0	905	97	699 1	L357	0
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	L.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	L.00	1.00
Final Vol.:	30	0	155	0	0	0	0	905	97	699 1	1357	0
Saturation Fl	low Mo	odule:	1			1			'			'
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900]	L900	1900
Adjustment:	0.76	1.00	0.83	1.00	1.00	1.00	1.00	0.92	0.92	0.93 ().93	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.81	0.19	1.00 2	2.00	0.00
Final Sat.:	2886	0	1583	0	0	0	0	3152	337	1769 3	3538	0
Capacity Anal	lvsis	Modul	e:	4		I	1			1		
Vol/Sat:	0.01	0.00	0.10	0.00	0.00	0.00	0.00	0.29	0.29	0.40 ().38	0.00
Crit Moves:			* * * *					* * * *		* * * *		
Green Time:	6.8	0.0	6.8	0.0	0.0	0.0	0.0	19.9	19.9	27.4 4	17.2	0.0
Volume/Cap:	0.09	0.00	0.87	0.00	0.00	0.00	0.00	0.87	0.87	0.87 0).49	0.00
Uniform Del:	23 9	0.0	26.2	0 0	0.0	0.0	0.0	18.8	18.8	14.7	2.2	0.0
IncremntDel:	0.1	0.0	33.2	0.0	0.0	0.0	0.0	7.1	7.1	9.8	0.1	0.0
Delav Adi:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00 1	L.00	0.00
Delav/Veh:	24 0	0.0	59.3	0.0	0.0	0.0	0.0	25.9	25.9	24.5	2.3	0.0
User DelAdi.	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00 1	L.00	1.00
AdiDel/Veh.	24 0	0 0	59.3	0.0	0.0	0_0	0.0	25 9	25.9	24.5	2.3	0.0
HCM2kAva	0	0	6	0	0	0	0	12	12	16	5	0
********	****:	*****	******	~ *****	- *****	******	*****	 *****	*****	******	****	*****

AM Bkgnd+Pro	Ph. 1	1	We	ed Nov	10,	2004 14	:34:2	8		I	Page	45-1	
			Level (Of Ser	vice	Computa	tion 1	Repor	t	`			
2	2000 H	HCM O	peratio	ons Mei	thod	(Future	e Volui	me Al	ternatı	ve)	و ماہ جاتے ہوئے جاتے ہ	ماد ماد ماد ماد باد باد	
*********	*****	* * * * *	*****	*****	****	******	*****	****	*****	*****	****	******	
Intersection	#1312	2 Abr	ams/Im	jin	له ماه ماه داد دا	ate also also also also also also	وحلومك والرياديات	مله مله مله مله مله	مله مله مله مله مله مله مله	مات مات مات مات ما		****	
**********	* * * * * *	*****	******	******	****			10000	/v) .	*****		co.	
Loss Time (sec): 6 (V+R = 4 sec) Average Delay (sec/veh): 61.9											ر ه م		
LOSS TIME (Sec): $6 (Y+R = 4 \text{ sec})$ Average Detay (sec/ven): 61.9										ע. ס			
************************************											已 * * * * * * * *		
Approach .	NO1	rth B	പനർ	Soi	₁th F	lound	E	ast B	ound	We	est Be	ound	
Movement ·	T	- т	- R	L ·	- т	- R	L	- T	- R	Ъ-	· T	- R	
	 						-						
Control:	I	Permi	tted	11	Permi	tted		Permi	tted	Ē	Permit	tted	
Rights:		Incl	ude		Incl	ude		Incl	ude	Include			
Min. Green:	0	0	0	0	C	0	0	0	0	0	0	0	
Lanes:	0 1	1 0	0 1	0 3	1 0	0 1	1	0 1	0 1	1 () 1	0 1	
Volume Module	e: Mai	rch 2	003 - 2	AМ									
Base Vol:	63	13	159	43	16	137	20	558	4	114	1204	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:	63	13	159	43	16	137	20	558	4	114	1204	39	
Added Vol:	37	6	10	58	19) 3	2	441	23	3	338	32	
PasserByVol:	0	0	0	0	C	0	0	0	0	0	0	0	
Initial Fut:	100	19	169	101	35	140	22	999	27	117	1542	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
PHF Volume:	112	21	190	113	39	157	25	1122	30	131	1733	80	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	112	21	190	113	39	157	25	1122	30	177	1733	1 00	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.:	, 112	21	190	113	39	157	25	1122	30	131	1733	80	
Saturation F.	LOW MC	Jaule	:	1000	1000	1000	1000	1000	1000	1900	1900	1000	
Sat/Lane:	1900	1900 0 E1	1900	1900	1900	1 900 1 0 85	1 00	1 00	0 85	1900	1 00	0 85	
Adjustment:	0.51	0.51	1 00	0.57	0.07	1 00	1 00	1 00	1 00	1 00	1 00	1 00	
Lanes:	0.84	166	1616	0,74	0.20 500	1615	160	1900	1615	304	1900	1615	
Filldi Sat.:	014		1010				1			1			
Canadity Ana	lveie	Mođu	1	ŀ		ļ	1		I	1		Ł	
Vol/Sat:	0 14	0 14	0 12	0.14	0.14	0.10	0.15	0.59	0.02	0.43	0.91	0.05	
Crit Moves	v.	••••	0110		****						****		
Green Time:	7.2	7.2	7.2	7.2	7.2	7.2	46.8	46.8	46.8	46.8	46.8	46.8	
Volume/Cap:	1.15	1.15	0.98	1.17	1.17	0.81	0.20	0.76	0.02	0.55	1.17	0.06	
Uniform Del:	26.4	26.4	26.3	26.4	26.4	25.7	1.7	3.6	1.5	2.6	6.6	1.5	
IncremntDel:	128.5	129	58.0	131.4	131	21.9	0.8	2.3	0.0	2.9	83.9	0.0	
Delay Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	154.9	155	84.3	157.8	158	47.6	2.5	5.9	1.5	5.4	90.5	1.6	
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	154.9	155	84.3	157.8	158	47.6	2.5	5.9	1.5	5.4	90.5	1.6	
HCM2kAva:	13	13	8	13	13	5	2	13	0	7	66	0	
*****	****	****	*****	*****	* * * * *	*****	****	*****	******	*****	****	******	

Page 47-1 AM Bkqnd+Pro Ph. 1 Wed Nov 10, 2004 14:34:28 _____ _____ Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative) Intersection #1313 Second/Eighth Cycle (sec):60Critical Vol./Cap. (X):Loss Time (sec):9 (Y+R = 4 sec) Average Delay (sec/veh):Optimal Cycle:22Level Of Service: Critical Vol./Cap. (X): 0.184 9.6 Д Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R Control:ProtectedProtectedSplit PhaseSplit PhaseRights:IncludeIncludeIncludeIncludeMin. Green:000000Lanes:00102000 Volume Module: AM Base Vol: 0 19 2 40 119 0 0 0 2 0 20 Initial Bse: 0 19 2 40 119 0 0 0 0 2 0 20 0 211 38 25 169 0 0 0 0 44 0 Added Vol: 38

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Final Vol.: 0 261 45 74 327 0 0 0 0 52 0 66 Saturation Flow Module:

 Adjustment:
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 Final Sat.: 0 3008 523 1805 3610 0 0 0 0 1805 0 2842 Capacity Analysis Module: * * * * **** Crit Moves: **** Green Time: 0.0 28.3 28.3 13.3 41.6 0.0 0.0 0.0 0.0 9.4 0.0 9.4 Volume/Cap: 0.00 0.18 0.18 0.18 0.13 0.00 0.00 0.00 0.00 0.18 0.00 0.15 Uniform Del: 0.0 9.2 9.2 18.9 3.1 0.0 0.0 0.0 0.0 22.0 0.0 21.8 IncremntDel: 0.0 0.1 0.1 0.2 0.0 0.0 0.0 0.0 0.0 0.3 0.0 0.2 Delay/Veh: 0.0 9.2 9.2 19.2 3.1 0.0 0.0 0.0 0.0 22.3 0.0 22.0 AdjDel/Veh: 0.0 9.2 9.2 19.2 3.1 0.0 0.0 0.0 0.0 22.3 0.0 22.0 HCM2kAvg: 0 2 2 1 1 0 0 0 1 0 1

AM Bkgnd+Pro	Ph. 1	L 	Wed	d Nov	10, 2	004 14	:34:28			Page 49-1		
		 L	evel O:	f Serv	vice C	omputa	tion R	eport				
	FHWA	A Roun	dabout	Metho	od (Fu	ture V	olume	Alter	native)		
********	*****	*****	* * * * * *	* * * * * *	*****	*****	*****	****	*****	*****	*****	*****
Intersection *********	#1314	1 Four *****	th/Eig] ******	hth *****	*****	*****	*****	* * * * *	*****	*****	*****	*****
Average Delay	/ (sec	c/veh) *****	:	5.9 *****	*****	*****	*****	L⊖ ****	vel Of	Serv:	lce: *****	A *****
Approach:	Noi	rth Bo	unđ	Sou	ith Bo	und	Ea	st Bo	und	We	est Bo	und
Movement:	ц -	- T	- R	ь -	- т	- R	L -	т	- R	L -	- T	- R
					 _		-					
Control:	Yie	eld si	qn	Yi€	eld Si	gn .	Yie	ld Si	.gn	Yie	eld Si	gn
Lanes:		1	-		1	_		1			1	
		_ _			 -							
Volume Module	: : >>	Count	Date:	9 Mai	2004	<< 7:	15 - 8	:15 A	M			
Base Vol:	0	26	122	2	71	0	0	0	0	419	0	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:	0	26	122	2	71	0	0	0	0	419	0	6
Added Vol:	0	11	49	36	3	0	0	0	0	47	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	37	171	38	74	0	0	0	0	466	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:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	0	49	228	51	99	0	0	0	0	621	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	49	228	51	99	0	0	0	0	621	0	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	49	228	51	99	0	0	0	0	621	0	37
PCE Module:												
AutoPCE:	0	49	228	51	99	0	0	0	0	621	0	37
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	0	49	228	51	99	0	0	0	Ο.	, 621	0	37
Delay Module	: >> '	Time P	eriod:	0.25	hours	<<						
CircVolume:		51			621			771			49	
MaxVolume:		1173			864		XX	xxxx			1173	
PedVolume:		0			0			0			0	
AdjMaxVol:		1173			864		XX	XXXX			1173	
ApproachVol:		277			149		XX	XXXX			659	
ApproachDel:		4.0			5.0		XX	XXXX			6.9	
Oueue:		0.9			0.6			XXXX			3.6	

Page 51-1 AM Bkgnd+Pro Ph. 1 Wed Nov 10, 2004 14:34:28 _____ _____ Level Of Service Computation Report 2000 HCM 4-Way Stop Method (Future Volume Alternative) Intersection #1315 Imjin/Eighth Cycle (sec): 100 Critical Vol./Cap. (X): 0.722 Loss Time (sec):0 (Y+R = 4 sec) Average Delay (sec/veh):15.6Optimal Cycle:0Level Of Service:C Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R Control:Stop SignStop SignStop SignStop SignRights:IncludeIncludeIncludeIncludeMin. Green:000000 Lanes: 00100 01001 10010 10101 Volume Module: >> Count Date: 9 Mar 2004 << 7:15 - 8:15 AM Base Vol: 0 2 0 214 2 404 100 32 0 0 6 17 Initial Bse:02021424041003200617Added Vol:00400402025004923 Added Vol:

 Added Vol:
 0
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 40
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 40
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 PasserByVol:
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 <t PHF Volume: 0 2 0 302 2 529 143 68 0 0 65 48 Reduct Vol:000 0 48 Final Vol.: 0 2 0 302 2 529 143 68 0 0 65 48 -----||-----|| Saturation Flow Module: Final Sat.: 0 531 0 583 5 732 485 517 0 0 480 528 Capacity Analysis Module: Vol/Sat: xxxx 0.00 xxxx 0.52 0.52 0.72 0.29 0.13 xxxx xxxx 0.14 0.09 **** **** Crit Moves: **** 0.0 9.5 0.0 15.0 15.0 18.7 12.5 10.2 0.0 0.0 10.8 9.7 Delay/Veh:

 Aujber/ven:
 0.0
 9.5
 0.0
 19.0
 19.0
 19.0
 10.2
 0.0
 0.0
 10.8

 LOS by Move:
 *
 A
 *
 B
 C
 B
 *
 *
 B

 ApproachDel:
 9.5
 17.4
 11.8
 10.3

 Delay Adj:
 1.00
 1.00
 1.00
 1.00

 ApprAdjDel:
 9.5
 17.4
 11.8
 10.3

 LOS by Appr:
 A
 C
 B
 B

 А *****

AM Bkgnd+Pro	Ph. 3	1	We	d Nov	10,	2004 14	:34:28	3		I	age 5	53-1
								• ·		_		
]	Level O	f Serv	rice	Computa	tion H	Report	t .			
2	000 H	HCM O	peratio	ns Met	chod	(Future	Volur	ne Ali	ternati	ve)		
* * * * * * * * * * * * *	****	* * * * *	******	* * * * * *	* * * * *	******	*****	****	******	*****	*****	*****
Intersection	#1310	5 Seco	ond/Thi	rd								
*********	****	* * * * * *	******	*****	* * * * *	******	*****	*****	******	*****	*****	******
Cycle (sec): 60 Critical Vol./Cap. (X): 0.179										/9		
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 9.9										.9		
Optimal Cycle	:	22	2			Level O	t Serv	/1Ce:	والد عله ما د عله ساله ساله عل	لد طه حله عله عله علو		A
***********	****	*****	******	*****	*****	*****				ааааа 1616	at Br	und
Approach:	NOI	rtn Bo	ouna	- 501	1 L LI B	ouna	т <u></u> с			т	. т	
Movement:	· با	- 1	- K	<u>ы</u> .	- T.	- R			- ĸ	- <u>L</u>		
							· · · · · ·	Darmit	l Fed	I T	Permít	' ted
Contro:	F.	Indl	ude	F.	Incl	ude	1	Tncl	ide	Include		
Min Groon.	0	THCT	n n	0	0	n n	0	0	0	0	0	0
Laneg.	1 (n ī	1 0	1 () 1 1	1 0	1 (1 0	1 (0 (1 0
Volume Module	AM		I	1		1	1		,			
Base Vol:	0	13	30	20	69	0	0	0	0	15	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	13	30	20	69	0	0	0	0	15	0	2
Added Vol:	0	194	0	43	153	2	3	0	0	0	0	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	207	30	63	222	2	3	0	0	15	0	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	235	34	72	252	2	3	0	0	17	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	17	0	U 5 7
Reduced Vol:	0	235	34	72	252	∠ ⊐ 00	1 00	1 00	1 00	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1.00	1 00	1 00	1 00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	±.00
Final Vol.:	0	235		/2			1					
Saturation F	ow M	odule	:	1		I	l		1	I		1
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.93	0.93	0.93	0.71	1.00	1.00	0.75	1.00	0.83
Lanes:	1.00	1.75	0.25	1.00	1.98	0.02	1.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1900	3031	439	1769	3503	32	1350	1900	0	1432	0	1583
Capacity Anal	lysis	Modu	le:									
Vol/Sat:	0.00	0.08	0.08	0.04	0.07	0.07	0.00	0.00	0.00	0.01	0.00	0.03
Crit Moves:		****		* * * *								****
Green Time:	0.0	26.1	26.1	13.6	39.7	39.7	11.3	0.0	0.0	11.3	0.0	11.3
Volume/Cap:	0.00	0.18	0.18	0.18	0.11	0.11	0.01	0.00	0.00	0.06	0.00	0.18
Uniform Del:	0.0	10.4	10.4	18.7	3.7	3.7	19.8	0.0	0.0	∠0.0 ∧ 1	0.0	20.4
IncremntDel:	0.0	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	1 00	0.0	1 00
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	20 1	0.00	1.UU 20 7
Delay/Veh:	0.0	10.5	10.5	18.9	3.7	3.7	1 00	1 0.0	1 00	⊿U.⊥ 1 00	1 00	
user DelAdj:	1.00	1.00	1.00	10 0	T.00	1.00	10 0	T.00	1.00	20 1	1.00 0 0	20 7
AdjDel/Veh:	0.0	1U.5	10.5	тв.Э	7. ک	3./ T	⊥⊅.0 ∩	0.0	0.0	20.1 N	0.0	20. <i>1</i>
HCM2KAVg:	U *****	∠ *****	ے ******	⊥ *****	⊥ *****	_ ******	*****	*****	******	*****	~ *****	- ******
AM Bkgnd+Pro	Ph. 1	1	We	ed Nov	10,	2004 14	4:34:28	В		I	Page !	55-1
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												_
		Ι	Gevel (of Serv	vice	Computa	ation H	Repor	t.			
2	2000 E	HCM 4-	-Way St	cop Met	hod	(Future	e Volur	ne Al	ternatı	ve)		
**********	*****	*****	******	*****	* * * * *	*****	*****	*****	******	*****	****	*****
Intersection	#1317	7 Jim	Moore-	-Fourth	n/Thi	rd ******	*****	* * * * *	******	*****	****	* * * * * * *
		100				Critics		/Can	(x) -		1 21	57
Loga Time (ac		T.O.C	ערייע ערייע	- A 6	1005	Vierade	a Delar	, cap	c/veh		109	5
Loss rime (se) (IHR	- 4 3	sec/	Avelaye Lovol (S Deiaj Of Serv	y (se) vice:	c/vcn/.		1.02	ਦ. ਸ
Opcimai Cycie	::	*****	, *****	*****	****	******	*****	*****	******	*****	****	+ ******
Approach	Noi	rth Bo	bund	Soi	ı±h B	ound	Ea	ast Be	ound	We	est Bo	ound
Movement:	т		– P	т	- т	- R	т	 	- R	Τι -	- т	- R
Control ·	st	on St	lan	St	top S	ian	St	top S:	ian '	St	cop S:	ign
Rights:	200	Inclu	ıde	-	Incl	ude		Incl	ude		Inclu	ıde
Min Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 (0 1!	0 0	0 () 1!	0 0	0 (D 1!	0 0	0 0) 1!	0 0
Volume Module	: >>	Count	Date:	: 10 Ma	ar 20	04 << 5	7:15 -	8:15	AM			
Base Vol:	61	176	30	15	467	48	3	20	16	67	64	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:	61	176	30	15	467	48	3	20	16	67	64	9
Added Vol:	0	9	18	91	57	20	2	44	0	8	47	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	185	48	106	524	68	5	64	16	75	111	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	73	223	58	128	631	82	6	77	19	90	134	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	223	58	128	631	82	6	77	19	90	134	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
Final Vol.:	73	223	58	128	631	82	6	77	19.	, 90	134	41
Saturation F	low Mo	odule:	:									
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.63	0.16	0.15	0.75	0.10	0.06	0.75	0.19	0.34	0.51	0.15
Final Sat.:	118	357	93	94	465	60	27	343	86	175	259	79
						- -						
Capacity Ana	LYSIS	Moau	Le:	1 20	1 7 6	1 20	0.00	0 22	0 22	0 50	0 50	0 57
Vol/Sat:	0.62	0.6Z	0.62	1.36	++++	1.30	0.22	V.ZZ	0.22	0.52	****	0.52
Crit Moves:	10 F	10 -	10 F	100 1	100	100 1	10 1	10 1	ר כי ד	16 1	16 /	16 4
Delay/ven:	10.5	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Delay Adj:	10 5	10 5	10 F	190 1	100	190 1	12 1	12 1	12 1	16 4	16 4	16 4
Aujber/ven:	то.э С	то.э С	10.0 M	тор.т Ф	עסי ב	тоэ.т т	14.L D	⊥∠•⊥ ₽	12·1	 C	то.т Ŋ	 C
LUS by Move:	C	ر 10 ت	C	г.	י ממו	£		121		C	16 4	<u> </u>
Approachuer:		1 0.0			1 00-1 1 00			1 00			1.00	
Deray Auj: ApprAdiDol-		18 5		-	189 1			12 1			16.4	
TOS by Appro		 ~		-	 F			R			C	
- ++++++++++++++++++++++++++++++++++++	*****	ر * * * * *	*****	******		*****	******	*****	* * * * * * *	*****	- *****	******

AM Bkgnd+Pro	Ph. 1		Weo	l Nov	10,	2004 14	:34:28			P	age 5	7-1
2	 000 н	 L CM 4-	evel Of Way Sto	5 Serv	vice hod	Computa (Future	tion R Volum	eport e Alt	ernati	ve)	- <u></u>	
*****	****	****	*****	*****	****	******	*****	* * * * *	*****	*****	*****	****
Intersection	#1318	Jim_	Moore/I	?irst				و بار بار بار ا	ماد ماد ماد ماد	*****	*****	*****
****	****	****	*****	*****	****	~ *****	*****	××××	/w\.		1 0.7	10
Cycle (sec):		100			,	Critica	.⊥ VO⊥. 	/Cap.	(A):		1.07	0
Loss Time (se	c):	0	(Y+R =	= 4 9	sec)	Average	Delay	(sec	2/ven/:		40.	т F
Optimal Cycle	::	0				Level (r serv	1ce:	******	*****	*****	Li ******
*********	****	****	*****	*****		******		at Bo	ממממיים	We	est Br	und
Approach:	Nor	th Bo	und	- SOL	icn e m	souna D	 Т		- R	Τι -	. т	- R
Movement:	L -	'Γ'	- R	- با ا	- 1	- к						
				 C+		lon	St	on S	ian	ı St	op Si	an
Control:	St	op si 	.gu do	a	Jup a Tuci	lude	00	Inclu	ude		Inclu	ide
Rights:	0	THETO	iue n	0	11101		0	0	0	0	0	0
Min. Green:	1 0		1 0	1 (່ ດັ	1 0	0 0	0	1 0	0 0) 1!	0 0
Lanes:				1			1					
Volume Module	· · · · ·	Count	Date:	10 Ma	ar 2()04 << 7	:15 -	8:15	AM	•		
Bage Vol.	13	259	80	17	528	3 5	0	6	б	61	3	8
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	259	80	17	528	3 5	0	6	6	61	3	8
Added Vol:	0	21	12	19	45	5 0	0	0	0	3	0	5
PasserBvVol:	0	0	0	0	(0 C	0	0	0	0	0	0
Initial Fut:	13	280	92	36	573	3 5	0	6	6	64	3	13
User Adj:	1.00	1.00	1.00	1.00	1.00	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	16	350	115	45	71(5 б	0	8	8	80	4	T.0
Reduct Vol:	0	0	0	0	(0 0	0	0	0	0	0	16
Reduced Vol:	16	350	115	45	71	66	0	8	3 00	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.0	0 1.00	1.00	1.00	1.00	1.00	1 00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.0	0 1.00	1.00	1.00	1.00	1.00	1.00	16
Final Vol.:	. 16	350	115	45	71	6 6	U.	0	0 			
									1	1 .		ł
Saturation F.	Low Mo	odule:		1 00	1 0	0 1 00	1 00	1 00	1 00	1.00	1.00	1.00
Adjustment:	1.00	1.00	1.00	1.00	1.0	a n n1	0 00	0.50	0.50	0.80	0.04	0.16
Lanes:	1.00	400	161	1.00	66	с 0.01 8 б	0.00	253	253	415	19	84
Final Sat.:	509	499	104	1								
Connedity Ana	lveie	Mođu	ا e•	1			8		I			
Vol/Cot.	U U3	0 70	0.70	0.07	1.0	7 1.07	xxxx	0.03	0.03	0.19	0.19	0.19
Crit Moves.	0.05	****			* * *	*		* * * *			****	
Delay/Veh·	9.0	19.7	19.7	9.0	77.	4 77.4	0.0	9.8	9.8	11.1	11.1	11.1
Delav Adi:	1.00	1.00	1.00	1.00	1.0	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh:	9.0	19.7	19.7	9.0	77.	4 77.4	0.0	9.8	9.8	11.1	11.1	11.1
LOS by Move:	A	С	С	А	F	F	*	А	А	В	В	В
ApproachDel:		19.3			73.	4		9.8			11.1	
Delay Adi:		1.00			1.0	0		1.00			1.00	
ApprAdjDel:		19.3			73.	4		9.8			11.1	
LOS by Appr:		С			F			A			В	المراجع والمراجع والمراجع والمراجع
*******	* * * * *	* * * * *	* * * * * * *	* * * * *	* * * *	*****	*****	****	*****	*****	*****	******

AM Bkgnd+Pro	Ph. 1	1	We	d Nov	10,	2004 14	:34:2	8		P	age 5	59-1
		I	Level O	f Ser	vice	Computa	tion 1	Repor	t			
2	2000 I	HCM OF	peratio	ns Met	thod	(Future	Volu	ne Al	ternati	ve)		
********	* * * * * *	* * * * * *	******	* * * * *	* * * * *	******	* * * * * *	* * * * *	******	*****	* * * * *	*****
Intersection	#1319	9 Firs	st/Ligh	t_Fig]	hter							
***********	*****	*****	*****	*****	* * * * *	******	*****	*****	******	*****	****	******
Cycle (sec):	,	70)			Critica	T AOT	./Cap	. (X):		0.51	-
Loss l'ime (se	BC):	10	5 (Y+R	= 4 1	sec)	Average	Delay	y (se	c/ven):		TO.	.5
optimal Cycle	2: *****	4 / *****	/ ******	*****	* * * * *	Level 0	I Ser *****	vice: *****	* * * * * * *	******	*****	Б :*****
Approach:	Not	rth Bo	ound	Soi	ith B	ound	Ea	ast B	ound	We	st Bo	ound
Movement:	L ·	- T	- R	L ·	- T	- R	Ŀ	- T	– R	L -	T	- R
Control:	Sp.	lit Ph	iase '	Spl	lit P	hase	' 1	Permi	tted	Pr	otect	ed
Rights:	ľ	Inclu	ıde	-	Incl	ude		Igno	re		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (0 0	0 1	0 3	10	0 1	0 (2	0 1	1 0	2	0 0
Volume Module	2: >>	Count	: Date:	28 Se	ep 20	04 << 7	:15 -	8:15	AM			
Base Vol:	80	0	7	8	6	41	0	849	72	2	506	0
Growth Adj:	1.00	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	0	7	8	6	41	0	849	72	2	506	0
Added Vol:	7	0	11	0	7	0	0	80	2	2	81	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	0	18	8	13	41	0	929	74	4	587	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.85	0.86	0.86	0.00	0.86	0.86	0.86
PHF VOLUME:	TOT	0	21	9	ст С	48	0	1080	0	с С	003	0
Reduct VOL:	101	0	21	u a	15	48	0	1080	0	5	683	0
Reduced VOI:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00		1 00	1 00	1 00
MLE Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	0.00	1 00	1 00	1 00
Final Vol ·	101	1,00	21	1.00 9	1.00	48	1.00	1080	0.00	+•••	683	1.00
Saturation F]	Low Mo	dule:	:	ŧ		ł	1		1	I		Ļ
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	0.96	0.96	0.83	1.00	0.93	1.00	0.93	0.93	1.00
Lanes:	1.00	0.00	1.00	0.38	0.62	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1769	0	1583	696	1131	1583	0	3538	1900	1769	3538	0
Capacity Anal	lysis	Modul	.e:	-								
Vol/Sat:	0.06	0.00	0.01	0.01	0.01	0.03	0.00	0.31	0.00	0.00	0.19	0.00
Crit Moves:	* * * *					* * * *		* * * *		* * * *		
Green Time:	7.8	0.0	7.8	4.1	4.1	4.1	0.0	41.7	0.0	0.4	42.1	0.0
Volume/Cap:	0.51	0.00	0.12	0.23	0.23	0.51	0.00	0.51	0.00	0.52	0.32	0.00
Uniform Del:	29.3	0.0	28.0	31.4	31.4	32.0	0.0	8.2	0.0	34.7	6.9	0.0
IncremntDel:	2.3	0.0	0.3	1.1	1.1	4.8	0.0	0.2	0.0	43.4	0.1	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	31.6	0.0	28.3	32.5	32.5	36.7	0.0	8.4	0.0	78.1	7.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00	T.00	T.00	1.00	T.00	1.00
Aajue1/Veh:	JT.6 2	0.0	∠8.3 ^	34.5 7	32.5	36.7	0.0	ช.4 -	0.0	/♂.⊥ っ	1.0	0.0
HCMZKAVG:	د *****	U *****	U *****	⊥ *****	上 * * * * *	لد * * * * * *	U ******	/ :*****	U ******	上 * * * * * * *	+ ****	U * * * * * *

AM Bkgnd+Pro	Ph. 1	1	We	d Nov	10,	2004 14	:34:28	3		1	Page 6	51-1
	· ·									·		
			Level O	f Ser	vice	Computat	tion H	Report	-			
2	2000 I	HCM O	peratio	ns Met	rhod	(Future	Volur	ne Alt	ternati	ve)		
***********	****	* * * * *	******	****	* * * * *	******	* * * * * *	*****	******	*****	*****	******
Intersection	#1320) Sec	ond/Lig	ht_Fig	ghter						to all all all all all a	
*****	****	*****	******	* * * * * *	* * * * *	·*******	*****	//////	/~~\	*****	* * * * * * * *	
Cycle (sec):		6		4		Oritica.	Dolor	./Cap.	(A):		12	0
Loss Time (se	ec):		9 (I+R : -	= 4 8	sec)	Average	Deray	(Set	S/Ven):		тэ.	. U Ъ
Optimal Cycle	: *****	د ****	3 ******	*****	****	r*******	****** *****	/1CG:	******	* * * * * *	* * * * * * *	□ ******
Approach:	Noi	rth B	ound	Sou	ith E	Bound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	L ·	- T	- R	Ŀ.	- т	- R	Ŀ.	- T	- R	L	- T	- R
Control:]	Permi	tted	.]	Permi	tted	Pi	cotect	ced	P	rotect	ed
Rights:		Incl	ude		Incl	ude		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	C) 0	0	0	0	0	0	0
Lanes:	0 (0 0	0 1	1 () 1	0 1	. 1 () 1	10	1 () 1	10
Volume Module	e: Sel	ptemb	er 2004	- AM						-	2.0.7	0
Base Vol:	0	0	1	0	() 125	147	705	1 0 0	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00) 1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	0	() 125	147	705	12	1	381	100
Added Vol:	0	0	0	107	C) 46	61	29	0	0	38	∠د⊥
PasserByVol:	0	0	0	0	C) 0	0	0	0	0	0	0
Initial Fut:	0	0	1	107	C) 171	208	734	12	1	419	140
User Adj:	1.00	1.00	1.00	1.00	1.00) 1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.85	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	0	1	120	C) 192	234	825	13	1	471	157
Reduct Vol:	0	0	0	0	C) 0	0	0	0	0	0	0
Reduced Vol:	0	0	1	120	C) 192	234	825	13	1	471	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
Final Vol.:	0	0	1	120	C) 192	. 234	825	13	1	471	157
			[
Saturation F	Low Mo	odule	:						1		1000	1000
Sat/Lane:	1900	1900	1900	1900	1900) 1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.76	1.00) 0.83	0.93	0.93	0.93	0.93	0.90	0.90
Lanes:	0.00	0.00	1.00	1.00	1.00) 1.00	1.00	1.97	0.03	1.00	1.50	0.50
Final Sat.:	0	0	1611	1436	1900) 1583	1769	3474	57	1769	2554	853
Capacity Ana.	lysis	Modu	le:				0 1 0	0 0 4	0.04	0 00	0 10	0 10
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.12	0.13	0.24	0.24	0.00	n	0.10
Crit Moves:						****	****		26.0	0 1	~~~~	03 F
Green Time:	0.0	0.0	14.1	14.1	0.0) 14.1	15.4	36.8	36.8	0.1	21.5	41.5
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.52	0.52	0.39	0.39	0.39	0.52	0.52
Uniform Del:	0.0	0.0	17.5	19.1	0.0) 19.9	19.1	5.9	5.9	29.9	15.2	15.2
IncremntDel:	0.0	0.0	0.0	0.6	0.0) 1.2	1.0	0.1	0.1	69.1	0.4	0.4
Delay Adj:	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	17.5	19.8	0.0) 21.2	20.1	6.0	6.0	99.0	15.5	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:	0.0	0.0	17.5	19.8	0.0) 21.2	20.1	6.0	6.0	99.0	15.5	15.5
HCM2kAvg:	0	0	0	З	0	4	5	4	4	0	5	5
*****	****	* * * * *	******	*****	* * * * *	******	* * * * * *	*****	******	****	* * * * * *	******

AM Bkgnd+Pro	Ph.	1	We	d Nov	10,	2004 14	:34:28	3		F	Page 6	53-1
			.evel 0	f Serv		Computa	tion I	 ?epor				
		HCM Or	eratio	ns Met	-hod	(Future	Volu	ne Al	- ternati	ve)		
************	*****	*****	******	*****	****	******	*****	*****	******	*****	*****	******
Intersection	#132:	l Jim_	Moore/	Light_	_Figh	ter ******	****	* * * * *	* * * * * * *	* * * * * *	*****	* * * * * * *
		 	\ \			Critica	1 Vol	/Can	(X) ·		0 59	98
Cycle (sec):		10	י סיער י	- A 6		Average	nelar	., cap 7 (ee	- (22/) -/veh).		25	7
LOSS ILME (Se	307:	E 4	0 (1+K	- ** *	sec)	Level C	of Serv	rice.	U/ VC11/ .		2,5	., С
oputmar cycre	= : * * * * * *	₽C *****	. * * * * * * *	*****	* * * * *	******	*****	*****	* * * * * * *	*****	*****	· * * * * * * *
Approach.	Not	rth Br	ามาส์	SOL	ith B	ound	E	agt B	ound	₩e	est Bo	ound
Movement:	т	- T	- R	т	- T	– R	T	- т	- R	L -	- т	- R
Control·	ן סי	rotect	red	י נק	rotec	ted	' Pi	rotect	ted	' Pr	otect	
Rights.		Inclu	ide		Incl	ude		Igno	re		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	5 0 ⁻	1 0	1 () 1	1 0	1 () 1	0 1	1 0	0	1 0
			[
Volume Module	: >>	Count	Date:	່22 S€	ep 20	04 << 7	:15 -	8:15	AM			
Base Vol:	177	147	4	4	405	149	178	112	416	10	64	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:	177	147	4	4	405	149	178	112	416	10	64	2
Added Vol:	135	19	0	0	19	31	23	1	112	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	312	166	4	4	424	180	201	113	528	10	68	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.00	0.88	0.88	0.88
PHF Volume:	355	189	5	5	482	205	228	128	0	11	77	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	189	5	5	482	205	228	128	0	11	77	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	355	189	5	5	482	205	228	128	0	11	77	2
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.98	0.93	0.89	0.89	0.93	0.98	1.00	0.93	0.98	0.98
Lanes:	2.00	0.98	0.02	1.00	1.40	0.60	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	3432	1811	44	1769	2372	1007	1769	1862	1900	1769	1802	53
			·									
Capacity Anal	lysis	Modul	e:									
Vol/Sat:	0.10	0.10	0.10	0.00	0.20	0.20	0.13	0.07	0.00	0.01	0.04	0.04
Crit Moves:	* * * *				* * * *		****				****	
Green Time:	13.8	40.0	40.0	1.0	27.2	27.2	17.3	21.0	0.0	2.0	5.7	5.7
Volume/Cap:	0.60	0.21	0.21	0.21	0.60	0.60	0.60	0.26	0.00	0.26	0.60	0.60
Uniform Del:	30.5	11.2	11.2	39.1	21.9	21.9	28.2	23.3	0.0	38.3	36.0	36.0
IncremntDel:	1.7	0.1	0.1	4.7	0.9	0.9	2.6	0.3	0.0	3.2	7.3	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	32.2	11.3	11.3	43.8	22.8	22.8	30.8	23.6	0.0	41.5	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:	32.2	11.3	11.3	43.8	22.8	22.8	30.8	23.6	0.0	41.5	43.3	43.3
HCM2kAvg:	5	3	3	0	8	8	6	3	0	1	3	
********	* * * * *	*****	*****	*****	****	******	*****	* * * * *	* * * * * * *	*****	*****	******

AM Bkgnd+Pro	Ph. 1		Wec	Nov	10,	2004 14	:34:28			Pag	e 65-1	-
				· <i></i>								
		L	evel Of	Serv	rice	Computa	tion R	eport		1		
2	000 H	ICM Op	eration	ıs Met	hod	(Future	Volum	ie Alt	ernati	ve) 	*****	****
**********	*****	****	******	*****	****	******	*****	****	*****	******	*****	
Intersection	#1322	Jim_	Moore/G	iglir	1g • * * * *	******	*****	****	******	******	* * * * * *	***
********	*****		* * ^ ^ ^ ^			Critica	1 1701	/Can	(x) ·	0	.529	
Cycle (sec):	,	6U 7 C	(w. D	4 6		Average	. Delav	/ Cup	· (14) ·	÷	16.2	
Loss Time (se	ec):	16	(Y+R =	= 4 b	sec)	Average	f Corv	d de -	., ven, .		B	
Optimal Cycle): (*****	46	******	*****	****		·******	****	* * * * * * *	******	*****	***
Approach	Nor	th Bo	und	Soi	ith E	Sound	Ea	st Bo	ound	West	Bound	1
Movement:	L -	· T	- R	ь -	- T	- R	L -	T	- R	L –	T -	R
						 +	 Dr	oted	 ted	Prot	ected	I
Control:	Pr	Tranci	ea	E 1	Tana	re		Incl	ide	Ia	nore	
Rights:	0	rduor	e ^	0	TATC) <u>+</u> C \ ∩	0	0	0	. 0	0	0
Min. Green:	1 0	1 2	0 1	1 (, o i	1 0	0	1 0	1 0	1 0	1
Volume Module	: : >>	Count	Date:	3 Mai	r 200)4 << 7:	15 - 8	1:15	MА			
Base Vol:	18	288	71	166	625	5 101	21	23	16	106	43	16
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.	.00
Initial Bse:	18	288	71	166	625	5 101	21	23	16	106	43	16
Added Vol:	0	153	1	0	131	L 0	0	0	0	3	0	1
PasserBvVol:	0	0	0	0	() 0	0	0	0	0	0	0
Initial Fut:	18	441	72	166	756	5 101	21	23	16	109	43	17
User Adi:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00 1.	00 0.	.00
PHF Adi:	0.78	0.78	0.00	0.78	0.78	3 0.00	0.78	0.78	0.78	0.78 0.	78 0	.00
PHF Volume:	23	565	0	213	969	ə 0	27	29	21	140	55	0
Reduct Vol:	0	0	0	0	(0 0	0	0	0	0	0	0
Reduced Vol:	23	565	0	213	969	€ 0	27	29	21	140	55	0
PCE Adi:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00 1.	00 0	.00
MLF Adi:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00 1.	00 0	.00
Final Vol.:	23	565	0	213	969	€ 0	27	29	21	140	55	0
Saturation F	low Mo	odule:					1000	1000	1000	1000 10	00 1	900
Sat/Lane:	1900	1900	1900	1900	1900) 1900	1900	1900	1900	1900 15	-00 I. 09 I	00
Adjustment:	0.93	0.93	1.00	0.93	0.9	3 1.00	0.93	0.92	0.94	1 00 1	00 1	.00
Lanes:	1.00	2.00	1.00	1.00	2.00) 1.00	1.00	0.59	0.41	1760 19	262 1	.00 900
Final Sat.:	1769	3538	1900	1769	3538	8 TAOO	1/69	1031	/ _ / _ /	1/09 10		
		Modul					[ļ	I		ſ
Capacity Ana.	TAPTE 0 01	n 16	.e.	0 12	0.2	7 0 00	0.02	0.03	0.03	0.08 0.	03 0	.00
VOI/Sat:	0.01	4++++	0.00	****	0.2	, 0.00	0.02	****	••••	* * * *		
Crit Moves:	- 4	10 1	0 0	10 7	20	2 0 0	4 1	3.2	3.2	9.0 8	3.1	0.0
Green Time:	⊥.4±	10.1	0.0	1 2 . 7	0 5	4 0 00	0 22	0.53	0.53	0.53 0.	.22 0	.00
volume/Cap:	0.54	U.53 177 /	0.00	20.23	10.0	1 0.00	26 4	27.6	27.6	23.6 23	3.2	0.0
Uniform Del:	29.0	1/.4 0 F	0.0	20.5	⊥ ∪ . ∩ `	2 0.0	 	5.5	5.5	2.0 ().4	0.0
incremntDel:	1	1 00	0.0	1 00	1 0.		1 00	1.00	1.00	1.00 1.	.00 0	.00
Delay Adj:	1.00	17 0	0.00	21 7	10	1 0.00	27 2	32 0	33.2	25.6 23	3.6	0.0
Delay/ven:	42.4	1 00	1 00	21./ 1 00	1 0.1	1 0.0	1 00	1.00	1.00	1.00 1	.00 1	.00
User DelAdj:	T.00	17 0	T.00	21 7	1 A	A 0 0	27 2	22 0	33 0	25,6 27	3.6	0.0
AdjDel/Ven:	42.4	11.9	0.0	Z I - /	±0.,	- 0.0 ^	د.، ہے ٦	22.2	2	3	1	0
HCM2KAVg:	± + + + + بد بد		• * * * * * *	*****	, ****	· * * * * * *	~ * * * * * * *	- * * * * *	******	*******	*****	* * * *

AM Bkgnd+Pro	Ph. 3	1	Wee	d Nov	10,	2004 14	:34:28	3		Pa	ge 6	57-1
		L	evel O	f Serv	rice	Computat	tion H	Report	t .			
2	2000 H	нсм ор	eratio	ns Met	hod	(Future	Vo⊥ut	ne Ali	ternatı	ve)		I to the standards
********	****	*****	******	*****	****	******	* * * * * *	* * * * * *	* * * * * * *	*****	****	*****
Intersection	#1323	3 Jim_	Moore/I	Normai	ıdy		ب ماہ ماہ ماہ ساہ سا	. جاہ جات مات جات ہ	مله عله عله عله عله عله عله	******	****	*****
***********	****	******	*****	*****	****	0		1000	(v).	~ ~ ~ ~ ~ ~ ~ ~	0 54	0
Cycle (sec):		50	(37 · D	4		Autornan	Dolar Dolar	./Cap	$(\Lambda);$		14	2 8
Loss Time (se	2C):	12	(1+R =	= 4 :	sec)	Level O	Dera; f Cert	vice.	cyveny.		<u> </u>	B
Optimal Cycle	:: :****	⊥±' ******	*****	*****	****	******	*****	*****	* * * * * * *	******	* * * *	******
Approach:	Not	rth Bo	und	Sou	ith E	Sound	Ea	ast Bo	ound	Wes	t Bo	ound
Movement:	ь.	- T	– R	ь.	- T	- R	Ŀ.	- Т	- R	L -	Т	- R
												
Control:	PI	rotect	ed	' Pi	rotec	ted	I	Permit	tted	Pe	rmit	ted
Rights:		Inclu	de		Incl	ude		Inclu	ude	I	nclu	ıde
Min. Green:	0	0	0	0	C) 0	0	0	0	0	0	0
Lanes:	1 (D 1	1 0	1 () 2	0 1	0 (0 1!	0 0	00	1!	0 0
Volume Module	e: >>	Count	Date:	30 Ma	ar 20	04 << 7	:15 -	8:15	AM			0.7
Base Vol:	40	288	65	61	597	89	62	44	35	56	73	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:	40	288	65	61	597	89	62	44	35	56	/3	27
Added Vol:	0	122	0	18	107	9	11	0	0	0	0	21
PasserByVol:	0	0		U 70	U 704		U 70	0 4.4	0 2 E	56	72	18
Initial Fut:	40	410	1 00	1 00	1 00	. 90 100	1 00	1 00	1 00	1 00 1	7.5	1 00
User Adj:	1.00	1.00	1.00	0.75	0.75	0 75	1.00	0.75	0.75	0 75 0	.00	0 75
PHF Adj:	U./5 E2	U.75 E47	9.75	105	0.70	131	97	59	47	75	97	64
Phr Volume: Reduct Vol:	0	0	0,	0	0	0	Ő	Ő	0	0	0	0
Reduced Vol:	53	547	87	105	939	131	97	59	47	75	97	64
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
Final Vol.:	53	547	87	105	939) 131	97	59	47	75	97	64
								_ .				
Saturation F	Low Mo	dule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1	900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.85	0.71	0.71	0.71	0.83 0	.83	0.83
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	0.48	0.29	0.23	0.32 0	.41	0.27
Final Sat.:	1805	3051	484	1805	3610) 1615	652	393	312	498	649	427
Capacity Anal	lysis	Modul	e:				0.15	0 1 5	0.15	0 15 0	3 5	0 1 5
Vol/Sat:	0.03	0.18	0.18	0.06	0.20	, 0.08	0.15	0.15	0.15	0.15 0	· 10	0.15
Crit Moves:	****	~~ ~	77 0	~ 0	70 /	20 /	16 4	76 1	16 /	16 / 1	6 A	16 4
Green Time:	3.4	23.9 0 4E	23.9	/.0 0 4E	20.4	20.4	10.4	10.4	10.4	0 55 0	55	10.4
volume/cap:	0.00	∪.4⊃ 1	12 2	0.4D	11 5) 0.1/	18 6	18 6	18 6	18 7 1	87	18.7
IncremptDel:	41.1 6 6		13.3	1 4	μ	. 01	1.7	1.7	1.7	1.5	1.5	1.5
Delay Add.	1 00	1 00	1.00	1.00	1.00) 1.00	1.00	1.00	1.00	1.00 1	.00	1.00
Delay/Web.	34 2	13 5	13 5	25.5	11.6	<u> </u>	20.4	20.4	20.4	20.2 2	0.2	20.2
User DelAdi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
AdiDel/Veh:	34.2	13.5	13.5	25.5	11.6	9.2	20.4	20.4	20.4	20.2 2	0.2	20.2
HCM2kAva:	2	5	5	2	7	1	5	5	5	5	5	5
**********	****	* * * * * *	*****	* * * * * *	****	******	* * * * * *	* * * * *	******	******	****	******

AM Bkgnd+Pro	o Ph. 1	1	We	ed Nov	10, 2	2004 14	1:34:28	3			Page 6	59-1
				 .								
		1	Level C	of Serv	vice (Computa	ation H	Report				
:	2000 H	CM Una	signali	zed Me	ethod	(Futui	re Volu	ıme Al	lternat	:ive)		
****	* * * * * *	****	******	*****	* * * * * *	******	*****	*****	*****	******	*****	*****
Intersection	n #1324	4 Jim_ *****	_Moore/ ******	'Coe *****	* * * * * :	* * * * * * *	*****	* * * * * *	******	*****	*****	*****
Average Dela	ay (se ******	c/veh) *****) : * * * * * * *	13.6	Wor:	st Case ******	e Level	l Of 5	Gervice	2: ******	F[*****	85.5] ******
Approach:	No	rth Bo	ound	Sou	ith Bo	ound	Εa	ast Bo	ound	We	est Bo	ound
Movement:	L	- T	- R	Ľ.	- T	- R	Ŀ	- T	- R	L -	- T	- R
	_			- ·								
Control:	Un	contro	olled	Unc	contro	olled	St	top Si	lgn	St	op Si	lgn
Rights:		Inclu	ıde		Inclu	ıde		Chanr	ıel		Inclu	ıde
Lanes:	1,	0 0	1 0	0	1 0	0 1	0 3	10	0 1	0 () 1!	0 0
	-											
Volume Modu	1e: >>	Count	. Date:	31 Ma	ar 200)4 << 1	7:30 -	8:30	AM			
Base Vol:	86	255	0	0	646	91	63	0	100	0	0	0
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse	· 86	255	0	0	646	91	63	0	100	0	0	0
Added Vol:	. 38 5	75	5	5	68	14	26	16	14	2	6	2
DaggerByVol	· _	, 2	0	0	0	0	0	0	0	0	0	0
Initial Fut	. 91	330	5	5	714	105	89	16	114	2	6	2
Heer Adi.	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
DUE Adi.	0 92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHP Volume.	0.52	359	5	5	776	114	97	17	124	2	7	2
Peduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0 00	359	5	5	776	114	97	17	124	2	7	2
Critical Ga	n Modu	100	-	5			-					
Critical Ga	- 1 1	vvvv	vvvvv	4 1	xxxx	xxxxx	7.1	б.5	6.2	7.1	6.5	6.2
FollowInTim	·	XXXX	XXXXX	2.2	XXXX	XXXXX	3.5	4.0	3.3	3.5	4.0	3.3
LOTTOMODITU	. 2.2 _l											
Capacity Mo	dule:						1			1		i i
Capacity MO	. 890	xxxx	XXXXX	364	xxxx	xxxxx	1351	1349	776	1412	1460	361
Dotent Can	. 770	YYYY	XXXXXX	1206	XXXX	XXXXX	129	152	401	117	130	688
Move Cap :	. 770	XXXX	XXXXX	1206	xxxx	xxxxx	110	132	401	65	113	688
Volume/Can.	0 13	xxxx	xxxx	0.00	xxxx	xxxx	0.88	0.13	0.31	0.03	0.06	0.00
vorume/cap:	-1										 -	
Loval Of Ce	ruice	Modul	ا ھ •	1						1		I
Dever or be		vvvv	~· 	0 0	xxxx	xxxxx	xxxxx	xxxx	1.3	xxxxx	xxxx	XXXXX
Queue:	. 10 4	~~~~~	vvvvv	8 0	vvvv	XXXXXX	XXXXX	xxxx	18.0	xxxxx	xxxx	xxxxx
Scopped Der	: 10.4 . D	*	*	۵.0 م	*	*	*	*	C	*	*	*
Movemont.	ם. יייי.ד	- סידיד -	ייק	רת. קרד -	- קידי,	- דיד	T.T	- LTR	- RT	LT ·	- LTR	- RT
charad Car	, vvvvv	ATT ATT	777 71	XXXX	XXXX	******	112	XXXX	xxxxx	xxxx	115	xxxxx
Charodououo	• • • • • • • • • • • • • • • • • • •	AAAA VVVV	VVVVV	0 0	XXXX	XXXXXX	6 6	XXXX	XXXXXX	XXXXXX	0.3	xxxxx
onarequeue	· AAAAA		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	9.0 8 n	XXXX XXXX	XXXXXX	158.9	XXXX	XXXXXX	XXXXX	39.4	XXXXX
shru stppel	XXXXX	. XXXX. *	*	0.U 7	*	*	ע. טעב יד	*****	*	*	т. Е	*
Snared LOS:		-	~	F4			т.	85 5			39.4	
Approachuel	: X	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			~~~~~ *			ככט ק			л Я	
ApproachLOS	:	^						τ.			4	

AM Bkgnd+Pro Ph. 1 Wed Nov 10, 2004 14:34:28 Page 71-1 _____ _____ Level Of Service Computation Report 2000 HCM 4-Way Stop Method (Future Volume Alternative) Intersection #1325 Jim Moore/Broadway Cycle (sec): 100 Critical Vol./Cap. (X): 1.072 Loss Time (sec):0 (Y+R = 4 sec) Average Delay (sec/veh):40.2Optimal Cycle:0Level Of Service:E Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R Control:Stop SignStop SignStop SignStop SignRights:IncludeIncludeIncludeIncludeMin. Green:000000Lanes:01001100 -----||-----||------|| Volume Module: >> Count Date: 28 Sep 2004 << 7:30 - 8:30 AM 0 0 Base Vol: 58 87 0 0 435 311 254 0 264 0

 Initial Bse:
 58
 87
 0
 0
 435
 311
 254
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 264
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 Added Vol:
 0
 56
 0
 0
 53
 31
 29
 0
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 PasserByVol:
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 PHF Volume: 67 166 0 0 567 398 329 0 307 0 0 0 Reduct Vol:0000000000Reduced Vol:6716600567398329030700 Ω Ω MLF Adj:1.001.001.001.001.001.001.001.001.001.00Final Vol.:6716600567398329030700 Saturation Flow Module: Final Sat.: 146 361 0 0 529 588 468 0 554 0 0 0 Capacity Analysis Module: Vol/Sat: 0.46 0.46 xxxx xxxx 1.07 0.68 0.70 xxxx 0.55 xxxx xxxx xxxx Crit Moves: **** **** **** Delay/Veh: 15.9 15.9 0.0 0.0 84.9 20.4 26.3 0.0 16.8 0.0 0.0 0.0

 AdjDel/Veh:
 15.9
 15.9
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 84.9
 20.4
 26.3
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 16.8
 0.0
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 LOS by Move:
 C
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 F
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 D
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 C
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 ApproachDel:
 15.9
 58.3
 21.7
 xxxxxxx

 ApproachDel:
 15.9
 58.3
 21.7
 xxxxxx

 Delay Adj:
 1.00
 1.00
 1.00
 xxxxx

 ApprAdjDel:
 15.9
 58.3
 21.7
 xxxxx

 LOS by Appr:
 C
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PM Bkgnd+Pro	Ph. 1		Wed	l Nov	10, 3	2004 14:	35:32			P	age 2	3-1
		 I	level Of	E Serv	rice	Computat	ion R	leport	;			
2	000 H	ICM Op	eration	ıs Met	hod	(Future	Volum	ne Alt	ernati	ve)		
* * * * * * * * * * * * *	* * * * *	*****	* * * * * * * *	*****	****	* * * * * * * *	*****	*****	*****	* * * * * *	****	*****
Intersection	#1301	Del	Monte/H	Reserv	ratio	n						
****	*****	*****	- * * * * * * * * *	*****	****	* * * * * * * *	*****	****	******	*****	****	*****
Cycle (sec):		80)			Critical	. Vol.	/Cap.	(X):		0.53	2
Loss Time (se	c):	12	2 (Y+R =	= 4 8	sec)	Average	Delay	r (sec	:/veh):		21.	7
Optimal Cycle	:	42	2			Level Of	Serv	rice:				C
******	* * * * *	*****	******	*****	* * * *	*******	*****	*****	*****	*****	****	*****
Approach:	Nor	th Bo	ound	Sou	ith B	ound	Ea	ist Bo	ound	We	st Bo	und
Movement:	ь -	- T	- R .	, L -	- T	- R	L -	· T	- R	- Ll -	Т	- R
					·					[[m]		
Control:	Pr	rotect	ted	Pr	otec	ted	Spi	.1t Pr	lase	spi	Tralu	de
Rights:		Ov1	_		inci	uae	0	TUCTI	ide	0	THCTU 0	ue n
Min. Green:	0	0	0	0	, ₁ 0	1 0	0 1	~ 0	1 0	2 0	. 1	0 1
Lanes:	1 0) 1	0 2	20) 1	T O	L U	. 0	I		·	
						04 44 4	15	5.15		1		1
Volume Module	: >>	Count	Date:	10 DU 151	111 ZU 76	04 << +; G	11	185	85	538	281	105
Base Vol:	148	1/1	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00
Growth Adj:	140	1.00	750	151	1.00	1.00	11	185	00	538	281	105
Initial Bse:	148	1/1	750 07	101	96	0	0	15	0	33	7	0
Added Vol:	0	04	2 / 0	0	00	0	Ő	0	õ	0	0	0
PasserByVOI:	1/9	253	777	151	162	9	11	200	85	571	288	105
HILLIAI FUL:	1 00	1 00 r	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
DUR Adj:	1.00	1.00	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
DUF Volume.	154	264	809	157	169	9	11	208	89	595	300	109
Phr Volume: Reduct Vol:	194	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	264	809	157	169	9	11	208	89	595	300	109
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	154	264	809	157	169	9	11	208	89	595	300	109
											 -	
Saturation F	Low Ma	dule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.73	0.90	0.92	0.92	0.89	0.89	0.89	0.90	0.98	0.83
Lanes:	1.00	1.00	2.00	2.00	1.89	0.11	0.07	1.36	0.57	2.00	1.00	1.00
Final Sat.:	1769	1862	2786	3432	3325	185	126	2283	970	.3432	1862	1583
Capacity Anal	lysis	Modu.	le:									
Vol/Sat:	0.09	0.14	0.29	0.05	0.05	0.05	0.09	0.09	0.09	0.17	0.16	0.07
Crit Moves:		****		****					****	****		
Green Time:	17.8	21.3	47.4	6.9	10.4	10.4	13.7	13.7	13.7	26.1	26.1	26.1
Volume/Cap:	0.39	0.53	0.49	0.53	0.39	0.39	0.53	0.53	0.53	0.53	0.49	10.21
Uniform Del:	26.5	25.1	9.4	35.0	31.9	31.9	30.2	30.2	30.2	22.0	21.7	TA'2
IncremntDel:	0.6	1.1	0.2	1.9	0.6	0.6	0.9	0.9	0.9	0.5	1 0.6	1 00
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	10 7
Delay/Veh:	27.1	26.2	9.6	36.9	32.5	32.5	31.2	31.2	31.2	22.5	22.3	1 00
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	10 7
AdjDel/Veh:	27.1	26.2	9.6	36.9	32.5	32.5	31.2	3⊥.2	2.12	22.5	22.3 C	19./ C
HCM2kAvg:	4	6	6	3	2	2	4	4	4 4 4 4 4 4 4 4 4		****** D	ے ******
********	*****	*****	******	*****	****	******	* * * * * *	~ ~ ~ * * *	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	000 7 7		

PM Bkgnd+Pro Ph. 1 Wed Nov 10, 2004 14:35:32 Page 25-1 Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) Intersection #1302 California/Reservation Average Delay (sec/veh): 56.5 Worst Case Level Of Service: F[617.7] Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R Stop Sign Stop Sign Uncontrolled Uncontrolled Include Include Include Include Control: Rights: Lanes: 0 1 0 0 1 0 0 1!0 0 1 0 1 1 0 1 0 1 0 0 1 0 -----|-----||------||--------|| Volume Module: >> Count Date: 1 Jun 2004 << 5:00 - 6:00 PM Base Vol: 27 0 39 1 0 3 1 948 74 71 901 1 Initial Bse: 27 0 39 1 0 3 1 948 74 71 901 1 Added Vol: 46 0 0 0 0 0 0 36 65 0 20 Ω CA Ext. Rea:270790000033420Initial Fut:10001181031984172113921 42 0 0 1 PHF Volume: 110 0 130 1 0 3 1 1081 189 124 1012 1 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 Final Vol.: 110 0 130 1 0 3 1 1081 189 124 1012 1 Critical Gap Module: Critical Gp: 7.5 xxxx 6.9 7.5 xxxx 6.9 4.1 xxxx xxxxx 4.1 xxxx xxxxx FollowUpTim: 3.5 xxxx 3.3 3.5 xxxx 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx -----||------|| Capacity Module: Cnflict Vol: 1932 xxxx 635 1804 xxxx 507 1013 xxxx xxxxx 1270 xxxx xxxxx

 Potent Cap.:
 40 xxxx
 421
 50 xxxx
 511
 680 xxxx
 xxxx
 543 xxxx
 xxxx

 Move Cap.:
 33 xxxx
 421
 28 xxxx
 511
 680 xxxx
 xxxx
 543 xxxx
 xxxx

 Volume/Cap:
 3.38 xxxx
 0.31
 0.04 xxxx
 0.01
 0.00 xxxx
 xxxx
 0.23 xxxx

 _____|_____| Level Of Service Module: Stopped Del:xxxxx xxxx 17.3 xxxxx xxxx 10.3 xxxx xxxxx 13.6 xxxx xxxxx LOS by Move: * * C * * * B * * B * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT

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PM Bkgnd+Pro	Ph. 1	-	Ŵe	d Nov	10, 3	2004 14	:35:32	1		F	age 2	:7-1
											_ _	
		 L	evel C	f Serv	vice (Computa	tion F	leport	-			
2	2000 F	an MDI	eratic	ns Met	hod	(Future	Volum	ne Alt	ernati	.ve)		
- * * * * * * * * * * * * *	*****	*****	*****	*****	****	* * * * * * *	*****	****	*****	* * * * * *	*****	*****
Intersection	#1303	3 Imji	n/Rese	rvatio	m							
****	 : * * * * *	*****	*****	*****	****	******	* * * * * *	****	******	*****	*****	*****
Cycle (sec):		90			(Critica	l Vol.	/Cap	. (X):		1.60	59
Loss Time (se	ec):	12	(Y+R	= 4 s	sec) i	Average	Delay	r (sec	:/veh):		169.	5
Optimal Cycle	e:	180				Level O	f Serv	rice:				F
*******	*****	*****	* * * * * *	*****	* * * *	* * * * * * *	*****	*****	******	******	*****	******
Approach:	Nor	th Bo	und	Sou	ith B	ound	Εa	ist Bo	ound	Ŵe	est Bo	bund
Movement:	L -	- T	- R	Ъ -	- T	- R	. L	· T	- R	L -	· T	- R
Control:	Pr	cotect	ed	Pr	rotec	ted	Pr	otect	ted	Pr	otect	ed
Rights:		Ovl			Incl	ude		Inclu	ide	0	Inclu	iae
Min. Green:	0	0	0	0	0	0	0	0	0		, ₀	0 1
Lanes:	2 () 0	1 1	1 () 1	0 1	20) 2	0 1			U I
Volume Module	e: >>	Count	Date:	9 Jur	1 200	4 << 5: 71	10 - 6	704	201 201	673	735	1
Base Vol:	217	8	1167	1 00	3 00		1 00	1 00	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	704	281	673	735	1.00
Initial Bse:	217	8	1167	18	0	ر ۲	12	704 0	201	825	, 55	0
Added Vol:	5	0	674	0	0	0	0	0	ر م	020	ň	ů N
PasserByVol:	0	0	0	0	0		10	704	200	1/09	725	1
Initial Fut:	222	8	1841	18	8	1 L 	1 0 0	704	290	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 0 0E
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	1760	0.00	U.U.J T
PHF Volume:	261	9	2166	21	9	30	14	828	341 A	1/02	005	- -
Reduct Vol:	0	0	0	0	0	0	14	0 0 0	241	1760	045	- т
Reduced Vol:	261	9	2166	21	9	30	14	828	341	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1.00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1700	0.00	1.00
Final Vol.:	261	9	2166	21	9	36	14	828	341	1/62	000	
Saturation F.	Low Mo	odule:		1000	1000	1000	1000	1000	1000	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	T 300	T 900	1900	1900	1 900 1 900	U 93	0 83
Adjustment:	0.90	0.83	0.83	0.93	0.98	7 00	0.90	0.93	1 00	2 00	2 00	1 00
Lanes:	2.00	0.01	1.99	1.00	1.00	1.00	2.00	2.00	1507	2.00	2538	1583
Final Sat.:	3432	14	3155	1769 L	180%	1 202	3434 	2220		 		
												l
Capacity Ana	LYSIS	Moaul	.e:	0 01	0 01	0 00	0 00	0 23	0 22	0 51	0 24	0.00
Vol/Sat:	0.08	0.69	0.69	****	0.01	0.02	0.00	****	0.22	****	0.21	0.00
Crit Moves:		****	<i></i> –	~ ~ ~		0.0	0 7	10 6	10 6	77 7	29 7	29 7
Green Time:	28.9	37.0	64./	0.6	8.8	0.0	0.7	1 2.0	1 54	1 67		0 00
Volume/Cap:	0.24	1.67	0.95	1.67	0.05	0.24	44 5	10/ 20 7	20 7	21 1	18 6	14 1
Uniform Del:	22 4	26.5	11.3	44.7	36.9	3/.5	44.0	20./	20./	305 0	TO:0	<u> </u>
IncremntDel:	0.1	304	10.2	509.7	0.1	U.8	44.4	1 00 DIC	1 00	1 00	1 00	1 00
Delay Adj:	1.00	1.00	1.00	1.00	1.00	T.00	1.00	1.00	201 4	226 D	10 1	14 1
Delay/Veh:	22.5	331	21.5	554.4	37.0	38.3	68.7	348	301.4	1 00	1 00	1 00
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00	10 1	1/ 1
AdjDel/Veh:	22.5	331	21.5	554.4	37.0	38.3	68.7	348	301.4	336.2	17.1	14.1 A
HCM2kAvg:	3	73	33	3	0	1	1	33	26	\ <u>/</u> /		
······································	+++++	*****	*****	* * * * * * *	* * * * *	*****	****	****	******	^ ~ ~ ~ ~ ~ ~ ~ ~ .	~ ^ ^ * *	

PM Bkgnd+Pro	Ph. 1		We	d Nov	10, 2	2004 14:	35:32			F	age 2	9-1
		 _										
		т — т		f Caru	de l	Computat	ion B	eport	-			
2		പ്പ പറച്ച	eratio	ng Met	hod	(Future	Volum	ne Alt	cernati	ve)		
ے * * * * * * * * * * * * *	:	*****	*****	*****	****	*******	*****	****	******	* * * * * *	****	*****
Intercection	#1304	Blan	co/Res	ervati	on							
THEET SECCTON	*****	*****	******	******	****	******	*****	* * * * *	******	* * * * * *	****	*****
Cycle (sec) ·		90				Critical	l Vol.	/Cap	. (X):		0.97	2
Loca Time (se	·c) •	- 0	(Y+R	= 4 9	ec)	Average	Delay	/ (sec	c/veh):		31.	6
Optimal Cycle		148	(=		,	Level Of	f Serv	vice:				С
**************************************	*****	··· *****	*****	*****	****	*****	* * * * * *	****	******	* * * * * *	****	*****
Approach:	Nor	th Bo	und	Sou	ith B	ound	Ea	ist Bo	ound	We	est Bo	ound
Movement:	L -	- T	- R	L -	- T	- R	ь -	·Т	- R	L -	·Τ	- R
		- 										·
Control:	[q2	lit Ph	ase	' Spl	it P	hase	Pr	oted	ced	Pr	otect	ed
Rights:	L	Inclu	de	-	Igno	re		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0 0	2 0	0 (0 2	2 () 2	0 0	0 0) 1	0 1
												
Volume Module	e: >>	Count	Date:	23 Se	ep 20	04 << 5	:00 -	6:00	PM			
Base Vol:	0	0	0	21	0	1027	1370	519	0	0	382	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:	0	0	0	21	0	1027	1370	519	0	0	382	16
Added Vol:	0	0	0	0	0	609	508	130	0	0	151	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	21	0	1636	1878	649	0	0	533	16
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 Adi:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	22	0	0	1956	676	0	0	555	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	22	0	0	1956	676	0	0	555	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	22	0	0	1956	676	0	0	555	17
									-			
Saturation F	low Mo	dule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.88	0.90	0.93	1.00	1.00	0.98	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3432	0	3344	3432	3538	0	. 0	1862	1583
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.57	0.19	0.00	0.00	0.30	0,01
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	0.6	0.0	0.0	52.8	80.4	0.0	0.0	27.6	27.6
Volume/Cap:	0.00	0.00	0.00	0.97	0.00	0.00	0.97	0.21	0.00	0.00	0.97	0.03
Uniform Del:	0.0	0.0	0.0	44.7	0.0	0.0	17.9	0.6	0.0	0.0	30.8	21.9
IncremntDel:	0.0	0.0	0.0	176.5	0.0	0.0	14.0	0.0	0.0	0.0	30.5	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	221.2	0.0	0.0	31.9	0.7	0.0	0.0	61.3	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:	0.0	0.0	0.0	221.2	0.0	0.0	31.9	0.7	0.0	0.0	61.3	21.9
HCM2kAva:	0	0	0	1	0	0	34	1	0	0	21	0
*********	* * * * *	*****	*****	*****	* * * * *	* * * * * * *	*****	* * * * *	******	*****	* * * * *	******

PM Bkgnd+Pro Ph. 1 Wed Nov 10, 2004 14:35:32 Page 31-1 Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative) Intersection #1305 Del Monte/Reindollar Critical Vol./Cap. (X): 0.662 Cycle (sec): 90 Loss Time (sec):9 (Y+R = 4 sec) Average Delay (sec/veh):12.8Optimal Cycle:46Level Of Service:B Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - RControl:ProtectedProtectedSplit PhaseSplit PhaseRights:IncludeIncludeIncludeIncludeMin. Green:000000Lanes:1020000 Volume Module: >> Count Date: 3 Jun 2004 << 4:45 - 5:45 PM Base Vol: 5 1345 321 53 669 0 0 0 0 219 0 120 Initial Bse: 5 1345 321 53 669 0 0 0 0 219 0 120

 Added Vol:
 0
 110
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 118
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 23
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 1

 CA Ext. Rea:
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 Initial Fut:
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 787
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 0
 0
 242
 0
 115

 PHF Adj: PHF Volume: 5 1500 354 53 811 0 0 0 0 249 0 119 Reduct Vol:0000000000Reduced Vol:51500354538110002490 0 119

 PCE Adj:
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 Final Vol.: 5 1500 354 53 811 0 0 0 0 249 0 119 -----||------||-------||-------|| Saturation Flow Module: Adjustment: 0.93 0.93 0.83 0.93 0.93 1.00 1.00 1.00 1.00 0.90 1.00 0.90 Lanes: Final Sat.: 1769 3538 1583 1769 3538 0 0 0 0 2593 0 835 Capacity Analysis Module: Vol/Sat: 0.00 0.42 0.22 0.03 0.23 0.00 0.00 0.00 0.00 0.10 0.00 0.14 **** * * * * * * * * Crit Moves: 4.0 60.9 0.0 0.0 0.0 0.0 19.3 0.0 19.3 Green Time: 0.8 57.7 57.7 Volume/Cap: 0.34 0.66 0.35 0.66 0.34 0.00 0.00 0.00 0.00 0.45 0.00 0.66 Uniform Del: 44.4 10.1 7.5 42.3 6.1 0.0 0.0 0.0 0.0 30.7 0.0 32.4 IncremntDel: 12.8 0.7 0.2 18.9 0.1 0.0 0.0 0.0 0.0 0.4 0.0 3.0 Delay/Veh: 57.1 10.8 7.7 61.2 6.2 0.0 0.0 0.0 0.0 31.1 0.0 35.3 AdjDel/Veh: 57.1 10.8 7.7 61.2 6.2 0.0 0.0 0.0 0.0 31.1 0.0 35.3 HCM2kAvg: 1 14 5 3 5 0 0 0 5 0 7

PM Bkgnd+Pro	Ph. 1	L	We	d Nov	10,	2004 14	:35:32	2		F	age 3	33-1
		 T	.evel 0	f Serv	zice	Computa	tion F	leport	 L			
2	, 000 F	- 	-Wav St	on Met	thod	(Future	. Volum	ne Alt	ternati	ve)		
∡ * * * * * * * * * * * * *	*****	*****	*****	*****	* * * * *	*******	******	****	* * * * * * *	*****	*****	******
Intersection	#1306	Cali	Ifornia	/Reind	- 1011a	۹r						
THCET PECCTON	++) ((11) *****	******	*****	****	~ ******	*****	****	******	*****	*****	* * * * * * *
Cycle (sec) ·		100)			Critica	l Vol.	/Cap	. (X):		0.39	97
Loca Time (as	• (~	100) (V+R	= 4 %	sed)	Average	Delay	/ (sed	c/veh):		10	. 8
Optimal Cycle		()		500,	Level C)f Serv	vice:	-,,			В
**************************************	- • • * * * * *	*****	, ******	*****	****	******	******	****	* * * * * * *	*****	****	* * * * * * *
Approach.	Noi	rth Bo	ound	Sou	ith H	Bound	Εa	ist Bo	ound	₩e	est Bo	ound
Movement:	ь.	- T	- R	L ·	- т	- R	L -	- т	- R	L -	- T	- R
												
Control:	St	top Si	ian	' St	cop S	Siqn	່ St	op S:	ign .	st	op Si	ign
Rights:	~~~	Inclu	ıde		Inc	lude		Inclu	ude		Inclu	ıde
Min. Green:	0	0	0	0	() , O	0	0	0	0	0	0
Lanes:	1 (0 0	1 0	1 (0 C	1 0	1 () ()	1 0	1 0) 0	1 0
Volume Module	: >>	Count	Date:	2 Jui	n 20()4 << 5:	00 - 6	5:00 1	PM			
Base Vol:	102	1	98	1	-	2 4	5	118	51	43	85	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:	102	1	98	1	4	2 4	5	118	51	43	85	5
Added Vol:	32	84	22	0	96	5 0	0	0	42	23	0	0
CA Ext. Rea:	-25	74	-49	30	33	3 21	9	-18	-25	-21	-42	21
Initial Fut:	109	159	71	31	131	1 25	14	100	68	45	43	26
User Adj:	1.00	1.00	1.00	1.00	1.00) 1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	2 0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	118	173	77	34	142	2 27	15	109	74	49	47	28
Reduct Vol:	0	0	0	0	() 0	0	0	0	0	0	0
Reduced Vol:	118	173	77	34	142	2 27	15	109	74	49	47	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00) 1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	118	173	77	, 34	142	2 27	15	109	74	, 49	47	28
											· ·	
Saturation F	low Mo	odule	:						1 00	1 00	1 00	1 00
Adjustment:	1.00	1.00	1.00	1.00	1.00) 1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.69	0.31	1.00	0.84	1 0.16	T.00	0.60	0.40	1.00	0.64	20.30
Final Sat.:	558	436	195	535	490	5 95	508	342	232	495	343	209
			-							[
Capacity Ana.	LYSIS	Modu.	Le:	0.00	0.00		0 02	0 33	0 30	0 10	0 14	0 14
Vol/Sat:	0.21	0.40 ++++	0.40	0.08	***	* 0.22	0.05	****	0.52	0.10	****	0124
Crit Moves:	10 5	11 0	11 C	0 5	10.1	7 10 7	96	11 1	11 1	10 2	96	9.6
Delay/ven:	1 00	1 00	1 00	1 00	1 0.	, 1007	1 00	1.00	1.00	1.00	1.00	1.00
Delay Adj:	10 5	11 6	11 6	1.00 a E	10.7	7 10 7	4.00 9.6	11 1	11.1	10.2	9.6	9.6
Aujuer/ven:		0 D	11.0 12	<u>л</u>		. <u>-</u> 0./ R	2.0 A		 B	B	A	A
Som An Son Son	Б	ם 11 ס	Ð	n	10	ىر ج		11.0	* **	-	9.8	
Approachmer:		1 00			1 01	- n		1.00			1.00	
Annradinel.		11 7			10.1	5		11.0			9.8	
TOS py your.		 R			B	-		В			A	
***********	* * * * *	 * * * * * *	******	*****	* * * *	******	*****	****	******	*****	*****	******

PM Bkgnd+Pro Ph. 1	We	d Nov 1	.0, 2	004 14	:35:32			Ρ	age 3	5-1
	Level O	of Servi	.ce C	omputa	tion R	eport	1	1		
2000 HCI	M Unsignali	zed Met	hod	(Futur	e volu	me Al *****	ternat ******	1Ve)	****	*****
******	**********	******	****	*****						
Intersection #1307 *****************	SB_1/1m]1n *********	·******	****	* * * * * *	*****	****	*****	* * * * * *	*****	*****
Average Delay (sec.	/veh): 31 ********	.54.0 *******	Wors	t Case *****	Leve1 *****	OI S ****	ervice	: *****	ــــــــ	*****
Approach: Nor	th Bound	Sout	ch Bo	und	Ea	st Bo	und	We	st BC	und
Movement: L -	T – R	L -	Т	- R .	L -	Т	- R	L -	Т	- R (
			- -							
Control: St	op Sign	Sto	op Si	gn	Unc	ontro	llea	Unc	ontro)ITea
Rights:	Include]	Inclu	de		Inclu	ae	1 0	TUGIN	
Lanes: 0 0	0 0 0	. 1 0	0	0 0	0 0	0	0 0	I U	0	0 0
Volume Module: >>	Count Date:	4 Mar	2004	<< 5:	00 - 6	:00 ₽	·M	686	Δ	0
Base Vol: 0	0 0	50			1 00	1 00	1 00	1 00	1 00	1 00
Growth Adj: 1.00	1.00 1.00	1.00 1	L.00	1.00	1.00	1.00	1.00	1.00 686	1.00	1.00
Initial Bse: 0	0 0	50	0	0	0	0	0	556	0	0
Added Vol: 0	0 0	470	0	0	0	0	0	000	0	Õ
PasserByVol: 0	0 0	0	0	0	0	0	0	1242	0	ő
Initial Fut: 0	0 0	520	0	1 00	1 00	1 00	1 00	1 00	1 00	1 00
User Adj: 1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 A 97	1.00
PHF Adj: 0.92	0.92 0.92	0.92 (0.92	0.92	0.92	0.92	0.92	1250	0.92	0.52
PHF Volume: 0	0 0	565	0	0	0	0	0	1320	0	0
Reduct Vol: 0	0 0	0	0	0	0	0	0	1250	0	0
Final Vol.: 0	0 0	565	0	0	0	U	U	1000	0	v
Critical Gap Modul	e;						202022000	4 7	$\sqrt{\sqrt{2}}$	vvvvv
Critical Gp:xxxxx	XXXX XXXXX	6.4	XXXX	XXXXX	XXXXX	XXXX	XXXXX	2.7	vvvv	VVVVV
FollowUpTim:xxxxx	XXXX XXXXX	3.53	XXXX	XXXXX	XXXXX	XXXX		2.2		
				!				1		ł
Capacity Module:						37373737	****	0	vvvv	YYYYY
Cnflict Vol: xxxx	XXXX XXXXX	2700 :	XXXX	XXXXX	XXXX	XXXX	AAAAA	0	VVVV	VVVVV
Potent Cap.: xxxx	XXXX XXXXX	24 1	XXXX	XXXXX	XXXX	XXXX	XXXXXX	0	VYYY	XXXXX
Move Cap.: xxxx	XXXX XXXXX	24 :	XXXX	XXXXX	XXXX	XXXX	AAAAA VVVVV	0 00	VXXX	XXXX
Volume/Cap: xxxx	XXXX XXXX	24.05 : EI	XXXX	XXXX	****			[]		
								1		1
Level Of Service M	lodule:				*****	~~~~	vvvvv	0 0	xxxx	xxxxX
Queue: xxxxx	XXXX XXXXX	10007	XXXX	XXXXX	AAAAA	AAAA VVVV	VVVVV	0.0	XXXX	XXXXX
Stopped Del:xxxxx	XXXX XXXXX	T0687 .	XXXX	*	*	*	*	Δ	*	*
LOS by Move: *	* *	L" T MT	מיחי ד	ידים _	፲.ጥ	- קידי	- PT	י יד _י ד	- LTR	- RT
Movement: LT -	LTR - RT	шт -		~ KL	~~~~~ TT	VVVV	XXXXX	XXXX	XXXX	XXXXX
Shared Cap.: xxxx	XXXX XXXXX	XXXX	XXXX	XXXXX	AAAA VVVVV	XXXX	XXXXX	XXXXX	XXXX	XXXXX
SharedQueue:xxxxx	XXXX XXXXX	XXXXX	XXXX	XXXXX	~~~~~	~~~~	XXXXX	XXXXXX	XXXX	XXXXX
Shrd StpDel:xxxxx	XXXX XXXXX	XXXXX	****	*****	*	^^^^ *	*	*	*	*
Shared LOS: *	* *	л	~	~	 	~~~~~~		v	xxxxx	
ApproachDel: xx	cxxxx	XX	XXXX		X	*****		~	*	
ApproachLOS:	*		Ę.							

Page 37-1 PM Bkgnd+Pro Ph. 1 Wed Nov 10, 2004 14:35:32 Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) Intersection #1308 NB 1/Imjin Average Delay (sec/veh): 0.0 Worst Case Level Of Service: F[77.4] Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R -----|-----||------||------|| Control:Stop SignStop SignUncontrolledRights:IgnoreIncludeIncludeLanes:0 1 0 0 1 0 0 0 0 0 0 1 0 0 0 0 1 0 1 Volume Module: >> Count Date: 4 Mar 2004 << 5:00 - 6:00 PM Base Vol: 1 0 954 0 0 0 1 49 0 0 686 79

 Growth Adj:
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 PHF Adj: PHF Volume:100001564001350518Reduct Vol:00000000000 Final Vol.: 1 0 0 0 1 564 0 0 1350 518 0 0 Critical Gap Module: Critical Gp: 6.4 XXXX XXXXX XXXXX XXXXX 4.1 XXXX XXXXX XXXXX XXXXX FollowUpTim: 3.5 XXXX XXXXX XXXXX XXXXX XXXXX 2.2 XXXX XXXXX XXXXX XXXXX Capacity Module: Potent Cap.:51 xxxx xxxxxxxx xxxx xxxx322 xxxx xxxxxxxxx xxxx xxxxMove Cap.:51 xxxx xxxxxxxx xxxx322 xxxx xxxxxxxx xxxx Volume/Cap: 0.02 xxxx xxxx xxxx xxxx xxxx 0.00 xxxx xxxx xxxx xxxx xxxx -----||-----|| Level Of Service Module: Queue: xxxxx xxxx xxxx xxxx xxxx xxxx 0.0 xxxx xxxxx xxxx xxxx Stopped Del:xxxxx xxxx xxxxx xxxx xxxx 16.2 xxxx xxxxx xxxx xxxx xxxx LOS by Move: * * * * * * * C * * * * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT Shrd StpDel: 77.4 xxxx xxxxx xxxxx xxxxx 16.2 xxxx xxxxx xxxxx xxxx Shared LOS: F * * * * * C * * * * * ApproachDel: 77.4 xxxxxx xxxxxx xxxxxx ApproachDel: * F ApproachLOS:

PM Bkgnd+Pro	Ph. 1		We	d Nov	10, 2	004 14	:35:32			F	age 3	9-1
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۰ ۲	000 4	⊥ CM On	ever 0	ng Met	hod	Future	Volum	ne Alt	ernati	ve)		
ے * * * * * * * * * * * * *	*****	****	******	*****	*****	******	* * * * * *	****	*****	*****	* * * * *	*****
Tatorgostion	#1309	Seco	nd/Tmi	in								
111LEL BECCLOII	+++++	*****	*****	*****	*****	*****	*****	*****	*****	*****	****	*****
Cycle (sec) ·		60			C	ritical	l Vol.	/Cap.	(X):		2.04	1
Loss Time (se	$(\mathbf{c})$ :	12	(Y+R	= 4 s	ec) A	verage	Delay	r (sec	/veh):		385.	8
Optimal Cycle	, o, .	180			I	_evel_0	f Serv	rice:				F
****	*****	****	*****	*****	****	*****	* * * * * *	*****	*****	*****	*****	*****
Approach:	Nor	th Bo	und	Sou	ith Bo	ound	Ea	ist Bo	ound	We	st Bo	und
Movement:	L -	т	- R	L -	т	- R	L -	т	- R	L -	Т	- R
		<b>-</b>							·			
Control:	Pr	otect	ed	Pr	otect	ed	Pr	otect	ed	Pr	otect	.ed
Rights:		Inclu	ıde		Inclu	ıde		Inclu	ıde		Inclu	de
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	) 1	1 0	1 0	) 1	10.	10	) 1	1 0	10		1 0
Volume Module	e: PM				_				4 5	10	CAE	F
Base Vol:	80	0	5	5	0	40	20	1 00	40	0 L	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 645	1.00
Initial Bse:	80	0	5	5	0	40	20	0 C C C	-±	663	198	0
Added Vol:	756	0	519	0	0	0	0	±⊥ο ∩	0	005	100	0
PasserByVol:	0	0	- 0	0	0	40	20	1356	758	673	843	5
Initial Fut:	836	7 00	524		1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00 A 92	1.00 0.92	1.00 0.92	0.92	0.92	0.92	0.92
PHF Adj:	0.92	0.92	U.94 E70	5.0	0.52	43	22	1474	824	732	916	5
PHF VOLUME:	909	0	570	0	0	10	0	0	0	0	0	0
Reduct VOI:	ana	0	570	5	Ő	4 3	22	1474	824	732	916	5
Reduced VOI.		1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MIE Adj:	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol ·	909	1,00	570	5	0	43	22	1474	824	732	916	5
Final VOI												
Saturation F	low Mo	odule	:	1			1					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.81	0.93	0.95	0.79	0.93	0.88	0.88	0.93	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.28	0.72	1.00	1.99	0.01
Final Sat.:	1805	1805	1534	1769	1805	1504	1769	2147	1200	1769	3513	21
Capacity Ana	lysis	Modu	le:									
Vol/Sat:	0.50	0.00	0.37	0.00	0.00	0.03	0.01	0.69	0.69	0.41	0.26	0.26
Crit Moves:	****					* * * *		****		****		
Green Time:	14.8	0.0	15.5	0.1	0.0	0.9	1.5	20.2	20.2	12.2	30.9	30.9
Volume/Cap:	2.04	0.00	1.43	1.43	0.00	2.04	0.51	2.04	2.04	2.04	0.51	0.51
Uniform Del:	22.6	0.0	22.2	29.9	0.0	29.6	28.9	19.9	19.9	23.9	9.6	9.6
IncremntDel:	476.1	0.0	209.6	660.3	0.0	598.0	9.5	471	471.4	477.9	0.2	0.2
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	T.00	T.00
Delay/Veh:	498.7	0.0	231.9	690.2	0.0	627.6	38.4	491	491.3	501.8	9.8 1 00	9.8 7 00
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00
AdjDel/Veh:	498.7	0.0	231.9	690.2	0.0	627.6	38.4	491	491.3	501.8 C4	9.8 C	ס.ע ר
HCM2kAvg:	79	0	34	1	0	5	1. 	95 *****	74 • • • • • • • •	****** 04	*****	/ ******
*********	* * * * *	*****	*****	*****	****	******	****	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~				

PM Bkgnd+Pro	Ph. 1	L	Wed	l Nov	10,	2004 1	4:35:32	2		F	age 4	1-1
		L	evel Of	E Serv	rice	Comput	ation F	Report	Ξ			
2	000 H	нсм ор	eration	ns Met	hod	(Futur	e Volun	ne Alt	cernati	ve)		
******	****	* * * * * *	*****	*****	****	*****	******	*****	******	*****	*****	******
Intersection	#1310	) Cali	fornia,	/Imjin	1						من ماه ماه ماه ما	مله مله مله مله مله
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Cycle (sec):		60			,	Critic	al voi.	./Cap	(X):		22	.0
Loss Time (se	eC):	9	) (Y+R =	= 4 6	sec)	Averag	e Delay	/ (sec	e/ven):		23.	c c
Optimal Cycle	::	84		الد وار را، وار را،	ملد ماد ماد .	Level	UE Serv	/10e:	* * * * * * *	*****	*****	*****
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Approach:	NO:	rtn BC	ouna	- 501	uu B		дас Т	авсь) - т	- R	T	. т	– R
Movement:	Ц ·	- '1'	- K	ы - I	· 1			- <b>1</b>			· <b>-</b>	
		 Dormit	 +	۳	ormi	+ted	11 121	rotect	ted	Pr	otect	ed
Control:	-	reruitu	.teu .de	r.	Tnal	ude		Incl	ude		Inclu	ıde
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					. <b>.</b>							
Volume Module	· >>	Count	: Date:	11 Ma	ar 20	04 <<	4:45 -	5:45	PM			
Base Vol:	0	47	7	11	19	36	93	969	3	9	614	15
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	47	7	11	19	36	93	969	3	9	614	15
Added Vol:	2	б	15	9	12	: 177	208	766	6	30	727	10
PasserByVol:	0	0	0	0	C	) C	0	0	0	0	0	0
Initial Fut:	2	53	22	20	31	. 213	301	1735	9	39	1341	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	2	58	24	22	34	234	331	1907	10	43	1474	27
Reduct Vol:	0	0	0	0	Ċ	) C	0	0	0	0	0	0
Reduced Vol:	2	58	24	22	34	234	331	1907	10	4.3	14/4	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	) 1.00	) 1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	) 1.00	1.00	1.00	1.00	1.00	1474	1.00
Final Vol.:	2	58	24	22	34	234	± 33⊥	1907	10	43	14/4	
Saturation F	Low M	odule	:	1000	1000		1900	1 9 0 0	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	) 1900	0 0 01	1 900 A 91	0 91	0 95	0 95	0.95
Adjustment:	0.35	0.93	0.93	1 00	0.00	2 0 85	, 0,91 , 1,00	1 99	0.01	1.00	1.96	0.04
Lanes:	1.00	1245	517	1070	100	) 0.07 1370	1734	3446	18	1804	3532	66
Final Sat.:	1 660	1245	) ±C	1								
Conceity Apa	 lvoie	Moduí	 ام۰	1					i	t		1
Vol/Sot.	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 05	0.02	0.15	7 0.17	7 0.19	0.55	0.55	0.02	0.42	0.42
Crit Moved	0.00	0.05	0.00	0.01	***	*	****				* * * *	
Creen Time:	11 2	11.2	11.2	11.2	11.2	2 11.2	2 12.5	38.2	38.2	1.6	27.3	27.3
Volume/Can:	0.02	0.25	0.25	0.09	0.92	2 0.92	0.92	0.87	0.87	0.87	0.92	0.92
Uniform Del·	19.9	20.8	20.8	20.2	23.9	9 23.S	9 23.2	8.9	8.9	29.1	15.3	15.3
IncremntDel:	0.1	0,4	0.4	0.2	31.1	7 31.7	7 27.4	4.0	4.0	81.0	8.5	8.5
Delav Adi:	1.00	1.00	1.00	1.00	1.00	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veb:	20.0	21.2	21.2	20.4	55.0	5 55.0	5 50.6	12.9	12.9	110.1	23.8	23.8
User DelAdi:	1.00	1.00	1.00	1.00	1.00	D 1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	21.2	21.2	20.4	55.0	5 55.0	5 50.6	12.9	12.9	110.1	23.8	23.8
HCM2kAva:	0	1	2	1	9	9	11	18	19	3	18	17
******	*****	*****	******	*****	****	* * * * * * *	******	* * * * *	*****	*****	*****	******

Level of Service Computation Report           Level of Service Computation Report           2000 HCM Coperations Method (Future Volume Alternative)           Intersection #1311 Imjin_Rd/Imjin_Pkwy-Imjin_Rd           Cycle (sec): 60 Critical Vol./Cap. (X): 1.031           Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 37.6           Optimal Cycle: 180           Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 37.6           Optimal Cycle: 180           Control: Permitted           Protected           Protected           Rights: Include           Include <td colspa<="" th=""><th>MITIG8 - PM E</th><th>3kgnd-</th><th>+Pro F</th><th>h. 1Tu</th><th>e Dec</th><th>7, 2</th><th>004 11:</th><th>58:36</th><th></th><th></th><th></th><th>Page</th><th>1-1</th></td>	<th>MITIG8 - PM E</th> <th>3kgnd-</th> <th>+Pro F</th> <th>h. 1Tu</th> <th>e Dec</th> <th>7, 2</th> <th>004 11:</th> <th>58:36</th> <th></th> <th></th> <th></th> <th>Page</th> <th>1-1</th>	MITIG8 - PM E	3kgnd-	+Pro F	h. 1Tu	e Dec	7, 2	004 11:	58:36				Page	1-1	
Level Of Service Computation Report           2000 HCM Operations Method (Future Volume Alternative)           Intersection #J311 Imjin_Rd/Imjin_PMvg_Imjin_Rd           Cycle (sec): 60 Critical Vol./Cap. (X): 1.031           Cost Time Sec): 60 (Y.R = 4 sec) Average Delay (sec/veh): 37.6           Optimal Cycle: 180           Approach: North Bound         South Bound         East Bound         West Bound           Approach: North Bound         South Bound         East Bound         West Bound           Approach: North Bound         South Bound         East Bound         West Bound           Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2"           Colspan="2">Colspan="2"         Colspan="2">Colspan="2"           Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2"         Colspan="2"           Colspan="2"         Colspan="2"         Colspan="2"           Colspan="2"         Colspan="2"         Colspan="2" <td <="" colspan="2" td="" td<=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td>	<td></td>														
2000 HCM Operations Method (Future Volume Alternative)           Intersection #1311 Imjin_Rd/Imjin_Pkwy-Imjin_Rd           Tricial Vol./Cap. (X): 1.031           Loss Time (sec): 60 Critical Vol./Cap. (X): 1.031           Loss Time (sec): 60 VR = 4 sec) Average Delay (sec/veh): 37.6           D           Tricial Vol./Cap. (X): 1.031           Loss Time (sec): 60 VR = 4 sec) Average Delay (sec/veh): 37.6           D           Tricial Vol./Cap. (X): 1.031           Average Delay (sec/veh): 37.6           D           Tricial Vol./Cap. (X): 1.031           More that the tricial Vol./Cap. (X): 1.031           Tricial Vol./Cap. (X): 1.031           More that the tricial Vol./Cap. (X): 1.031           More that tricial Vol./Cap. (X): 1.031           More that the tricial Vol./Cap. (X): 1.031           More that the tricial Vol./Cap. (X): 1.001           More that the tricial Vol./Cap. (X): 1.001 <th< td=""><td></td><td></td><td>L</td><td>evel O</td><td>f Serv</td><td>rice (</td><td>Computa</td><td>tion H</td><td>Repor</td><td>t</td><td></td><td></td><td></td></th<>			L	evel O	f Serv	rice (	Computa	tion H	Repor	t					
Intersection #1311 Imjin_Rd/Imjin_Pkwy-Imjin_Rd           Cycle (sec):         60         Critical Vol./Cap. (X):         1.031           Loss Time (sec):         60         Verage Delay (sec/veh):         37.6           Optimal Cycle:         180         Level Of Service:         D           Approach:         North Bound         South Bound         East Bound         West Bound           Approach:         North Bound         South Bound         East Bound         West Bound           Approach:         North Bound         South Bound         East Bound         Protected         Protected           Control:         Permitted         Permitted         Protected         Include         Include           Lans:         1         0         360         0         0         0         1         0         2         0         0           Control:         South Date:         10         0         0         0         0         1         1         0         2         0           Control:         South Date:         10         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 </td <td>-</td> <td>2000 I</td> <td>нсм ор</td> <td>eratio</td> <td>ns Met</td> <td>hod</td> <td>(Future</td> <td>Volur</td> <td>ne Al</td> <td>ternati</td> <td>ve)</td> <td></td> <td></td>	-	2000 I	нсм ор	eratio	ns Met	hod	(Future	Volur	ne Al	ternati	ve)				
Intersection #1311 Injin Rd/Imjin Pkwy-Imjin Rd         Cycle (sec):       60       Critical Vol./Cap. (X):       1.031         Loss Time (sec):       6 (Y+R = 4 sec) Average Delay (sec/veh):       37.6         Optimal Cycle:       180       Level Of Service:       D         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       L - T - R         Control:       Fermitted       Protected       Protected       Protected         Rights:       Include       Include       Include       Include         Nowement:       2 0 0 0 1 0 0 0 0 0 0 0 0 1 1 0 1 0 2 0 0       0         Control:       Fermitted       Protected       Protected         Nowement:       Include       Include       Include         Volume Module:       > Count Date:       10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	*******	****	* * * * * *	*****	*****	*****	* * * * * * *	*****	*****	******	*****	*****	******		
Cycle (sec):       60       Critical Vol./Cap. (X):       1.031         Logs Time (sec):       6 (Y+R = 4 sec) Average Delay (sec/veh):       37.6         Optimal Cycle:       180       Level Of Service:       D         Approach:       North Bound       South Bound       East Bound       West Bound         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       L - T - R       L - T - R         Control:       Permitted       Permitted       Include       Include       Include         Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Intersection	#131:	1 Imji	.n_Rd/II	mjin_I	?kwy−	Imjin_R	d					<i></i> <b></b>		
Cycle (sec):         60         Critical Vol./Cap. (X):         1.031           Loss Time (sec):         6 (Y+R = 4 sec) Average Delay (sec/veh):         37.6           Optimal Cycle:         180         Level Of Service:         D           Approach:         North Bound         South Bound         East Bound         West Bound           Approach:         L - T - R         L - T - R         L - T - R         Protected         Protected           Control:         Fermitted         Permitted         Protected         Include         Include           Min. Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0<	*******	*****	* * * * * *	*****	*****	****	******	*****	*****	******	*****	*****	******		
Loss Time (acc):         6 (Y+R = 4 Sec) Average Delay (Sec/Ven):         37.5           Optimal Cycle:         180         Level Of Service:         D           Approach:         North Bound         South Bound         East Bound         West Bound           Movement:         L - T - R         L - T - R         L - T - R         L - T - R	Cycle (sec):	,	60				Critica	T VOT	./Cap	. (X):		1.0.	3 II.		
Optimal Cycle:         180         Level of service:         D           Approach:         North Bound         South Bound         East Bound         West Bound           Approach:         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T<	Loss Time (se	èc):	6	(Y+R :	= 4 8	sec) i	Average	Delay	y (se	c/ven):		37	.6		
Approach:         North Bound         South Bound         East Bound         West Bound           Movement:         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         R         L         -         T         -         R         L         -         T         R         R         -         T         R         R         -         T         R         R         -         T         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R	Optimal Cycle	r≁≁≁. 5:	180 180	الم الحاف الم				I Serv	vice:	******	*****	****	U ******		
Apploach       Note and the bound       Date bound       Date bound       Date bound       Date bound       Date bound         Movement:       L       T       -       R       L       -       R       L       -       R       L       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       R       L       Control       Lot       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D	Annroach.	Nor	v+b Da	wood				កកកកក ភ្ល	act R	ound	Me	aet Br	hund		
Accelerit:         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D <thd< td=""><td>Movement:</td><td>т</td><td>сы вс _ т</td><td> P</td><td>т</td><td>. T</td><td>- P</td><td>т</td><td>дас D. - т</td><td>- R</td><td>т</td><td>- T</td><td>- R</td></thd<>	Movement:	т	сы вс _ т	P	т	. T	- P	т	дас D. - т	- R	т	- T	- R		
Control:       Permitted       Permitted       Protected       Protected       Include         Rights:       Include       Include       Include       Include       Include         Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td< td=""><td>MOVELLEITC:</td><td></td><td></td><td></td><td>1</td><td></td><td></td><td> </td><td></td><td> </td><td> </td><td></td><td></td></td<>	MOVELLEITC:				1										
Rights:         Include         Include         Include         Include         Include         Include           Min. Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	Control·	1	Permit	ted	1	Permii	ted	i Pi	rotec	ted	' Pi	rotect	ted		
Hin. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <th0< th=""> <th0< td=""><td>Rights:</td><td>-</td><td>Inclu</td><td>ide</td><td>-</td><td>Incl</td><td>ıde</td><td></td><td>Incl</td><td>ude</td><td></td><td>Inclu</td><td>ıde</td></th0<></th0<>	Rights:	-	Inclu	ide	-	Incl	ıde		Incl	ude		Inclu	ıde		
Larnes:       2       0       0       1       0       0       0       0       0       1       1       0       1       0       2       0       0         Volume Module:       >>       Count Date:       10       Mar 2004 <	Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Volume Module:         >> Count Date:         10 Mar 2004 << 4:45 - 5:45 PM	Lanes:	2 0	0 0	0 1	0 0	) 0	0 0	0 (	) 1	1 0	1 (	) 2	0 0		
Volume Module: >> Count Date: 10 Mar 2004 << 4:45 - 5:45 PM															
Base Vol:       51       0       360       0       0       0       948       32       181       537       0         Growth Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       <	Volume Module	2: >>	Count	Date:	10 Ma	ar 200	)4 << 4	45 -	5:45	PM					
Growth Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>Base Vol:</td> <td>51</td> <td>0</td> <td>360</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>948</td> <td>32</td> <td>181</td> <td>537</td> <td>0</td>	Base Vol:	51	0	360	0	0	0	0	948	32	181	537	0		
Initial Bse:       51       0       360       0       0       0       948       32       181       537       0         Added Vol:       43       0       51       0       0       0       683       31       34       677       0         PasserByVol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Added Vol:       43       0       51       0       0       0       683       31       34       677       0         PasserByVol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Initial Bse:	51	0	360	0	0	0	0	948	32	181	537	0		
PasserByVol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <t< td=""><td>Added Vol:</td><td>43</td><td>0</td><td>51</td><td>0</td><td>0</td><td>0</td><td>0</td><td>683</td><td>31</td><td>34</td><td>677</td><td>0</td></t<>	Added Vol:	43	0	51	0	0	0	0	683	31	34	677	0		
Initial Fut:       94       0       411       0       0       0       1631       63       215       1214       0         User Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       1.00	PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
User Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       1.00       1.00       1.00       1.00       1.00       1.00	Initial Fut:	94	0	411	0	0	0	0	1631	63	215	1214	0		
PHF Adj:       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93	User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:       101       0       442       0       0       0       1754       68       231       1305       0         Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93		
Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td< td=""><td>PHF Volume:</td><td>101</td><td>0</td><td>442</td><td>0</td><td>0</td><td>0</td><td>0</td><td>1754</td><td>68</td><td>231</td><td>1305</td><td>0</td></td<>	PHF Volume:	101	0	442	0	0	0	0	1754	68	231	1305	0		
Reduced Vol:       101       0       442       0       0       0       0       0       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>Reduct Vol:</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>10</td> <td></td> <td>0</td> <td>1205</td> <td>U</td>	Reduct Vol:	0	0	0	0	0	0	0	10		0	1205	U		
PCE Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Reduced Vol:	101	0	442	1 00	1 00	1 00	1 00	1/54	1 00	1 00	1305	1 00		
MLP Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	PCE Adj:	1.00	1.00	1.00	1.00	1 00	1.00	1.00	1.00	1 00	1 00	1.00	1.00		
Final Vol::       101       0       442       0       0       0       1734       08       231       1303       0         Saturation Flow Module:       Saturation Flow Module:       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900	MLF Adj: Rimol Vol .	1.00	T.00	140	1.00	1.00	1.00	1.00	1754	1.00	221	1205	1.00		
Saturation Flow Module:         Sat/Lane:       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900	FINAL VOL.:	101			J								1		
Sat/Lane:       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       100       100       100       100       100       100       100       1000       100       100 <td< td=""><td>Saturation F</td><td></td><td></td><td> </td><td> </td><td></td><td> </td><td> </td><td></td><td>I</td><td>I</td><td></td><td>3</td></td<>	Saturation F									I	I		3		
Adjustment:       0.64       1.00       0.83       1.00       1.00       1.00       0.093       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93 <td>Sat/Lane.</td> <td>1900</td>	Sat/Lane.	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 1.93 0.07 1.00 2.00 0.00 Final Sat.: 2438 0 1583 0 0 0 0 3386 131 1769 3538 0 	Adjustment:	0.64	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.93	0.93	0.93	1.00		
Final Sat.:       2438       0       1583       0       0       0       3386       131       1769       3538       0         Capacity Analysis Module:       Vol/Sat:       0.04       0.00       0.28       0.00       0.00       0.00       0.52       0.52       0.13       0.37       0.00         Crit Moves:       ****       ****       ****       ****       ****       ****         Green Time:       16.2       0.0       0.0       0.00       0.00       1.03       0.01       0.03       1.03       0.00       0.00         Volume/Cap:       0.15       0.00       1.03       0.00       0.00       0.00       1.03       1.03       0.59       0.00         Uniform Del:       16.6       0.0       21.9       0.0       0.0       0.0       1.03       1.03       0.59       0.00         IncremntDel:       0.1       0.0       51.7       0.0       0.0       0.0       1.00       1.00       1.00       0.00       0.00       1.00       1.00       1.00       0.00       0.00       0.00       1.00       1.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00 <td< td=""><td>Lanes:</td><td>2.00</td><td>0.00</td><td>1.00</td><td>0.00</td><td>0.00</td><td>0.00</td><td>0.00</td><td>1.93</td><td>0.07</td><td>1.00</td><td>2.00</td><td>0.00</td></td<>	Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.93	0.07	1.00	2.00	0.00		
Capacity Analysis Module: Vol/Sat: 0.04 0.00 0.28 0.00 0.00 0.00 0.00 0.52 0.52 0.13 0.37 0.00 Crit Moves: **** **** Green Time: 16.2 0.0 16.2 0.0 0.0 0.0 0.0 0.03 0.1 30.1 7.6 37.8 0.0 Volume/Cap: 0.15 0.00 1.03 0.00 0.00 0.00 0.00 1.03 1.03	Final Sat.:	2438	0	1583	0	0	0	0	3386	131	1769	3538	0		
Capacity Analysis Module:         Vol/Sat:       0.04 0.00       0.28       0.00 0.00       0.00       0.52       0.52       0.13 0.37       0.00         Crit Moves:       ****         Green Time:       16.2       0.0       0.0       0.0       30.1       30.1       7.6       37.8       0.0         Volume/Cap:       0.15       0.00       1.03       0.00       0.00       0.00       1.03       1.03       0.59       0.00         Uniform Del:       16.6       0.0       21.9       0.0       0.0       0.0       1.03       1.03       0.59       0.00         Uniform Del:       16.6       0.0       21.9       0.0       0.0       0.0       1.03       1.03       0.59       0.00         Uniform Del:       16.6       0.0       21.9       0.0       0.0       0.0       1.03       1.03       0.59       0.00         IncremntDel:       0.1       0.0       51.7       0.0       0.0       0.00       1.00       1.00       0.00         Delay Adj:       1.00       0.00       0.00       0.00       0.00       1.00       1.00       1.00       0.00         User DelAdj: <td></td> <td> </td> <td></td> <td> </td> <td> </td> <td></td> <td> </td> <td> </td> <td></td> <td></td> <td> </td> <td></td> <td> </td>															
Vol/Sat:       0.04 0.00       0.28       0.00 0.00       0.00       0.02       0.52       0.13       0.37       0.00         Crit Moves:       ****       ****         Green Time:       16.2       0.0       0.0       0.0       30.1       30.1       7.6       37.8       0.0         Volume/Cap:       0.15       0.00       1.03       0.00       0.00       0.00       1.03       1.03       0.59       0.00         Uniform Del:       16.6       0.0       21.9       0.0       0.0       0.0       1.03       1.03       0.59       0.00         Uniform Del:       16.6       0.0       21.9       0.0       0.0       0.0       1.03       1.03       0.59       0.00         Uniform Del:       16.6       0.0       21.9       0.0       0.0       0.0       1.03       1.03       0.59       0.00         IncremntDel:       0.1       0.0       51.7       0.0       0.0       0.0       1.00       1.00       1.00       0.00         Delay Adj:       1.00       0.00       0.00       0.00       0.00       1.00       1.00       1.00       1.00       1.00       0.00 <td>Capacity Anal</td> <td>lysis</td> <td>Modul</td> <td>e:</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Capacity Anal	lysis	Modul	e:											
Crit Moves:       ****       ****       ****       ****         Green Time:       16.2       0.0       16.2       0.0       0.0       0.0       30.1       30.1       7.6       37.8       0.0         Volume/Cap:       0.15       0.00       1.03       0.00       0.00       0.00       1.03       1.03       0.59       0.00         Uniform Del:       16.6       0.0       21.9       0.0       0.0       0.0       1.03       1.03       0.59       0.00         IncremntDel:       0.1       0.0       51.7       0.0       0.0       0.0       1.4.9       14.9       26.2       6.5       0.0         Delay Adj:       1.00       0.00       1.00       0.00       0.00       0.00       1.00       1.00       1.00       0.00         Delay Adj:       1.00       0.00       1.00       0.00       0.00       0.00       1.00       1.00       1.00       1.00       0.00         User DelAdj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1	Vol/Sat:	0.04	0.00	0.28	0.00	0.00	0.00	0.00	0.52	0.52	0.13	0.37	0.00		
Green Time:       16.2       0.0       16.2       0.0       0.0       0.0       30.1       30.1       7.6       37.8       0.0         Volume/Cap:       0.15       0.00       1.03       0.00       0.00       0.00       1.03       1.03       1.03       0.59       0.00         Uniform Del:       16.6       0.0       21.9       0.0       0.0       0.0       1.03       1.03       1.03       0.59       0.00         IncremntDel:       0.1       0.0       51.7       0.0       0.0       0.0       1.4.9       14.9       26.2       6.5       0.0         Delay Adj:       1.00       0.00       1.00       0.00       0.0       0.00       1.00       1.00       1.00       0.00         Delay/Veh:       16.7       0.0       73.5       0.0       0.0       0.0       44.7       44.7       94.6       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Crit Moves:			****					* * * *		* * * *				
Volume/Cap:       0.15       0.00       1.03       0.00       0.00       0.00       1.03       1.03       1.03       0.59       0.00         Uniform Del:       16.6       0.0       21.9       0.0       0.0       0.0       14.9       14.9       26.2       6.5       0.0         IncremntDel:       0.1       0.0       51.7       0.0       0.0       0.0       29.8       29.8       68.4       0.4       0.0         Delay Adj:       1.00       0.00       1.00       0.00       0.00       1.00       1.00       1.00       0.00         Delay/Veh:       16.7       0.0       73.5       0.0       0.0       0.0       44.7       44.7       94.6       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Green Time:	16.2	0.0	16.2	0.0	0.0	0.0	0.0	30.1	30.1	7.6	37.8	0.0		
Uniform Del: 16.6       0.0       21.9       0.0       0.0       0.0       14.9       14.9       26.2       6.5       0.0         IncremntDel:       0.1       0.0       51.7       0.0       0.0       0.0       29.8       29.8       68.4       0.4       0.0         Delay Adj:       1.00       0.00       1.00       0.00       0.00       1.00       1.00       1.00       1.00       0.00         Delay/Veh:       16.7       0.0       73.5       0.0       0.0       0.0       44.7       44.7       94.6       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       <	Volume/Cap:	0.15	0.00	1.03	0.00	0.00	0.00	0.00	1.03	1.03	1.03	0.59	0.00		
IncremntDel:       0.1       0.0       51.7       0.0       0.0       0.0       29.8       29.8       68.4       0.4       0.0         Delay Adj:       1.00       0.00       1.00       0.00       0.00       1.00       1.00       1.00       1.00       0.00         Delay Adj:       1.00       0.00       1.00       0.00       0.00       0.00       1.00       1.00       1.00       1.00       0.00         Delay/Veh:       16.7       0.0       73.5       0.0       0.0       0.0       44.7       44.7       94.6       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <t< td=""><td>Uniform Del:</td><td>16.6</td><td>0.0</td><td>21.9</td><td>0.0</td><td>0.0</td><td>0.0</td><td>0.0</td><td>14.9</td><td>14.9</td><td>26.2</td><td>6.5</td><td>0.0</td></t<>	Uniform Del:	16.6	0.0	21.9	0.0	0.0	0.0	0.0	14.9	14.9	26.2	6.5	0.0		
Delay Adj:       1.00       0.00       1.00       0.00       0.00       1.00       1.00       1.00       1.00       0.00         Delay/Veh:       16.7       0.0       73.5       0.0       0.0       0.0       44.7       44.7       94.6       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:       16.7       0.0       73.5       0.0       0.0       0.0       44.7       44.7       94.6       6.9       0.0         HCM2kAvg:       1       0       16       0       0       0       28       29       10       8       0	IncremntDel:	0.1	0.0	51.7	0.0	0.0	0.0	0.0	29.8	29.8	68.4	0.4	0.0		
Delay/Veh:       16.7       0.0       73.5       0.0       0.0       0.0       44.7       44.7       94.6       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>Delay Adj:</td> <td>1.00</td> <td>0.00</td> <td>1.00</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>0.00</td>	Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00		
User DelAdj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>Delay/Veh:</td> <td>16.7</td> <td>0.0</td> <td>73.5</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>44.7</td> <td>44.7</td> <td>94.6</td> <td>6.9</td> <td>0.0</td>	Delay/Veh:	16.7	0.0	73.5	0.0	0.0	0.0	0.0	44.7	44.7	94.6	6.9	0.0		
AdjDel/ven:       16.7       0.0       73.5       0.0       0.0       0.0       44.7       44.7       94.6       6.9       0.0         HCM2kAvg:       1       0       16       0       0       0       28       29       10       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		
HUM2KAVG: L U L6 U U U U 28 29 10 8 0	AdjDel/Veh:	16.7	0.0	73.5	0.0	0.0	0.0	0.0	44.7	44./	94.6 10	ю.У 0	0.0		
	HCM2KAVG:	⊥ *****	U * * * * * *	•★★★★★	U * * * * *	U *****	U *******	U * * * * * *	۷۵ *****	∠ ブ * * * * * * *	۰. *****	0 *****	U ******		

PM Bkgnd+Pro	Ph. 1	-	We	ed Nov	10,	2004 14	:35:32	2		E	Page 4	15-1
					·							
		 T	Gevel C	of Serv	rice	Computa [.]	tion F	Report				
	2000 H	ICM Or	peratic	ons Met	hod	(Future	Volum	ne [¯] Ali	ternati	ve)		
***********	*****	*****	******	*****	****	******	* * * * * *	****	******	*****	****	******
Intersection	#1312	Abra	ams/Imj	in								
*****	*****	*****	*****	*****	****	* * * * * * * *	* * * * * *	****	* * * * * * *	*****	****	*****
Cycle (sec):		60	)			Critica.	l Vol.	/Cap	. (X):		1.53	12
Loss Time (se	∋c):	e	5 (Y+R	= 4 s	sec)	Average	Delay	/ (see	c/veh):		127	. 0
Optimal Cycle	∃:	180	)			Level O	f Serv	vice:				F
**********	* * * * * *	*****	******	*****	****	******	*****	*****	* * * * * * *	******	*****	*****
Approach:	Nor	th Bo	ound	Sou	ith B	ound	Εā	ast Bo	ound	We	est Bo	ound
Movement:	<u></u> ь -	- T	- R	. L	- T	- R	ь- ,	- T	- R	ட்ட -	- T	- R
<b></b>									 			
Control:	E	Permit	ted	1	Permi	tted	Ŀ	ermi:	ctea ude	F	Trol	ude
Rights:	_	Inclu	ide	0	inci	uae	0	TUCT	ude	0	THCT	1000
Min. Green:	0		0		, 0	0 1	1 0	ν 1	0 1	1 0	נ ו	0 1
Lanes:	0 1		U T 1	1				·			· <b></b> .	
Volumo Modul	 ~• M		 103 - E	 W		I	I		I	i.		I
Volume Module	2; Mai 28	.CH 20 21	164	45	23	34	82	1185	41	196	656	47
Crowth Adi.	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Tritial Bee-	28	21	164	45	23	34	82	1185	41	196	656	47
Added Vol:	45	22	6	37	12	3	4	675	53	11	752	111
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	43	170	82	35	37	86	1860	94	207	1408	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	84	49	195	94	40	43	99	2138	108.	238	1618	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	49	195	94	40	43	99	2138	108	238	1618	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
Final Vol.:	. 84	49	195	94	40	43	, 99	2138	108	238	1018	182
Saturation F	low Mo	odu⊥e	:	1000		1000	1000	1000	1000	1000	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1 00	1900	0 10	1 00	0.85
Adjustment:	0.68	0.68	0.85	0.71	0.71	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Lanes:	0.63	0.37	1.00	0.70	404	1615	154	1900	1615	192	1900	1615
Final Sat.:	1 212	400		، پیرو 					<b>_</b>			
Conodity Ana	 Tveie	Modui				1	I			l l		i i
Vol/Cat.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 10	0 12	0.10	0.10	0.03	0.64	1.13	0.07	1.24	0.85	0,11
Crit Moves:	0.10	0.10	****	0120	0					****		
Green Time:	4.8	4.8	4.8	4.8	4.8	4.8	49.2	49.2	49.2	49.2	49.2	49.2
Volume/Cap:	1.29	1.29	1.51	1.24	1.24	0.33	0.78	1.37	0.08	1.51	1.04	0.14
Uniform Del:	27.6	27.6	27.6	27.6	27.6	26.1	2.7	5.4	1.0	5.4	5.4	1.1
IncremntDel:	183.4	183	266.1	166.0	166	1.5	26.6	172	0.0	260.3	33.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	211.0	211	293.7	193.6	194	27.6	29.3	177	1.1	265.7	39.0	1.1
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:	211.0	211	293.7	193.6	194	27.6	29.3	177	1.1	265.7	39.0	1.1
HCM2kAvg:	12	12	14	11	11	1	14	112	0	142	45	1
مهد مهد ماد ماد ماد مه مشر مشر مان ماد ماد ماد	*****	****	*****	*****	* * * * *	******	****	* * * * *	*****	*****	****	

PM Bkgnd+Pro	Ph. 1		Wec	l Nov	10,	2004 1	4:35:33			P	age 4	7-1
		I.	level Of	E Serv	vice	Comput	ation R	leport	-			
2	000 н	ICM OF	peration	ıs Met	hod	(Futur	e Volum	ne Alt	ernati	ve)		
* * * * * * * * * * * * *	****	*****	******	*****	* * * *	*****	* * * * * * *	****	* * * * * * *	* * * * * *	* * * * *	*****
Intersection	#1313	Seco	ond/Eigl	nth								
*****	****	****	******	*****	****	*****	******	****	******	*****	****	*****
Cycle (sec):		60	)			Critic	al Vol.	/Cap	. (X):		0.29	2
Loss Time (se	c):	9	) (Y+R =	= 4 s	sec)	Averag	e Delay	′ (seo	c/veh):		8.	7
Optimal Cycle	*****	25		* * * * * *	****	Level *****	Of Serv ******	'1Ce: ****	*****	*****	*****	A ******
Approach.	Nor	th Bo	und	Sol	ith B	ound	Ea	ist Bo	ound	We	st Bo	ound
Approach: Movement:	T	. m.	- R	Ъ-	- T	- R	L -	T	- R	ь -	т	- R
				 		- <b></b>						
Control:	Pr	otect	ed	' Pı	rotec	ted	Spl	it Pl	nase	Spl	it Ph	lase
Rights:		Inclu	ıde		Incl	ude		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	) 1	1 0	1 (	) 2	0 0	0 0	) ()	0 0	1 0	0	0 2
Volume Module	e: PM						_	-	<u>_</u>	_	-	1.0
Base Vol:	0	73	5	14	40	0	0	0	0	5	1 0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	73	5	14	40	0	0	0	0	5	0	40
Added Vol:	0	409	50	63	370	0	U	0	0	58	0	43
PasserByVol:	0	0	0	0	0	0	0	0	0	63	0	89
Initial Fut:	0	482	55	1 00	410	1 00	1 00	1 00	1 00	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00 n 92	1.00	0 92	0.92	0.92	0.92	0.92
PHF Ad]:	0.92	0.92	0.94	9.92	116	0.22	0.54	0.24	0,52	68	0	97
PHF VOLUME:	0	524 0	00	0-1	0	0	õ	õ	0 0	0	Ō	0
Reduct VOL:	0	524	б0	84	446	0	0	ō	0	68	0	97
Reduced VOL.	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MIR Add.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1.00	524	60	84	446	i 0	0	0	0	68	0	97
Saturation FI	Low Ma	odule	: '	•								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.75
Lanes:	0.00	1.80	0.20	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3192	364	1805	3610	0 0	0	0	0,	1805	U	2842
	<b></b>											
Capacity Ana	lysis	Modu	le:						0 00	0.04	0 00	0 02
Vol/Sat:	0.00	0.16	0.16	0.05	0.12	0.00	0.00	0.00	0.00	****	0.00	0.05
Crit Moves:		****	22 F	****	40 0		0.0	0 0	0 0	7 8	0 0	7.8
Green Time:	0.0	33.7	33.7	9.5	43.4			0.0	0.0	0.29	0 00	0.26
Volume/Cap:	0.00	0.29	0.29	0.29 22 2	v.⊥/ ? ~	, 0.00		0.00	0.0	23.6	0.0	23.5
Uniform Del:	0.0	۲.0 ۲.0	0,9	22.3 N E	4. / 0. (		1 0.0	0.0	0.0	0.7	0.0	0.4
IncremntDel:	0.0	1 00		1 00	1 00		0.00	0.00	0.00	1.00	0.00	1.00
Delay Adj:	0.00	⊥.00 7 ∩	7 0	22 8	2.5	, 0.00 7 0.0	0.0	0.0	0.0	24.3	0.0	23.9
Delay/Vell: Hear Daladi.	1 00	1 00	1_00	1.00	1.00	) 1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adipal/Wah.	1.00	7 0	7.0	22.8	2.7	7 0.0	0.0	0.0	0.0	24.3	0.0	23.9
HCM2kAvg:	0	,.0	3	2	1	0	0	0	0	1	0	1
******	- ****	****	*****	* * * * *	****	******	*****	****	* * * * * * *	*****	****	*****

PM Bkgnd+Pro	Ph. 1	L - <b></b>	Wed	l Nov	10, 2	004 14	:35:33	; 			Page 4	9-1 
						omputa		eport				
	ក្មាសាក	⊥ Pour	idabout	Metho	d (Fu	ture V	olume	Alter	native	.)		
* * * * * * * * * * * * *	*****	*****	******	*****	*****	*****	* * * * * *	*****	*****	· *****	* * * * * *	*****
Intersection	±1314	Four	th/Eigl	hth								
***********	*****	*****	*****	*****	*****	*****	*****	*****	* * * * * *	****	* * * * * *	*****
Average Delay	/ (sec	:/veh)	:	4.6 *****	*****	*****	* * * * * *	Le *****	vel Of	Serv.	ice: *****	A *****
Approach ·	Nor	rth Bo	und	Sou	ith Bo	und	Ea	ist Bo	und	We	est Bc	und
Movement:	T	- т	- R	L -	- T	– R	ь -	- Т	- R	L	- Т	– R
Control:	Yie	eld Si	.qn	Yie	eld Si	gn '	Yie	eld Si	gn	Yie	eld Si	.gn
Lanes:		1	9		1	_		l			1	
												<b>_</b>
Volume Module	: : >>	Count	Date:	9 Mai	2004	<< 4:	45 - 5	5:45 P	M			
Base Vol:	0	50	315	б	43	0	0	0	0	191	0	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:	0	50	315	6	43	0	0	0	0	191	0	11
Added Vol:	0	5	59	40	10	0	0	0	0	57	0	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	55	374	46	53	0	0	0	0	248	0	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	59	398	49	56	0	0	0	0	264	0	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	59	398	49	56	0	0	0		264	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	. 0	59	398	49	56	0	1	U	0	204		
										1		1
PCE Module:	~	- 0	200	4.0	FG	0	0	Ο	0	264	0	65
AutoPCE:	0	59	398	49	96	0	0	0	0	204	ů 0	0
TruckPCE:	0	0	0	0	0	0	0	0	0	Ő	õ	0
COMBOPCE:	0	0	0	0	ů ů	0	0	0	Õ	0 0	0	0
BICACTELCT:	0	59	308	4 Q	56	õ	õ	õ	0	264	0	65
Adjvorume:						<b>-</b>			<b></b>			
Dolou Module	/	rime I	Period.	0 25	hours	1	I		I	i		
CircVolume.	• •	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		5.25	264			369			59	
MaxVolume.		1174			1058		x	xxxx			1168	
PedVolume.		/ <u>-</u>			0			0			0	
AdiMaxVol:		1174			1058		x	xxxx			1168	
ApproachVol:		456			105		xz	xxxx			329	
ApproachDel:		5.0			3.8		x	xxxx			4.3	
Queue:		1.9			0.3			xxxx			1.2	

PM Bkgnd+Pro	Ph. 1		Wea	d Nov	10,	2004 14	4:35:33	3		P	age 5	51-1
							<b></b> _					
		L	evel O:	f Serv	vice	Computa	ation H	Report	t			
2	000 H	ICM 4-	Way Sto	op Met	chod	(Future	e Volur	ne Alt	ternati	ve)		
* * * * * * * * * * * *	****	****	*****	*****	* * * * *	******	*****	****	******	*****	****	******
Intersection	#1315	Imji	n/Eight	th *****	* * * * *	*****	*****	****	* * * * * * *	*****	****	******
	*****	100				Critics		/Can	(x) ·		0 50	99
Cycle (sec):		100	/37.17	_ 4 0		Average	a Delar	, (c <u>p</u> , (c <u>p</u>	-/veh).		12	9
Loss Time (se	ec):	0	(I+R )	:	sec)	Lovol (	of Cert	rice.	u, ven, .		± <b>2</b> 1	B
Optimal Cycle		ن سەسە سەسە	· • • • • • • • • • •	*****	*****	.******	******	*****	******	*****	****	 ******
**************************************	Nor	th Po	und	Sol	ith I	Sound	E	ast Bo	ound	We	st Bo	ound
Approach:	NOL T.			т	лси <u>-</u> Т	- R	т	- т	- R	ц	т – – – – – – – – – – – – – – – – – – –	- R
Movement:	ш —		- <u>r</u>				 					
Control		on st	an	[ C+	on s	lian	LI St	on S	ian	St	op Si	ian
Dichte.	50	Thelu	.gn de	0.	Incl	ude		Incli	ude		Inclu	ıde
Min Green.	٥	11010	.u.c 0	0		) 0	0	0	0	0	0	0
Janee .	0 0	11	0 0	۰ ۰	10	0 1	1 (	0 0	1 0	1 0	1	0 1
		·										
Volume Module		Count	Date:	9 Mai	r 200	)4 << 5	:00 - 0	5:00 1	PM '	I		•
Base Vol:	0	0	0	49	(	) 164	278	9	0	0	22	126
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	49	(	) 164	278	9	0	0	22	126
Added Vol:	0	0	0	34	(	) 31	47	66	0	0	49	47
PasserBvVol:	Ō	0	0	0	(	) 0	0	0	0	0	0	0
Initial Fut:	0	0	0	83	(	) 195	325	75	0	0	71	173
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0,95	0.95	0.95	0.95	0.95	5 0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	87	(	205	342	79	0	0	75	182
Reduct Vol:	0	0	0	0	(	) 0	0	0	0	0	0	0
Reduced Vol:	0	0	0	87	(	205	342	79	0	0	75	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
Final Vol.:	0	0	0	87	(	205	342	79	0	0	75	182
						· <b></b>						
Saturation Fl	Low Mc	dule:	:									
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	0	0	0	506	(	) 611	571	614	0	, 0	540	606
										[		
Capacity Anal	lysis	Modu]	le:									
Vol/Sat:	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXX	0.17	XXXX	c 0.34	0.60	0.13	XXXX	XXXX	0.14	0.30
Crit Moves:						* * * *	* * * *					****
Delay/Veh:	0.0	0.0	0.0	10.8	0.(	) 10.9	17.3	9.2	0.0	0.0	10.1	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0 1.00	1.00	1.00	1.00	1.00	1.00	10 7
AdjDel/Veh:	0.0	0.0	0.0	10.8	0.0	0 10.9	17.3	9.2	0.0	0.0	T0.T	10.7 T
LOS by Move:	*	*	*	В	*	В	C.	A	*	*	7 0 F	в
ApproachDel:	XX	CXXXX			10.9	1		15.8			10.5	
Delay Adj:	2	xxxx			1.00	ן -		1.00			100	
ApprAdjDel:	XX	XXXX			10.9	J		12.8			а ТО.Э	
LOS by Appr:		*			В	te ate ale ale at the t	الار بار باز مار بار بار	د به به به به	سل سل سل مل مل مل		.****. D	******
***********	* * * * * *	* * * * * * *	******	****	× × × × ;	******						

PM Bkgnd+Pro Ph	ı. 1		We	d Nov	10,	2004 14	:35:33	3		P	age 5	3-1
		I	Sevel O	f Serv	rice	Computa	tion F	Report	-			
200	0 H	СМ Ор	peratio	ns Met	chod	(Future	Volun	ne Alt	ternati	ve)		
*****	****	* * * * *	******	*****	****	******	* * * * * *	*****	* * * * * *	*****	* * * * *	*****
Intersection #1	316	Seco	ond/Thi	rd								
*******	****	* * * * *	******	*****	****	******	*****	*****	******	*****	*****	******
Cycle (sec):		60	)			Critica	I Vol.	/Cap	. (X):		0.33	3
Loss Time (sec)	:	9	9 (Y+R	= 4 s	sec)	Average	Delay	/ (sed	c/veh):		10.	9
Optimal Cycle:		26	5	at an an an an an an		Level O	r serv	/1Ce:			* * * * *	B B
*********	***	*****	******	*****		~~~~~			 	Mo		und
Approach:	Nori	сп вс	ouna	- 50L	ם נוטו הי	ouna		15LD( 		т	σι σι T	– P
Movement: 1	. –	Τ.	- K	- بل ا	- 1	- ĸ	- 11	- 1 	- <u>R</u>			
				 D1		 ted	ιι τ	 Dermit	-ted	I D	ermit	rted I
Control:	PIC	Juedu Inglu	Jeu Ide	L 1	Incl	ude	1	Tncli	ide	1	Inclu	ide
Kighus: Min Green:	0	111CTC 0	10C 0	٥	1001	0	0	0	0	0	0	0
Tanac. 1	0	1	1 0	1 (	) 1	1 0	1 0	) Õ	1 0	1 0	0	1 0
Volume Module:	PM		I	i			1		,	1		·
Base Vol:	0	49	50	10	19	0	0	0	0	15	0	5
Growth Adj: 1.	00 3	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	49	50	10	19	0	0	0	0	15	0	5
Added Vol:	0	384	0	83	327	4	3	0	0	0	0	104
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	433	50	93	346	4	3	0	0	15	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: 0.	.92 (	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	471	54	101	376	4	3	0	0	16	0	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	471	54	101	376	- 4	د -	- 0	1 00	1 00	1 00	1 00
PCE Adj: 1.	.00 :	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00
MLF Adj: 1.	.00.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	118
Final Vol.:	0	471	54	101	370		د ــــا		1	1		
	. Mo	dulo.				1			1	I		I
Saturation Flow	200 Y	aure:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment 1		1 97 0 97	1 92	1 93	0 93	0.93	0.65	1.00	1.00	0.75	1.00	0.83
Lanee 1	00	1 79	0.22	1.00	1.98	0.02	1.00	1.00	0.00	1.00	0.00	1.00
Final Sat · 19	. 00 900 -	3121	360	1769	3490	40	1236	1900	0	1432	0	1583
Capacity Analys	sis I	Modu]	le: '	1		1			'	•		
Vol/Sat: 0.	.00	0.15	0.15	0.06	0.11	0.11	0.00	0.00	0.00	0.01	0.00	0.07
Crit Moves:		****		* * * *								****
Green Time: (	<b>0.</b> 0 :	27.2	27.2	10.3	37.5	37.5	13.5	0.0	0.0	13.5	0.0	13.5
Volume/Cap: 0.	.00	0.33	0.33	0.33	0.17	0.17	0.01	0.00	0.00	0.05	0.00	0.33
Uniform Del: (	0.0	10.6	10.6	21.8	4.7	4.7	18.1	0.0	0.0	18.2	0.0	19.5
IncremntDel: (	0.0	0.1	0.1	0.6	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.6
Delay Adj: 0.	.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh: (	0.0	10.7	10.7	22.5	4.8	4.8	18.1	0.0	0.0	18.3	0.0	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	10.7	10.7	22.5	4.8	4.8	18.1	0.0	0.0	18.3	0.0	20.0
HCM2kAvg:	0	3	3	2 • • • • • • •	2	2	***** ()	۰**** ()	******* ()	·*****	U *****	∠ *****

PM Bkgnd+Pro	Ph. 1	-	We	d Nov	10,	2004 14	:35:33	}		I	Page 5	55-1
				- <b>-</b>		<b></b>						
_		L	evel O:	f Serv	vice	Computa	tion F	leport	t	110)		
2	1000 H	ICM 4-	way Sto	ор мет	thoa	(Future)	* * * * * * * *	.le Ai	reingri Feingri	· * * * * * * *	*****	*****
****	*****	*****	******	~ ~ ~ ~ ~ ~ ~	- /m)							
Intersection	#1317 *****	/ Jim_ /*****	Moore	FOUTU *****	n/ Trn: * * * * *	LIQ *******	*****	****	******	*****	*****	*****
		100				Critica		/Can	. (x) :		0.99	96
Lycie (sec):		100	(V+P -	- 4 4	aec)	Average	Delay	/ (se	c/veh):		42.	.7
Doss Ilme (se		0	11410		5007	Level C	f Serv	vice:				Е
**************	*****	*****	*****	*****	****	*******	*****	****	* * * * * * *	*****	*****	******
Approach:	Not	th Bo	und	Soi	uth E	Bound	Ea	ast Bo	ound	Ŵe	est Bo	ound
Movement:	ц -	- T	- R	Ŀ	- T	- R	ь -	- Т	- R	L -	- T	- R
Control:	St	op Si	qn	. St	top s	Sign	St	op S	ign	St	op Si	lgn
Rights:		Inclu	de		Incl	lude		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	(	) 0	0	0	0	0	0	0
Lanes:	0 (	) 1!	0 0	0 (	0 1	00.	0 0	) 1!	0 0	0 (	) 1!	0 0
									 DM			
Volume Module	: >>	Count	Date:	10 Ma	ar 20	)04 << 5 . 41	- 00:0	6:00		70	5.0	15
Base Vol:	31	298	86	25	41.	L 41	1 00	1 00	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1 1.00	1.00	1.00	1.00	70	1.00	15
Initial Bse:	31	298	80 11	25 45	21. D7	L 4±⊥ 7 0	20	55	- T- J 0	70	94	90
Added Vol:	0	31	11 0	45	4.	/ 9 D 0	0	07	0	⊥, ∩		0
PasserByVol:	21	220	0	70	220		20	142	45	87	144	105
initial Fut:	⊥ <u>د</u>	329	1 00	1 00	1 00		1 00	1 00	1 00	1 00	1 00	1.00
User Adj:	1.00	1.00	1.00	1.00	n 93	> 1.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Adj:	0.94	259	105	76	250	a 54	v.>= 35	154	49	95	157	114
Phr volume:	54 0	000	100	,0	202	0 0	0	0	0	0	0	0
Reduced Vol:	34	358	105	76	259	ə 54	35	154	49	95	157	114
PCF Adi.	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol ·	34	358	105	76	259	9 54	35	154	49	95	157	114
Saturation F	Low Mo	dule:	1	I		I	1		·			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.72	0.21	0.20	0.60	5 0.14	0.15	0.65	0.20	0.26	0.43	0.31
Final Sat.:	34	359	106	91	305	9 65	60	266	84	119	196	143
Capacity Anal	lysis	Modu]	.e:									
Vol/Sat:	1.00	1.00	1.00	0.84	0.84	4 0.84	0.58	0.58	0.58	0.80	0.80	0.80
Crit Moves:		****			* * * :	*			****	·	****	
Delay/Veh:	65.9	65.9	65.9	36.2	36.2	36.2	20.4	20.4	20.4	32.4	32.4 م	ゴム・4 コーロロ
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0 1.00	1.00	1.00	T.00	1.00	1.00	1.UU
AdjDel/Veh:	65.9	65.9	65.9	36.2	36.2	z 36.2	20.4	20.4	20.4	ع∠.4 ⊓	4.4د س	4.4 در م
LOS by Move:	F	F	F	E	E	Б	C		C	U	ע כב	U.
ApproachDel:		65.9			36.2	2		20.4			1 00	
Delay Adj:		1.00			1.00	ט ר		20 A			20 4	
ApprAdjDe1:		65.9 7			ەد ح	4		20.4 C			<u>л</u>	
LUS by Appr:	****	****** L.	******	****	다 ****	*******	*****	ر ****	*****	*****	 * * * * * *	******

PM Bkgnd+Pro	Ph. 1	1	We	d Nov	10,	2004 14	:35:33	3		I	Page !	57-1
		I	Level O	f Ser	vice	Computa	tion 1	Repor	t			
2	2000 I	HCM 4.	-Way St	op Met	thod	(Future	Volu	ne Al	ternat:	lve)		
***********	****	*****	******	*****	* * * * *	******	****	*****	* * * * * * * *	*****	****	* * * * * * *
Intersection	#1318	3 Jim	_Moore/	First	****	*****	****	****	*****	*****	*****	******
			<b>.</b>			arition	1 1701	1000	( <b>v</b> ).		0.9/	4 2
Cycle (sec):		TOC	עייע ר רעיים	_ 1		Anorado	Delar	./Cap	$(\Lambda)$ : $\alpha/vch$		21	*.) 2
Loss Time (se	20/:	(	) (I+R )	= 4 ;	sec)	Loval A	f Sam	vice:	c/ven/	•	2 1	
optimai cycie	= : • * * * * *	*****	, ******	****	* * * * *	******	*****	*****	*****	*****	*****	******
Approach:	Noi	rth Bo	ound	Soi	uth E	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	ь -	- T	- R	Ь	- T	- R	Ь	- T	- R	L -	- T	- R
Control:	St	cop Si	lgn .	St	top S	lign	St	top S:	ign	St	op Si	ign
Rights:		Inclu	ıde		Incl	ude		Inclu	ude		Inclu	ıde
Min. Green:	0	0	0	0	O	0	0	0	0	0	0	0
Lanes:	1 (	0 C	10	1 0	0 0	10	0 0	D 1!	0 0	0 0	) 1!	0 0
				10 M					 DM			<b>-</b>
Volume Module	:: >> >c	Count	101 101		31 ZU 205	104 << 3 10	:00 - a	10	20	97	15	15
Base Vol:	1 00	1 00		ر 1 00	1 00		1 00	1 00	1 00	1 00	1 00	1 00
Growin Auj:	1.00	1.00	100	1.00	305	12	1.00 9	10	20	1.00	1.00	1.00
INICIAL DSC:	20	דבב וים	121	10	200	- <u>τ</u> Δ Λ	0	10	20	10	10	18
Added VOI: DaggerByVol.	0	24 0	- -	10	0	0	0	0	0	-0	Ő	-0
Tritial Fut.	26	415	125	19	779	12	9	10	20	92	15	33
Haar Adi.	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	л.00	1.00	1.00	1.00
PHF Adi:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	27	432	130	20	353	13	9	10	21	96	16	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	432	130	20	353	13	9	10	21	96	16	34
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00
Final Vol.:	27	432	130	20	353	13	9	10	21	96	16	34
Saturation Fl	low Mo	dule:	:									
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.77	0.23	1.00	0.97	0.03	0.23	0.26	0.51	0.66	0.11	0.23
Final Sat.:	588	513	154	563	600	21	116	129	259	348	57	125
Capacity Anal	ysis	Modu]	le:									
Vol/Sat:	0.05	0.84	0.84	0.04	0.59	0.59	0.08	0.08	0.08	0.28	0.28	0.28
Crit Moves:		* * * *			* * * *			****			****	
Delay/Veh:	9.0	29.3	29.3	9.1	15.8	15.8	9.8	9.8	9.8	11.4	11.4	1 00
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	11 4	1.00	1.00
AdjDel/Veh:	9.0	29.3	29.3	9.1	12.8	15.8	э.8 "	א.צ	ש.ט י	11.4	11.4	11.4 D
LOS by Move:	A	D	D	A	- C	C	А	A	А	В	ы 11 /	В
ApproachDel:		28.4			15.5			9.8 1 00			1 00	
Delay Adj:		1.00			15 5			1.00			1.00	
ApprAdjDel:		∠ơ.4 ∽			12.5			ש.ע ה			⊥⊥.4 D	
TOP DA VDL:	****	ש *****	******	*****	ر ۲****	*****	*****	<u>۲۹</u> ۲۸ ۲۰	******	*****	ں * * * * *	*****

PM Bkgnd+Pro	Ph. 1		Weo	l Nov	10, 2	2004 14	:35:33			P	age 5	9-1
		L	evel O:	E Serv	ice (	Computa	tion R	leport				
2	000 H	ICM Op	eratio	ns Met	hod	(Future	vo⊥un ******	10 ALT	ternati ******	∨ <b>⊟</b> ) ******	****	******
********	*****	*****	******	× × × × × × ×	****	*****		~ ~ ~ ~ ~ ·				
Intersection	#1319	) Firs	с/ьідпі ******	r***** c_tidu		******	*****	****	******	*****	****	*****
**************************************	****	70				Pritica	l Vol	/Cap	(x):		0.83	5
Cycle (sec):	- <b>1</b>	10	(V.D.	- 1 c		Average	Delav	/ (sec	$\sqrt{veh}$ :		23.	7
LOSS IIME (Se		90	1111	- 1 L		Level O	f Serv	rice:	o, ( 011, )			С
0 <u>p</u> timar cycre	*****	*****	*****	* * * * * *	****	******	*****	****	*****	*****	****	*****
Approach	Nor	th Bo	und	Sou	th B	ound	Ea	ist Bo	ound	We	st Bo	ound
Movement:	T	T T	- R	ь -	Т	- R	ь –	Т	- R	L -	т	- R
												· <b></b>
Control:	Spl	it Ph	ase	Spl	it P	nase	F	Permit	tted	Pr	otect	ed
Rights:		Inclu	de	-	Incl	ıde		Ignor	re		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	01	0 1	. 0	0 1	0 0	) 2	0 1	1 0	2	0 0
Volume Module	:: >>	Count	Date:	28 Se	ep 20	04 << 4	:30 -	5:30	PM			
Base Vol:	176	0	15	2	1	54	0	616	130	2	759	0
Growth Adj:	1.00	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	0	15	2	1	54	0	616	130	2	759	0
Added Vol:	<b>4</b>	0	22	0	17	0	0	126	8	4	114	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	0	37	2	18	54	0	742	138	6	873	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	196	0	40	2	20	59	0	807	0	7	949	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	0	40	2	20	59	0	807	0	7	949	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	196	0	40	. 2	20	59	, 0	807	0	7	949	U
									<b></b>			
Saturation F	Low Mo	odule:									1000	1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	T900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	0.98	0.98	0.83	1.00	0.93	1.00	0.93	0.93	1.00
Lanes:	1.00	0.00	1.00	0.10	0.90	1.00	0.00	2.00	1.00	1760	2.00	0.00
Final Sat.:	,1769	0	1583	185	1667	1583	1 0	3538	T300	1/69	3330	
Capacity Ana.	lysis	Modul	Le:	0 01	0 01	0.04	0 00	0 22	0 00	0 00	0 27	0 00
Vol/Sat:	0.11	0.00	0.03	0.01	0.01	····+	0.00	****	0.00	0.00	****	0.00
Crit Moves:	****		0.0	<b>~</b> 7		2 1	0.0	10 1	0 0	22 5	41 6	0.0
Green Time:	9.3	0.0	9.3	3.1 0.26	2.1	0 01 2.T	0.0	19.1	0.0	0 01	0 45	0.00
Volume/Cap:	0.83	0.00	0.19	0.26	0.20	v.04 22 2	0.00	24 0	0.00	16 2	7 9	0.00
Uniform Del:	29.6	0.0	27.0	2.3C ٦ ٦	כ.⊿כ יי ד	53.4 EA 0	0.0	27.V 6 A	0.0	10.2	0.2	0.0
IncremntDel:	22.0	0.0	1 00	1 00	1 00	1 00	0.0	1 00	0 00	1 00	1.00	0.00
Delay Adj:	1.00	0.00	1.UU 27 m	1.00 7. T	21 7	2 Q Q 1	0.00	30 3	0.00	16 2	8.0	0.0
Delay/Veh:	51.6	0.0	2/,5	34.1 1 00	.34.⊥ 1 ∩∩	1 00.1	1 00	1 00	1 00	1.00	1.00	1.00
User DelAdj:	1.00	1.00	1.00 27 E	1.UU	1.00	20 1 20 1	1.00	30 3 T.00	1.00 0 0	16 2	8.0	0.0
AdjDel/Veh:	51.6	0.0	27.5	⊥.± 1	ンセ・ユ コ	л 2017	0.0	11	0.0	±0.2	6	0
HCM2KAVg:	/ *****	U *****	⊥ ******	⊥ *****:	⊥ *****	~ ******	*****	 ****	- * * * * * * *	*****	*****	******

PM Bkgnd+Pro	Ph.	1	We	d Nov	10,	2004 14	:35:3	3		F	age (	51-1
			Level C	f Ser		Computa	tion	Repor	 t.			
-	2000 1	HCM O	peratic	ns Met	thod	(Future	Volu	me Al	- ternati	ve)		
**********	*****	*****	******	****	****	*****	****	****	*****	*****	****	* * * * * * *
Intersection	#132	0 Sec	ond/Lig	ht_Fig	ghter							
*********	*****	* * * * *	* * * * * * *	*****	*****	******	*****	****	* * * * * * *	*****	****	*****
Cycle (sec):		6	0			Critica	l Vol	./Cap	. (X):		0.71	78
Loss Time (se	∋c):		9 (Y+R	= 4 s	sec)	Average	Dela	y (se	c/veh):		20	.1
Optimal Cycle	е:	5.	5			Level C	f Ser	vice:				С
**********	*****	* * * * *	******	*****	****	******	****	* * * * *	* * * * * * *	*****	****	******
Approach:	No	rth Bo	ound	Sou	ith B	ound	Ea	ast B	ound	We	st Bo	ound
Movement:	Ŀ	- T	- R	Ŀ	- T	- R	Ŀ	- T	- R	_ L -	Т	- R
Control:	]	Permit	tted	I	Permi	tted	P	rotec	ted	Pr	otect	red
Rights:		Incl	ıde	_	Incl	ude	-	Incl	ude		Inclu	lde
Min. Green:	0	0	0	0	0	0	0	0	0	0	- 0	- 0
Lanes:	0 (	0 0	10	1 (	) 1	0 1	1 (	0 1	1 0	1 0	T	T O
		······								[		
Volume Module	e: Sel	otembe 1	er 2004	- PM	0	1 7 1	100	400	<del>"</del> "	2	620	0
Base VOL:	1 00	1 00	3 00	1 00	1 00	1 00	1 00 7 00	1 00	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	121	100	129	1.00	1.00	±.00	1.00
Initial pse:	0	т Т	0	240	0	131 70	107	-120	, 0	<u>م</u>	200	257
Audeu VOI:	0	0	0	2-±0	0	ر , م	127	2 I D	0	0	0	2,57
Thitial Fut.	0	1	8	248	Ő	210	325	449	7	2	669	265
Haer Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
DUR Adj.	1.00	1.00	1.00	0.96	0 96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
DHE Volume.	0.20	0.20	8	258	0.20	219	339	468	7	2	697	276
Reduct Vol:	õ	o O	0 0	0	0	0	0	0	0	0	0	0
Reduced Vol:	õ	1	8	258	0	219	339	468	7	2	697	276
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00
Final Vol.:	0	1	8	258	0	219	339	468	7	2	697	276
Saturation F	Low Ma	odule	: '	I			1		•			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	0.75	1.00	0.83	0.93	0.93	0.93	0.93	0.89	0.89
Lanes:	0.00	0.11	0.89	1.00	1.00	1.00	1.00	1.97	0.03	1.00	1.43	0.57
Final Sat.:	0	182	1456	1417	1900	1583	1769	3477	54	1769	2425	961
Capacity Anal	lysis	Modu.	le:									
Vol/Sat:	0.00	0.01	0.01	0.18	0.00	0.14	0.19	0.13	0.13	0.00	0.29	0.29
Crit Moves:				* * * *			* * * *				****	
Green Time:	0.0	14.1	14.1	14.1	0.0	14.1	14.8	36.6	36.6	0.3	22.2	22.2
Volume/Cap:	0.00	0.02	0.02	0.78	0.00	0.59	0.78	0.22	0.22	0.22	0.78	0.78
Uniform Del:	0.0	17.7	17.7	21.5	0.0	20.4	21.1	5.3	5.3	29.7	16.7	16.7
IncremntDel:	0.0	0.0	0.0	11.1	0.0	2.5	8.6	0.1	0.1	11.5	3.2	3.2
Delay Adj:	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	17.7	17.7	32.6	0.0	22.9	29.7	5.3	5.3	41.2	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:	0.0	17.7	17.7	32.6	0.0	22.9	29.7	5.3	5.3	41.2	19.9	19.9
HCM2kAvg:	0	0	0	8	0	5	8	2	2	0	10	10
************	*****	****	******	*****	* * * * *	******	*****	* * * * * *	* * * * * * *	*****	****	****

PM Bkgnd+Pro	Ph. 3	L	Wea	l Nov	10,	2004 14	:35:33	3		E	age 6	53-1	
		т	evel Ot	f Serv	rice	Computat	tion F	Report	-				
2			eratio:	ng Met	-hod	(Future	Volu	ne Alt	ternati	ve)			
~ * * * * * * * * * * * * *	****	1CIA 010	******	*****	*****	******	*****	*****	* * * * * * *	*****	*****	*****	
Intercection	#132	1 Tim	Moore/1	Light	Fiał	nter							
***********		- 0 { * * * * *	*****	*****	J- k****	******	* * * * * *	*****	* * * * * * *	*****	*****	*****	
Cycle (sec).		80				Critica.	l Vol.	/Cap	. (X):		0.72	27	
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 29.2										2			
Optimal Cycle: 68 Level Of Service: C										С			
*********	*****	*****	*****	* * * * * *	****	******	* * * * * *	****	* * * * * * *	*****	****	*****	
Approach:	Noi	cth Bo	und	Sou	ith E	Bound	Ea	ast Bo	ound	We	st Bo	ound	
Movement:	ь -	- T	- R	ь	- T	- R	ь -	- T	- R	L -	· T	- R	
Control:	P	cotect	ed	P	coted	cted	Pı	rotect	ted	Pr	Protected		
Rights:		Inclu	de		Incl	lude		Igno:	re		Inclu	ıde	
Min. Green:	0	0	0	0	(	0 0	0	0	0	0	0	0	
Lanes:	2 (	0 0	1 0	1 (	) 1	1 0	1 (	) 1	0 1	1 0	0	10	
Volume Module	e: >>	Count	Date:	22 Se	ep 20	)04 << 5	:00 -	6:00	PM	_		~	
Base Vol:	314	318	4	2	175	5 205	236	54	146	3	121	6	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	314	318	4	2	175	5 205	236	54	146	3	121	6	
Added Vol:	265	18	0	0	20	1 30	13	3	253	0	1	0	
PasserByVol:	0	0	0	0	(	0 0	0	0	0	0	0	0	
Initial Fut:	579	336	4	2	196	5 235	249	57	399	3	122	б	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	
PHF Volume:	643	373	4	2	218	3 261	277	63	0	3	136	7	
Reduct Vol:	0	0	0	0	(	0 0	0	0	0	0	0	0	
Reduced Vol:	643	373	4	2	218	3 261	277	63	0	3	136	7	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	) 1.00	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
Final Vol.:	643	373	4	2	218	3 261	277	63	0	. 3	136	7	
Saturation FI	Low Ma	odule:											
Sat/Lane:	1900	1900	1900	1900	1900	0 1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.90	0.98	0.98	0.93	0.85	5 0.85	0.93	0.98	1.00	0.93	0.97	0.97	
Lanes:	2.00	0.99	0.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.05	
Final Sat.:	3432	1836	22	1769	1624	4 1624	1769	1862	1900	1769	1762	87	
											· <b></b> -		
Capacity Ana	lysis	Modul	e:									0.00	
Vol/Sat:	0.19	0.20	0.20	0.00	0.13	3 0.16	0.16	0.03	0.00	0.00	0.08	0.08	
Crit Moves:	****					* * * *	****				****		
Green Time:	20.6	38.1	38.1	0.2	17.	7 17.7	17.2	24.3	0.0	1.3	8.5	8.5	
Volume/Cap:	0.73	0.43	0.43	0.43	0.63	1 0.73	0.73	0.11	0.00	0.11	0.73	0.73	
Uniform Del:	27.1	13.8	13.8	39.8	28.(	0 28.9	29.2	20.1	0.0	38.7	34.6	34.6	
IncremntDel:	3.1	0.3	0.3	47.8	1.4	4 4.1	6.9	0.1	0.0	1.7	12.8	12.8	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0 1.00	1.00	1.00	0.00	1.00	1.00	1.00	
Delay/Veh:	30.2	14.1	14.1	87.6	29.4	4 33.0	36.1	20.1	0.0	40.4	47.5	47.5	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	30.2	14.1	14.1	87.6	29.4	4 33.0	36.1	20.1	0.0	40.4	47.5	47.5	
HCM2kAvg:	9	6	7	0	6	8	8	1	0	0	5	5	
- ه جله جله جله جله بله بله بله بله بله بله بله بله بله ب	*****	****	*****	*****	****	******	****	*****	******	*****	*****	******	

PM Bkgnd+Pro	Ph. 1		Wed	l Nov	10,	2004 14:	35:33			P	age 6	5-1
		 Т	evel Of	Serv	ice	Computat	ion R	eport				
2	000 H	aC MDI	eration	ıs Met	hod	(Future	Volum	e Alt	ernati	ve)		
- ***********	****	****	*****	*****	****	******	*****	* * * * *	*****	* * * * * *	* * * * *	*****
Intersection	#1322	Jim	Moore/G	Jiglin	ıg							
*****	*****	*****	******	*****	****	******	*****	* * * * *	******	*****	****	******
Cvcle (sec): 60 Critical Vol./Cap. (X):											0.51	.8
Loss Time (se	c):	16	(Y+R =	= 4 s	ec)	Average	Delay	(sec	/veh):		15.	2
Optimal Cycle	::	46	i			Level Of	5 Serv	ice:				В
******	****	*****	******	*****	****	******	*****	****	*****	*****	****	*****
Approach:	Nor	th Bo	und	Sou	ith B	ound	Ea	st Bo	ound	We	st Bc	ound
Movement:	Ъ -	- T	- R	L -	·Τ	- R	_L –	Т	- R	, Ц. –	Т	- R
					· <del>-</del>			<b>-</b>				
Control:	Pr	rotect	.ed	Pr	otec	ted	Pr	otect	ced	Pr	otect	ea
Rights:		Ignor	e		Igno	re		Inclu	ide		Ignor	re o
Min. Green:	0	0	0	0	0	0	0	0	0			0 1
Lanes:	1 0	) 2	0 1	10	) 2	0 1	10	0	1 0	L U	1	U I
Volume Module	e: >>	Count	Date:	3 Mar	200	4 << 4:4	45-5:4	:5 24	20	77	20	1 2 7
Base Vol:	45	478	57	122	301	55	58	34	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	127
Initial Bse:	45	478	57	122	301	55	58	34	29		0	127
Added Vol:	0	282	2	1	273	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	- 0	0	0		20	107
Initial Fut:	45	760	59	123	574	55	58	34	29	78	1 00	12/
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.96	0.96	0.00	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.00
PHF Volume:	47	792	0	128	598	0	60	35	30	81	41	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	792	0	128	598	0	60	35	30	81	41	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	47	792	0	128	598	0	, 60	35	30	81	41	0
Saturation F	low Mo	odule	:									1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	1.00	0.93	0.93	1.00	0.93	0.91	0.91	0.93	0.98	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.54	0.46	1.00	1.00	1.00
Final Sat.:	1769	3538	1900	1769	3538	1900	1769	936	798	1769	1862	1900
												!
Capacity Ana	lysis	Modu	le:							0 05	0 00	0 00
Vol/Sat:	0.03	0.22	0.00	0.07	0.17	0.00	0.03	0.04	0.04	0.05	0.02	0.00
Crit Moves:		****		****				****		****	2.0	0 0
Green Time:	4.6	25.9	0.0	8.4	29.6	5 0.0	5.9	4.4	4.4	5.3	3.8	0.0
Volume/Cap:	0.34	0.52	0.00	0.52	0.34	0.00	0.35	0.52	0.52	0.52	0.35	0.00
Uniform Del:	26.2	12.5	0.0	23.9	9.2	0.0	25.2	26.8	26.8	26.1	26.9	0.0
IncremntDel:	1.5	0.3	0.0	1.9	0.1	0.0	1.2	3.7	3.7	3.0	1.8	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	27.7	12.8	0.0	25.9	9.4	0.0	26.4	30.5	30.5	29.1	28.7	0.0
User DelAdi:	1.00	1.00	1.00	1.00	1.00	) 1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	12.8	0.0	25.9	9.4	0.0	26.4	30.5	30.5	29.1	28.7	0.0
HCM2kAvq:	1	6	0	3	4	0	2	2	2	2	1	0
~~ ***********	*****	****	* * * * * * *	****	* * * * *	******	****	* * * * *	* * * * * * *	*****	* * * * * '	* * * * * * *

PM Bkgnd+Pro	Ph. 1	-	Wed	i Nov	10,	2004 14	:35:33	3		P	age 6	57-1	
		L	evel O:	E Serv	vice	Computat	tion F	Report	t				
2	000 F	ICM Op	eratio	ns Met	hod	(Future	Volum	ne Alt	ternati	ve)			
* * * * * * * * * * * * *	*****	*****	*****	* * * * * *	****	******	* * * * * *	*****	* * * * * * *	*****	*****	*****	
Intersection	#1323	Jim_	Moore/1	Normar	ndy								
*********	*****	*****	* * * * * * *	* * * * * *	****	*****	*****	*****	******	*****	*****	******	
Cycle (sec): 60 Critical Vol./Cap. (X):											0.497		
Loss Time (se	ec):	12	(Y+R :	= 4 5	sec)	Average	Delay	/ (sed	c/veh):		12.	0	
Optimal Cycle	è:	38				Level O:	f Serv	rice:		1 I I I I I I I	de de de de de	B 	
**********	*****	*****	*****	*****	****	******	*****	*****	******	*****	****		
Approach:	Noi	th Bo	und	SOL	ith E	ound	- ES	ast Bo	ouna	, we	SC BC	una –	
Movement:	L -	· T	- R	ь - Г	- 'I'	- R	ட்ட - ட	- 1.	- R	— ц —	1	- K	
						+	 T	lormit	 -+ed	 ס	ormit	ted	
Control:	Pi	otect	ea	PI	Tral	udo	ł	Tnel	nde	Include			
Rights:	0	Inciu	ae	0	THCT	uue o	0		n n	Ο	0	0	
Min. Green:	1 (	ν 1 1	1 0	1 0	י כו	0 1	n í	ט 1 ר ר	0 0	0 0	1!	0 0	
Lanes:		,											
Volume Module	·· >>	Count	Date:	, ЗО Ма	ar 20	04 << 4	:30 -	5:30	PM ,	1		1	
Base Vol:	15	514	32	55	318	34	52	34	20	18	23	14	
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	15	514	32	55	318	34	52	34	20	18	23	14	
Added Vol:	0	219	0	42	211	. 21	22	0	0	0	0	44	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	15	733	32	97	529	55	74	34	20	18	23	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
PHF Volume:	17	824	36	109	594	62	83	38	22	20	26	65	
Reduct Vol:	0	0	0	0	0	0	0	0	22	0	20	0 6 F	
Reduced Vol:	17	824	36	109	594	62 1 00	7 00	1 00	1 00	1 00	20 1_00	1 00	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1.00	1 00	1 00	1 00	1 00	
MLF Adj:	1.00	1.00	1.00	100	1.00	62	1.00	7.00	2.00	20	26	65	
Final vol.:	1/	024		109			1						
Saturation F	   M(			1		I	1		1	I		ł	
Sat /Lane.	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.85	0.78	0.78	0.78	0.86	0.86	0.86	
Lanes:	1.00	1.92	0.08	1,00	2.00	1.00	0.58	0.26	0.16	0.18	0.23	0.59	
Final Sat.:	1805	3438	150	1805	3610	1615	853	392	231	296	378	954	
				]									
Capacity Anal	lysis	Modul	e:										
Vol/Sat:	0.01	0.24	0.24	0.06	0.16	0.04	0.10	0.10	0.10	0.07	0.07	0.07	
Crit Moves:		****		* * * *				****					
Green Time:	1.9	28.9	28.9	7.3	34.3	34.3	11.8	11.8	11.8	11.8	11.8	11.8	
Volume/Cap:	0.29	0.50	0.50	0.50	0.29	0.07	0.50	0.50	0.50	0.35	0.35	0.35	
Uniform Del:	28.4	10.6	10.6	24.6	6.6	5.7	21.5	21.5	21.5	20.8	20.8	20.8	
IncremntDel:	2.7	0.2	0.2	1.8	0.1	0.0	1.3	1.3	1.3	0.7	1.00	1 00	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	) 1.00	1.00	1.00	1.00	1.00	1.00	1.00 D1 E	
Delay/Veh:	31.1	10.8	10.8	26.4	6.7	5.8	22.8	22.8	22.8	41.5	1 00	1 00	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	, T.00	1.00	7.00 T.00	1.00 22 0	1.UU 21 E	1.00 21 F	21 5	
AdjDel/Veh:	31.1	10.8	T0.8	26.4	5.7 S	ש.כ י	۲. ۲ ۲	22,0 1	22.0 A	∠⊥.⊃ ?	⊿⊥,⊃ ?	21.J 2	
HCM2KAVg:	⊥ *****	0 * * * * * *	•*****	د *****	ر ****	۲ ******	~± * * * * * *				~~ * * * * *	******	

PM Bkgnd+Pro	Ph. :	1	We	ed Nov	10,	2004 1	4:35:3	3		]	Page	69-1		
		]	Level (	of Ser	vice	Comput	ation	Repor	t					
20	00 но	CM Una	signal:	ized Me	ethod	(Futu:	re Vol	ume A	lterna	tive)				
******	****	* * * * * *	* * * * * * *	* * * * * * *	****	* * * * * *	*****	****	*****	* * * * * * * *	* * * * *	******		
Intersection *********	#1324	4 Jim_ *****	_Moore, ******	/Coe ******	****	* * * * * *	* * * * * *	* * * * *	* * * * * *	* * * * * * 1	* * * * *	* * * * * * *		
Average Delay **********	/ (sec	c/veh)	): ******	9.0 *****	Wor ****	st Cas( *****	e Leve *****	l Of ****	Servic:	9: *****	F [ *****	73.8] ******		
Approach: Movement:	No: L	rth Bo - T	ound - R	Sou L	ith B - T	ound - R	E L	ast B - T	ound - R	We L	est Bo - T	ound - R		
						<b> ~</b>				[]				
Control:	Und	contro	olled	Uno	contr	olled	S	top S	ign	St	Stop Sign			
Rights:		Inclu	ıde		Incl	ude		Chan:	nel		Include			
Lanes:	1 (	0 0	1 0	0 1	10	0 1	0	1 0	0 1	0 (	0 1!	0 0		
										[				
Volume Module	: >>	Count	: Date:	: 31 Ma	ar 20	04 << 4	4:45 -	5:45	PM					
Base Vol:	54	498	0	0	245	68	48	0	33	0 7 00	0	1 00		
Growth Adj:	1.00	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	498	0	0	245	68	48	0	د د	0	0	0		
Added Vol:	17	134	5	4	129	39	32	15	9	8	25	8		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	71	632	5	4	374	107	80	15	42	8	25	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94		
PHF Volume:	76	672	5	4	398	114	85	16	45	9	27	9		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Final Vol.:	76	672	5	4	398	114	85	16	45	9	27	9		
Critical Gap	Modu	Le:												
Critical Gp:	4.1	XXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	4.1	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	7.1	6.5	6.2	7.1	6.5	6.2		
FollowUpTim:	2.2	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	2.2	xxxx	XXXXX	3.5	4.0	3.3	3.5	4.0	3.3		
Capacity Modu	le:													
Cnflict Vol:	512	xxxx	XXXXX	678	XXXX	xxxxx	1250	1235	398	1297	1346	675		
Potent Cap.:	1064	xxxx	xxxxx	924	xxxx	XXXXX	151	178	656	140	153	457		
Move Cap.:	1064	xxxx	XXXXX	924	xxxx	xxxxx	120	165	656	114	141	457		
Volume/Cap:	0.07	xxxx	xxxx	0.00	xxxx	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	0.71	0.10	0.07	0.07	0.19	0.02		
Level Of Serv	vice N	Aodule	2:											
Queue:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	0.2	xxxxx	xxxx	XXXXX		
Stopped Del:	8.6	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	10.9	xxxxx	xxxx	XXXXX		
LOS by Move:	А	*	*	A	*	*	*	*	В	*	*	*		
Movement:	LT -	- LTR	- RT	LT -	- LTR	- RT	$\mathbf{LT}$	- LTR	- RT	LT -	- LTR	- RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	125	xxxx	xxxxx	xxxx	155	xxxxx		
SharedOueue:x	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	4.8	xxxx	xxxxx	xxxxx	1.1	xxxxx		
Shrd StoDel:x	xxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	101.7	xxxx	xxxxx	xxxxx	37.1	xxxxx		
Shared LOS:	*	*	*	A	*	*	F	*	*	*	Е	*		
ApproachDel	x	cxxxx		 xx	xxxx		_	73.8			37.1			
ApproachLOS:		*			*			F			E			

PM Bkgnd+Pro P	Ph. 1 Wed Nov 10, 2004 14:35:33									E	Page 71-1			
20		I ICM 4-	Level Or Way Sto	E Serv	vice hod	Computa (Future	tion H Volum	Report	ernati	ve)				
* * * * * * * * * * * * * * *	* * * *	*****	*****	* * * * * *	* * * *	******	*****	*****	******	*****	*****	******		
Intersection # ********	1325 ****	Jim_ *****	_Moore/1	3roadv *****	vay ****	*****	*****	****	******	*****	*****	******		
Cycle (sec) ·		100	)			Critica	l Vol.	/Cap	. (X):		1.22	20		
Logg Time (sec	۱.		, ) (Y+R :	- 4 0	sec)	Average	Delay	/ (sed	:/veh):		71.1			
Loss line (sec): 0 (if = 4 sec) Average Berry (sec) ven):											F			
**************************************	****	*****	, , * * * * * * * *	* * * * * *	* * * *	******	*****	*****	******	*****	*****	*****		
Approach.	Nor	th Bo	und	Sou	ith F	hund	Ea	ast Bo	ound	We	est Bo	ound		
Approach:	T _			т	. π	- P	т,	- T	- R	Τι -	- т	- R		
Movement:	ш -	T	- K		<u>.</u>									
				 C+		t an	C+	on G	l an	1 01	on Si	an I		
Control:	50	.op si Tlu	LgII Ldia	51	June 1	ਸ਼ੁਰੂਨ ਸ਼ੁਰੂਨ	51	Thal	ide	50	Theli	ide		
Rights:	~	Incit	ide	0	THCT		0	THOTO	1uc	0	111010	0		
Min. Green:	0	0	0		、 - ^し		1 0		0 1		$\mathbf{v}$	0 0		
Lanes:	0 1	. 0	0 0	, O (	) 1	0 1	\	5 0	0 1	1 0 0	, ,	• •		
				20.00			. 20	E.20	 DM					
Volume Module:	>>	Count	Date:	20 50	ep ∠u	104 << 4	- 010	5:50	EP1 60	0	0	٥		
Base Vol:	204	336		1 00	- 00	1 00	1 00	7 00	1 00	1 00	1 00	1 00		
Growth Adj: 1	.00	1.00	1.00	1.00	1.00	100	1.00 01C	T.00	1.00	1.00	1.00	1.00		
Initial Bse:	204	336	0	0	85	193	216	0	63	0	0	0		
Added Vol:	0	110	0	0	104	43	45	0	0	0	0	0		
PasserByVol:	0	0	0	0	C	0	0	0	0	0	0	0		
Initial Fut:	204	446	0	0	189	236	261	0	63	1 00	1 00	1 00		
User Adj: 1	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj: 0	.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.94		
PHF Volume:	222	485	0	0	205	257	284	0	60	0	0	0		
Reduct Vol:	0	0	0	0			0	0	6	0	0	0		
Reduced Vol:	222	485	0	0	205	257	284	1 00	1 00	1 00	1 00	1 00		
PCE Adj: 1	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1.00	1 00		
MLF Adj: 1	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	222	485	0	, 0	205	257	1 284	0	60	0	0	U		
Saturation Flo	W MC	dule:	:		1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00		
Adjustment: 1	00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1.00	1.00	0.00		
Lanes: 0	.31	0.69	0.00	0.00	1.00	1 1.00	1.00	0.00	I.00	0.00	0.00	0.00		
Final Sat.:	182	397	0	0	538	1 601	4/4	U	500	1	0			
		Madal										i		
Capacity Analy	ST8.	1 22	Le:	35353535	0.20	0 43	0 60	vvvv	0 12	vvvv	vvvv	XXXX		
VOI/Sau: I		⊥.∠∠ ****	AAAA	~~~~	0.50	****	****	AAAA	0.12	11111111	Jodar			
Dolort/Vob. 17	E 2	125	0 0	0 0	12 2	12.8	20 6	0 0	9.9	0.0	0.0	0.0		
Delay/Ven: 15	00	1 00	1 0.0	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00		
Detay Auj: 1	5 3	135	1,00	1.00	13.3	12.8	20.6	0.0	9.9	0.0	0.0	0.0		
LOS by Move.	с.с. я	201 F	*	*	 B	B	C	*	A	*	*	*		
ApproachDel.		۔ اع ج ع			13.0	) –	-	18.5		xz	xxxx			
Delay Adi.	-	1 00			1.00	)		1.00		3	xxxx			
Deray Auj: ApprAdiDel:	1	135 3			12 (	)		18.5		- לצ	cxxxx			
Appraujuer:	-	כ.כנ ד			 R	,		C			*			
**************************************	****	- *****	******	*****	 * * * * *	******	*****	* * * * * •	* * * * * * *	*****	*****	*****		

## Appendix G

Intersection Level of Service Calculations – Background + Project Buildout Conditions

AM Bkgnd+Pro	во		Thu	Nov L	11,	2004 17	:42:55	5		Ι	Page 2	23-1	
												<b>-</b>	
<b></b>		 L	evel 0:	f Serv	vice	Computa	tion F	Report	t				
2	000 F	aC MDI	eratio	ns Met	hod	(Future	Volum	ne Alt	ternati	ve)			
**********	*****	*****	*****	* * * * * *	****	******	* * * * * *	****	******	*****	*****	*****	
Intersection	#1303	L Del	Monte/H	Reserv	vatic	n							
******	*****	*****	*****	* * * * * *	****	******	* * * * * *	*****	******	*****	*****	******	
Cycle (sec):		80				Critica	l Vol.	./Cap	. (X):		0.45	54	
Loss Time (se	ec):	12	(Y+R :	= 4 g	sec)	Average	Delay	/ (sec	c/veh):	20.5			
Optimal Cycle	:	37				Level O	f Serv	rice:	1	م متر وار وار وار وار	م ماه ماه ماه م	гээттэ С	
********	*****	*****	*****	*****	·****	******	*****	*****	******	5××××× 507c	at Bo	wind .	
Approach:	NO1	cth BC	una	501	itn E	ouna P	Е.с Т.	ist du . T		т	- T	– R	
Movement:	- با	T.	- R	- LL -	- 1		- []						
 Control.		cotect	 03	 D1	oter	rted	l Sp]	lit Pl	hase	່ Sp]	lit Ph	lase	
Dichta.	FI	01220	.cu	£.4	Incl	ude	op.	Inclu	ude		Inclu	ıde	
Min Green.	0	0	0	0	 C	0	0	0	0	0	0	0	
Lanes.	1 (	) 1	0 2	2 0	) 1	1 0	0 2	L O	1 0	2 (	) 1	0 1	
			<b></b>										
Volume Module	e: >>	Count	Date:	່10 Ju	ın 20	04 << 7	:30 -	8:30	AM				
Base Vol:	89	74	286	85	67	1 1	9	122	79	598	163	84	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	89	74	286	85	67	' 1	9	122	79	598	163	84	
Added Vol:	0	86	30	0	157	0	0	4	0	29	11	0	
CA Ext. Rea:	-1	- 3	0	4	- 4	. 0	0	2	-2	0		د د	
Initial Fut:	88	157	316	89	220	) 1	9	128		627	1 00	1 00	
User Adj:	1.00	1.00	1.00	1.00	1.00	) 1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	
PHF Adj:	0.93	0.93	0.93	0.93	0.93	5 0.93 7 7	0.93	120	0.93	674	199	94	
PHF Volume:	95	169	340	96	231		10	130	03	07- <u>1</u>	100	0	
Reduct Vol:		10	240	0 96	220	, U	10	138	83	674	188	94	
Reduced VOI:	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	
PCE Adj: MLE Adj:	1 00	1 00	1 00	1.00	1.00	) 1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol ·	±.00 95	169	340	96	237	7 1	10	138	83	674	188	94	
Saturation F	low Ma	odule:		1		ł	1						
Sat/Lane:	1900	1900	1900	1900	1900	) 1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.93	0.98	0.73	0.90	0.93	0.93	0.88	0.88	0.88	0.90	0.98	0.83	
Lanes:	1.00	1.00	2.00	2.00	1.99	9 0.01	0.08	1.20	0.72	2.00	1.00	1.00	
Final Sat.:	1769	1862	2786	,3432	3518	3 16	, 140	1998	1202	3432	1862	1583	
Capacity Anal	lysis	Modul	le:				0 07	0 07	0 07	0 20	0 10	0 06	
Vol/Sat:	0.05	0.09	0.12	0.03	.0.0	/ 0.07	U.U/	0.07	0.07	v.∠v ****	0.10	0.00	
Crit Moves:	****	10.0	50 0	E 0		, , , , , , , ,	10 1	10 1	12 1	34 6	34 6	34.6	
Green Time:	9.4	10.3	0 19	0.45	L L . C	5 0 45	0 45	0 45	12.1	0.45	0.23	0.14	
Volume/Cap:	0.45 27 G	0.40	6 D	36 2	31 7	) 0:13   31 1	30.9	30.9	30.9	16.0	14.3	13.7	
Uniform Del:	16	27.9	0.0	1 5	0.6	5 0.6	0.6	0.6	0.6	0.2	0.1	0.1	
Delay Adi.	1 00	1 00	1.00	1.00	1.00	) 1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Weh·	34.5	28-8	6.1	37.6	31.8	31.8	31.6	31.6	31.6	16.3	14.5	13.8	
User DelAdi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdiDel/Veh:	34.5	28.8	6.1	37.6	31.8	3 31.8	31.6	31.6	31.6	16.3	14.5	13.8	
HCM2kAva:	3	4	2	2	3	3	3	3	3	6	3	1	
**********	****	*****	******	****	* * * * *	******	*****	* * * * *	******	*****	*****	******	
MITIG8 - AM E	kgnd+	Pro B	0 Fri	Nov	12, 2	2004 10	:00:43				Page	1-1	
----------------------------------------	----------------	------------------	--------------------	------------------	-----------	------------------------	------------------------------	-----------	----------------------------	-------------	------------	-----------------	
	2000 H	L ICM Op	evel Of eration	f Serv ns Met	nice (	 Computa (Future	 tion F Volum *****	leport	 t ternati ******		****	****	
************	#1205		fornia	/Dogor	wati	nn							
Intersection	#1002 *****	. Call	******	******	*****	******	*****	****	* * * * * * *	* * * * * *	* * * * *	*****	
Curlo (ser):		60			(	Critica	l Vol.	/Cap	. (X):		0.58	8	
Tose Time (se	ac) •	9	(Y+R =	= 4 s	ec) i	Average	Delay	/ (se	c/veh):		11.	0	
Optimal Cycle	 	37	( = / = -		,	Level 0	f Serv	vice:				В	
**************************************	~• *****	, * * * * * *	******	* * * * * *	****	******	* * * * * *	* * * * *	******	* * * * * *	****	*****	
Approach: Movement:	Noi L -	th Bo T	und - R	Sou L -	th B T	ound - R	Ea L -	st Bo	ound - R	We L -	st Bo	ound - R 	
Controlt	I I	Permit	ted	Ī	ermi.	tted	Pi	otec	ted	Pr	otect	ed	
Diabte:	1	Inclu	de		Incl	ude		Incl	ude		Inclu	ıde	
Min Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	LO	0 1	0 0	) 1!	0 0	1 (	) 1	1 0	1 0	1	1 0	
	1												
Volume Module	e: >>	Count	Date:	1 Jur	1 200	4 << 7:	30 - 8	3:30 2	AM				
Base Vol:	25	0	55	0	0	0	3	765	54	51	791	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:	25	0	55	0	0	0	3	765	54	51	791	4	
Added Vol:	69	0	0	0	0	0	0	10	73	0	32	0	
CA Ext. Rea:	27	0	25	0	0	0	0	0	15	114	0	0	
Initial Fut:	121	0	80	0	0	0	3	775	142	165	823	4	
User Adj:	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
PHF Volume:	134	0	89	0	0	0	3	861	158	183	914	4	
Reduct Vol:	0	0	0	0	0	0	0	0	150	U 	U N T O	U A	
Reduced Vol:	134	0	89	0	0	0	د م	861	158	103	914	1 00	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	102	1.00	1.00	
Final Vol.:	134	0	89	. 0	U	U ,	د ۱	391	100	105	919	l	
							1		1	1		1	
Saturation F.	LOW MO	loon	1000	1000	1 9 0 0	1900	1900	1900	1900	1900	1900	1900	
Sat/Lane:	1900	1 00	1900	1 00	1 00	1 00	0 93	n 91	0.91	0.93	0.93	0.93	
Adjustment	1 00	0.00	1 00	0 00	1 00	0 00	1 00	1 69	0.31	1.00	1.99	0.01	
Lanes:	1220	0.00	1583	0.00	1900	0,00	1769	2921	535	1769	3517	17	
finar Sat	1-2			I									
Canacity Ana	lvsis	Modul	.e:										
Vol/Sat:	0.10	0_00	0.06	0.00	0.00	0.00	0.00	0.29	0.29	0.10	0.26	0.26	
Crit Moves:	****							* * * *		* * * *			
Green Time:	10.3	0.0	10.3	0.0	0.0	0.0	0.3	30.1	30.1	10.6	40.4	40.4	
Volume/Cap:	0.59	0.00	0.33	0.00	0.00	0.00	0.39	0.59	0.59	0.59	0.39	0.39	
Uniform Del:	22.9	0.0	21.8	0.0	0.0	0.0	29.8	10.6	10.6	22.7	4.3	4.3	
IncremntDel:	4.0	0.0	0.7	0.0	0.0	0.0	26.4	0.5	0.5	2,9	0.1	0.1	
Delay Adi:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delav/Veh:	26.8	0.0	22.5	0.0	0.0	0.0	56.1	11.1	11.1	25.6	4.4	4.4	
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	26.8	0.0	22.5	0.0	0.0	0,0	56.1	11.1	11.1	25.6	4.4	4.4	
HCM2kAvq:	4	0	2	0	0	0	0	7	7	4	4	4	
*******	****	* * * * * * *	******	*****	* * * * *	* * * * * * *	*****	* * * * *	******	*****	****	******	

MITIG8 - AM E	3kgnd-	⊦Pro B	O We	d Nov	17, 2	2004 15	:10:02	2			Page	1 - 1
		т.	evel 0	f Serv	vice (	lomputa	tion H	Repor	t			
0	2000 1	u ICM On	eratio	ns Met	thod	Future	Volur	ne Al	- ternati	ve)		
، ۲********	*****	******	*****	*****	*****	******	*****	****	*****	*****	*****	******
Intersection	#1303	3 Tmii	n/Rese	rvatio	n							
*****	#±00.	******	*****	*****	*****	******	*****	****	* * * * * * *	*****	*****	******
Cycle (sec):		120			(	Critica	l Vol.	/Cap	. (X):		0.72	22
Loss Time (se	ed):	12	(Y+R	- 4 5	sec) A	verage	Delay	/ (se	c/veh):		19.	. 7
Optimal Cvcle	a:	65	,		, 1	Level C	)f Serv	/ice:				В
***********	*****	*****	*****	*****	*****	*****	*****	****	*****	*****	*****	******
Approach:	Noi	rth Bo	und	Sou	ith Bo	ound	Εa	ast B	ound	We	est Bo	ound
Movement:	L -	- T	– R	L -	- T	– R	I	- T	- R	L -	- T	– R
				[							<b></b>	!
Control:	Pi	rotect	ed	Pi	oteci	ted	Pi	rotec	ted	Pi	rotect	ced
Rights:		Ovl			Inclu	ıde		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (	D 1	03	1 (	) 1	0 1	2 (	3	01	3 (	) 3	0 1
												[
Volume Module	e: >>	Count	Date:	9 Jur	1 2004	1 << 7:	15 - 8	3:15 .	AM			_
Base Vol:	140	11	660	2	5	7	23	618	120	1222	691	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:	140	11	660	2	5	7	23	618	120	1222	691	5
Added Vol:	8	0	823	0	0	0	0	0	3	1053	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	11	1483	2	5	7	23	618	123	2275	691	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:	148	11	1483	2	5	7	23	618	123	2275	691	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	11	1483	2	5	7	23	618	123	2275	691	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
Final Vol.:	148	11	1483	2	5	7	23	618	123	2275	691	5
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.73	0.93	0.98	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	1.00	1.00	3.00	1.00	1.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	1769	1862	4178	1769	1862	1583	3432	5083	1583	5147	5083	1583
Capacity Ana	lysis	Modul	e:									
Vol/Sat:	0.08	0.01	0.35	0.00	0.00	0.00	0.01	0.12	0.08	0.44	0.14	0.00
Crit Moves:	****				* * * *			* * * *		****		
Green Time:	13.9	12.0	85.5	2.3	0.4	0.4	4.4	20.2	20.2	73.4	89.2	89.2
Volume/Cap:	0.72	0.06	0.50	0.06	0.72	1.19	0.18	0.72	0.46	0.72	0.18	0.00
Uniform Del:	51.2	48.8	7.7	57.8	59.7	59.8	56.1	47.2	45.0	16.2	4.6	4.0
IncremntDel:	11.9	0.1	0.1	0.7	166	449.4	0.7	3.0	1.3	0.8	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.1	49.0	7.8	58.5	226	509.2	56.8	50.3	46.3	17.0	4.6	4.0
User DelAdi:	1.00	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	49.0	7.8	58.5	226	509.2	56.8	50.3	46.3	17.0	4.6	4.0
HCM2 kAvg:	7	0	8	0	1	1	1	9	5	21	3	0
****	****	* * * * * *	*****	****	****	******	*****	* * * * *	* * * * * * *	*****	*****	******

AM Bkgnd+Pro	BO		Th	u Nov	11, 2	2004 17	:42:55	5			Page 2	29-1 
												. <b></b>
		L	evel O	f Serv	rice (	Computa	tion F	Report	-			
2	2000 H	ІСМ Ор	eratio	ns Met	hod	(Future	Volun	ne Alt	ernati	ve)		
***********	*****	*****	* * * * * *	*****	****	* * * * * * *	*****	*****	******	*****	****	*****
Intersection	#1304	Blan	co/Res	ervati	on							
***********	*****	*****	*****	*****	****	* * * * * * *	* * * * * *	*****	******	*****		******
Cycle (sec):		90			(	Critical	l Vol.	./Cap	. (X) :		1.04	13
Loss Time (se	ec):	9	(Y+R	= 4 8	sec) i	Average	Delay	/ (sec	c/veh):		51	· 2
Optimal Cycle	<b>∃:</b>	180	مار باز بار بار مار مار	له ماه ماه ماه ماه ماه		Level 0: ******	t Serv	/1Ce: *****	******	*****	*****	L) ******
************	*****	(*****	*****	****** Cov			ਸ ਨ ਨ ਨ ਨ ਨ ਸਾਤ	ot Br	hand	We	est Bo	ound
Approach:	NOI	сцп во m	una B	T			T	- T	– R	Ъ -	- T	- R
Movement:	- Li -	- 1	- K		- <u> </u>							
Control	Sp]	lit Ph	ase I	l Spl	lit Pl	hase	י Pı	rotect	ed '	Pi	rotect	ced
Pights:	5P1	Inclu	de	~ 1~ ~	Iqno:	re		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	) 0	0 0	2 0	) ()	0 2	2 (	) 2	0 0	0 0	) 1	0 1
Volume Module	e: >>	Count	Date:	23 Se	ep 20	04 << 7	:15 -	8:15	AM			
Base Vol:	0	0	0	4	0	1450	970	310	0	0	463	14
Growth Adj:	1.00	1.00	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	4	0	1450	970	310	0	0	463	14
Added Vol:	0	0	0	0	0	820	613	153	0	0	214	0
PasserByVol:	0	0	0	0	0	0	1503	463	0	0	677	ں 14
Initial Fut:	0	0	1 00	4	1 00	2270	1 00	1 00	1 00	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.88	0 88	0.88	0.88
PHF Adj:	0.88	0.88	0.00	U.00 5	0.68	0.00	1799	526	0.00	0.00	769	16
PHF Volume:	0	0	0	0	0	Ő	0	0	õ	0	0	0
Reduct VOI:	0	0	0	5	0	õ	1799	526	0	0	769	16
Reduced VOI.	1 00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MIF Adi	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	5	0	0	1799	526	0	0	769	16
Saturation F	low Ma	dule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.88	0.90	0.93	1.00	1.00	0.98	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3432	0	3344	3432	3538	0	1	1862	1583
										[		
Capacity Ana	lysis	Modul	.e:	0.00	0 00	0 00		0 15	0 00	0 00	0 41	0.01
Vol/Sat:	0.00	0.00	0.00	****	0.00	0.00	****	0.10	0.00	0.00	****	0101
Crit Moves:	0.0	0 0	0 0	0 1	0 0	0 0	45 2	80.9	0.0	0.0	35.7	35.7
Green Time:	0.0	0.0	0.0	1 0.1	0.0	0.00	1.04	0.17	0.00	0.00	1.04	0.03
Volume/Cap:	0.00	0.00	0.00	44 9	0.0	0.0	22.4	0.5	0.0	0.0	27.2	16.6
Ingrount Del:	0.0	0.0	0.0	450.1	0.0	0.0	33.8	0.0	0.0	0.0	44.9	0.0
Delay Adi.	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay Muj. Delay/Veh·	0.0	0.0	0.0	495.0	0.0	0.0	56.2	0.6	0.0	0.0	72.0	16.6
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh:	0.0	0.0	0.0	495.0	0.0	0.0	56.2	0.6	0.0	0.0	72.0	16.6
HCM2kAva:	0	0	0	1	0	0	37	1	0	0	31	0
· · · · · · · · · · · · · · · · · · ·	*****	*****	*****	*****	****	******	****	****	******	* * * * *	****	******

AM Bkgnd+Pro	во		Thu	u Nov	11,	2004 17	:42:55	5		E	age 3	1-1
		 т		f Cort		Computat	F	enori	·			
~			ever 0.	ne Met	-hod	(Future	Volum	ne Alt	c Fernati	ve)		
· · · · · · · · · · · · · · · · · · ·	:000 r	1CM 02	******	*****	****	******	*****	****	*****	* ~ * * * * *	*****	*****
Tatorcostion	#1305	. nel	Monte/1	Reindo	llar							
THCELSECCTON	*****	******	******	*****	****	******	*****	****	******	*****	* * * * *	*****
Cycle (sec) ·		90	i			Critical	l Vol.	/Cap	. (X):		0.62	:5
Logg Time (se	()	ç	) (Y+R =	= 4 s	sec)	Average	Delay	, (se	c/veh):		15.	2
Optimal Cycle		42	( = - = -			Level 0:	f Serv	vice:				в
*****	****	*****	*****	*****	****	*****	*****	****	* * * * * * *	*****	* * * * *	*****
Approach:	Noi	cth Bo	ound	Soi	ith B	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	L ·	- Т	- R	г.	- T	~ R	ь -	·Т	- R	Ъ-	- T	- R
								· _ <b></b>			<b></b>	
Control:	Pi	rotect	.ed .	Pi	roted	ted	Spl	lit P	hase	Sp]	it Ph	lase
Rights:		Inclu	ıde		Incl	ude		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (	) 2	0 1	1 (	) 2	0 0	0 0	0	00	. 1 0	) 1!	00
	<b></b> -		· <b></b>									
Volume Module	e: >>	Count	Date:	3 Jur	1 200	4 << 7:	15 - 8	3:15 2	AM -		-	
Base Vol:	11	502	93	39	1049	0	0	0	0	421	0	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	T.00
Initial Bse:	11	502	93	39	1049	0	0	0	0	421	0	51
Added Vol:	0	116	12	2	186	i 0	0	0	0	14	0	0
CA Ext. Rea:	0	0	0	-6	0	0	0	0	0	0	0	-4
Initial Fut:	11	618	105	35	1235	0	0	0	0	435	0	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	12	687	117	39	1372	0	0	0	0	483	0	52
Reduct Vol:	0	0	0	0	C	0	0	0	0	0	0	0
Reduced Vol:	12	687	117	39	1372	0	0	0	0	483	0	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	687	117	39	1372	0	0	0	0	483	0	52
Saturation F	Low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	1769	3538	1583	1769	3538	8 0	0	0	0	3199	0	312
			· <b></b> ]									
Capacity Anal	lysis	Modu]	le:								_	
Vol/Sat:	0.01	0.19	0.07	0.02	0.39	0.00	0.00	0.00	0.00	0.15	0.00	0.17
Crit Moves:	* * * *				* * * *	-						****
Green Time:	1.0	51.1	51.1	5.8	55.9	0.0	0.0	0.0	0.0	24.1	0.0	24.1
Volume/Cap:	0.62	0.34	0.13	0.34	0.62	0.00	0.00	0.00	0.00	0.56	0.00	0.62
Uniform Del:	44.3	10.4	9.1	40.3	10.6	5 0.0	0.0	0.0	0.0	28.4	0.0	29.0
IncremntDel:	49.6	0.1	0.1	1.8	0.6	5 0.0	0.0	0.0	0.0	0.8	0.0	1.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	94.0	10.5	9.1	42.1	11.1	0.0	0.0	0.0	0.0	29.2	0.0	30.4
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.0	10.5	9.1	42.1	11.1	0.0	0.0	0.0	0.0	29.2	0.0	30.4
HCM2kAva:	1	5	2	1	12	0	0	0	0	7	0	8
******	* * * * *	* * * * * *	******	*****	* * * * *	******	*****	****	* * * * * * *	*****	*****	******

AM Bkgnd+Pro	во		Th:	u Nov	11,	2004 17	:42:55	<b>_</b>	<b>_</b>	Page	33-1
			evel 0	f Serv	 vice	Computat		leport			
2	000 H	ICM 4-	Way St	op Met	hod	(Future	Volum	ne Alt	ernati	ve)	
**********	****	****	*****	*****	****	* * * * * * * *	*****	****	*****	********	******
Intersection	#1306	Cali	fornia	/Reind	dolla	r					
*****	*****	****	* * * * * *	, * * * * * *	****	* * * * * * *	* * * * * *	*****	*****	* * * * * * * * * *	******
Cycle (sec):		100				Critical	l Vol.	/Cap.	(X):	0.6	521
Loss Time (se	c):	0	(Y+R	= 4 s	sec)	Average	Delay	/ (sec	:/veh):	13	3.7
Optimal Cvcle	:	0				Level O:	f Serv	vice:			В
****	*****	*****	*****	*****	****	******	* * * * * *	*****	* * * * * * *	*******	*****
Approach:	Nor	th Bo	und	Soi	ith B	ound	Ea	ist Bo	ound	West H	3ound
Movement:	ь -	· T	- R	Ŀ.	- T	- R	L -	- T	- R	L - T	- R
Control:	St	op Si	qn '	St	op S	ign	St	op Si	gn	Stop Stop	Jign
Rights:		Inclu	.de		Incl	ude		Inclu	ıde	Inc.	lude
Min. Green:	0	0	0	0	0	0	0	0	0	0 (	0 C
Lanes:	1 0	) ()	1 0	1 (	0 0	1 0	1 0	) ()	10	1 0 0	10
		<b></b>				<b>-</b>		• <b>-</b> -			
Volume Module	:: >>	Count	Date:	2 Jur	n 200	4 << 7:	15 - 8	3:15 A	ЧM		
Base Vol:	70	1	32	2	2	5	2	37	106	182 93	3 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	5 1.00
Initial Bse:	70	1	32	2	2	5	2	37	106	182 9:	3 2
Added Vol:	39	114	25	0	174	0	0	0	49	45	0
CA Ext. Rea:	-17	33	-16	9	116	23	9	-18	-25	-91 -40	6 23
Initial Fut:	92	148	41	11	292	28	11	19	130	136 4'	7 25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91 0.93	1 0.91
PHF Volume:	101	163	45	12	321	31	12	21	143	149 5:	2 27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 1	0 0
Reduced Vol:	101	163	45	12	321	31	12	21	143	149 53	2 27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
Final Vol.:	101	163	45	. 12	321	. 31	, 12	21	143	149 5.	2 21
Saturation F	low Mo	odule:								1 00 1 0	0 1 00
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	
Lanes:	1.00	0.78	0.22	1.00	0.91	0.09	1.00	0.13	0.87	170 0.0	0.35
Final Sat.:	505	437	121	514	517	' 50 ₁	457	68	466	4/0 33	9 100
	<b></b>										
Capacity Anal	lysis	Modul	le:				0 00	0 31	0 21	0 22 0 1	F 0 15
Vol/Sat:	0.20	0.37	0.37	0.02	0.62	0.62	0.03	0.31	****	U.34 U.1	5 0.15
Crit Moves:		****			****		10 0	17 4	1 1 <i>1</i>	12 0 10	2 10 2
Delay/Veh:	11.1	12.3	12.3	9.6	17.9	17.9	10.2	11.4	1 00	1 00 1 0	2 10,2 0 1 00
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00 I	100	1.00	11 4	13 0 10	2 10 2
AdjDel/Veh:	11.1	12.3	12.3	9.6	17.9	и 17.9 Ч	10.2 T	11,4 m	11.4 D	а д тэтотот	2 10,2 R
LOS by Move:	В	В	В	A			В	ط 117	D	ם נו רו	بر ۵
ApproachDel:		11.9			17.6	2		1 00		1 A	0
Delay Adj:		1.00			100	-		11.00		10	٥ ٥
ApprAdjDel:		11.9			1/.6	>		11.3 D		12. R	
LOS by Appr:		В		المعاد والمعاد والم	ل. دىدىدىت	ه بله بله بله بله بله بله بله	*****	D *****	* * * * * * *	···	*****
**********	*****	*****	******								

MITIG8 - AM I	Bkgnd	+Pro B	BO Fr	i Dec	10,	2004 10	5:31:1	5		Pa	ige 1-1
		1	Jevel C	i Ser	vice	Computa	ation	Repor	t.		
د م ر بالار بالد مالد بالد بالد بالد بالد مالد مالد بالد مالد	7000 5000	нсм ор	peratic	ns Me	thod	(Future	e volu	me Al	ternati	lve)	
Interrection	жалла Щара	· · · · · · · ·	· / T	****	****	*****	*****	*****	******	*******	******
111CELSECCTON	UCT#	******	·/⊥ແ]⊥∷		*****	بعلب مؤد مؤد مؤد مؤد مؤد	ماله مله مله مله مله م	*****	به مله مله مله مله مله	فم مله مله مله مله مله مله مله م	بالبر ولير بالبر ولير ولير ولير والد والد والد
Cycle (sec):		100	\ \			oritia.		////	/v/		054
Logg Time (sec):		100	, (ATD	- 1	eac)	LI I LICO Ny Arana	at vot	v /co	$(\Lambda):$	1	U54 66 0
Optimal Cycle	20/. 20	180	) (ITK	- +	BEC/ .	rveraye Level (	)f Ser	y (se vice:	c/ven/:		00.2 E
************	 *****	*****	, : * * * * * *	****	*****	******	*****	*****	******	******	*******
Approach:	No	rth Bo	มมาต์	So	uth B	ound	F	ast B	ound	West	Bound
Movement:	L	- т	- R	L	- Т	- R	Τ.	- т	- R	Ti -	T - R
Control:	Sp	lit Pł	ase	ά C	lit P	hase	ິ່ິວ	lit P	hase	Split	Phase
Rights:	T	Inclu	ıde	- 1-	Incl	uđe	- F	Incl	ude	In	clude
Min. Green:	0	0	0	0	0	0	0	0	0	0	0 0
Lanes:	0	0 0	0 0	1	0 0	0 0	0	0 0	0 0	2 0	0 0 0
Volume Module	∃: >>	Count	Date:	4 Ma	r 2004	4 << 7:	15 -	8:15	АМ		
Base Vol:	0	0	0	101	0	0	0	0	0	1032	0 0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00
Initial Bse:	0	0	0	101	0	0	0	0	0	1032	0 0
Added Vol:	0	0	0	603	0	0	0	0	0	594	0 0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0 0
Initial Fut:	0	0	0	704	0	0	0	0	0	1626	0 0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88 0.	88 0.88
PHF Volume:	0	0	0	800	0	0	0	0	0	1848	0 0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0 0
Reduced vol:	1 00	- 00	1 00	800	1 00	1 0 0	1 00	0	0	1848	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 AUJ:	1.00	1.00	1.00	1.00	1.00	T.00	1.00	1.00	1.00	1.00 1.	00 1.00
Fillai VOL.:	r	U	0	1 800	U	U	0	U	U	1848	0 0
Saturation F	OT M	odule.									
Sat/Lane.	1900	1900	1900	1900	1900	1900	1900	1900	1000		00 1900
Adjustment ·	1 00	1 00	1 00	1 93	1 00	1 00	1 00	1 00	1 00	1900 19	00 1 00
Lanes.	0 00	0 00	0.00	1 00	1.00	0.00	1.00	1.00	0.00	2 00 0	00 1.00
Final Sat	0.00	0.00	0.00	1769	0.00	0.00	0.00	0.00	0.00	3432	0 0.00
				1							
Capacity Anal	lvsis	Modul	e:	ł			I		I	4	I
Vol/Sat:	0.00	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.00	0.54 0.	00 0.00
Crit Moves:				****						****	
Green Time:	0.0	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	51.1 0	.0 0.0
Volume/Cap:	0.00	0.00	0.00	1.05	0.00	0.00	0.00	0.00	0.00	1.05 0.	00 0.00
Uniform Del:	0.0	0.0	0.0	28.5	0.0	0.0	0.0	0.0	0.0	24.5 0	.0 0.0
IncremntDel:	0.0	0.0	0.0	47.8	0.0	0.0	0.0	0.0	0.0	37.3 0	.0 0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00 0.	00 0.00
Delay/Veh:	0.0	0.0	0.0	76.3	0.0	0.0	0.0	0.0	0.0	61.8 0	.0 0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00
AdjDel/Veh:	0.0	0.0	0.0	76.3	0.0	0.0	0.0	0.0	0.0	61.8 0	.0 0.0
HCM2kAvg:	0	0	0	37	0	0	0	0	0	42	0 0
********	****	*****	*****	* * * * * *	*****	*****	*****	****	******	*******	*****

MITIG8 - AM H	Bkgnd-	+Pro B	30 Tu	e Dec	7, 20	004 11:	26:30			Page	1-1
		I	Level O	f Ser	vice (	Computa	tion I	Repor	t,		
	2000 1	HCM OF	peratio	ns Mei	thod	(Future	Volut	ne Al	ternatı	ve)	
*******	* * * * * *	*****	******	*****	*****	*****	****	****	*****	*****	******
Intersection	#130	9 Seco	ond/imj	1n *****		مهار مارد مارد مارد مارد مارد	*****	*****	******	******	******
	*****	100	`****** `	* * * * *		Tritian		10=2	(Y).	n 9	78
Loca Time (sec):		120	) (V+P	- 4 ·	aec) X	Juerade Merade	Delar	./Cap z (se	· (A/·	46	,0 .8
Optimal Cycle		180	)		JCC) I I	Sevel O	f Ser	vice:	u, vun, .		D
**************	~ • * * * * * *	*****	, ; * * * * * *	****	*****	******	*****	* * * * *	******	*****	******
Approach:	No	rth Bo	ound	Soi	ith Bo	ound	Ea	ast Bo	ound	West B	ound
Movement:	г	- т	- R	L	- T	- R	L ·	- T	- R	L - T	- R
											[
Control:	P	rotect	ed	P:	cotect	ed	P	rotec	ted	Protec	ted
Rights:		Ovl			Inclu	ıde		Ovl		Incl	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0 0	0
Lanes:	2 (	02	0 1	, 1 (	) 1	10	1 (	52	01	201	1 0
							[				
Volume Module	e: AM	•		1.0	0		<b>C</b> 0	500	100	10 1000	1
Base Vol:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00 1 00	1 00
Growin Auj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	568	120	10 1060	1.00
Added Vol·	556	70	440	76	52	86	115	394	782	861 412	102
PasserByVol:	0	,0	0 0	, 0	0	0	0	0	0	0 0	0
Initial Fut:	571	70	462	86	52	91	175	962	902	871 1472	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:	571	70	462	86	52	91	175	962	902	871 1472	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0
Reduced Vol:	571	70	462	86	52	91	175	962	902	871 1472	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Final Vol.:	571	70	462	86	52	91	175	962	902	871 1472	103
									!		
Saturation F.	LOW MO	aute:	1000	1000	1000	1000	1000	1 0 0 0	1000	1900 1900	1000
Sat/Lane:	1900	1900	0 85	1900	0 84	0 84	1900	1 900	0 83	0 90 0 92	0 92
Laneg.	2 00	2 00	1 00	1 00	1 00	1 00	1.00	2.00	1.00	2.00 1.87	0.13
Final Sat.	3502	3610	1615	1769	1601	1601	1769	3538	1583	3432 3273	229
Capacity Ana	lysis	Modu.	le: '				,		,	•	•
Vol/Sat:	0.16	0.02	0.29	0.05	0.03	0.06	0.10	0.27	0.57	0.25 0.45	0.45
Crit Moves:	* * * *					* * * *			****	* * * *	
Green Time:	20.0	10.8	41.9	16.2	7.0	7.0	14.6	49.9	69.9	31.1 66.4	66.4
Volume/Cap:	0.98	0.22	0.82	0.36	0.56	0.98	0.81	0.65	0.98	0.98 0.81	0.81
Uniform Del:	49.8	50.7	35.6	47.2	55.0	56.4	51.4	28.1	24.3	44.1 21.7	21.7
IncremntDel:	31.7	0.3	9.3	0.9	2.8	67.7	20.4	1.1	24.4	24.9 2.7	2.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Delay/Veh:	81.5	51.0	44.9	48.1	57.8	124.1	/1.8	29.2	48.7	1 00 1 00	24.5 1 00
User DeIAd]:	1.00	1.UU	1.UU	1.00 10 1	1.00	10/ 1	1.00 71 0	200	1.00 10 7	I.00 I.00	21 5
AUJDEL/VEN:	01.5 14	51.U 1	44.7 18	40.1 7	ວ7.0 ໂ	147.1 6	7±.0 q	دی. ۱۳	-10./	22 25	25
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Level Of Service Computation Report           2000 HCM Operations Method (Future Volume Alternative)           Thtersection flalo California/Imjin           Cycle (sec): 60         Critical Vol./Cap. (X): 1.509           Cycle (sec): 60         Critical Vol./Cap. (X): 1.509           Cycle (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 174.1           Optimal Cycle: 180         Even 20 Service: F           Thermitted         Permitted         Protected         Protected           Porticited         Permitted         Protected         Protected           Control:         Permitted         Protected         Protected         Protected           Minue Module: >> Count Date: 11 Mar 2004 << 7:00 - 8:00 AM														
2000 HCM Operations Method (Puture Volume Alternative)           Intersection #1310 California/mjin           Tresson           Colspan="2">California/mjin           Critical Vol./Cap. (X): 1.509           Loss Time (sec): 9 (YrR = 4 sec) Average Delay (sec/veh): 174.1           Optimal Cycle: 180           Approach: Morth Bound         South Bound         Hast Bound         West Bound           Approach: Morth Bound         South Bound         Hast Bound         West Bound           Approach: Morth Bound         South Bound         Hast Bound         West Bound           Approach: Morth Bound         Derivice: Tresson           Permitted         Protected         Protected           Morth Bound         100         0         0         0         0         0           Control:         Permitted         Protected         Protected           Morth Bound         2         0         0         0         0 <th cols<="" td=""><td></td><td></td><td> T.4</td><td> avel Of</td><td></td><td>ice Co</td><td>mputat</td><td>tion Re</td><td>eport</td><td></td><td></td><td></td><td></td></th>	<td></td> <td></td> <td> T.4</td> <td> avel Of</td> <td></td> <td>ice Co</td> <td>mputat</td> <td>tion Re</td> <td>eport</td> <td></td> <td></td> <td></td> <td></td>			 T.4	 avel Of		ice Co	mputat	tion Re	eport				
Thtersection #1310 California/Imjin         Cycle (sec):       60       Critical Vol./Cap. (X):       1.509         Loss Time (sec):       9 (Y+R = 4 sec) Average Delay (sec/veh):       174.1         Optimal Cycle:       180       Level Of Service:       F         Approach:       North Bound       South Bound       East Bound       Weet Bound         Movement:       L - T - R       L - T - R       L - T - R       Protected         Control:       Permitted       Protected       Include       Include         Kin. Green:       0       0       0       0       0       0       0         Control:       Permitted       Include       Include       Include       Include         Kin. Green:       0       0       1       0       1       0       1       0       1       0         Added Vol:       2       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       1       0       1       0       1       0       1       0       1       0       1	21	000 H	CM Ope	eration	ns Met	nod (I	Future	Volum	e Alt	ernativ	re)			
Thtersoction #1310 California/Imjin       Critical Vol./Cap. (X):       1.509         Loss Time (sec):       9 (Y+R = 4 sec) Average Delay (sec/veh):       174.1         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       D - T - R         Control:       Permitted       Permitted       Protected       Protected         Rights:       Include       Include       Include       Include         Corrotl:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0       0 0 0 0 0 0 0 0 0 0       0 0 0 0 0 0 0 0 0 0 0 0         Lanes:       1 0 0 1 0 1 0 1 0 0 1 0 1 0 1 0 1 0 1 0	*********	****	*****	******	****	*****	******	*****	* * * * *	******	*****	* * * * * *	****	
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Adds         Time Cycle:         180         Level Of Service:         F           Approach:         North Bound         South Bound         East Bound         West Bound           Movement:         L         T         R         L         T         R           Control:         Permitted         Protected         Protected         Include         Include           Rights:         Include         Include         Include         Include         Include           Control:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	Logg Time (sec):	c) •	9	(Y+R =	- 4 s	ec) Ar	verage	Delay	(sec	/veh):		174.	1	
Approach:         North Bound         South Bound         East Bound         West Bound           Approach:         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         L         T         R         L         L         T         R         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L	Dostimal Cycle	•	180	<b>,                                    </b>		L	evel Of	f Serv	ice:				F	
Approach: Movement:North BoundSouth BoundEast BoundWest Bound Movement:West Bound TNorth BoundSouth BoundEast BoundWest Bound Movement:Control:PermittedProtectedProtectedProtectedIncludeIncludeIncludeRights:IncludeIncludeIncludeIncludeIncludeIncludeIncludeWin. Green:00000000000Outme Module:>Count Date:11 Mar 2004 <	Opermar cycre	。 *****	*****	*****	*****	****	* * * * * * *	* * * * * *	* * * * *	*****	*****	* * * * *	* * * * * *	
Approach       Indication       Indication <thindication< th=""> <thindication< th=""></thindication<></thindication<>	Annanah.	Nor	th Bo	und	Sou	th Bo	und	Ea	st Bo	und	We	st Bo	und	
November 1         Dermitted         Permitted         Protected         Protected           Rights:         Include         Include         Include         Include         Include           Nin. Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td>Approach:</td><td>T</td><td>T</td><td>- R</td><td>Ц -</td><td>Т</td><td>- R</td><td>Lı –</td><td>Т</td><td>- R</td><td>L –</td><td>т</td><td>- R</td></t<>	Approach:	T	T	- R	Ц -	Т	- R	Lı –	Т	- R	L –	т	- R	
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Hights:       Hight:       Hights:       Hights:	Control:	1	Thelu	de		Inclu	de		Inclu	lde		Inclu	de	
Milling       Organization       Organization       Organization       Organization       Organization       Organization       Organization       Organization         Volume Module:       >>       Count Date:       11       Mar 2004 (       7:00 -       8:00       AM         Base Vol:       0       10       4       24       82       159       20       502       5       13       909       10         Growth Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Rights:	Ο	0	0	0	0	0	0	0	0	0	0	0	
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Volume Module: >> Count Date:       11 Mar 2004 <	Lalles:						]							
Olime Moline	Volumo Module		Count	Date:	'11 Ma	r 200	4 << 7	:00 -	8:00	MA				
Base Vol.       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Page Vol:	0	10	4	24	82	159	20	502	5	13	909	10	
Offording       All       24       82       159       20       502       5       13       909       10         Added Vol:       42       61       100       20       91       260       118       634       59       118       1122       3         PasserByVol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       <	Base Vol.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Added Vol:       42       61       100       20       91       260       118       634       59       118       1122       3         PasserByVol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 </td <td>Growen Adj.</td> <td>1.00</td> <td>10</td> <td>4</td> <td>24</td> <td>82</td> <td>159</td> <td>20</td> <td>502</td> <td>5</td> <td>13</td> <td>909</td> <td>10</td>	Growen Adj.	1.00	10	4	24	82	159	20	502	5	13	909	10	
Addied Vol.       D       D       D       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O <td< td=""><td>Inflat Dae.</td><td>42</td><td>61</td><td>100</td><td>20</td><td>91</td><td>260</td><td>118</td><td>634</td><td>59</td><td>118</td><td>1122</td><td>3</td></td<>	Inflat Dae.	42	61	100	20	91	260	118	634	59	118	1122	3	
Parson Dyton.       1       104       44       173       419       138       1136       64       131       2031       13         User Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Added VOI:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial real       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79 <td>rasserbyvor:</td> <td>42</td> <td>71</td> <td>104</td> <td>44</td> <td>173</td> <td>419</td> <td>138</td> <td>1136</td> <td>64</td> <td>131</td> <td>2031</td> <td>13</td>	rasserbyvor:	42	71	104	44	173	419	138	1136	64	131	2031	13	
Digit Adj:       1.079       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79       0.79 <td>HILLAI Fuc.</td> <td>1 00</td> <td>1 00</td> <td>1.00</td>	HILLAI Fuc.	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj.       0.10       0.11       0.12       56       219       530       175       1438       81       166       2571       16         PHF Volume:       53       90       132       56       219       530       175       1438       81       166       2571       16         Reduced Vol:       53       90       132       56       219       530       175       1438       81       166       2571       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	USEL AUJ:	1.00 0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	
Prime       Volume       Do       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O <th< td=""><td>PHF AUJ.</td><td>53</td><td>90</td><td>132</td><td>56</td><td>219</td><td>530</td><td>175</td><td>1438</td><td>81</td><td>166</td><td>2571</td><td>16</td></th<>	PHF AUJ.	53	90	132	56	219	530	175	1438	81	166	2571	16	
Reduced Vol:       53       90       132       56       219       530       175       1438       81       166       2571       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td< td=""><td>Prir Volume:</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></td<>	Prir Volume:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced vol.       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>Reduct VOL:</td> <td>ں 5 ک</td> <td>90</td> <td>132</td> <td>56</td> <td>219</td> <td>530</td> <td>175</td> <td>1438</td> <td>81</td> <td>166</td> <td>2571</td> <td>16</td>	Reduct VOL:	ں 5 ک	90	132	56	219	530	175	1438	81	166	2571	16	
MLF Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Reduced VOI.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Mir Adj.       1:00 1:01 1:01 1:01 1:01 1:01 1:01 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1	MIE Adj.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Saturation Flow Module:         100 0.41         0.59         Lanes:         1.00 0.41         0.59         1.00 0.41         0.59         1.00 0.41         0.59         1.00 0.41         0.59         1.00 0.41         0.59         1.00 0.41         0.59         1.00 0.41         0.59         1.00 0.41         0.59         1.00 0.41         0.59         1.00 0.41         0.59         1.00 0.41         0.59         1.00 0.41         0.59         1.11         1.00         1.00         1.01         1.01         1.02         1.03         1.11         1.11         1.11         1.11         1.11         1.11	Rinal Vol		90	132	56	219	530	175	1438	81	166	2571	16,	
Saturation Flow Module:       1900 1900 1900 1900 1900 1900 1900 1900	Pinal VOI.													
Sat/Lane:       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       100       100	Sofuration F	low Ma	odule:	;	1									
Adjustment:       0.21       0.88       0.88       0.49       0.85       0.91       0.91       0.91       0.95       0.95       0.95         Lanes:       1.00       0.41       0.59       1.00       0.29       0.71       1.00       1.89       0.11       1.00       1.99       0.01         Final Sat.:       400       681       998       936       472       1143       1734       3256       183       1804       3582       23	Cot /Lane.	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lanes:       1.00 0.41 0.59       1.00 0.29 0.71       1.00 1.89 0.11       1.00 1.99 0.01         Final Sat.:       400 681 998 936 472 1143 1734 3256 183 1804 3582 23	adjustment.	0.21	0.88	0.88	0.49	0.85	0.85	0.91	0.91	0.91	0.95	0.95	0.95	
Handes.       400       681       998       936       472       1143       1734       3256       183       1804       3582       23         Capacity Analysis Module:	Aujustmene.	1.00	0.41	0.59	1.00	0.29	0.71	1.00	1.89	0.11	1.00	1.99	0.01	
Capacity Analysis Module: Vol/Sat: 0.13 0.13 0.13 0.06 0.46 0.46 0.10 0.44 0.44 0.09 0.72 0.72 Crit Moves: Green Time: 18.5 18.5 18.5 18.5 18.5 18.5 18.5 4.0 26.9 26.9 5.6 28.5 28.5 Volume/Cap: 0.43 0.43 0.43 0.19 1.51 1.51 1.51 0.98 0.98 0.98 1.51 1.51 Uniform Del: 16.6 16.6 16.6 15.3 20.8 20.8 28.0 16.3 16.3 27.2 15.7 15.7 IncremntDel: 2.4 0.6 0.6 0.3 239 239.3 268.4 19.0 19.0 64.3 232 232.1 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Einel Cat ·	400	681	998	936	472	1143	1734	3256	183	1804	3582	23	
Capacity Analysis Module:       0.13 0.13 0.13 0.13 0.06 0.46 0.46 0.46 0.10 0.44 0.44 0.09 0.72 0.72         Vol/Sat:       0.13 0.13 0.13 0.13 0.06 0.46 0.46 0.46 0.10 0.44 0.44 0.09 0.72 0.72         Crit Moves:       ****         Green Time:       18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5	Fillar Dac													
Vol/Sat:       0.13       0.13       0.13       0.06       0.46       0.10       0.44       0.09       0.72       0.72         Crit Moves:       ****       ****       ****       ****       ****       ****         Green Time:       18.5       18.5       18.5       18.5       18.5       18.5       18.5       26.9       5.6       28.5       28.5         Volume/Cap:       0.43       0.43       0.19       1.51       1.51       0.98       0.98       0.98       1.51       1.51         Uniform Del:       16.6       16.6       16.6       15.3       20.8       28.0       16.3       16.3       27.2       15.7       15.7         IncremntDel:       2.4       0.6       0.6       0.3       239       239.3       268.4       19.0       19.0       64.3       232       232.1         Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <t< td=""><td>Canadity Ana</td><td>ı lvsis</td><td>Modu</td><td>le:</td><td>I</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	Canadity Ana	ı lvsis	Modu	le:	I									
VOI/Suc:       ****       ****       ****         Crit Moves:       ****       ****       ****         Green Time:       18.5       18.5       18.5       18.5       18.5       18.5       26.9       5.6       28.5       28.5         Volume/Cap:       0.43       0.43       0.43       0.19       1.51       1.51       0.98       0.98       0.98       1.51       1.51         Uniform Del:       16.6       16.6       15.3       20.8       20.8       28.0       16.3       16.3       27.2       15.7       15.7         IncremntDel:       2.4       0.6       0.6       0.3       239       239.3       268.4       19.0       19.0       64.3       232       232.1         Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <t< td=""><td>Vol/Sat:</td><td>0.13</td><td>0.13</td><td>0.13</td><td>0.06</td><td>0.46</td><td>0.46</td><td>0.10</td><td>0.44</td><td>0.44</td><td>0.09</td><td>0.72</td><td>0.72</td></t<>	Vol/Sat:	0.13	0.13	0.13	0.06	0.46	0.46	0.10	0.44	0.44	0.09	0.72	0.72	
Green Time:       18.5       18.5       18.5       18.5       18.5       18.5       18.5       26.9       26.9       5.6       28.5       28.5         Volume/Cap:       0.43       0.43       0.43       0.19       1.51       1.51       1.51       0.98       0.98       0.98       1.51       1.51         Uniform Del:       16.6       16.6       16.6       15.3       20.8       20.8       28.0       16.3       16.3       27.2       15.7       15.7         IncremntDel:       2.4       0.6       0.6       0.3       239       239.3       268.4       19.0       19.0       64.3       232       232.1         Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>Crit Moves:</td> <td>0.10</td> <td></td> <td></td> <td></td> <td>* * * *</td> <td></td> <td>****</td> <td></td> <td></td> <td></td> <td>****</td> <td></td>	Crit Moves:	0.10				* * * *		****				****		
Volume/Cap:       0.43       0.43       0.19       1.51       1.51       1.51       0.98       0.98       0.98       1.51       1.51         Uniform Del:       16.6       16.6       16.6       15.3       20.8       20.8       28.0       16.3       16.3       27.2       15.7       15.7         IncremntDel:       2.4       0.6       0.6       0.3       239       239.3       268.4       19.0       19.0       64.3       232       232.1         Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Creen Time:	18.5	18.5	18.5	18.5	18.5	18.5	4.0	26.9	26.9	5.6	28.5	28.5	
Uniform Del:       16.6       16.6       15.3       20.8       28.0       16.3       16.3       27.2       15.7       15.7         IncremntDel:       2.4       0.6       0.6       0.3       239       239.3       268.4       19.0       19.0       64.3       232       232.1         Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <t< td=""><td>Volume/Cap:</td><td>0,43</td><td>0.43</td><td>0.43</td><td>0.19</td><td>1.51</td><td>1.51</td><td>1.51</td><td>0.98</td><td>0.98</td><td>0.98</td><td>1.51</td><td>1.51</td></t<>	Volume/Cap:	0,43	0.43	0.43	0.19	1.51	1.51	1.51	0.98	0.98	0.98	1.51	1.51	
IncremntDel:       2.4       0.6       0.3       239       239.3       268.4       19.0       19.0       64.3       232       232.1         Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Uniform Del.	16 6	16.6	16.6	15.3	20.8	20.8	28.0	16.3	16.3	27.2	15.7	15.7	
Interconnector       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00<	IncremntDel.	2.4	0.6	0.6	0.3	239	239.3	268.4	19.0	19.0	64.3	232	232.1	
Delay/Veh:       19.0       17.1       15.6       260       260.1       296.4       35.3       35.3       91.4       248       247.8         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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 </td <td>Delay Adi.</td> <td>1,00</td> <td>1,00</td> <td>1.00</td>	Delay Adi.	1,00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay, ven.       100 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Delay Auj: Delay /Veb.	19 0	17.1	17.1	15.6	260	260.1	296.4	35.3	35.3	91.4	248	247.8	
Oser Derkaj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Deray/ven:	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Ndipal/Veb.	19 0	17 1	17.1	15.6	260	260.1	296.4	35.3	35.3	91.4	248	247.8	
<u>numanavy</u> . <u> </u>	AUJDEL/VEN:	1 J. U	4	4	2	47	47	13	22	21	7	79	100	
**********************	101125AVG·	*****	- *****	* * * * * *	* * * * * *	****	*****	*****	****	*****	*****	*****	******	

MITIG8 - AM H	3kgnd-	+Pro E	80 Tu	e Dec	7, 2	004 12:	12:18				Page	1-1
		I	evel 0	f Ser	vice	Computa	tion )	Repor	t .			
2	2000 I	HCM Op	eratio	ns Met	thod	(Future	Volu	ne Al	ternati	ve)		
**********	*****	* * * * * *	*****	*****	*****	******	*****	* * * * *	******	*****	****	*****
Intersection	#131:	l Imji	.n_Rd/I	mjin_] *****	Pkwy-:	[mjin_R	d *****	*****	*****	*****	****	******
Cycle (sec) ·		60				ritica		/Can	(X) ·		0.84	57
Logg Time (ge	- 10	00	(V⊥R	- 4	aec)	Average	Delar	v (se	c/veh)·		16	. 1
Optimal Cycle		50			. ,000	Level O	f Ser	vice	0/ / 011/ 1		20	B
**************************************	~• *****	~~ * * * * * *	*****	*****	*****	******	*****	*****	*****	*****	****	~ ******
Approach:	No	rth Bo	und	Soi	ith B	ound	Ea	ast B	ound	We	est Bo	ound
Movement:	L ·	- T	- R	L ·	- T	- R	L	- T	- R	L -	т	- R
Control:	P:	rotect	ed	' Pi	rotec	zed	P	rotec	, ted	Pr	otect	ed
Rights:		Inclu	ıde		Incl	ıde		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 (	0 0	0 1	0 (	0 0	0 0	0 0	) 1	1 0	2 0	) 2	0 0
Volume Module	e: >>	Count	Date:	10 Ma	ar 20	04 << 7	:15 -	8:15	AM			
Base Vol:	7	0	112	0	0	0	0	470	53	567	837	0
Growth Adj:	1.00	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	112	0	0	0	0	470	53	567	837	0
Added Vol:	28	0	24	0	0	0	0	699	39	48	1128	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	136	0	0	0	0	1169	92	615	1965	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	40	0	155	0	0	0	0	1328	105	699	2233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	155	0	0	0	0	1328	105	699	2233	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	0	155	0	0	0	0	1328	105	699	2233	0
Saturation Fl	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.92	0.92	0.90	0.93	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.85	0.15	2.00	2.00	0.00
Final Sat :	3432	0	1583	. 0	0	0	0	3244	255	3432	3538	0
Capacity Anal	Lysis	Modul	e:									
Vol/Sat:	0.01	0.00	0.10	0.00	0.00	0.00	0.00	0.41	0.41	0.20	0.63	0.00
Crit Moves:			****				****	~ ~ ~			****	
Green Time:	6.8	0.0	6.8	0.0	0.0	0.0	0.0	29.5	29.5	14.7	44.2	0.0
Volume/Cap:	0.10	0.00	0.86	0.00	0.00	0.00	0.00	0.83	0.83	0.83	0.86	0.00
Uniform Del:	23.8	0.0	26.1	0.0	0.0	0.0	0.0	13.1	13.1	21.5	5.7	0.0
IncremntDel:	0.1	0.0	31.2	0.0	0.0	0.0	0.0	3.6	3.6	7.2	3.1	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	23.9	0.0	57.3	0.0	0.0	0.0	0.0	16.8	16.8	28.7	8.7	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:	23.9	0.0	57.3	0.0	0.0	0.0	0.0	16.8	16.8	28.7	8.7	0.0
HCM2kAvg:	0	0	6	0	0	0	0	14	14	9	18	0
************	****	*****	*****	*****	****	******	*****	*****	******	*****	~ ~ ~ ~ ~ ~ ~	

MITIG8 - AM E	kgnd+	Pro E	80 Tu	e Dec	7, 2	004 13:	:51:02				Page	1-1
							•					
		I	Jevel O	f Serv	vice	Computa	ation H	leport	t			
2	2000 H	ICM OF	peratio	ns Met	thod	(Future	e Volur	ne Ali	ternati	ve)		
******	*****	*****	*****	*****	****	******	******	*****	******	*****	*****	*****
Intersection	#1312	Abra	ums/Imj	in		r				ام مام مام مام ما		مله مله عله عله عله عله ع
**********	*****	*****	*****	*****	****	******	· · · · · · · · · · · · · · · · · · ·	(0	(V).	*****		~ ~ ~ ~ ~ ~ ~ ~ ~
Cycle (sec):	- 1	60	) / 17. m	4 -		Critica	a⊥ vo⊥. Dolo:	./Cap	(A):		0.93	72 0
Loss Time (se	ec):	1 2 5	) (Y+R	= 4 5	sec).	Average Lougl (	e Deray	rigo.	c/ven);		64	. o C
Uptimal Cycle	*****	::::::::::::::::::::::::::::::::::::::	) :*****	*****	****	*******	)L 38LV	/ _ U <del>C</del> : k * * * *	******	*****	*****	******
Approach	Nor	-th Bo	มมกส์	SOL	ith B	ound	Ea	ast Bo	ound	Ŵe	est Bo	ound
Movement ·	T	. T	- R	I	- т	- R	L -	- т	- R	L -	- T	- R
							_ 					
Control:	F	Permit	ted	' I	Permi	tted	.' ני	roteci	ted '	Pi	cotect	
Rights:		Inclu	ıde		Incl	ude		Incl	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	. 0	0 1	0 3	L O	0 1	1 (	) 2	01	1 (	) 2	0 1
Volume Module	e: Mar	ch 20	)03 - A	М								
Base Vol:	63	13	159	43	16	137	20	558	4	114	1204	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:	63	13	159	43	16	137	20	558	4	114	1204	39
Added Vol:	49	6	10	58	19	32	16	793	31	3	1068	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	19	169	101	35	169	36	1351	35	1 00	2272	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:	100	0.89	100	112	0.09	100	0.09	1610	20.0	121	0.09	9.09
PHF VOLUME:	126	21	T 90	113	ود م	190	40	U TOTO	0	101	2000	00
Reduct Vol:	196	21	190	113	20	190	40	1518	29	נגר	2553	80
PCF Adi	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLE Adi	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	126	21	190	113	39	190	40	1518	39	131	2553	80
											· - <b></b> .	
Saturation Fl	ow Mo	dule:	r	ł					,	,		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.47	0.47	0.85	0.52	0.52	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	0.85	0.15	1.00	0.74	0.26	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	770	131	1615	727	252	1615	1805	3610	1615	1805	3610	1615
Capacity Anal	ysis	Modu]	.e:									
Vol/Sat:	0.16	0.16	0.12	0.16	0.16	0.12	0.02	0.42	0.02	0.07	0.71	0.05
Crit Moves:		* * * *					****			<b>,</b>	****	40.0
Green Time:	9.9	9.9	9.9	9.9	9.9	9.9	1.4	37.6	37.6	6.5	42.8	42.8
Volume/Cap:	0.99	0.99	0.71	0.95	0.95	0.71	0.99	0.67	0.04	0.67	0.99	0.07
Uniform Del:	25.0	25.0	23.1	24.8	24.8	23.7	127 0	7.4	4.5	40.7	15 0	2.0
IncremntDel:	1 00	1 00	1 00	33.4 1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Delay Auj:	1.00 96 /	96 A	30 E	80 2	80 2	30 F	167 1	8 0	4 3	34 4	24 4	2.6
Deray/Ven:	J 0.4	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh.	96.4	96.4	32.6	80.2	80.2	32.6	167.1	8.0	4.3	34.4	24.4	2.6
HCM2kAvg:	11	11	5	10	10	5	3	10	0	4	33	0
*******	 *****	 *****	- ******	*****	 *****	******	- *****	****	******	*****	*****	*****

AM Bkqnd+Pro	во		Thu	ı Nov	11,	2004 17:	4 <b>2:</b> 55			Ρ	age 4	7-1
				 Serv	ice	Computat	ion R	eport				
n	000 U	יריאד ∩יר	eration	ng Met	hod	(Future	Volum	e Alt	ernati	ve)		
یس مهر خود مور باید مور باید باید باید باید باید باید باید .	~~***		******	*****	****	*******	****	****	*****	*****	* * * * *	*****
****	цтото 1	Code	nd/Right	-+h								
intersection	+++>+>	*****	*******	*****	****	******	*****	****	*****	*****	****	*****
*******		с п				Critical	Vol.	/Cap.	(X):		0.54	7
Cycle (sec):	- )	60	/ / <u>//</u>	- 4 5		Average	Delav	(sec	(veh):		8.	6
Loss l'ime (se	C):		, (1+K -	- + c		Level Of	- Serv	rice:	, . <u>-</u> , ·			A
Optimal Cycle	1 <b>1</b>	ت ک د بد بد بد .	) 	******	****	*******	- 00-v	****	*****	*****	****	* * * * * *
*******	*****			с С	.+h D	ound	Ea	ist Bo	ound	We	st Bo	und
Approach:	Nor	сп вс	nuna	- 500	ເບມ ລ ກາ	Duna	T	. т	_ R	T	Т	- R
Movement:	ட -	· .T.	- R	- LL -	, T	- K						
							Spl	it Dh	IASE	ו Spl	it Ph	ase
Control:	Pr	otect	ed.	Pr	Julec	ude	shī	.IL F1 Tnalı	ide	001	Inclu	de
Rights:		Inclu	ıde	~	TUCT	ude	^	THOTO	.ue 0	٥		0
Min. Green:	0	0	0	- 0	 	0		$\sim 0$	0 0	л ^о л	۰	0 2
Lanes:	0 0	) 1	10,	L C	2			, ,		· · · · · · · · · · · · · · · · · · ·		1
					·					1		I
Volume Module	e: AM					-		0	0	2	0	20
Base Vol:	0	19	2	40	119	0	0	1 00	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	19	2	40	119	0	0	0	0	- 0 -	. 0	20
Added Vol:	0	702	111	77	1109	) 0	0	0	0	123	0	59
PasserByVol:	0	0	0	0	C	0	0	0	0	0	0	0
Initial Fut:	0	721	113	117	1228	0	0	0	0	125	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	819	128	133	1395	5 0	0	0	0	142	0	90
Reduct Vol:	0	0	0	0	C	) 0	0	0	0	0	0	0
Reduced Vol:	0	819	128	133	1395	5 0	0	0	0	142	0	90
PCE Adi:	1.00	1.00	1.00	1.00	1.00	) 1.00	1.00	1.00	1.00	1.00	1.00	1.00
MIF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Rinal Vol ·	0	819	128	133	1395	5 0	0	0	0	142	0	90
Coturation F	low Mo	odule	:									
Saturation P.	1900	1900	1900	1900	1900	) 1900	1900	1900	1900	1900	1900	1900
Bat/ Dane:	1 00	0 93	0.93	0.95	0.95	5 1.00	1.00	1.00	1.00	0.95	1.00	0.75
Adjustment:	1.00	1 73	0.27	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Lanes:	0.00	2058	479	1805	3610	) 0	0	0	0	1805	0	2842
Final Sat.:	U											
	 	Modu	ا ام•	l		I	1					
Capacity Ana.	TARTR	nouu n ar	1C. 0 27	0 07	0 30	9 0 00	0.00	0.00	0.00	0.08	0.00	0.03
Vol/Sat:	0.00	0.27	0.27	0.07	***:	*				* * * *		
Crit Moves:	****		<u> </u>	0 1	4.7	1 0 0	0 0	0 0	0.0	8.6	0.0	8.6
Green Time:	0.0	33.2	33.2	9.1 0.40	44.0	= 0.00	0.0	0 00	0 00	0.55	0.00	0.22
Volume/Cap:	0.00	0.48	0.48	0.48	0.5:		0.00	0.00	0.00	23 9	0.0	22.7
Uniform Del:	0.0	8.2	8.2	د.د∠	4.		0.0	0.0	0.0	22.2	0.0	0.3
IncremntDel:	0.0	0.2	0.2	1.3		5 0.0	0.0	0.0	0.0	1 00	0 00	1.00
Delay Adj:	0.00	1.00	1.00	1.00	1.0	0.00	0.00	0.00	0.00	26.00	0.00	22 0
Delay/Veh:	0.0	8.3	8.3	24.6	4.	5 0.0	0.0	1 0.0	1 0.0	20.3	0.0	1 00
User DelAdj:	1.00	1.00	1.00	1.00	1.0	0 1.00	1.00	T.00	1.00	1.00	1.00	22 0
AdjDel/Veh:	0.0	8.3	8.3	24.6	4.	5 0.0	0.0	0.0	0.0	∠o.3	0.0	40.V 1
HCM2kAvg:	0	6	6	3	7	0	0	0	0	ئ. مەربە مەربەر	U U	1. 
*********	* * * * *	* * * * *	******	****	* * * *	* * * * * * * *	****	****	******	* * * * * *	~ ^ ^ <del>*</del> *	

AM Bkgnd+Pro	BO		Thu	1 Nov	11, 20	004 17 	:42:55	<b>_</b>		E	age 4	9-1
	<b></b>	<b>-</b>	evel Of	E Serv	vice Co	 omputa	tion R	eport	_ <b></b>	- <b></b>		<b> _</b>
	FHWA	Rour	Idabout	Metho	od (Fut	ture V	olume	Alter	native	)	at a start start	مام مام مام مام روي .
*********	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	****
Intersection	#1314	Four	th/Eigh	nth	r to do do do do	مام ماہ ماہ ماہ ماہ	ما ما ما ما ما		*****	*****	*****	*****
**********	*****	*****	******	*****	*****	*****	*****	T ~	770] Of	Corri		Δ
Average Delay	/ (Sec .****	;/veh) (****	:	7.U *****	*****	*****	*****	н *****	*****	*****	· * * * * *	*****
Approach:	Nor	th Bo	ound	Soi	ith Bo	und	Ea	ist Bo	und	We	est Bo	und
Movement:	ь -	- T	- R	ь -	- T	- R	L -	- T	- R	L -	- Т	- R
								<b></b>				
Control:	Yi€	eld Si	gn	Yie	eld Sig	gn	Yie	eld Si	gn	Yie	eld Si	gn
Lanes:		1			1			1			l	1
			· <b></b>					• <b>-</b>				
Volume Module	e: >>	Count	: Date:	9 Mai	c 2004	<< 7:	15 - 8	3:15 A	M		0	~
Base Vol:	0	26	122	2	71	0	0	0	0	419	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	26	122	2	71	0	0	0	0	419	0	0 7 1
Added Vol:	0	11	97	61	3	0	0	0	0	/6	0	/1
PasserByVol:	0	0	0	0	0	0	0	U	0	405	0	77
Initial Fut:	0	37	219	63	74	0	1 00	0 7 0	1 00	495		1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 0.75	0.75
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	103
PHF Volume:	0	49	292	84	99	0	0	0	0	000	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	660	0	103
Reduced Vol:	0	49	292	- 84	1 0 0	1 00	1 00	1 00	1 00	1 00	1 00	1 00 r
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1 00	1 00	1 00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	560	1.00	103
Final Vol.:	0	49	292	84	99		1		l			
							1		I	l		1
PCE Module:	0	4.0	202	04	90	٥	0	Ο	0	660	0	103
AutoPCE:	0	49	292	04	0	0	0 0	õ	0	0	0	0
TruckPCE:	0	0	0	0	0	n N	õ	0	0	0	0	0
COMBOPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BICYCLEPCE:	0	49	292	84	99	0	0	0	0	660	0	103
Adjvorume:	1								1			
Delay Module	! • ~~ '	Time	Period:	0.25	hours	<<			'	•		
CircVolume:		84			660			843			49	
MaxVolume:		1155			844		x	xxxxx			1173	
PedVolume:		0			0			0			0	
AdiMaxVol:		1155			844		x	xxxxx			1173	
ApproachVol:		341			183		x	xxxxx			763	
ApproachDel:		4.4			5.4		x	xxxxx			8.6	
Queue:		1.2			0.8			XXXX			5.1	

AM Bkgnd+Pro	во		Thu	ı Nov	11,	2004 17	1:42:55	,		F	age 5	51-1
											·	
		 T.	evel 0:	f Serv	rice	Computa	tion R	leport	2			
2	000 н	ICM 4-	Wav Sto	op Met	hod	(Future	e Volum	ne Alt	ernati	ve)		
**********	*****	*****	*****	*****	***	******	*****	****	*****	* * * * * *	*****	*****
Intersection	#1315	5 Imii	n/Eight	th								
****	****	****	*****	*****	***	* * * * * * * *	*****	****	******	* * * * * *	*****	*****
Cvcle (sec):		100				Critica	al Vol.	/Cap	(X):		0.76	51
Loss Time (se	c):	0	(Y+R :	= 4 s	sec)	Average	e Delay	/ (sec	c/veh):		17.	. 2
Optimal Cycle	2:	0				Level (	of Serv	rice:				С
****	* * * * *	*****	*****	* * * * * *	***	******	******	****	*****	*****	****	*****
Approach:	Nor	th Bo	und	Sou	ith I	Bound	Εa	ast Bo	ound	W∈	est Bo	ound
Movement:	L -	- T	- R	Г -	- T	- R	L -	- T	- R	L -	- T	- R
								· <b></b> ·				
Control:	St	op Si	gn	St	op s	Sign	St	op Si	ign	st	op S:	ign
Rights:		Inclu	de		Inc	lude		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	(	0 0	0	0	0	0	0	0
Lanes:	0 0	) 1	0 0	0 1	L 0	0 1	1 (	0	1 0	1 (	) 1	0 1
		<b></b>				<b>-</b> -		· _ <b></b> ·				
Volume Module	2: >>	Count	Date:	9 Mai	20	04 << 7	:15 - 8	3:15 /	AM	0	~	+ 17
Base Vol:	0	2	0	214		2 404	100	32	0	0		1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.0	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2	0	214		2 404	100	32	0	0	6	1/
Added Vol:	0	0	0	47	1	0 40	20	47	0	0	23	34
PasserByVol:	0	0	0	0			100	0	0	0	0	10
Initial Fut:	0	2	0	261		2 444	120	79	1 00	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.0		1.00	1.00	1.00	1,00	0.84	0 84
PHF Adj:	0.84	0.84	0.84	0.84	0.8	4 0.84	140	0.04	0.04	0.04	118	58
PHF Volume:	0	2	0	116		2 529 0 0	143	94 0	0	0	0.11	0
Reduct Vol:	U	0	0	0		0 U n Eng	143	94	0	0	118	58
Reduced Vol:	1 00	1 00	1 00	1 00	1 0	0 1 00	1 00	1 00	1 00	1.00	1.00	1.00
PCE Adj:	1.00	1.00	1 00	1 00	1 0	0 1 00	1 00	1.00	1.00	1.00	1.00	1.00
Mif Adj:	1.00	1.00	1.00	1.00	1.0	0 1.00 0 500	143	94	2.00	100	118	58
Final Vol.:	1 0	2										
		 ດ dul ໑ •					11		I	i		1
Adductmont.	1 00	1 00	1 00	1 00	1.0	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adjustment:	0.00	1 00	0 00	0.99	0.0	1 1.00	1.00	1.00	0.00	1.00	1.00	1.00
Edneb:	0.00	498	0.00	558		4 695	475	506	0	0	474	519
Final Sat									]			
Capacity Ana	lvsis	Modul	.e:	l								
Vol/Sat:	XXXX	0.00	xxxx	0.56	0.5	6 0.76	0.30	0.19	XXXX	xxxx	0.25	0.11
Crit Moves:		****				****	****				* * * *	
Delav/Veh:	0.0	9.8	0.0	16.5	16.	5 21.8	12.9	10.9	0.0	0.0	12.2	10.0
Delay Adi:	1.00	1.00	1.00	1.00	1.0	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.8	0.0	16.5	16.	5 21.8	12.9	10.9	0.0	0.0	12.2	10.0
LOS by Move:	*	А	*	С	С	C	В	В	*	*	В	В
ApproachDel:		9.8			19.	8		12.1			11.5	
Delay Adj:		1.00			1.0	0		1.00			1.00	
ApprAdjDel:		9.8			19.	8		12.1			11.5	
LOS by Appr:		А			C			В			В	
*****	* * * * *	* * * * * *	******	****	* * * *	*****	*****	* * * * *	*****	* * * * * * *	*****	******

AM Bkgnd+Pro	во		Th1	1 Nov	11,	2004 17	:42:55			Page	53-1 
		 I	Level Of	 Serv	ice i	Computa	 tion R	eport		<b>_</b>	
2	000 F	ICM Or	peration	ns Met	hod	(Future	Volum	e Alt	ternativ	ve)	
**********	*****	*****	*****	*****	****	******	*****	****	******	* * * * * * * * * *	******
Intersection	#1316	Seco	ond/Thi	rđ							
****	*****	*****	*****	* * * * * *	* * * *	* * * * * * *	*****	* * * *	* * * * * * * *	* * * * * * * * * *	******
Curle (sec) ·		60	)			Critica	l Vol.	/Cap	(X):	0.8	25
Logg Time (se	<b>c</b> ) •		- Э (Y+R :	= 4 s	sec)	Average	Delay	(sec	c/veh):	22	.9
Optimal Cycle		62	2			Level 0	f Serv	ice:			С
***************	*****	 *****		* * * * * *	****	*****	*****	****	*****	*******	******
Approach.	Nor	th Bo	ound	Sou	ith B	ound	Ea	st Bo	ound	West E	ound
Movement:	T	. т	– R	L -	· T	- R	L -	т	- R.	L - T	- R
MOVEMENC.											
Control	٦	otect	red	Pr	otec	ted	È	ermi	tted	Permi	tted
Dichte:		Tncl:	ıde		Incl	ude		Incl	ude	Incl	ude
Min Green.	Ο	111010	0	0	0	0	0	0	0	0 0	0
Janeg:	1 0	) 1 )	1 0	1 0	) 1	1 0	1 0	0	1 0	1 0 0	1 0
		·									
Volume Module	• <b>D</b> M		I	1		ı			•		
Base Vol:	0	13	30	20	69	0	0	0	0	15 C	) 2
Growth Adi.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Tritial Been	1.00	13	30	20	69	0	0	0	0	15 C	) 2
Added Vol.	276	488	0	101	409	375	177	19	68	0 52	158
Radea VOL.	2,0	100	Ő	0	0	0	0	0	0	0 0	) 0
Tableiol Fut.	276	501	30	121	478	375	177	19	68	15 52	2 160
HILLIAI FUL.	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
USEL AUJ:	1.00	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88 0.88	3 0.88
DUR Volume.	314	569	34	138	543	426	201	22	77	17 59	) 182
Prif Vorume: Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	) 0
Reduced Vol:	314	569	34	138	543	426	201	22	77	17 59	9 182
DCE Adi.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
MLE Adj.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	) 1.00
Rinal Vol ·	314	569	34	138	543	426	201	22	77	17 59	182
Final VOI								<b></b>			
Saturation F	low Ma	odule	:	I		ŗ					
Sat /Lane.	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1900	) 1900
Adjustment.	0 93	0.92	0.92	0,93	0.87	0.87	0.46	0.87	0.87	0.68 0.87	7 0.87
Lanes.	1 00	1.89	0.11	1.00	1.12	0.88	1.00	0.22	0.78	1.00 0.25	5 0.75
Final Sat	1769	3311	198	1769	1852	1453	873	359	1285	1285 405	5 1246
Final Date:											
Conacity Ana	lvsis	Modu	le:	1		i	1				
Vol/Sat:	0 18	0.17	0.17	0.08	0.29	0.29	0.23	0.06	0.06	0.01 0.15	5 0.15
Crit Moves.	****	0.7.	•••		* * * *		****				
Green Time:	12.9	23.6	23.6	10.7	21.3	21.3	16.8	16.8	16.8	16.8 16.8	3 16.8
Volume/Cap:	0 82	0.44	0.44	0.44	0.82	0.82	0.82	0.22	0.22	0.05 0.52	2 0.52
Uniform Del.	22 5	13.3	13.3	22.0	17.6	17.6	20.2	16.6	16.6	15.8 18.2	2 18.2
IncremntDel.	13.7	0.2	0.2	1.0	4.9	4.9	19.9	0.2	0.2	0.1 1.3	1 1.1
Delay Adi.	1.00	1,00	1.00	1.00	1.00	) 1.00	1.00	1.00	1.00	1.00 1.00	0 1.00
Delay Auj. Delay/Veb.	36 1	13 6	13.6	23.0	22.5	5 22.5	40.2	16.8	16.8	15.8 19.3	3 19.3
Hear Deladi.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	0 1.00
Adinal/Vah.	26 1	13 6	13.6	23.0	22.5	22.5	40.2	16.8	16.8	15.8 19.3	3 19.3
HCM2kAva.		4	5	3	11	11	10	2	2	0 4	4
*********	~ * * * * *	****	* * * * * * *	****	*****	******	*****	* * * * *	******	******	******

Level Of Service Computation Report 2000 HCM Operations Method [Future Volume Alternative] Intersection #1317 Jim Moore-Fourth/Third Cycle (sec): 60 Critical Vol./Cap. (X): 0.741 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.1 Optimal Cycle: 43 Level Of Service: B Approach: North Bound South Bound Kast Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Permitted Permitted The Child Rights: Include Include Include The Child Rights: Include Include Include The Child Rights: Include Include Include The Child South Bound 1: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	MITIG8 - AM E	kgnd-	Pro E	30 Tu	e Dec	7, 2	004 14:4	40:32				Page	1-1
Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative) Thersection #1317 Jim_Moore-Fourth/Third Cycle (sec): 60 Critical Vol./Cap. (X: 0.741 Loss Time (sec): 6 (Y+R 4 scc) Average Delay (sec/vol: 14.1 Optimal Cycle: 43 Level Of Service: B Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R Control: Permitted Permitted Permitted Permitted Include Min. Green: 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0													
2000 HCM Operations Method (Future Volume Alternative)           Intersection #1317 Jim_Moore-Fourth/Third           Cycle (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.1           Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.1           Dytimal Cycle: 43 Level Of Service: B           The set Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R           Control: Permitted Permitted Permitted Include Incl			I	evel 0	f Serv	rice	Computa	tion H	Report	t,			
************************************	2	000 F	ICM OF	peratio	ns Met	hod	(Future	Volu	ne All	ternatı	.ve)	ار بار بار بار بار	والمروال والمروال والمروال
Intersection #1317 Jim Moore-Fourth.Third         Cycle (sec):       60       Critical Vol./Cap. (X):       0.741         Loss Time (sec):       6 (Y+R = 4 sec) Average Delay (sec/veh):       14.1         Optimal Cycle:       43       Level Of Service:       B         #************************************	*********	*****	*****	*****	*****	****	*****	* * * * * *	*****	******	******	****	******
Cycle (sec):         60         Critical Vol./Cap. (X):         0.741           Loss Time (sec):         6 (Y+R = 4 sc) Average Delay (sec/veh):         14.1           Optimal Cycle:         43         Level Of Service:         B           Approach:         North Bound         South Bound         East Bound         West Bound           Movement:         L - T - R         L - T - R         L - T - R         L - T - R           Control:         Permitted         Permitted         Include         Include           Min. Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	Intersection	#1317	7 Jim_	Moore-	Fourth	1/Thi	rd	n de de de de de s			له بله بله بله بله بله .	استان ملک ملک ملک م	la alla alla ada alla alla alla
Cycle (sec):         60         Critical Vol./Lap. (A):         0.741           Loss Time (sec):         6 (YR = 4 scc) Average Delay (sec/veh):         14.1           Optimal Cycle:         43         Level Of Service:         B           Approach:         North Bound         South Bound         East Bound         West Bound           Movement:         L - T - R         L - T - R         L - T - R         L - T - R           Control:         Permitted         Permitted         Permitted         Permitted           Min. Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         <	*********	*****	*****	******	****	****	******	*****	10	א א א א א א א יע)	*****		1 7
Loss Time (sec): 6 (YH = 4 Sec) Average Delay (sec)/edn: 7 = 1 Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R 	Cycle (sec):	,	60	)	4		Critica.	L VOL.	./cap	(A):		U.74 14	1
Optimal Cycle:         43         Level of Service:         5           Approach:         North Bound         South Bound         East Bound         West Bound           Approach:         North Bound         Farmer and the second         West Bound         West Bound           Control:         Permitted         Permitted         Permitted         Permitted         Permitted           Min. Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	Loss Time (se	ec):	6	6 (X+R	= 4 £	sec).	Average	Detay	/ (sed	c/ven):		14.	. 1 D
Approach:         North Bound         South Bound         East Bound         West Bound           Movenent:         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         R         L         -         T         R         L         -         T         R         L         -         T         R         L         -         T         R         L         -         T         R         L         -         T         R         L         -         T         R         L         T         R         L         T         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L	Optimal Cycle	) <b>.</b>	4. 		نه جلو مارد جلو مارد	مله مله عله مله ما	revet O:		/1Ce:	* * * * * * * *	*****	*****	D ******
Approach:         North Bound         South Bound         Data South Bound         Data South Bound         Data South Bound           Control:         Permitted         Permitted         Permitted         Permitted         Permitted           Rights:         Include         Include         Include         Include         Include           Min. Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	**********	N				,+b ⊡.	ound	ດດດດດ. ນະ	adt Br	ound	Ŵe	st Br	ามที่สื
Rovenient:         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I <thi< th="">         I         <thi< th=""> <thi< <="" td=""><td>Approach:</td><td>T</td><td>сси вс m</td><td></td><td>т. т.</td><td></td><td></td><td>T</td><td>200 D. - T</td><td>- P</td><td>T</td><td>. m</td><td>- B</td></thi<></thi<></thi<>	Approach:	T	сси вс m		т. т.			T	200 D. - T	- P	T	. m	- B
Control:         Permitted         Permitted         Permitted         Permitted         Permitted         Permitted         Include         Include <td>MOVEMENT:</td> <td><u>ц</u> "</td> <td></td> <td>- ĸ</td> <td>· · · · ·</td> <td></td> <td>  </td> <td></td> <td></td> <td></td> <td> </td> <td></td> <td></td>	MOVEMENT:	<u>ц</u> "		- ĸ	· · · · ·								
Control         Include         Include         Include         Include         Include         Include         Include           Min. Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	Control	 T	Dermit	-ted	1	Permi	tted	1	Permit	tted '	E	Permit	ted
Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <th0< th=""> <th0< td=""><td>Dichte.</td><td>1</td><td>Tnclu</td><td>nde</td><td></td><td>Incl</td><td>ude</td><td>-</td><td>Incl</td><td>ude</td><td></td><td>Inclu</td><td>ıde</td></th0<></th0<>	Dichte.	1	Tnclu	nde		Incl	ude	-	Incl	ude		Inclu	ıde
Num. Oferin.       1       0       1       0       1       0       1       0       0       1       0       0       1       0       0       1       0       0       1       0       0       1       0       0       1       0       0       1       0       0       1       0       0       1       0       0       1       0       0       1       0       0       1       0       0       1       0       0       1       0       0       1       0       0       0       0       1       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <t< td=""><td>Min Green.</td><td>0</td><td>111010</td><td>0</td><td>0</td><td>1</td><td>0</td><td>٥</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>	Min Green.	0	111010	0	0	1	0	٥	0	0	0	0	0
Volume Module: >> Count Date: 10 Mar 2004 << 7:15 - 8:15 AM	Lanee.	1 (	າ ດັ	1 0	1 (	ງ ດັ	1 0	0 0	0 1!	0 0	0 0	11	0 0
Volume Module:       >> Count Date:       10 Mar 2004 <       7:15 - 8:15 AM         Base Vol:       61 176 30       15 467 48 3       20 16 67 64 9         Growth Adj:       1.00 1.00       1.00 1.00       1.00 1.00       1.00 1.00       1.00         Initial Bee:       61 176 30       15 467 48 3       20 16 67 64 9         Added Vol:       35 44 18 99 78 20 2 98 13 8 174 38         PasserEyVol:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0         Initial Fut:       96 220 48 114 545 68 5 118 29 75 238 47         User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00													
Base Vol:       61       176       30       15       467       48       3       20       16       67       64       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 </td <td>Volume Module</td> <td>: &gt;&gt;</td> <td>Count</td> <td>: Date:</td> <td>10 Ma</td> <td>ir 20</td> <td>04 &lt;&lt; 7</td> <td>:15 -</td> <td>8:15</td> <td>AM</td> <td></td> <td></td> <td></td>	Volume Module	: >>	Count	: Date:	10 Ma	ir 20	04 << 7	:15 -	8:15	AM			
Growth Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Base Vol:	61	176	30	15	467	48	3	20	16	67	64	9
Initial Bse:       61       176       30       15       467       48       3       20       16       67       64       9         Added Vol:       35       44       18       99       78       20       2       98       13       8       174       38         PasserEyVol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0<	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Added Vol:       35       44       18       99       78       20       2       98       13       8       174       38         PasserEyVol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Initial Bse:	61	176	30	15	467	48	3	20	16	67	64	9
PasserByVol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <t< td=""><td>Added Vol:</td><td>35</td><td>44</td><td>18</td><td>99</td><td>78</td><td>20</td><td>2</td><td>98</td><td>13</td><td>8</td><td>174</td><td>38</td></t<>	Added Vol:	35	44	18	99	78	20	2	98	13	8	174	38
Initial Fut:       96       220       48       114       545       68       5       118       29       75       238       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 </td <td>PasserByVol:</td> <td>0</td>	PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 </td <td>Initial Fut:</td> <td>96</td> <td>220</td> <td>48</td> <td>114</td> <td>545</td> <td>68</td> <td>5</td> <td>118</td> <td>29</td> <td>75</td> <td>238</td> <td>47</td>	Initial Fut:	96	220	48	114	545	68	5	118	29	75	238	47
PHF Adj:       0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83	User Adj:	1.00	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       265       58       137       657       82       6       142       35       90       287       57         Reducet Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 </td <td>PHF Adj:</td> <td>0.83</td>	PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <th< td=""><td>PHF Volume:</td><td>116</td><td>265</td><td>58</td><td>137</td><td>657</td><td>82</td><td>б</td><td>142</td><td>35</td><td>90</td><td>287</td><td>57</td></th<>	PHF Volume:	116	265	58	137	657	82	б	142	35	90	287	57
Reduced Vol:       116       265       58       137       657       82       6       142       35       90       287       57         PCE Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.0	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Reduced Vol:	116	265	58	137	657	82	6	142	35	90	287	57
MLF Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:       116       265       58       137       657       82       6       142       35       90       287       57         Saturation Flow Module:       sat/Lane:       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900	MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Saturation Flow Module:         Sat/Lane:       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       120       120       120	Final Vol.:	116	265	58	137	657	82	6	142	35	90	287	57
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190													
Sat/Lane:       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900	Saturation FI	ow Mo	dule:	:									
Adjustment:       0.19       0.95       0.95       0.50       0.96       0.94       0.94       0.94       0.87       0.87       0.87         Lanes:       1.00       0.82       0.18       1.00       0.89       0.11       0.03       0.78       0.19       0.21       0.66       0.13         Final Sat.:       359       1487       324       948       1627       203       59       1390       342       344       1090       215	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lanes:       1.00 0.82 0.18       1.00 0.89 0.11       0.03 0.78 0.19       0.21 0.66 0.13         Final Sat.:       359 1487 324       948 1627 203 59 1390       342 344 1090 215	Adjustment:	0.19	0.95	0.95	0.50	0.96	0.96	0.94	0.94	0.94	0.87	0.87	0.87
Final Sat.:       359 1487       324       948 1627       203       59 1390       342       344 1090       215         Capacity Analysis Module:	Lanes:	1.00	0.82	0.18	1.00	0.89	0.11	0.03	0.78	0.19	0.21	0.66	0.13
Capacity Analysis Module: Vol/Sat: 0.32 0.18 0.18 0.14 0.40 0.40 0.10 0.10 0.10 0.26 0.26 0.26 Crit Moves: Green Time: 32.7 32.7 32.7 32.7 32.7 32.7 21.3 21.3 21.3 21.3 21.3 21.3 21.3 Volume/Cap: 0.59 0.33 0.33 0.27 0.74 0.74 0.29 0.29 0.29 0.74 0.74 0.74 Uniform Del: 9.2 7.6 7.6 7.3 10.4 10.4 13.9 13.9 13.9 16.9 16.9 16.9 IncremntDel: 4.7 0.2 0.2 0.3 3.0 3.0 0.3 0.3 0.3 5.0 5.0 5.0 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Final Sat.:	359	1487	324	948	1627	203	59	1390	342	. 344	1090	215
Capacity Analysis Module:         Vol/Sat:       0.32       0.18       0.14       0.40       0.40       0.10       0.10       0.10       0.26       0.26       0.26         Crit Moves:       ****         Green Time:       32.7       32.7       32.7       32.7       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3 <td></td> <td></td> <td></td> <td> </td> <td> </td> <td></td> <td> </td> <td></td> <td></td> <td> </td> <td> </td> <td></td> <td></td>													
Vol/Sat:       0.32 0.18       0.18       0.14 0.40       0.40       0.10       0.10       0.10       0.26       0.26       0.26         Crit Moves:       ****         Green Time:       32.7       32.7       32.7       32.7       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       <	Capacity Anal	ysis	Modu]	e:									
Crit Moves:       ****       ****       ****         Green Time:       32.7       32.7       32.7       32.7       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21	Vol/Sat:	0.32	0.18	0.18	0.14	0.40	0.40	0.10	0.10	0.10	0.26	0.26	0.26
Green Time:       32.7       32.7       32.7       32.7       32.7       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3       21.3 <td>Crit Moves:</td> <td></td> <td></td> <td></td> <td></td> <td>****</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>****</td> <td>01 0</td>	Crit Moves:					****						****	01 0
Volume/Cap:       0.59       0.33       0.33       0.27       0.74       0.74       0.29       0.29       0.74       0.74       0.74         Uniform Del:       9.2       7.6       7.6       7.3       10.4       10.4       13.9       13.9       16.9       16.9       16.9         IncremntDel:       4.7       0.2       0.2       0.3       3.0       3.0       0.3       0.3       5.0       5.0       5.0         Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Green Time:	32.7	32.7	32.7	32.7	32.7	32.7	21.3	21.3	21.3	21.3	21.3	∠⊥.3
Uniform Def:       9.2       7.6       7.6       7.3       10.4       10.4       13.9       13.9       13.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9       16.9	Volume/Cap:	0.59	0.33	0.33	0.27	0.74	0.74	0.29	0.29	0.29	0.74	0.74	16 0
IncremntDe1: 4.7 0.2 0.2 0.3 3.0 3.0 0.3 0.3 0.3 5.0 5.0 5.0 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Uniform Del:	9.2	7.6	7.6	/ 3	10.4	10.4	13.9	9.61	13.9	T0'A	тр.Э	TO'A
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	IncremntDel:	4.7	0.2	0.2	0.3	0.د	3.0	1 00	1 00	1 00	1 00	1 00	
Delay/ven: 13.9 7.8 7.8 7.5 13.4 13.4 14.1 14.1 14.1 21.9 21.9 21.9 21.9 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Delay Adj:	1.00	1.00	1.00	T.00	1.00	12 4	1.00	14 7	T.00	21 0	21 0	21 0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Delay/Veh:	13.9	/ 8	7.8	7.5	13.4	13.4	1 00	14.1	14.⊥ 100	ZI.9	1 00	21.9 1 00
AdjDel/Ven: $13.9$ 7.8 7.8 7.5 13.4 13.4 14.1 14.1 14.1 21.9 21.9 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$ 21.9 $21.9$	User DelAdj:	1.00	1.00	1.00	1.00	1.00	17.00	1.00	14 7	1.00	1.00	1.00	21 0
1000000000000000000000000000000000000	AdjDel/Veh:	13.9	/ 8	7.8	1.5	13.4	10	⊥4.⊥ ∽	⊥ ± • ⊥ っ	14.⊥ ⊃	21.9	41.9 10	∠⊥.> 10
nchizkavy;	HCM2KAVg:	۰***+ ۲	د •****	ر ******	د •****	⊥∠ *****	⊥∠ ******	د :****	د *****	د ******	۰. ۲ * * * * *	···	+

MITIG8 - AM H	Bkgnd-	Pro B	) Fr:	i Nov	12, 2	004 10	:26:30	) - <b></b>			Page	Τ.
		L	evel O:	f Serv	vice C	omputa	tion F	Report	: 	١		
* * * * * * * * * * * * * *	FHW2 * * * * *	A Round *****	dabout ******	Metho *****	od (Fu	ture v *****	******	AILE:	******	; * * * * * * *	*****	* *
Intersection	#131	7 Jim J	Moore-1	Fourth	n/Thir	d						
****	* * * * * *	******	******	*****	*****	* * * * * *	*****	****	*****	*****	*****	**
Average Dela *******	y (sea	c/veh) ******	*****	18.2 *****	*****	* * * * * *	*****	Lе ****	evel Of	Serv:	LC <b>e:</b>	**
Approach:	Noi	rth Bo	und	Sou	ith Bo	und	E a	ist Bo	ound	We	est Bc	ur
Movement:	L ·	- T	- R	L -	- T	- R	- ц -	- T	- K	- ц -	- 1	
										vi/		ar
Control:	Yi	eld Si	gn	Yıe	eld Si	gn	ΧŢ€	έτα 5.	gn	TT.	1 I I	. yı.
Lanes:		1	1	1	Т.		1			1		
			 Data:	10 M-		4 << 7	1	8:15	AM	1		
Volume Moduli	e: // 61	176	20 20	15 15	467	48	3	20	16	67	64	
Dase Vor. Crowth Adi:	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1
Tritial Bee	1.00	176	30	15	467	48	3	20	16	67	64	
Added Vol:	35	44	18	99	78	20	2	98	13	8	174	
DasserBwVol.	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	96	220	48	114	545	68	5	118	29	75	238	
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1
PHF Adi:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	C
PHF Volume:	116	265	58	137	657	82	6	142	35	90	287	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	116	265	58	137	657	82	6	142	35	90	287	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	]
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1
Final Vol.:	116	265	58	137	657	82	. 6	142	35	90	287	
				1								
PCE Module:				1	~ F	0.0	~	1 1 7	25	00	297	
AutoPCE:	116	265	58	137	657	82	6	142	33 0	90 0	ر ن <u>د</u> ا	
TruckPCE:	0	0	U	0	0	0	0	0 0	0	n	0	
ComboPCE:	0	U	0	0	0	0	0	0	0 0	0	ő	
BicyclePCE:	0		U E O	127	657	82	с К	142	35	90	287	
AajVolume:	116	200	0C 	1		1	1	ے <u>در</u> بے				
Delay Module	+	 Time P	eriod:	0.25	hours	<< '						
CircVolume:	• • • •	286			493			884			387	
MaxVolume:		1046			934			722			991	
PedVolume:		0			0			0			0	
AdiMaxVol:		1046			934			722			991	
ApproachVol:		439			876			183			434	
ApproachDel:		5.9			32.6			6.7			6.4	
01101101		2.1			14.9			1.0			2.3	

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MITIG8 - AM B	kgnd+	Pro B	O Fri	L Nov	12,	2004 1	0:28:39	) <b>_</b>			Page	1-1
2	000 H	L ICM Op	evel Of eration	E Serv	vice chod	Comput (Futur	ation H	Report ne Ali	t t ternati	ve)		
******	*****	****	******	*****	****	******	*****	* * * * * *	*****	*****	*****	
Intersection	#1318	Jim_	Moore/J	First	له، بله بله الدار	ىلى بىلە بىلەر بىلەر بىلەر بىلەر	******	* * * * * *	*****	*****	*****	*****
* * * * * * * * * * * * * *	****	*****	*****	*****	~ ~ ~ * *			1Cara	(2).		0 58	15
Cycle (sec):		60				Critic	ar vor	./cap	$\cdot (A) \cdot \\ - (A - A) \cdot \\$		9.00	.u Q
Loss Time (se Optimal Cycle ********	eC): :: :*****	9 37 *****	(Y+R =	= 4 5 *****	3eC) ****	Averac Level	of Ser	y (Sec vice: *****	******	*****	*****	A *****
Approach: Movement:	Nor L -	th Bo - T	und - R	Sou L -	1th E - T	30und - R	E; L ·	ast B - T	ound - R 	We L -	est Bo - T 	ound - R
Control:	————— Рт	otect	ed	Pi	roted	cted		Permi	tted	Ŧ	Permit	ted
Dichte.		Inclu	de		Incl	lude		Incl	ude		Inclu	ıde
Min Green	0	0	0	0	(	) (	0 0	0	0	0	0	0
Lanes:	1 0	0 0	1 0	1 (	0 C	1 0	0	0 0	1 0	0 0	) 1!	00.
							-					
Volume Module	: >>	Count	Date:	10 Ma	ar 20	004 <<	7:15 -	8:12	AM	<b>C</b> 1	2	0
Base Vol:	13	259	80	17	528	3 5	5 U	6	6	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	) 1.00	) 1.00	1.00	1.00	1.00	1.UU	1.00
Initial Bse:	13	259	80	17	528	3 5	; 0	6	6	61	3	8
Added Vol:	17	91	12	19	8(	) (	) 0	0	6	3	0	5
PasserByVol:	0	0	0	0	(	) (	) 0	0	0	0	0	0
Initial Fut:	30	350	92	36	608	3 5	5 0	6	12	64	3	13
User Adj:	1.00	1,00	1.00	1.00	1.00	) 1.00	) 1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	38	438	115	45	76(	) (	5 0	8	15	80	4	16
Reduct Vol:	0	0	0	0	(	) (	) 0	0	0	0	0	0
Reduced Vol:	38	438	115	45	76(	) (	5 0	8	15	80	4	16
PCE Adi:	1.00	1.00	1.00	1.00	1.00	0 1.00	) 1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1,00	1.00	1.00	0 1.00	) 1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	38	438	115	45	760	) (	5 0	8	15	80	4	16
		<b>_</b>					-					
Saturation F	Low Mo	odule:										1000
Sat/Lane:	1900	1900	1900	1900	190(	) 1900	) 1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	1.0	0 1.00	) 1.00	0.91	0.91	0.73	0./3	0.73
Lanes:	1.00	0.79	0.21	1.00	0.99	9 0.03	L 0.00	0.33	0.67	0.80	0.04	0.16
Final Sat.:	1805	1458	383	1805	188:	3 1	5 0	576	1153	1103	52	224
							-			11		
Capacity Ana	lysis	Modul	e:		~ ~	0 0 4		0 01	0 01	0 07	0 07	0 07
Vol/Sat:	0.02	0.30	0.30	0.02	0.4	U U.41	0.00	0.01	0.01	0.07	****	0.07
Crit Moves:	****				***	x x x 3		7 4	7 4	7 /	7 /	74
Green Time:	2.1	40.2	40.2	3.3	41.	4 41. 0 0 5		0 10	0 10	0 59	0 58	0 58
Volume/Cap:	0.58	0.45	0.45	0.45	0.5	8 V.5	5 V.VV	0.10	0.LU 22.2	24 0	24 9	24 8
Uniform Del:	28.5	4.7	4.7	27.4	4.	σ 4.		23.3	43.3	24.0 E 1	د <del>ي</del> 1	5 1
IncremntDel:	13.1	0.3	0.3	3.2	0.	/ 0.	/ 0.0	1 00	1 00	J.1 1 00	1 00	1 00
Delay Adj:	1.00	1.00	1.00	1.00	1.0	U 1.0	J U.UU	1.00	1.00	20 0	20 0	20 0
Delay/Veh:	41.6	4.9	4.9	30.6	5	5 5.	5 0.0	23.5	23.5	29.9	23.3	47.7 1 00
User DelAdj:	1.00	1.00	1.00	1.00	1.0	U 1.0	U 1.00	1.00	T.00	T+00	1.00	20 0
AdjDel/Veh:	41.6	4.9	4.9	30.6	5.	5 5.	5 0.0	23.5	23.5	29.9	29.9	23.9
HCM2 kAvg:	2	5	5	2	8	7	0	0	0	3	د مد س س س	ـــــــــــــــــــــــــــــــــــــ
* * * * * * * * * * * *	****	* * * * * * *	******	*****	****	* * * * * * *	* * * * * * *	****	*****		~ ~ ^ * * *	

MITIG8 - AM Bkgnd+Pro BO Fri Nov 12, 2004 10:29:03											Page	1-1 
			evel 0:	f Serv	vice C	 Computa	tion I	Report			· <b>- -</b>	
	FHWA	A Roun	dabout	Metho	od (Fu	uture V	olume	Alter	mative	)		ىلەر بايرىلىرىلىرىلىرىل
* * * * * * * * * * * * * * * * * * * *	*****	*****	******	*****	* * * * * *	*****	*****	* * * * * *	****	*****	*****	****
Intersection *********	#1318	3 Jim_ *****	Moore/	First *****	*****	******	****	*****	******	*****	r * * * * *	*****
Average Delay	/ (sec	c/veh) *****	<b>:</b> ******	8.4 *****	*****	*****	* * * * *	Le * * * * *	evel Of ******	Servi *****	.Ce: *****	A *****
Approach: Movement:	No: L -	rth Bo - T	und - R	Sou L -	ith Bo - T	ound - R	Ea L -	ast Bo - T	ound - R	We L -	≥st Bo - T	und - R
						·						
Control:	Yie	eld Si	gn	Yi	eld Si	.gn	Yie	eld Si	lgn	Хте	ild Si	gn
Lanes:		1			1		1	T	1		T	
				10 10			15	9.15	7.1M			1
Volume Module	∋: >> ₃⊃	Count	Date:	10 Ma 17	ar ZUU 520	/ ۶4 کر ت	.12 -	0.15	An 6	61	3	8
Base Vol:	1 00	259	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00
Growth Adj:	1.00	1.00 2E0	2.00	17	528	1.00	1.00	4.00 6	±.00 6	61	3	8
Initial Bse:	17	209	12	10	80	0 0	ů 0	0	6	3	õ	5
Added VOI:	1/	91	12	10	00	0	õ	õ	õ	õ	ō	Ō
Thitial Fut:	30	350	92	36	608	5	Õ	6	12	64	3	13
Hear Adi.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
DHF Adi.	0 80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	38	438	115	45	760	6	0	8	15	80	4	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	438	115	45	760	6	0	8	15	80	4	16
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	38	438	115	45	760	6	0	8	15	80	4	16
			[								•	
PCE Module:												
AutoPCE:	38	438	115	45	760	6	0	8	15	80	4	16
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	38	438	115	. 45	760	6	. 0	8	15	1 80	4	Τθ
	1			1						1		
Delay Module	: >> :	rime F	erioa:	0.25	nours	\$ <<		OOE			475	
CircVolume:		1170			1175			700			944	
MaxVolume:		TT \ 2			1722			144			277 0	
Peavolume:		∪ ריד"וו			1125			722			944	
AujMaxvol:		500			1133 811			, 22 23			100	
Approachvol:		590 6 1			10 7			5.1			4.3	
Approacimet:		29			6.5			0.1			0.4	
yuuu.		- •										

AM Bkgnd+Pro BO Thu	Nov 11, 2004	17:42:55	Page 59-1
Level Of	Service Comp	utation Report	
2000 HCM Operations	Method (Fut	ure Volume Alternat	ive)
******	******	*****	* * * * * * * * * * * * * * * * * * * *
Intersection #1319 First/Light_	Fighter		*****
*************	********	****	
Cycle (sec): 70	Crit	Ical Vol./Cap. (X):	. 13 4
Loss Time (sec): 16 (Y+R =	4 sec) Aver	age Delay (Bec/Vell)	: 13.4 B
Optimal Cycle: 61	Leve	_ OI Service:	
	Couth Pourd	East Bound	West Bound
Approach: North Bound		$\mathbf{R}$ $\mathbf{I}_{1}$ - $\mathbf{T}$ - $\mathbf{R}$	L - T - R
Movement: L - T - R			
Gestand: Colit Dhage	Split Phase	Permitted	Protected
Dichta: Include	Include	Ignore	Include
Min Green: 0 0 0	0 0	0 0 0 0	0 0 0
Lanes: $1 \ 0 \ 0 \ 1$	0 1 0 0	1 0 0 2 0 1	1 0 2 0 0
Volume Module: >> Count Date: 2	8 Sep 2004 <	< 7:15 - 8:15 AM	
Base Vol: 80 0 7	8 6	41 0 849 72	2 506 0
Growth Adj: 1.00 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 0 7	86	41 0 849 72	2 506 0
Added Vol: 7 0 40	0 13	36 0 398 2	10 163 0
PasserByVol: 0 0 0	0 0		
Initial Fut: 87 0 47	8 19	77 0 1247 74	
User Adj: 1.00 1.00 1.00 1	.00 1.00 1.		
PHF Adj: 0.86 0.86 0.86 0	.86 0.86 0.	86 0.86 0.88 0.00	14 778 0
PHF Volume: 101 0 55	9 22	90 0 1450 0	
Reduct Vol: 0 0 0	0 77	90 01450 0	14 778 0
Reduced Vol: 101 0 55			1.00 1.00 1.00
PCE Adj: 1.00 1.00 1.00 1	1.00 1.00 1	00 1.00 1.00 0.00	1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 J	9 22	90 0 1450 0	14 778 0
Final VOL.: IVI 0 55			
Saturation Flow Module:		3 1	
Sat/Lane: 1900 1900 1900 1	L900 1900 19	00 1900 1900 1900	1900 1900 1900
Adjustment: 0.93 1.00 0.83 (	0.97 0.97 0	.83 1.00 0.93 1.00	0.93 0.93 1.00
Lanes: 1.00 0.00 1.00 (	0.30 0.70 1	.00 0.00 2.00 1.00	1.00 2.00 0.00
Final Sat.: 1769 0 1583	543 1291 1	583 0 3538 1900	1769 3538 0
Capacity Analysis Module:			
Vol/Sat: 0.06 0.00 0.03 (	0.02 0.02 0	.06 0.00 0.41 0.00	0.01 0.22 0.00
Crit Moves: ****	*	*** ****	****
Green Time: 5.8 0.0 5.8	5.7 5.7	5.7 0.0 41.6 0.0	0.842.40.0
Volume/Cap: 0.69 0.00 0.42 (	0.21 0.21 0		
Uniform Del: 31.2 0.0 30.5	30.0 30.0 3	1.3 0.0 9.7 0.0	70201000
IncremntDel: 13.0 0.0 2.1	0.7 0.7 L	$\pm .5$ 0.0 $\pm .0$ 0.0	, , 0.2 0.1 00 0.00
Delay Adj: 1.00 0.00 1.00	T.00 T.00 T		10467100
Delay/Veh: 44.2 0.0 32.6	30.7 30.7 4		$1_001_001_00$
User DelAdj: 1.00 1.00 1.00		50 ±.00 ±.00 ±.00	104.6 7.1 0.0
AdjDel/Veh: 44.2 0.0 32.6	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 0 12 0	1 4 0
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	 **********	****	*****

AM Bkgnd+Pro	во		Th	u Nov	11,	2004 17	:42:55	5		F	age (	51-1
				<b></b> .								
		I	Level O	f Serv	vice	Computa	tion H	Report	t			
2	:000 F	ICM Op	peratio	ns Met	hod	(Future	Volur	ne Ali	ternati	ve)		
* * * * * * * * * * * *	****	*****	******	* * * * * * *	* * * * *	******	*****	*****	*****	* * * * * *	****	******
Intersection	#1320	) Seco	ond/Lig	ht_Fig	ghter							
* * * * * * * * * * * * *	****	*****	******	*****	****	******	****	*****	*****	*****	****	******
Cycle (sec):		6(	)			Critica	l Vol	/Cap	. (X):		0.95	52
Loss Time (se	ec):	9	∂ (Y+R	- 4 9	sec)	Average	Delay	/ (sea	c/veh):		33	.5
Optimal Cycle	:	97	7			Level C	of Serv	rice:				C
*******	* * * * *	*****	******	*****	****	******	*****	****	*****	*****	*****	*****
Approach:	NO1	th Bo	bund	SOL	ith E	ouna	- Ea	IST BO	ouna	T WE	st bu	
Movement:	ь -	- T	- R	- بز ا	- T	- R		- 1	- R		· ·	
 Comtanol.				 T	Dermi	++ed	 Di	otect	ted	 Ργ	otect	-ed
Dichta.	1.	Trali	ide	1	Tncl	ude		Inclu	ude	× -	Inclu	ıde
Min Green.	0	111011	100	0	0	0	0	11101.	0	0	0	0
Laneg.	0 0	ນ ດັ	0 1	1 (	) 1	0 1	1 (	) 1	1 0	1 0	1	1 0
												[
Volume Module	e: Sep	otembe	er 2004	– AM		i	•		•			
Base Vol:	ō	0	1	0	C	125	147	705	12	1	381	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	0	1	0	C	125	147	705	12	1	381	8
Added Vol:	0	0	0	221	C	135	409	29	0	0	38	366
PasserByVol:	0	0	0	0	C	0	0	0	0	0	0	0
Initial Fut:	0	0	1	221	C	260	556	734	12	1	419	374
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	0	1	248	(	292	625	825	13	- 1	4/1	420
Reduct Vol:	0	0	- -	0		1 U	ں ج 2 ج	0 975	12	U T	471	420
Reduced Vol:	1 00	1 00	1 00 F	1 00	1 00	1 1 00	1 00	1 00	1 00	1 00	1 00	1 00
PCE Adj:	1 00	1 00	1 00	1 00	1 00	1 1 00	1 00	1.00	1.00	1.00	1.00	1.00
MLF AUJ:	1.00	1.00	1.00	248	±.00	292	625	825	13	1	471	420
Saturation Fl	ow Mo	odule	:	I		I	1		1	,		'
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.75	1.00	0.83	0.93	0.93	0.93	0.93	0.86	0.86
Lanes:	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.97	0.03	1.00	1.06	0.94
Final Sat.:	0	0	1611	1432	1900	1583	1769	3474	57	1769	1737	1550
Capacity Anal	lysis	Modu	le:									
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.18	0.35	0.24	0.24	0.00	0.27	0.27
Crit Moves:						****	****	~ ~ ~	20.2	0 1	****	1 17 1
Green Time:	0.0	0.0	11.6	11.6	0.0	) 11.6	22.3	39.3	39.3	0.1	1/.1	1/.T
Volume/Cap:	0.00	0.00	0.00	0.89	0.00	0.95	10.95	0.30 / 7	0.00 10 10	0.30 29 9	0.93 01 0	0.95 21 0
Uniform Del:	0.0	0.0	19.5 0 0	23.0	0.0	1 23.9 1 20 E	70.3 T0.3	4./ 0 1		ムラ・ラ 60 つ	18 7	18 7
incremntDel:	0.0	0.0	U.U 1 00 F	20.4		1 1 00	1 00	1 00	1 00	1 00	1 00	1.00
Delay Ad]:	0.00	0.00	10 F	52 0		, 1.00 1 62 4	42 1	4 R	4.8	90.1	39.8	39.8
Heer Delad-	1 0.0	1 00	1 00	1 00	1.00	1.00	1,00	1.00	1.00	1,00	1.00	1.00
Adinel/Veh.	1.00	0.0	19.5	52.0	0.0	62.4	42.1	4.8	4.8	90.1	39.8	39.8
HCM2kAvg:	0	0	0	10	0	10	18	4	4	0	13	13
******	- +****	*****	******	****	****	******	*****	****	*****	* * * * * *	****	******

$ \begin{array}{c} \label{eq:loss} \\ \mbox{Level of Service Computation Report} \\ \mbox{2006 ERM Operations Method (Pruture Volume Alternative)} \\ \mbox{Intersection $1331 Jim_Moore/Light_Fighter} \\ Cycle (sec): $90 Critical Vol./Cap. (X): $0.711 Loss Fime (sec): $16 (Y+R = 4 sec) Average Delay (sec/veh): $27.9 Columnal Cycle: $66 Level of Service: $C Critical Vol./Cap. (X): $0.721 Loss Fime (sec): $16 (Y+R = 4 sec) Average Delay (sec/veh): $27.9 Columnal Cycle: $66 Level of Service: $C Critical Vol./Cap. (X): $0.721 Loss Fime (sec): $16 (Y+R = 4 sec) Average Delay (sec/veh): $27.9 Columnal Cycle: $66 Level of Service: $C Critical Vol./Cap. (X): $0.721 Loss Fime (sec): $16 (Y+R = 4 sec) Average Delay (sec/veh): $C Critical Vol./Cap. (X): $0.79 Columnal Cycle: $C Critical Vol./Cap. (X): $0.70 Columnal Cycle: $C Critical Vol./Cap. (X): $0.70 Columnal Cycle: $C Critical Vol./Cap. (X): $C Critica$	AM Bkgnd+Pro	во		Thu	ı Nov	11, 3	2004 17	:42:55			P	age 6	3-1
Level Of Service Computation Report           2000 HCM Operations Method (Pturur Volume Alternative)           Intersection #1321 Jim_Moore/Light_Fighter           Critical Vol./Cap. (X): 0.711           Critical Vol./Cap. (X): 0.711           Cost Time (sec): 16 (YtR = 4 sec) Average Delay (sec/veh): 27.9           Optimal Cycle: 66         Ceverage Delay (sec/veh): 27.9           Control: Protected         Protected           Protected         Protected           Include         Include           Include         Protected           Protected         Protected           Method South Bound         East Sound           Method South Bound         East Sound           Control:         Protected         Protected           Min. Green:         0         0         0         0         0           Optimat Cycle:         Count Darce: 22 Sep 2004 <<         7:15         Method South Bound         East Stat           Mathod         1													
2000 HCM Operations Method (Muture Volume Atternation)           Intersection flial Jin Moore/Light_Fighter           Cycle (sec):         80         Critical Vol./Cap. (X):         0.711           Loss Time (sec):         16 (Y+R = 4 sec) Average Delay (sec/veh):         27.9           Optimal Cycle:         66         Level Of Service:         C           Approach:         North Bound         South Beund         East Bound         West Bound           Movement:         L - T - R         L - T - R         L - T - R         L - T - R         C - T - R           Control:         Protected         Protected         Protected         Protected         Protected           Min. Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th< td=""><td></td><td></td><td>Ŀ</td><td>evel Of</td><td>Serv</td><td>rice (</td><td>Computa</td><td>tion R</td><td>leport</td><td></td><td></td><td></td><td></td></th<>			Ŀ	evel Of	Serv	rice (	Computa	tion R	leport				
Thtersection #1321 Jim_Moore/Light_Fighter         Cycle (sec):       80       Critical Vol./Cap. (X):       0.711         Loss Time (sec):       16 (Y+R = 4 Bec) Average Delay (sec/veh):       27.9         Cgtimal Cycle:       66       Level of Service:       C         Movement:       - T - R       L - T - R       L - T - R       C - T - R         Control:       Protected       Protected       Protected       Protected         Rights:       Include       Include       Ignore       Include         Min. Green:       0       0       0       0       0       0       0       0       0         Volume Module:       > Count Date:       22 Sep 2004 << 7:15 - 0:15 AM	2	000 H	ICM Op	eration	ns Met	inoa	(Future	nutov Motun	IG ATI	ernaer.	vc/ *****	****	*****
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	******	*****	*****	*****	*****	****	******	*****	*****				
String         S0         Critical Vol./cap. (X):         0.711           Loss         Time (sec):         16 (Y+R = 4 sec) Average Delay (sec/veh):         27.9           Optimal Cycle:         66         Level of Service:         C           Approach:         North Bound         South Bound         East Bound         West Bound           Movement:         L - T - R         L - T - R         L - T - R         L - T - R           Control:         Protected         Protected         Protected         Protected           Min. Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 </td <td>Intersection</td> <td>#1321</td> <td>Jim_</td> <td>Moore/I</td> <td>_ight_</td> <td>Figh</td> <td>ter</td> <td>ماه ماه ماه ماه ماه</td> <td></td> <td>· • • • • • • • •</td> <td>*****</td> <td>****</td> <td>*****</td>	Intersection	#1321	Jim_	Moore/I	_ight_	Figh	ter	ماه ماه ماه ماه ماه		· • • • • • • • •	*****	****	*****
Cycle (sec):         B0         Christian Volr/Lap.         Contholde<	*****	*****	*****	*****	* * * * * *	****	~~~~~~	7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	/dom	(v).		0 71	٦
Loss Time (sec):       16 (Y+R = 4 sec) Average Delay (sec)ven::       21.2         Approach:       North Bound       South Bound       East Bound       Weet Bound         Movement:       L - T - R       L - T - R       L - T - R       L - T - R         Control:       Protected       Protected       Protected       Protected         Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Cycle (sec):		80	·		,	Critica	T VOL.	/Cap.	$(\Lambda)$ :		27	9
Optimal Cycle:         66         Level 0f Seride:         Construction           Approach:         North Bound         South Bound         East Bound         West Bound           Approach:         L         T         R         L         T         R         L         T         R           Control:         Protected         Protected         Protected         Protected         Protected           Min, Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	Loss Time (se	c):	16	(Y+R =	= 4 9	sec).	Average	ретау Е оптат	(sec	;/ven/:		21.	с С
Approach:         North Bound         South Bound         East Bound         West Bound           Movement:         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R         L - T - R <tde< td=""><td>Optimal Cycle</td><td>:</td><td>66</td><td></td><td>*****</td><td>****</td><td>Levei U ******</td><td>L DELV</td><td>(100: *****</td><td>******</td><td>*****</td><td>****</td><td>*****</td></tde<>	Optimal Cycle	:	66		*****	****	Levei U ******	L DELV	(100: *****	******	*****	****	*****
Approach:       North Both and Both And String Lands       Protected       Protected         Rights:       Include       Include       Ignore       Include       Protected       Protected       Protected       Include       Include <t< td=""><td>*******</td><td>*****</td><td></td><td></td><td>Cot</td><td>th B</td><td>ound</td><td>Ee</td><td>ast Bo</td><td>und</td><td>We</td><td>st Bo</td><td>und</td></t<>	*******	*****			Cot	th B	ound	Ee	ast Bo	und	We	st Bo	und
Movement:         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I	Approach:	TON	сп во m	una p	т	ις Π. Β. . ΤΓ	_ P	T	. т	- R	L -	т	- R
Control:         Protected         Protected         Protected         Include         Include         Include           Min. Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	Movement:	- 4	· 1	- K		·							
Control:         Floctude         Include	Gentrol.	 Dr		ed	l Pr	rotec	ted	ı Pr	otect	ed	' Pr	otect	ed
Hind Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <th0< th=""> <th0< td=""><td>Concroi:</td><td>FI</td><td>Tnclu</td><td>de de</td><td></td><td>Incl</td><td>ude</td><td></td><td>Iqnoi</td><td>ce</td><td></td><td>Inclu</td><td>lde</td></th0<></th0<>	Concroi:	FI	Tnclu	de de		Incl	ude		Iqnoi	ce		Inclu	lde
Min. Orden.       O       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O       I       O <thi< th=""> <thi< td=""><td>Min Groon.</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></thi<></thi<>	Min Groon.	0	0	0	0	0	0	0	0	0	0	0	0
Valume Module: >> Count Date: 22 Sep 2004 << 7:15 - 8:15 AM	Tanee ·	2 0	ົ້	1 0	1 0	) 1	1 0	1 0	) 1	0 1	1 0	0	1 0
Volume Module:       >> Count Date:       22 Sep 2004 <       7:15 - 8:15 AM         Base Vol:       177       147       4       4 405       149       178       112       416       10       64       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1													
Base Vol:       177       147       4       4       405       149       178       112       416       10       64       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Volume Module	: >>	Count	Date:	22 Se	ep 20	04 << 7	:15 -	8:15	AM			
Growth Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>Base Vol:</td> <td>177</td> <td>147</td> <td>4</td> <td>4</td> <td>405</td> <td>149</td> <td>178</td> <td>112</td> <td>416</td> <td>10</td> <td>64</td> <td>2</td>	Base Vol:	177	147	4	4	405	149	178	112	416	10	64	2
Initial Bse:       177       147       4       4       405       149       178       112       416       10       64       2         Added Vol:       369       106       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Added Vol:       369       106       0       60       31       23       1       226       0       4       0         PasserByVol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Initial Bse:	177	147	4	4	405	149	178	112	416	10	64	2
PasserByVol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <t< td=""><td>Added Vol:</td><td>369</td><td>106</td><td>0</td><td>0</td><td>60</td><td>31</td><td>23</td><td>1</td><td>226</td><td>0</td><td>4</td><td>0</td></t<>	Added Vol:	369	106	0	0	60	31	23	1	226	0	4	0
Initial Fut:       546       253       4       4       465       180       201       113       642       10       68       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.0	PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Initial Fut:	546	253	4	4	465	180	201	113	642	10	68	2
PHF Adj:       0.88 0.88 0.88       0.88 0.88       0.88 0.88       0.88 0.88       0.88 0.88       0.88 0.88       0.88 0.88       0.88 0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.88       0.80       0.88       0.80       0.88       0.80       0.88       0.88       0.89       0.80       0.80       0.80       0.80       0.89 </td <td>User Adi:</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>0.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td>	User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:       620       288       5       5       528       205       228       128       0       11       77       2         Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	PHF Adi:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.00	0.88	0.88	0.88
Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <th< td=""><td>PHF Volume:</td><td>620</td><td>288</td><td>5</td><td>5</td><td>528</td><td>205</td><td>228</td><td>128</td><td>0</td><td>11</td><td>77</td><td>2</td></th<>	PHF Volume:	620	288	5	5	528	205	228	128	0	11	77	2
Reduced Vol:       620       288       5       5       528       205       228       128       0       11       77       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 </td <td>Reduct Vol:</td> <td>0</td>	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Reduced Vol:	620	288	5	5	528	205	228	128	0	11	77	2
MLF Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:       620       288       5       5       528       205       228       128       0       11       77       2         Saturation Flow Module:       Saturation Flow Module:       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900	MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Saturation Flow Module:         Sat/Lane:       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900	Final Vol.:	620	288	5	5	528	205	228	128	0	11	77	2
Saturation Flow Module:         Sat/Lane:       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       100       1000				·									
Sat/Lane:       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900	Saturation F	low Mo	odule:									1000	1000
Adjustment:       0.90       0.98       0.98       0.93       0.89       0.93       0.98       1.00       0.93       0.93       0.98       0.93       0.98       0.93       0.98       0.93       0.98       0.93       0.98       0.93       0.98       0.93       0.98       0.93       0.98       0.93       0.98       0.93       0.98       0.93       0.98       0.93       0.98       0.93       0.98       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93       0.93 <td>Sat/Lane:</td> <td>1900</td> <td>1900</td> <td>1900</td> <td>1900</td> <td>1900</td> <td>) 1900</td> <td>1900</td> <td>1900</td> <td>1900</td> <td>1900</td> <td>1900</td> <td>TA00</td>	Sat/Lane:	1900	1900	1900	1900	1900	) 1900	1900	1900	1900	1900	1900	TA00
Lanes:       2.00       0.98       0.02       1.00       1.44       0.56       1.00       1.00       1.00       0.097       0.03         Final Sat.:       3432       1829       29       1769       2443       946       1769       1862       1900       1769       1802       53	Adjustment:	0.90	0.98	0.98	0.93	0.89	0.89	0.93	0.98	1.00	0.93	0.98	0.98
Final Sat.:       3432 1829       29       1769 2443       946       1769 1862       1900       1789 1802       53         Capacity Analysis Module:	Lanes:	2.00	0.98	0.02	1.00	1.44	0.56	1.00	1.00	1.00	1.00	0.97	0.03
Capacity Analysis Module: Vol/Sat: 0.18 0.16 0.16 0.00 0.22 0.22 0.13 0.07 0.00 0.01 0.04 0.04 Crit Moves: **** Green Time: 20.3 43.9 43.9 0.7 24.3 24.3 14.5 17.7 0.0 1.6 4.8 4.8 Volume/Cap: 0.71 0.29 0.29 0.29 0.71 0.71 0.71 0.31 0.00 0.31 0.71 0.71 Uniform Del: 27.2 9.6 9.6 39.4 24.7 24.7 30.8 26.1 0.0 38.6 36.9 36.9 IncremntDel: 2.8 0.2 0.2 9.7 2.4 2.4 7.3 0.4 0.0 4.8 19.2 19.2 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Final Sat.:	3432	1829	29	1769	2443	946	1769	1862	1900	1/69	1802	دد اـــــــ
Capacity Analysis Module:       Vol/Sat:       0.18       0.16       0.00       0.22       0.22       0.13       0.07       0.00       0.01       0.04       0.04         Crit Moves:       ****       ****       ****       ****       ****       ****       ****       ****         Green Time:       20.3       43.9       43.9       0.7       24.3       24.3       14.5       17.7       0.0       1.6       4.8       4.8         Volume/Cap:       0.71       0.29       0.29       0.71       0.71       0.71       0.31       0.00       0.31       0.71       0.71         Uniform Del:       27.2       9.6       9.6       39.4       24.7       24.7       30.8       26.1       0.0       38.6       36.9       36.9         IncremntDel:       2.8       0.2       0.2       9.7       2.4       2.4       7.3       0.4       0.0       1.00       1.00       1.00         Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00													
Vol/Sat:       0.18 0.16       0.16       0.00 0.22       0.22       0.13 0.07       0.00       0.01 0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01	Capacity Ana	lysis	Modu.	Le:		0 0 0		0 1 2	0 07	0 00	0 01	0 04	0 04
Crit Moves:       ****       ****       ****       ****       ****       ****       ****       ****         Green Time:       20.3       43.9       43.9       0.7       24.3       24.3       14.5       17.7       0.0       1.6       4.8       4.8         Volume/Cap:       0.71       0.29       0.29       0.71       0.71       0.71       0.31       0.00       0.31       0.71       0.71         Uniform Del:       27.2       9.6       9.6       39.4       24.7       24.7       30.8       26.1       0.0       38.6       36.9       36.9         IncremntDel:       2.8       0.2       0.2       9.7       2.4       2.4       7.3       0.4       0.0       4.8       19.2       19.2         Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Vol/Sat:	0.18	0.16	0.16	0.00	د سبب	4 U.ZZ	****	0.07	0.00	0.01	****	0,01
Green Time:       20.3       43.9       43.9       0.7       24.3       24.3       14.3       17.7       0.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Crit Moves:	****		10.0	0 7	- A - 7		1/ 5	17 7	0 0	16	4.8	4.8
Volume/Cap:       0.71       0.29       0.29       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71       0.71 <td>Green Time:</td> <td>20.3</td> <td>43.9</td> <td>43.9</td> <td>0.7</td> <td>24.3</td> <td>5 24.5 5 0 71</td> <td>0 71</td> <td>0 31</td> <td>0.0</td> <td>0 31</td> <td>0.71</td> <td>0.71</td>	Green Time:	20.3	43.9	43.9	0.7	24.3	5 24.5 5 0 71	0 71	0 31	0.0	0 31	0.71	0.71
Uniform Del: 27.2       9.6       9.6       39.4       24.7       30.8       20.1       0.0       30.0       50.0       50.1       50.0       50.1       50.0       50.1       50.0       50.1       50.0       50.1       50.0       50.1       50.0       50.1       50.0       50.1       50.0       50.1       50.1       50.1       50.1       50.1       50.1       50.1       50.1       50.1       50.1       50.1       50.1       50.1       10.0       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00<	Volume/Cap:	0.71	0.29	0.29	0.∠9 20 4	0.7J ~ NC	רייס. קייס. ש	30 8	26 1	0.0	38.6	36.9	36.9
IncremntDel:       2.8       0.2       0.2       5.7       2.4       7.5       0.1       0.0       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Unitorm Del:	27.2	9.6	y.6	ייים רים	24.1	, 241, / 1 7 /	ט.ט ד ד	0.4	0.0	4.8	19.2	19.2
Delay/Veh:       29.9       9.8       9.8       49.1       27.1       27.1       38.0       26.5       0.0       43.5       56.1       56.1         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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	IncremntDel:	2.8	1 00	1 00	J. /	1 0/	± 4.1±	1 00	1.00	0.00	1.00	1.00	1.00
Delay/ven:       29.9       9.8       9.0       49.1       27.1       27.1       30.0       20.0       100       100       100       100       100       100       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       <	Delay Adj:	1.00	1.00	T.00	10 1	27 1	, 1.00 1 77 1	38 0	26.5	0.0	43.5	56.1	56.1
User DelAq]: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Delay/Veh:	29.9	9.8	7.8 1 00	+± > • ±	1 00	- ∠/·- 1 1 00	1 00	1.00	1.00	1.00	1.00	1.00
Adjuei/ven: 29.9 9.8 9.0 49.1 27.1 27.1 30.0 20.5 0.0 12.0 00.1 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20.1 40.0 20	User DelAdj:	1.00	T.00	T.00	100	277 1	1 27 1	38 0	26.5	0.0	43.5	56.1	56.1
HCM2KAVG: 9 4 0 0 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	AdjDel/Ven:	29.9	ש.ע י	9.0 2	49.1 A	<i>د ا</i> ک	د بم _ا		3	0	1	3	3
	HCMZKAVG:	ד *****	*****	ر * * * * * *		~ ****;	~ ******	, *****	- ****	******	*****	* * * * *	******

AM Bkqnd+Pro	во		Thu	1 Nov	11,	2004 1	7:42:55			P	age 6	5-1
			<b>- </b>			<b></b>						
		 T.		 Serv		Comput	ation R	eport				
2	000 म		eration	is Met	hod	(Futur	e Volum	ne [^] Alt	ernati	ve)		
ے ********	*****	*****	******	*****	****	*****	******	****	******	*****	****	*****
Trtorgogtion	#1200	.Tim I	Moore/(	lalin	a							
THCE1Seccion	*****	*****	******	*****	·⊃ ·****	*****	*****	****	******	*****	****	*****
		60				Critic	al Vol.	/Cap	(X):		0.68	7
Cycre (sec):	a) •	16	(V+R =	- 4 9	ec)	Averag	e Delav	, (seo	c/veh):		16.	6
Loss IIme (se		57	(1111)		,,	Level	Of Serv	rice:	•			В
Optimai cycie	*****	*****	*****	*****	****	******	*****	****	* * * * * * *	* * * * * *	****	* * * * * *
Annyonah.	Nor	th Bo	und	Sou	ith E	Sound	Ea	ist Bo	ound	We	st Bo	und
Approach:	T	сн цо т	- P	т	- т	- R	ь -	·Т	- R	L -	Т	- R
Movement;												[
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Concroi:	E 1	Tanor	e .		Tanc	ore		Incl	ude		Ignor	e
Min Groop.	٥	191101	0	0		) 0	0	0	0	0	0	0
MIII. Green:	1 0		n 1	1 (	) 2	0 1	1 0	) 0	1 0	1 0	l	0 1
Volumo Module		Count	Date:	3 Mar	200	)4 << 7	:15 - 8	3:15	AM .	'		
Page Vol:	18	288	71	166	625	5 101	21	23	16	106	43	16
Crowth Add.	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Tritial Bee	18	288	71	166	625	5 101	21	23	16	106	43	16
Inficial Dae.	10	474		0	286	5 0	0	0	0	3	0	1
Audeu VOI:	0	7	ñ	0	0	) (	0	0	0	0	0	0
Tabberbyvor.	18	762	72	166	911	L 101	21	23	16	109	43	17
Inicial Fuc.	1 00	1 00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
USEL AUJ:	0 78	0 78	0 00	0.78	0.78	3 0.00	0.78	0.78	0.78	0.78	0.78	0.00
PHF Auj.	0.70	977	0.00	213	1168	3 C	27	29	21	140	55	0
Phr Volume:	20	0	Ő	0	(	) (	0	0	0	0	0	0
Reduct VOI:	23	977	0	213	1168	- 3 C	27	29	21	140	55	0
DCR Adi.	1 00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PCE Auj: MIP Add:	1 00	1 00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Rinal Vol ·	1.00	977	0	213	1168	3 C	27	29	21	140	55	0
Fillar VOL			]	·			.					
Saturation F	l Iow Mo	dule:		1			• •					
Saturation 1.	1900	1900	1900	1900	190(	0 1900	1900	1900	1900	1900	1900	1900
Adjustment.	0 93	0 93	1.00	0.93	0.93	3 1.00	0.93	0.92	0.92	0.93	0.98	1.00
Laneg.	1 00	2.00	1.00	1.00	2.00	0 1.00	1.00	0.59	0.41	1.00	1.00	1.00
Final Cat ·	1769	3538	1900	1769	3538	8 1900	) 1769	1031	717	1769	1862	1900
Final Sac	1						.					·
Capacity Ana	lvsis	Modu]	le:	I								
Vol/Sati	0.01	0.28	0.00	0.12	0.33	3 0.00	0.02	0.03	0.03	0.08	0.03	0.00
Crit Moves.	0.02	****	••••	****				****		****		
Green Time:	13	24.1	0.0	10.5	33.3	3 0.0	3.2	2.5	2.5	6.9	6.2	0.0
Volume/Cap:	0.59	0.69	0.00	0.69	0.5	9 0.00	0.29	0.69	0.69	0.69	0.29	0.00
Uniform Del.	29.1	14.8	0.0	23.2	8.	9 0.0	27.3	28.4	28.4	25.5	24.9	0.0
IngremptDel.	22 6	1.4	0.0	6.4	0.	5 0.0	) 1.7	24.1	24.1	9.5	0.8	0.0
Delay Adi.	1.00	1.00	0.00	1.00	1.0	0 0.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veb.	51 6	16 3	0.0	29.6	9.	4 0.0	) 29.0	52.5	52.5	35.0	25.7	0.0
Deray/ven:	1 00	1 00	1,00	1.00	1.0	0 1.00	0 1.0Ò	1.00	1.00	1.00	1.00	1.00
Ndinal/Vah.	51 6	163	0.0	29.6	9.	4 0.0	29.0	52.5	52.5	35.0	25.7	0.0
HCM2bAve.	J I . U 1		0	5	8	0	1	2	2	4	1	0
*******	- *****	~ * * * * * *	~ * * * * * * *	*****	****	*****	*****	* * * * *	*****	******	*****	******

AM Bkgnd+Pro	во		Thu	u Nov	11,	2004 17	:42:55	5		E	Page 6	57-1
							<b>_</b> _					
		I	evel O:	f Serv	rice	Computat	tion H	Report	t			
2	2000 H	HCM Op	eration	ns Met	thod	(Future	Volur	ne Alt	ternati	ve)		
***********	*****	* * * * * *	*****	****	****	******	* * * * * * *	* * * * *	* * * * * * *	*****	*****	******
Intersection	#1323	3 Jim_	Moore/I	Norman	ndy						ب ماد ماد ماد ما	مله طلم مله مله مله مل
*******	*****	* * * * * *	******	* * * * * *	****	******	*****	<pre></pre>	× × × × × × ×	*****		
Cycle (sec):		60	)			Critica.	L VOL.	./Cap	(X):		0.65	79 つ
Loss Time (se	ec):	12	(Y+R =	= 4 \$	sec)	Average	Delay	γ (see	c/ven):		18.	. S 
Optimal Cycle	): 	52	) 	و مای مای سال سال سال	به مله مله مله ما	Level U	: serv	vice:	******	*****	*****	D ******
************	·****	*****	******	с		ound	 Fr:	act B	പാനർ	₩e	et Bo	าแทส์
Approacn:	TNOI T		nana p	т	սելլ լ _ դր		т	 		T	, сс эс , т	– P
Movement:	- Lu -	- 1	- R	ы. І	- 1	- K					<u>د</u> 	
Control	 D1	rotect		Pi	roted	ted	I I	Permit	tted	I E	Permit	ted
Dighta.	F.	Thely	nde		Inc	ude	-	Incl	ude	_	Inclu	ıde
Min Green.	0	11010	0	0		) 0	0	0	0	0	0	0
Lanee.	1 0	n 1	1 0	1 0	. 2	0 1	0 0	0 1!	0 0	0 0	) 1!	0 0
Volume Module	3: >>	Count	: Date:	30 Ma	ar 20	)04 << 7	:15 -	8:15	AM			
Base Vol:	40	288	65	61	597	7 89	62	44	35	56	73	27
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	288	65	61	597	7 89	62	44	35	56	73	27
Added Vol:	0	355	0	46	219	9 23	40	0	0	0	0	80
PasserByVol:	0	0	0	0	(	) ()	0	0	0	0	0	0
Initial Fut:	40	643	65	107	816	5 112	102	44	35	56	73	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 Adi:	0.75	0.75	0.75	0.75	0.75	5 0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	53	857	87	143	1088	3 149	136	59	47	75	97	143
Reduct Vol:	0	0	0	0	(	) 0	0	0	0	0	0	0
Reduced Vol:	53	857	87	143	1088	3 149	136	59	47	75	97	143
PCE Adi:	1.00	1.00	1.00	1.00	1.00	) 1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	857	87	143	1088	3 149	136	59	47	75	97	143
		<b>-</b>										
Saturation FI	low Ma	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	) 1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	5 0.85	0.59	0.59	0.59	0.83	0.83	0.83
Lanes:	1.00	1.82	0.18	1.00	2.00	) 1.00	0.57	0.24	0.19	0.24	0.31	0.45
Final Sat.:	1805	3233	327	1805	3610	) 1615	632	273	217	374	488	715
									<b></b>			
Capacity Anal	lysis	Modu]	le:									
Vol/Sat:	0.03	0.27	0.27	0.08	0.30	0.09	0.22	0.22	0.22	0.20	0.20	0.20
Crit Moves:		****		****				****				
Green Time:	2.6	22.8	22.8	6.8	26.9	€ 26.9	18.5	18.5	18.5	18.5	18.5	18.5
Volume/Cap:	0.67	0.70	0.70	0.70	0.6	0.21	0.70	0.70	0.70	0.65	0.65	0.65
Uniform Del:	28.3	15.7	15.7	25.6	13.1	10.1	18.3	18.3	18.3	18.0	18.0	18.0
IncremntDel:	20.3	1.7	1.7	10.3	1.3	L 0.1	6.2	6.2	6.2	3.1	3.1	3.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.5	17.4	17.4	35.9	14.2	2 10.2	24.6	24.6	24.6	21.0	21.0	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:	48.5	17.4	17.4	35.9	14.2	2 10.2	24.6	24.6	24.6	21.0	21.0	21.0
HCM2kAvg:	2	9	9	4	9	2	8	8	8	7	7	7
*******	****	*****	******	****	****	*******	****	* * * * *	* * * * * * *	*****	****	*****

MITIG8 - AM E	3kgnd-	+Pro B	0 Fr	i Nov	12,	2004 10	:43:34	4		• <b></b>	Page	1-1
	2000 E	L HCM Op	evel 0	f Serv	 vice thod	Computa (Future	tion H	Repor me Al	 t ternati ******	.ve)	·	***
**************************************	4100	4 Tim	Mooro									
intersection	+++++	* UIII. ******	******	*****	****	******	*****	****	******	*****	****	*****
Cycle (sec):		60	•			Critica	l Vol.	./Cap	. (X):		0.71	.6
Loss Time (se	• ( ~ e	c c	(Y+R	= 4 :	sec)	Average	Dela	v (se	c/veh):		12.	8
Optimal Cycle		- 48 *****	*****	*****	****	Level C	)f Ser	vice: *****	******	* * * * * *	****	B ******
Approach:	Not	rth Bo	und	Sou	ith B	ound	Ea	ast B	ound	We	st Bo	ound
Movement:	L -	- T	- R	L -	- T	– R	L -	- T	- R	L	T	- R
Control	 ק	rotect	ed	I P:	rotec	ted	1	Permi	tted	' E	ermit	ted
Rights.	r .	Inclu	ide	÷	Incl	ude		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (	0 0	1 0	1 (	) 1	0 1	0 3	10	0 1	0 0	1!	0 0
Volume Module	e: >>	Count	: Date:	31 Ma	ar 20	04 << /	:30 -	8:30	AM 100	0	0	0
Base'Vol:	86	255	0	0	646	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	100	T.00	1.00	1.00
Initial Bse:	86	255	U	U F	120	20	00 00	16	100	2	6	2
Added Vol:	5	221	5	5	139	28	35	01	14	ے م	0	4
PasserByVol:	0	0	U	0	U 705	170	110	10	11/	0 2	G	2
Initial Fut:	91	476	5	5	/85	1 00	1 00	1 00	1 00	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.92	104	0.92	0.92	0.92
PHF Volume:	99	517	5	5	853	129	128	11	124	4	0	2
Reduct Vol:	0	0	U	0	0.50	100	100	17	104	2	7	2
Reduced Vol:	99	51/	5	5	853	1 00	128	1 00	124	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	. 99	517	5,	, 5	853	129	128	1/	124	<u>ک</u>	/	یک ا ســــــــــــــــــــــــــــــــــــ
Saturation F	  ow Mo	odule:					1			1		
Sat/Lane.	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment.	0 95	1 00	1.00	0.95	1.00	0,85	0.73	0.73	0.85	0.91	0.91	0.91
Lanes.	1 00	0 99	0 01	1 00	1.00	1.00	0.88	0.12	1.00	0.20	0.60	0.20
Final Sat.:	1805	1878	20	1805	1900	1615	1225	166	1615	348	1043	348
			1									
Capacity Anal	Lysis	Modul	e:									
Vol/Sat:	0.05	0.28	0.28	0.00	0.45	0.08	0.10	0.10	0.08	0.01	0.01	0.01
Crit Moves:	* * * *				* * * *			****				
Green Time:	4.6	41.8	41.8	0.5	37.6	37.6	8.8	8.8	8.8	8.8	8.8	8.8
Volume/Cap:	0.72	0.40	0.40	0.40	0.72	0.13	0.72	0.72	0.52	0.04	0.04	0.04
Uniform Del:	27.1	3.8	3.8	29.6	7.6	4.5	24.4	24.4	23.7	22.0	22.0	22.0
IncremntDel:	16.4	0.2	0.2	17.7	2.1	0.1	11.5	11.5	2.2	0.1	0.1	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.4	4.0	4.0	47.4	9.7	4.6	35.9	35.9	25.8	22.1	22.1	22.1
User DelAdi:	1.00	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	4.0	4.0	47.4	9.7	4.6	35.9	35.9	25.8	22.1	22.1	22.1
HCM2 kAvg:	4	4	4	1	12	1	5	5	3	0	0	0
**********	*****	*****	*****	*****	*****	* * * * * * *	*****	*****	******	*****	* * * * *	*****

MITIG8 - AM H	3kgnd-	Pro E	30 Fr	i Nov	12, 2	2004 10	:46:32	2 <b></b> -			Page	1-1
		I	evel O	f Serv	vice C	Computa [.]	tion H	Report				
6	2000 F	ICM Op	eratio	ns Met	hod (	Future	Volur	ne Alt	ernati	ve)		
*******	*****	*****	*****	*****	*****	******	* * * * * *	*****	*****	*****	*****	*****
Intersection	#1325	5 Jim	Moore/	Broadw	лау							
* * * * * * * * * * * * * *	*****	*****	*****	* * * * * *	*****	******	* * * * * *	*****	*****	*****	*****	******
Cycle (sec):		60	)		C	Critica	l Vol.	./Cap.	(X):		0.68	6
Loss Time (se	ec):	9	) (Y+R	= 4 s	sec) A	lverage	Delay	y (sec	/veh):		15.	9
Optimal Cycle	∋:	45			I	Level O:	f Serv	/ice:				В
******	****7	*****	*****	*****	*****	******	*****	*****	*****	*****	*****	*****
Approach:	Noi	rth Bo	ound	Sou	ith Bo	ound	Ea	ast Bo	und		est BC	ouna
Movement:	L -	- T	- R	L -	- T	- R	_Ц -	- T	- R ,	, L -	- T	- к
			·!							[		
Control:	Pi	rotect	ed	Ъı	rotect	ted	sp.	LIC PN	ase	sb1	Traly	udo
Rights:	-	Inclu	ide ,	0	Inclu	ide	0	Inciu	ue A	O	n	ιαe Λ
Min. Green:	0	0	0	0	U 1	0 1	1 0	ט ה	0 1	0	n n	0 0
Lanes:	, T (	) T	0 0		) 1	· ·	1		1	1		
TT-less Medul		Count		28 94	200	14 < < 7	• 30 -	8.30	AM	1		I
Aora Moja	E C	07	, Date. A	20 20	_p 200	211	254	0.00	2.64	0	0	0
Base Vol:	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
GIOWLN AUJ. Initial Beat	5.8	1.00	1,00	1.00	435	311	254	0	264	0	0	0
Added Vol·	0	173	0	ŏ	109	46	58	0	0	0	0	0
PasserBvVol.	0 0	10	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	260	0	0	544	357	312	0	264	0	0	0
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0,86	0.86	0.86	0.86
PHF Volume:	67	302	0	0	633	415	363	0	307	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	302	0	0	633	415	363	0	307	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
Final Vol.:	67	302	0	0	633	415	363	0	307	. 0	0	0.
Saturation F	Low Mo	odule:					1000	1000	1000	1000	1000	1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	1.00	1.00	0.98	0.83	0.93	1.00	1 00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1700	0.00	1600	0.00	0.00	0.00
Final Sat.:	1/69	1862	U,	, 0	1867	1303	1/09		1000	I		1
D	·			1			1		I	i		1
Capacity Ana.	LYSIS	Modul		0 00	0.34	0 26	0 21	0 00	0 19	0 00	0 00	0.00
Vol/Sat:	****	0.10	0.00	0.00	****	0.20	****	0.00	0.15	0.00		
Crit Moves:	2 2 2	22 1	0 0	ΠΩ	29.7	29 7	17.9	0.0	17.9	0.0	0.0	0.0
Welume/Cap:	0 69	0 29	0.0	0.0	0 69	0.53	0.69	0.00	0.65	0.00	0.00	0.00
Uniform Del.	27 8	7 2	0.0	0_0	11.6	10.4	18.5	0.0	18.3	0.0	0.0	0.0
IncremntDel.	18 3	0.2	0.0	0.0	2.2	0.7	3.7	0.0	3.1	0.0	0.0	0.0
Delay Adi:	1.00	1.00	0.00	0.00	1,00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delav/Veh:	46.1	7.4	0.0	0.0	13.7	11.0	22.3	0.0	21.4	0.0	0.0	0.0
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh:	46.1	7.4	0.0	0.0	13.7	11.0	22.3	0.0	21.4	0.0	0.0	0.0
HCM2 kAva:	3	3	0	0	10	6	8	0	6	0	0	0
* * * * * * * * * * * *	* * * * *	* * * * * *	*****	*****	* * * * * *	******	* * * * * *	* * * * * *	* * * * * *	*****	*****	*****

PM Bkgnd+Pro	во		Thu	ı Nov	11,	2004 17	:45:18	3		E	Page 2	23-1
					ri de	Computat		Penort				
~			ever or	ne Met	bod	(Future	Volum	ne Alt	- cernati	ve)		
******	.***** (000 i	1CM 05	******	15 1400	*****	*******	*****	*****	******	******	*****	*****
Teterroation	#120T	1 Dol	Monte/I	Decers	ratic	nn -						
1010erSect100	++++++	L DCL		*****	*****	******	*****	*****	*****	*****	*****	*****
		80	1			Critical	l Vol.	/Cap	(X):		0.63	31
Logg Time (ge	· ( )	17	, ) (Y+R =	= 4 9	sec)	Average	Delay	/ (sec	:/veh):		22.	. 7
Optimal Cycle		49	)		,	Level O:	f Serv	vice:	, .			С
*****	· • · * * * * * *	*****	*****	*****	****	******	* * * * * *	****	******	* * * * * *	*****	*****
Approach:	Noi	cth Bo	ound	Sou	ith E	Bound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	L -	- T	- R	Ŀ.	- Т	- R	ь -	- Т	– R	L -	- T	- R
Control:	Pi	rotect	ed '	Pi	roted	ted	Spl	Lit Pł	nase	Spl	Lit Pł	lase
Rights:		Ovl			Incl	.ude		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	C	0 0	0	0	0	0	0	0
Lanes:	1 (	) 1	0 2	2 (	) 1	1 0	0 1	L 0	1 0	2 0	) 1	0 1
Volume Module	e: >>	Count	Date:	10 Ji	ın 20	04 << 4	:15 -	5:15	PM			
Base Vol:	148	171	750	151	76	5 9	11	185	85	538	281	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:	148	171	750	151	76	5 9	11	185	85	538	281	105
Added Vol:	0	220	54	0	185	5 0	0	15	0	58	.7	0
PasserByVol:	0	0	0	0	C	) 0	0	0	0	0	0	105
Initial Fut:	148	391	804	151	26]	. 9	11	200	85	596	288	105
User Adj:	1.00	1.00	1.00	1.00	1.00	) 1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	5 0.96	0.96	0.96	0.96	0.96	0.96	100
PHF Volume:	154	407	838	157	272	2 9	11	208	89	621	300	109
Reduct Vol:	0	0	0	0			0	0	V 00	C 2 1	200	109
Reduced Vol:	154	407	838	157	272	2 9	11	208	1 00	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	) 1.00	1.00	1.00	1.00	1.00	1 00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	) 1.00	1.00	1.00 200	2.00	£21	200	100
Final Vol.:	154	407	838	157	212	2 9	L.1.	200		021		
Saturation F.	LOW MO	odule:	1000	1000	1000	1000		1000	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	) 1900	1900	7 80 T 900	1 89	0 90	0 98	0.83
Adjustment:	0.93	0.98	0.73	0.90	1 01	0.93 0 07	0.09	1 26	0.59	2 00	1 00	1 00
Lanes:	1,00	1.00	2.00	2.00	2402	> 0.07	126	2283	970	3432	1862	1583
Final Sat.:	1/69	1862	2/00	3434	5403		1					
Compatibut App		Modul		I			I		I	1		1
Vapacity Ana.	TARTE V VO	0 22	0 30	0 05	0 08	3 0.08	0.09	0.09	0.09	0.18	0.16	0.07
VOI/Sau:	0.09	****	0.50	****	0.00	0.00	0.02	0.01	****	****		
Crit Moves:	17 5	2777	50 G	58	16 0	16.0	11.6	11.6	11.6	22.9	22.9	22.9
Volume/Cap:	0 40	0 63	0.48	0.63	0.40	0.40	0.63	0.63	0.63	0.63	0.56	0.24
Uniform Del.	26 8	21.9	7.7	36.1	27.8	3 27.8	32.2	32.2	32.2	24.9	24.3	21.9
IncremptDel.	20.0	2 0	0.2	5.2	0.4	1 0.4	2.7	2.7	2.7	1.3	1.4	0.3
Delay Adi.	1.00	1.00	1.00	1.00	1.00	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh·	27 4	23.9	7.9	41.2	28.2	2 28.2	34.9	34.9	34.9	26.2	25.7	22.2
Her Deladi.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adinal/Wah.	27 4	23 9	7.9	41.2	28.2	2 28.2	34.9	34.9	34.9	26.2	25.7	22.2
HCM2kAva·	4	9	6	3	3	3	5	5	5	8	7	2
*******	****	- *****	- ******	****	* * * * *	******	*****	* * * * *	******	****	* * * * * *	******

MITIG8 - PM E	3kgnd+	-Pro I	30 Fr:	i Nov	12,	2004 09	:59:55	, 			Page	1-1
2		ICM OI	Gevel O	f Serv ns Met	/ice thod	Computa (Future	tion H Volur	Report	ernati	ve)		
**********	******	****	* * * * * * * *	*****	*****	******	*****	*****	******	*****	****	
Intersection	#1302	2 Cal:	ifornia	/Resei	rvati	on					ه جان جان بان بان	
*****	*****	****	******	* * * * * *	****	******	*****	*****	*****	*****	0 00	
Cycle (sec):		6(	0			Critica	I VOL.	./Cap.	. (X):		11	<i>y</i> 0
Loss Time (se	ec):	<u>,</u>	9 (Y+R :	= 4 :	sec)	Average	e Delay	/ (sec	:/ven}:		11.	. / 
Optimal Cycle	9:	43	5			Level C	) Serv	/1Ce:		* * * * * * *	****	D
**********	*****	*****	******	*****	*****	*****	• • • • • • • • • • • • • • • • • • •		, , , , , , , , , , , , , , , , , , ,	We	et Br	പനർ
Approach: Movement:	NO1 L -	cth Bo - T	- R	L -	ith E - T	- R	ь ь -	- Т 	- R 	L -	· T	- R
Control	[ E	ormit	tted	ر ا	Permi	tted	, P1	oteci	ced	Pr	otect	ed
Dichte:	~	Incli	ude	-	Incl	ude		Inclu	ıde		Inclu	ıde
Min Green	0	0	0	0	C	) 0	0	0	0	0	0	0
Lanes:	0 1	ιõ	0 1	0 (	) 1!	0 0	1 (	) 1	1 0	1 C	) 1	1 0
	1						[		!			
Volume Module	e: >>	Coun	t Date:	1 Ju	n 200	)4 << 5:	00 - 6	5:00 1	M			
Base Vol:	27	0	39	1	C	) 3	1	948	74	71	901	1
Growth Adi:	1.00	1.00	1.00	1.00	1.00	) 1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	0	39	1	C	) 3	1	948	74	71	901	1
Added Vol:	106	0	0	0	C	) 0	0	36	111	0	20	0
CA Ext. Rea:	27	0	79	0	C	) 0	0	0	33	42	0	0
Initial Fut:	160	0	118	1	C	) 3	1	984	218	113	921	1
User Adj:	1.00	1.00	1.00	1.00	1.00	) 1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	176	0	130	1	C	) 3	1	1081	240	124	1012	1
Reduct Vol:	0	0	0	0	(	) 0	0	0	0	0	0	0
Reduced Vol:	176	0	130	1	(	) 3	1	1081	240	124	1012	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	) 1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	) 1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	176	0	130	1	(	) 3	1	1081	240	124	1012	1
									,			
Saturation F	low Mo	odule	:	1000	1000	1000	1000	1000	1000	1000	1000	1000
Sat/Lane:	1900	1900	1900	1900	1900	1 1200	1900	0 01	1 900	1900	1 900	1 93
Adjustment:	1.00	1.00	1 00	0.00	0.00	0.03	1 00	1 64	0.36	1 00	1 99	0.01
Lanes:	1704	0.00	1500	204	0.00	) 1193	1760	2818	624	1769	3534	4
Final Sat.:	1524		1005				1			1		
Connaity Ana	lusis	Modu	16.	1		1	1		•			
Vol/Sat:	0 13	0.00	0.08	0.00	0.00	0.00	0.00	0.38	0.38	0.07	0.29	0.29
Crit Moves:	****	0.00	0.00					****		* * * *		
Green Time:	11.5	0.0	11.5	11.5	0.0	) 11.5	0.1	33.4	33.4	6.1	39.4	39.4
Volume/Cap:	0.69	0.00	0.43	0.01	0.00	0.01	0.44	0.69	0.69	0.69	0.44	0.44
Uniform Del.	22-6	0.0	21.3	19.6	0.0	) 19.6	29.9	9,6	9.6	26.0	5.0	5.0
IncremntDel:	7.8	0.0	1.0	0.0	0.0	0.0	89.9	1.1	1.1	10.9	0.1	0.1
Delav Adi:	1.00	0.00	1.00	1.00	0.00	) 1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delav/Veh:	30.4	0.0	22.3	19.6	0.0	) 19.6	119.9	10.7	10.7	36.9	5.1	5.1
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh:	30.4	0.0	22.3	19.6	0.0	) 19.6	119.9	10.7	10.7	36.9	5.1	5.1
HCM2 kAva:	6	0	3	0	0	0	0	10	10	4	5	2
****	****	* * * * *	******	* * * * *	* * * * *	******	*****	* * * * *	******	*****	****	*****

MITIG8 - PM H	3kgnd+	Pro B	0 We	ed Nov	17, 3	2004 15	:09:49	9 			Page	1-1
	 2000 н	L ICM Op	evel C eratic	of Serv	vice (	Computa (Future	tion H Volur	Repor ne Al	t ternati			
********	*****	*****	*****	*****	*****	* * * * * * *	*****	****	*****	*****	****	*****
Intersection	#1303	Imji:	n/Rese	ervatio	on 	ماله ماله ماله ماله ماله ماله ماله	<b></b>	14444	******	*****	*****	******
***********	*****	100	*****			~~~~~~	1 1701	/0.00	(2).		n 9/	12
Cycle (sec):		120	(37) 13			JII ULCA	Dolar Dolar	, (ap	c/veh		33	7
Loss Time (se	ec):	150	(1+8	= 4 3	sec) .	Average	f com	vice:	c/ven/.		55.	C C
Optimal Cycle	644444 5:	UCL ++++	* * * * * * *	*****	*****	LEVEL U	*****	*****	* * * * * * *	*****	* * * * *	
Approacht	Nor	th Bo	und	501	ith B	hund	Ea	ast B	ound	We	st Bo	ound
Movement:	L -	· T	- R 	L -	- T	- R	L -	- Ţ	- R	L -	T 	- R
Control·	Pr	otect	ed	P	rotec	, ted	' Pi	rotec	ted '	' Pr	otect	ed
Rights:		0v1	<u> </u>		Incl	lde		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	) 1	0 3	1 (	0 1	0 1	2 (	) 3	0 1	3 0	3	0 1
Volume Module	e: >>	Count	Date:	9 Jur	n 2004	4 << 5:	00 - 0	5:00	PM			
Base Vol:	217	8	1167	18	8	31	12	704	281	673	735	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	8	1167	18	8	31	12	704	281	673	735	1
Added Vol:	5	0	1569	0	0	0	0	0	9	1510	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	8	2736	18	8	31	12	704	290	2183	735	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	8	2736	18	8	31	12	704	290	2183	735	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	8	2736	18	8	31	12	704	290	2183	735	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	222	8	2736	18	8	31	12	704	290	2183	735	1
			<b>-</b>									
Saturation F	low Mc	dule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.73	0.93	0.98	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	1.00	1.00	3.00	1.00	1.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	1769	1862	4178	1769	1862	1583	3432	5083	1583	5147	5083	1583
Capacity Ana.	Lysis	Modul	e:	0 01	0 00	0 00	0 00	0 1 /	A 10	0 4 2	0 1/	0 00
Vol/Sat:	0.13	0.00	0.65	0.01	0.00	0.02	0.00	0.14	4444 4444	****	0.14	0.00
Crit Moves:	0.5	004	****	1 0	4 7	4 7	1 0	<u></u>	<u>.</u>	БЛ О	75 5	75 5
Green Time:	26.5	29.4	83.4	1.3	4.1	4.1	1.0	23.3	23.3	0 04	13.3	10.00
Volume/Cap:	0.57	0.02	0.94	0.94	0.12	0.37	U.23	0./I 45 0	0.94 47 7	21 5	0.23	0.00
Uniform Del:	41.6	34.4	16.2	170 0	56.2	37.0	20.4	40.4	4/./	JI.J 0 7	9.0	0.0
incremntDel:	2.0	0.0	1.2	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Delay Adj:	1.00	1.00	T.00	1.00	1.00	1.00	1.00	47 7	83 0 T.00	40.2	1.00 a 7	8 3 T.OO
Delay/Veh:	43.6	34.4	23.4	231.3	57.0	1 00	1 00	4/./	1 00	1 00	2.1	1 00
User DelAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	40.2	1.UU	0 0 T 0 0
AdjDel/Veh:	43.6	34.4	23.4	231.3	57.0	10.3	0U.0 A	4/./	03.9 15	40.2 20	э.1 Л	0.0
HCM2 KAVg:	* <b>**</b> *** Q		- + + + + + 22	·******	۰**** ۱	****** *	*****	ン マン・マン・マン	++++++ TC	ンム ******	יי * * * * *	*****

PM Bkgnd+Pro	во		Th	u Nov	11,	2004 17	:45:18	ļ		F	age 2	9-1
					· <b>-</b>				· <b></b>			
		- <b></b>					tion F	enort				
2	000 1	L CM On	ever u eratio	ng Met	hod	(Future	Volum	ne Alt	ernati	ve)		
ک * * * * * * * * * * * *	.000 n *****	*****	*****	******	*****	******	*****	*****	*****	* * * * * *	****	*****
Totorgoation	#1304	Blan	co/Res	ervati	on							
10001Section	++	*****	*****	******	****	******	* * * * * *	*****	*****	*****	*****	*****
Crale (sec):		90				Critica	l Vol.	/Cap.	(X):		1.29	9
Loss Time (se		9	(Y+R	= 4 s	sec)	Averaqe	Delay	/ (sec	/veh):		129.	. 3
Optimal Cycle		180	( =		,	Level C	f Serv	vice:				F
**************	*****	*****	*****	* * * * * *	****	******	*****	*****	*****	*****	****	*****
Approach:	Nor	th Bo	und	Sou	ith B	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	L -	- T	- R	L -	- Т	- R	L -	· T	- R	ь -	Т	- R
Control:	laS	it Ph	ase	' Spl	lit P	hase	Pr	otect	ed	Pr	otect	ed
Rights:	2	Inclu	de	_	Igno	re		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	) ()	0 0	2 (	0 0	02	2 0	) 2	0 0	0 0	) 1	0 1
Volume Module	e: >>	Count	Date:	23 Se	∋p 20	04 << 5	:00 -	6:00	PM			
Base Vol:	0	0	0	21	0	1027	1370	519	0	0	382	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:	0	0	0	21	0	1027	1370	519	0	0	382	16
Added Vol:	0	0	0	0	0	1152	1216	316	0	0	294	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	21	0	2179	2586	835	0	0	676	16
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 Adi:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	22	0	0	2694	870	0	0	704	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	22	0	0	2694	870	0	0	704	17
PCE Adi:	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 Adi:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol :	0	0	0	22	0	0	2694	870	0	. 0	704	17
			· <b></b>									
Saturation F	Low Ma	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.88	0.90	0.93	1.00	1.00	0.98	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3432	C	) 3344	3432	3538	0	0	1862	1583
			1									
Capacity Ana	lysis	Modu]	e:									
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.78	0.25	0.00	0.00	0.38	0.01
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	0.4	0.0	) 0.0	54.4	80.6	0.0	0.0	26.2	26.2
Volume/Cap:	0.00	0.00	0.00	1.30	0.00	0.00	1.30	0.27	0.00	0.00	1.30	0.04
Uniform Del:	0.0	0.0	0.0	44.8	0.0	0.0	17.8	0.7	0.0	0.0	31.9	22.9
IncremntDel:	0.0	0.0	0.0	326.4	0.0	) 0.0	138.4	0.0	0.0	0.0	148	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	371.1	0.0	0.0	156.2	0.7	0.0	0.0	180	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	0.0	0.0	371.1	0.0	0.0	156.2	0.7	0.0	0.0	180	22.9
HCM2kAvg:	0	0	0	2	0	0	80	2	0	0	42	0
*******	* * * * *	* * * * * *	*****	*****	* * * * *	******	*****	* * * * *	******	*****	* * * * *	******

PM Bkgnd+Pro	во		Thu	ı Nov	11,	2004 17	:45:18	3		P	age 3	1-1
						<b>_</b>		·	<b>_</b>			
		L	evel Of	E Serv	rice	Computat	tion F	Repor	t .			
2	:000 H	ICM Op	eration	ıs Met	hod	(Future	Volum	ne Al	ternati	ve)		
********	****	****	*****	* * * * * *	****	******	* * * * * *	****	*****	*****	****	*****
Intersection	#1305	5 Del_	Monte/I	Reindo	ollar	•						
*******	*****	*****	* * * * * * *	* * * * * *	****	******	*****	****	*****	*****	*****	******
Cycle (sec):		90				Critical	l Vol.	./Cap	(X):		0.71	.'/
Loss Time (se	ec):	9	(Y+R =	= 4 s	sec)	Average	Delay	/ (se	c/veh):		12.	8
Optimal Cycle	:: : * * * * * *	52 *****	*****	* * * * * *	****	Level 0:	t Serv *****	/1Ce:	*****	* * * * * *	* * * * *	B B
Approach:	Nor	th Bo	und	Sou	ith E	Sound	Ea	ast Be	ound	We	st Bo	ound
Movement:	ь -	- Т	- R	L -	· T	- R	L -	- T	- R	L -	т	- R
												· <b></b>
Control:	Pr	otect	ed	Pr	otec	ted	Spl	lit P	hase	Spl	it Ph	lase
Rights:		Inclu	.de		Incl	.ude		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	C	) 0	0	0	0	0	0	0
Lanes:	1 (	) 2	0 1	10	) 2	0 0	00	0	0 0	1 0	1!	0 0
Volume Module	e: >>	Count	Date:	3 Jur	1 200	)4 << 4:4	45 - 5	.45	PM	210	0	120
Base Vol:	5	1345	321	53	665	9 0	1 00	1 00	1 00	219	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.00	1.00	1.00 210	1.00	120
Initial Bse:	5	1345	321	53	665		0	0	0	219	0	120
Added Vol:	0	273	28	1	243	5 0	0	0	0	29	0	
CA Ext. Rea:	0	0	0	- 3	(	) ()	0	0	0	0	0	-0
Initial Fut:	5	1618	349	51	912	2 0	0	1 00	1 00	248	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	) 1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	5	1668	360	53	940		0	0	0	200 0	0	119 0
Reduct Vol:	0	0	0				0	0	0	0 056	0	ט 10 ד
Reduced Vol:	5	1668	360	- 53	940	0	1 00	1 00	1 00	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	T.00	) 1.00	1.00	1.00	1.00	1 00	1 00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	) I.UU	1.00	1.00	1.00	1.00 255	1.00	119
Final Vol.:	5	1668	360	53 1	940	) (	0	0	1	200		
Poturotion P												I
Saturation P	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment.	0 93	0 93	0 83	0 93	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Laneg:	1 00	2 00	1 00	1.00	2.00	0.00	0.00	0.00	0.00	1.52	0.00	0.48
Danes. Final Cat ·	1769	2538	1583	1769	3538	3 0	0	0	0	2603	0	825
											<b></b>	
Capacity Anal	lvsis	Modul	e:	E		·						
Vol/Sat:	0.00	0.47	0.23	0.03	0.27	0.00	0.00	0.00	0.00	0.10	0.00	0.14
Crit Moves:		****		* * * *								* * * *
Green Time:	0.7	59.2	59.2	3.7	62.3	3 0.0	0.0	0.0	0.0	18.1	0.0	18.1
Volume/Cap:	0.38	0.72	0.35	0.72	0.38	3 0.00	0.00	0.00	0.00	0.49	0.00	0.72
Uniform Del:	44.4	10.0	6.8	42.6	5.8	3 0.0	0.0	0.0	0.0	31.9	0.0	33.6
IncremntDel:	17.3	1.1	0.2	28.6	0.1	L 0.0	0.0	0.0	0.0	0.5	0.0	4.7
Delav Adi:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	61.8	11.1	7.0	71.2	5.9	9 0.0	0.0	0.0	0.0	32.4	0.0	38.3
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh:	61.8	11.1	7.0	71.2	5.9	ə 0.0	0.0	0.0	0.0	32.4	0.0	38.3
HCM2kAva:	1	16	5	3	6	0	0	0	0	5	0	8
**********	****	* * * * * *	*****	*****	* * * * *	******	*****	* * * * *	*****	*****	*****	******

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$\begin{tabular}{lllllllllllllllllllllllllllllllllll$
Level Of Service Computation Report         2000 HCM 4-Way Stop Method (Future Volume Alternative)         ***********************************
$\begin{tabular}{lllllllllllllllllllllllllllllllllll$
Thersection #1306 California/Reindollar         ************************************
Intersection #1306 California/Reindollar         ************************************
Cycle (sec):       100       Critical Vol./Cap. (X):       0.823         Loss Time (sec):       0 (Y+R = 4 sec) Average Delay (sec/veh):       20.3         Optimal Cycle:       0       Level Of Service:       C         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       L - T - R
Cycle (sec):       100       Critical vol./cap. (x):       0.823         Loss Time (sec):       0 (Y+R = 4 sec) Average Delay (sec/veh):       20.3         Optimal Cycle:       0       Level Of Service:       C         ************************************
Loss Time (sec):       0 (Y+R = 4 sec) Average Delay (sec/ven):       20.3         Optimal Cycle:       0       Level Of Service:       C         ************************************
Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L       -       T       R       L       -       T       R         Control:       Stop Sign       Stop Sign       Stop Sign       Stop Sign       Stop Sign       Stop Sign         Rights:       Include       Include       Include       Include       Include         Min. Green:       0       0       0       0       0       0       0         Volume Module:       >> Count Date:       2 Jun 2004 << 5:00 - 6:00 PM
Approach:       North Bound       South Bound       East Bound       West Bound         Movement: $L - T - R$ Control:       Stop Sign       Stop Sign       Stop Sign       Stop Sign       Stop Sign         Rights:       Include       Include       Include       Include       Include         Min. Green:       0       0       0       0       0       0       0         Volume Module:       >> Count Date:       2 Jun 2004 << 5:00 - 6:00 PM
Movement:LTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLTRLIRIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII
Control:       Stop Sign       Stop Sign       Stop Sign       Stop Sign         Rights:       Include       Include       Include       Include         Min. Green:       0       0       0       0       0       0       0         Lanes:       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0
Control:       Stop Sign       Stop Sign       Stop Sign       Stop Sign       Stop Sign         Rights:       Include       Include       Include       Include       Include         Min. Green:       0       0       0       0       0       0       0       0         Lanes:       1       0       1       0       1       0       1       0       1       0       1         Volume Module:       >>       Count Date:       2       Jun 2004 << 5:00
Rights:       Include       Include       Include       Include       Include         Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0
Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <t< td=""></t<>
Lanes:       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0
Volume Module:       >> Count Date:       2 Jun 2004 << 5:00 - 6:00 PM
Volume Module:       >> Count Date:       2 Jun 2004       <       5:00       - 6:00 PM         Base Vol:       102       1       98       1       2       4       5       118       51       43       85       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00<
Base Vol:       102       1       98       1       2       4       5       118       51       43       85       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00
Growth Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00
Initial Bse: 102 1 98 1 2 4 5 118 51 43 85 5 Added Vol: 70 245 63 0 220 0 0 0 70 54 0 0
CA EXT. Rea: -25 /4 -49 30 33 21 9 -18 -25 -21 -42 21
$\begin{array}{cccccccccccccccccccccccccccccccccccc$
$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Pre volume: 160 346 122 34 2// 2/ 15 109 104 83 4/ 28
Reduced Vol. $160 348 122 34 277 27 15 109 104 83 47 28$
$\begin{array}{cccccccccccccccccccccccccccccccccccc$
$MTF \Delta d_{2} = 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.$
$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Lanes: 1.00 0.74 0.26 1.00 0.91 0.09 1.00 0.51 0.49 1.00 0.62 0.38
Final Sat.: 510 422 148 473 473 46 429 245 235 416 285 172
Capacity Analysis Module:
Vol/Sat: 0.31 0.82 0.82 0.07 0.59 0.59 0.04 0.44 0.44 0.20 0.16 0.16
Crit Moves: **** **** **** ****
Delay/Veh: 12.7 30.6 30.6 10.5 18.0 18.0 10.9 14.7 14.7 12.6 11.3 11.3
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
AdjDel/Veh: 12.7 30.6 30.6 10.5 18.0 18.0 10.9 14.7 14.7 12.6 11.3 11.3
LOS by Move: B D D B C C B B B B B B
ApproachDel: 26.0 17.2 14.5 12.0
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 26.0 17.2 14.5 12.0
LUS DY Appr: D C B B

MITIG8 - PM E	8kgnd-	+Pro B	60 Fr	ri Dec	10,	2004 16	:31:52	2			Page	1-1
		L	evel (	of Serv	vice	Computa	tion H	Repor	t			
2	2000 F	нсм ор	eratio	ons Met	hod	(Future	Volur	ne Al	ternati	ive)		
********	****	*****	*****	*****	****	*****	*****	****	******	*****	*****	*****
Intersection	#130	7 SB_1	/Imjir	1				e de la clarada				
*****	*****	*****	*****	*****	****	~ ~ ~ ~ ~ ~ ~ ~ ~ ~	*****	////	· · · · · · · · · · · · · · · · · · ·	*****	1 01	• • • • • • • • • • • • • • • • • • •
Cycle (sec):	<b>A</b> .	T00		_ 1 0		oritorda Nuerede	TOV I Telar	./cap / (co	(A):		133	2 2
Doss Ilme (se		100	/I+K	- 43		hverage Lovol A	f Cert	rice.		•		י. ד
**************	; ; ****	*****	*****	*****	****	******	*****	*****	*****	*****	****	******
Approach:	Noi	cth Bo	und	Sou	ith B	ound	Ea	ast B	ound	Ŵe	est Bo	ound
Movement:	L.	- T	- R	Ъ-	- т	- R	ь -	- Т	- R	L -	- т	- R
Control:	Spl	lit Ph	ase	Spl	lit P	hase	Spl	lit P	hase	Spl	lit Ph	ıase
Rights:		Inclu	de		Incl	ude		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 (	0 0	0 0	1 (	0	0 0	0 0	) 0	0 0	2 (	0	0 0
Volume Module	:: >>	Count	Date:	4 Mai	c ∠00-	4 << 5:	00 - 6	5:00	PM O	COC	0	0
Base vol:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Tritial Pro-	1.00	1.00	1.00	1.00	1.00	T.00	1.00	1.00	1.00	686	1.00	1.00
Added Vol:	0	0	0	859	ň	0	ň	ő	Ő	1179	Ő	õ
PasserBvVol:	õ	õ	õ	0	õ	õ	õ	õ	Ő	0	ō	0
Initial Fut:	0	0	0	909	0	0	0	0	0	1865	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	988	0	0	0	0	0	2027	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	988	0	0	0	0	0	2027	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	988	0	0	1 0	U	0	2027	0	U
			]									
Saturation Fi	1900	1900	1 900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment.	1 00	1 00	1 00	0 93	1 00	1 00	1 00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0.00	0	0.00	1769	0	0	0	0	0	3432	0	0
Capacity Anal	ysis	Modul	e:			·			,			,
Vol/Sat:	0.00	0.00	0.00	0.56	0.00	0.00	0.00	0.00	0.00	0.59	0.00	0.00
Crit Moves:				* * * *						* * * *		
Green Time:	0.0	0.0	0.0	45.7	0.0	0.0	0.0	0.0	0.0	48.3	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	1.22	0.00	0.00	0.00	0.00	0.00	1.22	0.00	0.00
Uniform Del:	0.0	0.0	0.0	27.2	0.0	0.0	0.0	0.0	0.0	25.8	0.0	0.0
IncremntDel:	0.0	0.0	0.0	111.2	0.0	0.0	0.0	0.0	0.0	105.8	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1200	0.00	0.00	0.00	0.00	0.00	121 7	0.00	0.00
Detay/Ven:	1 0.0	1 0.0	1 00	1 00	1 00	1 00	1 00	1 00	1 0.0	1 00	1 00	1 00
Nginel/Mep.	1.00	1.00	T.00	138 4	1.00	0.0	1.00	1.00	1.00	131 7	0.0	1.00
HCM2kAvo+	0.0	0.0	0.0	±00.4 57	0.0	0.0	0.U 0	0	0	59	0	0
*******	· * * * * *	~ * * * * * *	~ ******	*****	****	- ******	- *****	****	******	******	*****	*****

MITIG8 - PM E	3kgnd+	Pro I	30 Ti	ie Dec	7, 20	04 11:	29:17				Page	1-1
	<b></b> -					<b>_</b>						
		I	Level C	)f Serv	vice (	Computa	tion H	Report	5			
2	2000 F	ICM OF	peratio	ons Met	hod	(Future	e Volur	ne Alt	ternat:	Lve)	1 I In . <b>I</b> n . <b>I</b> n .	6dddddd.
*******	*****	*****	******	*****	****	******	*****	*****	*****	*****	*****	****
Intersection	#1309	9 Seco	ond/Im	lıu			و ماه ماه ماه ماه ماه م	. مله مله علم ماه ما	ه بله بله بله بله بله بله	ت ست ست ست ست س		******
************	*****	*****	******	*****	*****	~~~~~~	1 1701	10	(V).		1 / 0	26
Cycle (sec):	\	120	) (37.17)			JILLCa	it vor	./Cap ./Cap	$(\Delta)$ :		203	6
Loss Time (se	ec):	1.04	2 (Y+R	= 4 5	sec) A	Average	e Deray	rico.	27 ven)	•	203	0. 
Optimal Cycle	): :	191 191	) 	******	*****	1676T (	)L Delv k*****	*****	*****	*****	*****	******
Approach.	Nor	eth Bo	ഡനർ	Soi	ith Br	hund	Ea	ast Bo	ound	We	est Bo	ound
Approach:	T	- T	- P	т	. т	- R	Τ,	- т	- R	Ľ.	- T	- R
MOVEMENTE:				   ]								
Control:	י P1	rotect	ted	Pi Pi	otect	ed	Pi	rotect	ced	, ' Di	cotect	
Rights:		Ov1			Inclu	ıde		Ovl			Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 (	2	0 1	1 (	) 1	1 0	1 (	2	0 1	2 (	) 1	1 0
Volume Module	e: PM											
Base Vol:	80	0	5	5	0	40	20	938	45	10	645	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:	80	0	5	5	0	40	20	938	45	10	645	5
Added Vol:	1308	148	1095	211	145	238	243	784	1041	982	535	215
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1388	148	1100	216	145	278	263	1722	1086	992	1180	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1388	148	1100	216	145	278	263	1722	1086	992	1180	220
Reduct Vol:	0	0	0	0	0	0	0	0	1000	000	1100	220
Reduced Vol:	1388	148	1 00	216	145	1 00	1 00	1 00	1 00	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1 00
MLF Adj:	1.00	140	1100	1.00	1.00	1.00	1.00	1700	1086	1.00	1180	220
Final Vol.:	1388	148	TIOO	210	140	270	205		T000			
Saturation F	  ow Ma	ndule	•							11		I
Saturation P.	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment.	0.92	0.95	0.85	0.93	0.84	0.84	0.93	0.93	0.83	0.90	0.91	0.91
Lanes:	2.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.69	0.31
Final Sat .:	3502	3610	1615	1769	1594	1594	1769	3538	1583	3432	2910	543
							·					
Capacity Ana	lysis	Modu.	le:									
Vol/Sat:	0.40	0.04	0.68	0.12	0.09	0.17	0.15	0.49	0.69	0.29	0.41	0.41
Crit Moves:	* * * *					****		****		****		
Green Time:	31.8	34.9	58.1	10.9	14.0	14.0	16.7	39.0	70.8	23.2	45.5	45.5
Volume/Cap:	1.50	0.14	1.41	1.35	0.78	1.50	1.07	1.50	1.16	1.50	1.07	1.07
Uniform Del:	44.1	31.5	31.0	54.6	51.5	53.0	51.7	40.5	24.6	48.4	37.2	37.2
IncremntDel:	229.0	0.1	190.8	192.0	7.2	241.1	76.8	228	85.0	231.2	45.5	45.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.00	1.00	1.00	1.00
Delay/Veh: 2	273.1	31.5	221.7	246.5	58.7	294.1	1 00	1 00	1 00	2/9.0	1 00	04./ 1 00
User DelAdj:	1.00	1.00	1.00	1.00	T.00	1.00	1.00	1.00	100 0	270 6	1.00	1.UU 90 7
AdjDei/Veh: 3	273.1	31.5	221.7	240.5 10	58./ 7	∠>4.⊥ つつ	⊥∠0.4 1⊆	200 67	LU3.0	213.0 10	36	36
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Level of Service Computation Report           2006 HCM Operations Method (Future Volume Alternative)           Intersection #1310 California/Imjin           Volume Alternative)           Critical Vol./Cap. (X): 1.488           Level Of Service: P           Control:           South Bound           Service Computation Volume Alternative)           Approach: North Bound           Morth Bound           South Bound           Asymptotic Let T - R L - T - R L - T - R           Control:           Permitted           Protected           Rights:           Include           Include           Include           Include           Include           Include           Include           Include           Include           Noth Bound           South Add:           Include           Include           Include           Include	PM Bkgnd+Pro	во		Thu	ı Nov	11, 2	2004 17	:45:18	}		I	Page 4	1-1
Level of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative) Intersection #1310 California/Imjin Cycle (sec): 60 Critical Vol./Cap. (X): 1.488 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 205.7 Optimal Cycle: 180 Level Of Service: F Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Protected Protected Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 1 0 1 1 0 1 1 0 Control: Permitted Include Include Include Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 0 1 0 1													
2000 HCM Operations Method (Future Volume Alternative)           Intersection #1310 California/Imjin           Termination of the section of the section with the section of the section with the sectin section with section with the section with the section with sec			I	evel Of	E Serv	vice (	Computa	ation F	Report	5			
Intersection #1310 California/Imjin         Cycle (gec):       60       Critical Vol./Cap. (X):       1.488         Loss Time (sec):       9 (YR = 4 sec) Average Delay (sec/veb):       205.7         Optimal Cycle:       180       Level Of Service:       F         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       F - T - R         Control:       Permitted       Permitted       Protected       Include         Rights:       Include       Include       Include       Include         Win Green:       0       0       0       0       0       0       0         Scowth Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	2	:000 F	ICM Op	peration	ns Met	chod	(Future	e Volum	ne Alt	ernati	lve)		
<pre>Intersection #1310 California/Imjin Cycle (sec): 60 Critical Vol./Cap. (X): 1.488 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 205.7 Optimal Cycle: 180 Level Of Service: F Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Protected Protected Rights: Include Include Include Include Rin. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Lanss: 1 0 0 1 0 1 0 0 1 0 1 0 1 1 0 1 0 1 1 0 Lanss: 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 1 0 1 0</pre>	******	****	*****	******	*****	*****	******	******	*****	******	******	*****	*****
Cycle (sec):       60       Critical Vol./Cap. (X):       1.488         Cycle (sec):       9 (Y+R = 4 sec) Average Delay (sec/veh):       205.7         Approach:       North Bound       South Bound       East Bound       West Bound         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       L - T - R       D - T - R       L - T - R       D - T - R       L - T - R       D - T - R       L - T - R       D - T - R       L - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R       D - T - R	Intersection	#1310	) Cali	fornia,	/Imjir	r							
Cycle (sec):         60         Critical Vol./Cap. (X):         1.488           Loss Time (sec):         9 (Y+R = 4 sec) Average Delay (sec/veh):         205.7           Optimal Cycle:         180         Level Of Service:         F           ************************************	*********	*****	*****	******	*****	*****	******	*****	*****	******	******	*****	******
Loss Time (sec):         9 (Y.R = 4 sec) Average Delay [sec/veb::         205.7           Optimal Cycle:         180         Level Of Service:         F           Approach:         North Bound         South Bound         East Bound         West Bound           Movement:         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L         L <td< td=""><td>Cycle (sec):</td><td></td><td>60</td><td>)</td><td></td><td>(</td><td>Critica</td><td>al Vol.</td><td>/Cap.</td><td>. (X):</td><td></td><td>1.48</td><td>38</td></td<>	Cycle (sec):		60	)		(	Critica	al Vol.	/Cap.	. (X):		1.48	38
Optimal Cycle:         180         Level Of Service:         F           Approach:         North Bound         South Bound         East Bound         West Bound           Approach:         I         T         R         I         T         R         I         T         R         I         T         R         I         T         R         I         T         R         I         T         R         I         T         R         I         T         R         I         T         R         I         T         R         I         T         R         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I         I <tdi< td=""><td>Loss Time (se</td><td>ec):</td><td>9</td><td>9 (Y+R =</td><td>= 4 6</td><td>sec) i</td><td>Average</td><td>e Delay</td><td>/ (sec</td><td>c/veh):</td><td></td><td>205.</td><td>. 7</td></tdi<>	Loss Time (se	ec):	9	9 (Y+R =	= 4 6	sec) i	Average	e Delay	/ (sec	c/veh):		205.	. 7
Approach:North BoundSouth BoundEast BoundWest BoundMovement:L-T-RL-T-R-T-RControl:PermittedPermittedProtectedProtectedProtectedProtectedRights:IncludeIncludeIncludeIncludeIncludeIncludeMin. Green:00101010101010101010101010101010101010101010101010101010101010101010101010101010101010101010101010101010101010101010101010101010101010101010101010101<	Optimal Cycle	: : :	18C *****	) : * * * * * * * *	* * * * * *	****	Level ( ******	)f Serv ******	/1Ce:	* * * * * * *	*****	*****	F.
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Approach:	Noi	th Bo	ound	Sou	ith Bo	ound	Ea	ast Bo	ound	We	est Bo	ound
Control:       Permitted       Permitted       Protected       Protected         Rights:       Include       Include       Include       Include       Include         Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td>Movement:</td> <td>L-</td> <td>- T</td> <td>- R</td> <td>L -</td> <td>- T</td> <td>- R</td> <td>L -</td> <td>- T</td> <td>- R</td> <td>Г -</td> <td>- T</td> <td>– R</td>	Movement:	L-	- T	- R	L -	- T	- R	L -	- T	- R	Г -	- T	– R
Control:         Permitted         Permitted         Protected         Protected           Rights:         Include         Include         Include         Include         Include           Min. Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0													
Rights:       Include       Include       Include       Include       Include       Include         Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Control:	I	Permit	ted	I	Permi	tted	Pr	rotect	ced	Pı	rotect	ed
Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td< td=""><td>Rights:</td><td></td><td>Inclu</td><td>ıde</td><td></td><td>Incl</td><td>ıde</td><td></td><td>Inclu</td><td>ıde</td><td>_</td><td>Inclu</td><td>ide -</td></td<>	Rights:		Inclu	ıde		Incl	ıde		Inclu	ıde	_	Inclu	ide -
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date:       11 Mar 2004 << 4:45 - 5:45 PM	Lanes:	l (	0 (	10	. 1 (	0 0	1 0	1 (	) 1	1 0	1 (	) 1	1 0
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Base Vol:       0       47       7       11       19       36       93       96       3       96       14       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Volume Module	e: >>	Count	: Date:	11 Ma	ar 20	04 << 4	4:45 -	5:45	PM	0	671	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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>Base Vol:</td> <td>0</td> <td>47</td> <td>7</td> <td>11</td> <td>19</td> <td>0 L 1 0 0</td> <td>1 00</td> <td>1 00</td> <td>د ۵۰ ۲</td> <td>1 00</td> <td>1 00</td> <td>1 00</td>	Base Vol:	0	47	7	11	19	0 L 1 0 0	1 00	1 00	د ۵۰ ۲	1 00	1 00	1 00
Initial Ese:       0       47       7       11       19       36       93       36       92       195       134       10         Added Vol:       95       131       193       9       118       254       323       1609       92       195       1343       10         PasserByVol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	£14	15
Added Vol:       95       131       193       9       118       254       1533       160       154       154       154         PasserByVol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Initial Bse:	0	47	100	TT	19	20	22	1609	د دە	195	1343	10
PasserByVol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <t< td=""><td>Added Vol:</td><td>95</td><td>131</td><td>193</td><td>9</td><td>118</td><td>254 0</td><td>د <i>ک</i> د م</td><td>1009</td><td><u>ح</u>و ۵</td><td>0</td><td>U 10±0</td><td>. 0</td></t<>	Added Vol:	95	131	193	9	118	254 0	د <i>ک</i> د م	1009	<u>ح</u> و ۵	0	U 10±0	. 0
Initial Put:       95       1/8       200       120       137       290       100       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	PasserByVol:	0	170	200	20	ט דכד	200	416	2578	95	204	1957	25
Obser Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Initial Fut:	1 00	1/8	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00
PHF Ad]:       0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91	User Adj:	1.00	1.00	0 91	1.00 0 91	1.00 A 91	n 91	0 91	0 91	0.91	0.91	0.91	0.91
Phr volume:       104       196       220       121       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111       111	PHF Adj:	104	196	220	2.21	151	319	457	2833	104	224	2151	27
Reduced Vol:       104       196       220       22       151       319       457       2833       104       224       2151       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Phr Volume:	101	0	220	22	0	0	0	0	0	0	0	0
PCE Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Reduced Vol.	104	196	220	22	151	319	457	2833	104	224	2151	27
MLF Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	DCE Adi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Nol:       104       196       220       22       151       319       457       2833       104       224       2151       27         Saturation Flow Module:       Saturation Flow Module:       900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900<	MIF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Saturation Flow Module:         Saturation Flow Module:         Sat/Lane:       1900 1900 1900 1900 1900 1900 1900 1900	Final Vol.:	104	196	220	22	151	319	457	2833	104	224	2151	27
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190					[							<b></b> .	
Sat/Lane:       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900	Saturation F	low Mo	odule	:	,								
Adjustment:       0.33       0.89       0.33       0.85       0.85       0.91       0.91       0.95       0.95       0.95         Lanes:       1.00       0.47       0.53       1.00       0.32       0.68       1.00       1.93       0.07       1.00       1.97       0.03         Final Sat.:       632       799       898       620       520       1102       1734       3327       123       1804       3556       45	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lanes: 1.00 0.47 0.53 1.00 0.32 0.68 1.00 1.93 0.07 1.00 1.97 0.03 Final Sat.: 632 799 898 620 520 1102 1734 3327 123 1804 3556 45 	Adjustment:	0.33	0.89	0.89	0.33	0.85	0.85	0.91	0.91	0.91	0.95	0.95	0.95
Final Sat.:       632       799       898       620       520       1102       1734       3327       123       1804       3556       45         Capacity Analysis Module:	Lanes:	1.00	0.47	0.53	1.00	0.32	0.68	1.00	1.93	0.07	1.00	1.97	0.03
Capacity Analysis Module: Vol/Sat: 0.17 0.24 0.24 0.04 0.29 0.29 0.26 0.85 0.85 0.12 0.60 0.60 Crit Moves: Green Time: 11.7 11.7 11.7 11.7 11.7 11.7 11.9 34.3 34.3 5.0 27.4 27.4 Volume/Cap: 0.85 1.26 1.26 0.18 1.49 1.49 1.32 1.49 1.49 1.49 1.32 1.32 Uniform Del: 23.3 24.2 24.2 20.2 24.2 24.2 24.0 12.8 12.8 27.5 16.3 16.3 IncremntDel: 39.6 139 138.7 0.7 236 235.9 165.0 222 222.5 251.5 150 150.5 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Final Sat.:	632	799	898	620	520	1102	1734	3327	123	1804	3556	45
Capacity Analysis Module:         Vol/Sat:       0.17       0.24       0.24       0.29       0.29       0.26       0.85       0.85       0.12       0.60       0.60         Crit Moves:       ****       ****         Green Time:       11.7       11.7       11.7       11.7       11.9       34.3       34.3       5.0       27.4       27.4         Volume/Cap:       0.85       1.26       1.26       0.18       1.49       1.32       1.49       1.49       1.32       1.32         Uniform Del:       23.3       24.2       24.2       24.2       24.0       12.8       12.8       27.5       16.3       16.3         IncremntDel:       39.6       139       138.7       0.7       236       235.9       165.0       222       222.5       251.5       150       150.5         Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00													
Vol/Sat:       0.17 0.24 0.24 0.24 0.04 0.29 0.29 0.26 0.85 0.85 0.12 0.60 0.60         Crit Moves:       ****         Green Time:       11.7 11.7 11.7 11.7 11.7 11.7 11.9 34.3 34.3 5.0 27.4 27.4         Volume/Cap:       0.85 1.26 1.26 0.18 1.49 1.49 1.32 1.49 1.49 1.49 1.32 1.32         Uniform Del:       23.3 24.2 24.2 20.2 24.2 24.2 24.0 12.8 12.8 27.5 16.3 16.3         IncremntDel:       39.6 139 138.7 0.7 236 235.9 165.0 222 222.5 251.5 150 150.5         Delay Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Capacity Anal	lysis	Modu.	le:									
Crit Moves:       ****       ****       ****       ****         Green Time:       11.7       11.7       11.7       11.7       11.9       34.3       34.3       5.0       27.4       27.4         Volume/Cap:       0.85       1.26       1.26       0.18       1.49       1.32       1.49       1.49       1.32       1.32         Uniform Del:       23.3       24.2       24.2       20.2       24.2       24.0       12.8       12.8       27.5       16.3       16.3         IncremntDel:       39.6       139       138.7       0.7       236       235.9       165.0       222       222.5       251.5       150       150.5         Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       <	Vol/Sat:	0.17	0.24	0.24	0.04	0.29	0.29	0.26	0.85	0.85	0.12	0.60	0.60
Green Time:       11.7       11.7       11.7       11.7       11.7       11.7       11.7       11.9       34.3       34.3       5.0       27.4       27.4         Volume/Cap:       0.85       1.26       1.26       0.18       1.49       1.32       1.49       1.49       1.32       1.32         Uniform Del:       23.3       24.2       24.2       24.2       24.0       12.8       12.8       27.5       16.3       16.3         IncremntDel:       39.6       139       138.7       0.7       236       235.9       165.0       222       222.5       251.5       150       150.5         Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.0	Crit Moves:					****			****	~ / ~	****	07.4	07 4
Volume/Cap:       0.85       1.26       1.26       0.18       1.49       1.32       1.49       1.49       1.49       1.49       1.32       1.49       1.49       1.32       1.32       1.32       1.32       1.32       1.49       1.49       1.49       1.32       1.32       1.49       1.49       1.32       1.49       1.32       1.32       1.32       1.32       1.49       1.49       1.32       1.32       1.32       1.32       1.32       1.32       1.49       1.49       1.32       1.32       1.32       1.32       1.32       1.49       1.49       1.49       1.32       1.32       1.32       1.32       1.32       1.49       1.49       1.49       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.32       1.33       1.53       1.53       1.53       1.53 <td>Green Time:</td> <td>11.7</td> <td>11.7</td> <td>11.7</td> <td>11.7</td> <td>11.7</td> <td>11.7</td> <td>11.9</td> <td>34.3</td> <td>34.3</td> <td>5.0</td> <td>2/.4</td> <td>1 22</td>	Green Time:	11.7	11.7	11.7	11.7	11.7	11.7	11.9	34.3	34.3	5.0	2/.4	1 22
Uniform Del: 23.3 24.2 24.2 20.2 24.2 24.2 24.0 12.8 12.8 27.5 16.3 16.3         IncremntDel: 39.6 139 138.7       0.7 236 235.9 165.0 222 222.5 251.5 150 150.5         Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Volume/Cap:	0.85	1.26	1.26	0.18	1.49	1.49	1.32	1.49	1.49 10 0	1.49 27 F	16 2	16 2
IncremntDel: 39.6 139 138.7 0.7 236 235.9 165.0 222 222.5 251.5 150 150.0 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Uniform Del:	23.3	24.2	24.2	20.2	24.2	24.2	24.0	12.8	12.0	27.5	10.3	150.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	IncremntDel:	39.6	139	138.7	0.7	236	∠35.9 1 00	1 00	1 00	1 00	1 00	1 00	1 00
	Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00 260 1	199 0	1.00 125	23E 2	279 0	167	166.8
Detay/ven: 62.9 163 162.8 20.9 260 260.1 169.6 255 255.5 275.0 107 160.0	Delay/Ven:	62.9	1 00	104.0	20.9	∠6U ⊤ ∩∩	1 00	1 00	1 00	1 00	1 00	1.00	1.00
USET DELAGJ: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	User DelAdj:	1.00	1.00	162 0	20 0	1.00	260 1	189 0	235	235 3	279 0	167	166.8
Adjuet/ven: $62.9 103 102.6 20.9 200 200.1 109.0 200 200.1 200.0 200 200.1 109.0 200 200.1 109.0 200 200.1 109.0 200 200.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 100.0 107 107 100.0 107 100.0 107 100.0 107 107 100.0 107 107 107 107 107 107 107 107 107 10$	Adjuet/Ven:	62.9 n	163 21	⊥0∠.ŏ 21	∡∪.୨ 1	200 20	200.1	26	88	89	16	55	47
ncmanavy. 2 21 21 1 30 20 10 20 11 12 20 14 14 14 14 14 14 14 14 14 14 14 14 14	numannvy:	י* * * *	⊥ ⊥ *****	ـ ب * * * * * * *	- *****	****	*****	*****	* * * * *	*****	******	* * * * *	******

MITIG8 - PM E	kgnd+	-Pro E	30 Tu	e Dec	7, 20	04 12:3	13:00				Page	1-1
			orel O									
-			Jever 0.	ne Met	hod I	(Future	volum Volum	ne Alt	- ernati	ve)		
> ***********	*****	$\times$	******	*****	*****	******	******	*****	******	- • • / : * * * * * *	*****	******
Intorgoation	41211	Tmii	n Pd/T	niin T	Okruzz – T	miin R	4					
THCETSECCTON	*****		******	*****	*****	******	~ * * * * * *	*****	*****	*****	*****	*****
Cycle (sec):		60	)		C	ritica	l Vol.	/Cap	(X):		1.37	78
Loss Time (se	e) ·		, ) (Y+R :	= 4 9	sec) A	verage	Delav	/ (sec	veh):	1	124.	. 1
Optimal Cycle		1.80	)		·, · I	Level Of	f Serv	vice:	, .			F
*****	*****	*****	******	* * * * * *	*****	*****	*****	*****	*****	******	*****	*****
Approach:	NOI	cth Bo	ound	Sou	ith Bo	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	L -	- т	~ R	Г	т	- R	L -	- Т	- R	ь -	- T	- R
Control:	Pı	rotect	ed	Pı	otect	ed	Pr	rotect	ed	Pi	rotect	ed
Rights:		Inclu	ıde		Inclu	ıde		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 (	0 (	0 1	00	0 (	00	, 0 0	) 1	1 0	2 (	) 2	0 0
Volume Module	: >>	Count	: Date:	10 Ma	ir 200	)4 << 4	:45 -	5:45	PM	101		0
Base Vol:	51	0	360	1 00	0	1 00	1 00	948	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	T.00	1.00	T.00	1.00	1.00	1.00	1.00	101	1.00 527	1.00
Initial Bse:	51	0	360	0	0	0	0	1672	50	34	1439	0 0
Added Vol:	01	0	51	0	0	0	0	1072	0	0		õ
PasserByvol: Tritial Fut,	110	0	411	0	0	0	õ	2620	82	215	1976	0
Heer Adi.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
DHF Adi.	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	120	0	442	0	0	0	0	2817	88	231	2125	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	0	442	0	0	0	0	2817	88	231	2125	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	120	0	442	0	0	0	0	2817	88	231	2125	0
Saturation FI	low Mo	dule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.93	0.90	0.93	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.94	0.06	2.00	2.00	0.00
Final Sat.:	3432	0	1583	0	0	0	1 0	3417	107	343∠ El	3538	U
~~~~~												
Capacity Anal	LYSIS	Moau.	Le:	0 00	0 00	0 00	0 00	0 00	0 82	0 07	0 60	0 00
Vol/Sat:	0.04	0.00	∪.∠o ****	0.00	0.00	0.00	0.00	****	0.02	****	0.00	0.00
CIIL MOVES:	10 0	0 0	12.2	0 0	0 0	0.0	0.0	35 9	35.9	2.9	38.8	0.0
Volume/Can:	12.2	0.0	1 38	0.00	0.00	0.00	0.00	1.38	1.38	1.38	0.93	0.00
Uniform Del·	19.8	0.0	23.9	0.0	0.0	0.0	0.0	12.0	12.0	28.5	9.3	0.0
IncremntDel.	0.1	0.0	188.5	0.0	0.0	0.0	0.0	173	173.1	202.8	7.3	0.0
Delav Adi:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	19.9	0.0	212.4	0.0	0.0	0.0	0.0	185	185.1	231.3	16.6	0.0
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	0.0	212.4	0.0	0.0	0.0	0.0	185	185.1	231.3	16.6	0.0
HCM2kAvg:	1	0	26	0	0	0	0	77	78	9	23	0
	****	****	* * * * * * *	*****	* * * * * *	******	* * * * * *	* * * * * *	* * * * * * *	* * * * * * *	*****	******

MITIG8 - PM E	8kgnd+	Pro E	30 Ti	ie Dec	7, 20	004 13:	51:45				Page	1-1
				of Sort	rice ("omputa	tion F	Renort	-			
~		⊥ רית ∩יינ	Jever (ne Mot	-hod	(Future	Volum	ne Alt	- ernati	ve)		
*********		******	******	******	*****	*******	*****	*****	******	· · · · /	*****	*****
Tutomagation		7 7 h m	ma/Tm÷									
INCERSECTION	*****	5 AUIC ******	111129/III 111129/III	_ 1 * * * * * * *	*****	******	*****	*****	*****	*****	*****	******
		с. с.	\ \			Pritica		/Can	(\mathbf{x}) .		1 21	16
Cycle (sec):			רד עי ד' (יע	A (orrade Anorade		, cap	$\sqrt{w_{oh}}$		7.07	7
Loss rime (se	30/3	100) (I+R)	= 4;	300/ 1	Lovelaye	f Corr	rice.	./ ven/ .			ਾ. ਸ
Opermar cycre	 : :	101 101	/ / * * * * * * *	*****	*****	*******	******	*****	******	*****	*****	******
Annworch.	Nor	eth De	h	Sol	ith B	ound	ম	ast Br	hund	We	est Br	ound
Approach:	т			т	. m	_ P	т	_ T	- P	Т	- т	- R
MOVEMENT:	ц °	~ 1	- K									
Control			-+		armi	-tođ	ן סי	rotect	-ed	ן Di	otect	ed
Control:	1	Tool	rdo	1	Tnal	⊥പലവ ⊐വിര		Inclu	ide		Tncli	ide
Rights: Min Groon.	0	THOTO	iue n	Δ	TUCT	10C N	0	1110±(0	0	0	0
Min. Green:	~ · ·	1 0	0 1	~ · ·	i n	0 1	1 (าวั	0 1	1 (า 2	0 1
Lanes:	0 .		U I									
Volumo Modula			102 - 1	TMI .		I	I		l	I		I
Volume Module		011 ZC 01	164	45	23	34	82	1185	41	196	656	47
Crowth Add.	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00
Tritial Back	1.00	1.00 01	164	1.00	2.00	34	2.00	1185	41	196	656	47
Adod Vol.	20	21	104		10	30	41	1607	73	11	1466	111
Added VOI:	04	~ ~ ~	0	رد ۱	12	52		1007	, 5		0	
Tritiol Fut.	0	13	170	82	35	56	123	2792	114	207	2122	158
Initial rut:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00
DUE Adi.	1.00	1.00	1.00	0 87	0.87	1.00 0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Auj:	106	0.07 49	195	94	40	76	141	3209	131	238	2439	182
Phr Volume: Poduct Vol:	100		0	 0	10	, 0	0	0		0	0	0
Reduct VOI:	106	л Q	195	94	40	76	141	3209	131	238	2439	182
DCF Add.	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00
MIE Adj.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00
Final Vol .	106	100	195	4.00 94	40	76	141	3209	131	238	2439	182
PIHAI VOL.	100			 		1						
Caturation V	l Dur Ma	പ്പിക				1	1			E		I
Saturation F	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adiustment.	0 50	0 50	0 85	0 46	0 46	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanog.	0.50	0.00	1 00	0,10	0.10	1 00	1.00	2.00	1.00	1.00	2.00	1.00
Final Cat .	646	302	1615	606	259	1615	1805	3610	1615	1805	3610	1615
Finar Sac												
Capacity Ana	lvsis	Modu	le:			1	1			1		1
Vol/Sat:	0 16	0 16	0.12	0.16	0.16	0.05	0.08	0.89	0.08	0.13	0.68	0.11
Crit Moves.	0.10	****	0.12	0.10	0	0.00	••••	****		* * * *		
Green Time:	75	75	75	7.5	75	7.5	4.8	40.5	40.5	6.0	41.7	41.7
Volume/Can:	1 32	1 32	0.97	1.25	1.25	0.38	0.97	1.32	0.12	1.32	0.97	0.16
Uniform Del.	26 3	26.3	26.2	26.3	26.3	24.1	27.5	9.7	3.4	27.0	8.6	3.1
IncremptDel:1	189 9	190	55.5	168.7	169	1.2	65.9	145	0.0	175.8	12.1	0.1
Delay Adi	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delav/Veb.	216 1	216	81.6	195.0	195	25.3	93.4	155	3.5	202.8	20.7	3.2
Her Del Adi.	1 00	1.00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adinel/Veh. '	216 1	216	81.6	195.0	195	25.3	93.4	155	3.5	202.8	20.7	3.2
HCM2kAvc.	18	18	8	16	16	2	7	79	1	15	29	1
*********	 *****	~~~ *****	- ******	*****	****	******	*****	*****	*****	*****	*****	******
Thu Nov 11, 2004 17:45:18 Page 47-1 PM Bkand+Pro BO Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative) Intersection #1313 Second/Eighth Cycle (sec): 60 Critical Vol./Cap. (X): 0.870 Loss Time (sec):9 (Y+R = 4 sec) Average Delay (sec/veh):14.9Optimal Cycle:71Level Of Service:B Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R Control:ProtectedProtectedSplit PhaseSplit PhaseRights:IncludeIncludeIncludeIncludeMin. Green:000000Lanes:01102000 Volume Module: PM Base Vol: 0 73 5 14 40 0 0 0 0 5 0 46 Initial Bse: 0 73 5 14 40 0 0 0 0 5 0 46 0 172 0 Added Vol: 0 1508 178 141 1068 0 0 0 98 PasserByVol:00000000000000000000000000000144
 User Adj:
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 PHF Volume: 0 1718 199 168 1204 0 0 0 192 0 157 Reduct Vol:000 PCE Adj:1.001.001.001.001.001.001.001.001.001.00MLF Adj:1.001.001.001.001.001.001.001.001.001.00 Final Vol.: 0 1718 199 168 1204 0 0 0 192 0 157 Saturation Flow Module: Adjustment: 1.00 0.93 0.93 0.95 0.95 1.00 1.00 1.00 1.00 0.95 1.00 0.75 Lanes:0.00 1.790.211.00 2.000.000.000.001.000.002.00Final Sat.:0 318436918053610000180502842 Capacity Analysis Module: Vol/Sat: 0.00 0.54 0.54 0.09 0.33 0.00 0.00 0.00 0.00 0.11 0.00 0.06 **** Crit Moves: * * * * * * * * Green Time: 0.0 37.2 37.2 6.4 43.7 0.0 0.0 0.0 0.0 7.3 0.0 7.3 Volume/Cap: 0.00 0.87 0.87 0.87 0.46 0.00 0.00 0.00 0.00 0.87 0.00 0.45 Uniform Del: 0.0 9.4 9.4 26.4 3.3 0.0 0.0 0.0 0.0 25.9 0.0 24.4 IncremntDel: 0.0 4.1 4.1 31.9 0.1 0.0 0.0 0.0 0.0 28.9 0.0 0.9 Delay/Veh: 0.0 13.5 13.5 58.3 3.5 0.0 0.0 0.0 0.0 54.8 0.0 25.4 AdjDel/Veh:0.0 13.513.558.33.50.00.00.054.80.025.4HCM2kAvg:0181865000702

PM Bkgnd+Pro	во		Th	u Nov	11, 2	004 17	:45:18	}]	Page 4	9-1
		L	evel O	f Serv	rice C	omputa	tion R	Report	, 1	,		
	FHW2	A Roun	dabout	Metho	od (Fu	ture V	olume	Alter	native) ******	*****	*****
Teterrogtion	4-5-1	4 Tours	+b/via	hth								
Intersection	+⊥こ⊥+ × * * * * *	+ FOUL *****	*****	11∟1↓ ★★★★★	*****	*****	* * * * * *	*****	*****	****	*****	*****
Average Delay	/ (sec	c/veh)	:	5.3	• • • • • • • •	*****	****	Le	vel Of	Serv:	ice: *****	A *****
Arran Arran	Not	rth Ro	und	SOI	ith Bo	und	Ea	st Bo	und	We	est Bo	und
Movement :	T	- т	– R	Т	- T	– R	L -	T	- R	Ŀ	- T	- R
												-
Control:	Yie	eld Si	qn '	' Yie	eld Si	gn '	' Yie	eld Si	.gn	Yie	eld Si	gn
Lanes:		1	-		1			1			1	
Volume Module	e: >>	Count	Date:	9 Mai	2004	<< 4:	45 - 5	5:45 F	ΡM			
Base Vol:	0	50	315	6	43	0	0	0	0	191	0	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:	0	50	315	б	43	0	0	0	0	191	0	11
Added Vol:	0	5	131	96	10	0	0	0	0	134	0	87
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	55	446	102	53	0	0	0	0	325	0	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	59	474	109	56	0	0	0	0	346	0	104
Reduct Vol:	0	0	0	0	0	U	0	0	0	246	0	104
Reduced Vol:	0		474	109	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1.00	1.00	1 00	1 00	1 00
MLF Adj:	1.00	1.00	1.00	100	1.00	1.00	1.00	1.00	1.00	346	1.00	1.00
Final Vol.:	0	59	4/4	1		1	1			J		
DCR Modulo.						1	[ł	I		I
PUE MOULLE:	Ω	50	A 7 A	109	56	0	0	0	0	346	0	104
MULOPCE;	0	0	- 1-	0	0	0	ő	Ő	0	0	õ	0
ComboPCE:	0	0	0	0 0	Ő	0 0	õ	õ	0	Õ	õ	0
BicyclePCE:	Ő	Ő	0 0	Õ	Õ	0	Ō	0	0	0	0	0
AdiVolume:	ō	59	474	109	56	0	0	0	0	346	0	104
Delay Module:	: >> [Time P	eriod:	0.25	hours	<<	1					
CircVolume:		109			346			511			59	
MaxVolume:		1141			1013		XX	xxxx			1168	
PedVolume:		0			0			0			0	
AdjMaxVol:		1141			1013		XX	XXXXX			1168	
ApproachVol:		533			165		XX	XXXXX			450	
ApproachDel:		5.9			4.2		XX	XXXX			5.0	
Queue:		2.5			0.6			XXXX			1.8	

PM Bkgnd+Pro	во		Thu	ı Nov	11,	2004 17	:45:18	3		F	age 5	51-1
		L	evel Of	E Serv	vice	Computa	tion F	Report	:			
2	000 H	ICM 4-	Way Sto	op Met	hod	(Future	volun	ne Alt	ernati	ve)		
****	*****	****	*****	*****	****	******	*****	****	******	*****	*****	*****
Intersection	#1315	5 Imji	n/Eight	ch								t
* * * * * * * * * * * * *	****	****	*****	* * * * * *	****	******	*****	*****	*****	*****	~ ~ ~ ~	
Cycle (sec):		100				Critica	l Vol.	./Cap	. (X):		0.61	L8
Loss Time (se	c);	0	(Y+R :	= 4 5	sec)	Average	e Delay	/ (see	c/veh):		13.	. 5
Optimal Cycle	::	0				Level C	of Serv	/ice;				В
******	*****	****	*****	* * * * * *	****	******	*****	****	******	*****	****	*****
Approach:	Nor	th Bo	und	Soi	ith I	Bound	Ea	ist Bo	ound	We	est Bo	ound
Movement:	L -	· T	- R	Ŀ	- T	- R	_ L -	- T	- R	ь - ,	· T	- R
Control:	St	op Si	gn	St	top S	Sign	St	top St	ign	St	cop Si	lgn
Rights:		Inclu	de		Inc	lude		Inclu	ıde	_	Inclu	lde
Min. Green:	0	0	0	0	(0 0	0	0	0	- 0		0
Lanes:	0 0) 1!	0 0	0 1	L 0	0 1	1 (0 0	1 0	L () <u> </u>	
		Count	Date:	9 Mai	- 20()4 << 5:	00 - 6	5:00	PM	1		I
VOLUME MODULE	>>	COUIIC A	0	2 Mai 4 9	(164	278	9	0	0	22	126
Base VOI:	1 00	1 00	1 00	1 00	т. О	1.00	1.00	1.00	1.00	1.00	1.00	1.00
GIUWUN Auj.	1.00	1.00	±.00	49		0 164	278	9	0	0	22	126
Initial BSe:	0	0	0	52		בסב כ רב ר	47	125	0	0	98	66
Added Vol:	0	0	0	52			0		0	0	0	0
PasserByvol:	0	0	0	101	i	n 195	325	134	Ô	0	120	192
Initial Fut:	1 00	1 00	1 00	1 00	1 0	0 1 00	1 00	1 00	1.00	1.00	1.00	1.00
User Adj:	1.00	1.00	1.00	1.00	1.U	5 1.00	1.00 0.95	1.00 0.95	0.95	0.95	0.95	0.95
PHF Adj:	0.95	0.95	0.95	106	0.2.	n 205	342	141	0	0	126	202
PHF Volume:	0	0	0	T00		0 200 n n	27C 0	0	0	Õ	0	0
Reduct Vol:	0	0	0	100		0 205	340	141	0	Ő	126	202
Reduced Vol:	0		1 00	1 00	1 0		1 00	1 00	1 00	1 00	1 00	1.00
PCE Adj:	1.00	1.00	1.00	1.00	1.0	0 1.00	1 00	1 00	1 00	1 00	1 00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	Ι.Ο	0 1.00	1.00	1.00	1.00	1.00	176	202
Final Vol.:	0	0	0	100		0 205	34±∠	т. с т		1		
												1
Saturation F.			1 00	1 00	1 0	0 1 00	1 00	1.00	1.00	1.00	1.00	1.00
Adjustment:	1.00	1.00	1.00	1 00	O	0 1 00	1 00	1.00	0.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	100	0.0	0 1.000	554	594	0.00	0	524	585
Final Sat.:	U 			1								
Capacity Ana	lvsis	Modu]	.e:	1			F 1		ŀ	•		
Vol/Sat:	xxxx	xxxx	xxxx	0.22	XXX	x 0.35	0.62	0.24	XXXX	XXXX	0.24	0.35
Crit Moves:						****	****					* * * *
Delav/Veh:	0.0	0.0	0.0	11.6	Ο.	0 11.5	18.4	10.3	0.0	0.0	11.4	11.6
Delav Adi:	1.00	1.00	1.00	1.00	1.0	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.6	Ο.	0 11.5	18.4	10.3	0.0	0.0	11.4	11.6
LOS by Move:	*	*	*	В	*	В	C	В	*	*	В	В
ApproachDel:	x	xxxxx			11.	5		16.1			11.5	
Delav Adi:		xxxxx			1.0	0		1.00			1.00	
ApprAdiDel:	x	xxxxx			11.	5		16.1			11.5	
LOS by Appr:		*			В			C			В	
******	* * * * *	****	*****	****	* * * *	* * * * * * * *	* * * * * *	* * * * *	* * * * * * *	****	* * * * *	******

PM Bkgnd+Pro	BO		Th	u Nov	11,	2004 17	:45:18	B 		1	Page 5	53-1
2	2000 F	HCM O	Level O peratio	f Servins Met	vice thod	Computa (Future	tion I Volur	Repor ne Al	t ternati	ive)		
*********	*****	* * * * *	* * * * * * *	*****	* * * * *	******	*****	* * * * *	*****	*****	*****	*****
Intersection	#1316	Seco	ond/Thi	rd *****	*****	******	****	****	*****	*****	*****	*****
		с н. н. н. н. С 1	n			Critica	1 101	/Can	(\mathbf{x}) .		n 99	35
Cycle (sec):		0				Arrowage		./Cap	$\cdot (\Delta) \cdot$		15	0
Loss Time (se	20):		9 (I+R	= 4 :	sec/	Average	f Com	vide.	c/ven/.	•	J -	. U
Optimal Cycle	: :	*****. ,⊤⊤,	* * * * * * * *	*****	* * * * *	16ver 0	*****	*****	******	*****	*****	₩ *******
Approach.	NO	rth B	ound	SOI	ith F	ound	E	ast B	ound	We	est Bo	ound
Movement:	L -	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- T	- R
Control:	Pı	rotect	ted	Pi	rotec	ted	1	Permi	tted	ł	Permit	ted
Rights:		Inclu	ude	-	Incl	ude	_	incl	ude	<u> </u>	inci	lae
Min. Green:	0	0	0	0		0	_ 0	0	1 0	- 0	0	1 0
Lanes:	1 () I	1 0	1 () 1	T U	با لد ا	5 0	TO	(
Volume Module	: PM											
Base Vol:	0	49	50	10	19	0	0	0	0	15	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	49	50	10	19	0	0	0	0	15	0	5
Added Vol:	145	788	0	215	698	279	389	51	179	0	28	201
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	837	50	225	717	279	389	51	179	15	28	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	158	910	54	245	779	303	423	55	195	16	30	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	910	54	245	779	303	423	55	195	16	30	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	158	910	54	245	779	303	. 423	55	195	, 16	30	224
Cotumotion 12												
Saturation Fa		1000	1000	1900	1 9 0 0	1900	1900	1900	1900	1900	1900	1900
Adjustment,	1200	1 92	1 92	1 93	0 89	0.89	0.52	0.87	0.87	0.53	0.85	0.85
Laneg.	1 00	1 89	0.72	1 00	1 44	0.56	1.00	0.22	0.78	1.00	0.12	0.88
Final Sat :	1769	3312	198	1769	2440	949	996	365	1280	1004	193	1423
						·						
Capacity Anal	lysis	Modu	le: '	1		I	1		1			
Vol/Sat:	0.09	0.27	0.27	0.14	0.32	0.32	0.42	0.15	0.15	0.02	0.16	0.16
Crit Moves:		****		* * * *			* * * *					
Green Time:	5.5	16.7	16.7	8.4	19.7	19.7	25.8	25.8	25.8	25.8	25.8	25.8
Volume/Cap:	0.97	0.99	0.99	0.99	0.97	0.97	0.99	0.35	0.35	0.04	0.37	0.37
Uniform Del:	27.2	21.5	21.5	25.7	19.9	19.9	16.9	11.5	11.5	9.9	11.5	11.5
IncremntDel:	63.0	25.1	25.1	52.8	21.0	21.0	39.4	0.3	0.3	0.0	0.3	0.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	90.1	46.6	46.6	78.5	40.9	40.9	56.3	11.8	11.8	9.9	11.9	11.9
User DelAdi:	1.00	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	46.6	46.6	78.5	40.9	40.9	56.3	11.8	11.8	9.9	11.9	11.9
HCM2kAvg:	7	15	16	10	16	16	22	3	3	0	З	3
***		* * * * * *	* * * * * * * *	*****	*****	******	*****	*****	* * * * * * *	*****	*****	******

MITIG8 - PM E	3kgnd+	Pro E	30 Tu	e Dec	7, 20	004 14:4	42:58				Page	1-1
2	2000 F	I ICM Op	level 0: peration	f Serv ns Met	vice (hod	Computat (Future	tion F Volum	leport ne Alt	: ernati	ve)		
* * * * * * * * * * * * *	*****	****	*****	*****	****	******	* * * * * *	*****	******	*****	****	*****
Intersection	#1317	7 Jim_	Moore-1	Fourth	1/Thi:	rd	الد عاد عاد عاد عاد عاد	مله مله مله مله	سلب سلب ملد ملد مله مله	****	****	*****
***********	*****	*****	******	*****	****	~~~~~~~~ ~~~	* * * * * * * 1 * * * ~ 1	/0	/v).		0 66	0
Cycle (sec):		60) (17. D			JFILICA. Arromado	Dolar	,/Cap. r (cov	$\cdot (\Lambda)$		13	9
Loss Time (se	ec):	6	, (Y+R :	= 4 8	sec) -	Average	Deray f Corr	rige.	_/ ven/ :		щ л . О.	p
Optimal Cycle	r - ; ;	ۍ د د د د د د	. 	*****	****	******	******	*****	*****	*****	* * * * *	
Annonan .	Nor	-+h ¤c	wind	S 01	ith Bo	ound	Ea	ast Bo	ามทต์	We	st Bo	und
Movement:	L -	· T	- R	L -	- T	- R	L -	- T	- R	L -	T 	- R
Control	ι τ	ermit	ted	11	Permi	- Eted	I F	Permit	tted	P	ermit	ted
Pichte:	т	Tnclu	nde	1	Incl	ade	-	Inclu	ıde		Inclu	de
Min Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (່ວັ	1 0	1 (0 0	1 0	0 0) 1!	0 0	0 0	1!	0 0
						[
Volume Module	: >>	Count	Date:	10 Ma	ar 20	04 << 5	:00 -	6:00	PM			
Base Vol:	31	298	86	25	211	41	26	55	45	70	50	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:	31	298	86	25	211	41	26	55	45	70	50	15
Added Vol:	18	84	11	66	84	9	6	229	34	17	187	109
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	382	97	91	295	50	32	284	79	87	237	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	125
PHF Volume:	53	415	105	99	321	54	0	209	00	95	200	122
Reduct Vol:	5	41 5	105	0	2.21	54	25	309	86	95	258	135
Reduced vol:	1 00	415	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00
PCE Adj: MIE Adi.	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Mur Auj: Dinal Vol :	1.00	415	105	4,00	321	54	35	309	86	95	258	135
Saturation F	ı Low Ma	dule:	:	1		,	I I		I			,
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.95	0.95	0.26	0.96	0.96	0.90	0.90	0.90	0.82	0.82	0.82
Lanes:	1.00	0.80	0.20	1.00	0.86	0.14	0.08	0.72	0.20	0.19	0.53	0.28
Final Sat.:	769	1440	366	503	1557	264	139	1232	343	. 301	821	429
Capacity Ana	lysis	Modul	le:									0 31
Vol/Sat:	0.07	0.29	0.29	0.20	0.21	0.21	0.25	0.25	0.25	0.31	0.31	0.31
Crit Moves:		****					<u> </u>		20.0	00 0	~ ~ ~ ~	20.2
Green Time:	25.8	25.8	25.8	25.8	25.8	25.8	28.2	28.2	28.2	28.2	28.2	20.2
Volume/Cap:	0.16	0.67	0.67	0.46	0.48	0.48	0.53	0.53	0.53	10.07	17 2	122
Unitorm Del:	10.4	13.7	13.7	12.1	12.2	12.2	5.IL	- TT - 2	11.3	14.3 7 4	 2 1	2 4
IncremntDel:	1 00	2.3	2.3	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00
Delay Adj:	10.7	1 .00	15 0	12 0	10 7	10 7	12 0	12 0	12 0	14 7	14 7	14.7
Deray/ven:	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
JdiDol (Nob-	10 7	15 0	1 E Q	17 6	12 7	127	12.0	12.0	12.0	14.7	14.7	14 7
HCM2bAva		т Э • Э G	 0		<u>مح</u> ، /		-2.0				9	9
TOURVUAA:	~~~~~~	~ *****	ン ******	~ *****	~ *****	~ *******	*****	****	******	- ******	****	*****

MITIG8 - PM E	3kgnd+	Pro B	0 Fri	L Nov	12, 2	004 10	:26:12				Page	1-1
	FHWA	La A Round	evel Of dabout	E Serv Metho	vice C od (Fu	 omputa ture V *****	 tion F olume ******	eport Alter	 native) * * * * * * *	·	
**********		· · · · · ·				d						
1ntersection	****** #T?T	/ J_111_1	******	*****	******	*****	*****	*****	******	*****	*****	******
Average Delay	y (sec *****	c/veh)	: * * * * * * * *	8.0	*****	* * * * * *	* * * * * *	∋⊥ *****	vel UI	Servi *****	.Ce: :****	A *****
Approach: Movement:	No: L -	cth Bo - T	und - R	Sou L -	uth Bo - T	und - R	Ea L -	est Bo - T 	ound - R	We L -	st Bo - T	- R
Control: Lanes:	Yie	eld Si 1	gn	Yie	eld Si 1	.gn	Yie	eld Si 1	.gn	Yi€	ld Si! 1	gn
										I		1
Volume Module	e: >>	Count	Date:	10 Ma	ar 200	4 << 5	:00 -	6:00	PM	70	ΕO	15
Base Vol:	31	298	86	25	211	41	26	1 00	45	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	50	1.00
Initial Bse:	31	298	86	25	211	41	26	22	40	17	107	100
Added Vol:	18	84	11	66	84	9	6	229	24 0		107	102
PasserByVol:	0	0	0	0	0	0	20	204	70	0 97	227	124
Initial Fut:	49	382	97	91	295	1 00	1 00	1 00	1 00	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	0 92	n 92	1 92
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	200	9.92	95	258	135
PHF Volume:	53	415	105	99	321	54	20	505	00	 	200	0
Reduct Vol:	0	0	105	0	221	51	25	200	86	95	258	135
Reduced Vol:	53	415	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00
PCE Adj:	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00
MLF Adj:	1.00	1.00 415	105	1.00	321	1.00 54	35	309	86	95	258	135
Final Vol.:	1											
PCE Module.	1		1	t								
AutoPCE:	53	415	105	99	321	54	35	309	86	95	258	135
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicvclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	53	415	105	. 99	321	54	35	309	86	, 95	258	135
								,				
Delay Module	: >> '	Time P	eriod:	0.25	nours	3 <<		E 1 /			503	
CircVolume:		442			405			022			928	
MaxVolume:		961			ART			222 N			_20 Λ	
PedVolume:		0			0.91			922			928	
AdjMaxVol:		961			901 171			429			487	
ApproachVol:		5/4 0 1			11/11 7∩			7 7			8.1	
Approachuel:		3.1 1 1			27			2.5			3.1	
oueue:		~1 • ⊥			4.e. 1							

MITIG8 - PM H	3kgnd+	Pro B	O Fr	i Nov	12, 2	2004 10	:27:47	7 			Page	1-1
		L	evel O	f Serv	rice (Computa	tion H	Report	t			
-	2000 F	ICM Op	eration	ns Met	hod	(Future	Volun	ne Ali	ternati	ve)		
*********	* * * * * *	*****	******	* * * * * *	*****	******	*****	*****	* * * * * * *	*****	* * * * * *	*****
Intersection	#1318	3 Jim_	Moore/	First							e de la lateraterat	بطريك بكريك وروريه
**********	* * * * * *	*****	* * * * * *	* * * * * *	*****	******	*****	*****	*****	*****	******	
Cycle (sec):		60			(Iritica	1 Vol.	/Cap	. (X):		0.54	1
Loss Time (se	ec):	9	(Y+R =	= 4 5	sec) /	lverage	Delay	/ (sec	c/ven):		10.	⊥ D
Optimal Cycle	е:	34			1	level O	t Serv	/lce:	مار بار مار بار بار بار	<u>т</u> .т.т.т.т.	. 	· + + + + + + + + + + + + + + + + + + +
*********	*****	*****	*****	*****	*****	******	• • • • • • • •		~ ~ ~ ~ ~ ~ ~ ~ ~	5 A A A A A A A	ort Br	und
Approach:	No1	rth Bo	und	SOL	ith Bo	ouna	. 프 -			т	- T	- B
Movement:	. L	- T	- R	- Ц ,	- T	- K	- <u>L</u> -	- <u> </u>	- K			
		-		 -			1 T	ormit	Etod	1	ormit	ted
Control:	P1	rotect	ea	Ε1	Thel	.eu .do	£	Tncl	ide ide	1	Inclu	ide
Rights	~	inciu	.ae o	0	THCT	ide N	0	11101	0	0	0	0
Min. Green:	1 (1 0	1 6	ົ່	1 0	ດັດ	ין ר 11	0 0	0 () <u>1</u>	0 0
Lanes:	1 L		<u> </u>	I		[[- -	
Volumo Modul	· · · ·	Count	Date	10 Ma	r 200	14 << 5	:00 -	6:00	PM	•		
Page Vol.	2. 26	391	121	Q	305	12	9	10	20	82	15	15
Growth Adi	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Tritial Beet	26	391	121		305	12	9	10	20	82	15	15
Added Vol:	20	95	4	10	125	0	0	0	17	10	0	18
PasserBvVol:	õ	0	ō	0	0	0	0	0	0	0	0	0
Initial Fut:	35	486	125	19	430	12	9	10	37	92	15	33
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	36	506	130	20	448	13	9	10	39	96	16	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	506	130	20	448	13	9	10	39	96	16	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	36	506	130	20	448	13	9	10	39	96	16	34
			[!	[-	
Saturation F	low Mo	odule:										1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	1.00	1.00	0.86	0.86	0.86	0.75	0.75	0.75
Lanes:	1.00	0.80	0.20	1.00	0.97	0.03	0.16	0.18	0.66	0.66	150	0.23
Final Sat.:	1805	1464	377	1805	1841	51,	264	293	1082	938	123	220
										1		
Capacity Ana	lysis	Modul	.e:	0 01	0 24	0.24	0.04	0 04	0 04	0 10	0 10	0 10
Vol/Sat:	0.02	0.35	0.35	 	0.24	0.24	0.04	0.04	0.04	0.10	****	0.10
Crit Moves:	~ ~	****	20 4	1 7	200	26 G	11 A	11 1	11 /	11 4	11 <i>4</i>	11 4
Green Time:	3.0	38.4	38.4 0 E4	1.4 0 E1	0.40	0 40	0 10	11.10	1 1 9 0 1 9	0 54	0.54	0.54
Volume/Cap:	0.40	U.54 E 0	U.54 E G	0.04 20.1	6 0	6.90	20 4	20 4	20.4	22.0	22.0	22.0
Uniform Del:	21.0	0.5	J.9 0 5	15 2	0.0	0.0	03	03	0.3	2.2	2.2	2.2
IncremntDel:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00
Delay Adj: Dolay/Wob	30 4	E 4	1.00 6 /	14 2	C - C - C - C - C - C - C - C - C -	4.00 6 3	20 7	20.7	20.7	24 2	24.2	24.2
Deray/ven;	1 00	1 00	1 00	1 00	1.00	1,00	1,00	1.00	1.00	1.00	1.00	1.00
JAIDAL VELAUJ:	30 1	64	6 4	44.3	6.3	6.3	20.7	20.7	20.7	24.2	24.2	24.2
HCM2kara.	1	7	7	1	5	4	1	1	1	4	4	4
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		L	evel Of	E Serv	rice C	omputa	tion F	eport	native	}	,	
*******	FHW# * * * * *	* *****	4400uL	******	*****	*****	*****	*****	******	, * * * * * * * *	****	* * * * * *
Intersection	#1318	Jim_:	Moore/1 *****	First *****	*****	*****	*****	*****	*****	* * * * * * *	:***	*****
Average Delay	/ (sec	:/veh)	******	6.2 *****	* * * * * *	****	* * * * * *	E∈ *****	vel Of *****	Servic ******	:e: ****	A *****
Approach: Movement:	Noi L -	th Bo T	und - R	Sou L -	ith Bo - T	und - R	Ea L -	ast Bo - T	ound - R	Wes L -	st Bo T	und - R
Control: Lanes:	Yie	eld Si	gn	' Yi€	eld Si 1	.gn	Yie	eld Si 1	.gn	Yiel	.d Si 1	gn
Volume Module	 e: >>	Count	Date:	10 Ma	ar 200	14 << 5	:00 -	6:00	PM 20	92	15	15
Base Vol: Growth Adj:	26 1.00 26	391 1.00 391	121 1.00 121	9 1.00 9	305 1.00 305	1.00 1.2	9 1.00 9	1.00 1.00	1.00 20	1.00 1 82	00	1.00 15
Added Vol: PasserByVol:	20 9 0	95 0	4 0	10 0	125 0	0	0	0 0	17 0	10 0	0	18 0
Initial Fut: User Adj:	35 1.00	486 1.00	125 1.00	19 1.00	430 1.00	12 1.00 0.96	9 1.00 0.96	10 1.00 0.96	37 1.00 0.96	92 1.00 1 0.96 (15 1.00 1.96	33 1.00 0.96
PHF Volume: Reduct Vol:	0.98 36 0	506 0	130 0	20 20	448 0	13 0	9 0	10 0	39 0	96 0	16 0	34 0
Reduced Vol: PCE Adj:	36	506 1.00	130 1.00	20	448 1.00	13 1.00	9 1.00	10 1.00	39 1.00 1.00	96 1.00 1 1.00 1	16 1.00	34 1.00 1.00
MLF Adj: Final Vol.:	1.00 36	506 50	130	20	448	13	9	10	39 	96 	16	34
PCE Module: AutoPCE:	36	506	130	20	448	13	9	10	39	96	16	34
TruckPCE: ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE: AdjVolume:	0 36	0 506	130	20	448	13 	9	10	39 	96	16	34
Delay Module	: >> '	Time P 40	eriod:	0.25	hours 148	5 << '	3	564			552	
MaxVolume: PedVolume:		1179 0			1120 0			896 0			902 0	
AdjMaxVol: ApproachVol:		1179 673			1120 480			896 58			902 146	
ApproachDel: Oueue:		7.0 3.8			5.6 2.2			4.3 0.2			4.0 0.6	

	PM Bkgnd+Pro	BO		Thu	ı Nov	11, 2	2004 17	:45:18	}		Page	59-1
Level of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative) Intersection #1319 First/Light_Pighter Cycle (sec): 70 Critical Vol./Cap. (X): 1.070 Loss Time (sec): 16 (YrR = 4 sec) Average Delay (sec/veh): 50.4 Optimal Cycle: 163 Level Of Service: D Method South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R Control: Split Phase Split Phase Split Phase Control: Split Phase Control: Split Phase Split Phase Control: Split Phase Split Phase Control: Split Phase Control: Split Phase Control: Split Phas												
2000 HCM Operations Method (Future Volume Alternative) Intersection #1319 Pirst/Light Pighter Cycle (sec): 70 Critical Vol./Cap. (X): 1.070 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 50.4 Optimal Cycle: 163 Level Of Service: D Approach: Korth Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R I - T - R I - T - R Control: Split Phase Split Phase Permitted Protected Min Green: 0	••••····			evel Of	f Serv	rice (Computa	tion R	leport	-		
Intersection #1319 First/Light Pighter Cycle (sec): 70 Critical Vol./Cap. (X): 1.070 Loss Time (sec): 16 (YR = 4 sec) Average Delay (sec/veh): 50.4 Optimal Cycle: 16 YR = 4 sec) Average Delay (sec/veh): 50.4 Optimal Cycle: 16 YR = 4 sec) Average Delay (sec/veh): 50.4 Optimal Cycle: 16 YR = 4 sec) Average Delay (sec/veh): 50.4 Approach: North Bound South Bound East Eound West Bound Norement: L - T - R L - T - R L - T - R Protected Control: Split Phase Split Phase Permitted Protected Rights: Include Include Include Include Lanes: 16 0 1 0 2 0 Coute Addit 1.0 1.0 1.00 1.00 1.00 1.00 1.00 Initial Bse: 176 0 15 2 1 54 0 616 130 2 759 0 PaserByVol: 0 0 0 0 0 <	2	000 F	ICM On	eration	ns Met	hod	(Future	Volum	ne [¯] Alt	ernati	ve)	
Intersection #1319 First/Light Fighter ************************************	********	****	*****	*****	*****	* * * * *	. * * * * * *	*****	****	*****	*******	*******
Cycle (sec): 70 Critical Vol./Cap. (X): 1.070 Coss Time (sec): 16 (YR = 4 sec) Average Delay (sec/veh): 50.4 Optimal Cycle: 163 Level Of Service: D Approach: Korth Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R T - R L - T - R	Intersection	#1310) Firs	t/Light	r Fiah	nter						
Cycle (sec): 70 Critical Vol./Cap. (X): 1.070 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 50.4 Optimal Cycle: 163 Level Of Service: D Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Split Phase Split Phase Permitted Protected Rights: Include Include Ignore Include Min Green: 0 0 1 0	*********	*****	*****	******	 * * * * * *	****	*****	*****	****	******	*****	*******
Dess Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 50.4 Optimal Cycle: 163 Level Of Service: D Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R Control: Split Phase Split Phase Permittee Protected Rights: Include Ignore Include Ignore Include Volume Module: > Count Date: 28 Sep 2004 << 4:30 - 5:30 FM	Cycle (sec) ·		70			C	Critica	l Vol.	/Cap.	(X):	1.	070
Doss Time Cycle: 163 Level Of Service: D Approach: North Bound South Bound East Bound West Bound Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R Control: Split Phase Split Phase Permitted Protected Rights: Include Include Ignore Include Win. Green: 0 0 1 0 0 0 0 0 0 Volume Module: > Count Date: 28 Sep 2004 <<<	Logg Time (se	(c) •	16	(Y+R =	= 4 5	sec) A	Average	Delay	/ (sec	<pre>:/veh):</pre>	5	0.4
Approach: North Bound South Bound East Bound West Bound Movement: L T R L L T R L T R L T R L D Control Lot	Optimal Cycle		163	, - , -		, I	jevel 0	f Serv	vice:			D
Approach:North BoundSouth BoundEast BoundWest BoundMovement:L-T-RL-T<	**************	*****	*****	*****	*****	****	*****	* * * * * *	****	******	******	******
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Approach ·	Nor	rth Bo	und	Sou	ith Bo	ound	Ea	ist Bo	ound	West	Bound
Notematic D	Movement:	T	- т	- R	Т	. Т	- R	ь -	т	- R	L - T	- R
Control: Split Phase Split Phase Permitted Protected Rights: Include Include Ignore Include Min. Green: 0 </td <td>MOVemente.</td> <td></td> <td></td> <td></td> <td> </td> <td></td> <td></td> <td> </td> <td></td> <td></td> <td> </td> <td> </td>	MOVemente.											
Control I. Dirichlate Include Include	Control	Sn	lit Ph	lase	ടെവ	it Pl	lase	Ē	Permit	ted	Prote	cted
Highesi	Concror:	057	Tnclu	de de	0103	Incl:	ide		Ianoi	ce	Inc	lude
Min. Green: 0 0 1 0 0 1 0 0 1 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1 0 2 0 0 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 1 0 1 <th< td=""><td>Min Green.</td><td>0</td><td>11010</td><td>n</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0 0</td></th<>	Min Green.	0	11010	n	0	0	0	0	0	0	0	0 0
Value No 1 0 0 1 0 <td>Min. Green:</td> <td>1 0</td> <td>່</td> <td>0 1</td> <td>۰ T</td> <td>0</td> <td>0 1</td> <td>0 0</td> <td>) 2</td> <td>0 1</td> <td>102</td> <td>0 0</td>	Min. Green:	1 0	່	0 1	۰ T	0	0 1	0 0) 2	0 1	102	0 0
Volume Module: >> Count Date: 28 Sep 2004 << 4:30 - 5:30 PM Base Vol: 176 0 15 2 1 54 0 616 130 2 759 0 Growth Adj: 1.00	Lanes:	(-		1				
Wolling Module: 190 of 15 2 1 54 0 616 130 2 759 0 Growth Adj: 1.00 <td>Volume Module</td> <td></td> <td>Count</td> <td>Date</td> <td>- 28 Se</td> <td>en 20(</td> <td>)4 << 4</td> <td>:30 -</td> <td>5:30</td> <td>PM</td> <td>1</td> <td>,</td>	Volume Module		Count	Date	- 28 Se	en 20()4 << 4	:30 -	5:30	PM	1	,
Base V01: 1.00 0 </td <td>Page Volume Module</td> <td>176</td> <td>n</td> <td>15</td> <td>20 20</td> <td>- <u>-</u></td> <td>54</td> <td>0</td> <td>616</td> <td>130</td> <td>2 75</td> <td>90</td>	Page Volume Module	176	n	15	20 20	- <u>-</u>	54	0	616	130	2 75	90
Grown Adj 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0	Base VOL:	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
Initial Bis: 1/0 0 1/1	Tritial Rec.	176	1.00	15	2.00	,	54	0	616	130	2 75	90
Added Vol. 1 0	Inicial BSC.	170	0 0	51	0	34	94	0	293	8	24 32	90
Passer By Vol. 0	Audeu VOI:		0	0	Ő	0	0	Ō	0	0	0	0 0
Hiltar Adj: 1.00 0.00 <td>Tritial Fut.</td> <td>1 9 0</td> <td>0</td> <td>66</td> <td>2</td> <td>35</td> <td>148</td> <td>0</td> <td>909</td> <td>138</td> <td>26 108</td> <td>8 0</td>	Tritial Fut.	1 9 0	0	66	2	35	148	0	909	138	26 108	8 0
Diger Adj: 1.00	Initial rut:	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	0.00	1.00 1.0	0 1.00
PHF A01: 0.92 0.93 0.00 0.00 0.00 0.00 0.00 0.93	User Adj:	1.00	1.00	1.00	1 92	0 97	0 92	0.92	0.92	0.00	0.92 0.9	2 0.92
PHF volume: 196 0 72 2 38 161 0 988 0 28 1183 0 Reduced Vol: 196 0 72 2 38 161 0 988 0 28 1183 0 PCE Adj: 1.00 </td <td>PHF Auj:</td> <td>106</td> <td>0.92</td> <td>72</td> <td>2.52</td> <td>38</td> <td>161</td> <td>0</td> <td>988</td> <td>0</td> <td>28 118</td> <td>3 0</td>	PHF Auj:	106	0.92	72	2.52	38	161	0	988	0	28 118	3 0
Reduced Vol: 196 0 72 2 38 161 0 988 0 28 1183 0 PCE Adj: 1.00 <td>PHF VOlume.</td> <td>041</td> <td>0</td> <td>, <u>2</u></td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0 0</td>	PHF VOlume.	041	0	, <u>2</u>	0	0		0	0	0	0	0 0
Reducted vol: 1.00 </td <td>Reduct VOI:</td> <td>196</td> <td>0</td> <td>72</td> <td>2</td> <td>38</td> <td>161</td> <td>Ō</td> <td>988</td> <td>0</td> <td>28 118</td> <td>3 0</td>	Reduct VOI:	196	0	72	2	38	161	Ō	988	0	28 118	3 0
PCH Adj: 1.00	Reduced VOL:	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	0.00	1.00 1.0	0 1.00
Mink Adj: 1.00	PCE Auj: MIE Adda	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	0.00	1.00 1.0	0 1.00
Final Vol:: 190 190 190 190 190 190 190 1900 1000 1000 1000 1000	MLF AQJ:	106	1.00	1.00	2.00	1.00	161	0	988	0	28 118	3 0
Saturation Flow Module: Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900	Final Vol.:	190			يم - ــــــــــــــــــــــــــــــــــــ							
Sat/Lane: 1900 1000 1000 1000		OUT M		1	I		Į	1		1	1	I
Adjustment: 0.93 1.00 0.83 0.98 0.98 0.83 1.00 0.93 1.00 0.93 0.93 1.00 Lanes: 1.00 0.00 1.00 0.05 0.95 1.00 0.00 2.00 1.00 1.00 2.00 0.00 Final Sat.: 1769 0 1583 100 1756 1583 0 3538 1900 1769 3538 0 Capacity Analysis Module:	Saturation F		1000	1900	1900	1900	1900	1900	1900	1900	1900 190	0 1900
Lanes: 1.00 0.00 1.00 0.05 0.95 1.00 0.00 2.00 1.00 1.00 2.00 0.00 Final Sat.: 1769 0 1583 100 1756 1583 0 3538 1900 1769 3538 0 Capacity Analysis Module:	Sal/Lane:	1900	1 00	7,000	1 98 0 98	0 98	0 83	1.00	0.93	1.00	0.93 0.9	3 1.00
Lanes: 1.00 0.00 1.00 1.00 0.05 0.05 0.05 1.00 1.00	Adjustment:	1 00	1.00	1 00	0.05	0.95	1 00	0.00	2.00	1.00	1.00 2.0	0 0.00
Capacity Analysis Module: Vol/Sat: 0.11 0.00 0.05 0.02 0.02 0.10 0.00 0.28 0.00 0.02 0.33 0.00 Crit Moves: **** **** **** **** **** **** Green Time: 7.2 0.0 7.2 6.6 6.6 6.6 0.01 18.3 0.02 0.05 0.00 Volume/Cap: 1.07 0.00 0.44 0.23 0.23 1.07 0.00 1.07 0.00 0.05 0.58 0.00 Uniform Del: 31.4 0.0 29.5 29.3 29.3 31.7 0.0 25.9 0.0 16.8 9.6 0.0 IncremntDel: 86.6 0.0 1.90 0.7 0.7 93.6 0.0 0.00 1.00 0.00 Delay Adj: 1.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 Delay Adj: 1.00 0.0 31.4 30.0 30.0 125.3 0.0 76.2 0.0 16.9	Lanes:	1760	0.00	1593	100	1756	1583	0	3538	1900	1769 353	8 0
Capacity Analysis Module: Vol/Sat: 0.11 0.00 0.05 0.02 0.02 0.10 0.00 0.28 0.00 0.02 0.33 0.00 Crit Moves: **** **** **** Green Time: 7.2 0.0 7.2 6.6 6.6 6.6 6.6 0.0 18.3 0.0 21.9 40.1 0.0 0.00 0.05 0.58 0.00 Volume/Cap: 1.07 0.00 0.44 0.23 0.23 1.07 0.00 1.07 0.00 0.05 0.58 0.00 Uniform Del: 31.4 0.0 29.5 29.3 29.3 31.7 0.0 25.9 0.0 16.8 9.6 0.0 IncremntDel: 86.6 0.0 1.9 0.7 0.7 93.6 0.0 50.4 0.0 0.00 1.00 1.00 0.00 Delay Adj: 1.00 0.00 1.00 1.00 1.00 1.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Final Sat.:	1/09	U		1							
Val/Sat: 0.11 0.00 0.05 0.02 0.02 0.02 0.10 0.00 0.28 0.00 0.02 0.33 0.00 Crit Moves: **** **** **** **** **** **** Green Time: 7.2 0.0 7.2 6.6 6.6 6.6 6.6 0.0 18.3 0.0 21.9 40.1 0.0 0.00 0.25 0.58 0.00 0.00 0.05 0.58 0.00 Volume/Cap: 1.07 0.00 0.44 0.23 0.23 1.07 0.00 1.07 0.00 0.05 0.58 0.00 0.00 0.05 0.58 0.00 Uniform Del: 31.4 0.0 29.5 29.3 29.3 31.7 0.0 25.9 0.0 16.8 9.6 0.0 IncremntDel: 86.6 0.0 1.9 0.7 0.7 93.6 0.0 50.4 0.0 0.00 1.00 1.00 0.00 Delay Adj: 1.00 0.00 1.00 1.00 1.00 1.00 0.00 1.00 0.00 1.00 0.00 Delay/Veh: 118.0 0.0 31.4 30.0 30.0 125.3 0.0 76.2 0.0 16.9 10.0 0.0 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Compaint App		Modul		1		I	1		1	1	I.
Vol/Sat: 0.11 0.00 0.00 0.00 0.02 0.02 0.02 0.02	Uapacity Ana.	LYSIS 0 11	0 00	0 05	0 02	0 02	0 1 0	0.00	0.28	0.00	0.02 0.3	3 0.00
Green Time: 7.2 0.0 7.2 6.6 6.6 0.0 18.3 0.0 21.9 40.1 0.0 Volume/Cap: 1.07 0.00 0.44 0.23 0.23 1.07 0.00 1.07 0.00 0.05 0.58 0.00 Uniform Del: 31.4 0.0 29.5 29.3 29.3 31.7 0.0 25.9 0.0 16.8 9.6 0.0 IncremntDel: 86.6 0.0 1.9 0.7 0.7 93.6 0.0 50.4 0.0 0.0 1.00 0.00 Delay Adj: 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 0.00 1.00 1.00 0.0	VOI/Sac:	****	0.00	0.05	0.02	0,02	****	0.00	****		* * *	*
Green Time: 7.2 0.0 7.2 0.0 0.0 0.0 10.7 10.0 10.7 10.0 10.7 10.0 10.7 10.0 10.7 10.0	Crit Moves:		0 0	7 0	6 6	6 6	5 5	0.0	18.3	0.0	21.9 40.	1 0.0
Volume/Cap: 1.07 0.00 0.141 0.23 0.23 1.07 0.00 1.07 0.00 1.07 0.00 1.07 0.00 1.07 0.00 25.9 0.0 16.8 9.6 0.0 IncremntDel: 86.6 0.0 1.9 0.7 0.7 93.6 0.0 50.4 0.0 0.0 0.4 0.0 Delay Adj: 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 0.00 <td>Green Time:</td> <td>1.07</td> <td>0.0</td> <td>0 4 4</td> <td>0.0</td> <td>0.0</td> <td>1 07</td> <td>0 00</td> <td>1.07</td> <td>0.00</td> <td>0.05 0.5</td> <td>8 0.00</td>	Green Time:	1.07	0.0	0 4 4	0.0	0.0	1 07	0 00	1.07	0.00	0.05 0.5	8 0.00
IncremntDel: 31.4 0.0 29.5 29.5 29.5 31.7 0.0 29.5	volume/cap:	1.U/	0.00	v.44 ⊃o ⊑	0.20 00 0	0.20 20 2	21 7	0 0	25.9	0.0	16.8 9	6 0.0
Incrementation 1.00 1.00 1.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 0.00<	Uniform Del:	51.4 06 7	0.0	1 9	د.رے ح n	22.3	97 K	0.0	50.4	0.0	0.0 0.	4 0.0
Delay/Veh: 11.00 1.00 <td>Incremntuel:</td> <td>1 00</td> <td>0.0</td> <td>1 00</td> <td>1 00</td> <td>1 00</td> <td>1 00</td> <td>0.00</td> <td>1.00</td> <td>0.00</td> <td>1.00 1.0</td> <td>0 0.00</td>	Incremntuel:	1 00	0.0	1 00	1 00	1 00	1 00	0.00	1.00	0.00	1.00 1.0	0 0.00
Delay/ven: 118.0 0.0 31.4 30.0 30.0 125.3 0.0 100 <td>Delay Adj:</td> <td>110 0</td> <td>0.00</td> <td>1.UU 21 4</td> <td>30 0</td> <td>20 0</td> <td>125 3</td> <td>0.00</td> <td>76 2</td> <td>0.00</td> <td>16.9 10</td> <td>0 0.0</td>	Delay Adj:	110 0	0.00	1.UU 21 4	30 0	20 0	125 3	0.00	76 2	0.00	16.9 10	0 0.0
User DelAaj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Delay/ven:	1 00	1 0.0	J⊥,4 1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00 1.0	0 1.00
Adjbel/ven: 118.0 0.0 31.4 30.0 30.0 125.3 0.0 70.2 10.0 <td>User DelAdj:</td> <td>110 C</td> <td>T.00</td> <td>21 4</td> <td>30 0</td> <td>30 0</td> <td>125 2</td> <td>1,00 0 0</td> <td>76 2</td> <td>0.0</td> <td>16.9 10.</td> <td>0 0.0</td>	User DelAdj:	110 C	T.00	21 4	30 0	30 0	125 2	1,00 0 0	76 2	0.0	16.9 10.	0 0.0
HUM2KAVG: IU U 2 I I 0 0 20 0 0 0 0 0 0 0 0 0 0 0 0 0	Adjuei/ven: .	10.0	0.0	±.4 م	30.0 1	1	د. دے⊥ م	0.0	20	0	0 9	0
	HCM2KAVg:	***** TA	• * * * * • •	∠ ******	⊥ *****	⊥ *****		*****	****	~ * * * * * * *	*******	- *******

PM Bkgnd+Pro	BO		Th	u Nov	ll,	2004 17	7:45:18	3		I	Page (51-1
		1	Sevel C)f Serv	vice	Computa	ation I	Report	t .			
2	2000 F	ICM OF	peratio	ons Met	hod	(Future	e Volur	ne Ali	ternati	ve)		
******	*****	*****	******	*****	* * * *	*****	*****	* * * * *	* * * * * * *	*****	****	******
Intersection	#1320) Seco	ond/Lig	ht_Fig	ghter	•						
*****	*****	*****	******	*****	****	*****	*****	*****	******	*****	****	******
Cycle (sec):		6()			Critica	al Vol	./Cap	(X):		1.20	59
Loss Time (se	ec):	0	9 (Y+R	= 4 s	sec)	Average	e Delay	y (se	c/veh):		117	.1
Optimal Cycle	2:	18()			Level (of Ser	vice:				F
*********	****	*****	******	*****	****	******	******	*****	******	*****	· * * * * ·	*****
Approach:	Noi	cth Bo	ound	Soi	ith B	sound_	E3	ast Bo	ound	we T	ST BO	ouna
Movement:	г -	- T	- R	L -	- T	- R	· بلا	- '1'	- R	ь - т	- 1.	- K
					 ,		 		 	 Do		
Control:	I	Permit	ted	ł	ermi	tted	PI	roteci	tea	PI	Tral	ied.
Rights:		Inclu	lde		Inci	.uae	~	TUCT	uae	0	TUCTO	uue o
Min. Green:	0	0	1 0	1 0	, ₁		1 0	, - , -	1 0	1 0) 1	1 0
Lanes:	0 0	0	1 0	1	<u>۲</u>	U I	, L ,	J 1.	l	(·	
Volumo Modulo			 2004							1		I
Para Vol.	: 3eF V	່ງປອກເມດ າ	2004 g	. – FN 0	0	131	198	428	7	2	630	8
Base vol:	1 00		1 00	1 00	1 00		1 00	1 00	1 00	1 00	1 00	1.00
Growin Auj:	1.00	1.00	T.00	1.00	1,00	121	198	428	1.00	2.00	630	2.00
Initial BSE:	0	1 1	0	550	0	131	202	21	,	n N	20	491
Added Vol:	0	0	0	020	0	, 0 77-	- <u>-</u>	<u>ب</u> م	0	0 0	0	0
PasserByvol:	0	1	0	550	0	115	521	449	7	2	669	499
Initial Ful:	1 00	1 00		1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	. 1.00	1.00 0.96	1.00 0 96	1.00	0.96	1,00	0.96
PHF Adj:	0.96	0.90	0.90	0.90	0.90	164	5/3	168	0.00	0.20	697	520
PHF VOLUME:	0		0	575	0	, 404 , 0	0-10	-100	, 0	0	0,00	0
Reduct VOI:	0	1	0	573	0 0	464	543	468	7	2	697	520
Reduced VOI:	1 00	1 00	1 00	1 00	1 00		1 00	1 00	1 00	1 00	1 00	1 00
PCE Adj:	1.00	1 00	1 00	1 00	1.00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
MLF Adj:	1.00	1.00	1,00 0	1.00	1.00	и <u>л</u> бл	5/3	168	1.00	2.00	697	520
Final VOL.:	0		。 									
Saturation F	OW MO		•	ł					I	I		I
Sat /Lane.	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment.	1 00	0 86	0 86	0 75	1.00	0.83	0.93	0.93	0.93	0.93	0.87	0.87
Laneg:	0 00	0.00	0.89	1.00	1.00	1.00	1.00	1.97	0.03	1.00	1,15	0.85
Final Cat .	0.00	182	1456	1417	1900	1583	1769	3477	54	1769	1897	1415
Final Sac.,									_			
Capacity Ana	vsis	Modu	le:	il			• 1		ı	•		I
Vol/Sat:	0.00	0.01	0.01	0.40	0.00	0.29	0.31	0.13	0.13	0.00	0.37	0.37
Crit Moves:		-		* * * *			* * * *				* * * *	
Green Time:	0.0	19.1	19.1	19.1	0.0	19.1	14.5	31.6	31.6	0.3	17.4	17.4
Volume/Cap:	0.00	0.02	0.02	1.27	0.00	0.92	1.27	0.26	0.26	0.26	1.27	1.27
Uniform Del:	0.0	14.0	14.0	20.4	0.0	19.7	22.7	7.8	7.8	29.8	21.3	21.3
IncremntDel:	0.0	0.0	0.0	137.5	0.0	22.0	138.4	0.1	0.1	15.9	129	129.3
Delav Adi:	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delav/Veh·	0_0	14.0	14.0	158.0	0.0) 41.7	161.1	7.8	7.8	45.7	151	150.6
User DelAdi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh.	0.0	14.0	14.0	158.0	0.0) 41.7	161.1	7.8	7.8	45.7	151	150.6
HCM2kAva.	0	0	0	36	0	13	28	3	3	0	30	30
*********		*****	****** ~	*****	*****	******	******	- * * * * *	******	* * * * * *	****	******

PM Bkgnd+Pro	во		T	hu Nov	11,	2004 17	:45:1	8		I	Page (53-1
		I	Sevel (Of Ser	vice	Computa	tion 1	Repor	t.			
2	2000 1	нсм ор	peratio	ons Mei	thod	(Future	Volu	me Al	ternati	ive)		
******	* * * * *	* * * * *	******	* * * * * *	* * * * *	******	* * * * *	* * * * *	* * * * * * *	******	****	*****
Intersection	#132	l Jim_	_Moore	/Light	_Figh	ter						
********	*****	*****	*****	*****	****	******	*****	****	******	******	****	******
Cycle (sec):		8()		,	Critica.	T AOT	./Cap	(X):		0.84	17
Loss Time (se	∋c):	16	5 (Y+R	= 4 9	sec)	Average	Deia	y (se	c/veh):	:	34.	. 1
Optimal Cycle	∃: ∋:		, , ,	****	· • • • • •	Level O	I Ser	vice:	*****	******	*****	C ******
	No	wth Da			ith B	ound	 F:	act B	າມກ <i>ີ</i> ດ		at Bo	und
Approach:	T INO.			т.	_ m	- P	Τ.	дос D. - Т	- P	T	. т	- R
Movement.		···· ·									·	
Control:	P:	rotect	ced	II Pi	rotec	ted	' P:	rotect	ted	Pr	otect	ced
Rights:	-	Inclu	ıde		Incl	ude		Iqno	re		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 (0 0	1 0	1 (l C	1 0	1 (0 1	0 1	1 0	0 (1 0
Volume Module	e: >>	Count	: Date	: 22 Se	∋p 20	04 << 5	:00 -	6:00	PM			
Base Vol:	314	318	4	2	175	205	236	54	146	3	121	б
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	318	4	2	175	205	236	54	146	3	121	6
Added Vol:	499	98	0	0	129	30	13	3	555	0	1	0
PasserByVol:	.0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	813	416	4	2	304	235	249	57	701	د ۱۰۰	1 00	7 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	126	0.90
PHF VOLUME:	208	462	4	2	0 C C C	201	277	03	0	- -	120	, O
Reduct VOI:	0	462	4	2	328	261	277	63	0	ں ح	136	.0
DCF Adi.	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MUE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	903	462	4	2	338	261	277	63	0	3	136	7
Saturation F	Low Mo	odule:	:	• •		1						
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.98	0.93	0.87	0.87	0.93	0.98	1.00	0.93	0.97	0.97
Lanes:	2.00	0.99	0.01	1.00	1.13	0.87	1.00	1.00	1.00	1.00	0.95	0.05
Final Sat.:	3432	1842	18	1769	1866	1442	1769	1862	1900	1769	1762	87
__ _												
Capacity Anal	lysis	Modu	le:									
Vol/Sat:	0.26	0.25	0.25	0.00	0.18	0.18	0.16	0.03	0.00	0.00	0.08	0.08
Crit Moves:	****	41 0	4.1 0		****	5 1 1	****	20.0	0.0	1 0	~ ~ ~ ~	
Green Time:	24.9	41.8	41.8	0.2	1/.1	1/.1	14.8	20.9	0.0	⊥.∠ ∩ 12	/.3 0 9E	/.J
volume/cap:	0.85	12 2	10.48	20.40	20.00	20.05	21 5	0.15 22 E	0.00	38 0	35 8	35.8
Uniform Del:	20.0 6 5		12.2	57.0 67.5	50.2 G A	90.2	18.2	0 1	0.0	20.2	30.9	30.9
Delay Add.	0.5	1 00	1 00	1 00	1 00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Web	32 2	12 E	12 6	102 4	39 A	39 G	49.7	22.7	0.0	41.2	66.7	66.7
User DelAdi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh:	32.2	12.6	12.6	102.4	39.6	39.6	49.7	22.7	0.0	41.2	66.7	66.7
HCM2kAva:	14	8		0	10	10	10	l	0	0	6	б
***********	• • • • • •	*****	*****	*****	****	******	*****	*****	* * * * * * *	*****	*****	******

Thu Nov 11, 2004 17:45:18 PM Bkqnd+Pro BO Page 65-1 Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative) Intersection #1322 Jim Moore/Gigling Cycle (sec): 60 Critical Vol./Cap. (X): 0.645 Loss Time (sec):16 (Y+R = 4 sec) Average Delay (sec/veh):14.4Optimal Cycle:54Level Of Service:B Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R Control:ProtectedProtectedProtectedProtectedRights:IgnoreIgnoreIncludeIgnoreMin. Green:000000 0 Volume Module: >> Count Date: 3 Mar 2004 << 4:45-5:45 Base Vol: 45 478 57 122 301 55 58 34 29 77 39 127 Initial Bse: 45 478 57 122 301 55 58 34 29 77 39 127 Added Vol:059721683000100PasserByVol:00000000000Initial Fut:45107559123984555834297839127 0 PHF Adj: PHF Volume: 47 1120 0 128 1025 0 60 35 30 81 41 0 Reduct Vol:0000000Reduced Vol:47 11200128 10250603530 0 0 0 81 41 0 Final Vol.: 47 1120 0 128 1025 0 60 35 30 81 41 0 _____|____|______| Saturation Flow Module: Adjustment:0.930.931.000.930.930.910.910.930.981.00Lanes:1.002.001.001.001.001.000.540.461.001.00 Final Sat.: 1769 3538 1900 1769 3538 1900 1769 936 798 1769 1862 1900 -----|-----||-------||--------|| Capacity Analysis Module: Vol/sat: 0.03 0.32 0.00 0.07 0.29 0.00 0.03 0.04 0.04 0.05 0.02 0.00 **** Crit Moves: **** **** * * * * Green Time: 3.0 29.5 0.0 6.7 33.2 0.0 4.8 3.5 3.5 4.3 3.0 0.0 Volume/Cap: 0.52 0.64 0.00 0.64 0.52 0.00 0.43 0.64 0.64 0.64 0.43 0.00 Uniform Del: 27.8 11.4 0.0 25.5 8.4 0.0 26.3 27.6 27.6 27.1 27.6 0.0 IncremntDel: 5.6 0.8 0.0 7.1 0.3 0.0 2.1 13.4 13.4 10.9 3.1 0.0 AdjDel/Veh: 33.4 12.2 0.0 32.6 8.7 0.0 28.4 41.0 41.0 38.1 30.8 0.0 HCM2kAvq: 2 9 0 4 6 0 2 2 2 3 1 0

PM Bkgnd+Pro	BO		Th	u Nov	11,	2004 17	:45:18	3		I	Page 6	57-1
		I	Gevel O	f Serv	vice	Computa	tion H	Report	t			
2	:000 F	HCM OF	peratio	ns Met	chod	(Future	Volun	ne Alt	ternati	ve)		
*******	****	*****	******	*****	****	******	* * * * * *	****	* * * * * * *	*****	*****	******
Intersection	#1323	3 Jim_	_Moore/	Norman	ıdy							
*********	****	*****	******	* * * * * *	****	******	*****	*****	******	*****	*****	******
Cycle (sec):		60)			Critica	l Vol.	./Cap	. (X) :		0.70)4
Loss Time (se	ec):	12	2 (Y+R	= 4 s	sec)	Average	Delay	/ (sed	c/veh):		15.	.0
Optimal Cycle		52		~~~~~~	****	Level 0 ******	f Serv *****	/1Ce: *****	* * * * * * * *	*****	*****	B ******
**************************************	Not	eth De	und	Sou	ith B	ound	Ranan. E:	et R	nund	Me	est Bo	bund
Approach:	TON	ננוו בכ היי		т	- T		т	190 DV - T	- P	т	- T	– R
Movement:	- <u>با</u>	L	- <u>R</u>	 	- <u> </u>	_ <u>R</u>				ىد . ـ ـ ـ ـ ا		
Control	 D1	rotect	 -ed	ייייין די	oted	ted	1 T	Permit	tted	I	Permit	ted
Pichte.		Incli	ide		Incl	ude	-	Inclu	ude	-	Inclu	ıde
Min Green.	0	111010	Λ Δ	0	0	0	0	0	0	0	0	0
Lanes:	1 0	ר נ	1 0	1 () 2	0 1	0 0) 1!	0 0	0 () 1!	0 0
Volume Module	:: >>	Count	: Date:	30 Ma	ar 20	04 << 4	:30 -	5:30	PM .	•		
Base Vol:	15	514	32	55	318	34	52	34	20	18	23	14
Growth Adj:	1.00	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	514	32	55	318	34	52	34	20	18	23	14
Added Vol:	0	447	0	116	510	58	51	0	0	0	0	101
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	961	32	171	828	92	103	34	20	18	23	115
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	17	1080	36	192	930	103	116	38	22	20	26	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1080	36	192	930	103	116	38	22	20	26	129
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	17	1080	36	192	930	103	116	38	22	20	26	129
		- -										
Saturation Fl	ow Mo	dule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.85	0.64	0.64	0.64	0.86	0.86	0.86
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	0.65	0.22	0.13	0.11	0.15	0.74
Final Sat.:	1805	3476	116	1805	3610	1615	792	261	154	. 189	241	1206
Capacity Anal	ysis	Modu.	le:					_				
Vol/Sat:	0.01	0.31	0.31	0.11	0.26	0.06	0.15	0.15	0.15	0.11	0.11	0.11
Crit Moves:		****		****				****				
Green Time:	1.2	26.5	26.5	9.1	34.3	34.3	12.5	12.5	12.5	12.5	12.5	12.5
Volume/Cap:	0.45	0.70	0.70	0.70	0.45	0.11	0.70	0.70	0.70	0.52	0.52	0.52
Uniform Del:	29.0	13.6	13.6	24.2	7.4	5.9	22.1	22.1	22.1	21.1	21.1	21.1
IncremntDel:	8.4	1.5	1.5	8.1	0.2	0.1	8.8	8.8	8.8	1.4	⊥.4	1.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.5	15.0	15.0	32.3	7.6	5.9	30.8	30.8	30.8	22.5	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:	37.5	15.0	15.0	32.3	7.6	5.9	30.8	30.8	30.8	22.5	22.5	22.5
HCM2kAvg:	1	10	10	5	5	1	6	6	6	4	4	4
***********	****	*****	******	****	* * * * *	******	* * * * * *	****	* * * * * * *	*****	*****	******

MITIG8 - PM	Bkgnd+	Pro B	0 Fr	i Nov	12,	2004 10	:44:13	} - 			Page	1-1
	 2000 H	 L нСМ Ор	evel 0 eratio	f Serv	vice thod	Computa (Future	tion F Volum	Report	t ternati	ve)		
********	*****	*****	*****	*****	****	* * * * * * *	* * * * * *	*****	******	*****	*****	******
Intersection	#1324	1 Jim	Moore/	Coe								
******	*****	·****	*****	* * * * * *	*****	******	*****	*****	******	*****	* * * * *	*****
Cvcle (sec):		60				Critica	l Vol.	./Cap	(X):		0.63	1
Loss Time (s	ec):	9	(Y+R	- 4 3	sec).	Average	Delay	(see	c/veh):		9.	9
Ontimal Cvcl	e	40	,			Level O	f Serv	/ice:				A.
*******	*****	*****	*****	* * * * * *	* * * * *	* * * * * * *	* * * * * *	*****	* * * * * * *	* * * * * *	*****	******
Approach:	NOI	rth Bo	und	Sou	ith B	ound	Ea	ast Be	ound	We	est Bo	ound
Movement.	τ	- T	– R	ь -	- T	– R	L -	- T	- R	L -	- T	– R
						[
Control.	י די	rotect	ed	Pl	rotec	ted	I	?ermi	tted	I	?ermit	ted
Bights:		Inclu	de		Incl	ude		Incl	ude		Inclu	ıde
Min Greent	n	0	0	0	0	0	0	0	0	0	0	0
Laneg.	1 (ງ ດັ	1 0	1 (0 1	0 1	0 1	10	0 1	0 () 1!	0 0
	1]								- 	
Volume Modul	- - >>	Count	Date:	31 Ma	ar 20	04 << 4	:45 -	5:45	PM			
Base Vol:	54	498	0	0	245	68	48	0	33	0	0	0
Crouth Adi.	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Tritial Back	54	100	1.00	1,00	245	68	48	0	33	0	0	0
Infiliar Doe.	17	277	ς	4	315	77	61	15	9	8	25	8
Added Vol.	11	277	ñ	0	010	0	0	0	0	0	0	0
PasserByvol:		775	5	4	รรถ	145	109	15	42	8	25	8
Initial fut.	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00
User Adj:	1.00	0.04	1.00 0.01	0.94	n 94	0 94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Adj:	0.94	0.24	5	0.J . A	595	154	116	16	45	9	27	9
Phr volume:	10	024	0	n N	0.00	101	0	- Õ	0	0	0	0
Reduct Vol:	76	924	5	о Д	596	154	116	16	45	9	27	9
Reduced vol:	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00
PCE Adj:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	001	1.00	1,00	596	154	116	16	45		27	9
final vol.:	10	024	J J							1		
	1]			1		1	1		'	1		1
Saturation F	LOW MC	1000	1000	1000	1000	1000	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1 00	1 00	1900	1 00	0 85	0 72	0 72	0.85	0.91	0.91	0.91
Adjustment:	1 00	0.00	0.01	1 00	1 00	1 00	0.72	0.12	1 00	0 19	0.61	0.20
Lanes:	1005	1000	12	1005	1000	1615	1100	165	1615	337	1052	337
Final Sat.:	T802	1990	12	1000	1900	1015				1		
				1		1	1		ł	'		,
Capacity Ana	uysis	Modul	.e:	0.00	0 21	0 10	0 10	0 10	0 03	0.03	0 03	0.03
Vol/Sat:	0.04	0.44	0.44	1.00	0.51	0.10	0.10	****	0.00	0.00	0.00	0.00
Crit Moves:		****	11 C	~ ~ ~	20 0	26.0	0.2	0.2	0 2	9.2	9.2	9.2
Green Time:	4.9	41.6	41.6	0.2	36.9	30.9	9.4	9.4	0 19	0.16	016	0 16
Volume/Cap:	0.51	0.63	0.63	0.63	0.51	0.10 1 0	0.03	22 0	22 1	22 1	22 T	22 1
Uniform Del:	26.4	5.0	5.0	29.8	6.5	4.9	23.0	23.0	22.1	22.I 0 3	03	03
IncremntDel	2.9	1.0	1.0	115.5	0.4	1.00	1 00	1 00	1 00	1 00	1 00	1 00
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.00	1.00	20 4	22 4	22 /
Delay/Veh:	29.3	6.0	6.0	145.3	6.9	5.0	29.9	29.9	22.5	1 00	1 00	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 22 4	22 4
AdjDel/Veh:	29.3	6.0	6.0	145.3	6.9	5.0	29.9	29.9	44.5	22.4	22.4 1	۲ ۲.۲ ۲
HCM2kAvg:	2	9	6	1		1	4	4 • • • • • •	⊥ ⊷ به به چه چه چه	ـــــــــــــــــــــــــــــــــــــ	د به به به به د	L T
**********	*****	*****	******	*****	* * * * *	******	*****	****		~ ~ ~ ~ ~ ~ ~		

MITIG8 - PM B	kgnd+	-Pro E	o Fri	L Nov	12,	2004 10:	:46:14	l 			Page	1-1
2	000 H	I ICM Op	evel Of	E Serv	vice thod	Computat (Future	ion F Volum	Report	 t ternati ******		·	***
*********	*****	·	XXXXXX/I									
Intersection	井上ろどこ * * * * * *		MOOLe/1	510auv	:****	*******	*****	*****	*****	*****	*****	*****
Grale (and) t		60				Critical	Vol.	/Cap	(X):		0.58	19
LYCLE (Sec):		00 c	(Y+R =	= 4 4	ec)	Average	Delay	/ (sec	c/veh):		16.	2
Optimal Cycle	;C/ - ;: ;******	37 *****	*****	*****	****	Level 01	E Ser	/ice:	* * * * * * *	* * * * * *	* * * * *	B ******
Approach: Movement:	Noi L -	cth Bo - T	ound - R	Sou L -	ith B - T	ound - R	Ea L -	ast Bo - T	ound - R	We L -	est Bo - T	ound - R
Control	 P1	otect	ed	י Pו	otec	ted	- Spl	lit Ph	nase '	Sp]	it Ph	nase
Rights.		Inclu	ıde		Incl	ude	-	Inclu	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 () 1	0 0	0 () 1	0 1	1 (0 0	0 1	0 0) ()	0 0
Volume Module	e: >>	Count	Date:	28 S€	ep 20	04 << 4:	:30 -	5:30	PM	0	0	<u> </u>
Base Vol:	204	336	0	0	85	193	216	0	63	1 00	1 00	1 00
Growth Adj:	1.00	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	336	0	0	85	193	216	0	63	U	0	U O
Added Vol:	0	225	0	0	253	80	74	0	U	U	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	U
Initial Fut:	204	561	0	0	338	273	290	0	63	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	222	610	0	0	367	297	315	0	68	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	610	0	0	367	297	315	0	68	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
Final Vol.:	222	610	0	0	367	297	315	0	68	0	0	0
Saturation Fl	low Mo	odule:										~ ~ ~ ~ ~
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	1.00	1.00	0,98	0.83	0.93	1.00	0.83	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1769	1862	0	0	1862	1583	1769	0	1583	. 0	0	U
									;			
Capacity Anal	Lysis	Modu	.e:	• • • •		0.10	0 10	0 00	0.04	0 00	0 00	0 00
Vol/Sat:	0.13	0.33	0.00	0.00	0.20	0.19	0.18	0.00	0.04	0.00	0.00	0.00
Crit Moves:	* * * *				****		****	0.0	10 1	0.0	0.0	0 0
Green Time:	12.8	32.9	0.0	0.0	20.1	20.1	18.1	0.0	10.1	0.0	0.0	0.0
Volume/Cap:	0.59	0.60	0.00	0.00	0.59	0.56	0.59	0.00	0.14	0.00	0.00	0.00
Uniform Del:	21.3	9.1	0.0	0.0	16.5	16.3	17.8	0.0	15.3	0.0	0.0	0.0
IncremntDel:	2.5	1.0	0.0	0.0	1.5	1.4	1./	0.0	1 00	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	23.7	10.1	0.0	0.0	18.0	17.7	19.5	0.0	15.4	1 0.0	1 0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1.00	1.00	1.00
AdjDel/Veh:	23.7	10.1	0.0	0.0	18.0	17.7	19.5	0.0	15.4	0.0	U.U	0.0
HCM2 kAvg:	5	8	0	0	6	5	6	0	1	0	0	0
******	* * * * *	* * * * * *	******	* * * * *	* * * * *	*****	****	*****	* * * * * * * *	*****	*****	*****

Appendix H1

Cumulative Projects Trip Generation

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TRIP GENERATION FOR CUMULATIVE PROJECTS

and the second					AM PEAK	HOUR			PM PEAK	HOUR	
		DAILY	-	PEAK	7411 6744			PEAK	1		
		TRIP	DAILY	HOUR	(% OF			HOUR	(% OF		
DDO IECT	SIZE	RATE	TRIPS	VOL.	DAILY)	IN	OUT	VOL.	DAILY)	IN	OUT
PROJECT		100110									
			1								
4 University of Colifornia MREST ²			16.894	1,155	(7%)	902	253	1,813	(11%)	603	1,210
1. University of California MBES (4.221	331	(8%)	83	248	425	(10%)	272	153
2 Cypress Rhous	-	_	25 897	538	(2%)	328	210	2,437	(9%)	1,170	1,267
3. Main Gate Shopping Center		_		16	(-)	13	3	63	(-)	50	13
4. Monterey School of Law		-	7 550	604	(8%)	288	316	755	(10%)	360	395
5, East Garrison Residential		-	1,000	004	(0,0 /				. ,		
6. Ord Military Housing	R4D Hamon	0.57	5 838	458	(8%)	115	343	616	(11%)	388	228
Single Family Detached Housing		20	20,000	620	(3%)	372	248	2.065	(10%)	1,033	1,032
Retail-Community Shopping Ctr.	295,000 SF	70	20,000	252	(3%)	151	101	840	(10%)	420	420
Retail-Community Shopping Ctr.	120,000 SF	70	1 4 1	202	(206)	2	1	41	(29%)	28	13
Sports Park/Soccer Complex	2 Fields	11.33	140	5	(2/0)	-			(/		
7. Seaside Resort			4 400		(00/)	24	70	128	(11%)	81	45
Resort Homes	125 Homes	9.57	1,195	94	(970)	70	20	120	(5%)	60	79
Seaside Resort Hotel	330 Rooms	8.00	2,640	102	(4%)	10	20	(J3 07	(5%)	30	58
Seaside Resort Timeshare Units	255 Units	7.20	1,836	71	(4%)	40	∠ు	91	(5%)		v 3
8. Marina Station							4.00	400	/ 00/ \	105	81
Apartments	300 Units	6.63	1,989	153	(8%)	24	129	186	(9%)	120	227
Single-Family Dwelling Units	650 Units	9.57	6,221	488	(8%)	122	366	657	(11%)	420	201
Light Industrial	876,000 SQ. FT.	6.97	6,106	806	(13%)	709	97	858	(14%)	103	100
Retail	310,000 SQ. FT.	44.32	13,739	412	(3%)	177	235	840	(6%)	370	470
Middle School	1,000 Students	1.62	1,620	530	(33%)	292	238	150	(9%)	78	/2
9 Monterey Horse Park ¹³		-	1,507	151	(10%)	132	19	204	(14%)	20	184
10 Del Rev Oaks Hotel	350 Rooms	8.23	2,881	182	(6%)	100	82	214	(7%)	124	90
11 Del Rey Oaks Shonning Center 5	27.000 S.F.	-	2,900	66	(2%)	41	25	238	(8%)	114	124
12. North of Playa Shopping Center ^B	70.000 S.F.	-	5,400	65	(1%)	40	25	246	(5%)	117	129
12. Nords of Playa enopping contos	143 Rooms	8.23	1,177	74	(6%)	41	33	87	(7%)	51	36
Capacida Bodevolopment Projects 10	110 11001110				•						
Seaside Redevelopment - rojecta	125 Rooms	9.11	1,139	80	(7%)	29	51	73	(6%)	39	34
14. Embassy Suites Site - Hotel	220 Seats	4.83	1.063	103	(10%)	54	49	92	(9%)	53	39
15. Outback Steakhouse - Restaurant	220 36413	4.00	,,500		()						
16. West Broadway Corridor	50.000 CO ET	40.67	2 034	61	(3%)	26	35	130	(6%)	56	74
Retail Commercial	50,000 SQ. F1.	40.07	2,00-	107	(14%)	94	13	135	(17%)	23	112
Professional Office	50,000 SQ. PT.	-	663	51	(8%)	8	43	62	(9%)	42	20
Multi-Family Residential		0.00	1 062	103	(10%)	54	49	92	(9%)	53	39
Restaurant	220 Seats	4.00	1,000	100	(,0,0)				()		
17. Fremont/Broadway Area		40.07	0.004	61	(304)	26	35	130	(6%)	56	74
Retail Commercial "	50,000 SQ. FT.	40.67	2,034	107	(370)	04	13	135	(17%)	23	112
Professional Office	50,000 SQ. FT.	-	(19	107	(1470)	0	13	67	(9%)	42	20
Multi-Family Residential	100 Units	6.63	663	01	(0%)	2	40	02	(0,0)		
18. East Broadway Corridor						07		205	(1994)	00	107
Library	33,000 SQ. FT.	-	1,676	38	(2%)	27	11	200	(270)	30	20
Retail Commercial 11	20,000 SQ. FT.	40.67	813	24	(3%)	10	14	52	(0%)	22 50	50
Family Health Center 12	20,000 SQ. FT.	31.45	629	49	(8%)	25	24	104	(17%)	52	52
19. East Fremont Corridor											50
Retail Commercial 11	40,000 SQ. FT.	40.67	1,627	49	(3%)	21	28	104	(15%)	45	39
Professional Office	40,000 SQ. FT.	-	657	90	(14%)	79	11	124	(19%)	21	103
20. Old McGraw-Hill Site - Retail/Com.	30,000 SQ. FT.	40.67	1,220	37	(3%)	16	21	78	(6%)	34	44
21 Chill's - Restaurant	250 Seats	4.83	1,208	118	(10%)	61	57	105	(9%)	61	44
22 CSUMB Students (2015-2025)	8,383 Students	- 1	14,830	1,309	(9%)	1,047	262	1,309	(9%)	393	916
TOTAL NEW CUMULATIVE PROJECT TR	IPS		171,679	9,609	(6%)	5,756	3,853	16,090	(9%)	7,140	8,950
			21 440	1.682	(8%)	644	1.038	2,134	(10%)	1,221	913
TOTAL APPROVED TRIPS		<u> </u>		41.204	(6%)	8 400	4 801	18 274	(9%)	8.361	9.863
TTOTAL CUMULATIVE TRIPS IN CUMULA	TIVE SCENARIOS	1	193,120	11,291	(070)	0,400	-,031	10,224	(3/0)		-1-2-4

Notes:

1. Traffic volumes are based on trip generation rates quoted by the Institute of Transportation Engineers, Trip Generation, 6th Edition, 1997, or 7th Edition, 2003, unless otherwise noted.

2. University of California Monterey Bay Education, Science and Technology Center (UCMBEST Center) Traffic Analysis Report, Higgins Associates,

October 31, 2003. Assumes 75% of project is built out by year 2015.

3. Cypress Knolls Traffic Analysis Report, Higgins Associates, August 12, 1999.

4. Full Buildout of East Garrison development will not occur until 2030. Fifty percent of the development is assumed to be constructed by 2015. Trip generation represents trips external to the development itself.

5. AM Peak Hour volumes are based on trip generation rates quoted by the Institute of Transportation Engineers, Trip Generation, 6th Edition, 1997. PM Peak Hour volumes are from State Route 68 Corridor Study, TAMC 1999.

6. ITE Shopping Center Category 820 used. Assumes 10% pass-by of Del Rey Oaks Hotel trips.

7. ITE 820, assumes only 30% trips generated are primary trips. The rest (70%) is assumed to be pass-by or local serving traffic

8. ITE 820, assumes only 50% trips generated are primary trips. The rest (50%) is assumed to be pass-by traffic.

9. Daily trip generation rate for Resort Hotel published by San Diego Association of Governments, San Diego Trip Generators, June 1998. Assumes 100% occupancy of hotel. 10. Project definitions and daily and PM peak hour trip generation for projects 15-22 from Seaside Redevelopment Agency Grant Application - Technical Supporting Information

Associated With Traffic, Higgins Associates, April 29, 2002. AM rates from ITE for same land use type, unless otherwise noted.

11. AM rates from Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, San Diego Association of Governments, 1998.

AM peak hour trip generation not available - estimated by using Medical-Dental Office Building trip generation (Land Use 720).
Letter to D. Munn, Monterey Horse Park, Monterey County, California - Estimated Trip Generation of Proposed New Facility, Higgins Associates, January 14, 2004.

Appendix H2

Cumulative Projects Location Map



Appendix H3

Cumulative Projects Trip Distribution

~

Marina University	Villages - Cumu	lative Trip Dis	stribution
AREA	OUTBOUND	INBOUND	AVERAGE
Hwy 1 North	5.04%	2.91%	3.98%
Unincorporated Marina	0.07%	0.09%	0.08%
Marina	7.25%	6.20%	6.73%
FOR A - Marina	15.85%	21.82%	18.83%
FORA - Seaside	18.10%	23.46%	20.78%
Hwy 1 South	18.24%	17.19%	17.72%
General Jim Moore	20.68%	15.57%	18.13%
Fast	14.76%	12.76%	13.76%
Total	100.00%	100.00%	100.00%

FORA - DRO FORA - MARINA FORA - SEASIDE FORA - UNINCORP

Appendix I

Peak Hour Signal, All-Way Stop and Left- and Right-Turn Channelization Warrant Worksheets

Intersection #2 - California Ave. / Reservation Rd.



Scenario	Major Street	Minor Street	Warrant
	East/West	North/South	Met?
A. Existing AM	1668	80	No
B. Existing PM	1996	66	No
C. Background AM	1853	168	Yes
D. Background PM	2168	195	Yes
E. B+Proj Ph 1 AM	1865	178	Yes
F. B+Proj Ph 1 PM	2192	218	Yes
G. B+Proj BO AM	1912	201	Yes
H. B+Proj BO PM	2238	278	Yes
I. Cum w/o 2nd AM	2662	312	Yes
J. Cum w/o 2nd PM	3229	398	Yes
K. Cum w/ 2nd AM	2662	312	· Yes
L. Cum w/ 2nd PM	3229	398	Yes

Notes:

- 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 approaching with one lane.
- 2. Bold line applies to intersection geometry.



Scenario	Total	Right-Turning	Warranted?
A Existing AM	822	54	Taper
B. Existing PM	1023	74	Yes
C. Background AM	861	83	Yes
D. Background PM	1133	148	Yes
E. B+Proj Ph 1 AM	873	95	Yes
F. B+Proj Ph 1 PM	1157	172	Yes
G. B+Proj 80 AM	920	142	Yes
H. B+Proj BO PM	1203	218	Yes
I. Cum w/o 2nd AM	1313	187	Yes
J. Cum w/o 2nd PM	1697	286	Yes
K. Cum w/ 2nd AM	1313	187	Yes
L, Cum w/ 2nd PM	1697	286	Yes

Note: For application on high speed highways.

Source: Transportation Research Board, "Intersection Channelization Guide", NCHRP Report 287, November, 1985, p. 64.



	Scenario	Total	Right-Turning	Warranted?
A.	Existing AM	125	86 .	Taper
в.	Existing PM	154	31	No
C.	Background AM	98	68	Taper
D.	Background PM	139	25	Na
E.	B+Proj Ph 1 AM	109	79	Taper
F.	B+Proj Ph 1 PM	162	48	No
G.	B+Proj BO AM	140	110	Yes
Η,	B+Proj BO PM	190	76	Taper
۱.	Cum w/o 2nd AM	155	125	Yes
J.	Cum w/o 2nd PM	205	91	Taper
к.	Cum w/ 2nd AM	155	125	Yes
L.	Cum w/ 2nd PM	205	91	Taper

Source: Transportation Research Board, "Intersection Channelization Guide", NCHRP Report 287, November, 1985, p. 64.

Note: For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph, adjust right turn volumes.

Adjust peak hour right turns = peak hour right turns - 20.



	Scenario	Total	Right-Turning	Warranted?
 A,	Existing AM	103	32	No
В.	Existing PM	181	78	Taper
C.	Background AM	145	16	No
D.	Background PM	214	29	No
ε.	B+Proj Ph 1 AM	191	26	No
F.	B+Proj Ph 1 PM	339	71	Taper
G.	B+Proj BO AM	261	21	No
H.	8+Proj BO PM	579	112	Yes
١.	Cum w/o 2nd AM	384	41	Taper
J.	Cum w/o 2nd PM	773	113	Yes
К.	Cum w/ 2nd AM	384	41	Taper
L.	Cum w/ 2nd PM	773	113	Yes

Source: Transportation Research Board, "Intersection Channelization Guide", NCHRP Report 287, November, 1985, p. 64.

Note: For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph, adjust right turn volumes.

Adjust peak hour right turns = peak hour right turns - 20.



Scenario	Major Street	Minor Street	Warrant
	East/West	North/South	Met?
A. Existing AM	1032	101	Yes
B. Existing PM	686	50	No
C. Background AM	1200	152	Yes
D. Background PM	791	192	Yes
E. B+Proj Ph 1 AM	1392	310	Yes
F. B+Proj Ph 1 PM	1242	520	Yes
G. 8+Proj BO AM	1626	704	Yes
H. B+Proj BO PM	1865	909	Yes
I. Cum w/o 2nd AM	1715	799	Yes
J. Cum w/o 2nd PM	2113	983	Yes
K. Cum w/ 2nd AM	1715	615	Yes
L. Cum w/ 2nd PM	2113	737	Yes

Notes:

- 1. 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.
- 2. Bold line applies to intersection geometry.

Intersection #7 - SB Highway 1 Ramps / Twelfth Street-Imjin Parkway Additional Analysis Worksheet Multiway Stop Sign Warrants

<u></u>	Minimum Requirements	Exis	ting	Backgı	round	Backg + Project	jound Phase 1	Backg + Project	jound Buildout	Cumulativ Av	e w/o 2nd e.
<u></u>	(Rural)	AM	PM	AM	PM	AM	ΡM	AM	ΡM	AM	ΡM
					,	Peak F	lour Volum	e			
All Approaches (# of vehicles)	420	1133	736	1352	983	1702	1762	2330	2774	2514	3096
Both Approaches Minor Street (# of vehicles & pedestrians)	170	101	20	152	192	310	520	704	606	667	983
Warrant Satisfied? (with RT)		No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes

4-113 Warrants.xls - AWSC-Int7



Intersection #8 - I	NB Highway 1	Ramps / Twelfth	Street-Imjin	Parkway
---------------------	--------------	-----------------	--------------	---------

Scenario	Major Street	Minor Street	Warrant
	East/West	North/South	Met?
A. Existing AM	1161	659	Yes
B. Existing PM	815	955	Yes
C. Background AM	1515	713	Yes
D. Background PM	1148	1144	Yes
E. B+Proj Ph 1 AM	1999	934	Yes
F. B+Proj Ph 1 PM	2239	1616	Yes
G. B+Proj BO AM	2818	1346	Yes
H. B+Proj BO PM	3756	2163	Yes
I. Cum w/o 2nd AM	3069	1528	Yes
J. Cum w/o 2nd PM	4171	2322	Yes
K. Cum w/ 2nd AM	2770	1528	Yes
L. Cum w/ 2nd PM	3655	2322	Yes

Notes:

- 1. 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.
- 2. Bold line applies to intersection geometry.

Intersection #8 - NB Highway 1 Ramps / Twelfth Street-Imjin Parkway Multiway Stop Sign Warrants Additional Analysis Worksheet

	Minimum Requirements	Exis	ting	Backg	round	Back(+ Project	jound Phase 1	Back + Projec	gound t Buildout	Cumulative w	/o 2nd Ave.
	(Rural)	AM	ΡM	AM	PM	AM	PM	AM	PM	AM	Md
	-		-			Pe	ik Hour Vol	lume			
All Approaches (# of vehicles)	420	1820	1770	2228	2292	2933	3855	4164	5919	4597	6493
Both Approaches Minor Street (# of vehicles & pedestrians)	170	029	955	713	1144	934	1616	1346	2163	1528	2322
Warrant Satisfied? (with RT)		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

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Intersection #8 - NB Highway 1 Ramps / Twelfth Street-Imjin Parkway Eastbound Approach

Scenario	Advancing	Opposing	% Left-Tum	Warranted?
A. Existing AM	101	1060	3%	No
B. Existing PM	50	765	2%	No
C. Background AM	152	1363	2%	Yes
D. Background PM	192	956	· 1%	Yes
E. B+Proj Ph 1 AM	310	1689	1%	Yes
F. 8+Proj Ph 1 PM	520	1719	0%	Yes
G. B+Proj BO AM	704	2114	0%	Yes
H. B+Proj BO PM	909	2847	0%	Yes
I. Cum w/o 2nd AM	799	2270	0%	Yes
J. Cum w/o 2nd PM	983	3188	0%	Yes
K. Curn w/ 2nd AM	615	2155	0%	Yes
L. Curri w/ 2nd PM	737	2918	0%	Yes

Source: Transportation Research Board, "Intersection Channelization Guide", NCHRP Report 279, November, 1985

Intersection #9 - 2nd Avenue / Imjin Parkway



Scenario	Major Street	Minor Street	Warrant
	East/West	North/South	Met?
A. Existing AM	1819	37	No
B. Existing PM	1663	. 85	No
C. Background AM	2203	94	No
D. Background PM	2183	133	Yes
E. B+Proj Ph 1 AM	2887	603	Yes
F. B+Proj Ph 1 PM	3655	1360	Yes
G. B+Proj BO AM	4485	1103	Yes
H. B+Proj BO PM	5463	2636	Yes
I. Cum w/o 2nd AM	4949	1199	Yes
J. Cum w/o 2nd PM	6186	2996	Yes
K. Cum w/ 2nd AM	4762	1221	Yes
L. Cum w/ 2nd PM	5940	3048	Yes

Notes:

- 1. 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.
- 2. Bold line applies to intersection geometry.



Scenario	Major Street	Minor Street	Warrant
	East/West	North/South	Met?
A. Existing AM	1459	265	Yes
B. Existing PM	1703	66	No
C. Background AM	1732	392	Yes
D. Background PM	2165	153	Yes
E. B+Proj Ph 1 AM	2318	446	Yes
F. B+Proj Ph 1 PM	3450	264	Yes
G. B+Proj BO AM	3513	636	Yes
H. B+Proj BO PM	5275	473	Yes
I. Cum w/o 2nd AM	4137	788	Yes
J. Cum w/o 2nd PM	6299	772	Yes
K. Cum w/ 2nd AM	4135	788	Yes
L. Cum w/ 2nd PM	6297	772	Yes

Notes:

- 1. 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.
- 2. Bold line applies to intersection geometry.

Intersection #10 - California Avenue / Imjin Parkway Multiway Stop Sign Warrants Additional Analysis Worksheet

	Minimum Requirements	Exis	ting	Backg	round	Backę + Project	jound Phase 1	Back(+ Project	jound Buildout	Cumulative v	v/o 2nd Ave.
	(Rural)	AM	Md	AM	Md	AM	ΡM	AM	ΡM	AM	ΡM
						Pe	ak Hour Vc	lume			
All Approaches (# of vehicles)	420	1738	1823	2190	2395	2830	3791	4366	6195	5327	7703
Both Approaches Minor Street (# of vehicles & pedestrians)	170	279	120	458	230	512	341	853	920	1190	1404
Warrant Satisfied? (with RT)		Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

4-113 Warrants.xls - AWSC-Int10

Intersection #10 - California Avenue / Imjin Parkway Eastbound Approach



Scenario	Total	Right-Turning	Warranted?
A. Existing AM	527	5	No
B. Existing PM	1065	3	No
C. Background AM	630	7	No
D. Background PM	1371	. 9	No
E. B+Proj Ph 1 AM	922	7	No
F. B+Proj Ph 1 PM	2045	9	No
G. B+Proj BO AM	1338	64	Yes
H. B+Proj BO PM	3089	95	Yes
I. Cum w/o 2nd AM	1589	68	Yes
J. Cum w/o 2nd PM	3463	106	Yes
K. Cum w/ 2nd AM	1589	68	Yes
L. Cum w/ 2nd PM	3462	106	Yes

Note: For application on high speed highways.

Source: Transportation Research Board, "Intersection Channelization Guide", NCHRP Report 287, November, 1985, p. 54.



Scenario	Total	Right-Turning	Warranted?
A. Existing AM	932	10	No
B. Existing PM	638	15	No
C. Background AM	1102	13	Taper
D. Background PM	794	25	Taper
E. 8+Proj Ph 1 AM	1396	13	Taper
F. B+Proj Ph 1 PM	1405	25	Taper
G. B+Proj BO AM	2175	13	Taper
H. B+Proj BO PM	2186	25	Taper
I. Cum w/o 2nd AM	2548	32	Taper
J. Cum w/o 2nd PM	2836	90	Yes
K. Cum w/ 2nd AM	2546	32	Тарег
L. Cum w/ 2nd PM	2835	90	Yes

Note: For application on high speed highways.

Source: Transportation Research Board, "Intersection Channelization Guide", NCHRP Report 287, November, 1985, p. 64.

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Intersection #11 - Imjin Road / Imjin Parkway-Imjin Road



Scenario	Major Street	Minor Street	Warrant
	East/West	North/South	Met?
A. Existing AM	1927	119	Yes
B. Existing PM	1698	411	Yes
C. Background AM	2154	154	Yes
D. Background PM	1950	486	Yes
E. B+Proj Ph 1 AM	2690	162	Yes
F. B+Proj Ph 1 PM	3123	505	Yes
G. B+Proj BO AM	3841	171	Yes
H. B+Proj BO PM	4893	523	Yes
I. Cum w/o 2nd AM	4617	394	Yes
J. Cum w/o 2nd PM	6346	869	Yes
K. Cum w/ 2nd AM	4617	392	Yes
L. Cum w/ 2nd PM	6344	869	Yes

- 1. 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.
- 2. Bold line applies to intersection geometry.

Intersection #11 - Imjin Road / Imjin Parkway-Imjin Road Multiway Stop Sign Warrants Additional Analysis Worksheet

na shike Prise na Ian da se da	Minimum Requirements	Exis	tíng	Backgı	round	Backç + Project	jound Phase 1	Backç + Project	Jound Buildout	Cumulative 1	w/o 2nd Ave.
	(Rural)	AM	Md	AM	PM	AM	PM	AM	ΡM	AM	PM
						Pe	ak Hour Vol	ume			
All Approaches (# of vehicles)	420	2046	2109	2308	2436	2852	3628	4012	5416	5011	7215
Both Approaches Minor Street (# of vehicles & pedestrians)	170	119	411	154	486	162	505	171	523	304	869
Warrant Satisfied? (with RT)		No	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes

4-113 Warrants.xls - AWSC-Int11



Scenario	Total	Right-Turning	Warranted?
A. Existing AM	523	53	Taper
B. Existing PM	980	32	Taper
C. Background AM	630	78	Taper
D. Background PM	1114	46	Тарег
E. B+Proj Ph 1 AM	881	85	Yes
F. 8+Proj Ph 1 PM	1694	63	Yes
G. B+Proj BO AM	1261	92	Yes
H. B+Proj BO PM	2702	82	Yes
I. Cum w/o 2nd AM	1675	193	Yes
J. Cum w/o 2nd PM	3233	125	Yes
K. Cum w/ 2nd AM	1675	193	Yes
L. Cum w/ 2nd PM	3231	123	Yes



Scenario	Maior Street	Minor Street	Warrant
	North/South	East/West	Met?
· · · · · · · · · · · · · · · · · · ·			
A. Existing AM	170	22	No
B. Existing PM	129	51	No
C. Background AM	240	43	No
D. Background PM	227	62	No
E. B+Proj Ph 1 AM	623	104	No
F. B+Proj Ph 1 PM	1024	152	No
G. B+Proj BO AM	2179	204	Yes
H. B+Proj BO PM	3027	321	Yes
1. Cum w/o 2nd AM	2446	225	Yes
J. Cum w/o 2nd PM	3795	344	Yes
K. Cum w/ 2nd AM	2533	227	Yes
L. Cum w/ 2nd PM	3911	345	Yes

- 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 approaching with one lane.
- 2. Bold line applies to intersection geometry.



Scenario	Totaí	Right-Turning	Warranted?
A. Existing AM	21	2	No
8. Existing PM	78	5	No
C. Background AM	57	2	No
D. Background PM	115	5	No
E. B+Proj Ph 1 AM	270	40	No
F. B+Proj Ph 1 PM	537	55	No
G. B+Proj BO AM	534	113	Taper
H. B+Proj BO PM	1764	183	Yes
L Cum w/o 2nd AM	949	133	Yes
J. Cum w/o 2nd PM	2211	236	Yes
K. Cum w/ 2nd AM	976	133	Yes
Cum w/ 2nd PM	22801	236	Yes

Intersection #14 - 4th Ave. / 8th St. Northbound Approach



Scenario	Advancing	Opposing	% Left-Turn	Warranted?
A. Existing AM	148	71	0%	No
B. Existing PM	365	43	0%	No
C. Background AM	208	74	0%	No
D. Background PM	429	53	0%	No
E. B+Proj Ph 1 AM	208	74	0%	No
F. B+Proj Ph 1 PM	429	53	0%	No
G. B+Proj BO AM	256	74	0%	No
H. B+Proj BO PM	501	53	0%	No
I. Cum w/o 2nd AM	478	365	1%	No
J. Cum w/o 2nd PM	834	444	0%	Yes
K. Cum w/ 2nd AM	365	158	0%	No
Cum w/ 2nd PM	557	346	0%	Yes



Intersection #14 - 4th Ave. / 8th St. Southbound Approach

Scenario	Advancing	Opposing	% Left-Turn	Warranted?
A. Existing AM	73	148	3%	No
B. Existing PM	49	365	12%	No
C. Background AM	99	208	25%	No
D. Background PM	71	429	25%	No
E. B+Proj Ph 1 AM	112	208	34%	No
F. B+Proj Ph 1 PM	99	429	46%	No
G. B+Proj BO AM	137	256	46%	No
H. B+Proj BO PM	155	501	66%	No
1. Cum w/o 2nd AM	384	472	5%	No
J. Cum w/o 2nd PM	492	830	10%	Yes
K. Cum w/ 2nd AM	177	365	11%	No
L. Cum w/ 2nd PM	394	557	12%	Yes



Intersection #14 - 4th Ave. / 8th St. Eastbound Approach

Scenario	Advancing	Opposing	% Left-Turn	Warranted?
A. Cum w/o 2nd AM	177	90	57%	No
B. Cum w/o 2nd PM	230	136	47%	No
C. Cum w/ 2nd AM	135	86	68%	No
D. Cum w/ 2nd PM	184	126	52%	No
1				

Intersection #14 - 4th Ave. / 8th St. Westbound Approach



Scenario	Advancing	Opposing	% Left-Turn	Warranted?
A. Cum w/o 2nd AM	437	76	79%	Yes
B, Cum w/o 2nd PM	618	121	78%	Yes
C. Cum w/ 2nd AM	277	43	69%	No
D. Cum w/ 2nd PM	526	88	76%	Yes
······				

Intersection # 14 - 4th Ave. / 8th St. Westbound Approach



	Scenario	Total	Right-Turning	Warranted?
A.	Existing AM	425	6	No
В.	Existing PM	202	11	No
C.	Background AM	478	12	No
D.	Background PM	280	32	No
E.	B+Proj Ph 1 AM	494	28	Taper
F.	B+Proj Ph 1 PM	309	61	Taper
G.	B+Proj BO AM	572	77	Yes
Н.	B+Proj BO PM	423	98	Yes
1.	Cum w/o 2rid AM	437	32	Taper
J.	Cum w/o 2nd PM	618	43	Yes
K.	Cum w/ 2nd AM	277	32	No
L.	Cum w/ 2nd PM	526	43	Taper

Source: Transportation Research Board, "Intersection Channelization Guide", NCHRP Report 287, November, 1985, p. 64.

Note: For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph, adjust right turn volumes.

Adjust peak hour right turns = peak hour right turns - 20.



Scenario	Major Street	Minor Street	Warrant
	North/South	East/West	Met?
A. Existing AM	221	425	No
B. Existing PM	414	202	No
C. Background AM	307	478	Yes
D. Background PM	500	280	No
E. B+Proj Ph 1 AM	320	494	Yes
F. B+Proj Ph 1 PM	528	309	No
G. B+Proj BO AM	393	572	Yes
H. B+Proj BO PM	656	423	Yes
I. Curn w/o 2nd AM	862	437	Yes
J. Cum w/o 2nd PM	1326	618	Yes
K. Cum w/ 2nd AM	542	277	No
L. Cum w/ 2nd PM	951	526	Yes

- 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 approaching with one lane.
- 2. Bold line applies to intersection geometry.

Intersection #15 - Imjin Road / 8th Street



Scenario	Major Street	Minor Street	Warrant
	North/South	East/West	Met?
A. Existing AM	622	132	No
B. Existing PM	213	287	No
C. Background AM	695	163	No
D. Background PM	260	372	No
E. B+Proj Ph 1 AM	702	177	No
F. B+Proj Ph 1 PM	278	400	No
G. B+Proj BO AM	709	199	No
H. B+Proj BO PM	296	459	No
L. Cum w/o 2nd AM	886	338	Yes
J. Cum w/o 2nd PM	827	603	Yes
K. Cum w/ 2nd AM	885	339	Yes
L. Cum w/ 2nd PM	825	605	Yes

- 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 approaching with one lane.
- 2. Bold line applies to intersection geometry.



Scenario	Major Street	Minor Street	Warrant
Ocenano	Najor Oncost	East/Most	Mot2
	Noren/Souur	Casivvesi	
A Existing AM	132	17	No
B. Existing PM	128	20	No
C. Background AM	232	26	No
D. Background PM	226	52	No
E. B+Proj Ph 1 AM	524	62	No
F. B+Proj Ph 1 PM	926	124	No
G. B+Proj BO AM	1781	264	Yes
H. B+Proj BO PM	2253	619	Yes
I. Cum w/o 2nd AM	2081	276	Yes
J. Cum w/o 2nd PM	3063	619	Yes
K. Cum w/ 2nd AM	2149	283	Yes
L. Cum w/ 2nd PM	3127	669	Yes

- 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 approaching with one lane.
- 2. Bold line applies to intersection geometry.

Intersection #16 - 2nd Avenue / 3rd Street Multiway Stop Sign Warrants Additional Analysis Worksheet

(Urban) AM PM AM PM AM PM AM AM <t< th=""><th></th><th>Minimum Requirements</th><th>Exis</th><th>ting</th><th>Backg</th><th>round</th><th>Backg + Project</th><th>ound Phase 1</th><th>Back(+ Project</th><th>gound Buildout</th><th>Cumulative</th><th>w/o 2nd Ave.</th></t<>		Minimum Requirements	Exis	ting	Backg	round	Backg + Project	ound Phase 1	Back(+ Project	gound Buildout	Cumulative	w/o 2nd Ave.
All Approaches 600 149 148 258 278 589 1053 2272 Both Approaches 600 149 148 258 278 589 1053 2272 Both Approaches 600 149 148 258 278 589 1053 2272 Both Approaches 600 166 168 284 330 654 1180 2763 Minor Street 240 166 168 284 330 654 1180 2763 Warrant Satisfied? No No No No Yes Yes Yes		(Urban)	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
All Approaches 600 149 148 258 278 589 1053 2272 X # of vehicles) 600 149 148 258 278 589 1053 2272 X Both Approaches Minor Street 240 166 168 284 330 654 1180 2763 Minor Street & 240 166 168 284 330 654 1180 2763 Warrant Satisfied? No No No No Yes Yes							Pe	ak Hour V	olume			
Both Approaches Minor Street 240 166 168 284 330 654 1180 2763 (# of vehicles & 240 166 168 0 284 330 763 1180 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	All Approaches (# of vehicles)	600	149	148	258	278	589	1053	2272	3121	2621	4071
Warrant Satisfied? No No No No Yes Yes	Both Approaches Minor Street (# of vehicles & pedestrians)	240	166	168	284	330	654	1180	2763	3989	3161	5079
	Warrant Satisfied? (with RT)		No	No	Š	No	No	Yes	Yes	Yes	Yes	Yes

4-113 Warrants - AWSC-Int16

Intersection #16 - 2nd Ave. / 3rd St. Northbound Approach



Scenario	Total	Right-Turning	Warranted?
A. Existing AM	43	30	No
B. Existing PM	99	50	Тарег
C. Background AM	67	30	No
D. Background PM	144	50	Taper
E. B+Proj Ph 1 AM	237	30	No
F. B+Proj Ph 1 PM	483	50	Taper
G, B+Prol BO AM	807	30	Тарег
H, B+Proj BO PM	1032	50	Taper
I. Cum w/o 2nd AM	915	57	Taper
J. Cum w/o 2nd PM	1475	123	Yes
K. Cum w/ 2nd AM	923	57	Taper
L. Cum w/ 2nd PM	1494	123	Yes

Note: For application on high speed highways.

Intersection #16 - 2nd Ave. / 3rd St. Southbound Approach



Scenario	Total	Right-Turning	Warranted?
A. B+Proj Ph 1 AM	287	2	No
B, B+Proj Ph 1 PM	443	4	Yes
C. B+Proj BO AM	974	375	Yes
D. B+Proj BO PM	1221	279	Yes
E. Cum w/o 2nd AM	1166	375	Yes
F. Cum w/o 2nd PM	1588	279	Yes
G. Cum w/ 2nd AM	1226	428	Yes
H. Cum w/ 2nd PM	1633	306	Yes
			L

Note: For application on high speed highways.



Scenario	Major Street	Minor Street	Warrant
	North/South	East/West	Met?
A Evicting ABA	707	140	No
B. Existing PM	692	135	No
C. Background AM	952	181	No
D. Background PM	792	251	No
E. B+Proj Ph 1 AM	992	220	Yes
F. B+Proj Ph 1 PM	815	336	Yes
G. B+Proj BO AM	1091	360	Yes
H. 8+Proj BO PM	964	. 448	Yes
1. Cum w/o 2nd AM	1637	529	Yes
J. Cum w/o 2nd PM	1971	723	Yes
K. Cum w/ 2nd AM	1622	528	Yes
L. Cum w/ 2nd PM	1942	721	Yes

- 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 approaching with one lane.
- 2. Bold line applies to intersection geometry.



Scenario	Major Street	Minor Street	Warrant
	North/South	East/West	Met?
A. Existing AM	902	72	No
B. Existing PM	864	112	No
C. Background AM	974	80	No
D. Background PM	920	140	No
E. B+Proj Ph 1 AM	999	80	No
F. B+Proj Ph 1 PM	936	140	No
G. B+Proj BO AM	1121	80	No
H. B+Proj BO PM	1107	140	No
I. Cum w/o 2nd AM	1873	112	Yes
J. Cum w/o 2nd PM	2343	237	Yes
K. Cum w/ 2nd AM	1857	112	Yes
L. Cum w/ 2nd PM	2312	239	Yes

- 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 approaching with one lane.
- 2. Bold line applies to intersection geometry.

Intersection #24 - General Jim Moore Blvd. / Coe Ave.-Eucalyptus Rd.



Scenario	Major Street	Minor Street	Warrant
	North/South	East/West	Met?
A. Existing AM	1078	163	No
B. Existing PM	865	81	No
C. Background AM	1143	209	Yes
D. Background PM	959	115	No
E. B+Proj Ph 1 AM	1250	219	Yes
F. B+Proj Ph 1 PM	1193	137	No
G. B+Proj BO AM	1481	248	Yes
H. B+Proj BO PM	1560	166	Yes
I. Cum w/o 2nd AM	2310	350	Yes
J. Cum w/o 2nd PM	2869	328	Yes
K. Cum w/ 2nd AM	2311	349	Yes
L. Cum w/ 2nd PM	2872	334	Yes

- 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 approaching with one lane.
- 2. Bold line applies to intersection geometry.



Intersection #24 - General Jim Moore Blvd. / Coe Ave.-Eucalyptus Rd. Southbound Approach

Scenario	Advancing	Opposing	% Left-Turn	Warranted?
A. Existing AM	737	255	0%	No
B. Existing PM	313	498	0%	No
C. Background AM	770	282	1%	Yes
D. Background PM	361	527	1%	No
E. B+Proj Ph 1 AM	824	335	1%	Yes
F. B+Proj Ph 1 PM	485	637	1%	Yes
G. 8+Proj BO AM	909	481	1%	Yes
H. B+Proj BO PM	709	780	1%	Yes
I. Cum w/o 2nd AM	1210	1004	4%	Yes
J. Cum w/o 2nd PM	1381	1401	3%	Yes
K. Cum w/ 2nd AM	1211	1004	4%	Yes
Curn w/ 2nd PM	1384	1401	3%	Yes



	Scenario	Total	Right-Turning	Warranted?
A.	Existing AM	341	0	No
В.	Existing PM	552	0	No
C.	Background AM	373	5	No
D.	Background PM	598	5	No
E.	B+Proj Ph 1 AM	426	5	No
F.	B+Proj Ph 1 PM	708	5	No
G.	B+Proj BO AM	572	5	No
Н.	B+Proj BO PM	851	5	No
١.	Cum w/o 2nd AM	1100	227	Yes
J.	Cum w/o 2nd PM	1488	198	Yes
K.	Curn w/ 2nd AM	1100	227	Yes
1	Cum w/ 2nd PM	1488	198	Yes

Source: Transportation Research Board, "Intersection Channelization Guide", NCHRP Report 287, November, 1985, p. 64.

Note: For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph, adjust right turn volumes.

Adjust peak hour right turns = peak hour right turns - 20.



Scenario	Major Street	Minor Street	Warrant
	North/South	East/West	Met?
A. Existing AM	891	518	Yes
B. Existing PM	818	279	Yes
C. Background AM	944	537	Yes
D. Background PM	882	302	Yes
E. B+Proj Ph 1 AM	1031	547	Yes
F. B+Proj Ph 1 PM	1075	324	Yes
G. B+Proj BO AM	1219	576	Yes
H. B+Proj BO PM	1376	353	Yes
I. Cum w/o 2nd AM	1866	784	Yes
J. Cum w/o 2nd PM	2485	590	Yes
K. Cum w/ 2nd AM	1866	784	Yes
L. Cum w/ 2nd PM	2485	590	Yes

- 1. 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.
- 2. Bold line applies to intersection geometry.



Scenario	Advancing	Opposing	% Left-Turn	Warranted?
A. Existing AM	145	746	40%	No
B. Existing PM	540	278	38%	Yes
C. Background AM	159	785	36%	No
D. Background PM	562	320	36%	Yes
E. B+Proj Ph 1 AM	201	830	29%	Yes
F. B+Proj Ph 1 PM	650	425	31%	Yes
G. B+Proj BO AM	318	901	18%	Yes
H. 8+Proj BO PM	765	611	27%	Yes
. Cum w/o 2nd AM	640	1226	9%	Yes
J. Cum w/o 2nd PM	1173	1312	18%	Yes
K. Cum w/ 2nd AM	640	1226	9%	Yes
L. Cam w/ 2nd PM	1173	1312	18%	Yes

2nd Avenue / Commercial Driveway Intersection



	Scenario			Warrant
		North/South	East/West	Met?
A.	Back+Phs1AM	1234	249	Yes
В.	Back+Phs1PM	2429	627	Yes
C.	Back+ProBOAM	2787	356	Yes
D.	Back+ProBOPM	4476	773	Yes

Notes:

- 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 approaching with one lane.
- 2. Bold line applies to intersection geometry.

Source: Manual on Uniform Traffic Control Devices, 2003 Edition.



Scenario	Total	Right-Turning	Warranted?
A. B+Proj Ph 1 AM	472	88	Taper
B, B+Proj Ph 1 PM	998	205	Yes
C. 8+Proj BO AM	962	88	Yes
D. B+Proj BO PM	2254	205	Yes

WB 4 lane ane Source: Transportation Research Board, "Intersection Channelization Guide", NCHRP Report 287, November, 1985, p. 64.



Scenario	Total	Right-Turning	Warranted?
A. B+Proj Ph 1 AM	762	245	Yes
B. B+Proj Ph 1 PM	1431	568	Yes
C. B+Proj BO AM	1825	250	Yes
D. B+Proj BO PM	2222	583	Yes

WB 4 lane ane Source: Transportation Research Board, "Intersection Channelization Guide", NCHRP Report 287, November, 1985, p. 64.

2nd Avenue / 10th Street Intersection



	Scenario			Warrant
		North/South	East/West	Met?
A.	Back+Phs1AM	853	228	No
B.	Back+Phs1PM	1537	568	Yes
C.	Back+ProBOAM	2458	314	Yes
D.	Back+ProBOPM	3521	699	Yes

Notes:

- 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 approaching with one lane.
- 2. Bold line applies to intersection geometry.

Source: Manual on Uniform Traffic Control Devices, 2003 Edition.



Scenario	Total	Right-Turning	Warranted?
			No
A B+Proj Ph 1 AM	2/9	20	ING
B. B+Proj Ph 1 PM	524	30	Taper
C. B+Proj BO AM	755	80	Yes
D. B+Proj BO PM	1681	115	Yes

WB 4 lane ane Source: Transportation Research Board, "Intersection Channelization Guide", NCHRP Report 287, November, 1985, p. 64.



"Intersection Channelization Guide", NCHRP Report 287, November, 1985, p. 64.

Scenario	Total	Right-Turning	Warranted?
A B+ProiPh 1 AM	574	178	Yes
B. B+Proi Ph 1 PM	1013	413	Yes
C. B+Proj BO AM	1703	184	Yes
D. B+Proj BO PM	1840	429	Yes

Note: For application on high speed highways.

WB 4 lane ane



	Scenario			Warrant
		North/South	East/West	Met?
A.	Back+Phs1AM	497	40	No
В.	Back+Phs1PM	1045	21	No
C.	Back+ProBOAM	2295	86	No
D.	Back+ProBOPM	3170	88	No

- 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 approaching with one lane.
- 2. Bold line applies to intersection geometry.

Source: Manual on Uniform Traffic Control Devices, 2003 Edition.

Intersection - 2nd Ave. / 9th St. Northbound Approach



Scenario	Total	Right-Turning	Warranted?
A B+Proi Ph 1 AM	251	7	No
B. B+Proj Ph 1 PM	486	9	No
C. B+Proj BO AM	799	20	Taper
D. B+Proj BO PM	1725	29	Taper

Note: For application on high speed highways.

WB 4 lane ane



Scenario	Total	Right-Turning	Warranted?
A. B+Proj Ph 1 AM	246	63	Taper
B, B+Proj Ph 1 PM	559	147	Yes
C. B+Proj BO AM	1496	236	Yes
D. B+Proj BO PM	1445	250	Yes

WB 4 lane ane



	Scenario	Scenario		Warrant
		North/South	East/West	Met?
A.	Back+Phs1AM	458	. 12	No
В.	Back+Phs1PM	904	6	No
C.	Back+ProBOAM	2181	12	No
D.	Back+ProBOPM	3067	31	No

- 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 approaching with one lane.
- 2. Bold line applies to intersection geometry.

Source: Manual on Uniform Traffic Control Devices, 2003 Edition.



Scenario	Total	Right-Turning	Warranted?
A. B+Proi Ph 1 AM	244	6	No
B. B+Proj Ph 1 PM	476	23	No
C. B+Proj BO AM	828	8	No
D, B+Proj BO PM	1781	23	Taper
		-	

WB 4 lane ane

Source: Transportation Research Board, "Intersection Channelization Guide", NCHRP Report 287, November, 1985, p. 64.



Scenario	Total	Right-Turning	Warranted?
A. B+Proj Ph 1 AM	214	2	No
B. B+Proj Ph 1 PM	428	3	No
C. B+Proj BO AM	1353	235	Yes
D. B+Proj BO PM	1286	145	Yes

WB 4 lane ane



Major Street	Minor Street	Warrant
North/South	East/West	Met?
439	4	No
888	6	No
1972	256	Yes
2608	638	Yes
	Major Street North/South 439 888 1972 2608	Major StreetMinor StreetNorth/SouthEast/West439488861972256260863819741000100010001000100010001000

- 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 approaching with one lane.
- 2. Bold line applies to intersection geometry.


	Scenario			Warrant
		North/South	East/West	Met?
A.	Back+Phs1AM	347	0	No
В.	Back+Phs1PM	711	0	No
C.	Back+ProBOAM	1377	131	No
D.	Back+ProBOPM	1813	272	Yes

Notes:

- 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 approaching with one lane.
- 2. Bold line applies to intersection geometry.

Source: Manual on Uniform Traffic Control Devices, 2003 Edition.



Scenario	Total	Right-Turning	Warranted?
A. B+Proj Ph 1 AM	153	0	No
B. B+Proj Ph 1 PM	327	0	No
C. B+Proj BO AM	560	151	Yes
D. B+Proj BO PM	901	93	Yes
			I

Note: For application on high speed highways.

WB 4 lane ane Source: Transportation Research Board, "Intersection Channelization Guide", NCHRP Report 287, November, 1985, p. 64.

Appendix J

Intersection Level of Service Calculations – Cumulative 2025 Without 2nd Avenue Extensions Conditions

AM Cumulative	e No 2	2nd Ex	kt. Mo	n Nov	15,	2004 10	:59:18	3		I	Page 2	25-1
		I	Level O	f Serv	vice	Computat	tion H	Repor	t			
2	2000 H	HCM Or	peratio	ns Met	chod	(Future	Volur	ne Al	ternati	ve)		
**********	****	* * * * * *	******	* * * * * *	****	******	* * * * * *	* * * * *	* * * * * * *	*****	*****	******
Intersection	#130	l Del_	_Monte/	Reserv	vatio	n						
**********	*****	*****	*****	*****	* * * * *	******	*****	* * * * *	* * * * * * *	*****	*****	******
Cycle (sec):		80)		,	Critica.	l Vol	./Cap	. (X):		0.63	39
Loss Time (se	ec):	12	2 (Y+R	= 4 8	sec)	Average	Delay	∕ (se	c/veh):		24.	.1
Optimal Cycle	≥:	50) h ah ah ah ah ah ah ah	ماد ماد ماد ماد م	ىلە مايرىلەر بايرىك	Level O:	t Serv	/1ce:	* * * * * * * *		* * * * * *	• • • • • • • • • • • • • • • • • • •
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Approach:	NOI		Duna	т. т.			т	_ m		T	- т - т	P
Movement:	· ⊔	- 1	- ĸ	· · · · ·	- <u> </u>	- <u>R</u>						
Control	τĘ	rotect	-ed	ו Pı	rotec	ted	່ ຽວ]	lit Pl	hase	Sp]	lit Pł	nase
Rights.		Ovl		1.	Incl	ude		Incl	ude	- 1	Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (D 1	0 2	2 (01	1 0	0	10	1 0	2 () 1	0 1
Volume Module	2: >>	Count	: Date:	10 Ji	ın 20	04 << 7	:30 -	8:30	AM			
Base Vol:	89	74	286	85	67	1	9	122	79	598	163	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	74	286	85	67	1	9	122	79	598	163	84
Added Vol:	0	222	140	118	317	5	7	67	0	99	40	85
CA Ext. Rea:	-1	-3	0	4	-4	0	0	2	-2	0	1	3 170
Initial Fut:	88	293	426	207	380	1 00	1 00	1 00	1 00	1 00	204	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	T.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	150	0.93	100	0.93 K	0.95	205	83	749	219	185
PAF VOLUME: Peduct Vol:	95	0	400	223 0	0	0	0	200	0	0	0	0
Reduced Vol.	95	315	458	223	409	6	17	205	83	749	219	185
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	315	458	223	409	б	17	205	83	749	219	185
Saturation FI	low Mo	odule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.73	0.90	0.93	0.93	0.89	0.89	0.89	0.90	0.98	0.83
Lanes:	1.00	1.00	2.00	2.00	1.97	0.03	0.11	1.35	0.54	2.00	1.00	1.00
Final Sat.:	1769	1862	2786	3432	3476	55	191	2275	917	3432	1862	1283
Capacity Ana.	LYSIS	Moau.	Le:	0.00	A 17	0 10	0 00	0 09	0 09	0 22	0 10	0 12
Vol/Sat:	0.05	U.1/	0.10	****	0.12	0.12	****	0.09	0.09	****	0.12	0.12
Crit Moves:	<u>م</u> 2	21 2	18 E	Q 1	20.2	20.2	1 1 3	11 3	11 3	27 4	27 4	27.4
Volume/Cap:	0 47	0 64	±0.0	0.64	0.47	0.47	0.64	0.64	0.64	0.64	0.34	0.34
Uniform Del·	33.1	26.0	7.4	34.5	25.4	25.4	32.4	32.4	32.4	22.2	19.6	19.6
IncremntDel:	1.7	2.8	0.1	3.9	0.4	0.4	2.9	2.9	2.9	1.2	0.3	0.4
Delav Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.8	28.8	7.5	38.5	25.8	25.8	35.3	35.3	35.3	23.3	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:	34.8	28.8	7.5	38.5	25.8	25.8	35.3	35.3	35.3	23.3	20.0	20.0
HCM2kAvg:	3	8	3	4	5	5	5	5	5	9	4	4
*****	*****	****	******	****	****	******	* * * * * *	* * * * *	* * * * * * *	* * * * * *	*****	* * * * * * *

$ \begin{array}{c} \label{eq:loss} \\ \hline \\ $	MITIG8 - AM C	umula	tive 1	No 2Mor	n Nov	15, 2	004 10	:30:12			Page	1-1
$\begin{array}{c c c c c c c c c c c c c c c c c c c $				evel Of	f Serv	rice C	omputa	tion R	lepor	 t		
Thtersection #1302 California/Reservation Thtersection #1302 California/Reservation Cycle (sec): 100 Critical Vol./Cap. (X): 0.748 Loss Time (sec): 9 (YHR = 4 sec) Average Delay (sec/veh): 18.6 Optimal Cycle: 58 Level of Service: B Approach: North Bound South Bound East Bound West Bound Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Improvement Control: Permitted Permitted Include Include Include Include Min. Green: 0	2	2000 H	(СМ Ор	eration	ns Met	noa (ruture	++++++	10 AL	*******	v / * * * * * * * * * * * *	******
Intersection #1302 California/Reservation Cycle (sec): 100 Critical Vol./Cap. (X): 0.748 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 18.6 Optimal Cycle: 58 Level Of Service: B Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Protected Include Rights: Include Include Include Include Win. Green: 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 <td>**********</td> <td>*****</td> <td>****</td> <td>*****</td> <td>*****</td> <td>****</td> <td>****</td> <td>~ ~ ~ ~ ~ ^ ^</td> <td>~ ~ ~ ~ ~</td> <td></td> <td></td> <td></td>	**********	*****	****	*****	*****	****	****	~ ~ ~ ~ ~ ^ ^	~ ~ ~ ~ ~			
Cycle (sec): 100 Critical Vol./Cap. (X): 0.748 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 18.6 Optimal Cycle: 58 Level of Service: B Approach: North Bound South Bound East Bound West Bound Approach: North Bound South Bound East Bound West Bound Control: Permitted Permitted Include Include Include Min. Green: 0	Intersection	#1302	Cali	fornia, +++++	/Reser *****	vatic *****	n ******	*****	****	* * * * * * * *	******	******
			100			C	ritica	l Vol.	/Cap	(X):	0.7	48
Loss Time (SeC): 9 (Trk = 4 SeC) Average Level Of Service: B Approach: North Bound South Bound East Bound West Bound Movement: L = T - R L = T - R L - T - R L - T - R Control: Permitted Permitted Protected Protected Rights: Include Include Include Include Rights: South Date: 1 Jun 2004 << 7:30 - 8:30 AM Base Vol: 25 0 55 0 0 0 3 765 54 51 791 4 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Cycle (sec):	,	T00	/ WID -			verado	. Delau	/ (ge	c/veh):	18	. 6
Optimal Cycle: 35 Deck of Construction West Bound Approach: North Bound South Bound East Bound West Bound Approach: L - T - R L - T - R L - T - R L - T - R	Loss Time (Se	ec):	9 F 0	(I+R -	- 42	ес) л т	overage	of Serv	rice.	0, 1011, 1		В
Approach:North BoundSouth BoundEast BoundWest BoundMovement:IITRITRITRITRITRITRITRITRITRITRITRITRRITRRITRRITRRIRIII	Optimal Cycle	· * * * * * * ; :	0C *****	*****	* * * * * *	+ *****	*****	******	****	* * * * * * *	* * * * * * * * * *	******
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Approach:	Nor	th Bo	und	Sou	th Bc	und	Ea	ist B	ound	West B	ound
Added vol: 12 1 <th< td=""><td>Movement:</td><td>T</td><td>- т</td><td>– R</td><td>L -</td><td>- T</td><td>– R</td><td>L -</td><td>- T</td><td>- R</td><td>L – T</td><td>- R</td></th<>	Movement:	T	- т	– R	L -	- T	– R	L -	- T	- R	L – T	- R
Control: Permitted Permitted Protected Include Include												
Rights: Include Include Include Include Include Include Min. Green: 0	Control:	Ē	Permit	ted	E	ermit	ted	Pr	otec	ted	Protec [.]	ted
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Rights:		Inclu	de		Inclu	ıde		Incl	ude	Incl	ıde
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Min. Green:	0	0	0	0	0	0	0	0	0	0 0	0
Volume Module: >> Count Date: 1 Jun 2004 << 7:30 - 8:30 AM	Lanes:	0 1	0	0 1	0 0) 1!	0 0	1 () 1	1 0	1 0 1	1 0
Volume Module: >> Count Date: 1 Jun 2004 <							!					
Base Vol: 25 0 55 0 0 0 3 765 54 51 791 4 Growth Adj: 1.00	Volume Module	e: >>	Count	Date:	1 Jur	1 2004	< 7:	30 - 6	3:30 .	AM	F1 701	4
Growth Adj: 1.00 <td>Base Vol:</td> <td>25</td> <td>0</td> <td>55</td> <td>0</td> <td>0</td> <td>0</td> <td>3</td> <td>765</td> <td>54</td> <td>51 /91</td> <td>1 00</td>	Base Vol:	25	0	55	0	0	0	3	765	54	51 /91	1 00
Initial Bse: 25 0 55 0 0 0 3765 54 51 791 4 Added Vol: 112 0 68 0 0 0 358 118 31 358 0 CA Ext. Rea: 27 0 25 0 0 0 15 114 0 0 Initial Fut: 164 0 1.00	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Added Vol: 112 0 68 0 0 0 358 118 31 358 0 CA Ext. Rea: 27 0 25 0 0 0 0 15 114 0 0 Initial Fut: 164 0 148 0 0 3 1123 187 196 1149 4 User Adj: 1.00 1	Initial Bse:	25	0	55	0	0	0	3	765	54	51 791	4
CA Ext. Rea: 27 0 25 0 0 0 0 15 114 0 0 Initial Fut: 164 0 148 0 0 0 3 1123 187 196 1149 4 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Added Vol:	112	0	68	0	0	0	0	358	118	31 358	U
Initial Fut: 164 0 148 0 0 0 3 1123 187 196 1149 4 User Adj: 1.00 0	CA Ext. Rea:	27	0	25	0	0	0	0	0	15	114 0	0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Initial Fut:	164	0	148	0	0	0	3	1123	187	196 1149	4
PHF Adj: 0.90 1.00	User Adj:	1.00	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 0 164 0 0 0 3 1248 208 218 1277 4 Reduct Vol: 182 0 164 0 </td <td>PHF Adj:</td> <td>0.90</td> <td>0.90</td> <td>0.90</td> <td>0.90</td> <td>0.90</td> <td>0.90</td> <td>0.90</td> <td>0.90</td> <td>0,90</td> <td>0.90 0.90</td> <td>0.90</td>	PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0,90	0.90 0.90	0.90
Reduct Vol: 0 1.00	PHF Volume:	182	0	164	0	0	0	3	1248	208	218 1277	4
Reduced Vol: 182 0 164 0 0 0 3 1248 208 218 1277 4 PCE Adj: 1.00 </td <td>Reduct Vol:</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0 0</td> <td>0</td>	Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0
PCE Adj: 1.00	Reduced Vol:	182	0	164	0	0	0	3	1248	208	218 1277	4
MLF Adj: 1.00	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Final Vol.: 182 0 164 0 0 0 3 1248 208 218 1277 4	MLF Adj:	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Saturation Flow Module: Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900	Final Vol.:	182	0	164	0	0	0	3	1248	208	218 1277	4
Saturation Flow Module: Sat/Lane: 1900 100							[-				
Sat/Lane: 1900	Saturation F	low Mo	odule:						1000	1000	1000 1000	1000
Adjustment: 0.70 1.00 0.83 1.00 1.00 0.93 0.91 0.91 0.93 12 16	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1900	1900
Lanes: 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 1.71 0.29 1.00 1.99 0.01 Final Sat.: 1329 0 1583 0 1900 0 1769 2969 494 1769 3526 12	Adjustment:	0.70	1.00	0.83	1.00	1.00	1.00	0.93	0.91	0.91	1 00 1 00	0.95
Final Sat.: 1329 0 1583 0 1900 0 1769 2969 494 1769 3526 12	Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1./1	0.29	1700 2526	12
Capacity Analysis Module: Vol/Sat: 0.14 0.00 0.10 0.00 0.00 0.00 0.00 0.42 0.42 0.12 0.36 0.36 Crit Moves: **** Green Time: 18.3 0.0 18.3 0.0 0.0 0.0 0.0 0.4 56.2 56.2 16.5 72.3 72.3 Volume/Cap: 0.75 0.00 0.57 0.00 0.00 0.00 0.50 0.75 0.75	Final Sat.:	1329	0	1583	. 0	1900	0	1/69	2969	494	1/09 3520	
Capacity Analysis Module: Vol/Sat: 0.14 0.00 0.10 0.00 0.00 0.00 0.00 0.00		-						-		1	I	ł
Vol/Sat: 0.14 0.00 0.10 0.00 0.00 0.00 0.00 0.00	Capacity Ana	lysis	Moaul	.e:	0 00	0 00	0 00	0 00	0 42	0 42	0 12 0 36	0 36
Crit Moves: **** Green Time: 18.3 0.0 18.3 0.0 0.0 0.4 56.2 16.5 72.3 72.3 Volume/Cap: 0.75 0.00 0.57 0.00 0.00 0.50 0.75 0.75 0.50 0.50 Uniform Del: 38.6 0.0 37.2 0.0 0.0 0.0 49.7 16.5 16.5 39.8 6.0 6.0 IncremntDel: 12.0 0.0 2.6 0.0 0.0 49.3 1.6 1.6 10.2 0.2 0.2 Delay Adj: 1.00 0.00 1.00 0.00 0.00 1.00	Vol/Sat:	0.14	0.00	0.10	0.00	0.00	0.00	0.00	****	0.42	****	0.30
Green Time: 18.3 0.0 18.3 0.0	Crit Moves:	****		10.0	0.0	0 0	0.0	0.4	56 2	56 2	16 5 72 3	72 3
Volume/Cap: 0.75 0.00 0.57 0.00 0.00 0.00 0.15 0.7 0.2	Green Time:	18.3	0.0	10.3	0.0	0.0	0.0	0 50	0 75	0 75	0 75 0 50	0 50
Uniform Del: 38.6 0.0 37.2 0.0 0.0 49.7 10.3 10.3 59.6 0.0 0.0 IncremntDel: 12.0 0.0 2.6 0.0 0.0 0.0 49.3 1.6 1.6 10.2 0.2 0.2 Delay Adj: 1.00 0.00 1.00 0.00 0.00 1.00 <td< td=""><td>volume/Cap:</td><td>0./5</td><td>0.00</td><td>0.5/</td><td>0.00</td><td>0.00</td><td>0.00</td><td>10.00</td><td>16 5</td><td>16 5</td><td>398 60</td><td>6.0</td></td<>	volume/Cap:	0./5	0.00	0.5/	0.00	0.00	0.00	10.00	16 5	16 5	398 60	6.0
Incremit Del: 12.0 0.0 2.6 0.0 0.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.00 <td< td=""><td>Uniform Del:</td><td>38.6</td><td>0.0</td><td>31.2</td><td>0.0</td><td>0.0</td><td>0.0</td><td>10 2</td><td>1 6</td><td>1 6</td><td>10 2 0 2</td><td>0.2</td></td<>	Uniform Del:	38.6	0.0	31.2	0.0	0.0	0.0	10 2	1 6	1 6	10 2 0 2	0.2
Delay Adj: 1.00 0.00 1.00 0.00 0.00 1.00	incremntDel:	12.0	0.0	2.6	0.0	0.0	0.0	1 00	1 00	1 00	1 00 1 00	1,00
Delay/ven: 50.7 0.0 39.8 0.0 0.0 99.0 16.2 16.2 6.2 6.2 6.2 User DelAdj: 1.00 <td>Delay Adj:</td> <td>1.00</td> <td>0.00</td> <td>1.00</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> <td>1.00</td> <td>10 0</td> <td>18 2</td> <td>50 0 6 2</td> <td>£ 2</td>	Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	10 0	18 2	50 0 6 2	£ 2
User DeLAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Delay/Veh:	50.7	0.0	39.8	1 00	1 00	1 00	99.V 1 AA	1 00	1 00	1 00 1 00	1 00
AdjDel/Veh: 50./ 0.0 39.8 0.0 0.0 99.0 18.2 18.2 50.0 8.2 8.2 HCM2kAvg: 9 0 5 0 0 1 18 18 8 9 6	User DelAdj	1.00	1.00	1.00	T.00	1.00	T.00	1.00	10 0	19 2	50 0 6 2	£ 2
HCM2 kAvg: 9 U 5 U U U L Lo Lo 0 9 U	AdjDel/Veh:	50.7	0.0	39.8	0.0	0.0	0.0	99.U 1	10.2	10.2 19	90.0 0.2 g G	о.2 К
********	HCM2 kAvg:	+++**	****** N	.****** 2	U *****	U * * * * *	U ******	+ *****	··· * * * * *	******	*********	

MITIG8 - AM (Cumula	ative	NO 2W	ed Dec	8, 2	004 08	:43:09				Page	1-1
			Level (Of Ser	vice	Computa	ation 1	Repor	t			
	2000 1	HCM O	peratio	ons Me	thod	(Future	e Volu	me Al	ternati	lve)		
****	****	* * * * *	* * * * * * *	* * * * * *	* * * * *	* * * * * * *	* * * * * *	****	*****	*****	****	*****
Intersection	#8230	0 Imi.	in/Res	ervatio	on							
*********	****	*****	* * * * * *	*****	****	*****	*****	*****	*****	******	****	*****
Cycle (sec) ·		12	n			Critica	al Vol	./Can	(X):		0.8	70
Loga Time (ge	- () ·		2 (Y+P	- 4	(nar	Average	- Dela	v (se	c/weh).		34	0
Optimal Cycle		10	с (ж. т.			Lovol (of Ser	vice	•,••••,•			Ċ
**************************************	- • • * * * * * :	*****	- * * * * * * *	* * * * * *	****	******	******	*****	******	*****	*****	******
Approach.	No	r+h D	aund	e or	th D	ound	D.	act D	ound	M	ant D	ound
Approach:	TNO.	с џ. ц. љ. г.	Juna	- 501		Dunu	ريل 1	ast b' m	ouna n	T	້	ouna n
Movement:	· بد	- 1	- ĸ	· • • • •	- 1	- K	11	- I	- K	- Ц -	- 1	- ĸ
Control:	P:	rotec	cea	P)	rotec	cea	P	rotec	tea	Pi	rotec	tea J.
Rights:		OVI	_		TUCT.	uae		inci	uae		INCI	uae
Min. Green:	0		0	0	0	0	- 0	0	0	0		0
Lanes:	1 (1 1	0 3	,, 1 (1	0 1	2	03	0 1	3 () 3	0 1
Volume Module	∋:											
Base Vol:	150	272	2001	5	81	21	64	996	123	0	1037	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:	150	272	2001	5	81	21	64	996	123	0	1037	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	272	2001	5	81	21	64	996	123	0	1037	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0,90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	167	302	2223	6	90	23	· 71	1107	137	0	1152	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	302	2223	6	90	23	71	1107	137	0	1152	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
Final Vol.:	167	302	2223	6	90	23	71	1107	137	0	1152	21
Saturation FI	ow Mo	odule	:				i i			1		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.73	0.93	0.98	0.83	0.90	0.89	0.83	0.97	0.89	0.83
Lanes:	1.00	1.00	3.00	1.00	1.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat ·	1769	1862	4178	1769	1862	1583	3432	5083	1583	5529	5083	1583
Canacity Anal	veig	Modu	le.	FE		I	I		1	1		
Vol/Sat:	0 09	0 16	0 53	0 00	0 05	0 01	0 02	0 22	0 09	0 00	0 23	0 01
Crit Movee	0.05	0.10	****	****	0.05	0.01	****	0.22	0.05	0.00	****	0.01
Green Time,	19 9	73 /	73 /	0.4	25 0	25 0	2 9	34 1	34 1	0 0	21 2	21 2
Volume/Cap:	10.0	0 27	0 87	0.1	0 23	0 07	0 87	0 77	0 30	0.0	0 87	0 05
Volume/cap:	12 2	10.27	10.07	E0 0	20 5	20.07	E0 /	20.77	22 6	0.00	10.07	22.0
IngrometDol	23.3	10.0	12.3 7 F	32.0 267 E	0.2	1.0C	50.4 50 0	22.2	0.CC N A	0.0		0 1
Incremnener:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	0.0	1 00	1 00
Delay Auj:	1.00 1.00	10 0	77 0 7.00	200 0	20 0	20 20 20	116 7	41 0	24 O	0.00	T 00	22.00
Deray/ven:	23.5	1 00	1 00	1 00	39.0	1 00	1 00	41.0	34.0	1 00	1 00	1 00
User DeiAdj:	T.00	10 0	1.00	207 2	20 0	200	1100	11 0	24 0	1.00	100	1.00
Aujuer/ven:	23.5	10.9 r	22.8	د./ید ۲	ງລ.ຊ ບ	2.00 1	110./ 2	41.8	ن. 4د. ۸	0.0	40.9	د. د د ۲
UCM7KHAA:	4 *****) *****	C⊃ ·*****	⊥ ******	د •++++	****** T	****** ?	14 •****	4 ******	·*****	.****. 10	ل ******
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MITIG8 - AM C	Cumula	ative	No 2We	ed Dec	8, 20	04 08:	49:00				Page	1-1
					· ·							
		I	Level C)f Serv	rice (Computat	tion F	Report	2			
2	2000 F	ICM OF	peratio	ons Met	hod	(Future	Volum	ne Alt	cernati	ve)		
*****	****	*****	*****	*****	****	******	* * * * * *	****	* * * * * * *	*****	****	******
Intersection	#1304	l Blar	nco/Res	servati	on							
*******	* * * * *	*****	*****	*****	*****	******	* * * * * *	****	*****	*****	* * * * *	******
Cycle (sec):		90)		(Critica	l Vol.	./Cap	. (X):		1.09	93
Loss Time (se	ec):	9) (Y+R	= 4 s	sec) A	Average	Delay	/ (see	c/veh):		65	.4
Optimal Cycle	:	180)]	Sevel O	f Serv	rice:				Е
**********	*****	*****	*****	******	****	*****	*****	*****	******	*****		*****
Approach:	NOI	rth_Bo	ound	Sou	ith Bo	bund	- E'a	ist Bo	ouna	we	est Bo	Juna
Movement:	ь -	- T	- R	_ L -	- T	- R	ц	- T	- R	- 11 -	· T	- R
				0			 D-		 	 D~		
Control:	Sb1	Lit Pr	lase	spi	LIC PI	lase	PI	Tral	.eu .do	PI	Tnalı	ido
Rights:	0	Incru	ide	^	rduoi	e o	0	THCT	1000	0	THCT	10e 0
Min. Green:	0		0 0	2 (0 2	3 (า วั	0 0	0 0) T	0 1
Lanes:					, , 						·	
Volume Module		Count	· Date:	23 64	m 200)4 < 7	15 -	8:15	АМ	I		1
Page Vol:	· //	n count	. Duce. A	4	0	1450	970	310	0	0	463	14
Growth Adi.	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bsev	1.00	1.00	±.00	4	0	1450	970	310	0	0	463	14
Added Vol:	ň	0	0	31	Ő	1253	954	324	0	0	434	39
PasserByVol.	Õ	õ	Ő		õ	0	0	0	Ó	0	0	0
Thitial Fut.	Õ	0	ñ	35	õ	2703	1924	634	0	0	897	53
Heer Adi.	1 00	1 00	1 00	1 00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
DUE Ndi.	1.00	0.88	n 88	0 88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0.00	0.00	0.00	4.0	0.00	0	2186	720	0	0	1019	60
PHF VOIUME: Reduct Vol:	0	0	0	-10	Ő	0	2100	0	õ	Ő	0	0
Reduced Vol.	0	õ	0	40	õ	Ő	2186	720	0	0	1019	60
DCF Adi.	1 00	1 00	1 00	1 00	1 00	0 00	1.00	1.00	1.00	1.00	1.00	1.00
MIE 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
Rinal Vol +	1.00	1.00	1.00	40	1.00	0.00	2186	720	0	0	1019	60
	·											
Saturation Fl	low Mo	odule:				1	1		I	1		1
Sat/Lane.	1900	1900	. 1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment.	1 00	1 00	1 00	0 90	1 00	0.88	0.90	0.93	1.00	1.00	0.98	0.83
Lance.	0.00	0.00	0 00	2 00	0 00	2 00	3.00	2.00	0.00	0.00	1.00	1.00
Final Sat	0.00	0.00	0.00	3432	0	3344	5147	3538	0	0	1862	1583
Capacity Anal	lvsis	Modul	Le:	1		1	1		ı	t		'
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.42	0.20	0.00	0.00	0.55	0.04
Crit Moves:		• • • • •		****			****				* * * *	
Green Time:	0.0	0.0	0.0	1.0	0.0	0.0	35.0	80.0	0.0	0.0	45.1	45.1
Volume/Cap:	0.00	0.00	0.00	1.09	0.00	0.00	1.09	0.23	0.00	0.00	1.09	0.08
Uniform Del·	0.0	0.0	0.0	44.5	0.0	0.0	27.5	0.7	0.0	0.0	22.5	11.7
IncremntDel·	0_0	0.0	0.0	178.3	0.0	0.0	50.6	0.0	0.0	0.0	58.2	0.0
Delav Adi	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh.	0 0	0 0	0.0	222.9	0_0	0.0	78.1	0.7	0.0	0.0	80.7	11.7
Heer Deladi.	1 00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh.	1.00 0 0	1.00	0.0	222.9	0.0	0.0	78.1	0.7	0.0	0.0	80.7	11.7
HCM2kAva·	0.0 N	0.0	0.0	222.7	0	0	34	2	0	0	43	1
*******	*****	~ *****	~ ******	 ******	*****	- ******	*****	****	*****	*****	****	*****

AM Cumulativ	ve No	2nd Ex	kt. Mo	on Nov	15,	2004 10	0:59:1	.8		Page	33-1
											_
		I	Level C)f Ser	vice	Computa	ation	Repor	·t.		
	2000	HCM OF	peratic	ons Me	thod	(Future	e Volu	me Al	ternat:	ive)	
*******	* * * * * *	*****	******	*****	****	*****	*****	****	*****	*******	******
Intersection	n #130	5 Del_	_Monte/	Reind	ollar						
****	*****	*****	******	*****	****	*****	*****	*****	*****	********	*******
Cycle (sec)	:	90)		,	Critica	TOA TE	./Cap	(X):	0.	713
Loss Time (s	sec):	-	∂ (Y+R	= 4	sec)	Average	e Dela	y (se	c/veh)	: 1	6.1
Optimal Cycl	Le:	52	2			Level (Di Ser	vice:			В
Annanah .	*****	*****	******		*****	*****	*****	*****	******	******	*******
Approach:		TCH BC	Juna	- 50	uun B	ouna	_ E	ast B	ouna	west	Bound
Movement:		- 1	- K	<u>ل</u> ا	T.	- ĸ		- 1	- R	ні — .Т.	- R
Control:	ا- م	rotect	[-ed	 D'	roter	 ted	 מיס	 1.{+ p	 haca	enli+	Dhago
Pichte.	Ę	Tnclu	ide	F.	Incl	ude	55	IIC F. Incl:	ude	Spitt	lude
Min Green.	0	111010	.ue 0	0	11101	uue n	0		uue n	0	
Lanee,	1	0 2	0 1	1	0 2	0 0	n U	0 0	0 0	1 0 1	
Lancs.	_	·	·	⊥ ·			1				
Volume Modul	1 Le: >>	Count	: Date:	ំ 3 ភ្នាយ	n 200	4 << 7:	15 -	8:15	۱ AM	ſ	I
Base Vol:	11	502	93	39	1049	0	0	0	0	421	0 51
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
Initial Bse:	11	502	93	.39	1049	0	0	0	2.00	421	0 51
Added Vol:	0	341	12	24	395	õ	o o	0	õ	14	0 21
CA Ext. Rea:	0		0	-6	0	Ő	Ő	Ő	Õ	0	0 -4
Initial Fut:	11	843	105	57	1444	õ	Ő	0	Ő	435	0 68
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1 00 1 0	
PHF Adi:	0.90	0.90	0 90	0 90	0 90	0 90	0 90	0 90	0 90	0 90 0 9	0 1.00
PHF Volume:	12	937	117	63	1604	0	0	0	0	483	0 76
Reduct Vol:		0	/	0	1001	ñ	Ő	Ő	Õ	0	0,0 1 0
Reduced Vol:	12	937	117	63	1604	0	Õ	0 0	õ	483 (0 76
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	0 1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	т.00	1.00	1.00	1.00 1.00	0 1 00
Final Vol.:	12	937	117	63	1604		0			483 (76
	.										
Saturation F	'low Mo	odule:	I	i -		1	1		I	l .	1
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1900	0 1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.92 1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.76 0.00	0.24
Final Sat.:	1769	3538	1583	1769	3538	0	0	0	0	3083 () 417
										[
Capacity Ana	lysis	Modul	e: '	1		1	,			1	,
Vol/Sat:	0.01	0.26	0.07	0.04	0.45	0.00	0.00	0.00	0.00	0.16 0.00	0.18
Crit Moves:	****				* * * *						* * * *
Green Time:	0.9	51.2	51.2	6.9	57.2	0.0	0.0	0.0	0.0	22.9 0.() 22.9
Volume/Cap:	0.71	0.47	0.13	0.47	0.71	0.00	0.00	0.00	0.00	0.62 0.00	0.71
Uniform Del:	44.4	11.4	9.0	39.8	10.9	0.0	0.0	0.0	0.0	29.7 0.0	30.6
IncremntDel:	87.0	0.2	0.1	2.5	1.1	0.0	0.0	0.0	0.0	1.3 0.0	3.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00 0.00) 1.00
Delay/Veh:	131.4	11.5	9.1	42.3	12.0	0.0	0.0	0.0	0.0	31.0 0.0) 33.7
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
AdjDel/Veh:	131.4	11.5	9.1	42.3	12.0	0.0	0.0	0.0	0.0	31.0 0.0) 33.7
HCM2kAva:	1	8	2	2	16	0	0	0	0	8 0	10
**********	*****	*****	*****	*****	****	******	- *****	- *****	- * * * * * *	********	

AM Cumulative	e No 2	2nd E	kt. Mo	n Nov	15,	2004 10	:59:10	8		I	Page 3	35-1
												
)	Level O	f Serv	vice	Computa	tion I	Report	E	,		
4	2000 H	ICM 4	-Way St	op Met	thod	(Future	e Vo⊥ut	ne All	ternati	.ve)		
*********	*****	*****	* * * * * * *	*****	****	******	*****	* * * * * :	******	* * * * * *	*****	*****
Intersection	#1306	5 Cal:	ifornia	/Reind	dolla)L 1		* * * * * *	* * * * * * * *	*****		******
**************************************	*****		~ ~ ~ ~ ~ ~ ~ ~					/dom	(v).		n 01	1
Cycle (sec):	\	TO		4		Aromac	Dolor	./Cap	(Λ)		25	7
Loss Time (se	20):) (I+R	= 4 :	sec)	Average	f form	y (sev vice.	J/VEII/I		2.7.	. / D
Optimal Cycle	÷++++. ;:		, , ,	*****	****	Lever C	*****	******	******	*****	*****	L/
Approach:	Noi	cth Br	ามทดิ	Soi	ith F	Bound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	Τ	- т	- R	Ti -	- Т	- R	L.	- T	- R	ь -	- Т	- R
Control:	St	cop S:	ian	់ទា	top S	' Sian	់នា	top S:	iqn '	St	op Si	lqn
Rights:		Inclu	ıde		Incl	lude		Inclu	ıde		Inclu	ide
Min. Green:	0	0	0	0	() 0	0	0	0	0	0	0
Lanes:	1 (0 0	1 0	1 (o c	1 0	1 (0 C	1 0	1 () ()	10
								 .				
Volume Module	∋: >>	Count	: Date:	2 Jui	n 200)4 << 7:	15 - 8	B:15 /	AM 			-
Base Vol:	70	1	32	2	2	2 5	2	37	106	182	93	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:	70	1	32	2	2	2 5	2	37	106	182	93	2
Added Vol:	48	208	25	0	300) ()	0	0	64	45	0	0
CA Ext. Rea:	-17	33	-16	9	116	5 23	9	-18	-25	-91	-46	23
Initial Fut:	101	242	41	11	418	8 28	11	19	145	136	47	25
User Adj:	1.00	1.00	1.00	1.00	1.00) 1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	111	266	45	12	455) <u>31</u>	12	21	159	149	54	27
Reduct Vol:	0	0	0	0	(10	0	1 - 0	140	50	27
Reduced Vol:	111	266	45	12	455	<i>i</i> 31	1 00	1 00	7 00	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00) 1.00	1.00	1.00	1.00	140	T.00	1.00
Final Vol.:	111	266	45	1 12	455	<u>ا</u> د ز	1	41	123	149 I	54	21
	·											
Saturation F.	LOW MC	Jaule	:	1 00	1 00		1 00	1 00	1 00	1 00	1 00	1 00
Adjustment:	1.00	1.00	1.00	1.00	1.00		1 00	0 10	1.00	1 00	1.00	0.35
Lanes:	1.00	0.86	V.14 7E	100	U.94 E0/	E 0.00	416	V.12 55	423	423	202	161
Final Sat.:	4/4	443	/ 5 	405	504							
Gamagitte Naa	lvaia	Modu]			I	I		ļ	I		E
Vol/Cat.	U 23	0 60	0 60	0 02	0 91	0 91	0.03	0.38	0.38	0.35	0.17	0.17
Crit Moves.	0.25	****	0.00	0.02	0,2.	****	0.05	****	0.00	****	•••	
Delaw/Web.	12 2	18 4	184	10 1	44 -	44 1	11.1	13.6	13.6	14.8	11.5	11.5
Delay Adi.	1.00	1.00	$\frac{1}{1},00$	1.00	1.00) 1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh·	12.2	18.4	18.4	10.1	44.	44.1	11.1	13.6	13.6	14.8	11.5	11.5
LOS by Move.	~ R	i C	C	B	E E	Ξ.	В	В	В	В	в	В
ApproachDel.	ب يد	16.8	0	-	43.7	3		13.5		_	13.7	
Delav Adi		1.00			1.00)		1.00			1.00	
ApprAdiDel:		16.8			43.3	3		13.5			13.7	
LOS by Appr.					Е			в			В	
	*****	*****	* * * * * * *	*****		******	*****	* * * * * *	******	*****	*****	******

MITIG8 - AM C	Cumula	ative	No 2We	d Nov	17,	2004 14	:57:45	5			Page	1-1
2	2000 I	HCM O	Level O peratio	f Serv	vice	Computa (Future	tion I Volur	Repor ne Al	 t ternati ******		****	****
***********	#1000	1 Cod	ood / Tm-i	4m								
intersection	#1.00:	9 SeC	******	++++++	****	******	*****	* * * * *	******	*****	*****	*****
Cycle (sec):		12	n			Critica	l Vol	./Cap	. (X):		0.6	12
Loss Time (se		1	2 (Y+R	= 4 s	sec)	Average	Dela	v (se	c/veh):		28	.3
Optimal Cycle	/·	5	1		,	Level 0	f Serv	vice:	. ,			С
*******	*****	*****	 * * * * * * * *	*****	****	******	*****	* * * * *	* * * * * * *	* * * * * *	*****	* * * * * * *
Approach:	Noi	rth B	ound	Sou	ith B	ound	Ea	ast B	ound	We	est B	ound
Movement:	L -	- T	- R	L -	- т	~ R	г.	- T	– R	L -	- T	- R
Control:	Pı	rotec	ted	P	cotec	ted	Pi	rotec	ted	Pu	rotec [.]	ted
Rights:		Ovl			Ovl			Ovl			OVI	0
Min. Green:	0	0	0	0	0	0	0		0	- U	, , , , , , , , , , , , , , , , , , ,	0 1
Lanes:	3 () 2	02	2) 2	0 1		JJ	υz			I
						!						1
Volume Module	9: AM	0	22	10	0	5	60	568	120	10	1060	1
Base Vol:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00
Growth Adj:	1.00	1.00	22	10	1.00	1.00	±.00	568	120	10	1060	1
Added Vol:	596	81	485	76	71	86	115	608	844	932	529	102
PasserBwVol.	0.00	0	100	0	Ő	Ő	0	0	0	0	0	0
Initial Fut:	611	81	507	86	71	91	175	1176	964	942	1589	103
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	611	81	507	86	71	91	175	1176	964	942	1589	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	611	81	507	86	71	91	175	1176	964	942	1589	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	611	81	507	86	71	91	175	1176	964	942	1589	103
Saturation F	low Mo	odule	:						1000	1000	1000	1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.75	0.90	0.93	0.83	0.90	0.89	0.73	2 00	2 00	1 00
Lanes:	3.00	2.00	2.00	2.00	2.00	1602	2420	5.00	2786	5147	5.00	1583
Final Sat.:	5253	3610	2842	3436	2220	T002	1			1		
Capacity Apa	l	Madu	I				1		I	1		1
Vol/Sat:	0 12	0 02	0 18	0.03	0 02	0 06	0.05	0.23	0.35	0.18	0.31	0.07
Crit Moves:	****	0.02	0.10	0.05	****	0.00	0.00	****		****		
Green Time:	22.8	12.6	48.5	14.1	3.9	15.3	11.4	45.4	68.2	35.9	69.9	84.0
Volume/Cap:	0.61	0.21	0.44	0.21	0.61	0.45	0.54	0.61	0.61	0.61	0.54	0.09
Uniform Del:	44.5	49.1	25.9	47.9	57.3	48.4	51.8	30.2	17.1	36.1	15.2	5.8
IncremntDel:	1.1	0.3	0.3	0.3	9.3	1.6	1.8	0.6	0.7	0.7	0.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.7	49.4	26.2	48.2	66.5	50.0	53.6	30.8	17.8	36.8	15.4	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:	45.7	49.4	26.2	48.2	66.5	50.0	53.6	30.8	17.8	36.8	15.4	5.8
HCM2 kAvg:	8	2	7	2	2	4	4	12	12	11	12	1
********	* * * * * *	*****	* * * * * * *	* * * * * *	****	******	* * * * * *	* * * * *	******	* * * * * *	****	* * * * * * *

MITIG8 - AM C	Cumula	ative	No 2Sui	n Dec	12,	2004 11	1:35:43	3			Page	1-1
-		I	Level O	f Ser	vice	Computa	ation H	Repor	t terreti			
4 	2000 1	HCM UL	peration	ns met	-1100	(FULULE	⊳≖тттттт. ⇒ ∧Отп!	ne Ar	ratuarı	.ve/		*****
***********	****	*****		*****	*****	*****	*****	*****	******	*****	*****	******
Intersection	#131() Cali	fornia,	/Imj11	n							
**********	*****	* * * * * *	******	* * * * * *	* * * * *	******	*****	*****	******	*****	.****	******
Cycle (sec):		120)			Critica	al Vol	./Cap	. (X):		0.9	72
Loss Time (se	ec):	ç) (Y+R :	= 4 9	sec)	Average	e Delay	γ (se	c/veh):		47	.4
Optimal Cycle	∋:	180)			Level (of Serv	vice:				D
**********	*****	* * * * * *	*****	*****	* * * * *	******	*****	*****	******	*****	****	******
Approach:	Noi	rth Bo	ound	Soi	ith B	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	L ·	- T	- R	<u></u> . Г	- Т	- R	_ L ·	- T	- R	_ L -	·T	- R
			!				·					
Control:]	Permit	ted]	Permi	tted	Pi	rotect	ted	Pi	rotect	ced
Rights:		Inclu	ıde		Ovl			Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (01	0 1	1 () 1	0 1	2 () 3	0 1	1 () 2	10
_							·					
Volume Module	≥: >>	Count	: Date:	11 Ma	ar 20	04 << 7	7:00 -	8:00	AM - A	djuste	٤d	
Base Vol:	0	10	54	24	82	159	20	502	5	215	909	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	54	24	82	159	20	502	5	215	909	10
Added Vol:	52	129	157	98	149	276	134	865	63	143	1249	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	139	211	122	231	435	154	1367	68	358	2158	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:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	66	176	267	154	292	551	195	1730	86	453	2732	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	176	267	154	292	551	195	1730	86	453	2732	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
Final Vol.:	66	176	267	154	292	551	195	1730	86	453	2732	41
	•										· - ·	
Saturation FI	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.41	0.97	0.82	0.54	0.95	0.81	0.89	0.87	0.82	0.95	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.96	0.04
Final Sat.:	782	1843	1567	1019	1806	1535	3363	4982	1551	1804	5099	76
											 .	
Capacity Anal	lysis	Modul	e:									
Vol/Sat:	0.08	0.10	0.17	0.15	0.16	0.36	0.06	0.35	0.06	0.25	0.54	0.54
Crit Moves:						* * * *		* * * *		* * * *		
Green Time:	37.1	37.1	37.1	37.1	37.1	44.3	7.2	42.9	42.9	31.0	66.7	66.7
Volume/Cap:	0.27	0.31	0.55	0.49	0.52	0.97	0.96	0.97	0.16	0.97	0.96	0.96
Uniform Del:	31.3	31.6	34.5	33.7	34.2	37.2	56.3	38.0	26.2	44.1	25.5	25.5
IncremntDel:	0.6	0.3	1.4	1.2	0.9	30.4	52.9	15.2	0.1	34.4	9.9	9.9
Delay Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.9	32.0	35.9	34.9	35.1	67.6	109.1	53.2	26.4	78.5	35.4	35.4
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh:	31.9	32.0	35.9	34 9	35.1	67.6	109.1	53.2	26.4	78.5	35.4	35.4
HCM2kAvq:	4	5	9	8	9	25	7	26	2	23	38	41
*************	*****	*****	- ******	*****		******	*****	****	*****	*****	****	*****

MITIG8 - AM (Cumul	ative	No 2Tu	le Dec	7,2	004 12:	22:00			Pa	ge 1-1
		1	Sevel C	f Ser	vice	Computa	tion :	Repor	t		
	2000	HCM Or	peratio	ns Me	thod	(Future	Volu	me Al	ternat	ive)	
********	*****	*****	******	*****	*****	******	*****	*****	******	~ * ~ / * * * * * * * * * *	******
Intersection	#121	1 Tmii	in DA/T	miin	Dlever -	Tmiin D	d				
THEET SECCION	+++++	******				*******	*****	+++++	*** ***	*****	**
		1 0 /				anitian	1 17-1	////	/w).	~ ~ ~ ~ ~ ~ ~ ~ ~ ~	000
Cycle (sed):	\	T Z C			>	Critica	T VOT	./Cap	· (A):	U	.857
Loss Time (se	8C):		9 (Y+R	= 4	sec)	Average	Dera	y (se	c/ven)		26.1
Optimal Cycle	∋:	9()			Level O	i Ser	vice:			C
*****	****	*****	*****	*****	*****	******	* * * * * *	****	*****	******	******
Approach:	NO	rth Bo	ound	So	uth B	ound	E	ast B	ound	West	Bound
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L - '	r – R
Control:	P	rotect	ed.	P	rotec	ted	P:	rotec	ted	Prot	ected
Rights:		Inclu	ıde		Incl	ude		Incl	ude	In	clude
Min. Green:	0	0	0	0	0	0	0	0	0	0	0 0
Lanes:	1	0 0	0 2	0	0 0	0 0	0 1	0 2	1 0	2 0	300
Volume Module	e: >>	Count	Date:	10 Ma	ar 20	04 << 7	:15 -	8:15	AM - A	diusted	L.
Base Vol:	7	0	62	0	0	0	0	520	53	567 8	37 0
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	0 1.00
Initial Bset		0	62			0		520	53	567 8	37 0
Added Vol·	62	ő	263	ů N	ů N	Ň	ň	962	140	275 12	57 0 53 0
Dagar Bullol.	02	0	205	ő	Ň	ň	ň	202	1-1-0	2,5 12	0 0
Tritial Dut.	60	0	່າວຮ	0	0	0	0	1/02	102	040 01	
Initial Fut:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00 1	
USEr Adj:	1.00	1.00	1.00	1.00	1.00	T.00	1.00	1.00	1.00	1.00 1.0	DO 1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88 0.1	38 0.88
PHF VOLUME:	78	0	369	0	U	0	0	1684	219	957 231	36 0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0 0
Reduced Vol:	78	0	369	0	0	0	0	1684	219	957 23	36 0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	00 1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	00 1.00
Final Vol.:	78	0	369	0	0	0	0	1684	219	957 231	36 0
Saturation Fl	Low Mo	odule:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 190	00 1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	1.00	0.88	0.88	0.90 0.0	39 1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.65	0.35	2.00 3.0	0.00
Final Sat.:	1769	0	2786	0	0	0	0	4421	576	3432 508	33 0
				1						1	
Capacity Anal	lvsis	Modul	e:	4		ſ	E		1	1	I
Vol/Sat:	0 04	0 00	0 13	0 00	0 00	0 00	0 00	0 38	0 38	0 28 0 4	17 0 00
Crit Moves	0.01	0.00	****	0.00	0.00	0.00	0.00	****	0.00	****	., 0.00
Croon Time.	10 C	0 0	10 C	0 0	0 0	0 0	0 0	E2 /	E2 /	20 1 02	4 0 0
Green IIme:	10.0	0.0	10.0	0.0	0.0	0.0	0.0		0.00	39.1 92	.4 0.0
Vorume/cap:	0.29	0.00	10.00	0.00	0.00	0.00	0.00	0.88	0.00	0.88 0.6	ST 0.00
Uniform Del:	44.9	0.0	49.4	0.0	0.0	0.0	0.0	29.9	29.9	37.8 6	.0 0.0
incremntDel:	0.6	0.0	15.5	0.0	0.0	0.0	0.0	3.5	3.5	6.7 0	.3 0.0
Delay Adj:	T.00	0.00	T.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00 1.0	0.00
Delay/Veh:	45.4	0.0	64.9	0.0	0.0	0.0	0.0	33.4	33.4	44.6 6	.3 0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
AdjDel/Veh:	45.4	0.0	64.9	0.0	0.0	0.0	0.0	33.4	33.4	44.6 6	.3 0.0
HCM2kAvg:	3	0	9	0	0	0	0	23	23	20 13	3 0
******	*****	*****	*****	*****	*****	******	*****	*****	******	*******	*******

MITIG8 - AM C	Cumula	ative	No 2Su	n Dec	12,	2004 11	L:57:53	3			Page	1-1
			avel O	f Sort	rice	ີດຫວນກະ	tion F		+			
2	000 F	ICM Or	sever o seratio	ns Met	hod	(Future	e Volum	ne Ali	ternati	ve)		
***********	*****	*****	******	*****	*****	******	******	****	******	*****	*****	******
Intersection	#1312	2 Abra	ams/Imi	in								
*****	*****	****	******	*****	****	*****	*****	****	*****	*****	****	* * * * * * *
Cycle (sec):		120	C			Critica	al Vol.	./Cap	. (X):		0.93	28
Loss Time (se	ec):	0	9 (Y+R	= 4 9	sec).	Average	e Delay	/ (se	c/veh):		32	.3
Optimal Cycle	:	13:	1			Level	Of Serv	rice:				С
*****	****	****	*****	*****	****	******	*****	*****	******	*****	*****	* * * * * * *
Approach:	Noi	cth Bo	ound	Sou	ith B	ound	Ea	ast Bo	ound	We	est B	ound
Movement:	L -	- T	- R	L ·	- T	- R	L ·	- T	- R	L -	- Т	- R
										1		
Control:	I	Permit	ted	I	Permi	tted	Pı	rotec	ted	Pı	rotec	ted
Rights:		Inclu	ıde		Incl	ude		Incl	ude		Incl	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0]	L O	0 1	0 3	L O	0 1	1 (3	0 1	1 () 3	0 1
Volume Module	e: Mai	cch 20	003 - A	M		107	2.0		4	174	1004	2.0
Base Vol:	63	13	159	43	1 00	1 2 2	20	558	1 00	1 0 0	1204	200
Growth Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00 20	1.00	1.00	114	1204	20 T.00
Initial Bse:	63	23	159	43	10	137	20 16	1000	94 Э ш	114	1404	22
Added Vol:	55	66	224	58	30	<u>م</u> د	10	1200	35	0.0	1424	24
PasserByvol:	1 1 0	0	202	101	- Е Э	160	26	1946	20	177	2628	71
Initial Fut:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	T.00	U 80	1.00 0 89	1.00	1 29
PHF Adj:	100	0.09	420	0.09	58	190	40	2074	44	199	2953	80
PHF VOIUME: Bodugt Vol:	122	ون ۱	400	112	0	0	0-	2074	0	0	2,55	0
Reduced Vol:	122	89	430	113	58	190	40	2074	44	199	2953	80
PCF Adi.	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	89	430	113	58	190	40	2074	44	199	2953	80
Saturation Fl	ow Mo	odule	:	t		I			1	1		I
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	0.59	0.85	0.51	0.51	0.85	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	0.60	0.40	1.00	0.66	0.34	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	673	450	1615	637	328	1615	1805	5187	1615	1805	5187	1615
Capacity Anal	lysis	Modu	le:									
Vol/Sat:	0.20	0.20	0.27	0.18	0.18	0.12	0.02	0.40	0.03	0.11	0.57	0.05
Crit Moves:			* * * *				****				* * * *	
Green Time:	34.5	34.5	34.5	34.5	34.5	34.5	2.9	60.0	60.0	16.5	73.6	73.6
Volume/Cap:	0.69	0.69	0.93	0.62	0.62	0.41	0.93	0.80	0.05	0.80	0.93	0.08
Uniform Del:	38.0	38.0	41.6	37.1	37.1	34.5	58.4	25.0	15.4	50.1	20.8	9.4
IncremntDel:	6.1	6.1	24.9	4.3	4.3	0.6	108.3	1.8	0.0	16.6	5.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.0	44.0	66.5	41.4	41.4	35.1	166.7	26.8	15.4	66.7	26.3	9.5
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:	44.0	44.0	66.5	41.4	41.4	35.1	166.7	26.8	15.4	66.7	26.3	9.5
HCM2kAvg:	13	13	19	11	11	6	4	23	1	10	37	1
***********	****	* * * * *	******	****	****	******	*****	* * * * *	******	*****	****	******

AM Cumulative	e No	2nd E	xt. Mo	on Nov	15,	2004 10	:59:1	8		- -	Page 4	49-1
			Level () Df Ser	 vice	 Computa	tion	Repor				
:	2000	нсм о	peratio	ons Me	thod	(Future	volu	me Al	ternati	lve)		
*****	* * * * *	****	******	*****	****	******	****	****	******	*****	****	******
Intersection	#131	3 Sec	ond/Eic	ghth								
*****	* * * * *	*****	******	*****	* * * * *	******	*****	*****	*******	*****	*****	******
Cycle (sec):		6				Critica	U VOL	./Cap	(X):		0,6.	30
Loss Time (se	ec):	1	9 (Y+R 0	= 4	sec)	Average	e Dela	y (se	c/ven):		8	. J 7
Optimal Cycle	€: ****	4 *****	U * * * * * * * *	*****	****	Level (/I Ser *****	vice:	* * * * * * *	*****	* * * * * *	A. ******
Approach -	No	rth B	ound	So	uth B	ound	E.	agt B	ound	We	aet Br	nnd
Movement:	Ti Ti	- Т	- R	L	асы д - т	- R	L	авс в. - Т	- R	Τι -	- т	- R
Control:	P	rotec	ted	P:	rotec	ted	' Sp	lit P	hase	່ຽວ]	lit Pł	lase
Rights:		Incl	ude		Incl	ude	±	Incl	ude	1	Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	01	1 O	1	02	0 0	0	0 0	0 0	1 (0 0	0 2
Volume Module	∋: AM											
Base Vol:	0	39	2	0	159	0	0	0	0	2	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	39	2	0	159	0	0	0	0	2	0	0
Added Vol:	0	777	131	83	1255	0	0	0	0	141	0	82
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	816	133	83	1414	0	0	0	0	143	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF VOLUME:	0	927	121	94	1007	0	0	0	0	193	0	93
Reduct VOI:	0	007	1 = 1	94	16077	0	0	0	0	162	0	02
PCF Add.	1 00	1 00	1 00 TCT	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
MUE Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Final Vol ·	1.00	927	151	94	1607	1,00	1.00	1.00	1.00	163	1.00	43
												·
Saturation F	Low Mo	odule	:	I		I	I		1	l		ł
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.75
Lanes:	0.00	1.72	0.28	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3039	495	1805	3610	0	0	0	0	1805	0	2842
Capacity Anal	lysis	Modu	le:									
Vol/Sat:	0.00	0.31	0.31	0.05	0.45	0.00	0.00	0.00	0.00	0.09	0.00	0.03
Crit Moves:	****				* * * *					****		
Green Time:	0.0	36.2	36.2	6.2	42.4	0.0	0.0	0.0	0.0	8.6	0.0	8.6
Volume/Cap:	0.00	0.51	0.51	0.51	0.63	0.00	0.00	0.00	0.00	0.63	0.00	0.23
Uniform Del:	0.0	6.8	6.8	25.4	4.6	0.0	0.0	0.0	0.0	24.2	0.0	22.8
IncremntDel:	0.0	0.2	0.2	2.2	0.5	0.0	0.0	0.0	0.0	4.9	0.0	0.3
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	U.00	1.00
Delay/Veh:	0.0	7.0	7.0	27.7	5.2	0.0	0.0	0.0	0.0	29.1	0.0	23.1
user DelAdj:	T.00	1.00	1.00	1.00	1.00	T.00	T.00	T.00	T.00	T.00	1.00	1.00
HUDDEL/VEN:	0.0	7.0	7.U	2/./	5.2	0.0	0.0	0.0	0.0	49.1 1	0.0	∠3.⊥ ⊓
***************************************	U *****	0 * * * * * *	0 ******	ر ۲****	フ ト★★★★	U ******	U *****	******	····	" * * * * * *	U *****	⊥ * * * * * *

AM Cumulative	e No :	2nd E:	xt. Mo	n Nov	15,	2004 10	:59:1	8]	Page 5	51-1
			Level O	f Ser	vice	Computa	tion 1	Report		· ·		
	FHW2	A Roui	ndabout	Meth	od (F	uture V	olume	Alter	native	e) 		
********	*****	*****	******	*****	*****	******	*****	*****	******	*****	*****	******
Intersection	#131	4 Fou:	rth-Ca⊥	liorn:	1a/E19	gnth	و مارو بلو مارو مارو	da ala ata ala ata al	ماه ماه ماه ماه ماه ماه		والمراجع والمراجع والمراجع	
******	*****	* * * * * * * _ / + 1+ '	******	****	****	*****	*****	х х х х х 7 Т с		0.000		
Average Dela	y (se)	c/ven.	******* } :	6.5 *****	*****	*****	*****	⊃⊔. * * * * * *	******	*****	⊥Ce: *****	*****
Annroach.	No	rth R	מייייי סמוור	501	uth B	ound	F	agt Ro	und	ĩa) e	agt Br	und
Movement :	τ.	сы р - т	- P	т.	асн — - Т	- R	T, T	дос ос - т	- R	T.	- т	- R
Movement.		-			-							
Control·	ı Vie	eld S	ian	' Yi	eld s	ian	Yie	eld Si	an '	Yie	eld Si	an '
Lanes.	1		- 3		1			1	- <u> </u>		1	C
				1								
Volume Module	e: AM		t	I		,	1			•		
Base Vol:	6	50	57	0	202	0	0	2	31	156	6	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	50	57	0	202	0	0	2	31	156	6	0
Added Vol:	0	156	209	19	100	63	101	43	0	191	52	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	206	266	19	302	63	101	45	31	347	58	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:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	8	275	355	25	403	84	135	60	41	463	77	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	275	355	25	403	84	135	60	41	463	77	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
Final Vol.:	. 8	275	355	25	403	84	, 135	60	41	463	77	43
PCE Module:	_					~ .		c 0		4.60		10
AutoPCE:	8	275	355	25	403	84	135	60	41	463		43
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	10	0	0	4 ()		4.2
Adj Volume:	8	275	355	⊿5 I	403	84	135	60	41	40.5	11	45
Deless Medele			 Domiodi	0.05			[
Delay Module	: >> :	11111e 1	Periou:	0.25	EAO	5 <<		001			117	
MarVolume:		1001			904			719			975	
DedVolume:		U TOOT						ر بر م			ر,ر ۱	
AdimevVol.		1081			904			719			975	
AnnroachVol.		637			512			236			583	
ApproachDel.		8 0			9.1			7.4			9.0	
Oueue:		4.0			3.6			1.4			4.1	

AM Cumulative	∋ No :	2nd E	xt. Mo	on Nov	15,	2004 10	:59:1	9]	Page 5	53-1
	2000] HCM 4-	Level (-Wav Si	Of Ser	vice	Computa (Future	tion i	Report	 c cernati	.ve)		
***********	****	****	*****	******	* * * * *	******	*****	****	******	*****	* * * * * *	*****
Intersection	#131	5 Imj:	in/Eigl	nth								
**********	*****	* * * * *	*****	*****	* * * * *	*****	****	* * * * * *	* * * * * * *	****	* * * * * *	******
Cycle (sec):		100	C			Critica	l Vol	./Cap	. (X):		1.25	59
Loss Time (se	ec):	() (Y+R	= 4 :	sec)	Average	Dela	y (sea	c/veh):		67.	. 5
Optimal Cycle	€:	(2			Level O	f Ser	vice:				F
*******	*****	*****	* * * * * * *	* * * * * *	* * * * *	******	*****	* * * * * *	* * * * * * *	*****	*****	******
Approach:	No	rth Bo	ound	Soi	uth B	ound	E	ast Bo	ound	We	est Bo	ound
Movement:	L	- T	- R	Ъ	- T	- R	L	- T	- R	L ·	- T	- R
Control:	S	top S:	ign	St	top S	ign	St	top S:	ign	St	top Si	lgn
Rights:		Inclu	ıde		Incl	ude		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	D 1	0 0	0 3	10	0 1	1 (0 0	1 0	1 () 1	0 1
				·								
Volume Module	e: >>	Count	: Date	: 9 Mai	r 200	4 << 7:	15 - 8	B:15 A	AM - Ad	justeo	Ē	
Base Vol:	0	25	0	107	170	141	35	32	0	0	6	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:	0	25	0	107	170	141	35	32	0	0	6	9
Added Vol:	0	27	0	249	7	160	199	72	0	0	116	100
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	52	0	356	177	301	234	104	0	0	122	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	62	0	424	211	358	279	124	0	0	145	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	62	0	424	211	358	279	124	0	0	145	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
Final Vol.:	0	62	0	424	211	358	279	124	0	0	145	130
												·
Saturation FI	Low Mo	odule	:									
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.67	0.33	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	0	428	0	337	167	584	447	474	0	0	424	462
Capacity Anal	Lysis	Modu.	le:									
Vol/Sat:	XXXX	0.14	XXXX	1.26	1.26	0.61	0.62	0.26	XXXX	XXXX	0.34	0.28
Crit Moves:		****			****		****				* * * *	
Delay/Veh:	0.0	12.3	0.0	154.5	154	17.8	22.7	12.8	0.0	0.0	15.1	13.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.3	0.0	154.5	154	17.8	22.7	12.8	0.0	0.0	15.1	13.2
LOS by Move:	*	в	*	F	F	С	С	В	*	*	С	В
ApproachDel:		12.3		-	L05.2			19.7			14.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.3		-	105.2			19.7			14.2	
LOS by Appr:		В			F			С			В	
***********	* * * * * *	* * * * * *	******	*****	*****	******	****	* * * * * *	******	*****	*****	******

AM Cumulative	e No	2nd E	xt. Mc	n Nov	15,	2004 10	:59:1	9		Pa	ige 9	55-1
			Level C	of Ser	vice	Computa	tion l	Repor	t 			
	2000	HCM O	peratic	ns Mei	thod	(Future	VOLUI	ne Al'	ternati	.ve)	بر ماید ماید با از با	ل حل حل حل حل حل
***********	****	****	******	*****	****	******	*****	* * * * *	* * * * * * * *			
Intersection	#131	6 Sec	ond/Ini	.ra		وأو واو وأو مار بار مار مار	مله مله مله مله .	ىلە ملە ملە بلە	مله مله مله مله مله مله		به مله مله مله م	
****	****	****	******	*****	* * * * *	Owition.	1 17-3	10	/v).		n 01	
Cycle (sec):)	6		4		Amorphoid.	T VOT	./Cap	(A);		0.03 26	20 0
Loss rime (se	ec):	7	9 (I+R	= 4 8	sec)	Average	Derag f Com	y (se	c/ven/:		20.	. .
Optimal Cycle	2:	*****	******	*****	*****	10001 U	L DEL'	*****	* * * * * * *	******	****	******
Annroach.	 NT	vth D	ound	901 901	,+h ⊒	ound	ਸ: ਸ:	act B	പനവ	ĨĸĨæs	at Br	und
Movement:	T.	 		т	асн D - т	- P	т	дыс ы. - т	- P	T	ле D. Т	- R
MOVEMENC:												
Control·	יס	rotec	l ted	ן P1	rotec	ted	1	Permi	tted	Pe	ermit	ted
Rights.	1	Incl	ude		Incl	ude	-	Incl	ude]	inclu	ıde
Min Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1 (0 1	1 0	1 (0 0	1 0	1 0	0	1 0
Volume Module	: ∋: AM		I	1			•		·			
Base Vol:	0	13	30	32	69	0	0	0	0	15	0	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	13	30	32	69	0	0	0	0	15	0	8
Added Vol:	276	569	27	158	532	375	177	19	68	26	52	175
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	582	57	190	601	375	177	19	68	41	52	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88 0	.88	0.88
PHF Volume:	314	661	65	216	683	426	201	22	77	47	59	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	661	б5	216	683	426	201	22	77	47	59	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
Final Vol.:	314	661	65	216	683	426	201	22	77	47	59	208
Saturation F	Low M	odule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1	.900	1900
Adjustment:	0.93	0.92	0.92	0.93	0.88	0.88	0.42	0.87	0.87	0.68 0	.87	0.87
Lanes:	1.00	1.82	0.18	1.00	1.23	0.77	1.00	0.22	0.78	1.00 0	.22	0.78
Final Sat.:	1769	3180	311	1769	2052	1280	801	359	1285	1285	364	1280
Capacity Anal	lysis	Modu	le:									
Vol/Sat:	0.18	0.21	0.21	0.12	0.33	0.33	0.25	0.06	0.06	0.04 0	0.16	0.16
Crit Moves:	* * * *				* * * *		****					
Green Time:	11.9	21.5	21.5	12.6	22.3	22.3	16.8	16.8	16.8	16.8 1	6.8	16.8
Volume/Cap:	0.90	0.58	0.58	0.58	0.90	0.90	0.90	0.21	0.21	0.13 0	.58	0.58
Uniform Del:	23.5	15.6	15.6	21.3	17.8	17.8	20.7	16.5	16.5	16.1 1	8.5	18.5
IncremntDel:	24.2	0.7	0.7	2.3	8.8	8.8	33.5	0.2	0.2	0.2	1.8	1.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	00	1.00
Delay/Veh:	47.7	16.3	16.3	23.6	26.5	26.5	54.2	16.8	16.8	16.3 2	0.4	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:	47.7	16.3	16.3	23.6	26.5	26.5	54.2	16.8	16.8	16.3 2	0.4	20.4
HCM2kAvg:	10	6	6	5	14	14	12	2	2	1	5	5
**********	****	*****	******	*****	****	******	*****	*****	******	******	****	*****

MITIG8 - AM C	Cumula	ative	No 2We	d Dec	8, 20	04 09:	03:23				Page	1-1
]	Level O	f Ser	vice (Computa	tion 1	Report				
	FHW	A Rou	ndabout	Metho	od (Fu	iture V	olume	Alter	mative)		
**********	****	* * * * *	*****	****	* * * * * *	*****	*****	* * * * * *	*****	*****	*****	*****
Intersection *********	#131 *****	7 Jim *****	_Moore- ******	Fourt1	h/Thi: *****	d ******	*****	* * * * * *	*****	* * * * * * 7	* * * * * *	*****
Average Delay	/ (sea	c/veh): ******	69.5	* * * * * *	*****	*****	Le *****	evel Of	Serv:	ice: *****	F *****
Approach	Not	rth Be	ound	Soi	uth Bo	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	Т	- T	- R	L	- T	- R	L	- T	- R	L ·	- т	- R
								-				
Control:	Yie	ald S	ian '	' Yie	eld Si	.qn	' Yie	eld Si	lqn	Yie	eld Si	.qn '
Lanes:		1	-)		1	- <u>-</u>		1	2		1	-
]						[
Volume Module	: -: >>	Couni	t Date:	'10 Ma	ar 200)4 << 7	:15 -	8:15	AM - A	djuste	ed	'
Base Vol:	67	155	45	15	394	48	3	20	28	128	64	9
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	155	45	15	394	48	3	20	28	128	64	9
Added Vol:	41	298	158	100	279	37	24	163	17	74	215	39
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	453	203	115	673	85	27	183	45	202	279	48
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	130	546	245	139	811	102	33	220	54	243	336	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	546	245	139	811	102	33	220	54	243	336	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	130	546	245	139	811	102	33	220	54	243	336	58
PCE Module:												
AutoPCE:	130	546	245	139	811	102	33	220	54	243	336	58
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	130	546	245	139	811	102	33	220	54	243	336	58
Delay Module:	: >> '	Time 1	Period:	0.25	hours	3 <<						
CircVolume:		392			710			1193			708	
MaxVolume:		989			817			556			817	
PedVolume:		0			0			0			0	
AdjMaxVol:		989			817			556			817	
ApproachVol:		920			1052			307			637	
ApproachDel:		30.2			151.3			14.2			18.1	
Queue:		14.8			39.4			3.3			7.9	

MITIG8 - AM C	umula	ative	No 2Tue	e Dec	7, 20	004 16:2	29:01]	Page	1-1
			evel O	f Serv	vice (Computat	cion R	leport				
2	:000 F	ICM Op	eratio	ns Met	hod	(Future	Volum	ne Alt	ternati	ve)		
*****	****	* * * * *	* * * * * *	* * * * * *	****	*****	*****	****	******	*****	* * * * *	*****
Intersection	#1317	7 Jim_	Moore-1	Fourth	ı/Thi:	rd						
****	*****	* * * * *	* * * * * * *	* * * * * *	****	******	*****	****	******	*****	*****	*****
Cycle (sec):		60			(Critical	l Vol.	/Cap	. (X):		1.03	10
Loss Time (se	ec):	9	(Y+R :	= 4 s	sec) i	Average	Delay	/ (see	c/veh):		47.	6
Optimal Cycle	::	150			-	Level Of	f Serv	rice:				D
*********	****	*****	*****	* * * * * *	****	******	*****	****	******	*****	*****	*****
Approach: Movement:	Nor L -	rth Bo - T	und - R	Sou L -	ith Bo - T	ound - R	Ea L -	ast Bo - T	ound - R	L -	st Bo T	- R
 C1]				 D-			 r	ormi i	 Ftod	 D/	≏rmit	ted
Control:	PI	rotect	ea an	PI	Tral	udo	Ľ	Tnol	udo		Inclu	ide
Rights:	0	THOTA	ue o	0	TUCT	n n	0	1101	0	0	0	0
MIN. Green:	1 0		1 0	1 0	ນ ດັ	1 0	1 0) ດັ	1 0	1 0	0	1 0
Volume Module	: >>	Count	Date:	10 Ma	ar 20	04 << 7	:15 -	8:15	AM - A	djuste	d	1
Base Vol:	67	155	45	15	394	48	3	20	28	128	64	9
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	155	45	15	394	48	3	20	28	128	64	9
Added Vol:	41	298	158	100	279	37	24	163	17	74	215	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	453	203	115	673	85	27	183	45	202	279	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:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	130	546	245	139	811	102	33	220	54	243	336	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	226	
Reduced Vol:	130	546	245	139	811	102	- <u>-</u>	220	3 0 0	243	330	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	100	1.00	220	1.00	243	336	58
Final Vol.:	130	540	245	1	011	!						
Coturation Fl		່ວດີນໄດ້	1	1		1	1		ţ	ł		I
Sat/Lane.	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.96	0.96	0.26	0.95	0.95	0.42	0.96	0.96
Lanes:	1.00	0.69	0.31	1.00	0.89	0.11	1.00	0.80	0.20	1.00	0.85	0.15
Final Sat.:	1769	1227	550	1769	1625	205	492	1450	356	803	1554	267
Capacity Anal	lysis	Modul	e:	•								
Vol/Sat:	0.07	0.44	0.44	0.08	0.50	0.50	0.07	0.15	0.15	0.30	0.22	0.22
Crit Moves:	* * * *				* * * *					* * * *		
Green Time:	4.3	28.3	28.3	5.0	29.1	29.1	17.7	17.7	17.7	17.7	17.7	17.7
Volume/Cap:	1.03	0.94	0.94	0.94	1.03	1.03	0.22	0.52	0.52	1.03	0.74	0.74
Uniform Del:	27.9	15.0	15.0	27.4	15.5	15.5	16.0	17.6	17.6	21.2	19.1	19.1
IncremntDel:	88.4	18.4	18.4	56.7	38.3	38.3	0.8	0.9	0.9	66.7	5.3	5.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	100	1.00	1.00	1.00
Delay/Veh: 1	116.3	33.5	33.5	84.0	53.7	53.7	16-8	18.5	100	۵/.۵ ۱ 00	44.3	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	10 5	10 0	1.00	1.00 21 2	24 2
AdjDel/Veh: 1	116.3	33.5	33.5	84.U	53.7	53./ 20	10.0 7	то.э к	то.э г	19	د. ی م م	د. ב- <u>م</u>
HCMZKAVG:	/ *****	∠∪ *****	∠U ******	0 *****	⊿0 *****	20 ******	ے *****	ر ****	 *******	· ******	****	

MITIG8 - AM C	umula	tive :	No 2Moi	n Nov	15, 2	2004 16	:00:49	_ 			Page	1-1
	 :000 н	L CM Op	evel 0 eratio	f Serv ns Met	ice (Computa (Future	tion R Volum	eport e Alt	: : : : : :	ve)		
* * * * * * * * * * * * *	*****	****	*****	*****	****	******	* * * * * *	* * * * *	*****	*****	****	*****
Intersection	#1318	Jim_	Moore/	First							بالدياب الدياب	باو باو باو بار بار
*****	*****	*****	* * * * * *	*****	****	******	*****	****	*****	*****	*****	****
Cvcle (sec):		100			(Critica	1 Vol.	/Cap.	(X)		0.82	4
Loss Time (se	ec):	9	(Y+R	= 4 s	ec) I	Average	Delay	(sec	c/veh):		1/.	5
Optimal Cvcle	2:	74]	Level O	f Serv	rice:				B
*****	*****	*****	* * * * * *	* * * * * *	****	*****	*****	****	******	*****	*****	*****
Approach: Movement:	Nor L -	th Bo - T	und - R	Sou L -	th Bo	ound - R	Ea L -	st Bo T	ound - R	We L -	st Bo T	una - R
	 D~		i	ן סי	otec	ted	' F	ermit	ted	Ē	ermit	ted
Control:	51	Inclu	de de	ب ۲	Incl	ude	-	Inclu	ıde		Inclu	de
Rignes:	n	noru	n n	Ο	0	0	0	0	0	0	0	0
Min. Green:	1 0	ົ່	1 0	1 0	0	1 0	0 0	0	1 0	0 0) 1!	0 0
Lanes.						1				1		
Volume Module	: : >>	Count	Date:	10 Ma	ar 20	04 << 7	:15 -	8:15	AM			
Base Vol:	13	259	80	17	528	5	0	6	6	61	3	8
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	259	80	17	528	5	0	6	6	61	3	8
Added Vol:	18	490	92	20	351	0	0	2	7	30	3	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	749	172	37	879	5	0	8	13	91	6	15
User Adi:	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
DHE DY-	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHE Volume:	39	936	215	46	1099	6	0	10	16	114	8	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	936	215	46	1099	6	0	10	16	114	8	19
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TUL INC.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	39	936	215	46	1099	6	0	10	16	114	8	19
Saturation F	low Mo	odule:										4000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	1.00	1.00	1.00	0.92	0.92	0.73	0.73	0.73
Lanes:	1.00	0.81	0.19	1.00	0.99	0.01	0.00	0.38	0.62	0.82	0.05	0.13
Final Sat.:	1805	1502	345	1805	1887	11	. 0	663	1077	, 1129	/4	180
				·								
Capacity Ana	lysis	Modul	e:					0 00	0 00	0 10	0 10	0 10
Vol/Sat:	0.02	0.62	0.62	0.03	0.58	0.58	0.00	0.02	0.02	0.10	****	0.10
Crit Moves:		****		****			0.0	10 0	10 0	12 2	12 2	12 2
Green Time:	2.8	75.7	75.7	3.1	/6.0	/6.0	0.0	12.2	0 12	0 82	0 82	0 82
Volume/Cap:	0.77	0.82	0.82	0.82	0.77	0.//	0.00	20 7	20 1	42 P	42 8	42 8
Uniform Del:	48.3	7.9	7.9	48.2	6.9	6.9	0.0	ຸງລາງ ເບັ		74.0 26 6	76. F	26.6
IncremntDel:	50.0	4.1	4.1	60.9	2.5	2.5	0.0	1 00	1 00	1 00	1 00	1 00
Delay Adj:	1.00	1.00	1.00	1.00	T.00	L.00	0.00	20 4	30 V	1.00 40 E	400 69 5	69 5
Delay/Veh:	98.3	12.0	12.0	109.1	9.4	9.4	1 00	39.4	1 00	1 00	1 00	1 00
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.UU	30 ¥	τ.00 Τ.00	1.00 69 5	69 5
AdjDel/Veh:	98.3	12.0	12.0	109.1	9.4	9.4	0.0	ンプ・4 1	39.4 1	09.0 Ω	97.J 8	92.9 R
HCM2kAvg:	3	25	24	5 	*****		ነቶቶቶቶታ በ	r****	+ + + + + + + +	*****	*****	·· * * * * * *
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MITIG8 - AM (Cumula	ative	No 2Mo	n Dec	13, 2	004 16	:46:2	1			Page	1-1
]	Level O	f Ser	vice C	omputa	tion l	Report	5	`		
	FHW	A Roui	ndabout	Metho	od (Fu	ture V	olume	Alte	rnative)		
*****	****	*****	******	*****	*****	*****	****	*****	******	****	*****	*****
Intersection	#131 *****	B Jim_ *****	_Moore/ ******	First *****	* * * * * *	* * * * * *	****	* * * * * *	*****	****	* * * * * *	*****
Average Delay	/ (sec *****	c/veh)): ******	44.8 *****	*****	*****	****	Ŀ€ * * * * *	evel Of ******	Serv:	ice: *****	E *****
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Movement:	L	- T	- R	L	- T	- R	Ŀ	- T	- R	Г -	- T	- R
												
Control:	Yi	eld S:	ian	' Yie	eld Si	an	Yie	eld S:	iqn	' Yie	eld Si	.qn
Lanes:					1	5		1	5		1	2
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Page Vol:		259	80 80	17	528	т т , , , , Ц		6	6	61	3	8
Growth Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00
Tritial Prov	1.00	2.00	2.00	17	528	±.00	1,00	±.00	<u> </u>	61		2,000
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DaccorPullol.	T0	0 ±	<u>م</u> ر ۱	20	0	Ň	0	0	'n	0	0	0
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PHF Adj:	0.00	0.00	0.00	0.00	1000	0.00	0.00	10	16	114	0.00 8	19
PAr VOLUME:	0	026	210	-10	1022	0	0	10	10	0	0	
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neuliceu vol:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
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AutoPCE:	39	936	215	46	1099	6	0	10	16	114	8	19
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	39	936	215	46	1099	6	0	10	16	114	8	19
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ApproachVol:		1190			1151			26			140	
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PHF Volume: 143 0 137 10 30 115 0 1798 0 40 907 0 Reduct Vol: 0	PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.00	1700	0.00	40	9.00	0.00
Reduct Vol: 0 <td< td=""><td>PHF Volume:</td><td>143</td><td>0</td><td>137</td><td>10</td><td>30</td><td>115</td><td>0</td><td>1/90</td><td>0</td><td></td><td>0</td><td>0</td></td<>	PHF Volume:	143	0	137	10	30	115	0	1/90	0		0	0
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MLF Adj: 1.00	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	0.00	1 00	1 00	1 00
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Final Sat.: 1383 0 1581 1430 1862 1583 0 1500 1705	Lanes:	1.00	0.00	1.00	1420	1002	1500	0.00	2538	1000	1769	3538	0.00
Capacity Analysis Module: Vol/Sat: 0.10 0.00 0.09 0.01 0.02 0.07 0.00 0.51 0.00 0.02 0.27 0.00 Crit Moves: **** Green Time: 9.9 0.0 9.9 9.9 9.9 9.9 0.0 48.9 0.0 2.1 51.1 0.0 Volume/Cap: 0.73 0.00 0.61 0.05 0.11 0.51 0.00 0.73 0.00 0.73 0.37 0.00 Uniform Del: 28.7 0.0 28.2 25.9 26.2 27.8 0.0 6.5 0.0 33.6 3.5 0.0 IncremntDel: 12.8 0.0 4.9 0.1 0.2 2.0 0.0 1.1 0.0 39.0 0.1 0.0 Delay Adj: 1.00 0.00 1.00 1.00 1.00 1.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 Delay/Veh: 41.5 0.0 33.1 26.1 26.4 29.8 0.0 7.6 0.0 72.6 3.6 0.0 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Final Sat.:	1383	0	1281	1430	10.07	1202	1			1		
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Uniform Del: 28.7 0.0 28.2 25.9 28.2 27.8 0.0 0.5 0.0 0.5 0.0 0.	Volume/Cap:	0./3	0.00	0.61	0.05	0.11	0.01	0.00	6 5	0.00	33 6	3.5	0.0
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Delay/ven: 41.5 0.0 53.1 26.1 29.6 0.0 7.6 0.0 7.2.6 31.6 0.0 User DelAdj: 1.00 </td <td>Delay Adj:</td> <td>1.00</td> <td>0.00</td> <td>1.00</td> <td>26 7</td> <td>26 4</td> <td>20 8</td> <td>0.00</td> <td></td> <td>0.00</td> <td>72.6</td> <td>3.6</td> <td>0.0</td>	Delay Adj:	1.00	0.00	1.00	26 7	26 4	20 8	0.00		0.00	72.6	3.6	0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Delay/Veh:	41.5	0.0	33.⊥ 1 00	20.1	1 00	49.0 1 00	1 00	1 00	1 00	1,00	1.00	1.00
AdjDe1/ven: 41.5 0.0 33.1 20.1 20.4 29.0 0.0 7.0 0.0 7.20 0.0 7.20 0.0 7.0 0.0 7.0 0.0 7.0 0.0 7.0 0.0 7.0 0.0 0	User DelAdj	: 1.00	T.00	1.00	1.UU 26 1	1.UU	70 Q	1.00 T.00	τ.00 7 κ	0.0	72.6	3.6	0.0
HCM2 KAVG: 6 U 4 U 1 5 U 15 0 15 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	AdjDel/Veh:	41.5 C	0.0	33.l	20.1	20.4	29.0 2	0.0	12	0.0	2	4	0
	HCM2 kAvg :	6 6	******	.****** f	***** 0	⊥ ****	ر ******	*****	 *****	******		****	******

MITIG8 - AM C	Cumula	ative	No 2Tu	e Dec	7,20	004 16:	56:16			Pa	age	1-1
		т	.evel O	f Serv	rice ("omputa	tion F	enor	t.			
9	000 F		peratio	ng Met	hod	(Future	Volun	ne Ali	- ternati	ve)		
~ ***********	*****	*****	******	******	****	******	*****	****	*****	******	* * * *	*****
Intersection	#1320	Seco	ond/Lig	ht Fic	hter							
*********	*****	*****	******	******	****	* * * * * * *	* * * * * *	****	* * * * * * *	******	* * * *	*****
Cycle (sec):		60)		(Critica	l Vol.	/Cap	. (X):	(0.87	2
Loss Time (se	ec):	12	2 (Y+R	= 4 5	sec) A	Average	Delay	/ (se	c/veh):		23.	0
Optimal Cvcle	÷:	75	5		. İ	Level 0	f Serv	vice:				С
*****	*****	*****	*****	* * * * * *	****	******	*****	****	* * * * * * *	*****	* * * *	*****
Approach:	Nor	cth Bo	ound	Sou	ith Bo	ound	Εā	ast Bo	ound	West	t Bo	und
Movement:	г.	- T	- R	ь -	- Т	- R	L -	- т	- R	L -	т	- R
Control:	Spl	lit Ph	iase '	Spl	lit Pl	nase	Pi	rotect	ted	Prot	tect	ed
Rights:	-	Inclu	ıde	-	Ovl			Incl	ude	II	nclu	de
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0) 1!	0 0	1 1	LO	0 1	2 () 1	1 0	1 0	2	01
Volume Module	e: Seg	ptembe	er 2004	- AM								
Base Vol:	0	0	1	0	0	125	147	705	12	1 3	381	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	0	l	0	0	125	147	705	12	1 :	381	8
Added Vol:	32	15	35	291	22	173	501	267	41	53	153	460
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	15	36	291	22	298	648	972	53	54	534	468
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89 0	.89	0.89
PHF Volume:	36	17	40	327	25	335	728	1092	60	61 (600	526
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	17	40	327	25	335	728	1092	60	61 (600	526
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
Final Vol.:	36	17	40	327	25	335	728	1092	60	61 (600	526
Saturation F	Low Mo	dule:		•								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1	900	1900
Adjustment:	0.90	0.90	0.90	0.94	0.94	0.83	0.90	0.92	0.92	0.93 0	.93	0.83
Lanes:	0.39	0.18	0.43	1.86	0.14	1.00	2.00	1.90	0.10	1.00 2	.00	1.00
Final Sat.:	663	311	746	3310	250	1583	3432	3328	181	1769 3	538	1583
Capacity Anal	lysis	Modul	le:				-					
Vol/Sat:	0.05	0.05	0.05	0.10	0.10	0.21	0.21	0.33	0.33	0.03 0	.17	0.33
Crit Moves:			* * * *		* * * *		****					* * * *
Green Time:	3.7	3.7	3.7	6.8	6.8	21.4	14.6	33.9	33.9	3.5 23	2.9	22.9
Volume/Cap:	0.87	0.87	0.87	0.87	0.87	0.59	0.87	0.58	0.58	0.58 0	.45	0.87
Uniform Del:	27.9	27.9	27.9	26.2	26.2	15.7	21.8	8.4	8.4	27.5 1	3.8	17.2
IncremntDel:	49.1	49.1	49.1	18.3	18.3	1.7	9.9	0.4	0.4	8.0	0.2	13.1
Delav Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
Delav/Veh:	77.0	77.0	77.0	44.5	44.5	17.4	31.7	8.9	8.9	35.5 14	4.1	30.3
User DelAdi	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
AdiDel/Veh:	77.0	77.0	77.0	44.5	44.5	17.4	31.7	8.9	8.9	35.5 1	4.1	30.3
HCM2kAva	4	4	4	6	6	6	10	8	8	2	5	13
********	*****	*****	- ******	*****	****	- ******	*****	****	******	*****	****	*****

AM Cumulative	e No 3	2nd E	xt. Mo	on Nov	15,	2004 10	:59:19	Э		I	Page (65-1
			Level (of Serv	vice	Computa	tion H	Report	t			
2	2000 1	HCM OI	peratio	ons Met	thod	(Future	Volu	ne Alt	ternati	lve)		
* * * * * * * * * * * *	****	* * * * *	- * * * * * * * *	*****	* * * * *	******	*****	****	******	******	****	******
Intersection	#132	1 Jim_	Moore	Light	Figh	ter						
* * * * * * * * * * * * *	****	* * * * * *	******	******	* * * * *	******	*****	*****	*****	******	****	*****
Cycle (sec):		80	0			Critical	l Vol	./Cap	(X):		1.08	86
Loss Time (se	èc):	10	6 (Y+R	= 4 8	sec)	Average	Delay	γ (sea	c/veh):	:	73	. /
Optimal Cycle	· + + + + + . ; :	18	0	· * * * * * *	****	Levei 0:	i Serv *****	JlCe:	*****	******	****	出 * * * * * * * *
Approach.	 Ni	rth Bo	onnd Cund	SOI	ith B	ound	Ea	ast Bo	ามกต้	We	est Bo	ound
Movement:	T.	_ m	- R	т	- T	– R	T	- т	- R	L -	· T	- R
Control:	P	rotect	ted	Pi Pi	roted	ted	' Pi	rotect	ted	Pı	rotect	ted
Rights:		Inclu	ude		Incl	ude		Ignor	re		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 0	1 0	1 () 1	1 0	1 () 1	0 1	1 (0 (1 0
Volume Module	2: >>	Count	t Date:	: 22 Se	∋p 20	04 << 7	:15 -	8:15	AM			
Base Vol:	177	147	4	4	405	149	178	112	416	10	64	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:	177	147	4	4	405	149	178	112	416	10	64	2
Added Vol:	494	425	1	1	259	141	236	23	335	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	10	0	0
Initial Fut:	671	572	5	- 5	664	290	414	135	/51	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	220	470	152	0.00	V.00 11	109	0.00
PHF VOLUME:	/63	000	0	0	195	330	4,0	0	0	0	100	<u>م</u>
Reduct VOI:	762	650	5	5	755	330	470	153	0	11	108	2
DCF Add.	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adi.	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol	763	650	±.00	±	755	330	470	153	0	11	108	2
Saturation Fl	ow M	odule	:			,	1			•		·
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.98	0.93	0.89	0.89	0.93	0.98	1.00	0.93	0.98	0.98
Lanes:	2.00	0.99	0.01	1.00	1.39	0.61	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	3432	1844	16	1769	2349	1026	1769	1862	1900	1769	1818	38
		_ .										
Capacity Anal	ysis	Modu.	le:									
Vol/Sat:	0.22	0.35	0.35	0.00	0.32	0.32	0.27	0.08	0.00	0.01	0.06	0.06
Crit Moves:	****				****	~~ -	****	~~ ~			****	
Green Time:	16.4	39.7	39.7	0.4	23.7	23.7	19.6	22.2	0.0	1.7	4.4	4.4
Volume/Cap:	1.09	0.71	0.71	0.71	1.09	1.09	1.09	0.30	0.00	0.30	1.09	2.09
Uniform Del:	31.8	15.7	15.7	39.8	20.2	20.2 51 0	30.Z	22.7	0.0	20.3	57.0 114	37.0 114 4
Incremntuel:	J 00	1 00	1 00	1 00	24.8 1 00	04.0 1 00	1 00.4	1 00	0.0	1 00	1 00	1 00
Delay Auj:	1.UU	10 7	י פד	185 0	27 O	80 G	98 K	23 7	0.00	42 8	152	152 2
Herr Deladi.	1 00	1 00	1 00	1 00	1 00	1,00	1.00	1.00	1,00	1.00	1.00	1.00
AdiDel/Veh.	91 5	18 2	18.3	185.0	82.9	82.9	98.6	23.1	0.0	42.8	152	152.2
HCM2kAva.	18	14	12	100.0	2.3	23	22	3	0			- 7
*******	 ****	*****	 *******	- *****	 ****	******	 *****	- * * * * * *	******	 ******	*****	******

AM Cumulative	e No 2	2nd Ex	t. Mo	n Nov	15,	2004 10	:59:19	€ • • • • • • •		P	age 6	57-1
												
-		L	evel 0	f Serv	/ice	Computat	tion f	lepor	E Eorrati			
	2000 1	нсм ор	eratio:	ns Met ******	2000 	(Fucure	VOLUI *****		+******	-ve) ******	* * * * * *	*****
*********	*****	× × × × × ×	*****	~~~~~								
Intersection	#1322	2 J1m_	Moore/	GIGTIL	1g • • • • •	******	* * * * * *		*****	*****	* * * * * *	*****
************	****	******	*****	~ ~ ^ ^ ^ /		Orition		1000	(Y).		1 07	29
Cycle (sec):		50		_ 1 6	ind)	Average	TOV I TeleT	./cap z (ce	$-(\Lambda)$.		50	0
Loss Time (se	ec):	10	(1+K	- 41	sec/	Iovel O	Deray f Corr	rice	c/ven/.		50.	. О П
optimal Cycle	; 	⊥⊥フ ******	*****	*****	****	10VCI U.	*****	· * * * * *	******	*****	****	******
Annroach .	Not	rth Bo	und	Soi	ith B	ound	Ea	ast Be	ound	We	st Bo	ound
Approach: Mourement:	т		- D	т	- T	– R	T	- т	- R	Т,	T	- R
movement:			- K									
Control	₽ı	rotect	ed	ו Pi	roted	ted	' Pi	otec	ted	' Pr	otect	ced '
Pichts.		Tanor	e		Tano	re		Incl	ude		Iqnor	re
Min Green.	0	191101	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (0 2	0 1	1 (2	0 1	1 (0 0	1 0	1 0	1	0 1
												
Volume Module	2: >>	Count	Date:	3 Mai	r 200	4 << 7:2	15 - 8	3:15 ž	AМ			
Base Vol:	18	288	71	166	625	101	21	23	16	106	43	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	288	71	166	625	101	21	23	16	106	43	16
Added Vol:	69	793	122	26	487	31	68	43	46	82	32	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1081	193	192	1112	132	89	66	62	188	75	45
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.78	0.78	0.00	0.78	0.78	0.00	0.78	0.78	0.78	0.78	0.78	0.00
PHF Volume:	112	1386	0	246	1426	0	114	85	79	241	96	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1386	0	246	1426	0	114	85	79	241	96	0
PCE Adi:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	112	1386	0	246	1426	0	114	85	79	241	96	0
Saturation F	Low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	1.00	0.93	0.93	1.00	0.93	0.91	0.91	0.93	0.98	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.52	0.48	1.00	1.00	1.00
Final Sat.:	1769	3538	1900	1769	3538	1900	1769	890	836	1769	1862	1900
Capacity Anal	lysis	Modul	e:									
Vol/Sat:	0.06	0.39	0.00	0.14	0.40	0.00	0.06	0.10	0.10	0.14	0.05	0.00
Crit Moves:		* * * *		****				****		****		
Green Time:	4.1	22.6	0.0	8.0	26.5	0.0	7.4	5.5	5.5	7.9	5.9	0.0
Volume/Cap:	0.91	1.04	0.00	1.04	0.91	. 0.00	0.52	1.04	1.04	1.04	0.52	0.00
Uniform Del:	27.7	18.7	0.0	26.0	15.7	0.0	24.6	27.3	27.3	26.1	25.7	0.0
IncremntDel:	55.0	35.5	0.0	69.1	8.5	0.0	2.3	82.4	82.4	69.8	2.7	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	82.8	54.2	0.0	95.1	24.2	0.0	26.9	110	109.7	95.8	28.4	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:	82.8	54.2	0.0	95.1	24.2	0.0	26.9	110	109.7	95.8	28.4	0.0
HCM2kAvg:	5	23	0	11	17	0	3	8	8	10	3	0
*****	****	* * * * * *	*****	****	* * * * *	******	* * * * * *	****	******	*****	****	*****

AM Cumulative	e No 2	2nd E:	xt. Mo	on Nov	15,	2004 1	0:59:1	9		I	Page (59-1	
										· 			
			Level (Of Ser	vice	Computa	ation 1	Repor	t				
	2000 1	HCM O	peratio	ons Met	thod	(Future	e Volu	me Al	ternati	ve)			
*****	* * * * *	*****	- * * * * * * * *	*****	* * * * *	*****	* * * * * *	* * * * *	*****	*****	****	******	
Intersection	#132:	3 Jim_	Moore,	/Norman	ndy							1. 1. d. 1. d. d	
********	*****	*****	* * * * * * * *	*****	* * * * *	******	*****	*****	*******	*****	*****	******	
Cycle (sec):		6	0		\$	Critica	al vol	./Cap	. (X):		1,186		
Loss l'ime (se	∋c):	1.	2 (Y+R	= 4 9	sec)	Average	e Deraj Se Com	y (se	c/ven):		/8	.4	
Optimal Cycle	2: *****	ا⊔⊥ *****	U * * * * * * *	*****	****	******	JL DEL	*****	* * * * * * *	*****	****	 * * * * * * *	
Approach:	Noi	rth Bo	ound	Soi	ith B	ound	E	ast B	ound	We	est Bo	ound	
Movement:	ь	- T	- R	Ŀ	- T	- R	L	- T	- R	L -	· T	- R	
Control:	P	rotect	ted	Pi	rotec	ted		Permi	tted	I	Permit	ted	
Rights:		Incl	ıde		Incl	ude		Incl	ude		Inclu	ıde	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1 (0 1	1 0	1 () 2	0 1	0 1	0 1!	0 0	00) 11	0 0	
Izaluma Madula							7.15 -	0.15	 7.M				
Volume Module	≓: >> ₄∩	Courr	L Date:	: 30 MG ∠1	ar 20 597	04 << 00		0.10	22	56	73	27	
Dase Vol:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	00 r	1 00	1 00	
GIOWEN AUJ:	1.00	700	1.00	1.00	597	1.00	1.00	1.00	2.00	56	73	27	
Added Vol.	-#U 21	710	4	107	459	50	81	22	64	7	10	192	
PasserByVol:	0	, 10	Ô	0	0	Ő	0	0	0	, O	0	0	
Initial Fut:	61	998	69	168	1056	139	143	66	99	63	83	219	
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	
PHF Volume:	81	1331	92	224	1408	185	191	88	132	84	111	292	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	81	1331	92	224	1408	185	191	88	132	84	111	292	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	l.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.:	81	1331	92	224	1408	185	191	88	132	. 84	111	292	
				·									
Saturation Fl	Low Mo	odule	:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.85	0.51	0.51	0.51	0.80	0.80	0.80	
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	0.47	206	200	262	0.23	0.50	
Final Sat.:	1805	3343	231	1802	3010	1012	44/	206	309	203	.34/	910	
Conscity Ana	veie	Moduí							1	1		1	
Vol/Cat.	LABTR	MOQU.		0 12	039	0 11	0 43	0 43	0 43	0 32	0 32	0 32	
Crit Moves.	0.05	****	0.40	****	0.52	V.11	0.40	****	0,10	0.52	0.52	0.52	
Green Time:	27	20 1	20 1	63	23.7	23.7	21.6	21.6	21.6	21.6	21.6	21.6	
Volume/Cap:	0.99	1.19	1.19	1.19	0.99	0.29	1.19	1.19	1.19	0.89	0.89	0.89	
Uniform Del:	28.6	19.9	19.9	26.9	18.0	12.4	19.2	19.2	19.2	18.0	18.0	18.0	
IncremntDel:	95.2	92.5	92.5	124.7	21.1	0.3	109.3	109	109.3	15.9	15.9	15.9	
Delay Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh: 1	123.8	112	112.5	151.6	39.1	12.7	128.5	128	128.5	34.0	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: 1	123.8	112	112.5	151.6	39.1	12.7	128.5	128	128.5	34.0	34.0	34.0	
HCM2kAvg:	5	31	30	12	21	3	33	34	33	14	14	14	
*****	*****	****	* * * * * * *	******	****	*****	*****	*****	******	*****	*****	*****	

MITIG8 - AM C	lumula	ative	No 2Tu	e Dec	7, 2	004 18:3	35:37			Pag	e 1-1
										 -	
_		I	Jevel O.	f Serv	rice (Computat	tion H	lepor			
2	1 000 F	icm o <u>r</u>	peration	ns Met	noa	(Future	votu	ne Ali	ternati	.ve) .********	***
*********	*****	*****	*****	*****	*****	******	* * * * * *		* * * * * * * *		
Intersection	#1324	l Jim_	Moore/		. بالد بالد بالد با	ه طه طه طه طه طه طه م	4		*****	*******	******
****	****	*****	* * * * * * * *	* * * * * *		~~i+iaa"	1 1007	10000	/v\.	^ ^	003
Cycle (sec):	ן די (די די	Dolar Dolar	./cap r (co	$\cdot (A)$: a/wah	. 1	9 7 9 7					
Loss Time (se	3C):	-7-) (I+R :	= 4 8	sec) i	Lovol Of	Deray F Com	rice:	c/ven/.		J.2 R
Optimal Cycle		./. .*****	******* 2	*****	*****	******	L DELV	*****	*****	*****	*******
Annroach.	NO	eth Br	hund	SOI	1th B	ഡനർ	Ea	ast Bo	ound	West	Bound
Movement:	т	- T	- R	T	- т	- R	Τ	- T	- R	L - T	- R
movement.]	
Control·	T	Permit	ted (I I	Permi	tted	t I	Permit	tted	Perm	itted
Rights.		Inclu	ide	-	Incl	ıde		Incl	ude	Inc	lude
Min. Green:	0	0	0	0	0	0	0	0	0	0	0 0
Lanes:	1 (0 0	1 0	1 () 1	0 1	0 1	L O	01	0 0 1	100
											- -
Volume Module	e: >>	Count	Date:	31 Ma	ar 20	04 << 7	:30 -	8:30	AM		
Base Vol:	86	255	0	0	646	91	63	0	100	O	0 0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
Initial Bse:	86	255	0	0	646	91	63	0	100	0	0 0
Added Vol:	10	522	227	50	340	83	139	19	29	128	9 21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0 0
Initial Fut:	96	777	227	50	986	174	202	19	129	128	9 21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92 0.9	2 0.92
PHF Volume:	104	845	247	54	1072	189	220	21	140	139 1	0 23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0 0
Reduced Vol:	104	845	247	54	1072	189	220	21	140	139 1	0 23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
Final Vol.:	104	845	247	54	1072	189	220	21	140	139 1	0 23
			[
Saturation FI	Low Mo	odule	:								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 190	0 1900
Adjustment:	0.10	0.97	0.97	0.10	1.00	0.85	0.70	0.70	0.85	0.43 0.4	3 0.43
Lanes:	1.00	0.77	0.23	1.00	1.00	1.00	0.91	0.09	1.00	0.81 0.0	6 0.13
Final Sat.:	190	1420	415	190	1900	1615	1223	115	1615	665 4	7 109
									!		[
Capacity Anal	lysis	Modu.	le:								
Vol/Sat:	0.55	0.59	0.59	0.29	0.56	0.12	0.18	0.18	0.09	0.21 0.2	1 0.21
Crit Moves:		* * * *								***	* 14 1
Green Time:	39.9	39.9	39.9	39.9	39.9	39.9	14.1	14.1	14.1	14.1 14.	1 14.1
Volume/Cap:	0.82	0.89	0.89	0.43	0.85	0.18	0.77	0.77	0.37	0.89 0.8	9 0.89
Uniform Del:	7.4	8.3	8.3	4.7	7.7	3.8	21.4	∠⊥ 4	19.3	22.2 22.	4 44.2
IncremntDel:	33.8	8.6	8.6	2.3	5.5	0.1	10.8	10.8	0.6	36.7 36.	/ 36.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 <u>1.00</u>
Delay/Veh:	41.2	16.9	16.9	7.0	13.2	3.9	32.3	32.3	19.9	59.0 59.	0 59.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
AdjDel/Veh:	41.2	16.9	16.9	7.0	13.2	3.9	32.3	32.3	19.9	59.0 59.	0 59.0
HCM2kAvg:	17	21	21	5	18	1	8		3	11 11	11
********	* * * * * *	* * * * *	* * * * * * *	*****	****	******	* * * * * *	****	* * * * * * *		

MITIG8 - AM (Cumula	ative	No 2Tu	e Dec	7, 2	004 18:	42:17				Page	1-1
		1	Level O	f Ser	vice	Computa	tion 3	Report	t			
-	2000 1	HCM O	peratio	ns Met	thod	(Future	Volu	me Alt	ternati	ve)		
*******	****	****	- * * * * * * *	*****	* * * * *	******	****	****	*****	*****	****	******
Intersection	#132	5 Jim	Moore/	Broady	wav							
*****	*****	*****	, ******	*****	*****	******	*****	* * * * * *	* * * * * * * *	*****	*****	******
Cycle (sec) ·		6	0			Critica	1 Vol	/Can	. (X) :		1.0	11
Loss Time (se	<u>-</u>		9 (Y+R	= 4	ടംഗ)	Average	Dela	v (se	-/veh):		36	. 4
Optimal Cycle	207 ·	13.))			Level O	f Ser	y (Se. Vice:	0,0011,0		20	П
*******	- • * * * * * *	*****	_ * * * * * * * *	*****	****	******	*****	*****	*****	*****	*****	 ******
Approach.	Mo	rth D/	ound	eon	th B	ound	ធា	act Dr	hund	TAT 4	art Br	hund
Approach:	т NO.	rcii Di	Dunu	т 501		Dana	T		Dunu D	т.	- т	
movement:	F T .	- 1	- K	н 1	- 1	- r	1 1 1	- 1	- r.	·	- 1	- K
Gentural						+		 14+ D1		0	 1-1	
Control:	Ρ.	roceci	cea .a.	P.	rotec Tanal	Lea	sp.	IIL PI	ldse .dse	sp.	LIL PI	1036
Rights:		Incli	aae		TUCT.	uae	•	INCI	lae	~	incii	iae
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (0 1	0 0	0 0) I	0 1	, L (0 0	0 1	. 0 (0	0 0
							[
Volume Module	e: >>	Count	t Date:	28 Se	ep 20	04 << 7	:30 -	8:30	AM			
Base Vol:	58	87	0	0	435	311	254	0	264	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:	58	87	0	0	435	311	254	0	264	0	0	0
Added Vol:	1	494	0	0	332	165	265	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	581	0	0	767	476	519	0	265	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 Adi:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	69	676	0	0	892	553	603	0	308	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	676	0	0	892	553	603	0	308	0	0	0
PCE Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
MLE Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Final Vol ·	1.00 69	676	1.00	1.00	200	553	£03	T 1 0 0	208	1,00	1.00	1.00
rinai vor	00	070		J			1			1		
Coturotion El	ow M	പ്പിക		1		I	1		1			I
Saturation Fi	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
Sat/Lane:	1900	1900	1 00	1 00	1900	1900	1900	1 00	1900	1 00	1 00	1 00
Adjustment:	0.93	0.98	1.00	1.00	0.98	0.83	0.93	1.00	1 00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1769	1862	0	0	1862	1583	1769	0	1283	0	0	Ο,
Capacity Anal	lysis	Modu.	Le:									
Vol/Sat:	0.04	0.36	0.00	0.00	0.48	0.35	0.34	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****				* * * *		****					
Green Time:	2.3	30.7	0.0	0.0	28.4	28.4	20.3	0.0	20.3	0.0	0.0	0.0
Volume/Cap:	1.01	0.71	0.00	0.00	1.01	0.74	1.01	0.00	0.58	0.00	0.00	0.00
Uniform Del:	28.8	11.2	0.0	0.0	15.8	12.8	19.9	0.0	16.3	0.0	0.0	0.0
IncremntDel:1	L12.2	2.5	0.0	0.0	32.9	3.9	39.5	0.0	1.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh: 1	L41.0	13.7	0.0	0.0	48.7	16.6	59.3	0.0	17.9	0.0	0.0	0.0
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh: 1	L41.0	13.7	0.0	0.0	48.7	16.6	59.3	0.0	17.9	0.0	0.0	0.0
HCM2kAva:	4	11	0	0	26	10	20	0	6	0	0	0
***********	****	* * * * * *	*****	* * * * * *	****	* * * * * * *	*****	*****	*****	*****	*****	*****

Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative) Intersection #1301 Del_Monte/Reservation Theresection #1301 Del_Monte/Reservation Critical Vol./Cap. (X): 0.878 Loss Time (sec): 12 (Y+R = 4 scc) Average Delay (sec/veh): 32.1 Optimal Cycle: 90 Critical Vol./Cap. (X): 0.878 Approach: North Bound Sast Bound West Bound Monte/Reservation Monte/Reservation <tr< th=""><th>PM Cumulative</th><th>e No 2</th><th>2nd Ex</th><th>t. Mo</th><th>n Nov</th><th>15,</th><th>2004 10</th><th>:56:28</th><th>3</th><th></th><th>- </th><th>Page 2</th><th>25-1</th></tr<>	PM Cumulative	e No 2	2nd Ex	t. Mo	n Nov	15,	2004 10	:56:28	3		- 	Page 2	25-1
Theresection #1301 Del_Monte/Reservation Cycle (sec): 80 Critical Vol./Cap. (X): 0.878 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 32.1 Optimal Cycle: 90 Level Of Service: C Approach: North Bound South Bound East Hound West Bound Movement: L - T - R L - T - R L - T - R C - T - R Control: Protected Protected Split Phase Split Phase Rights: Ol 0 0 0 0 0 0 Min Green: 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0			L	evel 0	f Serv	/ice	Computa	tion H	Report	t t			
Intersection #1301 Del_Monte/Reservation Approach: 90 Critical Vol./Cap. (X): 0.878 Loss Time (sec): 12 (YAR = 4 sec) Average Delay (sec/veh): 32.1 Optimal Cycle: 90 Level Of Service: C Approach: North Bound South Bound East Bound Mest Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Split Phase Split Phase Nin Green: 0 0 0 0 0 0 0 Volume Module: > Countr Date: 10 Jun 2004 <	ک که جاید جاید جاید جاید جاید جاید جاید جاید		-CM OP	eracio	112 MG(-1100 F****	\ruture	vo⊥ui *****	NC AI:	******	· * * * * * *	*****	******
Cycle (sec): 50 Critical Vol./Cap. (X): 0.878 Loss Time (sec): 12 (Y+R = 4 sc) Average Delay (sec/veh): 32.1 Approach: North Bound South Bound East Bound Nest Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Split Phase Split Phase Rights: Ov1 Include Include Include Lanes: 1 0 1 0 2 2 0 1 1 0 0 1 0 1 0 2 0 0 0 0	Intersection	#130	1 Del_	Monte/	Reserv	vatio	n ++++++++	*****	****	* * * * * * * *	*****	*****	*****
Cycle [sec): S0 Cirical Vol./Lap. (A): 0.378 Loss Time (sec): 12 (YR = 4 scc) Average Delay (sec/veb): 32.1 Optimal Cycle: 90 Level Cf Service: C Approach: North Bound South Bound East Bound West Bound Approach: I - T - R L - T - R L - T - R L - T - R Control: Frotected Protected Split Phase Split Phase Rights: Ov1 Include Include Include Win. Green: 0 <td>~ ~ ~ ` `</td> <td>*****</td> <td>*****</td> <td>*****</td> <td>~ ~ ~ ~ ~ ~</td> <td></td> <td>aniti -</td> <td></td> <td>////</td> <td>(v).</td> <td></td> <td></td> <td>70</td>	~ ~ ~ ` `	*****	*****	*****	~ ~ ~ ~ ~ ~		aniti -		////	(v).			70
Loss Time (sec): If (ref = 4 Bec) Average Delay (sec)/ell; Ja.1 Optimal Cycle: 90 Level Of Service: C Approach: North Bound South Bound East Bound West Ecund Movement: L T R L T R Control: Protected Split Phase Split Phase Split Phase Split Phase Rights: Ov1 Include Include Include Include Control: Protected 10 0	Cycle (sec):	1	80	(17.5		Critica.	I VOL.	./cap	(Λ) :		0.0	70	
Optimal Cycle: 90 There of Seliger Construction Approach: North Bound South Bound East Bound West Bound Approach: North Bound Protected Split Phase Split Phase Control: Protected Protected Split Phase Split Phase Sights: OvI Include Include Include Min, Green: 0	Loss Time (se	eC):	12	(I+R	= 4 8	sec)	Average	peraj	y (sec	c/ven):		54	· -
Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Split Phase Split Phase Split Phase Rights: Ov1 Include Include Include Include James: 1 0 1 0 2 2 0 1 1 0 0 1 0 1 0 1 0 2 0 0 0 0	Optimal Cycle		***** 90	******	*****	****	16vel U	L DELV	*****	* * * * * * *	*****	*****	******
Apploal: Note model Description Description Description Description Description Movement: L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T T R L T T R L T T R L <tdl< td=""> L</tdl<>	Annroach.	Noi	rth Bo	und	501 201	₁th R	ound	Ea	ast R	Dund	We	ast Bo	hnur
Control: Protected Protected Split Phase Split Phase Split Phase Rights: Ov1 Include Include Include Include Min. Green: 0	Movement:	L ·	- T	- R	L ·	- T	- R	L -	- T	- R	L -	- T	- R
Ninghts: Ovl Include Include Include Include Include Min, Green: 0 <t< td=""><td>Control</td><td> D1</td><td>rotect</td><td>I</td><td>р. Р1</td><td>roter</td><td>ted</td><td>Sp"</td><td>lit Pl</td><td>hase</td><td>ו מצ</td><td>lit Pł</td><td>iase i</td></t<>	Control	 D1	rotect	I	р. Р1	roter	ted	Sp"	lit Pl	hase	ו מצ	lit Pł	iase i
Highls.	Dighte,	т.	Ovl	.cu		Incl	ude	010-	Inclu	ude	02	Inclu	ide
Lanes: 1 0 1 1 1 1 <td>Min. Green.</td> <td>0</td> <td>0,1</td> <td>0</td>	Min. Green.	0	0,1	0	0	0	0	0	0	0	0	0	0
<pre>Volume Module: >> Count Date: 10 Jun 2004 << 4:15 - 5:15 PM Base Vol: 148 171 750 151 76 9 11 185 85 538 281 105 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0</pre>	Lanes:	1 (0 1	0 2	2 () 1	1 0	0 2	1. 0	1 0	2 (D 1	0 1
Volume Module: >> Count Date: 10 Jun 2004 << 4:15 - 5:15 PM Base Vol: 148 171 750 151 76 9 11 185 85 538 281 105 Growth Ad; 1.00 0 <td< td=""><td></td><td></td><td></td><td> </td><td> </td><td></td><td> </td><td> </td><td></td><td> </td><td> </td><td></td><td></td></td<>													
Base Vol: 148 171 750 151 76 9 11 18 85 538 281 105 Growth Adj: 1.00 1.	Volume Module	e: >>	Count	Date:	10 Ju	ın 20	04 << 4	:15 -	5:15	PM			
Growth Adj: 1.00 <td>Base Vol:</td> <td>148</td> <td>171</td> <td>750</td> <td>151</td> <td>76</td> <td>9</td> <td>11</td> <td>185</td> <td>85</td> <td>538</td> <td>281</td> <td>105</td>	Base Vol:	148	171	750	151	76	9	11	185	85	538	281	105
Initial Bse: 148 171 750 151 76 9 11 185 85 538 281 105 Added Vol: 0 428 119 139 419 8 4 65 0 174 91 142 PasserByVol: 0	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Added Vol: 0 428 119 139 419 8 4 65 0 174 91 142 PasserByVol: 0	Initial Bse:	148	171	750	151	76	9	11	185	85	538	281	105
PasserByVol: 0 <t< td=""><td>Added Vol:</td><td>0</td><td>428</td><td>119</td><td>139</td><td>419</td><td>8</td><td>4</td><td>65</td><td>0</td><td>174</td><td>91</td><td>142</td></t<>	Added Vol:	0	428	119	139	419	8	4	65	0	174	91	142
Initial Fut: 148 599 869 290 495 17 15 250 85 712 372 247 User Adj: 1.00 0	PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj: 1.00 0	Initial Fut:	148	599	869	290	495	17	15	250	85	712	372	247
PHF Adj: 0.96 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume: 154 624 905 302 516 18 16 260 89 742 388 257 Reduced Vol: 154 624 905 302 516 18 16 260 89 742 388 257 PCE Adj: 1.00 <td>PHF Adj:</td> <td>0.96</td>	PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Reduct Vol: 0 <th< td=""><td>PHF Volume:</td><td>154</td><td>624</td><td>905</td><td>302</td><td>516</td><td>18</td><td>16</td><td>260</td><td>89</td><td>742</td><td>388</td><td>257</td></th<>	PHF Volume:	154	624	905	302	516	18	16	260	89	742	388	257
Reduced Vol: 154 624 905 302 516 18 16 260 89 742 388 257 PCE Adj: 1.00 <td< td=""><td>Reduct Vol:</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></td<>	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj: 1.00	Reduced Vol:	154	624	905	302	516	18	16	260	89	742	388	257
MLF Adj: 1.00	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.: 154 624 905 302 516 18 16 260 89 742 388 257 Saturation Flow Module: Sat/Lane: 1900	MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Saturation Flow Module: Sat/Lane: 1900	Final Vol.:	154	624	905	302	516	18	16	260	8.9	742	388	257
Saturation Flow Module: Sat/Lane: 1900				·									
Sat/Lane: 1900	Saturation Fl	Low Mo	odule:										
Adjustment: 0.93 0.98 0.73 0.90 0.93 0.90 0.100 1.00 Final Sat.: 1769 1862 2786 3432 3403 117 146 2431 827 3432 1862 1583	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lanes: 1.00 1.00 2.00 2.00 1.93 0.07 0.08 1.43 0.49 2.00 1.00 1.00 Final Sat.: 1769 1862 2786 3432 3403 117 146 2431 827 3432 1862 1583	Adjustment:	0.93	0.98	0.73	0.90	0.93	0.93	0.90	0.90	0.90	0.90	0.98	0.83
Final Sat.: 1769 1862 2786 3432 3403 117 146 2431 827 3432 1862 1583	Lanes:	1.00	1.00	2.00	2.00	1.93	0.07	0.08	1.43	0.49	2.00	1.00	1.00
Capacity Analysis Module: Vol/Sat: 0.09 0.34 0.32 0.09 0.15 0.11 0.11 0.11 0.22 0.21 0.16 Crit Moves: **** **** **** **** **** **** Green Time: 14.1 30.5 50.2 8.0 24.5 24.5 9.8 9.8 19.7 19.7 19.7 Volume/Cap: 0.50 0.88 0.52 0.88 0.50 0.50 0.88 0.88 0.88 0.88 0.88 0.85 0.66 Uniform Del: 29.8 23.0 8.2 35.5 22.7 22.7 34.5 34.5 29.0 28.7 27.1 IncremntDel: 1.2 12.0 0.3 21.7 0.4 0.4 18.7 18.7 10.4 13.5 4.2 Delay Adj: 1.00 1.0	Final Sat.:	1769	1862	2786	3432	3403	117	146	2431	827	3432	1862	1583
Capacity Analysis Module: Vol/Sat: 0.09 0.34 0.32 0.09 0.15 0.11 0.11 0.11 0.22 0.21 0.16 Crit Moves: **** **** **** **** **** **** **** Green Time: 14.1 30.5 50.2 8.0 24.5 24.5 9.8 9.8 19.7 19.7 19.7 Volume/Cap: 0.50 0.88 0.52 0.88 0.50 0.50 0.88 0.88 0.88 0.88 0.88 0.86 0.66 Uniform Del: 29.8 23.0 8.2 35.5 22.7 22.7 34.5 34.5 29.0 28.7 27.1 IncremntDel: 1.2 12.0 0.3 21.7 0.4 0.4 18.7 18.7 10.4 13.5 4.2 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Vol/Sat: 0.09 0.34 0.32 0.09 0.15 0.11 0.11 0.11 0.22 0.21 0.16 Crit Moves: **** **** **** **** **** **** **** Green Time: 14.1 30.5 50.2 8.0 24.5 24.5 9.8 9.8 9.8 19.7 19.7 19.7 Volume/Cap: 0.50 0.88 0.52 0.88 0.50 0.50 0.88 0.88 0.88 0.88 0.88 0.88 0.86 0.66 Uniform Del: 29.8 23.0 8.2 35.5 22.7 22.7 34.5 34.5 29.0 28.7 27.1 IncremntDel: 1.2 12.0 0.3 21.7 0.4 0.4 18.7 18.7 10.4 13.5 4.2 Delay Adj: 1.00	Capacity Ana.	lysis	Modul	.e:			0 T F	0 1 1	0 1 1	0 7 7	A 99	0 01	0.30
Crit Moves: **** **** **** **** **** **** Green Time: 14.1 30.5 50.2 8.0 24.5 24.5 9.8 9.8 9.8 19.7 19.7 19.7 Volume/Cap: 0.50 0.88 0.52 0.88 0.50 0.50 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.66 Uniform Del: 29.8 23.0 8.2 35.5 22.7 22.7 34.5 34.5 29.0 28.7 27.1 IncremntDel: 1.2 12.0 0.3 21.7 0.4 0.4 18.7 18.7 10.4 13.5 4.2 Delay Adj: 1.00 <td>Vol/Sat:</td> <td>0.09</td> <td>0.34</td> <td>0.32</td> <td>0.09</td> <td>0.15</td> <td>0.15</td> <td>0.11</td> <td>0.11</td> <td>0.11</td> <td>0.22</td> <td>0.21</td> <td>0.16</td>	Vol/Sat:	0.09	0.34	0.32	0.09	0.15	0.15	0.11	0.11	0.11	0.22	0.21	0.16
Green Time: 14.1 30.5 50.2 8.0 24.5 24.5 9.8 9.8 9.8 19.7 19.7 19.7 Volume/Cap: 0.50 0.88 0.52 0.88 0.50 0.50 0.88 0.85 0.66 Uniform Del: 1.2 12.0 0.3 21.7 0.4 0.4 18.7 18.7 10.4 13.5 4.2 100 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00<	Crit Moves:		****		****		.	****		0 0		10 7	10 5
Volume/Cap: 0.50 0.88 0.50 0.88 0.85 0.85 0.71 IncremntDel: 1.2 12.0 0.3 21.7 0.4 0.4 18.7 18.7 10.4 13.5 4.2 0.4 10.0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 <td>Green Time:</td> <td>14.1</td> <td>30.5</td> <td>50.2</td> <td>8.0</td> <td>24.5</td> <td>24.5</td> <td>9.8</td> <td>9.8</td> <td>9.8</td> <td>19.7</td> <td>19.7</td> <td>19.7</td>	Green Time:	14.1	30.5	50.2	8.0	24.5	24.5	9.8	9.8	9.8	19.7	19.7	19.7
Uniform Del: 29.8 23.0 8.2 35.5 22.7 22.7 34.5 34.5 34.5 29.0 28.7 27.1 IncremntDel: 1.2 12.0 0.3 21.7 0.4 0.4 18.7 18.7 10.4 13.5 4.2 Delay Adj: 1.00 1	Volume/Cap:	0.50	0.88	0.52	0.88	0.50	0.50	0.88	0.88	0.88	0.88	0.85	0.66
IncremntDel: 1.2 12.0 0.3 21.7 0.4 0.4 18.7 18.7 10.4 13.5 4.2 Delay Adj: 1.00 <td>Uniform Del:</td> <td>29.8</td> <td>23.0</td> <td>8.2</td> <td>35.5</td> <td>22.7</td> <td>22.7</td> <td>34.5</td> <td>34.5</td> <td>34.5</td> <td>29.0</td> <td>28.7</td> <td>∠/.⊥</td>	Uniform Del:	29.8	23.0	8.2	35.5	22.7	22.7	34.5	34.5	34.5	29.0	28.7	∠/.⊥
Delay Adj: 1.00	IncremntDel:	1.2	12.0	0.3	21.7	0.4	0.4	18.7	18.7	10.7	10.4	100	4.4
Delay/Ven: 31.0 35.0 8.5 57.2 23.1 23.1 53.3 53.3 53.3 39.4 42.3 31.3 User DelAdj: 1.00 1.0	Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	T.00	T.00	1.00	1.00	1.00	1.00
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Delay/Veh:	31.0	35.0	8.5	57.2	23.1	23.1	53.3	53.3	53.3	39.4	42.3	31.3 1 00
AdjDel/Veh: 31.0 35.0 8.5 57.2 23.1 23.1 53.3 53.3 59.4 42.3 31.3 HCM2kAvg: 4 18 7 7 6 6 8 7 7 13 12 7	User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12 2	1.00 1.00
HCM2kAvg: 4 18 7 7 6 6 8 7 7 13 12 7	AdjDel/Veh:	31.0	35.0	8.5	57.2	23.1	23.1	53.3	53.3	53.3	39.4	42.3	د.⊥د ‴
***************************************	HCM2kAvg:	4 		·******	*****	بې <u>ب</u> ېت ب	******* P	****** Q	****** \	*******	د⊥ •****	⊥∠ •****	******

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MITIG8 - PM Cumulative No 2Mon Nov 15, 2004 10:29:52 Page	1-1		
Level Of Service Computation Report			
2000 HCM Operations Method (Future Volume Alternative)			
**************************************	*****		
Intersection #1302 California/Reservation			
***************************************	*****		
Cycle (sec): 100 Critical Vol./Cap. (X): 0.94	0.943		
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 28.	4		
Optimal Cycle: 131 Level Of Service:	С		
***************************************	*****		
Approach: North Bound South Bound East Bound West Bo	ound		
Movement: $L - T - R L - T - R L - T - R L - T$	- R		
Control: Permitted Permitted Protected Protect	.ea		
Rights: Include Include Include Include	n		
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0		
Lanes: U I U U I U U I U U I U I U I U I U I	1		
Volume Module: >> Count Date: 1 Jun 2004 << $5:00 - 6:00 PM$	•		
Base Vol: 27 0 39 1 0 3 1 948 74 71 901	1		
Growth Adi: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1.00		
Tritial Bse: 27 0 39 1 0 3 1 948 74 71 901	1		
Added Vol: 172 0 54 0 0 0 0 462 179 96 421	0		
CA Ext. Rea: 27 0 79 0 0 0 0 0 33 42 0	0		
Initial Fut: 226 0 172 1 0 3 1 1410 286 209 1322	1		
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1.00		
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91	0.91		
PHF Volume: 248 0 189 1 0 3 1 1549 314 230 1453	1		
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U		
Reduced Vol: 248 0 189 1 0 3 1 1549 314 230 1453	1 00		
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1 00		
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1.00		
Final Vol.: 248 0 189 1 0 3 1 1549 514 250 1455			
	I		
Saturation Flow Module.	1900		
Adjustment: 0.70 1.00 0.83 0.84 1.00 0.84 0.93 0.91 0.91 0.93 0.93	0.93		
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	0.01		
Final Sat.: 1324 0 1583 398 0 1195 1769 2868 582 1769 3535	3		
Capacity Analysis Module:			
Vol/Sat: 0.19 0.00 0.12 0.00 0.00 0.00 0.00 0.54 0.54 0.13 0.41	0.41		
Crit Moves: **** ****			
Green Time: 19.9 0.0 19.9 19.9 0.0 19.9 0.1 57.3 57.3 13.8 71.0	71.0		
Volume/Cap: 0.94 0.00 0.60 0.01 0.00 0.01 0.58 0.94 0.94 0.94 0.58	0.58		
Uniform Del: 39.5 0.0 36.4 32.2 0.0 32.2 49.9 19.8 19.8 42.7 7.1	/.1		
IncremntDel: 40.0 0.0 3.2 0.0 0.0 0.0 212.6 9.8 9.8 42.0 0.3	1 00		
Delay Adj: 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.0	1.00 7 5		
Delay/Ven: 79.5 U.U 39.6 32.2 U.U 32.2 262.6 29.6 29.6 64.7 7.5	1 00		
	75		
Adjuel/ven: $15.0.6.0.0.32.22.02.023.023.023.004.77.00$	3		
nonzkavy. 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	******		

MITIG8 - PM Cumulative No 2Wed Dec 8, 2004 08:44:41											Page 1-1			
			Level (of Ser	vice	Computa	ation 1	Repor	t					
	2000 1	нсм о	perati	ons Mei	chod	(Future	e Volu	ne Al	- ternati	ve)				
**********	****	* * * * *	*****	* * * * * *	****	*****	* * * * * *	****	******	*****	****	******		
Intersection	#8230	0 Imi	in/Res	ervati	on									
* * * * * * * * * * * * *	****	****	*****	* * * * * *	* * * * *	*****	* * * * * *	* * * * *	******	*****	****	*****		
Cycle (sec):		12	0			Critica	al Vol	./Cap	. (X):		1.43	24		
Loss Time (se	ec):	1	2 (Y+R	= 4	sec).	Average	e Dela	y (se	c/veh) :		191.5			
Optimal Cycle	e:	18	0			Level()f Ser	vice:				F		
******	****	* * * * *	* * * * * *	*****	* * * * *	*****	* * * * * *	* * * * *	* * * * * * *	*****	****	******		
Approach:	No	rth B	ound	So	ith B	ound	Ea	ast B	ound	We	st Bo	ound		
Movement:	Ŀ	- Т	- R	L ·	- т	- R	Ŀ	- T	- R	L –	т	– R		
				[
Control:	P	rotec	ted	P	rotec	ted	P	rotec	ted	Pr	otect	ted		
Rights:		Ovl			Incl	ude		Incl	ude		Inclu	ıde		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1 (01	03	1 0	l C	0 1	2 (03	0 1	30	3	0 1		
							·							
Volume Module	∋:													
Base Vol:	223	183	3470	30	364	98	40	1160	292	0	1170	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:	223	183	3470	30	364	98	40	1160	292	0	1170	11		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	223	183	3470	30	364	98	40	1160	292	0	1170	11		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85		
PHF Volume:	262	215	4082	35	428	115	47	1365	344	0	1376	13		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	262	215	4082	35	428	115	47	1365	344	0	1376	13		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	262	215	4082	35	428	115	47	1365	344	0	1376	13		
				·										
Saturation Fl	ow Mo	odule	:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.93	0.98	0.73	0.93	0.98	0.83	0.90	0.89	0.83	0.97	0.89	0.83		
Lanes:	1.00	1.00	3.00	1.00	1.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00		
Final Sat.:	1769	1862	4178	1769	1862	1583	3432	5083	1583	5529	5083	1583		
Capacity Anal	ysis	Modu	le:											
Vol/Sat:	0.15	0.12	0.98	0.02	0.23	0.07	0.01	0.27	0.22	0.00	0.27	0.01		
Crit Moves:			* * * *	* * * *			****				****			
Green Time:	32.9	82.3	82.3	1.7	51.1	51.1	1.2	24.0	24.0	0.0	22.8	22.8		
Volume/Cap:	0.54	0.17	1.42	1.42	0.54	0.17	1.42	1.34	1.09	0.00	1.42	0.04		
Uniform Del:	37.1	6.7	18.8	59.2	25.7	21.3	59.4	48.0	48.0	0.0	48.6	39.7		
IncremntDel:	1.2	0.1	192.8	331.2	0.8	0.1	305.1	161	75.6	0.0	197	0.1		
Delav Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00		
Delav/Veh:	38.3	6.7	211.7	390.4	26.5	21.5	364.5	209	123.6	0.0	245	39.7		
User DelAdi.	1.00	1.00	1_00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdiDel/Veh:	38.3	6.7	211.7	390.4	26 5	21.5	364.5	209	123.6	0.0	245	39.7		
HCM2kAva:	9	י.י ר	99	4	12	3	3	33	2.0	0	35	0		
******	* * * * * *	*****	 *****	- *****	****	~ ******	******	*****	******	*****	****	*****		

MITIG8 - PM C	lumula	ative	No 2We	d Dec	8, 20	004 08:	49:50				Page 1-1		
				f Corr			tion F		- -			 -	
2		പ ഹിയവ	ever c aratio	na Met	hod	(Future	Volum	ne Alt	Lernati	ve)			
→ ***********	*****	*****	******	******	*****	******	*****	*****	******	*****	****	******	
Intersection	#1304	Blan	co/Res	ervati	on								
									*****	*****	*****		
Cualo (coa).		0.0			r	ritica	U VOL	/Cap	(X) ·		1.29	θΩ	
Cycle (sec): Toda Timo (da		0	(V.D	- 1 c		Verage	Delar	r (se	~/veh)•		125.	. 6	
LOSS HIME (Sec): 9 (1+K - 4 Sec) Average berry (Sec) ven).												F	
**************************************	- • • * * * * * *	*****	*****	*****	· · * * * * ;	******	******	*****	******	* * * * * *	*****	- ******	
Approach	Nor	th Bo	und	Sou	ith Bo	bruc	Ea	ast Bo	ound	We	est Bo	ound	
Movement ·	T	- m	- P	T, -	. т	- R	Τ, -	- T	- R	L -	·Т	- R	
Control·	ടമി	lit Ph	ase	ו Spl	it Pl	nase	' Pi	roted	teđ	' Pr	otect	ed	
Pichte.	010	Tnelu	de	020	Tanoi	re		Incl	ude		Inclu	ıde	
Min Green.	0	0	0	0	- 90	0	0	0	0	0	0	0	
Tanee ·	0 0	ນ ດັ	0 0	2.0	0	0 2	3 () 2	0 0	0 0) 1	0 1	
Volume Module	2· ->->	Count	Date	23 Se	ep 20()4 << 5	5:00 -	6:00	PM	I		I	
Base Vol·	0	000000	0	21	0	1027	1370	519	0	0	382	16	
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	1.00	0	0	21	0	1027	1370	519	0	0	382	16	
Added Vol:	õ	õ	0	46	0	1754	1865	629	0	0	573	44	
PasserBvVol:	õ	õ	õ	0	0	0	0	0	0	0	0	0	
Initial Fut:	Ō	Ď	0	67	0	2781	3235	1148	0	0	955	60	
User Adi:	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 Adi:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	67	0	0	3235	1148	0	0	955	60	
Reduct Vol:	õ	0	0	0	Ó	0	0	0	0	0	0	0	
Reduced Vol:	0	Ő	0	67	0	0	3235	1148	0	0	955	60	
PCE Adi:	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 Adi:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.:	0	0	0	67	0	0	3235	1148	0	0	955	60	
Saturation F	Low Mo	dule:		1			1		•				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.88	0.90	0.93	1.00	1.00	0.98	0.83	
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	3.00	2.00	0.00	0.00	1.00	1.00	
Final Sat .:	0	0	0	3432	0	3344	5147	3538	0	0	1862	1583	
							[
Capacity Anal	Lysis	Modul	e:										
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.63	0.32	0.00	0.00	0.51	0.04	
Crit Moves:				* * * *			* * * *				* * * *		
Green Time:	0.0	0.0	0.0	1.4	0.0	0.0	43.9	79.6	0.0	0.0	35.8	35.8	
Volume/Cap:	0.00	0.00	0.00	1.29	0.00	0.00	1.29	0.37	0.00	0.00	1.29	0.10	
Uniform Del:	0.0	0.0	0.0	44.3	0.0	0.0	23.1	0.9	0.0	0.0	27.1	17.0	
IncremntDel:	0.0	0.0	0.0	221.3	0.0	0.0	133.6	0.1	0.0	0.0	140	0.1	
Delay Adj:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0	265.6	0.0	0.0	156.6	1.0	0.0	0.0	168	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:	0.0	0.0	0.0	265.6	0.0	0.0	156.6	1.0	0.0	0.0	168	17.0	
HCM2kAvg:	0	0	0	4	0	0	64	3	0	0	55	1	
******	****	*****	*****	*****	****	*****	*****	* * * * *	******	*****	*****	* * * * * * *	

PM Cumulativ	e No	2nd E	xt. Mo	n Nov	15,	2004 10):56:2	8]	Page 1	33-1	
			Level O	f Ser	vice	Computa	ation	Repor	t				
:	2000 3	HCM O	peratio	ns Me	thod	(Future	e Volu	me Al	ternati	ve)			
*******	****	*****	*****	****	* * * * *	*****	*****	****	*****	*****	****	*****	
Intersection	#130	5 Del	Monte/	Reind	ollar								
******	****		 * * * * * * *	* * * * *	* * * * *	******	*****	* * * * *	******	*****	* * * * * * * * * * * * * * * *		
Cycle (sec):		90	0			Critica	al Vol	./Cap	. (X):		0.83	33	
Loss Time (se	ec):	!	9 (Y+R	= 4	sec)	Average	e Dela	y (se	c/veh):		15	. 0	
Optimal Cycle	e:	74	1			Level C)f Ser	vice:				В	
*********	* * * * *	* * * * * *	* * * * * * *	* * * * *	* * * * *	******	*****	* * * * *	******	* * * * * *	*****	******	
Approach:	No	rth Bo	ound	So	uth B	ound	Ē	ast B	ound	We	est Bo	ound	
Movement:	L	- T	- R	L	- Т	- R	L	- T	- R	L -	- T	- R	
Control:	P:	rotect	ced	P	rotec	ted	Sp	lit P	hase	Spl	lit Pł	lase	
Rights:		Inclu	ıde		Incl	ude		Incl	ude		Inclu	ıde	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1 1	02	0 1	1	0 2	0 0	0	0 0	0 0	1 0) 1!	0 0	
Volume Module	e: >>	Count	Date:	3 Ju	n 200	4 << 4:	45 - !	5:45	PM				
Base Vol:	5	1345	321	53	669	0	0	0	0	219	0	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:	5	1345	321	53	669	0	0	0	0	219	0	120	
Added Vol:	0	534	28	26	572	U	0	0	0	29	0	23	
CA Ext. Rea:	0	1070	0	-3	0	0	0	0	0	0	0	-6	
Initial Fut:	1 00	1879	349	76	1241	7 00	1 00	1 00	1 00	248	1 00	1.37	
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:	0.97	1027	0.97	0.97	10.97	0.97	0.97	0.97	0.97	0.97	0.97	141	
PHF VOLUME:	5	T 937	300	/8	12/9	0	0	0	0	200	0	141	
Reduct VOI:	5	1027	260	70	1070	0	0	0	0	256	0	141	
DCP Add.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	
MIP Adj.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	
MLF AUJ: Final Vol ·	1.00	1937	360	1.00	1279	1.00	1.00	1.00	1.00	256	1.00	141	
Final VOL.,	!			1		1							
Saturation F	l Dw. Mo	odule	•	1		i	I		1	I		I	
Sat /Lane	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment.	0.93	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.90	
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.48	0.00	0.52	
Final Sat.:	1769	3538	1583	1769	3538	0	0	0	0	2520	0	897	
Capacity Anal	lvsis	Modul	le:	1			1		1	1		1	
Vol/Sat:	0.00	0.55	0.23	0.04	0.36	0.00	0.00	0.00	0.00	0.10	0.00	0.16	
Crit Moves:		* * * *		* * * *								* * * *	
Green Time:	0.5	59.2	59.2	4.8	63.5	0.0	0.0	0.0	0.0	17.0	0.0	17.0	
Volume/Cap:	0.51	0.83	0.35	0.83	0.51	0.00	0.00	0.00	0.00	0.54	0.00	0.83	
Uniform Del:	44.6	11.7	6.8	42.2	6.1	0.0	0.0	0.0	0.0	32.9	0.0	35.1	
IncremntDel:	38.6	2.7	0.2	44.0	0.2	0.0	0.0	0.0	0.0	0.8	0.0	11.9	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	
Delay/Veh:	83.2	14.4	7.0	86.2	6.3	0.0	0.0	0.0	0.0	33.7	0.0	47.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	83.2	14.4	7.0	86.2	6.3	0.0	0.0	0.0	0.0	33.7	0.0	47.0	
HCM2kAvg:	1	23	5	4	8	0	0	0	0	5	0	10	
******	*****	*****	******	* * * * * *	****	*****	*****	****	******	*****	****	*****	

Level Of Service Computation Report											
2000 HCM 4 - Way Stop Method (Euture Volume Alternative)											
**************************************	***										
Intersection #1306 California/Reindollar											
***************************************	***										
Cycle (sec): 100 Critical Vol./Cap. (X): 1.272	1.272										
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 81.7											
Optimal Cycle: 0 Level of Service: F											
**************************************	* * *										
Approach: North Bound South Bound East Bound West Bound											
Movement: L - T - R L - T - R L - T - R L - T -	R										
Control: Stop Sign Stop Sign Stop Sign Stop Sign	1										
Rights: Include Include Include Include											
Min. Green: 0 0 0 0 0 0 0 0 0 0 0	0										
Lanes: 10010 10010 10010 1001	0										
[[
Volume Module: >> Count Date: 2 Jun 2004 << 5:00 - 6:00 PM											
Base Vol: 102 1 98 1 2 4 5 118 51 43 85	5										
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	00										
Initial Bse: 102 1 98 1 2 4 5 118 51 43 85	5										
Added Vol: 86 422 64 0 391 0 0 0 85 55 0	0										
CA Ext. Rea: -25 74 -49 30 33 21 9 -18 -25 -21 -42	21										
Initial Fut: 163 497 113 31 426 25 14 100 111 77 43	26										
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	00										
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	92										
PHF Volume: 177 540 123 34 463 27 15 109 121 84 47	28										
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0	0										
Reduced Vol: 177 540 123 34 463 27 15 109 121 84 47	28										
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	00										
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	00										
Final Vol.: 177 540 123 34 463 27 15 109 121 84 47 3	28										
Saturation Flow Module:											
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	00										
Lanes: 1.00 0.81 0.19 1.00 0.94 0.06 1.00 0.47 0.53 1.00 0.62 0.3	38										
Final Sat.: 474 425 97 461 474 28 411 216 240 395 268 1	52										
Capacity Analysis Module:											
Vol/Sat: 0.37 1.27 1.27 0.07 0.98 0.98 0.04 0.50 0.50 0.21 0.17 0.3	L7										
Crit Moves: **** ****	_										
Delay/Veh: 14.6 159 158.5 11.0 61.1 61.1 11.7 17.9 17.9 14.0 12.6 12	. 6										
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	50										
AdjDei/Veh: 14.6 159 158.5 11.0 61.1 61.1 11.7 17.9 17.9 14.0 12.6 12	. 6										
LOS by Move: B F F B F F B C C B B 1	5										
ApproachDel: 128.2 57.9 17.5 13.3											
Delay Adj: 1.00 1.00 1.00 1.00											
ApprAajDel: 128.2 57.9 17.5 13.3											
LOS DY Appr: F F C B											

MITIG8 - PM (Cumula	tive	No 2We	d Nov	17,	2004 14	:57:15	; 			Page	1-1
	2000 H	ICM OF	Level C peratic	f Serv	vice chod	Computa (Future	tion F Volum	Report ne Alt	: ernati	ve)		
*****	*****	****	******	*****	*****	******	*****	*****	******	*****		
Intersection	#1309	Seco	ond/Imj	in			له ماه ماه ماه ماه م	والمتحاف بالحاف وا	••••	*****	****	*****
											1 00	22
Cycle (sec):	,	120)	1		Critica.	L VOL.	/ Cap.	$-(x_{ob})$		£4	4
Loss Time (se	ec):	10	2 (I+K 2	= 4 5	sec)	Averaye	f com	d coci d co-	., ven/.		01.	. <u>.</u>
Optimal Cycle	⊤тттт 5:	. + + + + · T 8 (r + + + + + + + + + + + + + + + + + + +	*****	****	16761 O.	+ + + + + + + + + + + + + + + + + + + +	· + + + + >	******	*****	****	+*****
Amereoch.	Mor	th B	ound	SOL	ith B	ound	Ea	st Bo	ound	We	est Bo	ound
Movement:	L -	· T	- R	L -	- T	- R	L -	- T	- R	L -	- T	- R
Control:	ı Pr	oteci	ted	, Pi	cotec	ted .	Pi	otect	ed	Pı	cotect	ced
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	3 0) 2	0 2	2 () 2	0 1	2 () 3	02	3 () 3	0 1
						1	[
Volume Modul	e: PM							+			c / 5	F
Base Vol:	80	0	5	5	0	40	20	938	45	10	645	1 00
Growth Adj:	1.00	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	0	5	5	0	40	20	938	45	10	645	5
Added Vol:	1369	218	1324	211	211	238	243	972	1085	1192	816	215
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1449	218	1329	216	211	278	263	1910	1130	1202	1461	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1449	218	1329	216	211	278	263	1910	1130	1202	1461	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1449	218	1329	216	211	278	263	1910	1130	1202	1461	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1449	218	1329	216	211	278	263	1910	1130	1202	1461	220
								• • • •]		
Saturation F	low Mo	dule	:									1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.75	0.90	0.93	0.83	0.90	0.89	0.73	0.90	0.89	0.83
Lanes:	3.00	2.00	2.00	2.00	2.00	1.00	2.00	3.00	2.00	3.00	3.00	1.00
Final Sat.:	5253	3610	2842	3432	3538	1583	3432	5083	2786	5147	5083	1583
				[
Capacity Ana	lysis	Modu	le:					0 00	0 11	0 00	0 00	0 14
Vol/Sat:	0.28	0.06	0.47	0.06	0.06	0.18	0.08	0.38	0.41	0.23	0.29	0.14
Crit Moves:	* * * *					****		****		****	FO O	67 F
Green Time:	30.3	32.4	58.0	8.7	10.9	24.9	14.1	41.2	71.5	25.6	52.8	61.5 0 07
Volume/Cap:	1.09	0.22	0.97	0.87	0.66	0.85	0.65	1.09	0.68	1.09	0.65	0.27
Uniform Del:	44.9	34.0	30.0	55.1	52.8	45.7	50.6	39.4	16.5	47.2	26.4	10.0
IncremntDel:	54.4	0.1	16.9	25.8	5.0	17.9	3.8	51.8	1.2	56.4	U./	1 00
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.00	1.00
Delay/Veh:	99.2	34.1	46.9	80.8	57.8	63.5	54.5	91.2	17.7	103.5	27.1	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:	99.2	34.1	46.9	80.8	57.8	63.5	54.5	91.2	17.7	103.5	27.1	16.7
HCM2 kAvg:	28	3	29	7	5	12	6	34	15	24	15	
*****	****	* * * * *	******	*****	* * * * *	******	****	* * * * *	* * * * * * *	*****	****	*****

MITIG8 - PM	Cumul	ative	No 2Si	ın Dec	12,	2004 11	L:36:4	6		P	age	1-1	
													-
			Level ()f Ser	vice	Computa	ation	Repor	+				-
:	2000	нсм о	peratio	ons Me	thod	(Future	e Volu	me Al	ternat	ive)			
****	****	****	_ * * * * * * *	****	****	******	*****	****	*****	*****	***	*****	*
Intersection	#131	0 Cal	ifornia	/Imji:	n								
*****	* * * * *	* * * * *	*****	****	* * * * *	******	*****	****	*****	******	***	* * * * * *	*
Cycle (sec):		12	0			Critica	l Vol	./Cap	. (X):		1.2:	27	
Loss Time (se	ec):		9 (Y+R	= 4	sec)	Average	e Dela	y (se	c/veh)	:	90	. 9	
Optimal Cycle	e:	18	0			Level)f Ser	vice:				F	
*****	****	****	******	*****	* * * * *	*****	****	* * * * *	* * * * * *	* * * * * * * *	***1	* * * * * *	*
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	Wes	t Bo	ound	
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L -	т	- R	
													
Control:		Permi	tted]	Permi	tted	P	rotec	ted	Pro	tect	ted	
Rights:		Incl	ude		Ovl			Incl	ude	I	nclı	ıde	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	01	0 1	1 (01	0 1	2	03	0 1	1 0	2	1 0	
Volume Module	e: >>	Coun	t Date:	11 Ma	ar 20	04 << 4	:45 -	5:45	PM	Adjusted			
Base Vol:	0	47	146	11	19	36	93	969	3	95	614	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	47	146	11	19	36	93	969	3	95	614	15	
Added Vol:	101	234	244	35	229	302	371	1924	103	272 1	765	75	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	101	281	390	46	248	338	464	2893	106	367 2	379	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91 0	.91	0.91	
PHF Volume:	111	309	429	51	273	371	510	3179	116	403 2	614	99	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	111	309	429	51	273	371	510	3179	116	403 2	614	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	
Final Vol.:	111	309	429	51	273	371	510	3179	116	403 2	614	99	
										[· ·	-
Saturation Fl	Low Mo	odule	:										,
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1	900	1900	
Adjustment:	0.28	0.97	0.82	0.21	0.95	0.81	0.89	0.87	0.82	0.95 0	.91	0.91	
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00 2	.89	0.11	
Final Sat.:	527	1843	1567	399	1806	1535	3363	4982	1551	1804 4	971	188	
													1
Capacity Anal	lysis	Modu.	le: '	•		1	•						1
Vol/Sat:	0.21	0.17	0.27	0.13	0.15	0.24	0.15	0.64	0.08	0.22 0	.53	0.53	
Crit Moves:			****					****		****			
Green Time:	26.7	26.7	26.7	26.7	26.7	45.6	18.9	62.4	62.4	21.9 6	5.4	65.4	
Volume/Cap:	0.94	0.75	1.23	0.57	0.68	0.64	0.96	1.23	0.14	1.23 0	.96	0.96	
Uniform Del:	45.9	43.5	46.6	41.5	42.7	30.4	50.2	28.8	14.9	49.1 26	5.2	26.2	
IncremntDel:	65.6	7.6	125.0	8.4	4.6	2.3	30.3	106	0.1	126.2 10	5.1	10.1	
Delay Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00 1	.00	1,00	
Delay/Veh: 1	11.5	51.1	171.7	49.9	47.2	32.8	80.6	135	15.0	175.3 34		36 3	
User DelAdi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	00	1 00	
AdiDel/Veh: 1	11.5	51.1	171.7	49.9	47.2	32 8	80 E	135	15 0	175 2 20	. UU < 2	36.3	
HCM2kAva:	18	12	2.8	 R	10	12	14	64		28 3	2.2	20.2	
*******	*****	 *****	··· ******		****	 ******	 ******	· · · · · · · · · · · · · · · · · · ·	 ******	*******	, U * * * *	*****	*
MITIG8 - PM C	lumula	tive	No 2Tu	e Dec	7,20	004 12:	22:35				Page	1-1	
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		I	Jevel O	f Serv	vice (Computa	tion F	Report	-				
2	2000 F	ICM OF	peratio	ns Met	hod	(Future	Volun	ne Alt	ternati	lve)		te ale ale ale ale ale ale	
******	*****	*****	*****	*****	* * * * *	******	*****	****	*****	*****	****	******	
Intersection	#1311	. Imji	n_Rd/I	mjin_I	°kwy-∶	[mjin_R	1		الم عالم عالم عالم عالم عالم عا	نه بله بكر بكر بار بار با	ه مله مله مله ب	بلد بلد بلد بلد بلد بلد	
**********	*****	*****	*****	*****	****	******	* * * * * * * 1 * * ~ *	///	/\/\.		1 20	= 1	
Cycle (sec):		120) (37.75	4		Sritica.	Dolor	/cap	(Δ) :		101	5	
Loss Time (se	eC):	100) (I+R	= 4 8	sec) z	Sovel O	Deray F Corr	rice.	-/ ven/ .	•	±0 ±	.U R	
Optimal Cycle	·****	18T 18T	; * * * * * * *	*****	****	Jever 0.	L DELV	/ICC:	******	******	****	******	
Approach:	Nor	rth Bo	ามากติ	Sou	ith Bo	ound	Ea	ist Bo	ound	We	est Bo	ound	
Movement ·	T	. т	- R	T1 -	. т	- R	ь -	- T	- R	L -	- т	- R	
						[
Control:	Pr	rotect	:ed '	Pr	otect	ted	Pı	rotect	ced	י. Pı	otect	ed	
Rights:		Inclu	ıde		Inclu	ıde		Inclu	ıde		Inclu	ıde	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1 (0 (0 2	0 0	0	0 0	0 0) 2	1 0	2 0) 3	0 0	
Volume Module	: >>	Count	: Date:	10 Ma	r 200	04 << 4	:45 -	5:45	PM - 7	\djuste	ed		
Base Vol:	51	0	221	0	0	0	0	1087	32	181	537	0	
Growth Adj:	1.00	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	0	221	0	0	0	0	1087	32	181	537	0	
Added Vol:	138	0	459	0	0	0	0	2021	93	4/9	1919	0	
PasserByVol:	0	0	0	0	0	0	0	0	10	660	0455	0	
Initial Fut:	189	0	680		1 00	1 00	1 00	3108	1 00	1 00	2455	1 00	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	2242	134	710	2638	0.22	
PHF VOLUME:	203	0	121	0	0	0	0	212	0	, 10	2000	0	
Reduct VOI:	202	0	731	0	0	Ő	n	3342	134	710	2638	õ	
DCE Adi.	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MUR Adi	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.:	203	1,00	731	0	0	0	0	3342	134	710	2638	0	
Saturation Fl	low Mo	dule	;	i i		'							
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	1.00	0.89	0.89	0.90	0.89	1.00	
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.88	0.12	2.00	3.00	0.00	
Final Sat.:	1769	0	2786	0	0	0	0	4857	195	3432	5083	0	
Capacity Anal	Lysis	Modu.	le:										
Vol/Sat:	0.11	0.00	0.26	0.00	0.00	0.00	0.00	0.69	0.69	0.21	0.52	0.00	
Crit Moves:			****					****	<i></i>	****	05 0	0 0	
Green Time:	25.2	0.0	25.2	0.0	0.0	0.0	0.0	66.0	1 25	19.8	85.8	0.0	
Volume/Cap:	0.55	0.00	1.25	0.00	0.00	0.00	0.00	1.25	1.45	1.20 E0 1	10.73	0.00	
Uniform Del:	42.3	0.0	4/.4	0.0	0.0	0.0	0.0	27.0	116 2	127 1	10.1	0.0	
IncremntDel:	1./	0.0	126.7	0.0	0.0	0.0	0.0	1 00	1 00	1 00	1 00	0.0	
Delay Adj:	1.00	0.00	174 1	0.00	0.00	0.00	0.00	143	143 2	177 2	10.9	0.0	
Detay/ven:	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adinal /Vah.	1.00 44 1	1.00	174 1	0.0	0.0	0_0	0.0	143	143.2	177.2	10.9	0.0	
HCM2kAva.	тт.т Я	0.0	25	0	0	0	0	72	70	25	20	0	
*******	*****	*****	 ******	*****	****	******	*****	*****	*****	*****	****	*****	

MITIG8 - PM Cumulative No 2Sun Dec 12, 2004 11:57:00 Page 1-1 _____ Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative) Intersection #1312 Abrams/Imjin Cycle (sec): 120 Critical Vol./Cap. (X): 1.512 Loss Time (sec):9 (Y+R = 4 sec) Average Delay (sec/veh):Optimal Cycle:180Level Of Service: 167.4 F Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R Control:PermittedPermittedProtectedProtectedRights:IncludeIncludeIncludeIncludeMin. Green:000000 0 Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 3 0 1 1 0 3 0 1 Volume Module: March 2003 - PM Base Vol: 28 21 164 45 23 34 82 1185 41 196 656 47 Initial Bse: 28 21 164 45 23 34 82 1185 41 196 656 47 99 293 2364 Added Vol: 87 62 145 37 93 32 41 2329 111

 Added Vol:
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 Final Vol.: 132 95 355 94 133 76 141 4039 161 562 3471 182 Saturation Flow Module: Adjustment: 0.39 0.39 0.85 0.43 0.43 0.85 0.95 0.91 0.85 0.95 0.91 0.85 Lanes: 0.58 0.42 1.00 0.41 0.59 1.00 1.00 3.00 1.00 3.00 1.00 Final Sat.: 428 309 1615 341 482 1615 1805 5187 1615 1805 5187 1615 _____ Capacity Analysis Module:
 Vol/Sat:
 0.31
 0.31
 0.22
 0.28
 0.28
 0.05
 0.08
 0.78
 0.10
 0.31
 0.67
 0.11

 Crit Moves:

 Crit Moves:

 Green Time:
 24.5
 24.5
 24.5
 24.5
 9.1
 61.8
 61.8
 24.7
 77.4
 77.4

 Volume/Cap:
 1.51
 1.51
 1.08
 1.36
 1.36
 0.23
 1.04
 1.51
 0.19
 1.51
 1.04
 0.17

 Uniform Del:
 47.8
 47.8
 47.8
 47.8
 39.9
 55.5
 29.1
 15.7
 47.6
 21.3
 8.5

 IncremntDel:
 261.6
 262
 71.7
 193.5
 194
 0.4
 87.3
 232
 0.1
 244.0
 26.2
 0.1

 Delay/Veh: 309.4 309 119.4 241.3 241 40.2 142.7 262 15.8 291.7 47.5 8.6 AdjDel/Veh: 309.4 309 119.4 241.3 241 40.2 142.7 262 15.8 291.7 47.5 8.6 HCM2kAvq: 47 47 20 38 38 2 10 105 3 47 53 3 *****

PM Cumulative	e No 2	2nd E	kt. Mo	on Nov	15,	2004 10	:56:28	3		1	Page 4	9-1
	·											
]	Sevel C)f Serv	vice	Computa	tion H	Report	Ξ			
2	2000 H	ICM OI	peratio	ons Met	hod	(Future	Volur	ne Alt	cernati	.ve)		
* * * * * * * * * * * * *	****	* * * * * *	* * * * * * *	*****	****	******	*****	*****	******	*****	*****	*****
Intersection	#1313	3 Sec	ond/Eig	yhth								
***********	****	*****	******	*****	*****	******	*****	*****	******	*****	*****	******
Cycle (sec):		61	C			Critica	l Vol.	./Cap	. (X):		1.07	'8
Loss Time (se	ec):	1	∋ (Y+R	= 4 9	sec).	Average	Delay	/ (sed	c/veh):		42.	4
Optimal Cycle	∃: *****	18: *****) * * * * * * *	*****	* * * * *	Level 0 ******	f Serv *****	/ice: *****	*****	*****	* * * * * *	D *****
Approach:	Not	rth Bo	ound	Sou	ith B	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	Ŀ	- T	- R	L ·	- T	- R	ь -	- т	- R.	L -	- T	- R
Control:	P:	rotect	zed	Pi	rotec	ted	Spl	lit Pl	nase	Spl	lit Ph	lase
Rights:		Inclu	ıde		Incl	ude		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 (D 1	1 0	1 (2	0 0	0 (0 (0 0	1 () 0	02
Volume Module	e: PM					_	_		_	-		
Base Vol:	0	119	5	0	54	0	0	0	0	5	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	119	5	0	54	0	0	0	0	5	U	0
Added Vol:	0	1856	231	164	1366	0	0	0	0	229	U	TTO
PasserByVol:	0	0	0	0	0	0	0	0	U	0	0	110
Initial Fut:	0	1975	236	164	1420	0		0		234	1 00	1 00
Üser Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.92	120
PHF Volume:	0	2147	257	1/8	1543	0	0	0	0	204 0	0	120
Reduct Vol:	0	0	0	170	1542	0	0	0	0	254	0	120
Reduced VOI:	1 00	214/ 1 00	1 00	1 00	1 00	0 1 00 E	1 00	1 00 E	1 00	1 00	1 00	1.00
PCE Adj:	1.00	1.00	1.00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00
Mur Auj: Rinal Val .	T.00	2147	257	178	1543	1.00	1.00	1.00	±.00	254	0	120
Final VOL.:	U	2147	,	1,0	•							
Saturation FI	low Ma	odule	:			I	1		l			F
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.75
Lanes:	0.00	1.79	0.21	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3173	379	1805	3610	0	0	0	0	1805	0	2842
Capacity Anal	lysis	Modu	le:									
Vol/Sat:	0.00	0.68	0.68	0.10	0.43	0.00	0.00	0.00	0.00	0.14	0.00	0.04
Crit Moves:		* * * *		****						* * * *		_
Green Time:	0.0	37.7	37.7	5.5	43.2	0.0	0.0	0.0	0.0	7.8	0.0	7.8
Volume/Cap:	0.00	1.08	1.08	1.08	0.59	0.00	0.00	0.00	0.00	1.08	0.00	0.32
Uniform Del:	0.0	11.2	11.2	27.3	4.1	0.0	0.0	0.0	0.0	26.1	0.0	23.7
IncremntDel:	0.0	44.0	44.0	92.3	0.4	0.0	0.0	0.0	0.0	80.8	0.0	0.5
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	55.1	55.1	119.5	4.5	0.0	0.0	0.0	0.0	106.9	1 22	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:	0.0	55.1	55.1	119.5	4.5	0.0	0.0	0.0	0.0	106.9	0.0	∠4.∠ 1
HCM2kAvg:	0	39	59 		***** Q	******* ()	*****	U *****	****** U	⊥∠ *****	U * * * * *	ـ * * * * * *
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	****	^ * * * * *										

PM Cumulativ	e No	2nd E:	xt. Mc	on Nov	15, 	2004 10):56:2	8			Page 5	51-1
			Level ()f Ser	 vice	Computa	tion	Report				
	FHW.	A Roui	ndabout	: Meth	od (F	uture V	/olume	Alter	- rnative	<u>-</u>)		
******	* * * * *	*****	* * * * * * *	*****	****	******	*****	*****	*****	*****	* * * * * *	******
Intersection *******	#131 ****	4 Fou: *****	rth-Ca] ******	liforn *****	ia/Ei *****	ghth ******	*****	* * * * * *	* * * * * * *	*****	* * * * * *	****
Average Dela	y (se *****	c/veh)) : * * * * * * * *	13.5	* * * * *	* * * * * * *	* * * * * *	Le *****	evel Of	E Serv.	ice: *****	B
Approach:	No	rth Bo	ound	So	uth B	ound	E	ast Bo	ound	W	est Bo	und
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	' Yi	eld S:	lgn	Yie	eld S	ign '	' Yi	eld Si	lgn	Yie	eld Si	.qn
Lanes:		1	-		1	-		1	-		1	-
Volume Module	e: PM			·								
Base Vol:	4	139	134	0	84	0	0	6	29	82	11	0
Growth Adj:	1.00	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	139	134	0	84	0	0	б	29	82	11	0
Added Vol:	0	194	363	48	228	132	109	86	0	400	82	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	333	497	48	312	132	109	92	29	482	93	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	4	354	529	51	332	140	116	98	31	513	99	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	354	529	51	332	140	116	98	31	513	99	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
Final Vol.:	. 4	354	529	. 51	332	140	, 116	98	31	. 513	99	46
PCE Module:			·									
AutoPCE:	4	354	529	51	332	140	116	98	31	513	99	46
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	4	354	529	51	332	140	116	98	31	513	99	46
Delay Module:	 : >> 5	 Fime F	eriod:	0.25	hours	 3 <<						
CircVolume:		265			616			896			474	
MaxVolume:		1057			867			716			944	
PedVolume:		0			0			0			0	
AdjMaxVol:		1057			867			716			944	
ApproachVol:		887			523			245			657	
ApproachDel:		18.2			10.3			7.6			12.1	
Oueue:		10.5			4.2			1.5			5.9	

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PM Cumulative	e No 2	2nd Ex	kt. Mo	n Nov	15,	2004 10	0:56:20	В		Pa	ge 5	3-1
-			Level O	i Serv	vice	(Entury	atron i Nolin	repor ne Nl.	L Farnsti			
که اور جای جای جای جای برای جای برای برای برای برای برای برای برای	5000 H	1CM 4-	-way st *******	op Mei *****	***** -UOA	(FULUL:	= vorui *****	110 AI	*******	******	****	*****
************	цилии щилии	- Turni -	in /Edah	+h								
intersection	#⊥5⊥5 •****	5 IMJ1 ******	1U/ETdu *******	L[] *****	* * * * *	*****	*****	*****	******	******	****	*****
		100	n			Critic	al Vol	/Can	(\mathbf{x})		1.11	9
Loca Time (sec):	an).	101	ן ה (ע⊥פ	- 4 9	sec)	Average	e Delar	v (se	c/veh):		53.	2
Dostimal Cycle	=0/:	() (17R		5007	Level (of Ser	vice:	u, vuii, .			F
**************************************	- • * * * * * *	*****	******	*****	* * * * *	******	*****	*****	******	******	* * * *	*****
Approach ·	Noi	rth Bo	hund	Soi	ith E	Bound	Ea	ast B	ound	Wes	t Bo	und
Movement:	T ₁	- T	- R	L ·	- T	- R	Ŀ	- T	– R	L	Т	- R
Control:	St	top S:	ian	st	top S	Sign	'' St	top S.	ign	Sto	p Si	gn
Rights:		Inclu	ıde		Incl	ude		Incl	ude	I	nclu	de
Min. Green:	0	0	0	0	() 0	0	0	0	0	0	0
Lanes:	0 () 1	0 0	0 3	10	0 1	1 (0 0	1 0	1 0	1	0 1
												
Volume Module	∃: >>	Count	t Date:	9 Mai	r 200)4 << 5	:00 - (6:00	PM - Ad	justed		
Base Vol:	0	104	0	25	49) 60	97	9	0	0	22	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
Initial Bse:	0	104	0	25	49	9 60	97	9	0	0	22	63
Added Vol:	0	17	0	142	35	5 395	344	153	0	0	130	237
PasserByVol:	0	0	0	0	() 0	0	0	0	0	0	0
Initial Fut:	0	121	0	167	84	455	441	162	0	0	152	300
User Adj:	1.00	1.00	1.00	1.00	1.00) 1.00	1.00	1.00	1.00	1.00 1	.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	5 0.95	0.95	0.95	0.95	0.95 0	.95	0.95
PHF Volume:	0	127	0	176	88	3 479	464	T.\T	0	0	160	316
Reduct Vol:	0	0	0	0	(0	1 7 1	0	0	10	276
Reduced Vol:	0	127	0	176	38	3 479	464	1 00	1 00	1 00 1	100	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00) 1.00	1.00	1.00	1.00	1.00 1	.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00) 1.00	1.00	1.00	1.00	1.00 1	.00	216
Final Vol.:	0	127	0	176	88	5 4/9	464	1/1	0	1	100	310
Saturation F.	LOW MC	Jaule	:	1 00	- 0/		1 00	1 00	1 00	1 00 1	0.0	1 00
Adjustment:	1.00	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1.00	1 00 1	.00	1 00
Lanes:	0.00	1.00	0.00	V.07	U.53 7 A T) 1.00	115	136	0.00	1,00 1	387	419
Final Sat.:	0	375	0	203	143					1		
Connaity Ana	lvaia	Modu	۱ ام،	1			1		l	1		ł
Vol/Cot.	TAPTP	0 24	vvvv	0 62	0 63	> 0 98	1.12	0.39	xxxx	xxxx 0	.41	0.75
Crit Mover.	~~~~	****	~~~~	0.02	0.02	, 00 ****	****	0.00				****
Delaw/Veb.	0 0	17 0	0 0	23 8	23 8	3 63.2	109.3	15.9	0.0	0.0 1	8.2	32.5
Delay Adi.	1.00	1.00	1.00	1.00	1.00) 1.00	1.00	1.00	1.00	1.00 1	.00	1.00
AdiDel/Veh·	0.0	17.0	0.0	23.8	23.8	63.2	109.3	15.9	0.0	0.0 1	8.2	32.5
LOS by Move.	*	- / · · ·	*	C	C	F	F	C	*	*	C	D
ApproachDel·		17.0		-	49.2	2		84.2		2	7.7	
Delav Adi:		1.00			1.00)		1.00		1	.00	
ApprAdiDel:		17.0			49.2	2		84.2		2	7.7	
LOS by Appr:		C			E			F			D	
	*****	*****	******	*****	****	******	*****	****	******	******	****	*****

PM Cumulativ	e No	2nd E	xt. M	ion Nov	15,	2004 1	0:56:2	8		Page	55-1
			Level	Of Ser	vice	Comput	ation	 Repor	 t		
	2000	нсм о	perati	ons Me	thod	(Futur	e Volu	me Al	ternat	ive)	
*******	****	****	*****	*****	****	*****	*****	****	*****	********	******
Intersection	#131	6 Sec	ond/Th	ird							
*********	*****	* * * * *	* * * * * *	* * * * * *	* * * * *	* * * * * *	* * * * * *	* * * * *	*****	* * * * * * * * * * * *	******
Cycle (sec):		6	0			Critic	al Vol	./Cap	. (X):	1.2	64
Loss Time (s	ec):		9 (Y+R	= 4	sec)	Averag	e Dela	y (se	c/veh)	: 111	. 7
Optimal Cycl	e:	18	0			Level	Of Ser	vice:			F
******	*****	****	*****	*****	* * * * *	*****	*****	****	*****	********	****
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	West B	ound
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L - T	- R
Control:	Р	rotec	ted	P.	rotec	ted		Permi	tted	Permi	tted
Rights:	-	Incl	ude		incl	ude	-	inci	ude	Inci	ude
Min. Green:	- 0	0	0	0	0	0	- 0	0	0	0 0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	100	10,
Volume Medul											
Page Volume	e: PM	4.0	EO	7 1	10	0	0	0	0	10 0	10
Crowth Add.	1 00	1 00	1 00	1 00	1 00	1 00	0 7 00	1 00	1 00	1 0 1 0	1 00
Jowen Auj:	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.00	1.00	1.00 1.00	1.00
Inicial BSC:	145	49	50	14 225	1041	270	200	-1	170	15 0	250
Added Vol:	145	1128	21	235	1041	2/9	389	51	T/2	// 28	250
PasserByvol:	U 7 4 F	1007	100	0	1000	0	0		0	0 0	0
Initial Fut:	145	1207	123	249	1060	279	389	51	T.1.9	92 28	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92 0.92	0.92
PHF VOlume:	158	1312	134	271	1152	303	423	55	195	100 30	292
Reduct Vol:	0	0	0	0	0	0	0		0	0 0	0
Reduced vol:	158	1312	134	271	1152	203	423	55	195	100 30	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Final Vol.:	158	1312	134	271	1152	303	423	55	195	100 30	292
Saturation F.	LOW MO	odule	:								
Sat/Lane:	T900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1900	1900
Adjustment:	0.93	0.92	0.92	0.93	0.90	0.90	0.44	0.87	0.87	0.52 0.85	0.85
Lanes:	1.00	1.82	0.18	1.00	1.58	0.42	1.00	0.22	0.78	1.00 0.09	0.91
Final Sat.:	1769	3166	323	1769	2714	714	834	365	1280	983 152	1457
Capacity Anal	LÀRIZ	Modu.	Le:								
Vol/Sat:	0.09	0.41	0.41	0.15	0.42	0.42	0.51	0.15	0.15	0.10 0.20	0.20
Crit Moves:		****		****			****				
Green Time:	4.7	19.7	19.7	7.3	22.3	22.3	24.1	24.1	24.1	24.1 24.1	24.1
Volume/Cap:	1.14	1.26	1,26	1.26	1.14	1.14	1.26	0.38	0.38	0.25 0.50	0.50
Uniform Del:	27.7	20.2	20.2	26.4	18.9	18.9	18.0	12.7	12.7	12.0 13.5	13.5
IncremntDel:1	120.6	126	125.9	150.5	74.6	74.6	140.5	0.4	0.4	0.3 0.6	0.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Delay/Veh: 1	148.3	146	146.0	176.9	93.5	93.5	158.5	13.1	13.1	12.3 14.1	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: 1	L48.3	146	146.0	176.9	93.5	93.5	158.5	13.1	13.1	12.3 14.1	14.1
HCM2kAvg:	9	35	36	15	29	29	44	4	4	2 5	5
*********	*****	*****	*****	******	*****	******	******	*****	*****	*****	* * * * * * *

MITIG8 - PM C	Cumula	ative	No 2We	d Dec	8, 20	04 09:	03:53				Page	1-1
		 T	evel 0	f Serv	vice C	omouta	tion I	Report		 .		
	FHWA	A Rour	idabout	Metho	od (Fu	ture V	olume	Alte	rnative	e)		
*****	*****	*****	******	****	*****	*****	*****	*****	*****	*****	*****	*****
Intersection	#131	7 Jim_ *****	Moore-	Fourth	h/Thir *****	d *****	*****	****	*****	*****	*****	*****
Average Delas	7 (90)	-/weh)	. 1	17 0				Τι	evel Of	Servi	.ce:	F
*****	*****	*****	******	*****	*****	*****	*****	****	******	*****	*****	*****
Approach:	Noi	rth Bo	ound	Sot	uth Bo	und	Εa	ast Bo	ound	We	est Bo	und
Movement:	L ·	- T	- R	L.	- T	- R	L ·	- T	- R	ь -	- T	- R
	-											
Control:	' Yie	eld Si	lqn '	Yie	eld Si	gn	Yie	eld S:	ign	Yie	eld Si	gn
Lanes:		1	2		1	-		1			1	
Volume Module	9: >>	Count	: Date:	10 Ma	ar 200	4 << 5	:00 -	6:00	PM - A	ldjuste	ed	
Base Vol:	45	270	128	25	142	41	26	55	49	95	50	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:	45	270	128	25	142	41	26	55	49	95	50	15
Added Vol:	29	495	125	67	564	40	31	299	46	177	275	111
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	765	253	92	706	81	57	354	95	272	325	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	80	832	275	100	767	88	62	385	103	296	353	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	832	275	100	767	88	62	385	103	296	353	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	832	275	100	767	88	62	385	103	296	353	137
												[
PCE Module:												
AutoPCE:	80	832	275	100	767	88	62	385	103	296	353	137
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	80	832	275	100	767	88	62	385	103	296	353	137
	[[
Delay Module	: >> '	Time 1	Period:	0.25	hours	<<						
CircVolume:		547			729			1163			974	
MaxVolume:		905			806			572			674	
PedVolume:		0			0			0			0	
AdjMaxVol:		905			806			572			674	
ApproachVol:		1187			955			550			786	
ApproachDel:		159.4			110.3			50.6			107.4	
Queue:		45.1			30.4			13.1			25.5	

MITIG8 - PM	Cumul	ative	No 2T	ue Dec	7,2	004 16:	:31:01				Page	1-1
			Level	Of Ser	vice	Computa	ation	Repor	t			
	2000	нсм о	perati	ons Me	thod	(Future	e Volu	me Al	ternat	ive)		
*****	****	****	*****	*****	****	******	*****	*****	*****	*****	****	******
Intersection	#131	7 Jim	_Moore	-Fourt	h/Thi	rd						
*******	* * * * *	****	* * * * * *	*****	****	******	****	****	*****	*****	* * * * *	* * * * * * *
Cycle (sec):		6	0		,	Critica	1 Vol	./Cap	. (X):		1.4	87
Loss Time (s	ec):		9 (Y+R	= 4	sec)	Average	e Dela	y (se	c/veh)	:	140	. 8
Optimal Cycl	е:	18	O also de also de also de	والمراجع والمراجع والمراجع		Level C)f Ser	vice:		ata aka ata ata ata ata .	4	F
*****	*****	****	*****	******		*****	- אאאא י הו		*****	*****		*****
Approach:	TNO	тсп в т	ouna	т т	աստութ	ouna	- E.	ast b	ouna	- Wi	ອຣເສເ	Juna
MOVement:	1	- 1	- K		- 1	- ĸ		- I	- K		- 1	- ĸ
Control.	 D	rotod	tod	П В	roted	ted		Dormi	ttod		Dormit	 ⊦tođ
Pichte,	£	Incl	uda	F	Incl	udo		Incl	ude	1	Tnal	ide
Min Green.	n	11101	uue 0	0	11101	uue 0	0	11101	uue n	n	111011	100
Lanes.	1	ററ്	1 0	1	ററ്	1 0	1	n n	1 0	1 (n n	1 0
Volume Modul	e: >>	Coun	t Date	: 10 M	ar 20	04 << 5		6:00	PM -	Adiuste	ed	I
Base Vol:	45	270	128	25	142	41	26	55	49	95	50	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:	45	270	128	25	142	41	26	55	49	95	50	15
Added Vol:	29	495	125	67	564	40	31	299	46	177	275	111
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	765	253	92	706	81	57	354	95	272	325	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	80	832	275	100	767	88	62	385	103	296	353	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	832	275	100	767	88	62	385	103	296	353	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	832	275	100	767	88	, 62	385	103	296	353	137
Saturation F.	LOW MO	Jooo	:	1000	1000	1000	1000	1000	1000	1000	1000	1000
Adivatmont.	1900	1900	1900	T 00	1900	1900	1900	1900	1900	1900	1900	1900
Lance.	1 00	0.94	0.25	1 00	0.97	0.97	1 00	0.99	0.95	1 00	0.94	0.94
Final Sat ·	1769	1347	446	1769	1645	189	497	1421	381	501	1285	498
				11			1			11		
Capacity Anal	lvsis	Mođu	le:	11		4	1			ł i		I
Vol/Sat:	0.05	0.62	0.62	0.06	0.47	0.47	0.12	0.27	0.27	0.59	0.27	0.27
Crit Moves:		****		****						* * * *		
Green Time:	2.4	24.9	24.9	2.3	24.8	24.8	23.8	23.8	23.8	23.8	23.8	23.8
Volume/Cap:	1.13	1.49	1.49	1.49	1.13	1.13	0.31	0.68	0.68	1.49	0.69	0.69
Uniform Del:	28.8	17.5	17.5	28.9	17.6	17.6	12.5	15.0	15.0	18.1	15.0	15.0
IncremntDel:	146.3	226	226.3	282.5	74.7	74.7	0.9	2.7	2.7	244.0	3.0	3.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh: 1	175.1	244	243.8	311.4	92.3	92.3	13.4	17.7	17.7	262.0	18.0	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: 1	175.1	244	243.8	311.4	92.3	92.3	13.4	17.7	17.7	262.0	18.0	18.0
HCM2kAvg:	5	67	66	8	32	33	3	9	9	66	9	9
***********	* * * * * *	*****	*****	*****	*****	******	*****	*****	*****	******	* * * * * *	*****

MITIG8 - PM C	umula	tive N	Io 2Mor	n Nov	15, 2	004 16:	00:00				Page :	1-1
											,	
		Le	evel Of	E Serv	ice C	omputat	ion R	eport				
2	000 H	СМ Оре	eratio	ns Met	hod (Future	VOLUM	e utr	6TUGFT,	~~/ ******	*****	* * * * * *
******	*****	* * * * * *	*****	*****	*****	*****	*****	* * * *	****			
Intersection	#1318	Jim_D	Moore/1	First	****	******	*****	* * * * *	*****	*****	****	* * * * * *
*****	*****	****				mitical	Vol	/Can	(\mathbf{X}) :		0.95	2
Cycle (sec):		TOO	/	1 -		TTOROGO	Delav	(sec	(veh):		32.	2
Loss Time (se	ec):	9	(Y+K :	= 4 5	ec) P	overage	Deruy F Sarv	ice'	, , , , , , , ,			С
Optimal Cycle): 	139	*****	*****	۱ * * * * *	******	F * * * * *	*****	*****	* * * * * *	****	*****
************	Nor		und	Sou	th Bo	und	Ea	st Bo	und	We	st Bo	und
Approach:	TNOL	m .		т. –	T T	- R	L -	т	~ R	L -	Т	– R
Movement:	ш —		l	1								
Control	Dr	otect	ed '	Pr	otect	ed	P	ermit	ted	P	ermit	ted
Dichte:		Inclu	de		Inclu	ıde		Inclu	ıde		Inclu	de
Min Creen:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 0	1!	0 0	0 0	1!	00
			{									
Volume Module	e: >>	Count	Date:	10 Ma	r 200)4 << 5	:00 -	6:00	РМ		1 =	15
Base Vol:	26	391	121	9	305	12	9	10	20	1 00	1 00	1 00
Growth Adj:	1,00	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	391	121	9	305	12	9	10	20	82	10	10
Added Vol:	10	630	51	11	776	1	0	13	17	94	12	19
PasserBvVol:	0	0	0	0	0	0	0	0	0	U	U	24
Initial Fut:	36	1021	172	20	1081	13	9	23	37	1/6	21	1 00
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adi:	0.96	0.96	0,96	0.96	0.96	0.96	0,96	0.96	0.96	0.96	0.96	0.90
PHF Volume:	38	1064	179	21	1126	14	9	24	39	183	28	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	100	0	0 25
Reduced Vol:	38	1064	179	21	1126	14	9	24	39	183	1 00	1 00
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	38	1064	179	21	1126	14	. 9	24	39	183	28	35
				[- -								1
Saturation F	low Mo	odule:				1000	1000	1000	1000	1900	1 900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	0 70	0 70	0 70
Adjustment:	0.95	0.98	0.98	0.95	1.00	1.00	0.90	0.50	0.50	0.75	0.11	0 14
Lanes:	1.00	0.86	0.14	1.00	0.99	0.01	0.13	0.33	0.04	986	151	190
Final Sat.:	1805	1590	268	1805	1874	23	1	560		1		
	·			[1		1	1		
Capacity Ana	Lysis	Modul	.e:	0.01	0 60	0 60	0 04	0.04	0.04	0.19	0.19	0.19
Vol/Sat:	0.02	U.6/	0.07	****	0.00	0.00	0.01	••••			****	
Crit Moves:	~ 4	~~~ ~	70.0	1 0	60 1	69 1	19.5	19.5	19.5	19.5	19.5	19.5
Green Time:	2.4	70.2	10.2	1.4	0 9.1	0 87	0.22	0.22	0.22	0.95	0.95	0.95
Volume/Cap:	0.87	0.95	12 4	10.90	12 0	12 0	33 8	33.8	33.8	39.8	39.8	39.8
Uniform Del:	48./	13.4	13.4	49.4	т с. О	±2.0	55.0 7 7	0 3	0.3	42.7	42.7	42.7
IncremntDel:	88.3	14.9	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00
Delay Adj:	1.00	1.00	1.00 1.00	1.UU	10 5	18 5	34 1	34 1	34 1	82.5	82.5	82.5
Delay/Veh:	136.9	28.3	28.3	1 00	1 00	1 00	1 00	1 00	1.00	1_00	1.00	1.00
User DelAdj:	1.00	1.00	1.00	1,00	10 C	10 5	24 1	34 1	34.1	82.5	82.5	82.5
AdjDel/Veh:	136.9	28.3	28.3	219.3	20.5	ο.J ΤΟ.J	J⊐•⊥ ?	21.1	2	15	16	15
HCM2 kAvg:		40	41 	r t t t t t t t 7	***** ?U	÷+++++	ے * * * * *	~~ * * * * *	ت + + + + + +	 *****	*****	******
**********	*****	****										

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MITIG8 - PM	Cumul	ative	No 2Mo	n Dec	13, :	2004 16	:44:2	9			Page	1-1
		 T		f Sor	vice (Computa	tion 1					
	ਸਮਾਤ	⊥ A Roun	dabout	Meth	od (Fi	uture V	olume.	Alte:	rnative	• }		
*****	*****	*****	*****	*****	*****	******	*****	* * * * * *	******	~ * * * * * *	* * * * * *	*****
Intersection	#131	8 Jim_	Moore/	First								
*******	*****	*****	*****	* * * * *	****	******	*****	* * * * *	* * * * * * *	*****	*****	******
Average Dela	y (se ****	c/veh) *****	: * * * * * *	61.8 *****	* * * * * *	*****	*****	الـ *****	evel Of ******	Serv.	ice: *****	F *****
Approach:	No	rth Bo	und	Soi	uth Bo	ound	Ea	ast Bo	ound	W	est Bo	ound
Movement:	L	- T	- R	Ь	- T	- R	L	- T	- R	L	- T	- R
									[
Control:	Yi	eld Si	gn	Yie	eld S:	ign	Yie	eld S:	ign	Yi	eld Si	.gn
Lanes:		l			1			1			1	
Volume Modul	e: >>	Count	Date:	10 Ma	ar 200	04 << 5	:00 -	6:00	PM			
Base Vol:	26	391	121	9	305	12	9	10	20	82	15	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:	26	391	121	9	305	12	9	10	20	82	15	15
Added Vol:	10	630	51	11	776	1	0	13	17	94	12	19
PasserByVol:	0	0	1 - 0	0	1001	0	0	0	0	1.5.0	0	0
Initial Fut:	35	1 00	1/2	20	1 00	1 0 0	1 00	1 00	1 00	1 00	1 00	34
DUB Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	1064	170	0.90	1126	0.90	0.96	0.96	0.90	102	0.90	0.90
Phr volume:	30	1064	1/9	21	TT70	14	9	24	ود	0	20	
Reduced Vol.	28	1064	179	21	1126	14	G G	24	30	183	28	35
PCE Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
MLF Adi	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Final Vol.:	1.00	1064	179	21	1126	14	±.00	24	00	183	2.8	35
	1											
PCE Module:	£		I	ſ		I	I		I	I		I
AutoPCE:	38	1064	179	21	1126	14	9	24	39	183	28	35
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	38	1064	179	21	1126	14	. 9	24	39	183	28	35
Delay Module	: >> /	Time P	eriod:	0.25	hours	5 <<						
CircVolume:		54			249			1330			1110	
MaxVolume:		1171			T066			482			600	
Peavolume:		0			1000			0			0	
AujMaxVO1:		1280			1160			482			500	
Approactivol:		120U			ττ <u>ρ</u> Ω			12 0 0			24/ 10 1	
Unene.		00.J 29.8			27 6			0.0			2 0	
yucue.		49.0			a / • O			0.0			∠.∪	

MITIG8 - PM (Cumula	tive N	Io 2Mor	Nov	15, 2	2004 11:	23:48] 	Page	1-1
	2000 H	Le ICM Ope	evel Of eration	Serv s Met	rice (Computat (Future	ion R Volum	eport	: : :ernati;	ve)	* * * * *	·
********	*****	*****	******									
Intersection	#1319) First	:/Light	_Figh	iter	للمنطق الأربية المراجع المراجع	له طب سل سل سات سا		• • • • • • • • •	* * * * * *	****	*****
****	*****	*****	*****	*****	****	*		10	/21.		0.81	8
Cycle (sec):		70				ritica.		/cap	(Δ)		19	9
Loss Time (s	ec):	9	(Y+R =	= 4 5	ec) /	Average	ретаў	' (sec	c/ven):		10.	10
Optimal Cycl	e:	65]	Level 01	: Serv	'lce:	بالدياب بالديات بالديا	******	* * * * *	· * * * * * *
********	* * * * * *	*****	*****	*****	****	******		*****			at Pa	und
Approach: Movement:	Nor L -	th Bou - T	und - R	Sou L -	ith Bo - T	- R	Ea 	· T	- R	ме L – 	т Т	- R
		lormi t	Fod	ו ד	ermi.	tted '	Ē	ermi	tted	Pr	otect	ced
CONCLOI.	ŗ	Thelu	deu de	~	Inch	ude		Igno:	re		Inclu	ıde
Min Groon!	n	n	 	0	0	0	0	0	0	0	0	0
Min. Green:	1 1	า กั่	n 1	1 () 1	0 1	0 0) 2	0 1	1 0	2	0 0
Lanes:						!						
Volume Modul	1	Count	Date	28 Se	ap 20	04 << 4	:30 -	5:30	PM			
Dogo Vol.	176	00une A	15	2	1	54	0	616	130	2	759	0
Base vor	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Adj:	176	1.00	15	2.00	1.00	54	0	616	130	2	759	0
Initial Bse:	1/0	0	122	2	74	230	Ō	802	126	93	779	0
Added Vol:	88	0	132	0	, <u>,</u>	2.50	Ő	0	0	0	0	0
PasserByvol:	264	0	1 1 7	10	75	284	Õ	1418	256	95	1538	0
Initial Fut:	264	1 00	1 00	1 00	1 00	1 00	1 00	1.00	0.00	1.00	1.00	1.00
User Adj:	1.00	1.00	1.00	1.00	1.00	n 92	0 92	0.92	0.00	0.92	0.92	0.92
PHF Adj:	0.92	0.92	1.50	0.92	0.92	300	0.52	1541	0	103	1672	0
PHF Volume:	287	0	TOO	11	02	0	ñ	1011	Ő	0	0	0
Reduct Vol:	0	0	1.60	11	92	200	ň	1541	Ő	103	1672	0
Reduced Vol:	287	1 00	1 00	1 00	1 00	1 00	1 00	1 00	0.00	1.00	1.00	1.00
PCE Adj:	1.00	1.00	1.00	1 00	1 00	1 00	1 00	1 00	0 00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	11	1.00	200	1.00	1541	0.00	103	1672	0
Final Vol.:	287	U	160	1	02		1	TO 4T	I			
						1	4		1	1		
Saturation #	LOW M	odule:	1000	1000	1000	1000	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1 00	1 93	1 00	0.93	0.93	1.00
Adjustment:	0.69	1.00	1 00	1 00	1 00	1 00	1,00 0,00	2 00	1 00	1.00	2.00	0.00
Lanes:	1,00	0.00	1500	1400	1060	1583	0.00	2538	1900	1769	3538	0
Final Sat.:	1309	U	1202	1452	1002	1000	1			1		
	·					I	ł		1	1		,
Capacity Ana	lysis	Modul	e:	0 01	0.04	0.20	0 00	0 44	0 00	0.06	0.47	0.00
Vol/Sat:	0.22	0.00	0.10	0.01	0.04	0.20	0.00	****	0.00	****	••••	
Crit Moves:	****		10 7	10 7	10 7	10 7	0 0	27 2	0.0	5.0	42.3	0.0
Green Time:	18.7	0.0	18.7	10.7	10.7	10.7	0.0	0 82	0.0	0.82	0.78	0.00
Volume/Cap:	0.82	0.00	0.38	10.03	10 0	0.10	0.00	12 6	0.00	32.1	10.4	0.0
Uniform Del:	24.0	0.0	20.9	тд.Э	73.0	23.3	0.0		0.0	32 7	2 0	0.0
IncremntDel:	14.0	0.0	U.6	0.0	1 0.2	1 00	0.0	1 00	0.0	1 00	1 00	0.00
Delay Adj:	1.00	0.00	1.00	1.00	10 0	20 0	0.00	16 5	0.00	64 7	12 4	0.0
Delay/Veh:	38.1	0.0	21.4	10.9	19.8	49.0	1 00	1 0.0	1 00	1 00	1 00	1 00
User DelAdj:	1.00	1.00	1.00	1.00	10.00	1.00 T.00	1.00	16 5	1.00 T.00	64 7	12 A	+.UV
AdjDel/Veh:	38.1	0.0	21.4	T8'ð	19.8	29.0	0.0	10.0	0.0	04./ E	⊥ಒ•៕ 1⊑	0.0 n
HCM2 kAvg:	11	0	3	U Alabert - Fort	L • د د د د د		***** ^	***** TØ	******	*****	**** *^	· * * * * *
**********	* * * * * *	*****	*****	****	****	^ * * * * * * *						

MITIG8 - PM C	Cumula	ative	No 2Tu	ie Dec	7,20	004 16:	58:17				Page	1-1
		т — — — — — — — Т	evel ()f Serv	rice (Computa	tion H	Report	t			
2	2000 F	- ICM Or	peratio	ons Met	hod	(Future	e Volut	ne Ali	ternati	ve)		
- * * * * * * * * * * * * *	*****	*****	*****	*****	* * * * *	*****	*****	*****	* * * * * * *	*****	****	******
Intersection	#1320) Seco	ond/Lic	ht Fic	hter							
******	*****	*****	*****	*****	*****	* * * * * * *	*****	* * * * * *	* * * * * * *	* * * * * *	****	*****
Cycle (sec):		6()		(Critica	al Vol	./Cap	. (X):		1.55	99
Loss Time (se	ec):	12	2 (Y+R	= 4 8	sec))	Average	e Delay	y (se	c/veh):		181	. 8
Optimal Cycle	3:	180)			Level C	of Ser	vice:				F
*****	*****	*****	*****	*****	****	* * * * * * *	*****	*****	* * * * * * *	* * * * * *	****	* * * * * * *
Approach:	Noi	cth Bo	ound	Sou	ith Be	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	L -	- T	– R	ь.	- Т	- R	Ŀ-	- T	- R	ь -	· T	- R
Control:	Sp]	lit Pł	nase	Spl	lit Pl	hase	Pi	roteci	ted	Pı	otect	ted
Rights:		Inclu	ıde		Ovl			Inclu	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	O	0	0	0	0
Lanes:	0 0) 1!	0 0	1 1	L 0	0 1	2 0	D I	1 0	1 () 2	0 1
Volume Module	e: Sep	ptembe	er 2004	I - PM								
Base Vol:	0	1	8	0	0	131	198	428	7	2	630	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	1	8	0	0	131	198	428	7	2	630	8
Added Vol:	134	62	148	894	62	412	586	243	114	148	326	823
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	63	156	894	62	543	784	671	121	150	956	831
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	140	66	163	931	65	566	817	699	126	156	996	866
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	66	163	931	65	566	817	699	126	156	996	866
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	140	66	163	931	65	566	817	699	126	156	996	866
Saturation Fl	low Mo	odule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.94	0.94	0.83	0.90	0.91	0.91	0.93	0.93	0.83
Lanes:	0.38	0.18	0.44	1.87	0.13	1.00	2.00	1.69	0.31	1.00	2.00	1.00
Final Sat.:	652	306	759	3326	231	1583	3432	2928	528	1769	3538	1583
Capacity Anal	lysis	Modu.	le:									
Vol/Sat:	0.21	0.21	0.21	0.28	0.28	0.36	0.24	0.24	0.24	0.09	0.28	0.55
Crit Moves:			****		****		* * * *					* * * *
Green Time:	8.0	8.0	8.0	10.5	10.5	19.4	8.9	21.5	21.5	8.0	20.5	20.5
Volume/Cap:	1.60	1.60	1.60	1.60	1.60	1.10	1.60	0.67	0.67	0.67	0.82	1.60
Uniform Del:	26.0	26.0	26.0	24.7	24.7	20.3	25.5	16.2	16.2	24.8	18.1	19.7
IncremntDel:2	289.0	289	289.0	277.0	277	71.0	278.6	1.4	1.4	7.1	4.7	278.1
Delay Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delav/Veh: 3	314.9	315	314.9	301.7	302	91.2	304.1	17.6	17.6	31.9	22.7	297.8
User DelAdi	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh: 3	314.9	315	314.9	301.7	302	91.2	304.1	17.6	17.6	31.9	22.7	297.8
HCM2kAva:	26	26	26	36	35	22	30	8	8	4	11	57
*******	*****	*****	******	*****	****	******	*****	* * * * *	* * * * * * *	*****	****	* * * * * * *

PM Cumulativ	e No 2	2nd Ex	t. Mo	on Nov	15, :	2004 10	0:56:2	8		Page	65-1
								Penor	 -		
	2000 1	LL CM ODT	ever (ng Mei	vice v Ebođ	/ Future	a Volu	ne al:	ternati		
* 4 4 4 4 4 4 4 4 4 4 4 4 4	7000 I	******	******)115 MC:	+ * * * * *	\rucure *****	= vOru	*****	******	-	****
Treesestion	4120	a a a a a a 1 Tima	Moore	/T.i.aht	Fich	tor					
intersection	. #134. *****	L U LIII	******	· ==		LCL *****	*****	* * * * *	******	* * * * * * * * * * *	****
	~ ~ ~ ~ ~ ~	00		• • • • • • • •		Oritia		/Can	(\mathbf{X}) .	7 5	46
Cycle (sec):		30	(37 · T)	_ /		Averace	a Dola.	v (ce	$\cdot (\Delta) \cdot$	· 205	7 7
Loss Time (s	ec):	10	(1+R	= 4	sec) -	Averay	of Com	vide.	c/ven/;	. 221	.ງ ເຄ
Optimal Cyci	e:	180 44444	اد ماد ماد ماد ماد			7646T (******	*****	******	* * * * * * * * * * * *	L.
********			~ ~ ~ ~ ~ <i>~ ·</i>	 	uth D	ovnd		agt P	പനർ	Wort F	hund
Approach:	<pre>state wo 2nd Ext. Mon Nov 15, 2004 10:50:28 Page 65-1 Level Of Service Computation Report 2000 HCM Operations Method (Puture Volume Alternative) ************************************</pre>										
Movement:	· L. ·	- 11	- R	· سلـ ۱۱	- 1	- R		– T.	- K		
					-						
Control:	Pı	rotect	ed	P:	rotec	ted	P	rotec	tea	Protec	ced.
Rights:		Inclu	de		inci	ude	-	Igno:	re	Inci	uae
Min. Green:	0	0	0	0	0	0	0	0	0	υ C	, _
Lanes:	2 0	0 0	1 0	1 (0 1	1 0	1 .	0 1	0 1	1 0 0	1
										.	
Volume Modul	e: >>	Count	Date:	: 22 S	ep 200	04 << 5	5:00 -	6:00	PM		
Base Vol:	314	318	4	2	175	205	236	54	146	3 121	-
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.
Initial Bse:	314	318	4	2	175	205	236	54	146	3 121	-
Added Vol:	927	468	4	б	594	339	241	43	1000	1 31	-
PasserByVol:	0	0	0	0	0	0	0	0	0	0 C)
Initial Fut:	1241	786	8	8	769	544	477	97	1146	4 152	:
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00 1.00) 1.
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90 0.90) 0.
PHF Volume:	1379	873	9	9	854	604	530	108	0	4 169)
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0)
Reduced Vol:	1379	873	9	9	854	604	530	108	0	4 169)
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00 1.00) 1.
MTF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00 1.00) 1.
Final Vol ·	1379	873	9	9	854	604	530	108	0	4 169)
				- 							
Saturation F	l low Mo	odule:		i			1 1		ł	I	
Sat/Lane.	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1900	19
Adjustment.	0.90	0.98	0.98	0.93	0.87	0.87	0.93	0.98	1.00	0.93 0.97	0.
Lanee ·	2 00	0 99	0.01	1.00	1,17	0.83	1.00	1.00	1.00	1.00 0.96	i 0.
Final Cat ·	3430	1841	19	1769	1944	1375	1769	1862	1900	1769 1768	
Dac	J										
Canadity Ana	lveie	Modul	<u>م</u> .	11			l l		l	I	
Vol/Cat.	T AV	∩ 47	0 47	0 01	0 44	0 44	0.30	0.06	0.00	0.00 0.10	0.
Orit Morroa	****	0.4/	0.4/	0.01	****	0 / T I	****	2.00	2,00	****	
Creen Time:		42 1	42 7		22 R	22 P	15 5	19 F	0 0	0.9.4 9) 4
Green Time:	2V.8 1 EF	V 00 T · C F	40.T	0.0	1 55	1 55	1 55	0.24	0.00	0.24 1 55	1
vorume/cap:	2000	16 7	0.00 16 0	00.00 20 7	28 6	28 E	20 0	24 2	0.00	20 2 27 5	. <u>⊥</u> , , , , 7
Unitorm Del:	29.0 051 0	10.2	10.2 0 7	<i>ו בכ</i> ד בוכ	20.0 251	20.0	24.4	Δ-1.Δ Λ ?	0.0	6 4 - 224	. 79/
incremntDel:	451.4	7.T	,⊥.∀ 1 00	213.7	1 00	1 00	1 00	1 00	0.0	1 00 1 00	. 20 1
Delay Adj:	1.00	1.00	1.00 1.00	T.00	T.00	1.00 070 F	101 0	1.00	0.00	1 F 6 200	י ⊥• ⊳ גייני
Delay/Veh:	280.8	25.3	25.3	253.4	280	219.5	291.9	24.5	1 00	40.0 322	1 J L L
User DelAdj:	1.00	1.00	1.00	1.00	T.00	1.00	1.00	1.00	T.00	1.00 I.00	/ ⊥.
AdjDel/Veh:	280.8	25.3	25.3	253.4	280	279.5	291.9	24.5	0.0	45.6 322	: 321 -
HCM2kAva:	51	23	23	1	51	51	40	2	0	0 14	1.

PM Cumulative	e No 2	2nd Ex	ct. Mo	on Nov	15,	2004 10	:56:28	В			Page (57-1
		I	evel (of Serv	vice	Computa	tion 1	Repor	t			
;	2000 1	нсм ор	peratio	ons Met	chod	(Future	Volur	ne Al	ternat	ive)		
*****	* * * * *	*****	*****	*****	* * * * *	******	*****	* * * * *	*****	*****	*****	******
Intersection	#1323	2 Jim_	Moore/	'Gigli	ng							
******	* * * * * *	*****	*****	*****	* * * * *	******	* * * * * *	* * * * * *	* * * * * * *	* * * * * *	*****	******
Cycle (sec):		60)		,	Critica.	L Vol	./Cap	(X):		1.32	26
Loss Time (se	ec):	16	5 (Y+R	= 4 9	sec)	Average	Delay	y (se	c/ven)	:	165	.⊥
Optimal Cycle	***** 5:	***** 181			****	Level 0:	- 5erv	***** *****	*****	*****	****	」 * * * * * * * * *
Annroach.	No	rth Br	wod	501 501	ιth Β	ound	E:	agt R	ound	W.	est Br	hund
Movement:	т		- R	T	- T	- R	T	- т	- R	Τ	- т	– R
movement.	یت 											
Control:	ן Pi	rotect	ed '	PI PI	rotec	ted	' Pi	rotect	ted	P	rotect	
Rights:		Iqnor	re		Iqno	re		Incl	ude		Ignoi	ce
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (02	0 1	1 () 2	0 1	1 (0 0	1 0	1 () 1	0 1
			·									
Volume Module	e: >>	Count	Date:	: 3 Mai	r 200	4 << 4:4	45-5 : 4	45				
Base Vol:	45	478	57	122	301	55	58	34	29	77	39	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:	45	478	57	122	301	55	58	34	29	77	39	127
Added Vol:	191	1117	166	83	1279	98	69	81	191	195	92	79
PasserByVol:	0	0	0	0	0	150	107	175	0	0	101	0
Initial Fut:	236	1595	223	205	1280	153	1 00	1 00	1 00	1 00	1 00	206
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.90	1661	0.00	214	1646	0.00	130	120	229	283	136	0.00
Prif volume: Reduct Vol:	240 0	TOOT	0	_∠⊥-∓ ∩	1040 0	0	10	120	222	200	0	0
Reduced Vol.	246	1661	0	214	1646	Ő	132	120	229	283	136	õ
PCE Adi:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adi:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	246	1661	0	214	1646	0	132	120	229	283	136	0
Saturation F	low Ma	odule:		·								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	1.00	0.93	0.93	1.00	0.93	0.88	0.88	0.93	0.98	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.34	0.66	1.00	1.00	1.00
Final Sat.:	1769	3538	1900	1769	3538	1900	1769	576	1102	1769	1862	1900
Capacity Anal	lysis	Modul	.e:		6 4 P	0 00	0.07	0 01	0 01	0.10	0 07	0 00
Vol/Sat:	0.14	0.47	0.00	0.12	0.47	0.00	0.07	U.21	0.21	4444 0.10	0.07	0.00
Crit Moves:	****	01 7	0.0	F C	~ ~ ~ ~ ~	0 0	0 /	G 4	0 4	7 7	0 7	0 0
Green Time:	5.3	21.7	0.0	5.0	21.1 1 22	0.0	0.4	4. ש. 4 רכ ד	7.4 1 22	1 22	0.4	0.0
Volume/Cap:	1.33	т.эU гог	0.00	27 0	10 E	0.00	24 0	25 2	25 2	26 4	24 1	0.00
IncremptDel:	179 0	120	0.0	170 4	157	0.0	2 2 2	171	170.6	175.3	2.2	0.0
Delay Adi.	1.00	1.00	0.00	1,00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh· '	205 9	158	0.00	197.6	172	0.0	26.2	196	195.9	201.7	26.3	0.0
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh: :	205.9	158	0.0	197.6	172	0.0	26.2	196	195.9	201.7	26.3	0.0
HCM2kAva:	15	41	0	13	43	0	3	20	20	17	3	0
**********	* * * * *	*****	*****	*****	****	*****	* * * * * *	*****	*****	*****	*****	******

Level Of Service Computation Report Level Of Service Computation Report 2000 HCK Operations Method (Future Volume Alternative) Intersection #1323 Jim Moore/Normandy Cycle (sc): 50 Critical Vol./Cap. (X): 1.483 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 150.2 Optimal Cycle: F Approach: Morth Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Optimal Cycle: Include Includ	PM Cumulative	e No 2	2nd Ex	kt. Mo	on Nov	15,	2004 10):56:21	В		I	Page (59-1		
Level of Service Computation Report 2000 ECM Operations Method (Future Volume Alternative) Intersection #323 Jim_Moore/Normandy Cycle (sec): 60 Critical Vol./Czp. (X): 1.403 Loos Time (sec): 12 (YR = 4 sec) Average Delay (sec/veh): 150.2 Optimal Cycle: 180 Level Of Service: F Transmitted Method Note Normandy Control: Protected Permitted Permitted Network Advector Control: Protected Permitted Note: 10 0 1 0 0 0 0 10 0 0 0 0 0 0 0 0 0 0															
2000 HCM Operations Method (Future Volume Alternative) Intersection H1323 Jim Moore/Normandy Cycle (sec): 60 Critical Vol./Cap. (X): 1.483 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/vch): 150.2 Optimal Cycle: 180 Everice: F Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R C - T - R L - T - R Control <th c<="" colspan="2" td=""><td></td><td></td><td>т</td><td>evel (</td><td>)f Serv</td><td>rice</td><td>Computa</td><td>ation 1</td><td>Report</td><td>t</td><td></td><td></td><td></td></th>	<td></td> <td></td> <td>т</td> <td>evel (</td> <td>)f Serv</td> <td>rice</td> <td>Computa</td> <td>ation 1</td> <td>Report</td> <td>t</td> <td></td> <td></td> <td></td>				т	evel ()f Serv	rice	Computa	ation 1	Report	t			
Intersection #1323 Jim_Moore/Normandy Cycle (sec): 60 Critical Vol./Cap. [X]: 1.443 Loss Time (sec): 12 (Yr4 4 sec) Average Delay (sec/veh): 150.2 Optimal Cycle: 180 Level Of Service: F Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R I - T - R Control: Protected Protected Permitted Permitted Min. Green: 1 0 1 1 0 1 0 2 0 1 0 0 110 0 0 0 0 0 0 0 Value Module: >> Control Date: 30 Mar 2004 <<	2	2000 F	- HCM Or	peratio	ons Met	hod	(Future	e Volu	ne Ali	ternati	lve)				
Intersection #1323 Jim Moore/Normady Cycle (sec): 60 Critical Vol./Cap. (X): 1.483 Loss Time (sec): 12 (Y+R = 4 sc) Average Delay (sec/veh): 150.2 Optimal Cycle: 180 Level Of Service: F Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Permitted Permitted Rights: Include Include Include Include Kin Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Lanes: 1 0 1 1 0 1 0 2 0 1 0 0 11 0 0 0 0 11 0 0 Lanes: 1 0 1 1 0 1 0 2 0 1 0 0 11 0 0 0 0 11 0 0 Lanes: 1 0 1 1 0 1 0 2 0 1 0 0 11 0 0 0 0 1 10 0 Control 15 514 32 55 318 34 52 34 20 18 23 14 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	 * * * * * * * * * * * *	****	*****	******	******	****	* * * * * * *	*****	* * * * *	* * * * * * *	*****	****	* * * * * * *		
Cycle (sec): 60 Critical Vol./Cap. (X): 1.483 Logs Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/Veh): 150.2 Optimal Cycle: 180 Level Of Service: F Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Growth Agis: Include Include Include Include Include Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Intersection	#1323	3 Jim	Moore/	/Norman	ıdy									
Cycle (sec): 60 Critical Vol./Cap. (X): 1.483 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 150.2 Optimal Cycle: 180 Level Of Service: F ************************************	****	****	* * * * * * *	 * * * * * * * *	******	* * * *	* * * * * * *	*****	* * * * *	* * * * * * *	******	* * * * *	******		
Logs Time (sec): 12 (Y+R = 4 sc) Average Delay (sec/veh): 150.2 Optimal Cycle: 180 Level Of Service: F Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Image Control Control: Protected Protected Include Include Include Min. Green: 0 <t< td=""><td>Cycle (sec):</td><td></td><td>6(</td><td>D</td><td></td><td></td><td>Critica</td><td>al Vol</td><td>./Cap</td><td>. (X) :</td><td></td><td>1.48</td><td>33</td></t<>	Cycle (sec):		6(D			Critica	al Vol	./Cap	. (X) :		1.48	33		
Optimal Cycle: 180 Level of Service: F Approach: North Bound South Bound East Bound West Bound Movement: L T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T R L - T R L - T R L - T R L - T R L - T R L - T R L - T R R C T R C T R C T R R C T T<	Loss Time (se	ec):	12	2 (Y+R	= 4 s	sec)	Average	e Delay	y (sea	c/veh) :	:	150	. 2		
Approach: North Bound South Bound East Bound West Bound Approach: L T - R L - T - R L - T - R L - T - R - T - R - T - R - T - T - T - T - T - T - T - T - T - T - T - T - T - T - T - T - T - T - T - R - T - T - R L - T - R L - T - R T - R T - R L - T - R T T R	Optimal Cycle	:	180	C			Level (of Ser	vice:				F		
Approach: North Bound South Bound East Bound West Bound Movement: L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R R T R R T R R T R R T R R T R R T R R T R R T R	********	****	*****	* * * * * * *	******	****	*****	*****	* * * * * *	******	******	****	******		
Movement: L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - C	Approach:	Noi	rth Bo	ound	Soi	ith B	ound	Εa	ast Bo	ound	We	est Bo	ound		
Control: Protected Protected Permitted Permitted Rights: Include Include Include Include Include Min. Green: 0	Movement:	г.	- T	- R	г -	- T	- R	Ŀ	- T	- R	L -	• Т	- R		
Control: Protected Permitted Permitted Permitted Rights: Include Include Include Include Include Min. Green: 0												. .			
Rights: Include Include Include Include Include Include Min. Green: 0	Control:	Pı	rotect	ced	Pı	otec	ted]	Permit	tted	F	Permit	ted		
Min. Green: 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 <th0< th=""> <th0< td=""><td>Rights:</td><td></td><td>Inclu</td><td>ıde</td><td></td><td>Incl</td><td>ude</td><td></td><td>Inclu</td><td>ude</td><td></td><td>Inclu</td><td>ıde</td></th0<></th0<>	Rights:		Inclu	ıde		Incl	ude		Inclu	ude		Inclu	ıde		
Lanes: 1 0 1 0 0 0 1 0 <td>Min. Green:</td> <td>0</td>	Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Volume Module: >> Count Date: 30 Mar 2004 << 4:30 - 5:30 PM	Lanes:	1 () 1	1 0	1 () 2	0 1	0 (0 1!	0 0	00) 1!	0 0		
Volume Module: >> Count Date: 30 Mar 2004 << 4:30 - 5:30 PM								[
Base Vol: 15 514 32 55 318 34 52 34 20 18 23 14 Growth Adj: 1.00 0	Volume Module	: >>	Count	: Date:	: 30 Ma	ar 20	04 << 4	4:30 -	5:30	PM					
Growth Adj: 1.00 <td>Base Vol:</td> <td>15</td> <td>514</td> <td>32</td> <td>55</td> <td>318</td> <td>34</td> <td>52</td> <td>34</td> <td>20</td> <td>18</td> <td>23</td> <td>14</td>	Base Vol:	15	514	32	55	318	34	52	34	20	18	23	14		
Initial Bse: 15 514 32 55 318 34 52 34 20 18 23 14 Added Vol: 72 1065 8 332 1182 151 135 22 42 7 30 274 PasserByVol: 0	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Added Vol: 72 1065 8 332 1182 151 135 135 22 42 7 30 274 PasserByVol: 0	Initial Bse:	15	514	32	55	318	34	52	34	20	18	23	14		
PasserByVol: 0 <t< td=""><td>Added Vol:</td><td>72</td><td>1065</td><td>8</td><td>332</td><td>1182</td><td>151</td><td>135</td><td>22</td><td>42</td><td>7</td><td>30</td><td>274</td></t<>	Added Vol:	72	1065	8	332	1182	151	135	22	42	7	30	274		
<pre>Initial Fut: 87 1579 40 387 1500 185 187 56 62 25 53 288 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0</pre>	PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
User Adj: 1.00 0 </td <td>Initial Fut:</td> <td>87</td> <td>1579</td> <td>40</td> <td>387</td> <td>1500</td> <td>185</td> <td>187</td> <td>56</td> <td>62</td> <td>25</td> <td>53</td> <td>288</td>	Initial Fut:	87	1579	40	387	1500	185	187	56	62	25	53	288		
PHF Adj: 0.89	User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume: 98 1774 45 435 1685 208 210 63 70 28 60 324 Reduct Vol: 0	PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89		
Reduct Vol: 0 <th< td=""><td>PHF Volume:</td><td>98</td><td>1774</td><td>45</td><td>435</td><td>1685</td><td>208</td><td>210</td><td>63</td><td>70</td><td>28</td><td>60</td><td>324</td></th<>	PHF Volume:	98	1774	45	435	1685	208	210	63	70	28	60	324		
Reduced Vol: 98 1774 45 435 1685 208 210 63 70 28 60 324 PCE Adj: 1.00	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PCE Adj: 1.00	Reduced Vol:	98	1774	45	435	1685	208	210	63	70	28	60	324		
MLF Adj: 1.00	PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.: 98 1774 45 435 1685 208 210 63 70 28 60 324 Saturation Flow Module: Adjustment: 0.95 0.95 0.95 0.41 0.41 0.41 0.86 0.86 Lanes: 1.00 1.95 0.05 1.00 2.00 1.00 0.62 0.18 0.20 0.07 0.14 0.79 Final Sat.: 1805 3507 89 1805 3610 1615 478 143 159 112 238 1292 Capacity Analysis Module: Vol/Sat: 0.05 0.51 0.24 0.47 0.13 0.44 0.44 0.42 0.25 0.25 0.25 Crit Moves: <	MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
	Final Vol.:	98	1774	45	435	1685	208	210	63	70	28	60	324		
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190															
Sat/Lane: 1900 100 100	Saturation Fl	Low Mo	odule	:						·					
Adjustment: 0.95 0.95 0.95 0.95 0.41 0.41 0.41 0.86 0.86 Lanes: 1.00 1.95 0.05 1.00 2.00 1.00 0.62 0.18 0.20 0.07 0.14 0.79 Final Sat.: 1805 3507 89 1805 3610 1615 478 143 159 112 238 1292	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lanes: 1.00 1.95 0.05 1.00 2.00 1.00 0.62 0.18 0.20 0.07 0.14 0.79 Final Sat.: 1805 3507 89 1805 3610 1615 478 143 159 112 238 1292 	Adjustment:	0.95	0.95	0.95	0.95	0.95	0.85	0.41	0.41	0.41	0.86	0.86	0.86		
Final Sat.: 1805 3507 89 1805 3610 1615 478 143 159 112 238 1292 Capacity Analysis Module:	Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	0.62	0.18	0.20	0.07	0.14	0.79		
Capacity Analysis Module: Vol/Sat: 0.05 0.51 0.51 0.24 0.47 0.13 0.44 0.44 0.44 0.25 0.25 0.25 Crit Moves: **** **** Green Time: 3.1 20.5 20.5 9.7 27.1 27.1 17.8 17.8 17.8 17.8 17.8 17.8 17.8 Volume/Cap: 1.03 1.48 1.48 1.48 1.03 0.29 1.48 1.48 1.48 0.85 0.85 0.85 Uniform Del: 28.4 19.8 19.8 25.1 16.5 10.4 21.1 21.1 21.1 19.8 19.8 19.8 IncremntDel:102.2 222 221.6 234.6 31.7 0.2 238.9 239 238.9 12.8 12.8 12.8 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Final Sat.:	1805	3507	89	1805	3610	1615	478	143	159	112	238	1292		
Capacity Analysis Module: Vol/Sat: 0.05 0.51 0.51 0.24 0.47 0.13 0.44 0.44 0.44 0.44 0.25 0.25 0.25 Crit Moves: **** Green Time: 3.1 20.5 20.5 9.7 27.1 27.1 17.8 17.8 17.8 17.8 17.8 17.8 17.8 Volume/Cap: 1.03 1.48 1.48 1.48 1.03 0.29 1.48 1.48 1.48 0.85 0.85 0.85 Uniform Del: 28.4 19.8 19.8 25.1 16.5 10.4 21.1 21.1 21.1 19.8 19.8 19.8 IncremntDel:102.2 222 221.6 234.6 31.7 0.2 238.9 239 238.9 12.8 12.8 12.8 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0															
Vol/Sat: 0.05 0.51 0.24 0.47 0.13 0.44 0.44 0.25 0.25 0.25 Crit Moves: **** **** Green Time: 3.1 20.5 20.5 9.7 27.1 27.1 17.8<	Capacity Anal	lvsis	Modu]	le:	1 E		· · · · ·	•			•				
Crit Moves: **** **** **** Green Time: 3.1 20.5 20.5 9.7 27.1 27.1 17.8 17.8 17.8 17.8 17.8 17.8 17.8 17.8 17.8 17.8 17.8 17.8 17.8 17.8 Volume/Cap: 1.03 1.48 1.48 1.48 1.03 0.29 1.48 1.48 1.48 0.85 0.85 0.85 Uniform Del: 28.4 19.8 19.8 25.1 16.5 10.4 21.1 21.1 21.1 19.8 19.8 19.8 IncremntDel: 102.2 222 221.6 234.6 31.7 0.2 238.9 239 238.9 12.8 12.8 12.8 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Vol/Sat:	0.05	0.51	0.51	0.24	0.47	0.13	0.44	0.44	0.44	0.25	0.25	0.25		
Green Time: 3.1 20.5 20.5 9.7 27.1 27.1 17.8	Crit Moves:		****		* * * *				****						
Volume/Cap: 1.03 1.48 1.48 1.03 0.29 1.48 1.48 1.48 0.85 0.85 Uniform Del: 28.4 19.8 19.8 25.1 16.5 10.4 21.1 21.1 21.1 19.8 19.8 19.8 IncremntDel: 102.2 222 221.6 234.6 31.7 0.2 238.9 239 238.9 12.8 12.8 12.8 Delay Adj: 1.00 <td>Green Time:</td> <td>3.1</td> <td>20.5</td> <td>20.5</td> <td>9.7</td> <td>27.1</td> <td>27.1</td> <td>17.8</td> <td>17.8</td> <td>17.8</td> <td>17.8</td> <td>17.8</td> <td>17.8</td>	Green Time:	3.1	20.5	20.5	9.7	27.1	27.1	17.8	17.8	17.8	17.8	17.8	17.8		
Uniform Del: 28.4 19.8 19.8 25.1 16.5 10.4 21.1 21.1 21.1 19.8 19.8 19.8 IncremntDel:102.2 222 221.6 234.6 31.7 0.2 238.9 239 238.9 12.8 12.8 12.8 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Volume/Cap:	1 03	1.48	1.48	1.48	1.03	0.29	1.48	1.48	1.48	0.85	0.85	0.85		
IncremntDel: 102.2 222 221.6 234.6 31.7 0.2 238.9 239 238.9 12.8 12.8 12.8 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Uniform Del.	28 4	19 R	19 A	25.1	16.5	10.4	21.1	21.1	21.1	19.8	19.8	19.8		
Delay Adj: 1.00	IncremetDel · 1	102 2	222	221 6	234 6	31 7	0.2	238.9	239	238.9	12.8	12.8	12.8		
Delay/Veh: 130.6 241 241.4 259.8 48.1 10.6 260.0 260 260.0 32.6 32.6 32.6 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Dolay Add.	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
User DelAdj: 1.00 <td>Delay Auj: Delay/Woh. 1</td> <td>130 4</td> <td>241</td> <td>241 A</td> <td>259 P</td> <td>48 1</td> <td>10 K</td> <td>260 0</td> <td>260</td> <td>260.0</td> <td>32.6</td> <td>32.6</td> <td>32.6</td>	Delay Auj: Delay/Woh. 1	130 4	241	241 A	259 P	48 1	10 K	260 0	260	260.0	32.6	32.6	32.6		
AdjDel/Veh: 130.6 241 241.4 259.8 48.1 10.6 260.0 260 32.6 32.6 32.6 HCM2kAvg: 6 55 54 29 26 3 49 50 50 10 11 11	Deray/ven: 1	1 00	⊿+±⊥ 1 ∩∩	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00		
Adjber/ven: 130.6 241 241.4 255.6 46.1 10.6 260.6 260.2 52.6	user DelAd]:	120 0	1.00	241 A	2E0 0	100	10 6	260 0	260	260 0	32 6	32 6	32 6		
	Aujuei/ven: J	130.0	∠4± 55	∠+±⊥•4 ∈⁄	209.0 DO	サロ・エ つぐ	70.0	200.0 ZQ	50	200.0 En	10	11	11		
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MITIG8 - PM (Cumula	ative	No 2Tu	e Dec	7, 2	004 18:	32:47				Page	1-1
			Level 0	f Ser	vice	Computa	tion 1	Repor	t			
-	2000 1	HCM O	peratio	ns Mei	thod	(Future	Volu	ne Al	ternat.	ive)		
******	****	* * * * *	******	*****	****	******	* * * * * *	* * * * *	* * * * * *	*****	* * * * * *	******
Intersection	#132	4 Jim	_Moore/	Coe								
***********	*****	* * * * *	******	****	* * * * *	******	*****	*****	*****	*****	*****	******
Cycle (sec):	,	6	0			Critica	T AOT	./Cap	. (X):		1.4	48
Loss Time (se	ec):	3.0	6 (Y+R	= 4 1	sec)	Average	Dera;	y (se	c/ven)	:	131	. 6
Optimal Cycle	րորտրորտութ ∋:		1	و حام عام حام ماه	ماد ماد ماد باد ماد	rever o	I Ser	vice:	ب ب ب ب ب ب ب	• سابه سابه سابه سابه سابه	****	ትተተታዋቀቀ ች.
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Movement.	T NO.	. T		т. Т.	_ m		т	ຸ ຕ		т	- T	
MOVELLEIL:	 	- 1	- <u>r</u>		- 1	R			- K			- K
Control		Dermi	tted	۱ ۱	Dormi	tted	11	Permi	Fted	11	Permi	tted
Pichte.		Tncl	ude		Incl	ude		Inclu	nde		Inclu	ude
Min. Green:	0	0	0	O	101	0	0	0	0	0	0	0
Lanes:	1 (ວ່ວ	1 0	1 (0 1)	0 1	0 2	1 0	0 1	0 () <u>1</u>	0 0
Volume Module	: :: >>	Count	t Date:	31 Ma	ar 20	04 << 4	:45 -	5:45	РM			'
Base Vol:	54	498	0	0	245	68	48	0	33	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:	54	498	0	0	245	68	48	0	33	0	0	0
Added Vol:	33	705	198	39	788	241	211	18	18	308	29	68
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1203	198	39	1033	309	259	18	51	308	29	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	93	1280	211	41	1099	329	276	19	54	328	31	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1280	211	41	1099	329	276	19	54	328	31	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
Final Vol.:	93	1280	211	41	1099	329	276	19	54	328	31	72
Saturation Fl	low Mo	odule	:	•								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.98	0.98	0.12	1.00	0.85	0.64	0.64	0.85	0.45	0.45	0.45
Lanes:	1.00	0.86	0.14	1.00	1.00	1.00	0.94	0.06	1.00	0.76	0.07	0.17
Final Sat.:	228	1597	263	228	1900	1615	1128	78	1615	652	61	144
			[• • •	
Capacity Anal	lysis	Modu.	le:									
Vol/Sat:	0.41	0.80	0.80	0.18	0.58	0.20	0.24	0.24	0.03	0.50	0.50	0.50
Crit Moves:		****									****	
Green Time:	33.2	33.2	33.2	33.2	33.2	33.2	20.8	20.8	20.8	20.8	20.8	20.8
Volume/Cap:	0.73	1.45	1.45	0.33	1.05	0.37	0.70	0.70	0.10	1.45	1.45	1.45
Uniform Del:	10.1	13.4	13.4	7.3	13.4	7.5	16.9	16.9	13.2	19.6	19.6	19.6
IncremntDel:	19.8	207	207.3	1.5	40.4	0.3	5.4	5.4	0.1	219.8	220	219.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.9	221	220.7	8.9	53.8	7.8	22.3	22.3	13.3	239.4	239	239.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.9	221	220.7	8.9	53.8	7.8	22.3	22.3	13.3	239.4	239	239.4
HCM2kAvg:	12	85	86	4	33	4	9	9	1	55	56	54
*******	*****	*****	* * * * * * *	*****	* * * * *	******	* * * * * *	*****	******	******	****	******

MITIG8 - PM C	umula	tive	No 2Tue	e Dec	7, 20	004 18:4	13:04				Page	1-1
-		L ran o-	evel 01	: Serv	nce (Computat / Eutoro	Volum	(eport	: - ornati			
2	000 F	icm op	eration	IS Met	.1100	(FULUIE ++++++++	VOTUII	(* * * * * *		v = / *****	*****	*****
*******	*****	· ~!	******									
Intersection	#1325	5 JIM <u></u>	Moore/1	sroadw	ay 		*****	****	******	*****	*****	******
**************************************	*****					"ritias"		/Can	(x) ·		1 00	12
Cycle (sec):		00	VID -	- 1 c		literade	Delav	r (sec	veh):		61.	5
Doss Ilme (se		190	(141) -	- 7 .	100, 1	Level Of	f Serv	rice:	5, (011, 1		-	Ē
**************************************	*****	*****	*****	*****	****	******	*****	****	******	*****	*****	*****
Approach	Nor	rth Bo	und	Sou	it.h Bo	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	T	- T	- R	L -	T	- R	Г -	- T	- R	ь -	т	- R
						!						
Control:	Pr	rotect	.ed '	Pr	otect	.ed '	Spl	it Ph	nase	Spl	it Ph	lase
Rights:		Inclu	.de		Inclu	ıde	-	Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0) 1	0 0	0 0) 1	0 1	1 0	0 0	0 1	0 0) ()	0 0
Volume Module	: >>	Count	Date:	28 Se	ep 200	04 << 4	:30 -	5:30	PM		<u>^</u>	0
Base Vol:	204	336	0	0	85	193	216	0	63	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00
Initial Bse:	204	336	0	0	85	193	216	0	63	0	0	0
Added Vol:	3	630	0	0	737	378	307	0	4	0	0	0
PasserByVol:	0	0	0	0	0	571	E 1 2	0	67	0	0	0
Initial Fut:	207	966	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1,00	1.00	1.00	1.00	n 92	0.92	0.92	0.92	0.92
PHF Adj:	225	1050	0.92	0.92	893	621	568	0.22	73	0.22	0	0
PAR VOLUME: Reduct Vol:	225	1000	n	ñ	0	0	0	0	0	0	Ō	0
Reduced Vol:	225	1050	õ	0	893	621	568	0	73	0	0	0
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	225	1050	0	0	893	621	568	0	73	0	0	0
												
Saturation Fl	Low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	1.00	1.00	0.98	0.83	0.93	1.00	0.83	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1769	1862	0	0	1862	1583	1769	0	1583	0	0	U 1
Capacity Ana	lysis	Modul	.e:	0 00	0 40	0 20	0 22	~ ~ ^ ~	0.05	0 00	0 00	0 00
Vol/Sat:	0.13	0.56	0.00	0.00	0.48	0.39	U.3∠ ****	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****	<u></u>	0.0	0 0	26 4	26 1	רי די	0.0	177 7	0 0	0 0	0 0
Green Time:	1 00	33.3	0.0	0.0	1 00	20.4 n 89	1 09	0.0	0.16	0.00	0.00	0.00
Volume/cap:	1.09	13 3	0.00	0.00	16 8	15.5	21.2	0.0	15.7	0.0	0.0	0.0
IncromptDel:	20.5	21 7	0.0	0.0	59 6	13.9	66.9	0.0	0.2	0.0	0.0	0.0
Delav Adi.	1 00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delav/Veh· 1	116.0	45.0	0.0	0.0	76.5	29.4	88.1	0.0	15.8	0.0	0.0	0.0
User DelAdi	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh: 1	116.0	45.0	0.0	0.0	76.5	29.4	88.1	0.0	15.8	0.0	0.0	0.0
HCM2kAva:	11	30	0	0	31	15	22	0	1	0	0	0
********	*****	*****	******	* * * * *	****	******	*****	****	* * * * * * *	*****	****	*****

Appendix K

Intersection Level of Service Calculations – Cumulative 2025 With 2nd Avenue Extensions Conditions

AM Cumulative	e Yes	2nd E	xt. Tu	e Nov	16,	2004 16	:28:4	2		Page	25-1
		 L	evel 0	f Ser	 vice	Computa	tion 1	 Repor	 t		
	2000 1	нсм ор	eratio	ns Mei	thod	(Future	volu	me Al	ternati	.ve)	
****	* * * * *	* * * * * *	*****	* * * * *	* * * * *	******	*****	****	* * * * * * *	· ********	******
Intersection	#130	1 Del_	Monte/	Reser	vatio	n	م منه مله منه ماه منه	****	**	*****	*****
analo (aca).						anitian	1 1701	1000	(v).	0	
Cycre (sec):	\	10	(x, p	4)	VIILICA Necessaria	TOV T.	./cap	$\cdot (\Delta)$	0.0	1 1
Loss Time (se	ec):	12	(1+K	= 4	sec)	Average	- Deraj	y (se	c/ven):	24	±.3
Optimal Cycle	∃:	۳.۴.۴.۴.۴ ۳.۲	مله مله مله مله مله	، مله مله مله مله مله	بله بله بله بله بل	Tevel O	u ser	vice:	بله مله مله مله مله مله	. ساب سابه سابه سابه سابه سابه سابه سابه	
Approach.	No	rth Po	und		ι÷h ⊒	ound	R:	oet B	പാറ്	West F	Round
Movement ·	T.	- T	- R	т	- Т	– R	T	азс р - т	– R	$T_1 - T$	– R
Control:	I P	rotect	ed	I Pi	rotec	ted	Sp	lit P	hase	Solit B	hase
Rights:	-	Ovl	~~~		Incl	ude	- 1	Incl	ude	Incl	lude
Min. Green:	0	0	0	0	0	0	0	о	0	0 0	0
Lanes:	1 (0 1	0 2	2 0	0 1	1 0	0	10	1 0	2 0 1	0 1
Volume Module	: : >>	Count	Date:	່10 J1	in 20	04 << 7	:30 -	8:30	AM		
Base Vol:	89	74	286	85	67	1	9	122	79	598 163	8 84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00) 1.00
Initial Bse:	89	74	286	85	67	1	9	122	79	598 163	8 84
Added Vol:	0	242	140	118	370	5	7	67	0	99 40) 85
CA Ext. Rea:	-1	-3	0	4	-4	0	0	2	-2	0 1	. 3
Initial Fut:	88	313	426	207	433	6	16	191	77	697 204	. 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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93 0.93	0.93
PHF Volume:	95	337	458	223	466	6	17	205	83	749 219	9 185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0) 0
Reduced Vol:	95	337	458	223	466	6	17	205	83	749 219	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
Final Vol.:	95	337	458	223	466	б	17	205	83	749 219	185
Saturation Fl	low Mo	odule:		1							
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1900	1900
Adjustment:	0.93	0.98	0.73	0.90	0.93	0.93	0.89	0.89	0.89	0.90 0.98	0.83
Lanes:	1.00	1.00	2.00	2.00	1.97	0.03	0.11	1.35	0.54	2.00 1.00	1.00
Final Sat.:	1769	1862	2786	3432	3482	48	191	2275	917	3432 1862	1583
Capacity Anal	lysis	Modul	e:								
Vol/Sat:	0.05	0.18	0.16	0.06	0.13	0.13	0.09	0.09	0.09	0.22 0.12	0.12
Crit Moves:		****		****			* * * *			* * * *	
Green Time:	8.6	22.2	49.0	8.0	21.5	21.5	11.1	11.1	11.1	26.8 26.8	26.8
Volume/Cap:	0.50	0.65	0.27	0.65	0.50	0.50	0.65	0.65	0.65	0.65 0.35	0.35
Uniform Del:	33.7	25.5	7.2	34.7	24.7	24.7	32.6	32.6	32.6	22.6 20.1	20.0
IncremntDel:	2.0	3.0	0.1	4.5	0.4	0.4	3.3	3.3	3.3	1.3 0.3	0.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Delay/Veh:	35.7	28.5	7.3	39.1	25.1	25.1	35.9	35.9	35.9	24.0 20.4	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:	35.7	28.5	7.3	39.1	25.1	25.1	35.9	35.9	35.9	24.0 20.4	20.4
HCM2kAvq:	3	8	3	4	5	5	5	5	5	94	4
************	*****	*****	*****	*****	****	* * * * * * *	*****	* * * * *	******	******	******

MITIG8 - AM C	umula	ative	Yes Tue	e Nov	16, 2	2004 17	:09:49) .			Page	1-1
2	:000 F	L КСМ Ор	evel Of eration	f Serv	vice (Computa (Future	tion F Volum	Report	 c cernati		*****	
*********	*****	*****	*****	*****	*****	*****	*****	(****	*****		~ ~ ~ ~ ~ ~	
Intersection	#1302	2 Cali	fornia,	Resei	vatio	n.		and the state of the	مالو مالو مالو مالو ال	ى ب ب ب ب ب ب		*****
* * * * * * * * * * * * *	*****	****	*****	*****	****	******	*****	((77) -		0 7/	0
Cycle (sec):		100			C	Critica	T AOT.	/Cap	. (X):		10.74	10 C
Loss Time (se	ec):	9	(Y+R =	= 4 s	sec) A	4verage	Delay	/ (see	:/veh):		T8.	. 6
Optimal Cycle):	58]	Level 0	f Serv	/ice:				. .
*******	* * * * *	*****	*****	* * * * * *	*****	******	* * * * * *	****	*****	*****	*****	******
Approach: Movement:	Noi L -	rth Bo - T	und - R 	Sou L -	1th Bo - T	ound - R	Ea L -	ast Bo - T	ound - R 	We L -	•st Bo • T 	- R
Control t	ť	armit	ted	' T	Permit	ted	Pi	otect	ted	Pr	otect	ed
Dichte:	*	Inclu	de	-	Inclu	ıde		Inclu	ıde		Inclu	ıde
Min Greent	Ω	111010	.u.C 0	0	0	0	0	0	0	0	0	0
Lanas:	0 ĭ	ιÕ	0 1	0 () 1!	0 0	1 () 1	1 0	1 C) 1	1 0
											·_ 	
Volume Module	: >>	Count	Date:	1 Jur	1 2004	4 << 7:	30 - 8	3:30 2	AM			
Base Vol:	25	0	55	0	0	0	3	765	54	51	791	4
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	55	0	0	0	3	765	54	51	791	4
Added Vol:	112	Ō	68	0	0	0	0	358	118	31	358	0
CA Ext. Rea:	27	0	25	0	0	0	0	0	15	114	0	0
Initial Fut:	164	0	148	0	0	0	3	1123	187	196	1149	4
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	182	0	164	0	0	0	3	1248	208	218	1277	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	0	164	0	0	0	3	1248	208	218	1277	4
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	182	0	164	0	0	0	3	1248	208	218	1277	4
				[{		· 	
Saturation F	Low Ma	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adiustment:	0.70	1.00	0.83	1.00	1.00	1.00	0.93	0.91	0.91	0.93	0.93	0.93
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.71	0.29	1.00	1.99	0.01
Final Sat.:	1329	0	1583	0	1900	0	1769	2969	494	1769	3526	12
			1			!						
Capacity Anal	lysis	Modul	e:									
Vol/Sat:	0.14	0.00	0.10	0.00	0.00	0.00	0.00	0.42	0.42	0.12	0.36	0.36
Crit Moves:	****							****		* * * *		
Green Time:	18.3	0.0	18.3	0.0	0.0	0.0	0.4	56.2	56.2	16.5	72.3	72.3
Volume/Cap:	0.75	0.00	0.57	0.00	0.00	0.00	0.50	0.75	0.75	0.75	0.50	0.50
Uniform Del:	38.6	0.0	37.2	0.0	0.0	0.0	49.7	16.5	16.5	39.8	6.0	6.0
IncremntDel:	12.0	0.0	2.6	0.0	0.0	0.0	49.3	1.6	1.6	10.2	0.2	0.2
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.7	0.0	39.8	0.0	0.0	0.0	99.0	18.2	18.2	50.0	6.2	6.2
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	0.0	39.8	0.0	0.0	0.0	99.0	18.2	18.2	50.0	6.2	6.2
HCM2 kAvg:	9	0	5	0	0	0	1	18	18	8	9	6
*******	* * * * *	*****	* * * * * *	* * * * * *	* * * * *	* * * * * * *	*****	****	* * * * * * *	*****	*****	******

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MITIG8 - AM	Cumul	ative	Yes S	Sun Dec	: 12,	2004 1	1:04:5	53		Page	≥ 1 -1
			 Lourol	Of Cor	vice	Comput	ation	Popor			
	2000	HCM O	perati	ons Me	thod	(Futur	ación e Volu	me Al	.L ternat	ive)	
******	*****	*****	*****	*****	*****	*****	*****	*****	******	⊥	*******
Intersection	#823	0 Imi	in/Res	ervati	on						
*****	* * * * *	****	*****	*****	****	*****	*****	****	*****	*******	******
Cycle (sec):		12	0			Critic	al Vol	./Cap	(x):	0.8	370
Loss Time (s	ec):	1	2 (Y+R	= 4	sec)	Averaq	e Dela	v (se	c/veh)	: 34	1.0
Optimal Cycl	e:	10	5			Level	Of Ser	vice:	, ,		С
*****	* * * * *	****	*****	*****	****	*****	*****	****	*****	* * * * * * * * * * *	- *******
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	West B	Bound
Movement:	L	- T	~ R	L	- Т	- R	L	- T	- R	ь - т	- R
Control:	P	rotec	ted	P	rotec	ted	P	rotec	ted	Protec	ted
Rights:		Ovl			Incl	ude		Incl	ude	Incl	.ude
Min. Green:	0	0	0	0	0	0	0	0	0	0 0	, 0
Lanes:	1	0 1	03	1	0 1	0 1	2	03	0 1	303	0 1
Volume Module	е:										
Base Vol:	150	272	2001	5	81	21	64	996	123	0 1037	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:	150	272	2001	5	81	21	64	996	123	0 1037	19
Added Vol:	0	0	0	0	0	0	0	0	0	0 0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0 0	0
Initial Fut:	150	272	2001	5	81	21	64	996	123	0 1037	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90 0.90	0.90
PHF Volume:	167	302	2223	6	90	23	71	1107	137	0 1152	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0
Reduced Vol:	167	302	2223	6	90	23	71	1107	137	0 1152	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
Final Vol.:	167	302	2223	6	90	23	71	1107	137	0 1152	21
Saturation FI	low M	odule	:						,		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1900	1900
Adjustment:	0.93	0.98	0.73	0.93	0.98	0.83	0.90	0.89	0.83	0.97 0.89	0.83
Lanes:	1.00	1.00	3.00	1.00	1.00	1.00	2.00	3.00	1.00	3.00 3.00	1.00
Final Sat.:	1769	1862	4178	1769	1862	1583	3432	5083	1583	5529 5083	1583
Capacity Anal	lysis	Modul	Le:								
Vol/Sat:	0.09	0.16	0.53	0.00	0.05	0.01	0.02	0.22	0.09	0.00 0.23	0.01
Crit Moves:			****	****			* * * *			* * * *	
Green Time:	48.8	73.4	73.4	0.4	25.0	25.0	2.9	34.1	34.1	0.0 31.3	31.3
Volume/Cap:	0.23	0.27	0.87	0.87	0.23	0.07	0.87	0.77	0.30	0.00 0.87	0.05
Uniform Del:	23.3	10.8	19.3	59.8	39.5	38.1	58.4	39.3	33.6	0.0 42.4	33.2
IncremntDel:	0.2	0.1	3.5	267.5	0.3	0.1	58.3	2.5	0.4	0.0 6.5	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00 1.00	1.00
Delay/Veh:	23.5	10.9	22.8	327.3	39.8	38.2	116.7	41.8	34.0	0.0 48.9	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:	23.5	10.9	22.8	327.3	39.8	38.2	116.7	41.8	34.0	0.0 48.9	33.3
HCM2kAvg:	4	5	25	1	З	1	3	14	4	0 16	1
****	*****	*****	* * * * * *	* * * * * * *	*****	*****	*****	*****	*****	******	******

MITIG8 - AM C	Cumula	ative	Yes Su	ın Dec	12,	2004 12	:35:5	5			Page	1-1
		 						Penor				
-		പ്പംപം	Jever (ne Mei	-hod	(Future	Volu	no Al	c tornati	170)		
∠ • • • • • • • • • • • • • •	(000 I	tettor	*****		*****	******** (LOCUTG	VOLU:	*****	******	· · · · · · · · · · · · · · · · · · ·	*****	******
Totocotion	4120	4 113			100							
intersection	*U51#	****** # BT91	1CO/ Kes	servat.	1011 *****	****	****	*****	+++++++	i she she she she she s	e de de de de d	******
(mag)			` ~ ^ ^ ^ ^ · ^ ·			oni+ion'		10	(v).		1 00	30
cycie (sec):	,	90)			Critica.	T AOT	./Cap	. (A):		1.0:	75
Loss Time (se	ec):) (Y+R	= 4 9	sec)	Average	Deray	y (se	c/ven/:		65.	. 3
Optimal Cycle	3:	181)		f)	Level U	r ser	vice:		بر عام مام مام مام مام م	توجلو بقويقه بالوبا	1997 1997 - 1997 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 19
**************************************						~ ~ ~ ~ ~ ~ ~ ~ ~						
Approacn:	NO	rtn вс	buna	- 501	лсп в	ouna	- Ec	ast B	ouna	т W6	st BC	Juna
Movement:	ь.	- T	- K	ц. П	- 1	- R	ц. Г	- T.	- ĸ	- L -	- <u>T</u>	- K.
	~			·	 124 D				 	 The		
Control:	sp.	LIC Pr	lase	sp.	LIT P	nase	P	rotec	Lea	51	Totect	.ea
Rights:		Inclu	iae		Iduo	re		THCT	ude	<u>^</u>	Incre	lae
Min. Green:	0	0	0	0	0	0	- 0		0	0	, , , ,	0
Lanes:	0 (0 0	0 0	∠ (0	0 2) د ا	5 2	0 0		, 1	U I
				1			. 1 .	0.10				
Volume Module	: >>	Count	i Date:	: 23 50	∋p ∡u	1450	1000	0:10	AM	0	FOF	0.1
Base Vol:	0	0		у 1 00	1 00	1450	1232	390	1 00	1 00	1 00	1 00
Growen Adj:	1.00	1.00	1.00	1.00	1.00	1450	1000	1.00	T.00	1.00	1.00	1.00
Initial Bse:	0	0	0	9	0	1450	1232	396	0	0	585	21
Added Vol:	0	0	0	1 ک	0	1253	954	324	0	0	434	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	40	0	2703	2186	720	0	0	1019	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	40	0	0	5186	720	0	0	1013	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	0	2186	720	0	0	1019	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	40	0	0	2186	720	0	, 0	1019	60
Saturation Fl	.ow Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.88	0.90	0.93	1.00	1.00	0.98	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	3.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3432	0	3344	5147	3538	0	, 0	1862	1583
			·									
Capacity Anal	ysis	Modu.	e:									
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.42	0.20	0.00	0.00	0.55	0.04
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	1.0	0.0	0.0	35.0	80.0	0.0	0.0	45.1	45.1
Volume/Cap:	0.00	0.00	0.00	1.09	0.00	0.00	1.09	0.23	0.00	0.00	1.09	0.08
Uniform Del:	0.0	0.0	0.0	44.5	0.0	0.0	27.5	0.7	0.0	0.0	22.5	11.7
IncremntDel:	0.0	0.0	0.0	177.8	0.0	0.0	50.5	0.0	0.0	0.0	58.1	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	222.3	0.0	0.0	78.1	0.7	0.0	0.0	80.6	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:	0.0	0.0	0.0	222.3	0.0	0.0	78.1	0.7	0.0	0.0	80.6	11.7
HCM2kAvg:	0	0	0	2	0	0	34	2	0	0	43	1
***********	* * * * *	*****	******	******	****	******	*****	* * * * *	* * * * * * *	*****	* * * * *	******

AM Cumulativ	e Yes	2nd E	Ixt. Tu	e Nov	16,	2004 16	:28:4	2]	Page :	33-1		
- -											• ·			
Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative)														
2000 HCM Operations method (Future Volume Alternative)														
Intersection	#130	5 Del_	Monte/	Reind	ollar									
*****	* * * * *	* * * * * *	*****	* * * * *	* * * * *	******	* * * * *	****	* * * * * * *	*****	****	* * * * * * *		
Cycle (sec):		90)			Critica	l Vol	./Cap	. (X):		0.73	31		
Loss Time (s	ec):	9	9 (Y+R	= 4	sec)	Average	Dela	y (se	c/veh):		16	.1		
Optimal Cycl	e:	54	:			Level O	f Ser	vice:				В		
******	*****	* * * * * *	*****	* * * * *	* * * * *	******	****	* * * * *	* * * * * * *	* * * * * *	*****	******		
Approach:	NO	rth Bc	ound	So	uth B	ound	E	ast Bo	ound	We	est Bo	ound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	ь -	- T	- R		
											• • •	[
Control:	P	rotect	ed	P:	rotec	ted	Sp	lit Pl	hase	Spl	it Pl	lase		
Rights:		Inclu	ide		Inc⊥	ude		Incl	ude		Inclu	ıde		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	02	0 1	1	02	0 0	0	0 0	0 0	1 0) 1!	0 0		
Tolume Medul)			 							
Page Volume	e: >>	EAD	Date:	3 000	1040	4 << /:	TD - (0:12 7	-714I	407	0	F 1		
Crowth Add.	1 00	1 00	1 00	1 00	1 00		1 00		1 00	44⊥ 1 00	1 00	1 O O		
Tritial Back	1.00	E00	1.00	1.00 20	1040	T.00	1.00	1.00	1.00	1.00	1.00	1.00 E1		
Inicial DSe:	11	202	20	29	1049	0	0	0	0	4±21	0	51 21		
Added Vol:	0	300	12	24	440	0	0	0	0	14	0	21		
CA EXL. Red:	U F F	00	105	-0	1407	0	0	0	0	10 10	0	-4		
Inicial ful:	1 00	00⊿ 1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	435	1 00			
DUE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Auj:	0.90	0.90	117	0.90	1662	0.90	0.90	0.90	0.90	400	0.90	0.90		
Phr VOlume:	12	000	TT /	03	T002	0	0	0	0	403	0	/6		
Reduced Vol:	12	059	117	63	1663	0	0	0	0	102	0	76		
DCE Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	0 1 00	1 00	1 00	1 00		
MIR Add.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00		
Final Vol ·	12	958	117	1.00 63	1663	1,00	1.00	1.00	1.00	483	1.00	1.00		
				1		1			1					
Saturation F	low Mo	odule:	1	I		1	ŧ		1	1		I		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.93	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.92	1.00	0.92		
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.76	0.00	0.24		
Final Sat.:	1769	3538	1583	1769	3538	0	0	0	0	3083	0	417		
Capacity Anal	lysis	Modul	e:									·		
Vol/Sat:	0.01	0.27	0.07	0.04	0.47	0.00	0.00	0.00	0.00	0.16	0.00	0.18		
Crit Moves:	* * * *				****							* * * *		
Green Time:	0.9	51.8	51.8	6.9	57.8	0.0	0.0	0.0	0.0	22.3	0.0	22.3		
Volume/Cap:	0.73	0.47	0.13	0.47	0.73	0.00	0.00	0.00	0.00	0.63	0.00	0.73		
Uniform Del:	44.5	11.1	8.7	39.8	10.8	0.0	0.0	0.0	0.0	30.2	0.0	31.1		
IncremntDel:	95.7	0.2	0.1	2.6	1.2	0.0	0.0	0.0	0.0	1.5	0.0	3.6		
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00		
Delay/Veh: 1	140.1	11.3	8.8	42.4	12.1	0.0	0.0	0.0	0.0	31.7	0.0	34.7		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh: 2	140.1	11.3	8.8	42.4	12.1	0.0	0.0	0.0	0.0	31.7	0.0	34.7		
HCM2kAvg:	l	8	1	2	17	0	0	0	0	8	0	10		
***********	*****	*****	******	* * * * * *	****	******	*****	* * * * *	******	*****	****	* * * * * *		

AM Cumulative	e Yes	2nd 1	Ext. Tu	ie Nov	16,	2004 10	5:28:4	2		Page	35-1
			Level (of Ser	vice	Computa	ation	Repor	t		
	2000 3	HCM 4	-Way St	сор Ме	thod	(Future	e Volu	me Al	ternat:	ive)	
* * * * * * * * * * * * *	* * * * *	* * * * *	* * * * * * *	*****	* * * * *	******	*****	****	*****	*******	******
Intersection	#130	6 Cal	ifornia	ı/Rein	dolla	ır					
****	* * * * *	*****	*****	*****	****	******	*****	****	*****	*******	******
Cycle (sec):		10	0		,	Critica	al Vol	./Cap	(X):	0.9	11
Loss Time (se	ec):	I	0 (Y+R	= 4	sec)	Average	e Dela	y (se	c/veh)	: 25	.7
Optimal Cycle	≞:	ł	0			Level (Df Ser	vice:			D
**************************************	×**** NO	***** ~+h D,	******* ound	***** `~?	***** 11+6 ⊑	******* 201100	***** 5	***** act B	****** ound	Woot D	******
Approach:	T.	_ m		т.	ստու - տ		<u>т.</u>	ລຣເ ມ _ ຫ		T. – T	
MOVEMENC:		_ 1.	- K		- 1	- к	ير 	- 1 	- K		- K
Control	 Q-	ton S	ian	 Q-	ton	lian	Q.	+ 0	ian	stop S	ian
Dighte.	5	Tnalı	ude	<i>u</i>	Tnal	ude	_	Theli	nge	That	ude
Min Green.	0	THCT	uue 0	0		0	0	0	n n	0 0	n n
Lanes:	1	ວັວັ	1 0	1	0 0	10	1	0 0	1 0	1 0 0	1 0
]										-
Volume Module	: : >>	Count	t Date:	2 Ju	n 200	4 << 7:	15 -	8:15 ž	АМ		
Base Vol:	70	1	32	2	2	: 5	2	37	106	182 93	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:	70	1	32	2	2	5	2	37	106	182 93	2
Added Vol:	48	208	25	0	300	0	0	0	64	45 0	0
CA Ext. Rea:	-17	33	-16	9	116	23	9	-18	-25	-91 -46	23
Initial Fut:	101	242	41	11	418	28	11	19	145	136 47	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91 0.91	0.91
PHF Volume:	111	266	45	12	459	31	12	21	159	149 52	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0
Reduced Vol:	111	266	45	12	459	31	12	21	159	149 52	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
Final Vol.:	111	266	45	12	459	31	12	21	159	149 52	27
Saturation Fl	low Mo	odule	:								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Lanes:	1.00	0.86	0.14	1.00	0.94	0.06	1.00	0.12	0.88	1.00 0.65	0.35
Final Sat.:	474	443	75	489	504	34.	416	55	423	423 303	161
Capacity Anal	veie	Modul	 .								
Vol/Sat.	0.23	0 60	0 60	0 02	0 91	0 91	0 03	0 38	0 38	0 35 0 17	0 17
Crit Moves.	0.25	****	0.00	0.02	0.21	****	0.05	****	0.00	****	V.17
Delay/Veh:	12.2	18.4	18.4	10.1	44.1	44.1	11.1	13.6	13.6	14.8 11.5	11.5
Delay Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
AdiDel/Veh:	12.2	18.4	18.4	10.1	44.1	44.1	11.1	13.6	13.6	14.8 11.5	11.5
LOS by Move		C	C	B	 E	E	B	B		BB	B
ApproachDel:		16.8		-	43.3	_	_	13.5	-	13.7	_
Delav Adi:		1.00			1.00			1.00		1.00	
ApprAdiDel:		16.8			43.3			13.5		13.7	
LOS by Appr:		C			Е			B		В	
*********	*****	*****	******	*****	****	******	*****	*****	*****	*****	******

MITIG8 - AM C	Cumula	tive	Yes We	d Nov	17,	2004 14	:59:27	, 		_	Page	1-1
2	2000 H	ICM OP	Level O	f Serv	vice (Computat (Future	 tion F Volun *****	kepor ne Al	- t ternati ******	 ve) *****	****	*****
***********	#1200		ond/Tmi	in								
1ntersectron	#1.303 *****	* * * * * *	******	*****	****	* * * * * * *	*****	****	* * * * * * *	*****	* * * * *	******
Gualo (and):		15(n			Critica	l Vol.	/Cap	. (X):		0.61	18
Lycie (sec).		10) 2 (Y+B	= 4 <	ec)	Average	Delay	/ (sea	c/veh):		37.	.3
Loss Time (Se		5	5 (1117			Level O	fSer	vice:	,			D
Optimar Cycre	:. : * * * * *		_ ******	*****	****	******	*****	****	******	*****	****	******
Approach:	Not	th Bo	ound	Soi	ith B	ound	Εa	ast Be	ound	We	st Bo	ound
Movement:	L -	- T	- R	L -	- T	– R	L -	- T	- R	L	T 	- R
Control:	P۱	otect	ted	Pı	otec	ted	Pı	otec	ted	Pr	otect	ted
Rights.		0v1			ovl			Ovl			Ovl	
Min Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	3 0) 2	0 2	2 () 2	0 1	2 () 3	0 2	3 0	3	0 1
						- 			 -			
Volume Module	e: AM											_
Base Vol:	15	0	22	10	0	5	60	568	120	10	1060	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	22	10	0	5	60	568	120	10	1060	1
Added Vol:	527	172	485	137	203	72	97	546	765	932	503	125
2nd Reassig:	-7	7	0	0	25	0	0	0	-25	0	0	0
Initial Fut:	535	179	507	147	228	77	157	1114	860	942	1563	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 Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	535	179	507	147	228	77	157	1114	860	942	1563	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	535	179	507	147	228	77	157	1114	860	942	1563	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
Final Vol.:	535	179	507	147	228	77	157	1114	860	942	1563	126
Saturation F	Low Mo	odule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.75	0,90	0.93	0.83	0.90	0.89	0.73	0.90	0.89	0.83
Lanes:	3.00	2.00	2.00	2.00	2.00	1.00	2.00	3.00	2.00	3.00	3.00	1.00
Final Sat.:	5253	3610	2842	3432	3538	1583	3432	5083	2786	5147	5083	1583
						!						
Capacity Anal	lysis	Modu	le:			0 05	0.05	A 99	0 71	0 10	0 21	0 09
Vol/Sat:	0.10	0.05	0.18	0.04	0.06	0.05	0.05	U.ZZ	0.31	****	0.21	0.00
Crit Moves:	****				****	00.0	10 (r	77 0	1 4 4	05 0	102 7
Green Time:	24.7	21.7	66.1	18.7	15.6	28.3	12.6	53.2	77.9	44.4	03.0	103.7
Volume/Cap:	0.62	0.34	0.40	0.34	0.62	0.26	0.54	0.62	0.59	0.0Z	0.04	7 0
Uniform Del:	58.2	57.8	28.6	60.0	64.3	51.9	05.9	40.0	43.0	40.0	20.5	0.0
IncremntDel:	1.4	0.4	0.2	0.5	3.2	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	16 2	20 6	1.00 7 Q
Delay/Veh:	59.6	58.2	28.8	60.5	67.5	52.4	68.0	40.7	20.7	40.3	1 00	1 00
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	20 0	1.00
AdjDel/Veh:	59.6	58.2	28.8	60.5	6/.5	52.4	68.0	40./	20.1 14	40.3	20.0	/.0 2
HCM2kAvg:	9	4		3	6		4 ചചചച	14 *****	++++++++++++++++++++++++++++++++++++++	.≁≁**** T∿	***** TO	ے ******
*********	* * * * *	* * * * *	* * * * * * *	*****	****							

Level of Service Computation Report Level of Service Computation Report 2000 HGW Operations Method (Future Volume Alternative) Intersection #1310 Californi/Tmjin Cycle (sec): 120 Critical Vol./Cap. (X): C.972 Loss Time (sec): 9 (Y-R - 4 sec) Average Delay (sec/veh): 4.7.3 Optimal Cycle: 160 Critical Vol./Cap. (X): C.972 Approach: North Bound South Bound East Bound West Bound Movement: L T R L T C Optimal Cycle: Movement: L T R L T C Control: Permitted Protected Protected Rights: Include Optimal Cycle Satt Satt Satt Satt Satt Satt Satt Sat	MITIG8 - AM C	Cumula	ative	Yes Su	n Dec	12,	2004 11	L:37:39	9		Page	1-1
Description Sethod (Future Volume Alternative) Intersection #1310 California/Imjin Cycle (sec): 120 Critical Vol./Cap. (X): 0.972 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 47.3 Optimal Cycle: 180 Approach: North Bound Suth Bound Rest Bound West Bound Approach: North Bound Suth Bound East Bound West Bound Approach: North Bound Suth Bound Rest Bound West Bound More method Optimal Cycle: IN Protected Protected Refuence On 0 0 0 Control: Permitted Protected Protected Added Ovil Include Include Optimal Cycle: Not Not Not Adjusted Base Vol: 0 0 0 Optimal Cycle: Not Not Not Adjusted Description Count Date: 11 Mar 2004 <<< 7:00 - 8:00 AM - Adjusted Base Vo			 			 			 			
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	ć		an Mur Mur	ever or	na Mat	rice ⊧hod	(Enture	a Volur	ng Al-	c ternati	ve)	
Intersection #1310 California/Imjin Cycle (sec): 120 Critical Vol./Cap. (X): 0.972 Loss Time (sec): 9 (Y+R - 4 sc) Average Delay (sec/veh): 47.3 Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Protected Protected Rights: Include Ool 0 0 0 0 0 0 Control: Scuth Baund Not 1 10 1 0 1 0 2 0	» • * * * * * * * * * * * * *	*****	*****	******	*****	*****	******	******	*****	******	· * ~ / · * * * * * * * * * * *	******
Cycle (sec): 120 Critical Vol./Cap. (X): 0.972 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 47.3 Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R	Intersection	#1310) Cali	fornia,	/Imjin	1	ale ale ale ale ale ale a		* + + +	***	*****	******
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$			100				Critic		/Can	(y).	0 9	70
Doss The field Story Description The optimal Cycle: The optimal Cy	Cycle (sec):		120 Q	(V+D -	- A .	200)	Average	⊥ vo⊥. ≥ Delat	z (se	$\sigma/veh+$	47	3
Optimiz Cycle: 160 Description Description Approach: North Bound South Bound East Bound West Bound Approach: North Bound South Bound Protected Protected Control: Permitted Portected Protected Protected Min. Green: 0	Dostinal Curle	3071	100	(1+K -	- 47	500/	Lovol (S DEIA) NE Cort	y (SC) Vice	c/ vcii/.	1,	
Approach:North BoundSouth BoundEast BoundWest BoundMovenent:L-T-RL-T<	Optimar Cycre	:. :****		*****	*****	* * * * *	******	******	*****	******	******	******
Hyperbolin Novement: L T R L <thl< th=""> L L</thl<>	Approach	Noi	cth Bo	und	Soi	ith B	ound	Ea	ast B	ound	West B	ound
Control: Permitted Permitted Protected Protected Include Min. Green: 0	Movement:	L ·	- T	- R	L ·	- T	- R	ц.,	- T	- R	L - T	- R
Control Final back Min. Green: 0	Control	,	Dormit	! ted	1	Dermi	tted	Pi	rotec	ted	Protec	ted
Hindic	Diahte.	1	Tnelu	de de					Incl	ude	Incl	ude
<pre>Harrisor Control 1 0 1 0 1 0 1 0 1 2 0 3 0 1 1 0 2 1 0</pre>	Min Green.	0	111010	0	0	0,0	0	0	0	0	0 0	0
Volume Module: >> Count Date: 11 Mar 2004 << 7:00 - 8:00 AM - Adjusted	Tanes	1 (0 T	0 1	1 (0 1	0 1	2 () 3 [°]	0 1	1 0 2	1 0
Volume Module: >> Count Date: 11 Mar 2004 << 7:00 - 8:00 AM - Adjusted Base Vol: 0 10 54 24 82 159 20 502 5 215 909 10 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0												
Base Vol: 0 10 54 24 82 159 20 502 5 215 909 10 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Volume Module	: : >>	Count	Date:	ll Ma	ar 20	04 << "	7:00 -	8:00	AM - A	djusted	1
Growth Adj: 1.00 <td>Base Vol:</td> <td>0</td> <td>10</td> <td>54</td> <td>24</td> <td>82</td> <td>159</td> <td>20</td> <td>502</td> <td>5</td> <td>215 909</td> <td>10</td>	Base Vol:	0	10	54	24	82	159	20	502	5	215 909	10
Initial Bse: 0 10 54 24 82 159 20 502 5 215 909 10 Added Vol: 52 129 157 98 149 276 134 865 63 143 1247 22 PasserByVol: 0	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Added Vol: 52 129 157 98 149 276 134 865 63 143 1247 22 PasserByVol: 0	Initial Bse:	0	10	54	24	82	159	20	502	5	215 909	10
PasserByVol: 0 <t< td=""><td>Added Vol:</td><td>52</td><td>129</td><td>157</td><td>98</td><td>149</td><td>276</td><td>134</td><td>865</td><td>63</td><td>143 1247</td><td>22</td></t<>	Added Vol:	52	129	157	98	149	276	134	865	63	143 1247	22
Initial Fut: 52 139 211 122 231 435 154 1367 68 358 2156 32 User Adj: 1.00 0.79	PasserByVol:	0	0	0	0	0	0	0	0	0	0 0	0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Initial Fut:	52	139	211	122	231	435	154	1367	68	358 2156	32
PHF Adj: 0.79	User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Volume: 66 176 267 154 292 551 195 1730 86 453 2729 41 Reduct Vol: 0 <t< td=""><td>PHF Adj:</td><td>0.79</td><td>0.79</td><td>0.79</td><td>0.79</td><td>0.79</td><td>0.79</td><td>0.79</td><td>0.79</td><td>0.79</td><td>0.79 0.79</td><td>0.79</td></t<>	PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79 0.79	0.79
Reduct Vol: 0 <th< td=""><td>PHF Volume:</td><td>66</td><td>176</td><td>267</td><td>154</td><td>292</td><td>551</td><td>195</td><td>1730</td><td>86</td><td>453 2729</td><td>41</td></th<>	PHF Volume:	66	176	267	154	292	551	195	1730	86	453 2729	41
Reduced Vol: 66 176 267 154 292 551 195 1730 86 453 2729 41 PCE Adj: 1.00 <	Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0
PCE Adj: 1.00	Reduced Vol:	66	176	267	154	292	551	195	1730	86	453 2729	41
MLF Adj: 1.00	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Final Vol.: 66 176 267 154 292 551 195 1730 86 453 2729 41	MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
	Final Vol.:	66	176	267	154	292	551	195	1730	86	453 2729	41
Saturation Flow Module: Sat/Lane: 1900												
Sat/Lane: 1900	Saturation FI	Low Ma	odule:									
Adjustment:0.410.970.820.540.950.810.890.870.820.950.910.91Lanes:1.001.001.001.001.002.003.001.001.002.960.04Final Sat.:782184315671019180615353363498215511804509976	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1900	1900
Lanes: 1.00 1.00 1.00 1.00 2.00 3.00 1.00 1.00 2.96 0.04 Final Sat.: 782 1843 1567 1019 1806 1535 3363 4982 1551 1804 5099 76	Adjustment:	0.41	0.97	0.82	0.54	0.95	0.81	0.89	0.87	0.82	0.95 0.91	0.91
Final Sat.:782184315671019180615353363498215511804509976Capacity Analysis Module:Vol/Sat:0.080.100.170.150.160.360.060.350.060.250.540.54Crit Moves:************************Green Time:37.137.137.137.144.37.242.942.931.066.766.7Volume/Cap:0.270.310.550.490.520.970.960.970.160.970.960.96Uniform Del:31.331.634.533.734.237.256.338.026.244.125.525.5IncremntDel:0.60.31.41.20.930.452.615.20.134.49.89.8Delay Adj:1.001.001.001.001.001.001.001.001.001.00Delay/Veh:31.932.035.934.935.167.5108.953.226.478.535.335.3User DelAdj:1.001.001.001.001.001.001.001.001.001.00AdjDel/Veh:31.932.035.934.935.167.5108.953.226.478.535.335.3HCM2kAvg:45989257	Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00 2.96	0.04
Capacity Analysis Module:Vol/Sat:0.08 0.100.170.15 0.160.360.060.350.060.25 0.540.54Crit Moves:********Green Time:37.137.137.137.144.37.242.931.066.766.7Volume/Cap:0.270.310.550.490.520.970.960.970.160.970.960.96Uniform Del:31.331.634.533.734.237.256.338.026.244.125.525.5IncremntDel:0.60.31.41.20.930.452.615.20.134.49.89.8Delay Adj:1.001.001.001.001.001.001.001.001.001.00Delay/Veh:31.932.035.934.935.167.5108.953.226.478.535.335.3User DelAdj:1.001.001.001.001.001.001.001.001.001.00AdjDel/Veh:31.932.035.934.935.167.5108.953.226.478.535.335.3HCM2kAvg:45989257262233841	Final Sat.:	782	1843	1567	1019	1806	1535	3363	4982	1551	1804 5099	76
Capacity Analysis Module:Vol/Sat:0.08 0.100.170.15 0.160.360.06 0.350.060.25 0.540.54Crit Moves:****************Green Time:37.137.137.137.144.37.242.931.066.766.7Volume/Cap:0.270.310.550.490.520.970.960.970.160.970.960.96Uniform Del:31.331.634.533.734.237.256.338.026.244.125.525.5IncremntDel:0.60.31.41.20.930.452.615.20.134.49.89.8Delay Adj:1.001.001.001.001.001.001.001.001.001.00Delay/Veh:31.932.035.934.935.167.5108.953.226.478.535.335.3User DelAdj:1.001.001.001.001.001.001.001.001.00AdjDel/Veh:31.932.035.934.935.167.5108.953.226.478.535.335.3HCM2kAvg:45989257262233841												
Vol/Sat: 0.08 0.10 0.17 0.15 0.16 0.36 0.06 0.35 0.06 0.25 0.54 0.54 Crit Moves: **** **** **** **** Green Time: 37.1 37.1 37.1 37.1 37.1 44.3 7.2 42.9 31.0 66.7 66.7 Volume/Cap: 0.27 0.31 0.55 0.49 0.52 0.97 0.96 0.97 0.16 0.97 0.96 0.97 0.16 0.97 0.96 0.97 0.16 0.97 0.96 0.96 0.97 0.16 0.97 0.96 0.96 0.97 0.16 0.97 0.96 0.96 0.97 0.16 0.97 0.96 0.96 0.97 0.16 0.97 0.96 0.96 Uniform Del: 31.3 31.6 34.5 33.7 34.2 37.2 56.3 38.0 26.2 44.1 25.5 25.5 IncremntDel: 0.6 0.3 1.4 1.2 0.9 30.4 52.6 15.2 0.1 34.4 <t< td=""><td>Capacity Anal</td><td>Lysis</td><td>Modul</td><td>e:</td><td></td><td></td><td></td><td></td><td></td><td></td><td>~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~</td><td>0 5 4</td></t<>	Capacity Anal	Lysis	Modul	e:							~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	0 5 4
Crit Moves: **** **** **** **** Green Time: 37.1 37.1 37.1 37.1 44.3 7.2 42.9 31.0 66.7 66.7 Volume/Cap: 0.27 0.31 0.55 0.49 0.52 0.97 0.96 0.97 0.16 0.97 0.96 0.97 Uniform Del: 31.3 31.6 34.5 33.7 34.2 37.2 56.3 38.0 26.2 44.1 25.5 25.5 IncremntDel: 0.6 0.3 1.4 1.2 0.9 30.4 52.6 15.2 0.1 34.4 9.8 9.8 Delay Adj: 1.00 </td <td>Vol/Sat:</td> <td>0.08</td> <td>0.10</td> <td>0.17</td> <td>0.15</td> <td>0.16</td> <td>0.36</td> <td>0.06</td> <td>0.35</td> <td>0.06</td> <td>0.25 0.54</td> <td>0.54</td>	Vol/Sat:	0.08	0.10	0.17	0.15	0.16	0.36	0.06	0.35	0.06	0.25 0.54	0.54
Green Time:37.137.137.137.137.144.37.242.942.931.066.766.7Volume/Cap:0.270.310.550.490.520.970.960.970.160.970.960.96Uniform Del:31.331.634.533.734.237.256.338.026.244.125.525.5IncremntDel:0.60.31.41.20.930.452.615.20.134.49.89.8Delay Adj:1.001.001.001.001.001.001.001.001.001.00Delay/Veh:31.932.035.934.935.167.5108.953.226.478.535.335.3User DelAdj:1.001.001.001.001.001.001.001.001.00AdjDel/Veh:31.932.035.934.935.167.5108.953.226.478.535.335.3HCM2kAvg:45989257262233841	Crit Moves:						****		****		****	<i></i>
Volume/Cap:0.270.310.550.490.520.970.960.970.160.970.960.96Uniform Del:31.331.634.533.734.237.256.338.026.244.125.525.5IncremntDel:0.60.31.41.20.930.452.615.20.134.49.89.8Delay Adj:1.001.001.001.001.001.001.001.001.001.00Delay/Veh:31.932.035.934.935.167.5108.953.226.478.535.335.3User DelAdj:1.001.001.001.001.001.001.001.001.001.00AdjDel/Veh:31.932.035.934.935.167.5108.953.226.478.535.335.3HCM2kAvg:45989257262233841	Green Time:	37.1	37.1	37.1	37.1	37.1	44.3	7.2	42.9	42.9	31.0 66.7	66.7
Uniform Del: 31.3 31.634.533.7 34.237.256.3 38.026.244.125.525.5IncremntDel: 0.60.31.41.20.930.452.615.20.134.49.89.8Delay Adj: 1.001.001.001.001.001.001.001.001.001.001.00Delay/Veh: 31.932.035.934.935.167.5108.953.226.478.535.335.3User DelAdj: 1.001.001.001.001.001.001.001.001.001.00AdjDel/Veh: 31.932.035.934.935.167.5108.953.226.478.535.335.3HCM2kAvg: 45989257262233841	Volume/Cap	0.27	0.31	0.55	0.49	0.52	0.97	0.96	0.97	0.16	0.97 0.96	0.96
IncremntDel: 0.6 0.3 1.4 1.2 0.9 30.4 52.6 15.2 0.1 34.4 9.8 9.8 Delay Adj: 1.00	Unitorm Del:	31.3	31.6	34.5	33.7	34.2	37.2	56.3	38.0	26.2	44.1 25.5	∠5.5 ¢ 0
Delay Adj: 1.00	IncremntDel:	0.6	0.3	1.4	1.2	0.9	30.4	52.6	15.2	1.00	34.4 9.8	9.8
Delay/Veh:31.932.035.934.935.167.5108.953.226.478.535.335.3User DelAdj:1.001.001.001.001.001.001.001.001.00AdjDel/Veh:31.932.035.934.935.167.5108.953.226.478.535.335.3HCM2kAvg:45989257262233841	Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
User DelAdj: 1.00 1.	Delay/Veh:	31.9	32.0	35.9	34.9	35.1	67.5	108.9	53.2	26.4	78.5 35.3	35.3
AdjDel/Veh: 31.9 32.0 35.9 34.9 35.1 67.5 108.9 53.2 26.4 78.5 35.3 35.3 HCM2kAvg: 4 5 9 8 9 25 7 26 2 23 38 41	User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
HCM2kAvg: 4 5 9 8 9 25 7 26 2 23 38 41	AdjDel/Veh:	31.9	32.0	35.9	34.9	35.1	67.5	108.9	53.2	26.4	78.5 35.3	35.3
	HCM2kAvg:	4	5	9	8	9 • • • • • •	25		26	2 *******	23 38	41

MITIG8 - AM (Cumul	ative	Yes Su	n Dec	12,	2004 11	:44:0	3		Pag	e 1-1
		I	Jevel 0	t Ser	vice	Computa	tion 1	Repor	t		
	2000 .	HCM OI	peratio	ns Me	thod	(Future	Volu	me AL	ternati	lve)	
******	*****	*****	· * * * * * * *	*****	****	******	*****	****	******	******	*******
intersection	161#	1 1m]]	_n_Rd/I	mjin	PKwy-	imjin_R	a				
****	****	*****	· * * * * * *	*****	****	~ * * * * * * *	*****]	/	×××××××	*********	*******
Cycle (sec):)	6()	,	>	critica	T VOL	./Cap	· (X):	0.	932
Loss Time (se	ec):	2	9 (Y+R	= 4 ;	sec)	Average	Dela	y (se	c/ven):	2	0.4
Optimal Cycle)9 دىدىدىد	ۇ مەن بات بات بات بات بات	ر عام ماد ماد ماد ماد	ماند ماند ماند ماند ماند	revet O	r ser	vice:	لد باد باد باد باد باد ما	بالمريكم بالمرجام بالحريك ولتريك ولر	
Annanah.	No	white De	und	 Co:	.+b ⊅	d			~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Woot	Dound
Approach:	TNO	тсп вс т	unu B	7 301		ouna m	т. Т	ast p m		T T	BOund
MOVEMENT:		- <u> </u>	- <u>r</u> .	1	- 1	- K.		- 1	- <u>r</u>		- <u>R</u>
Control		rotect		ГГ-	rotec	+ @d	ןן יס	rotec	+ od	Prote	cted
Pichte.	£.	Inclu	.cu ide	£.	Thel	udo	Γ.	Incl	ude	The	lude
Min Groon.	<u>^</u>		iuc A	Δ	TITCT	ααc Λ	0	TUCT	аас ∩	n 1110	
Janes.	1	n n	0 2		າ ດັ	0 0	0 1	ດ ວັ	л о	2 0 3	
Lanco.											
Volume Module	: a: >>	Count	Date:	10 Ma	ar 20	04 << 7	:15 -	8:15	AM - A	diusted	Ļ
Base Vol:	7	0	62	0	0	0	0	520	53	567 83	7 0
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
Initial Bse		0	62	0	0		0	520	53	567 83	7 0
Added Vol:	60	õ	263	õ	ñ	0	0	962	140	275 126	3 0
PasserByVol.	0	0 0	0	Õ	õ	Õ	Ő	0		0	0 0
Initial Fut:	67	0	325	0 0	0	õ	0	1482	193	842 210	0 0
liger Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00 1 0	0 1 00
DHE Adi.	0 88	0 88	0.88	0 88	0 88	0.88	0 88	0.88	0 88	0 88 0 8	8 0 88
DHE Volume.	76	0.00	369	0.00	0.00	0.00	0.00	1684	219	957 238	5 0.00
Reduct Vol:	,0	0	0	0	0	ñ	0	1001	2 - 2	0	
Reduced Vol:	76	0	369	n n	0	n	0	1684	219	957 238	5 0
PCE Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00 1 0	0 1 00
MLE Adj.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00 1 0	0 1 00
Rinal Vol ·	76	1.00	369	1.00	1.00	1.00	1.00	1684	219	957 238	5 0
	/										
Saturation Fl	I Now Ma	odule:	ł	l		l	ŧ		1	1	I
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 190	0 1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	1.00	0.88	0.88	0.90 0.8	9 1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.65	0.35	2.00 3.0	0.00
Final Sat.:	1769	0.00	2786	0.00	0.00	0	0.00	4421	576	3432 508	3 0
Capacity Anal	lysis	Modul	e:	1		I	1		'	1	I.
Vol/Sat:	0.04	0.00	0.13	0.00	0.00	0.00	0.00	0.38	0.38	0.28 0.4	7 0.00
Crit Moves:			* * * *					* * * *		* * * *	
Green Time:	8.5	0.0	8.5	0.0	0.0	0.0	0.0	24.5	24.5	17.9 42.	5 0.0
Volume/Cap:	0.30	0.00	0.93	0.00	0.00	0.00	0.00	0.93	0.93	0.93 0.60	5 0.00
Uniform Del:	23.1	0.0	25.4	0 0	0 0	0.0	0.0	16.9	16.9	20.4 4	B 0.0
IncremntDel:	0.7	0.0	28.7	0.0	0.0	0.0	0.0	8.5	8.5	14.5 0.1	5 0.0
Delav Adi:	1.00	0.00	1.00	0.00	0.00	0,00	0.00	1.00	1.00	1.00 1.00	0.00
Delav/Veh:	23.7	0.0	54.1	0.0	0.0	0.0	0.0	25.4	25.4	35.0 5.1	3 0.0
User DelAdi.	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	0 1,00
AdiDel/Veh.	23.7	0.0	54.1	0.0	0.0	0.0	0.0	25.4	25.4	35.0 5	3 0.0
HCM2kAva:	2.	0	7	0	0	0	0	17	16	14 9	0
*******	*****	~ ******	*****	*****	· * * * * *	~ ******	*****	- · *****	 ******	*******	*******

MITIG8 - AM C	Cumula	ative	Yes Su	n Dec	12,	2004 11	:50:32	2			Page	1-1
			Level C	f Serv	rice	Computa	tion H	lepori	= = orm of t	Tro)		
کے اور اور اور اور اور اور اور اور اور اور	2000 F	ICM OI	peratic	nis met	لى DULL مەربىلەر بەربىلەر	TTTTTTE	+++++	re Ati	-etuart	****** ^~)	****	******
*******	*****	*****	******		****	*****						
Intersection	#1312	2 Abra	ams/Imj ******	1n ******	****	*****	*****	*****	* * * * * * *	*****	****	******
Cucle (cec):		1.7/	 Ŋ			Critica	U VOL	/Can	(X):		0.92	28
Loca Time (se	• (•		9 (Y+R	= 4 9	sec)	Average	Delay	, osp , (se	z/veh:		32	. 3
Optimal Cycle		13	1			Level C)f Serv	vice:	-, .,			С
*****	~• ******	*****	- * * * * * * *	*****	****	******	*****	****	*****	*****	****	*****
Approach:	Noi	cth Bo	ound	Sou	ith B	ound	Ea	ast B	ound	We	est Bo	ound
Movement:	L -	- Т	- R	Ŀ.	- т	- R	L -	- Т	- R.	ь -	τ	- R
Control:	I	Permit	tted	1	Permi	tted	Pı	roteci	ced	Pr	otect	ed
Rights:		Inclu	ude		Incl	ude		Incl	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	10	0 1	0 3	L O	0 1	1 () 3	01,	, 1 0) 3	0 1
										[
Volume Module	e: Mai	rch 20	003 - A	M	10	100	0.0	- - - -	٨	1 7 4	1 2 0 4	20
Base Vol:	63	1 00	1 00	43	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Growth Adj	1.00	1.00	1.00	1.00	1.00	100	2001	L.00	1.00	114	1204	39
Initial Bse:	03	23	224	4.) E 0	70	70 737	16	1288	35	63	1424	32
Added Vol:		00	224 0	0	0	0	10	1200	0	0		0
Thitial Fut.	118	79	383	101	52	169	36	1846	39	177	2628	71
Heer Adi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi.	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	133	89	430	113	58	190	40	2074	44	199	2953	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	89	430	113	58	190	40	2074	44	199	2953	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
Final Vol.:	133	89	430	113	58	190	40	2074	44	199	2953	80
Saturation Fl	Low Mo	odule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	0.59	0.85	0.51	0.51	0.85	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	0.60	0.40	1.00	0.66	0.34	1.00	1.00	3.00	1.00	1005	3.00	1.00
Final Sat.:	673	450	1615	637	328	1615	1802	5187	1012	1802	5187	1012
									!			
Capacity Anal	LYSIS	Moau.	1e: 0 27	0 10	0 19	0 12	0 02	0 40	0.03	0 11	0 57	0 05
Vol/Sat:	0.20	0.20	U.Z/	0.10	0.10	0.12	****	0.40	0.05	0.11	****	0.05
Croop Time:	34 5	34 5	34 5	34 5	34 5	34 5	29	60.0	60.0	16.5	73.6	73.6
Volumo/Capi	0 60	0 69	0 03	0 62	0 62	0 41	0.93	0.80	0.05	0.80	0.93	0.08
Uniform Del.	38 0	38 0	41.6	37.1	37.1	34.5	58.4	25.0	15.4	50.1	20.8	9.4
IncremntDel.	6.1	6.1	24.9	4.3	4.3	0.6	108.3	1.8	0.0	16.6	5.5	0.0
Delav Adi:	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delav/Veh:	44.0	44 0	66.5	41.4	41.4	35.1	166.7	26.8	15.4	66.7	26.3	9.5
User DelAdi:	1.00	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	44.0	66.5	41.4	41.4	35.1	166.7	26.8	15.4	66.7	26.3	9.5
HCM2kAvq:	13	13	19	11	11	6	4	23	1	10	37	1
***********	* * * * *	* * * * *	*****	*****	* * * * *	******	*****	* * * * *	******	*****	****	******

AM Cumulative	e Yes	2nd	Ext. Tu	le Nov	16,	2004 16	:28:43	2		1	Page (49-1
			Level C	of Ser	vice	Computa	tion 1	Repor	t			
2	2000 1	HCM O	peratic	ns Me	thod	(Future	Volu	me Al	ternati	ve)		
**********	****	*****	* * * * * * *	****	* * * * *	******	****	*****	******	*****	*****	******
Intersection	#131:	3 Sec	ond/Eig	hth								
******	*****	*****	******	* * * * *	* * * * *	******	*****	*****	*******	*****	*****	******
Cycle (sec):	,	6	0			Critica	T VOT	./Cap	. (X):		0.65	
Loss Time (se	ed):		9 (Y+R	= 4 1	sec)	Average	Delay f Com	y (se	c/ven):		8	.4
Optimal Cycle	F≁≁≁≁ 5:	4 *****	۲ * * * * * * * *	*****	****	Level U ******	I Serv *****	vice: *****	******	*****	*****	A ******
Approach ·	No	rth B	പനപ്	Soi	ıth B	ound	E	ast Bu	ound	We	est Br	bund
Movement:	T	- T	- R	т, т,	- т	- R	T	_ т	- R	ь.	- т	- R
				1								
Control:	' Pi	rotec	ted	' P:	rotec	ted	sp]	lit P	hase	' Sp]	lit Pl	nase
Rights:		Incl	ude '		Incl	ude	-	Incl	ude	-	Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	1 0	1 () 2	0 0	0 (o c	0 0	1 (0	02
Volume Module	e: AM											_
Base Vol:	0	39	2	0	159	0	0	0	0	2	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	39	2	0	159	0	0	0	0	2	0	0
Added Vol:	0	804	131	84	1314	0	0	0	0	141	0	84
PasserByVol:	0	0	120	0	0	U	0	0	0	142	0	U 0 4
Initial Ful:	1 00	1 00	200 r	1 00	1 00	1 00		1 00	1 00	1 00	1 00	1 00
DUE DAT.	1.00	1.00	T.00	1.00	1.00	0.88	0.88	1.00	1.00	1.00 1.00	1.00	1.00
DHF Volume.	0.00	958	151	0.00 95	1674	0.00	0.00	0.00	0,00	163	0.00	95
Reduct Vol:	0	0.0	101	0	±0,4	0	0	Ő	0	0	õ	0
Reduced Vol:	0	958	151	95	1674	õ	õ	0	0	163	Ő	95
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	958	151	95	1674	0	0	0	0	163	0	95
Saturation F	Low Ma	odule	:	•		·						
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.75
Lanes:	0.00	1.73	0.27	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3056	482	1805	3610	0	, 0	0	0	1805	0	2842
Capacity Anal	lysis	Modu	le:									
Vol/Sat:	0.00	0.31	0.31	0.05	0.46	0.00	0.00	0.00	0.00	0.09	0.00	0.03
Crit Moves:	****			~ ~	****	0 0		~ ~	0 0	****	0.0	0 0
Green Time:	0.0	36.5	36.5	6.2	42.7	0.0	0.0	0.0	0.0	8.3	0.0	8.3
Volume/Cap:	0.00	0.51	0.51	0.51	0.65	0.00	0.00	0.00	0.00	0.65	0.00	0.24
Uniform Del:	0.0	0.7	0.7	∡ວ.⊃ ⊃ ⊑	4.0	0.0	0.0	0.0	0.0	24.D 6 0	0.0	23.1 0 3
Incremnuber:	0.0	1 00	1 00	1 00	1 0.0	0.0	0.0	0.0	0.0	1 00	0.0	1 00
Delay/Veh.	0.00	T.00	±.00	28 0	5 2	0.00	0.00	0.00	0.00	30 5	0.00	23.4
Her Deladi.	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh.	1.00	6.9	6.9	28.0	5.2	0.0	0.0	0.0	0.0	30.5	0.0	23.4
HCM2kAva:	0	6	6	3		0	0	0	0	4	0	1
****	· * * * * *	*****	- * * * * * * *	*****	****	******	* * * * * *	*****	******	*****	****	*****

AM Cumulative Yes 2nd Ext. Tue Nov 16, 2004 16:28:42									Page 51-1			
		 I	Level O	f Ser	vice (Computa	tion 1	Report				
	FHW	A Roui	ndabout	Meth	od (Fi	uture V	olume	Alte	cnative	e)	4 1 1 1 1 1	/
****	4101	*****	****** ~~~~ ~~~	++++++	*****	******* ~b+b	*****	*****	*****	*****	*****	
1010ersect100	,⊥≎⊤+ ,⊤¢†+	4 FOUI *****	: LII-Cal	*****	+a/ = + + + + + + + + + + + + + + + + + +	911011 ******	****	* * * * * *	******	*****	*****	*****
Average Delay	y (se	c/veh)	:	4.5				Le	evel Of	Serv:	ice:	A
* * * * * * * * * * * * *	* * * * *	* * * * * *	******	****	* * * * *	******	*****	*****	******	****	* * * * * *	*****
Approach:	No	rth Bo	ound	Soi	uth Bo	ound	Εa	ast Bo	ound	We	est Bo	ound
Movement:	L	- T	- R .	Ŀ	- T	- R	L	- T	- R	Ľ.	- T	- R ,
			[· [
Control:	Yle	era si	ıgn	Y1(ela s:	ıgn	¥10	210 SI	Lgn	Υ16 Υ16	- 10 21	.gn
Lanes:	I	1		1		1		ـــــــــــــــــــــــــــــــــــــ	[1		
Volume Module) ·			[·		1	1.			I		I
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	156	209	19	100	58	92	43	0	191	54	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	156	209	19	100	58	92	43	0	191	54	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	156	209	19	100	58	92	43	0	191	54	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	156	209	19	100	58	92	43	0	191	54	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
Final Vol.:	0	156	209	, 19	100	58	92	43	0	191	54	32
PCE Module:	_				~ ~ ~		~ ~ ~			101	- 4	
AutoPCE:	0	156	209	19	100	58	92	43	0	191	54	32
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	U	0	0	0	0	0
BicyclePCE:	0	150	200	0	100	U 50	0	10	0	101	U E 4	20
Adjvolume:	1	156	209	19	100	8C	92 	43 	l	1		
Delay Module		rime I	Period.	0 25	hours	= =						
CircVolume:		154	erred.	0.20	245			310			248	
MaxVolume:		1117			1068			1033			1066	
PedVolume:		0			0			0			0	
AdiMaxVol:		1117			1068			1033			1066	
ApproachVol:		365			177			135			277	
ApproachDel:		4.8			4.0			4.0			4.6	
Queue:		1.4			0.6			0.4			1.0	

AM Cumulative Yes 2nd Ext. Tue Nov 16, 2004 16:28:42								Page 53-1					
	·							Doport					
			Jevel (JE Serv	vice Ebod	(Euturo	Volu.	xebor:	- - ornoti				
ک او باد وار بار بار بر وار بار وار بار وار بار بار بار	1000 F	1CM 4-	-way ⊃i	гор мен	***** CUOO	/rucure	*****	110 AI (*******	- ~ ~ /	****	*****	
**********			· / !]	- 4- 1-									
Intersection	#1315	o ⊥mju	ru/gidi	1CU 1CU	مله، مله مله مله مله	******	*****	*****	* * * * * * *	*****	*****	* * * * * * *	
Grade (acc), 100 Gritical Vol (Cap (X);											1 257		
Cycle (sec): 100 Critical Vol./Cap. (A):											±,2. 67	י נ ר	
Loss Time (se	ec):) (1+R	= 4 9	sec)	Average	f Corra	y (sec	s/ven):		07	. 4 TP	
Optimal Cycle	:	ر) قد ماند ماند ماند ماند.) bi alla alla alla alla alla a		****	++++++ ⊓e∧e⊤ ∩	***** T DGT.	******	******	******	*****		
*****	· · · · · · · · · · · · · · · · · · ·			 Col	 .+b D	ound		ant De	hund	TaJ c	act B	hund	
Approacn:		cun BC	Juna	- 501 T		Duna	T	ast Du		т	- T		
Movement:	ц -	- 1	- R	· L. ·	T	- r.	1	- 1	- K				
	 C+			04 04		im	1		 i an	Q+	on s	ian	
Control:	51	JOD 21	rdu rgu	51	LOP S Tral	nge nde	0	Thel	ıde	51	Thel	ıde	
Rights:	0	INCIU	ide	0	THOT	uue o	0	THCTC	1ue 0	0	1110 1 (Δ	
Min. Green:	0	, 1 , 1	0 0	~ ·	1 0	0 1	1 1	n o	1 0		л т	0 1	
Lanes:	0 (1	0 0		1 0		· · ·				, <u> </u>		
		Count	- Dato	9 Mai	r 200	4 ~~ 7.	 15 - 3	2 · 1 5 2	ו הב – אב	liusted	9	1	
Page Volume		25	Date.	107	170	141		30.13	-11 AC	0	- Б	9	
Crowth Add.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	
Growin Auj: Initial Book	1.00	1.00	1.00	107	170	141	2.00	1.00	1.00	1,00	1.00	1.00	
Inicial bse:	0	20	0	2/9	170 m	160	199	73	0	0	118	98	
Added VOI:	0	27	0	240	,	100 100	0	, , ,	0	0	0	0	
PasserByvor:	0	- 0 - 0	0	255	ס דידי ד	201	234	105	0	0	124	107	
Inicial Fuc:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	
DUE Adj:	1.00	0 04	T.00	1.00 0.94	0.84	0.84	0.84	n 84	n 84	0.84	0 84	0 84	
DHE Volumo.	0.04	0.04 67	0.04	402	211	358	279	125	0.01	0,01	148	127	
Prif Volume:	0	02	0	-12J 0	<u>م ب</u>	0_0	2,2 0	125	Õ	0 0	10	1, 0	
Reduct VOL:	0	62	0	423	211	358	279	125	0	ñ	148	127	
Reduced VOI:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	
PCE AQJ:	1 00	1.00	1.00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	
MLF Adj:	1.00	1.00	1.00	400	211	250	279	125	1.00	1,00	148	127	
Final Vol.:	U	02	v	425	~		1						
Coturation P]	ł		I	
Adjustmont.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	
Adjustment:	1.00	1 00	0.00	1.00	1.00	1 00	1 00	1 00	0 00	1 00	1 00	1 00	
Danes:	0.00	1.00	0.00	226	168	583	447	474	0.00	1.00	424	462	
Fillal Sal.:		+±20					1						
Conocity Apol	veie	Modul					I		1	ł.		l	
Vol (Cot.	vvvvv		vvvv	1 26	1 26	0 61	0 62	0 26	vvvv	xxxx	0.35	0.28	
Crit Moved:	~~~~	****	مممم	1.20	****	0.01	****	0.20	3 64 63 64 F	mour	****	0	
Deler/Woh:	0 0	10 0	0 0	152 0	154	17 9	<u> </u>	17 8	0 0	0 0	15 2	13 1	
Delay Ndi:	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1,00	1.00	1.00	
Deray Auj: Adibel/Web.	1.00	10 2	1.00	152 B	154	17 9	22 7	12 8	0.0	0.0	15.2	13.1	
TOG by Marro	v.u *	т с , Э П	*	тээ.0 Тээ.0	 고	- · · ·	~~· · /	-2.0 R	*	*	 C	 R	
LUS DY MOVE:	^	ם 1000		r.	ים די 104	C	Ç	19 6			14 2	فسند	
Approactmet:		1 00		-	1 NA			1 00			1.00		
Deray Auj:		12 2		-	104 7			19 E			14 2		
Apprauluer:		14.3 D		-	ידעי./ ס						2 R		
TOP DA Whit:	*****		*****	*****	י * * * * *	******	*****	~ ******	*****	*****		******	

AM Cumulative Yes 2nd Ext. Tue Nov 16, 2004 16:28:42										Page 55-1		
			Level C	of Ser	vice	Computa	tion 1	Repor		- 		
	2000 1	HCM O	peratic	ns Me	thod	(Future	Volu	me Al	ternati	.ve)		
******	* * * * *	* * * * *	******	*****	* * * * *	*****	* * * * *	* * * * *	* * * * * * *	*****	****	******
Intersection	#131	6 Sec	ond/Thi	rd								
********	* * * * *	* * * * *	* * * * * * *	****	* * * * *	******	*****	*****	******	******	****	*****
Cycle (sec):		6	0		_	Critica	l Vol	./Cap	. (X):		0.94	17
Loss Time (se	ec):		9 (Y+R	= 4 :	sec).	Average	Delay	y (se	c/veh):		31.	. 5
Optimal Cycle	e :	9	5			Level O	f Ser	vice:				C
**********	* * * * *	*****	******	*****	****	******	*****	* * * * *	******	******	*****	*****
Approach:	NO:	rth B	ound	SO	uth B	ound	ة Ha ح	ast Bo	ound	We	st Bo	bund
Movement:	L ·	- T	- R	· با	- '1'	- R	<u>ь</u> .	- 'I'	- R	- بل	· .T.	- R
				 D.		 			 ======		·	
Control:	P:	rotec	tea	P.	rotec	tea	1	Permit	ctea .a.	٣	ermit.	-Lea Ma
Rights:	0	TUGT	uue	0	THET	uue	0	THCT	uue o	0	THET	
Min. Green:	1 1	0 1	1 0	1 1	n 1	1 0	1 r	n o	1 0	1 0	i n	1 0
	· ⊥ ·			·			,					
Volume Module	⇒• ⊼M		1	I		I	I		ļ	I		1
Base Vol:	0	13	30	32	69	0	0	0	0	15	0	8
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	13	30	32	69	0	0	0	0	15	0	8
Added Vol:	276	577	27	158	539	428	196	19	68	26	52	175
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	590	57	190	608	428	196	19	68	41	52	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	314	670	65	216	691	486	223	22	77	47	59	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	670	65	216	691	486	223	22	77	47	59	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00
Final Vol.:	314	670	65	216	691	486	223	22	77	47	59	208
	·											·
Saturation F	low Mo	odule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.93	0.87	0.87	0.43	0.87	0.87	0.68	0.87	0.87
Lanes:	1.00	1.82	0.18	1.00	1.17	0.83	1.00	0.22	0.78	1.00	0.22	0.78
Final Sat.:	1769	3184	308	1769	1948	1371	816	359	1285	1285	364	1280
Capacity Ana.	lysis	Moau.	1e:	0 1 0	0 35	0.05	0.07	0 0 0	0.00	0 04	0 1 0	0 1 6
VOI/Sat:	0.18	0.21	0.21	0.12	U.35	0.35	∪.∠/ ****	0.06	0.06	0.04	0.10	0.10
Crit Moves:	11 0	01 0	21 2	10 /	 	22 E	17 0	כ קיר	17 0	17 2	172	172
Volume (Cap.		21.3	41.3 0 EQ	14.4	22.5 A 95	22.5 A 95	1/.3	1/.5	1.3	1/.J	17.5 0 56	17.5
Uniform Dol.	0.93	15 9	15 9	21 5	10.90	19.5	20 9	16 2	16 2	15 8	18 1	18 1
IncremetDel.	24.1	10.8	13.0	21.5	14 7	14 7	44 1	0.2	10.2	10.0	1 6	1 6
Delay Add.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00
Delay Auj: Delay/Web.	1.00 50 0	16 6	16 6	24 7	32 0	 	£5 0	16 4	16 4	15 9	19 7	19 7
Hear Doladi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Adinal/Vah.		16 6	16 6	24 1	20 a	1.00 12 9	±.00	16 4	16 4	15 9	197	19 7
HCM2kAva.	11	±0.0	±0.0	<u>ح</u> سب ب ج	16	16	15		 2	1		÷
********	++ *****	*****	******	~ *****	· · · · · · · · · · · · · · · · · · ·	******	ーー * * * * * * *	 + * * * * *	~ ******	- *****	~ *****	*****

MITIG8 - AM Cumulative Yes Sun Dec 12, 2004 12:50:30											Page 1-1		
		 T		f Sor		Computa	tion 1						
	rum		dahout	Meth	od (Eu	itiire V	olume	Alter	- rnative	.)			
*****	*****	*****	******	*****	*****	******	*****	*****	******	·, ·*****	*****	*****	
Intersection	#131	7 Tim	Moore-	Fourt	h/Thir	rð							
*******	*****	*****	******	*****	*****	*****	*****	* * * * * :	* * * * * * *	****	*****	*****	
Average Delay	y (seo	c/veh)	:	67.5	*****	******	*****	Le *****	evel Of ******	Serv:	ice: *****	F *****	
Approach	No	rth Bo	und	Ea	ast Bo	ound	Ŵŧ	est Bo	und				
Movement:	T.	- т	- R	L ·	- T	- R	L ·	- т	- R	L ·	- Т	- R	
Control:	' Yie	eld Si	.qn	' Yie	eld Si	iqn '	' Yie	ald S:	iqn	Yie	eld Si	.qn	
Lanes:		1	<u> </u>		1	-		1	~		1	-	
Volume Module	: e: >>	Count	: Date:	'10 Ma	ar 200)4 << 7	:15 -	8:15	AM - A	djuste	ed	٠	
Base Vol:	67	155	45	15	394	48	3	20	28	128	64	9	
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	67	155	45	15	394	48	3	20	28	128	64	9	
Added Vol:	41	289	157	100	274	37	24	163	17	73	215	39	
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	108	444	202	115	668	85	27	183	45	201	279	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:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83		
PHF Volume:	130	535	243	139	805	102	33	220	54	242	336	58	
Reduct Vol:	0	0	0	0	0	0	0 0 0 0					0	
Reduced Vol:	130	535	243	139	805	102	33	220	54	242	336	58	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.:	130	535	243	139	805	102	33	220	54	242	336	58	
						·							
PCE Module:													
AutoPCE:	130	535	243	139	805	102	33	220	54	242	336	58	
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0	
ComboPCE :	0	0	0	0	0	0	0	0	0	0	0	0	
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0	
AdjVolume:	130	535	243	139	805	102	اد د	220	54	242	336	58	
D.]. M.J.].		 mi	·	0.05						[
Deray Modure	: >>	rime i	erioa:	V.25	nours	5 <<		1100			609		
CITCVOLUME:		7700			020								
PedVolume: 0 0								000			د <i>ع</i> ان ۲		
reuvolume:		U neo			ט רירס			560			822		
AujMaxvol:		202			01/ 1046			207			636		
whotogenaor:	Approach/o1: 908 1048 307 030												
Whene.		20.3 14 1			38 7			3.3			7.7		
yuuuu.													

MITIG8 - AM C	Cumula	ative	Yes Su	n Dec	12,	2004 12	:55:23	}			Page	1-1
_			ever 0	r Serv	hod	Computa (Futuro	Volum Volum	epor	L Fornati			
ک 4- +- +- +- +- +- +- +- +- +- +- +- +- +-	(UUU P	1CM Op	eratro.	15 Mei		********	******	*****	******	· v ⊂ / · * * * * * *	****	******
Trtorcostion	41.01 °	7 Tim	Moore_	Fourth	v/Thi	rð						
INCEISECCION	*****	/ ULIII <u>-</u>	******	*****	** * * * *	+++++++	*****	****	* * * * * * *	*****	****	******
(2-2) = (2-2									25			
Loca Time (ae		00 q	, } (∀⊥₽ :	- 4 9	ec)	Average	Delay	/ (se	$\frac{1}{\sqrt{veh}}$:		46	.3
Optimal Cycle		144	с <u>ттт</u> с. Г		1007	Level O	f Serv	rice:	57 • CH, •		10	D
**************************************	 (*****	*****	: : * * * * * *	*****	****	******	*****	*****	******	*****	****	******
Approach	Nor	rth Bo	und	Soi	ith B	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement ·	T	- T	- R	T	- Т	- R	т	- T	- R	ь -	T	- R
Control·	Pı	rotect	ed	י Pa	otec	ted	I	Permit	tted	' I	Permit	ted
Rights:		Inclu	ide		Incl	ude		Incl	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	ົ້ດ	1 0	1 (0 0	1 0	1 (0 (1 0	1 (0 (1 0
Volume Module	: >>	Count	Date:	10 Ma	ar 20	04 << 7	:15 -	8:15	AM - A	djuste	ed	
Base Vol:	67	155	45	15	394	48	3	20	28	128	64	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:	67	155	45	15	394	48	3	20	28	128	64	9
Added Vol:	41	289	157	100	274	37	24	163	17	73	215	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	444	202	115	668	85	27	183	45	201	279	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:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	130	535	243	139	805	102	33	220	54	242	336	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	535	243	139	805	102	33	220	54	242	336	58
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	130	535	243	139	805	102	33	220	54	242	336	58
Saturation Fl	low Mo	dule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.96	0.96	0.26	0.95	0.95	0.42	0.96	0.96
Lanes:	1.00	0.69	0.31	1.00	0.89	0.11	1.00	0.80	0.20	1.00	0.85	0.15
Final Sat.:	1769	1220	555	1769	1624	207	492	1450	356	803	1554	267
			[
Capacity Anal	lysis	Modul	e:									
Vol/Sat:	0.07	0.44	0.44	0.08	0.50	0.50	0.07	0.15	0.15	0.30	0.22	0.22
Crit Moves:	* * * *				* * * *					* * * *		
Green Time:	4.3	28.3	28.3	5.1	29.0	29.0	17.7	17.7	17.7	17.7	17.7	17.7
Volume/Cap:	1.02	0.93	0.93	0.93	1.02	1.02	0.22	0.52	0.52	1.02	0.73	0.73
Uniform Del:	27.8	14.9	14.9	27.3	15.5	15.5	16.0	17.6	17.6	21.2	19.1	19.1
IncremntDel:	86.6	16.7	16.7	53.3	36.7	36.7	0.8	0.9	0.9	65.1	5.2	5.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh: 1	114.4	31.6	31.6	80.6	52.2	52.2	16.8	18.5	18.5	86.2	24.3	24.3
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh: 1	114.4	31.6	31.6	80.6	52.2	52.2	16.8	18.5	18.5	86.2	24.3	24.3
HCM2kAva:	7	19	19	6	27	28	2	5	5	19	8	8
***********	*****	*****	*****	*****	****	******	*****	****	******	*****	****	******

MITIG8 - AM C	umula	tive Y	les Tue	Nov	16, 2	004 17:	32:37				Page 1	1-1
2	000 H	Le CM Ope	evel Of eration	Serv	ice C hod (Computat Future	ion R Volum	 eport e Alt *****	ernativ	ve)	*****	*****
* * * * * * * * * * * * *	*****	*****	******									
Intersection	#1318	Jim_I	Moore/1	'lrst	بە بە بە بە	*****	*****	*****	******	*****	****	*****
*********	*****	*****	*****	******		land to a to a	Vol	/Can	(\mathbf{X})		0.81	7
Cycle (sec):		100			, r	ritical		/cap.	(n) ·		17.	2
Loss Time (se	ec):	9	(Y+R =	= 45	ec) F	verage	Deray	1 00.	., ven, .		- / -	B
Optimal Cycle	2	72			1	"e∧e⊺ ∩ī	- 26TA	+++++	******	*****	*****	*****
*****	*****	*****	*****	*****	****		17.5	et Be	und	We	st Bo	und
Approach: Movement:	Nor L -	th Bo T	und - R	Sou L -	th BC T 	ouna - R !!	ьа – 1		- R	L -	T 	– R – – – – – – – – – – – – – – – – – –
	 Dx	otoct	പ	ı Pr	otect		P	ermit	ted	P	ermit	ted
Control:	r L	Thelu	de de		Inclu	ıde		Inclu	ıde		Inclu	de
Rights:	Ο	THOTH	αc Λ	0	0	0	0	0	0	0	0	0
Min. Green:	1 0	n n	1 0	1 0	0	1 0	0 0	0	1 0	0 0	1!	0 0
Lanes:												
Volumo Modula	 ≤• >>	Count	Date:	10 Ma	r 200)4 << 7	:15 -	8:15	AM			
Page Vol:	13	259	80	17	528	5	0	6	6	61	3	8
Dase VOL. Crossth Add.	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growin Auj.	13	259	80	17	528	5	0	6	6	61	3	8
Initial Dae.	18	480	92	20	345	0	0	2	7	30	3	7
Added VOI.	10	0	0	0	0	0	0	0	0	0	0	0
rasserbyvor.	31	739	172	37	873	5	0	8	13	91	6	15
Haan Adi:	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
USEL AUJ. DUR Adi.	n 80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
DHE Volume.	39	924	215	46	1091	6	0	10	16	114	8	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	924	215	46	1091	6	0	10	16	114	8	19
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	39	924	215	46	1091	6	0	10	16	114	8	19
						!						
Saturation F	low Me	dule:										1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	1.00	1.00	1.00	0.92	0.92	0.73	0.73	0.73
Lanes:	1.00	0.81	0.19	1.00	0.99	0.01	0.00	0.38	0.62	0.82	0.05	100
Final Sat.:	1805	1498	349	1805	1887	11	0	663	1077	1128	/4	190
				ł								
Capacity Ana	lysis	Modu.	e							0 10	0 10	0 10
Vol/Sat:	0.02	0.62	0.62	0.03	0.58	0.58	0.00	0.02	0.02	0.10	4+++	0.10
Crit Moves:		****		* * * *					10.1	10 4	1 7 1	12 /
Green Time:	2.8	75.5	75.5	3.1	75.8	75.8	0.0	12.4	12.4	12.4	14.4	14.3
Volume/Cap:	0.76	0.82	0.82	0.82	0.76	0.76	0.00	0.12	0.12	10.04	42 7	42 7
Uniform Del:	48.3	7.8	7.8	48.1	6.9	6.9	0.0	39.0	39.0	4Z./	44./	44.1 25 2
IncremntDel:	48.9	3.9	3.9	58.5	2.5	2.5	0.0	U.3	1 00	1 00	1 00	1 00
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.UU	1.00	68 0
Delay/Veh:	97.2	11.7	11.7	106.6	9.4	9.4	0.0	39.3	39.3	1 00	1 00	1 00
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.UU	T-00	2200 2200
AdjDel/Veh:	97.2	11.7	11.7	106.6	9.4	9.4	0.0	39.3	د <u>ع</u> ر ا	00.0	00.U Q	00.V 8
HCM2 kAvg:	3	24	24	3	21	13	0	ا. تە بەر يە	.******	****** 0	.****	
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MITIG8 - AM Cumulative Yes Sun Dec 12, 2004 12:58:32											Page	1-1
	रुग गान्न -		dobout	L Sel'	vice ⊂ ∽ਰੇ (ਇ∵	ture V	oluma	N) tor	- məti v o	1		
****	۲ ۲ ۲ ۲ ۲ ۲ ۲ ۲ ۲ ۲ ۲	******	*******	*****	******	******	*****	*****	******	/ *****	*****	*****
Intersection	#1319	R Jim	Moore/	First								
*********	*****	******	*****	*****	*****	*****	* * * * * *	****	*****	*****	*****	*****
Average Delay	y (sea	c/veh)	:	42.6	* * * * * *	*****	****	Le *****	evel Of ******	Serv:	ice: *****	E *****
Approach:	No	rth Bo	ound	Sou	ith Bo	ound	Ea	ast Bo	ound	We	est Bo	und
Movement:	L ·	- T	- R	L ·	- T	- R	L ·	- т	- R	L ·	- T	- R
Control:	Yie	eld Si	.qn	Yie	eld Si	.gn	Yie	eld S:	ign	Yie	eld Si	.gn
Lanes:		1	-		1	-		1			1	
						[
Volume Module	∋: >>	Count	Date:	10 Ma	ar 200)4 << 7	:15 -	8:15	AM			
Base Vol:	13	259	80	17	528	5	0	б	6	61	3	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:	13	259	80	17	528	5	0	6	6	61	3	8
Added Vol:	18	480	92	20	345	0	0	2	7	30	3	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	739	172	37	873	5	0	8	13	91	6	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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	39	924	215	46	1091	6	0	10	16	114	8	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	924	215	46	1091	6	0	10	16	114	8	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
Final Vol.:	. 39	924	215	, 46	1091	6	. 0	10	16	114	8	19
PCE Module:												
AutoPCE:	39	924	215	46	1091	6	0	10	16	114	8	19
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	39	924	215	46	1091	6	0	10	16	114	8	19
Delay Module	: >> '	rime E	Period:	0.25	hours	5 <<						
CircVolume:		56			160			1251			963	
MaxVolume:		1170			1114			524			680	
PedVolume:		0			0			0			0	
AdjMaxVol:		1170			1114			524			680	
ApproachVol:		1178			1144			26			140	
ApproachDel:		42.0			48.5			7.2			6.7	
Queue:		21.5			22.7			0.2			0.8	
MITIG8 - AM C	umula	tive	Yes Tue	e Nov	16, 2	004 17	:35:43			Pa	ge 1	L-1
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		L	evel Of	E Serv	ice C	omputa	tion R	eport	; 			
2	000 H	СМ Ор	eration	ns Metl	hod (Future	Volum	e Alt	ernativ	~=; *******	****	*****
*****	* * * * *	* * * * *	*****	* * * * * *	****	*****	*****	****				
Intersection	#1319	Firs	t/Light	t_Figh	ter	مه مه، مه، مه، مه، مه، مه،	*****	*****	*****	******	***	*****
*********	****	*****	*****	* * * * * * *	*****			/Can	(8) •	0	.721	7
Cycle (sec):		70		,		ritica	Dolay	(sec	(A) (Veh)		10.8	3
Loss Time (se	c):	9) (Y+R =	≕ 4 S	ec) F	werage	f Sorv	1000	.,		I	3
Optimal Cycle	: 		• • • • • • • • •	*****	L *****		******	*****	******	******	***	*****
****	Nor		und	Sou	th Bo	ound	Ea	st Bo	ound	West	вої	und
Approach	T NOL		p	т. –	T	- R	L -	т	– R	L -	т	- R
Movement:	— ц			<u>بر</u> مــــــــــــــــــــــــــــــــــــ							· ·	
	 a	ermit	ted 1	P	ermit	ted	P	ermit	ted	Prot	ect	ed
Control:	ŗ	Theli	nde -	-	Inclu	ıde		Ignoi	re	In	nclu	de
Rights:	Ο	1 IICIC	0	0	0	0	0	0	0	0	0	0
Min. Green.	1 0	່ ດັ	0 1	1 0	1	0 1	0 0	2	0 1	1 0	2	0 0
				I								
Volume Module	: >>	Count	: Date:	28 Se	p 200	04 << 7	:15 -	8:15	AM		nc	0
Base Vol:	80	0	7	8	6	41	0	849	72	2 5	00	1 00
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	.00	1.00
Initial Bse:	80	0	7	8	6	41	0	849	72	2 5	006	0
Added Vol:	43	0	111	1	20	58	0	697	43	32 3	326	0
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	0	118	9	26	99	0	1546	115	34 8	332	1 00
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00 1.	.00	1.00
PHF Adi:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.00	0.86 0.	.80	0.00
PHF Volume:	143	0	137	10	30	115	0	1798	U	40 2	101	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	10		0
Reduced Vol:	143	0	137	10	30	115	0	1798	0	40 3	307	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00 1	.00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00 1	.00	1.00
Final Vol.:	143	0	137	10	30	115	0	1798	U	40 3	90/ 	
												1
Saturation F	low Mo	odule	:			1000	1000	1000	1000	1900 19	900	1900
Sat/Lane:	1900	1900	1900	1900	TA00	TA00	1 00	1 00	1 00	0.93 0	93	1,00
Adjustment:	0.73	1.00	0.83	0.75	0.98	1 00	1.00	2 00	1 00	1 00 2	.00	0.00
Lanes:	1.00	0,00	1.00	1.00	1000	1500	0.00	2.00	1900	1769 3	538	0
Final Sat.:	1383	0	1281	1430	1002	1003						
			!	1			11		I			
Capacity Ana	LYSIS	Moau	Te: Te:	0 01	0 02	0.07	0.00	0.51	0.00	0.02 0	.27	0.00
Vol/Sat:	++++ ∩.TΩ	0.00	0.09	0.01	0.02	0.01		****		* * * *		
Crit Moves:	~ ~ ~ ~	0 0	0 0	aa	a a	9.9	0.0	48.9	0.0	2.1 5	1.1	0.0
Green lime:	9.9	0.0	و . ج 1 م (0.05	0.11	0.51	0.00	0.73	0.00	0.73 0	.37	0.00
volume/Cap:	0./3	0.00	28 2 0.01	25 9	26.2	27.8	0.0	6.5	0.0	33.6	3.5	0.0
Uniform Del:	12 0	0.0	<u>2</u> υ.2 Λ Ο	<u>_</u> 1	0.2	2.0	0.0	1.1	0.0	39.0	0.1	0.0
incremntDel:	1 00	0.0	1 00	1.00	1,00	1.00	0.00	1.00	0.00	1.00 1	.00	0.00
Delay Adj:	11 5	0.00	22 1	26 1	26.4	29.8	0.0	7.6	0.0	72.6	3.6	0.0
Delay/ven:	41.0	1 00		1 00	1.00	1_00	1.00	1.00	1.00	1.00 1	.00	1.00
User DelAdj:	1.00	1.00	22 1	26 1	26 4	29.8	0.0	7.6	0.0	72.6	3.6	0.0
AdjDel/Ven:	41.5	0.0	⊥.در ۱	20.1 0		3	0	13	0	2	4	0
HCM2 KAVG:	0 *****	v *****	******	*****		*****	*****	* * * * *	******	******	* * * *	*****

MITIG8 - AM (Cumula	ative	Yes Su	n Dec	12,	2004 13	:10:24	L			Page	1-1
-			Level 0:	r Serv	/ice	Computa (Euturo	Volum Volum	eporu a Alt	- ornati	Tral		
ک اد حک حقہ جلہ جلہ جلہ جلہ جلہ جلہ جلہ جلہ جلہ جل	1000 F	1 CM O		us net *****		*********	*****	1 C AL	******	LVC) K*****	*****	******
Intersection	#1320) Seco	ond/Ligi	ht Fic	hter							
* * * * * * * * * * * * *	*****	*****	******	* * * * * *	****	* * * * * * *	* * * * * *	*****	*****	*****	*****	*****
Cycle (sec):		6()			Critical	l Vol.	/Cap	. (X):		1.25	55
Loss Time (se	ec):	12	2 (Y+R =	= 4 s	sec).	Average	Delay	/ (sec	c/veh) :	:	119.	. 6
Optimal Cycle	e:	180	0			Level O:	f Serv	vice:				F
**********	*****	*****	******	*****	****	******	* * * * * *	*****	******	*****	*****	*****
Approach:	Noi	cth Bo	ound	SOL	ith_B	ound	Ea -	ist Bo	ound	- We	est Bo	bund
Movement:	L -	- T	- R	_L -	- T	- R	ь. -	- T	- R	- L -	1,	- R
	 			0-1		 hogo	 Da			 D1	otoat	
Control:	sp.	Lit Pr	lase	sp.	01	nase	PI	Thell	ide	E1	Inclu	.eu vđe
Rights:	0	THOTO	ide 0	Δ	0.1	0	0	THCT	ΔUE Λ	Λ	111010	100
Lanee:	0 0	ט וד נ	0 0	1 1	ιõ	0 1	2 0	1	1 0	1 (2	0 1
		· · · · · · · · · · · · · · · · · · ·										
Volume Module	e: Ser	otembe	er 2004	– AM		ŀ	1					
Base Vol:	0	0	1	0	0	125	147	705	12	1	381	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	0	1	0	0	125	147	705	12	1	381	8
Added Vol:	64	473	16	11	309	173	501	226	82	24	121	11
2nd Reassig:	177	0	0	0	0	0	0	-416	416	0	-177	0
Initial Fut:	241	473	17	11	309	298	648	515	510	25	325	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	271	531	19	12	347	335	728	579	573	28	365	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	531	19	12	347	335	728	579	5/3	28	365	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00
MLF AGJ:	1.00	1.00 501	1.00	1.00	1.00	1.UU 20E	1,00	1.00 E70	1.00 572	1.00	365	21
Final VOL.:	2/1		¥۲	عد 			/20			20		
Saturation F	0	าสมาค	•	I		I	1					I
Sat/Lane	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adiustment:	0.96	0.96	0.96	0.98	0.98	0.83	0.90	0.86	0.86	0.93	0.93	0.83
Lanes:	0.33	0.65	0.02	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	602	1182	42	1858	1858	1583	3432	1644	1628	1769	3538	1583
Capacity Anal	lysis	Modu	le:									
Vol/Sat:	0.45	0.45	0.45	0.01	0.19	0.21	0.21	0.35	0.35	0.02	0.10	0.01
Crit Moves:			* * * *		****			* * * *		* * * *		
Green Time:	21.5	21.5	21.5	8.9	8.9	20.8	11.8	16.8	16.8	0.8	5.8	5.8
Volume/Cap:	1.26	1.26	1.26	0.04	1.26	0.61	1.08	1.26	1.26	1.26	1.08	0.14
Uniform Del:	19.3	19.3	19.3	21.9	25.5	16.3	24.1	21.6	21.6	29.6	27.1	24.9
IncremntDel:	127.1	127	127.1	0.0	140	2.0	57.0	1 24	123.9	2/8.2	1 00	1 00
Delay Adj:	1.00	1.00	1.00	1.00	1.00	100	1.00	145	145 4	1.00 207 0	1.00	1.00
Delay/Ven:	146.4	146	1 00	21.9	1 00	10.3	1 00	1 00	1 00	1 00	1 00	1 00
User DelAdj:	1.00	140	1.UU 146 A	1.00	100	100 100	T.00	115	145 4	307 Q	1,00 97 0	25 3
Aujuei/ven: .	140,4 20	140	770.4 770.4	×. ۲۷	100	то.э	15	29 29	79 74 79	ע. יענ ג	ر. , ر م	0
ncm2KAV9:	ンフ *****	ر د *****	~~~~ *******			******	ر بر ۲****	ں بے * * * * *	ين ******	ر ******	~ *****	· * * * * * *

AM Cumulative	e Yes	2nd E	Ixt. Ti	ue Nov	16,	2004 16	5:28:4	2]	Page (65-1
-			evel (of Ser	vice (Computa	tion :	Report				
	2000 1	HCM Or	erati	ons Me	thod	(Future	. Volu	ne Ali	ernati	ve)		
*********	*****	*****	*****	* * * * * *	****	* * * * * * *	****	*****	* * * * * * *	*****	*****	* * * * * *
Intersection	#1323	1 Jim_	Moore,	/Light	_Figh	ter						
******	*****	* * * * * *	* * * * * *	* * * * * *	****	******	*****	* * * * * *	******	*****	*****	*****
Cycle (sec):		80			,	Critica	L Vol	./Cap	. (X):		0.84	13
Loss Time (se	∋c):	16	(Y+R	= 4	sec) /	Average	e Dela	y (se	c/veh):		30	. 0
Optimal Cycle	; ;	87	· • • • • • • • •	*****	*****	Level C ******)f Ser *****	V1C0: *****	*****	*****	* * * * * *	C *****
Approach:	Not	rth Bo	ound	So	uth B	ound	E	ast Bo	ound	We	est Bo	ound
Movement:	Τ.	- т	- R	T,	– T	- R	L	- Т	- R	L.	- T	- R
									1			
Control.	1 D1	rotect	ed	ן ו יס	rotec	Led	ı D-	roted	ted I	י Pi	roted	ed
Dichte.	E.1	Tnalu	de	Г.	Thel	ide	k.	Ταποτ	re		Tncli	ıde
Min Groon.	0		ι <u>α</u> υ Λ	^	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	.uc 0	0	- 910	0	n	 	 0
nin. Green:	- U	0 0	1 ^		0 1		1	ט ר ר	0 T	ט ר ר		1 0
Janes:	∠ (0 0	T U	ـــــــــــــــــــــــــــــــــــــ		i				\		
			Do+-	11		 קיייייייייייייייייייייייייייייייי	 •1⊑ -	g.1E	2 M	1		
volume Module		Count	. Date	: 22 51	ep ∠00	ער << / ≥יצי אינ	- C1.	0:10	/1C	10	61	r
Sase VOL:	1 00	1 00	1 00	- 4 - 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
srowth Adj:	1.00	1.00 1.00	1.00	T.00	1.00	140	1.00	т.00 тто	1.00 41C	100 T	т. UU сл	1.00 2
Initial Bse:	177	147	4	4	405	149	216	112	415	10	64 21	4
Added Vol:	13	435	1	Ţ	283	112	2⊥6	43	15	0	<u>ا</u> د	0
2nd Reassig:	-177	0	0	0	0	0	0	0	-416	0	0	0
Initial Fut:	13	582	5	5	688	261	394	135	15	- 00	95	2
Jser Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.00	0.88	0.88	0.88
PHF Volume:	15	661	6	6	782	297	448	153	0	11	108	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	661	6	6	782	297	448	153	0	11	108	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	15	661	6	6	782	297	448	153	0	. 11	108	2
									[
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.98	0.93	0.89	0.89	0.93	0.98	1.00	0.93	0.98	0.98
Lanes:	2.00	0.99	0.01	1.00	1.45	0.55	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	3432	1844	16	1769	2460	933	1769	1862	1900	1769	1818	38
Capacity Ana	Lysis	Modul	e:		. .				0 6 5	0 5 -	0 7 -	• • ⁻
Vol/Sat:	0.00	0.36	0.36	0.00	0.32	0.32	0.25	0.08	υ.00	0.01	0.06	0.06
Crit Moves:		****		****			****		_	_	****	
Green Time:	0.5	34.0	34.0	0.3	33.9	33.9	24.0	27.5	0.0	2.1	5.6	5.6
Volume/Cap:	0.75	0.84	0.84	0.84	0.75	0.75	0.84	0.24	0.00	0.24	0.84	0.84
Uniform Del:	39.7	20.6	20.6	39.8	19.5	19.5	26.2	18.8	0.0	38.1	36.7	36.7
IncremntDel:	92.2	8.2	8.2	242.3	2.3	2.3	11.7	0.2	0.0	2.6	36.5	36.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh: 1	131.9	28.8	28.8	282.1	21.7	21.7	37.9	19.0	0.0	40.7	73.2	73.2
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: 3	131.9	28.8	28.8	282.1	21.7	21.7	37.9	19.0	0.0	40.7	73.2	73.2
HCM2kAvq:	1	18	15	1	13	13	14	З	0	1	5	5
	* * * * * *	* * * * * *	****	*****	****	******	****	*****	******	*****	*****	*****

AM Cumulative	e Yes	2nd E	Ext. Tue	e Nov	16, 1	2004 16	:28:42	2		I	Page (57-1
	• -											
		I	Level O:	f Serv	rice (Computat	tion F	Repor	t			
2	2000 H	HCM Op	peration	ns Met	hod	(Future	Volun	ne Al	ternati	ve)		
* * * * * * * * * * * * * *	*****	*****	******	* * * * * *	****	******	* * * * * *	****	******	* * * * * *	****	*****
Intersection	#1322	2 Jim_	_Moore/(Jiglir	ng							
*****	*****	* * * * * *	******	*****	****	******	*****	*****	******	*****	****	*****
Cycle (sec):		60)			Critica.	l Vol.	./Cap	(X):		1.03	33
Loss Time (se	ec):	16	5 (Y+R :	= 4 s	sec) i	Average	Delay	/ (sea	c/veh):		47.	. 0
Optimal Cycle):	117	7			Level O:	t Serv	/lce:			ت بالد بالد بالد با	D
***********	*****	*****	******	*****	*****	******	××××× 	· · · · · · · · · · · · · · · · · · ·	*****			~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~
Approach:	NOI	rth Bo	bund	SOL	itn B	ouna	т Ec	ast Bo	ouna	T WE	:st b(
Movement:	- بل	- T	- R	ы - Г	- 1	- R	- Ll -	- 1	- <u>K</u>	- 1	- L	
	 D-			 Da			 D7		 ted	1 Da	otect	-ed
Control:	P3	rotect	.eu	PI	Tano:	ro	£1	Incl	ude	E 1	Tanoi	re
Rights:	0	rduor		0	1911O. 0	1.E 0	0	0	uuc 0	0	191101	0
Min, Green:	1 (l l l	0 1	1 0	1 2	0 1	1 (ງ ດັ	1 0	1 () 1	0 1
	· · ·	J <u>4</u>									·	
Volume Module		Count	- Date:	י 3 Mar	- 200	4 << 7:	15 - 8	3:15	AM	1		I
Base Vol:	18	288	71	166	625	101	21	23	16	106	43	16
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	288	71	166	625	101	21	23	16	106	43	16
Added Vol:	50	810	122	27	501	26	65	42	33	82	30	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	1098	193	193	1126	127	86	65	49	188	73	47
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.78	0.78	0.00	0.78	0.78	0.00	0.78	0.78	0.78	0.78	0.78	0.00
PHF Volume:	87	1408	0	247	1444	0	110	83	63	241	94	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1408	0	247	1444	0	110	83	63	241	94	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	87	1408	0	247	1444	0	, 110	83	63	241	94	0
Saturation F.	Low Mo	odule:	:	1000	1000	1000	1000	1000	1000	1000	1000	1000
Sat/Lane:	1900	1900	1900	1900	1900	1 00	1900	1900	1900	1900	1900	1 00
Adjustment:	0.93	0.93	1.00	1 00	0.93	1.00	1 00	0.92	0.92	1 00	1 00	1 00
Lanes:	1.00	2.00	1000	1760	2.00	1900	1769	994	749	1769	1862	1900
Final Sat.:	1/09	2220	1900	1			1					
Capacity Apa	lveie	Modu	і ф			1	I		ł	1		i
Vol/Sati	0 05	nouu.	0 00	0.14	0.41	0.00	0.06	0.08	0.08	0.14	0.05	0.00
Crit Moves.	0.05	****	0.00	****	0.11	0.00	0.00	****		****		
Green Time:	34	23.1	0.0	8.1	27.9	0.0	7.1	4.9	4.9	7.9	5.7	0.0
Volume/Cap:	0.88	1.03	0.00	1.03	0.88	0.00	0.53	1.03	1.03	1.03	0.53	0.00
Uniform Del:	28.1	18.4	0.0	25.9	14.5	0.0	24.9	27.6	27.6	26.0	25.9	0.0
IncremntDel:	53.6	33.4	0.0	67.1	5.8	0.0	2.5	84.8	84.8	67.9	3.0	0.0
Delav Adi:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	81.7	51.9	0.0	93.1	20.3	0.0	27.4	112	112.4	94.0	28.9	0.0
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.7	51.9	0.0	93.1	20.3	0.0	27.4	112	112.4	94.0	28.9	0.0
HCM2kAvq:	4	23	0	11	16	0	3	7	7	10	3	0
******	* * * * *	* * * * * *	******	****	****	******	*****	****	* * * * * * *	*****	*****	******

AM Cumulative	e Yes	2nd E	Ext. Tu	le Nov	16, 3	2004 16	:28:42	2		Ŧ	Page 6	59-1
		I	level (of Serv	rice (Computa	tion F	Report				
2	2000 F	ICM OF	peratio	ns Met	inoa	(Future	******	ne Ali	ternati	.ve/	*****	******
**********	******	*****	******	******	·	*****	* * * * * * *					
Intersection	#1323	3 ປັງໜ	_Moore/	Normar	1ay	* * * * * * * *	****		******	*****	*****	*****
***********	*****	*****	******	*****		aritiaa	1 1701	///an	(Y).		1 19	6
Cycle (sec):		50) (17.15)	4	, , ,	Arorade	Dolar	,/Cap , (co/	\sqrt{n}		78	4
Loss Time (se	BC):	200	(I+R	= 4 8	sec) -	Averaye Lovol (f Sort	ride.	., ven, .		/0.	E
optimal Cycle	***** ::	+++++	, ******	*****	- • * * * * *	******	******	*****	******	******	*****	 *****
Approach	Nor	eth Be	und	Sol	ith Be	hund	Ea	ast Bo	ound	Ŵe	est Bo	ound
Movement:	т	- T	- R	I	- T	- R	τ	- T	- R	L -	T	- R
movemente.		ھ 										
Control·	ן P1	rotect	ted	י Pı	otec	ted	I	Permit	ted	' E	Permit	ted
Rights.		Inclu	ıde		Incl	ude		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 () 1	1 0	1 () 2	0 1	0 0) 1!	0 0	0 0) 1!	0 0
												·
Volume Module	2: >>	Count	Date:	30 Ma	ar 20	04 << 7	:15 -	8:15	AM			
Base Vol:	40	288	65	61	597	89	62	44	35	56	73	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:	40	288	65	61	597	89	62	44	35	56	73	27
Added Vol:	21	709	4	107	460	50	81	22	64	7	10	192
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	997	69	168	1057	139	143	66	99	63	83	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	81	1329	92	224	1409	185	191	88	132	84	TTT	292
Reduct Vol:	0	0	0	0	0	105	101	0	120	04	111	292
Reduced Vol:	1 00	1329	7 94	224	1409	COT		1 00	1 00	1 0.4	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1.00	1 00	1 00	1 00	1 00
MLF Adj:	1.00	1220	1.00	1.00	1409	195	1.00	1.00	132	84	111	292
Final vol.:	1 81	1329	94	+	1405	l	1					
Coturnation T			•	1		I	I		i	1		1
Saturation F.	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment.	1 95	n 94	0.94	0.95	0.95	0.85	0.51	0.51	0.51	0.80	0.80	0.80
Laneg.	1.00	1.87	0.13	1.00	2.00	1.00	0.47	0.21	0.32	0.17	0.23	0.60
Final Sat.:	1805	3343	231	1805	3610	1615	447	206	309	263	347	916
						- -						
Capacity Ana	lysis	Modu	le:			'						
Vol/Sat:	0.05	0.40	0.40	0.12	0.39	0.11	0.43	0.43	0.43	0.32	0.32	0.32
Crit Moves:		****		* * * *				****				
Green Time:	2.7	20.1	20.1	6.3	23.7	23.7	21.6	21.6	21.6	21.6	21.6	21.6
Volume/Cap:	0.99	1.19	1.19	1.19	0.99	0.29	1.19	1.19	1.19	0.89	0.89	0.89
Uniform Del:	28.6	19.9	19.9	26.9	18.0	12.4	19.2	19.2	19.2	18.0	18.0	18.0
IncremntDel:	95.7	92.3	92.3	124.5	21.3	0.3	109.1	109	109.1	15.9	15.9	15.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	124.3	112	112.3	151.4	39.4	12.7	128.3	128	128.3	33.9	33.9	33.9
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:	124.3	112	112.3	151.4	39.4	12.7	128.3	128	128.3	33.9	33.9	33.9
HCM2kAvg:	5	31	30	12	21	3	33	34	33 	14 	14 • • • • • •	4
*********	* * * * * *	* * * * * *	* * * * * * *	* * * * * * *	* * * * *	******	*****	*****				

Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative) Intersection #1324 Jim_Moore/Coe Cycle (scc): 60 Critical Vol./Cap. (X): 0.969 Loss Time (scc): 9 (Y-R = 4 scc) Average Delay (scc/veh): 36.8 Optimal Cycle: 105 Level Of Service: D Approach: North Bound South Bound East Bound Mest Bound Movement: L - T - R L - T - R L - T - R D - T - R Control: Protected Protected Permitted Permitted Rights: Include Include Include Include Volume Module: >> Count Date: 31 Mar 2004 < 7:30 - 6:30 AM Base Vol: 86 255 0 0 646 91 63 0 100 0 0 0 0 0 0 Initial Be: 86 255 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Added Vol: 10 522 227 50 946 175 201 19 129 128 9 21 9 21 9 21 9 21 PasserJyVal: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	MITIG8 - AM C	lumula	ative	Yes Su	in Dec	12,	2004 13	:17:18	8			Page	1-1
Level of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative) Intersection #1324 Jim Moore/Coe Cycle (sec): 60 Critical Vol./Cap. (%): 0.969 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 36.8 Optimal Cycle: 105 Level Of Service: D Approach: North Bound South Bound East Cycle: 105 Approach: North Bound South Bound East Cycle: 10 Approach: North Bound South Bound East Cycle: 10 Control : Protected Permitted Permitted Refuel Cycle: 100 0 0 0 0 0 0 0 0 O 0 0 0 0 0 0 0 0 0 0 0 Include Include Include Include Include Include Include Control Date: 31 Mar 2004 << 7:30 - 8:30 AM Baser 0 0 0 0 0 0 0 0 0 0 0 0 0 0 O 0 0 0 0 0 0 0 0 0 0 0 0 0 O 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Control Date: 31 Mar 2004 << 7:30 - 8:30 AM Baser 7:0 - 8:30 AM Baser 7:0 - 8:30 AM													
Theresection H1324 Jim_Moore/Coe Cycle (sec): 60 Critical Vol./Cap. (X): 0.569 Control: 9 (YR = 4 sec) Average Delay (sec/veh): 36.8 Optimal Cycle: 105 Level Of Service: D Control: Protected Permitted Mest Bound Mest Bound South Bound South Bound Mest Bound Control: Protected Permitted Permitted Mest Bound South Bound South Bound Mest Bound Mest Bound Mest Bound Mest Bound Mest Boun	~			ever (Ji Serv	/10e	Computa /Turbura	VION I	Today	L h a xan a h i			
Intersection #1324 Jim_Moore/Coe Cycle (scc): 60 Critical Vol./Cap. (X): 0.969 Joas Time (sec): 9 (YrR = 4 scc) Average Delay (sec/veh): 36.8 Optimal Cycle: 105 Level Of Service: D Approach: North Bound South Bound East Bound Mest Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Permitted Permitted Min. Green: 0 0 0 0 0 0 0 Control: 86 255 0 0 646 91 63 0 1.00 1.00 1.00 1.00 1.00 0	<i>∠</i>	2000 1	ICM OF	eratio	ons met	-noa	(Future	voru	ue al	rararar	. ゕ ゕ ゕ ゕ ゕ ヵ . ヽ ゚ ゚ ヽ	له ماه ماه ماه باه و	متحدثك ملحات بأحمله ما
Intersection #1324 Jim Moore/Coe Cycle (sec): 60 Critical Vol./Cap. (X): 0.969 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 36.8 Optimal Cycle: 105 Level Of Service: D Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Permitted Permitted Rights: Include Include Include Include None Module: >> Count Date: 31 Mar 2004 <	**********	****	*****		· * * * * * * * *	****	******	* * * * * *	*****	* * * * * * *			
Cycle (scc): 60 Critical Vol./Cap. (X): 0.969 Loss Time (scc): 9 (Y+R = 4 sc) Average Delay (scc/veh): 36.8 Optimal Cycle: 105 Level Of Service: D Approach: North Bound South Bound East Bound Mest Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Permitted Permitted Min. Green: 0	Intersection	#1324	1 Jim_	Moore	Coe					ما باب باب باب باب ما	له به بل بل بل بل ب	المطلم ملك ملك ساس	in alla alla alla alla alla alla
Cycle (sec): 60 Critical Vol./Cap. (A): 0.969 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 36.8 Optimal Cycle: 105 Level Of Service: D Approach: North Bound South Bound East Bound West Bound Movenent: L - T - R L - T - R L - T - R Printited Permitted Control: Protected Protected Permitted Include Include Min. Green: 0<	**********	****	*****	*****	*****	****	******	*****	*****	× × × × × × × ×	*****		***
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/Yen): 36.8 Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Permitted Permitted Permitted Min. Green: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 1 1 0 0 0 1! 1 0 Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 0 0 0 0 0 Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 0 0 0 0 0 Count Date: 31 Mar 2004 << 7:30 - 6:30 AM Base Vol: 86 255 0 0 646 91 63 0 100 0 0 0 0 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Cycle (sec):		60) 			Critica -	1 101	./Cap	. (X):		0.96	2
Optimal Cycle: 105 Level Of Service: D Approach: North Bound South Bound East Round West Bound Approach: North Bound South Bound East Round West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R Control: Protected Permitted Permitted Permitted Min. Green: 0 <t< td=""><td>Loss Time (se</td><td>ec):</td><td>9</td><td>) (Y+R</td><td>= 4 \$</td><td>sec)</td><td>Average</td><td>Delay</td><td>y (se</td><td>c/veh):</td><td></td><td>36.</td><td>. 8</td></t<>	Loss Time (se	ec):	9) (Y+R	= 4 \$	sec)	Average	Delay	y (se	c/veh):		36.	. 8
Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T R L - T R L - T R L - T R L - T R L - T R L - T R L - T R L - T R L - T R L - T R L - T R L T L L	Optimal Cycle	9:	105				Level O	i Serv	vice:	 A state of state of state 			D
Approach: North Bound South Bound East Bound West Bound West Bound Movement: L T - R L - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T<	***********	****	*****	*****	*****	*****	******	*****	*****	*****	******		
Movement: L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T R L - T R L - T R L - T R L - T R L C R L C T R L C T R L T R L T R L T C R L T C R L	Approach:	NO	cth_Bc	ound	Sou	ith B	ound	Ea -	ast B	ound	- WE	ST BC	ouna
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Rights: Include Include Include Include Include Include Include Include Win. Green: 0 0 1 0 1 0 1 0	Control:	Pi	rotect	ed	P	rotec	ted]	Permi	tted	F	ermit	ted
Min. Green: 0 1 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 1 0 <th< td=""><td>Rights:</td><td></td><td>Inclu</td><td>ıde</td><td></td><td>Incl</td><td>ude</td><td>_</td><td>Incl</td><td>ude _</td><td></td><td>Inclu</td><td>ide</td></th<>	Rights:		Inclu	ıde		Incl	ude	_	Incl	ude _		Inclu	ide
Lanes: 1 0 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 0 0 1 1 0	Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module: >> Count Date: 31 Mar 2004 < 7:30 - 8:30 AM Base Vol: 86 255 0 0 646 91 63 0 1.00 <th1.00< th=""> 1.00 <th1.00< th=""> <th< td=""><td></td><td></td><td></td><td> </td><td> </td><td></td><td> </td><td> </td><td></td><td> </td><td>1</td><td></td><td></td></th<></th1.00<></th1.00<>											1		
Base Vol: 86 255 0 0 0 646 91 63 0 100 100 100 1.00 1.00 Initial Bse: 86 255 0 0 646 91 63 0 100 1.00 1.00 1.00 Initial Bse: 86 255 0 0 646 91 63 0 100 0 0 0 Added Vol: 10 522 227 50 340 84 138 19 29 128 9 21 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Initial Fut: 96 777 227 50 986 175 201 19 129 128 9 21 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Volume Module	: >>	Count	: Date:	: 31 Ma	ar 20	04 << 7	:30 -	8:30	AM	0	0	0
Growth Adj: 1.00 <td>Base Vol:</td> <td>86</td> <td>255</td> <td>0</td> <td>0</td> <td>646</td> <td>91</td> <td>63</td> <td>0</td> <td>100</td> <td>0</td> <td>1 00</td> <td>1 00</td>	Base Vol:	86	255	0	0	646	91	63	0	100	0	1 00	1 00
Initial Bse: 86 255 0 0 646 91 63 0 100 0 0 0 Added Vol: 10 522 227 50 340 84 138 19 29 128 9 21 PasserByVol: 0	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.00	T.00	1.00
Added Vol: 10 522 227 50 340 84 138 19 29 128 9 21 PasserByVol: 0 <td>Initial Bse:</td> <td>86</td> <td>255</td> <td>0</td> <td>0</td> <td>646</td> <td>91</td> <td>63</td> <td>0</td> <td>100</td> <td>0</td> <td>0</td> <td>0</td>	Initial Bse:	86	255	0	0	646	91	63	0	100	0	0	0
PasserByVol: 0 <t< td=""><td>Added Vol:</td><td>10</td><td>522</td><td>227</td><td>50</td><td>340</td><td>84</td><td>138</td><td>19</td><td>29</td><td>128</td><td>9</td><td>21</td></t<>	Added Vol:	10	522	227	50	340	84	138	19	29	128	9	21
Initial Fut: 96 777 227 50 986 175 201 19 129 128 9 21 User Adj: 1.00 1	PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj: 1.00 0 </td <td>Initial Fut:</td> <td>96</td> <td>777</td> <td>227</td> <td>50</td> <td>986</td> <td>175</td> <td>201</td> <td>19</td> <td>129</td> <td>128</td> <td>9</td> <td>21</td>	Initial Fut:	96	777	227	50	986	175	201	19	129	128	9	21
PHF Adj: 0.92	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 Volume: 104 845 247 54 1072 190 218 21 140 139 10 23 Reduct Vol: 0	PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Reduct Vol: 0 <td< td=""><td>PHF Volume:</td><td>104</td><td>845</td><td>247</td><td>54</td><td>1072</td><td>190</td><td>218</td><td>21</td><td>140</td><td>139</td><td>TO</td><td>23</td></td<>	PHF Volume:	104	845	247	54	1072	190	218	21	140	139	TO	23
Reduced Vol: 104 845 247 54 1072 190 218 21 140 139 10 23 PCE Adj: 1.00 <td< td=""><td>Reduct Vol:</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></td<>	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj: 1.00	Reduced Vol:	104	845	247	54	1072	190	218	21	140	139	1 00	23
MLF Adj: 1.00	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.: 104 845 247 54 1072 190 218 21 140 139 10 23 Saturation Flow Module:	MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Saturation Flow Module: Saturation Flow Module: Sat/Lane: 1900 100 100 100 <	Final Vol.:	104	845	247	54	1072	190	218	21	140	139	ΤO	23
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190													
Sat/Lane: 1900	Saturation Fl	.ow Mo	odule:								1000	1000	1000
Adjustment: 0.95 0.97 0.97 0.95 1.00 0.85 0.63 0.63 0.85 0.35 0.65 0.85 Lanes: 1.00 0.77 0.23 1.00 1.00 0.91 0.09 1.00 1.77 0.07 0.16 Final Sat.: 1805 1420 415 1805 1900 1615 1085 103 1615 1181 83 194	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	T900	T 900	1900	1900	1900
Lanes: 1.00 0.77 0.23 1.00 1.00 1.00 0.91 0.09 1.00 1.77 0.07 0.16 Final Sat.: 1805 1420 415 1805 1900 1615 1085 103 1615 1181 83 194	Adjustment:	0.95	0.97	0.97	0.95	1.00	0.85	0.63	0.63	0.85	0.35	0.65	0.65
Final Sat.: 1805 1420 415 1805 1900 1615 1085 103 1615 1181 83 194	Lanes:	1.00	0.77	0.23	1.00	1.00	1.00	1005	0.09	1.00	1101	0.07	104
Capacity Analysis Module: Vol/Sat: 0.06 0.59 0.59 0.03 0.56 0.12 0.20 0.20 0.09 0.12 0.12 0.12 Crit Moves: **** **** Green Time: 3.6 36.7 36.7 1.9 34.9 34.9 12.5 12.5 12.5 12.5 12.5 12.5 12.5 Volume/Cap: 0.97 0.97 0.97 0.97 0.97 0.20 0.97 0.97 0.42 0.57 0.57 0.57 Uniform Del: 28.2 11.2 11.2 29.0 12.0 5.9 23.6 23.6 20.6 21.3 21.3 21.3 IncremntDel: 76.4 20.5 20.5 110.2 19.8 0.1 48.3 48.3 0.8 2.5 2.5 2.5 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Final Sat.:	1805	1420	415	1805	1900	1012	1085	T03	1015	TTRT	83	194
Capacity Analysis Module: Vol/Sat: 0.06 0.59 0.59 0.03 0.56 0.12 0.20 0.09 0.12 0.12 0.12 Crit Moves: **** **** **** **** **** **** Green Time: 3.6 36.7 1.9 34.9 34.9 12.5 12.5 12.5 12.5 12.5 12.5 12.5 12.5 12.5 12.5 12.5 12.5 12.5 0.57 0.57 0.57 Uniform Del: 28.2 11.2 11.2 29.0 12.0 5.9 23.6 23.6 20.6 21.3 21.3 21.3 21.3 IncremntDel: 76.4 20.5 20.5 110.2 19.8 0.1 48.3 48.3 0.8 2.5 2.5 2.5 Delay Adj: 1.00 <td></td> <td></td> <td></td> <td></td> <td> </td> <td></td> <td>!</td> <td>[</td> <td></td> <td> </td> <td> </td> <td></td> <td> </td>							!	[
Vol/Sat: 0.06 0.59 0.59 0.03 0.56 0.12 0.20 0.20 0.09 0.12 0.12 0.12 Crit Moves: **** **** **** **** **** Green Time: 3.6 36.7 36.7 1.9 34.9 34.9 12.5 12.5 12.5 12.5 12.5 12.5 Volume/Cap: 0.97 0.97 0.97 0.97 0.20 0.97 0.97 0.42 0.57 0.57 0.57 Uniform Del: 28.2 11.2 11.2 29.0 12.0 5.9 23.6 23.6 20.6 21.3 21.3 21.3 IncremntDel: 76.4 20.5 20.5 110.2 19.8 0.1 48.3 48.3 0.8 2.5 2.5 2.5 Delay Adj: 1.00 1	Capacity Anal	.ysis	Modul	.e:	• • • •	0 5 6	0.10	0 00	0 00	0 00	0 1 0	0 10	0 10
Crit Moves: **** **** **** **** Green Time: 3.6 36.7 1.9 34.9 34.9 12.5	Vol/Sat:	0.06	0.59	0.59	0.03	0.56	0.12	0.20	0.20	0.09	0.12	0.12	0.12
Green Time:3.636.71.934.934.912.5<	Crit Moves:	****				****		10 5	****	10 F	10 5	10 5	10 5
Volume/Cap: 0.97 <td>Green Time:</td> <td>3.6</td> <td>36.7</td> <td>36.7</td> <td>1.9</td> <td>34.9</td> <td>34.9</td> <td>12.5</td> <td>12.5</td> <td>12.5</td> <td>12.5</td> <td>12.5</td> <td>12.5</td>	Green Time:	3.6	36.7	36.7	1.9	34.9	34.9	12.5	12.5	12.5	12.5	12.5	12.5
Uniform Del: 28.2 11.2 11.2 29.0 12.0 5.9 23.6 23.6 20.6 21.3 21.3 21.3 21.3 IncremntDel: 76.4 20.5 20.5 110.2 19.8 0.1 48.3 48.3 0.8 2.5 2.5 2.5 Delay Adj: 1.00<	Volume/Cap:	0.97	0.97	0.97	0.97	0.97	0.20	0.97	0.97	0.42	0.57	0.57	0.57
IncremntDel: 76.4 20.5 20.5 110.2 19.8 0.1 48.3 48.3 0.8 2.5 2.5 2.5 2.5 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Uniform Del:	28.2	11.2	11.2	29.0	12.0	5.9	∠3.6 40 0	23.6	20.6	∠⊥.3	21.3	41.3
Delay Adj: 1.00	incremntDel:	76.4	20.5	20.5	110.2	19.8	0.1	48.3	48.3	1.8	2.5	2.5	4.5
Delay/Ven: 104.5 31.7 31.7 139.3 31.8 6.0 71.9 71.9 21.5 23.8 23.8 23.8 User DelAdj: 1.00 1	Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.00	1.00	T.00
User DeLAdj: 1.00 <td>Delay/Veh: 1</td> <td>104.5</td> <td>31.7</td> <td>31.7</td> <td>139.3</td> <td>31.8</td> <td>5.0</td> <td>71.9</td> <td>71.9</td> <td>21.5</td> <td>23.8</td> <td>23.8</td> <td>23.8</td>	Delay/Veh: 1	104.5	31.7	31.7	139.3	31.8	5.0	71.9	71.9	21.5	23.8	23.8	23.8
AdjDel/Veh: 104.5 31.7 31.7 139.3 31.8 6.0 71.9 71.9 21.5 23.8 23.8 23.8 HCM2kAvg: 5 27 27 4 27 2 13 12 3 4 4	User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.00	T.00	T.00
HCM2kAvg: 5 27 27 4 27 2 13 12 3 4 4 4	AdjDel/Veh: 1	104.5	31.7	31.7	139.3	31.8	6.0	71.9	71.9	21.5	23.8	23.8	23.8
	HCM2kAvg:	5	27	27	4 	27	2	د ب ب ب ب	12 	 ۲	4 4	4 • • • • • •	4

MITIG8 - AM (Cumula	ative	Yes Su	n Dec	12,	2004 13	:19:11	7			Page	1-1
		 T				Computai						
-	2000 1	L TOMOT	veretion	ng Met	-hod	(Future	Volur	ne Ali	- Fernati	ve)		
*******	5000 I	ren of		******	*****	*******	*****	*****	******	* * * * * * * *	****	******
Intersection	#1329	5 Jim_	Moore/1	Broadv	vay				to all all all all alls alls			
*****	* * * * * *	*****	*****	* * * * * * *	****	******	*****	<pre></pre>	/~~ \	*****		* * * * * * * *
Cycle (sec):		60)		,	Critica.	I VOL	./Cap	(X):		1.0.	
Loss Time (se	ec):	9) (Y+R =	= 4 £	sec)	Average	Delay	γ (seo	c/ven):		36	.4
Optimal Cycle	; ;	132 *****	? * * * * * * * *	*****	****	Level 0: ******	E Serv *****	VICe: *****	******	*****	*****	D ******
Approach:	Noi	rth Bo	ound	Soi	ith B	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	L -	- T	- R	ц	- Т	- R	L -	- T	- R	L -	T	- R
Control:	P1	rotect	ed:	Pi	rotec	ted	[a2	lit Pl	nase	l Sp]	it Pł	nase
Rights:		Inclu	ide		Incl	ude	*	Inclu	ıde	-	Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (0 1	0 0	0 0	ר כ	0 1	1 (0 0	0 1	0 0	0	0 0
Volume Module	e: >>	Count	: Date:	28 Se	ep 20	04 << 7	:30 -	8:30	AM			
Base Vol:	58	87	0	0	435	311	254	0	264	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:	58	87	0	0	435	311	254	0	264	0	0	0
Added Vol:	1	494	0	0	332	165	265	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	581	0	0	767	476	519	0	265	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	69	676	0	0	892	553	603	0	308	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	676	0	0	892	553	603	0	308	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
Final Vol.:	69	676	0	0	892	553	603	0	308	0	0	0
											·	
Saturation F	low Mo	odule:	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	1.00	1.00	0.98	0.83	0.93	1.00	0.83	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1769	1862	0	0	1862	1583	1769	0	1583	. 0	0	0
		~ ~ •										
Capacity Ana	lysis	Modul	le:									
Vol/Sat:	0.04	0.36	0.00	0.00	0.48	0.35	0.34	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	2.3	30.7	0.0	0.0	28.4	28.4	20.3	0.0	20.3	0.0	0.0	0.0
Volume/Cap:	1.01	0.71	0.00	0.00	1.01	0.74	1.01	0.00	0.58	0.00	0.00	0.00
Uniform Del:	28.8	11.2	0.0	0.0	15.8	12.8	19.9	0.0	16.3	0.0	0.0	0.0
IncremntDel:	112.2	2.5	0.0	0.0	32.9	3.9	39.5	0.0	1.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh: 1	141.0	13.7	0.0	0.0	48.7	16.6	59.3	0.0	17.9	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: 3	141.0	13.7	0.0	0.0	48.7	16.6	59.3	0.0	17.9	0.0	0.0	0.0
HCM2kAvg:	4	11	0	0	26	10	20	0	6	0	0	0
****	*****	*****	******	*****	****	******	*****	****	******	*****	****	******

PM Cumulative	e Yes	2nd I	Ext. Tu	e Nov	16,	2004 16	:30:4′	7		I	Page 2	25-1
]	Level O	f Ser	vice	Computa	tion H	Repor	t			
- 4	2000 H	HCM O	peratio	ns Met	thod	(Future	Volur	ne Al	ternati	ve)		
******	****	* * * * * *	* * * * * * *	* * * * *	* * * * *	******	* * * * * *	* * * * *	* * * * * * *	*****	*****	******
Intersection	#130:	1 Del	_Monte/	Reser	vatio	n						
********	*****	*****	******	****	*****	******	*****	*****	******	*****	*****	*****
Cycle (sec):		80	0		,	Crítica. -	1 Vol.	./Cap	. (X):		0.9	12
Loss Time (se	∋c):	12	2 (Y+R	= 4 :	sec)	Average	Delay	y (se	c/ven):		- 4	. 7
Optimal Cycle	⊧-aaa ∋:	101 	<u> </u> 	* * * * * *	****	Level 0.	I Serv	vice:	*****	*****		C +******
**************************************	λΤ <u>ο</u> -	~~~~	~~~~~		,+h D	ound	 5	act Br	n n n n n n n n n n n n n n n n n n n	NI4	agt Br	hund
Approach:	T			T	лсн в _ т		T	ລອບ ມ. _	– P	т	- m	
MOVEMENT:	· ⊔.	- 1 	- K									
Control	ן דים	rotect	teđ i	P:	rotec	ted	sp]	lit Pl	hase	י [מצ	lit Pł	lase
Rights:		Ovl			Incl	ude	- 1	Inclu	ude	- 1-	Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (0 1	0 2	2 () 1	1 0	0 3	1 0	10	2 () 1	0 1
							[
Volume Module	: :>>	Count	Date:	10 Ju	in 20	04 << 4	:15 -	5:15	PM			
Base Vol:	148	171	750	151	76	9	11	185	85	538	281	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:	148	171	750	151	76	9	11	185	85	538	281	105
Added Vol:	0	479	119	139	446	8	4	65	0	174	91	142
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	650	869	290	522	17	15	250	85	712	372	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF VOLUME:	154	677	905	302	544	18	10	200	09	/42	300	237 0
Reduct VOI:	164	677	00F	303	544	18	16	260	89	742	288	257
PCF Add.	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLE Adj.	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	154	677	905	302	544	1.8	16	260	89	742	388	257
							[
Saturation F	Low Mo	odule	:			I	1		I	•		i
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.73	0.90	0.93	0.93	0.90	0.90	0.90	0.90	0.98	0.83
Lanes:	1.00	1.00	2.00	2.00	1.94	0.06	0.08	1.43	0.49	2.00	1.00	1.00
Final Sat.:	1769	1862	2786	3432	3409	111	146	2431	827	3432	1862	1583
Capacity Anal	lysis	Modu	le:									
Vol/Sat:	0.09	0.36	0.32	0.09	0.16	0.16	0.11	0.11	0.11	0.22	0.21	0.16
Crit Moves:		****		****		05 (****	0.4	0.4	****	10 0	10 0
Green Time:	14.0	31.9	50.9	7.7	25.6	25.6	9.4	9.4	9.4	19.0	19.0	19.0
Volume/Cap:	0.50	0.91	0.51	0.91	0.50	0.50	0.91 24 0	0.91	0.91 24 0	20.71	0.88	0.69
Uniform Del:	29.8		1.9	35.0 20.2	22.0	22.0	54.9 54.6	54.9 24 C	24.J 24.G	29.7 14 4	29.4 17 0	5 0
THCLEMUCDET:	1 00	1 00	1 00	20.2	0.0	1 00	2 0	1 00	2 - . 0 1 ∩∩	1 00	1 00	1 00
Delay/Web.	1.00	78.00	±.00 g 1	£4 0	22 2	20 R	1.00 59 5	59 5		44 1	47 2	33 0
Mer Deladi.	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh.	31 1	38 2	8.1	64.0	22.3	22.3	59.5	59.5	59.5	44.1	47.2	33.0
HCM2kAvo·	4	20	6	7	6	6	8	8	8	13	13	7
*******		 *****	~ * * * * * * *	· * * * * * *	****	******	- *****	- *****	- ******	*****	*****	*****

MITIG8 - PM C	umula	tive	Yes Tue	e Nov	16, 2	004 17	:09:14			Pag	ge 1-1
2	2000 H	L ICM Op	evel 01 eration	 Serv 1s Met	rice C hod (omputa Future	tion F Volum	kepor ne Al	 t ternati` ******	 ve) *******	****
Tabaaraation	#1202	Cali	fornia	Reser	vatio	m					
TULELSECTION	*****	· * * * * *	******	******	*****	*****	*****	****	* * * * * * *	*******	*******
Curalo (coc):		100			C	ritica	l Vol.	/Cap	. (X):	0	.943
Cycre (sec).	· · · ·	700 700	(Y+R =	= 4 9	ec) A	verage	Delay	/ (se	c/veh):	:	28.4
Loss line (se		121	(1,1)	1 -	, со, т т	evel C	f Serv	vice:	. ,		С
Optimal Cycre	*****	+++++	*****	*****	*****	*****	*****	****	******	*****	*******
Approach:	Nor	th Bo	und	Sou	th Bo	ound	Εa	ast B	ound	West	Bound
Movement:	L -	- T	- R	L -	·Т	- R	L -	- T	- R	L - '	r – R
			!	r	ermit	ted	ו Pi	otec	ted	Prot	ected
control:	F	rermit Twei ¹	ueu do	Ŀ	Inch	ide		Tncl	ude	In	clude
Rights:	^	THOTA	ue n	Ω	THCTC	.u.c n	0	0	0	0	0 0
Min. Green:	0 1		0 1	0 0	1 1 I	ດ ດັ	1 () 1)	1 0	1 0	1 1 0
Lanes:	L U		1	[/ <u> </u>		1				
Volumo Module		Count	Date	ינוד _י 1	2004	<< 5:	00 - 0	5:00	PM		
Page Vol:	27	n	39	1	0	3	1	948	74	71 9	01 1
Dase VUL.	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00
Growen Auj.	27	1.00	39	1	0	3	1	948	74	71 9	01 1
Initial Dae.	172	0	54	ō	0	0	0	462	179	96 4	21 0
Added Vol.	27	0 0	79	Ő	0	0	0	0	33	42	0 0
LA BAL, Rea.	226	0 0	172	1	0	3	1	1410	286	209 13	22 1
HILLAI Ful.	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00
USEL Adj. DHE Adi:	1.00 A Q1	n 91	n 91	0.91	0.91	0.91	0.91	0.91	0.91	0.91 0.	91 0.91
PHE Volume:	248	0.21	189	1	0	3	1	1549	314	230 14	53 1
Prir Volume. Roduct Vol:	2.40	Ő	0	ō	0	0	0	0	0	0	0 0
Reduced Vol:	248	Õ	189	1	0	3	1	1549	314	230 14	53 1
DCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00
MIE Adi	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00
Final Vol :	248	0	189	1	0	3	1	1549	314	230 14	53 1
						-	[
Saturation F	low Mo	odule:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 19	00 1900
Adjustment:	0.70	1.00	0.83	0.84	1.00	0.84	0.93	0.91	0.91	0.93 0.	93 0.93
Lanes:	1.00	0.00	1.00	0.25	0.00	0.75	1.00	1.66	0.34	1.00 1.	99 0.01
Final Sat.:	1324	0	1583	398	0	1195	1769	2868	582	1769 35	35 3
			!	[
Capacity Ana	lysis	Modul	e:								41 0 11
Vol/Sat:	0.19	0.00	0.12	0.00	0.00	0.00	0.00	0.54	0.54	0.13 0.	41 0.41
Crit Moves:	****							* * * *		****	0 71 0
Green Time:	19.9	0.0	19.9	19.9	0.0	19.9	0.1	57.3	57.3	13.8 /1	
Volume/Cap:	0.94	0.00	0.60	0.01	0.00	0.01	0.58	0.94	0.94	0.94 0.	58 0.58
Uniform Del:	39.5	0.0	36.4	32.2	0.0	32.2	49.9	19.8	19.8	42.7 7	· 1 / 1
IncremntDel:	40.0	0.0	3,2	0.0	0.0	0.0	212.6	9.8	9.8	42.0 0	.3 0.3
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00 1.	00 I.00
Delay/Veh:	79.5	0.0	39.6	32.2	0.0	32.2	262.6	29.6	29.6	84.7 7	.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.	UU 1.00
AdjDel/Veh:	79.5	0.0	39.6	32.2	0.0	32.2	262.6	29.6	29.6	84.7 7	.5 /.5
HCM2 kAvg:	15	0	6	0	0	0	0	32	32	1 11 	. <u>ک</u> ۵۰۰۰ ۲۰۰۰ ۲۰۰۰ ۲۰
********	****	* * * * * *	******	* * * * *	* * * * *	*****	* * * * * *	* * * * *	* * * * * * *		

MITIG8 - PM C	Cumula	ative	Yes S	un Dec	12,	2004 13	1:03:2	8			Page	1-1
			Level (Of Ser	vice	Computa	ation 1	Repor	t			
2	2000 H	HCM O	peratio	ons Me	hod	(Future	e Volu	ne Al	ternati	ve)		
*****	****	* * * * *	* * * * * *	*****	****	*****	* * * * * *	* * * * *	*****	*****	****	* * * * * * *
Intersection	#823) Imj. ****	in/Res	ervatio)n *****	*****	* * * * * *	* * * * *	* * * * * * *	*****	****	* * * * * * *
Cycle (sec) ·		12	n			Critica	al Vol	./Cap	(X):		1.43	2.4
Loss Time (se	ac) :	1	2 (Y+R	= 4 :	sec)	Average	e Dela	v (se	c/veh):		191	.5
Optimal Cycle		18	0		,	Level (Of Ser	vice:	-, , -			F
*****	*****	*****	*****	* * * * * *	* * * * *	*****	* * * * * *	****	* * * * * * *	*****	****	* * * * * * *
Approach:	Noi	rth Ba	ound	Sou	ith B	ound	Ea	ast B	ound	Ŵe	st Bo	ound
Movement:	L	- T	- R	L	- T	- R	L	- Т	- R	ь -	Т	- R
Control:	' Pi	rotec	ted	. Pi	rotec	ted	' ' P:	rotec	ted	' Pr	otect	ted
Rights:		Ovl			Incl	ude		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (0 1	03	1 0) 1	0 1	2	о з	0 1	3 0	3	0 1
Volume Module	3:											
Base Vol:	223	183	3470	30	364	98	40	1160	292	0	1170	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:	223	183	3470	30	364	98	40	1160	292	0	1170	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	183	3470	30	364	98	40	1160	292	0	1170	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	262	215	4082	35	428	115	47	1365	344	0	1376	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	215	4082	35	428	115	47	1365	344	0	1376	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	262	215	4082	35	428	115	47	1365	344	0	1376	13
Saturation Fl	Low Mo	odule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.73	0.93	0.98	0.83	0.90	0.89	0.83	0.97	0.89	0.83
Lanes:	1.00	1.00	3.00	1.00	1.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	1769	1862	4178	1769	1862	1583	3432	5083	1583	5529	5083	1583
							[
Capacity Anal	lysis	Modu.	le:									
Vol/Sat:	0.15	0.12	0.98	0.02	0.23	0.07	0.01	0.27	0.22	0.00	0.27	0.01
Crit Moves:			****	****			****				* * * *	
Green Time:	32.9	82.3	82.3	1.7	51.1	51.1	1.2	24.0	24.0	0.0	22.8	22.8
Volume/Cap:	0.54	0.17	1.42	1.42	0.54	0.17	1.42	1.34	1.09	0.00	1.42	0.04
Uniform Del:	37.1	6.7	18.8	59.2	25.7	21.3	59.4	48.0	48.0	0.0	48.6	39.7
IncremntDel:	1.2	0.1	192.8	331.2	0.8	0.1	305.1	161	75.6	0.0	197	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	38.3	6.7	211.7	390.4	26.5	21.5	364.5	209	123.6	0.0	245	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	6.7	211.7	390.4	26.5	21.5	364.5	209	123.6	0.0	245	39.7
HCM2kAvg:	9	3	99	4	12	3	3	33	20	0	35	0
*********	*****	* * * * *	* * * * * * *	* * * * * * *	****	* * * * * * *	*****	*****	******	*****	****	******

MITIG8 - PM (Cumula	ative	Yes Si	in Dec	12,	2004 13	1:10:1	1			Page	1-1
		 L	evel ()f Serv	rice	 Computa	ation H	Repor				
-	2000 F		eratio	ons Met	hod	(Future	e Volur	ne Al·	ternati	ve)		
***********	*****	*****	*****	*****	****	*****	*****	****	******	*****	*****	*****
Interpection	#1304	1 Blan	co/Res	ervati	on							
**********	*****	*****	*****	******	*****	*****	*****	****	* * * * * * *	*****	*****	******
Cycle (sec) ·		90				Critica	al Vol	/Can	(\mathbf{X}) :		1.29	90
Cycle (sec); Logg Time (g		20	(V+P	- 1 0		Average	⊳ Dela	v (se	c/veh).		125	6
Doss Illue (Se	=0/.	ر ۱۵۸	(1+10			Lovol ()f Cort	y (DC) vice:	0, 0011, 1		200	F
Opernar cycre	r	700 700	*****		****	******	·*****	*****	******	*****	*****	******
Annuan ab .	Nor	rth Do	und		th D	ound	ធ	act B	ound	Me	et Br	bund
Approach:	TON		unu D	- 500		ouna	7	ים בפג	bund p	T	- m	
Movement:	- ц -	- 1	- к	<u></u> ц -	- 1	- K	· ۲۰۰۰	- 1	R		- 1	- <u>R</u>
				 	11. 5		 D-			 D		
Control:	sp.	lit Ph	ase	Spi	LIC P	nase	P1	rotec	tea	PI	Tral	ieu .do
Rights:		inclu	de	_	Iduo	re	<u>,</u>	INCL	ude	•	TUCT	ide
Min. Green:	0	0	0	0	0	0	- 0	0	0	0		0
Lanes:	00	0 0	0 0	2 (0	0 2) ک) 2	0 0	, 0 () 1	U T
Volume Module	e: >>	Count	Date:	: 23 Se	ep 20	04 << 4	5:00 -	6:00	PM -			
Base Vol:	0	0	0	21	0	1027	1370	519	0	0	382	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:	0	0	0	21	0	1027	1370	519	0	0	382	16
Added Vol:	0	0	0	46	0	1754	1865	629	0	0	573	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	67	0	2781	3235	1148	0	0	955	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	67	0	0	3235	1148	0	0	955	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	67	0	0	3235	1148	0	0	955	60
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 Adi:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	67	0	0	3235	1148	0	0	955	60
				[_								
Saturation F	low Mo	odule:		•			1 1		I			
Sat/Lane.	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment.	1 00	1 00	1 00	0.90	1.00	0.88	0.90	0.93	1.00	1.00	0.98	0.83
Lanee ·	0 00	0 00	0.00	2.00	0.00	2.00	3.00	2.00	0.00	0.00	1.00	1.00
Tinal Cat .	0.00	0.00	0.00	3432	0.00	3344	5147	3538	0	0	1862	1583
Findi Satt.	·											
Capacity Ana	l Ivaia	Modul	۵.	1					I	1		1
Vol/Cot.	L Y B L B	0 00	0 00	0 02	0 00	0 00	0 63	0 32	0 00	0 00	0 51	0 04
VOL/Sat:	0.00	0.00	0.00	****	0.00	0.00	****	0.52	0.00	0.00	****	0.01
Crit Moves:	~ ~	0.0	0.0	7 4	0 0	0 0	42 0	70 C	0 0	0.0	25 8	25 8
Green Time:	0.0	0.0	0.0	1.4	0.0	0.0	40.7	12.0	0.0	0.0	1 20	0 1 0
volume/Cap:	0.00	0.00	0.00	1.29	0.00	0.00	1.47	0.57	0.00	0.00	27 1	17 0
Uniform Del:	0.0	0.0	0.0	44.3	0.0	0.0	122.1	0.9	0.0	0.0	140	17.U 0 1
IncremntDel:	0.0	0.0	0.0	221.3	0.0	0.0	133.6	1 00	0.0	0.0	140	1 00
Delay Adj:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	T.00	0.00	0.00	T.00	17.00
Delay/Veh:	0.0	0.0	0.0	265.6	0.0	0.0	156.6	1.0	0.0	0.0	168	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:	0.0	0.0	0.0	265.6	0.0	0.0	156.6	1.0	0.0	0.0	168	17.0
HCM2kAvg:	0	0	0	4	0	0	64	3	0	0	55	1
****	****	* * * * * *	****	*****	****	*****	*****	* * * * *	* * * * * * *	******	****	******

PM Cumulative	e Yes	2nd H	Ext. Tu	e Nov	16,	2004 16	:30:4	7		E	Page 3	33-1
		1	Sevel O	f Serv	vice (Computa	tion H	Repor	t			
2	2000 H	нсм ор	peratio:	ns Met	thod	(Future	Volur	ne Al	ternati	.ve)		
* * * * * * * * * * * * *	*****	*****	******	* * * * * *	*****	******	* * * * * *	* * * * *	* * * * * * *	*****	****	******
Intersection	#1309	5 Del	_Monte/	Reindo	ollar							
************	*****	*****	******	* * * * * *	* * * * *	* * * * * * *	* * * * * *	*****	******	* * * * * *	*****	******
Cycle (sec):		9()		(Critica	l Vol	./Cap	. (X):		0,84	19
Loss Time (se	ec):	0	∂ (Y+R	= 4 8	sec) /	Average	Delay	y (se	c/veh):		15.	. 3
Optimal Cycle	5:	79	Ð		-	Level O	f Serv	rice:				В
***********	*****	*****	*****	*****	*****	******	*****	*****	******	******	****	*****
Approach:	NO	cth Bo	ound	SOL	ith Bo	ound	- Ea	ast B	ouna	T WE	SC BC	buna
Movement:	 -	- T	- K	<u>ь</u> .	- T	- R	г ц	- T.	- ĸ	- u	· _	- R
	 D-			 D1	roter	 Fod	 Snl	 יס ++ו	 hace	 Sn1	i+ DF	iade
Control:	PI	Trali	-ea Ide	P	Inclu	ude	501	Tnal	ude	001	Tneli	ide
Min Groon.	0	THOTI		Ο	THCT	n n	0	11101	0	0	111010	0
Lanee.	1 (1 2	0 1	1 (ງ 2	0 0	0 0	ວ ດັ	0 0	1 0) 1!	0 0
Volume Module	∃; >>	Count	: Date:	່3 Jui	1 2004	4 << 4:	45 - 5	5:45	PM	1		,
Base Vol:	5	1345	321	53	669	0	0	0	0	219	0	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:	5	1345	321	53	669	0	0	0	0	219	0	120
Added Vol:	0	585	28	26	600	0	0	0	0	29	0	23
CA Ext. Rea:	0	0	0	-3	0	0	0	0	0	0	0	-6
Initial Fut:	5	1930	349	76	1269	0	0	0	0	248	0	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	5	1990	360	78	1308	0	0	0	0	256	0	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	U 1 A 1
Reduced Vol:	5	1990	360	1 00	1308	1 00	1 00	1 00	1 00	200 1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1 00	1.00 1.00	1 00	1 00	1 00	1 00	1 00	1 00
MLF Adj: Tirol Vol	1.00	1000	1.00	1.00	1208	1.00	1.00	1.00	1.00	256	1.00	141
Final VOL.:	ت ــــا	1990		/0	1300	1						
Saturation F	 Mr	dule	•	1		1	I		1	I		I
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.48	0.00	0.52
Final Sat.:	1769	3538	1583	1769	3538	0	0	0	0	2520	0	897
		 -										
Capacity Anal	lysis	Modu]	Le:									
Vol/Sat:	0.00	0.56	0.23	0.04	0.37	0.00	0.00	0.00	0.00	0.10	0.00	0.16
Crit Moves:		* * * *		* * * *								* * * *
Green Time:	0.5	59.6	59.6	4.7	63.8	0.0	0.0	0.0	0.0	16.7	0.0	16.7
Volume/Cap:	0.52	0.85	0.34	0.85	0.52	0.00	0.00	0.00	0.00	0.55	0.00	0.85
Uniform Del:	44.6	11.7	6.6	42.3	6.0	0.0	0.0	0.0	0.0	33.2	0.0	35.4 17 7
IncremntDel:	42.3	3.1	0.2	48.5	1 0.2	0.0	0.0	0.0	0.0	1 00	0.0	1 00
Delay Adj:	1.00	1.00	1.00	T.00	1.00	0.00	0.00	0.00	0.00	1.UU 24 1	0.00	10 1
Deray/Ven:	86.9	14.9	5.8	30.8	1 00	1 00	1 00	1 00	1 00	.)4⊥ 1 ∩∩	1 0.0	±⊅.⊥ 1 00
user DelAd]:	1.00	14 0	1.UU 6 0	1.UU 90 0	1.00 2 n	1.00	T.00	1.00	1.00 A A	3/ 1	1.00	1.00 19 1
ACTION AC	لا.ەס 1	14.9 04	0.0	یں د ۸	0.2 Q	0.0	0.U n	0.0	0.0	с 7.7.7	0.0	 10
numznavg:	⊥ *****	+ بے * * * * *	'± ******	 *****	ン ****:		~ ******	****		~ ******	*****	 ******

PM Cumulative Yes 2nd Ext. Tue Nov 16, 2004 16:30:47											Page	35-1
			Level C)f Ser	vice	Computa	tion 1	 Repor	 t			
	2000 1	HCM 4	-Way St	op Mei	thod	(Future	e Volu	me Al	ternati	lve)		
****	* * * * *	* * * * *	* * * * * * *	*****	* * * * *	*****	****	* * * * *	* * * * * * *	*****	* * * * *	******
Intersection	#130	5 Cal. ****	ifornia ******	A/Rein(dolla *****	lT *******	*****	* * * * *	* * * * * * *	*****	* * * * *	* * * * * * *
Cycle (gec) ·		10	n			Critica	l Vol	/Can	(X) :		1.2	72
Loca Time (se	- (oe	10	0 (Y+R	- 4	sec)	Average	Dela	v (se	. (81	. 7
Ontimal Cycle			Ω (1110) Ω	,	5007	Level (of Ser	vice	<i>o,</i> von, .		01	י. ד
****	- • * * * * * * :	*****	~ * * * * * * * *	*****	* * * * *	******	*****	*****	* * * * * * *	*****	*****	******
Approach:	Noi	rth B	ound	Soi	uth B	ound	E	ast Bo	ound	We	est Bo	ound
Movement:	L ·	- т	- R	L	- T	- R	L	- T	- R	Ŀ	- T	- R
							[
Control:	' St	top S.	ign '	່ st	top S	ign	St	top S:	ign	St	top S:	ign
Rights:		Incl	ude		Incl	ude		Inclu	ıde		Inclu	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (0 (1 0	1 (0 0	1 0	1 (0 0	1 0	1 (0 0	1 0
Volume Module	e: >>	Count	t Date:	2 Jui	n 200	4 << 5;	00 - (5:00 J	PM			
Base Vol:	102	1	98	1	2	4	5	118	51	43	85	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:	102	1	98	1	2	4	5	118	51	43	85	5
Added Vol:	86	422	64	0	391	0	0	0	85	55	0	0
CA Ext. Rea:	-25	74	-49	30	33	21	9	-18	-25	-21	-42	21
Initial Fut:	163	497	113	31	426	25	14	100	111	77	43	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	177	540	123	34	463	27	15	109	121	84	47	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	540	123	34	463	27	15	109	121	84	47	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	177	540	123	34	463	27	. 15	109	121	. 84	47	28
Saturation FI	low Mo	odule	:									
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.81	0.19	1.00	0.94	0.06	1.00	0.47	0.53	1.00	0.62	0.38
Final Sat.:	474	425	97	461	474	28	411	216	240	, 395	268	162
			 1 -									
Capacity Anal	LYSIS	Moau.	107	0 07	0 00	0 00	0.04	0 50	0 50	0.01	0 17	0 17
Vol/Sat:	0.37	1.27	1.2/	0.07	0.98	0.98	0.04	0.50	****	U.∠⊥ ****	0.1/	0.1/
Crit Moves:	14 0		150 F	11 0	<pre></pre>	67 7		177 0	170	14 0	17 6	12 6
Delay/Ven:	14.0	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Deray Auj: Adipal/Wab-	11 5	1=0	150 5	11 0	י ב ה ב	1.00 61 1	11 7	17 9	17 9	14 0	12 F	12 K
TOP by Morro	т. т .о	139 5	10.0 T		01.1 T	ст.т С	/ D	د ـ ح	- / · 2 ~	 D	12.U D	12.U D
The proves	- -	170 7	Г	р	57 0	Ľ	D	17 5	C	D	122	D
Approachuel:	-	1 0.4			1 00			1 00			1 00	
Deray Auj:	-	100 0			57 0			17 5			12 2	
Abbryanner:	-	L20.2			כונ ס			с., т г			то . о С	
**************************************	*****	י* * * *	******	*****		* * * * * * *	*****	- *****	******	*****	بر ۲****	******

MITIG8 - PM C	umula	tive	Yes We	d Nov	17, 2	2004 14:	52 : 53				Page - -	1-1
2	000 H	І СМ Ор	evel 0 eratio	f Serv ns Met	ice (Computat (Future	ion R Volum	eport e Alt	 : :ernativ	 ve) ******	 *****	******
********	*****	*****	1/7	******	* * * * * *							
Intersection	#1309	Seco	na/imj	1N +++++	****	******	*****	****	*****	*****	****	* * * * * *
*******	*****	*****	******		~ ~ ~ · · · ·	"ritica"	Vol	/Cap.	(X):		0.99	96
Cycle (sec):		150	(77)7)	4 ~		Morada Morada	nolau	/ Capi	·/veb):		62.	. 4
Loss Time (se	ec):	100	(ITR)	- 4 3	лес) г т	iverayc	F Serv	ricet	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			E
Optimal Cycle	· * * * * * *	***** TOP	******	* * * * * *	• • * * * * *	+******	*****	*****	*****	*****	****	*****
There and a	Nor	th Bo	und	Sol	th Bo	ound	Ea	st Bo	ound	We	st Bo	ound
Movement:	L -	T	- R	L -	Т	- R	L	T	- R	L -	T 	- R
Control	- Dr	otect		ı Pr	oteci	ted	Pr	otect	ed '	Pr	otect	ed
Dichts:	1 1	00000			Ovl			Ovl			Ovl	
Min Creen.	0	n D	0	0	0	0	0	0	0	0	0	0
Lanes:	3 0	2	0 2	2 0	2	01	2 0	3	02	30	3	0 1
Volume Module	e: PM											-
Base Vol:	80	0	5	5	0	40	20	938	45	10	645	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:	80	0	5	5	0	40	20	938	45	10	645	5
Added Vol:	1217	422	1324	322	323	201	205	859	1002	1192	756	275
2nd Reassig:	-20	20	0	0	12	0	0	0	-12	0	0	0
Initial Fut:	1277	442	1329	327	335	241	225	1797	1035	1202	1401	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1277	442	1329	327	335	241	225	1797	1035	1202	1401	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1277	442	1329	327	335	241	225	1797	1035	1202	1401	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1277	442	1329	327	335	241	225	1797	1035	1202	1401	280
				[
Saturation F	low Mo	odule	:				1000	1000	1000	1000	1000	1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.75	0.90	0.93	0.83	0.90	0.89	0.73	0,90	2 00	1 00
Lanes:	3.00	2.00	2.00	2.00	2.00	1.00	2.00	3.00	2.00	5.00	5.00	1503
Final Sat.:	5253	3610	2842	3432	3538	1583	3432	5083	2786	1	5005	
			 						I	1		1
Capacity Ana.	Lysis	Modu.	Le:	0 10	0 00	0.15	0 07	0 35	0.37	0.23	0.28	0.18
Vol/Sat:	0.24	0.12	0.4/	++++	0.09	0.10	0.07	****	0.01	****		
Crit Moves:	.	.	70 4	1 4 4	12 0	20.0	17 0	53 2	88 9	35.2	71.4	85.8
Green Time:	35.7	35.4	70.4	14.4	1 02	0 74	n 58	1 00	0 63	1.00	0.58	0.31
volume/Cap:	1.02	0.52	20 7	1.UU 67 0	1.UZ	55 8	63 1	48.3	19_8	57.3	28.4	16.7
Uniform Del:	37.2	50.0	39.1 00 C	10 5	55.0	87	2 2	20.2	0.8	24.9	0.4	0.2
IncremntDel:	31.1 1 00	1 00	23.0 1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00
Delay Adj	T.00	1.00	1.UU 62 2	116 0	100	54 5	65 3	68.5	20.6	82.2	28.8	16.9
Delay/Ven:	00.4	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	T.00	1.00	1.00	116 2	100	64 5	65 3	68 5	20-6	82.2	28.8	16.9
AdjDe1/Ven:	88.2	5U.6 ^	د.دە ~~	17	10	12	су.5 К	33	16	2.5	15	7
HCM2 KAVG:	<i>۲</i> ا ک *****	ン ****	، د *****	 + + + + + +	۰۰۔ * * * * *	~~~ * * * * * * *	*****	****	*****	*****	****	* * * * * * *

MITIG8 - PM C	Cumula	ative	Yes Su	n Dec	12,	2004 11	:38:35	5			Page	1-1
_		I	Level O	f Serv	rice	Computat	tion I	Report	t.)		
2	1000 F	ICM OF	peratio	ns met	inoa	(Fucure	un tov	le Ali	reinari		مله طه طه خله ن	4 4 4 4 4 4 4
********	****	*****	******	*****	****	*****	*****	*****	* * * * * * * *			* * * * * * * *
Intersection	#1310) Cali	lfornia	/Imjır	1				1 1 1 			مالد عالم على عالم عالم عالم
*********	****	*****	******	* * * * * *	****	******	* * * * * * *	*****	******	*****	****	******
Cycle (sec):		120)			Critica.	L VOL	./Cap	. (X):		1.2	27
Loss Time (se	èC):	ç	€ (Y+R	= 4 s	sec).	Average	Delay	/ (sed	c/veh):		90	.9
Optimal Cycle	:	180)			Level Of	E Serv	rice:				. F'
*******	****	*****	******	*****	****	*****	* * * * * *	*****	******	******	****	******
Approach:	Noi	rth Bo	ound	Soi	ith B	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	Ŀ	- T	- R	_ L -	- Т	- R	_ L -	- T	- R	ь -	- T	- R
[
Control:]	Permit	ted	I	Permi	tted	Pı	rotect	ted	Pr	oteci	ted
Rights:		Inclu	ıde		Ovl			Inclu	ıde		Inclu	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 () 1	0 1	1 () 1	0 1	2 () 3	0 1	. 1 () 2	1 0
												
Volume Module	e: >>	Count	: Date:	11 Ma	ar 20	04 << 4	:45 -	5:45	PM - #	Adjuste	ed	
Base Vol:	0	47	146	11	19	36	93	969	3	95	614	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	47	146	11	19	36	93	969	3	95	614	15
Added Vol:	101	234	244	35	229	302	371	1923	103	272	1764	75
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	281	390	46	248	338	464	2892	106	367	2378	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	111	309	429	51	273	371	510	3178	116	403	2613	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	309	429	51	273	371	510	3178	116	403	2613	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 Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	309	429	51	273	371	510	3178	116	403	2613	99
Saturation Fl	ow Mo	odule	: '	1		1			·			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.97	0.82	0.21	0.95	0.81	0.89	0.87	0.82	0.95	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.89	0.11
Final Sat.:	527	1843	1567	399	1806	1535	3363	4982	1551	1804	4971	188
Capacity Anal	vsis	Modu.	le:	1		ţ	•			1		
Vol/Sat:	0.21	0.17	0.27	0.13	0.15	0.24	0.15	0.64	0.08	0.22	0.53	0.53
Crit Moves	• • • • • •		****					****		* * * *		
Green Time:	26 7	26 7	26.7	26.7	26.7	45.6	18.9	62.4	62.4	21.9	65.4	65.4
Volume/Can:	0 94	0.75	1.23	0.57	0.68	0.64	0.96	1.23	0.14	1.23	0.96	0.96
Uniform Del·	45 9	43 5	46.6	41.5	42.7	30.4	50.2	28.8	15.0	49.1	26.2	26.2
IncremptDel:	65 5	76	124 9	8.4	4.6	2.3	30.2	106	0.1	126.1	10.1	10.1
Delay Adi.	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Web · 1	111 4	51 1	171 6	49 9	47 2	32.8	80.5	135	15.0	175.2	36.3	36.3
Ucer Dolladi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1,00	1.00	1.00
Adinal/Vob. 1	111 4	51 1	171 6	1.00 1a a	47 0	32 8	80 5	135	15.0	175 2	36.3	36.3
HCMOPAnce	10	->⊥± 1つ	28	ر.رـــ م	10	12.0	14	64	2	2.8	38	37
********	***** •	ىر *****	دی ******	*****	~~ *****	*******	 *****	~ - *****	- * * * * * * *	******	****	- · * * * * * * *

MITIG8 - PM (Cumul	ative	Yes Si	in Dec	12,	2004 11	:45:0	2			Page	1-1
	2000	ИСМ О	nevel (ng Ma	thod	(Future	Volu:	me Nl	tornat	ino)		
*******	*****	*****	*******	*****	*****	******	*****	*****	******	+++++	* * * * *	******
Intersection	#131	1 Imj	in_Rd/I	mjin_	Pkwy-	Imjin_R	d	ىكە تىكە تىكە تىكە تىكە		بالم بالم بالم بالم بالم		ala ala ala ala ala ala ala
()	* * * * *	~ ~ ~ ~ ~ ~	~ ~ ~ ~ ~ ~ ~ ~		* * * * * *	 	1 11-1	/0	(37)	*****	1 3	~ ~ ~ ~ ~ ~ ~ ~ ~
Cycle (sec):	\	6	0 (17.17)			CIICICA D	TOV T.	./Cap	- (A):		101	51 2
Loss Time (se	ec): -	1.0	9 (I+K	= 4	sec).	Average	f dera	y (se	c/ven)	:	TST	. ∠
Optimal Cycle	*****		******	ا الله الله الله الله الله الله		rever o	r ser	vice:	مله ماد ماد ماد ماد	مله مله مله مله مله	، عله عله عله عله عله	ե՝ Հեն հետ
Approach: Movement:	No: L	rth Bo - T	ound - R	So	uth B - T	ound - R	E L	ast B - T	ound - R	W L	est Bo - T	ound - R
				[
Control:	P:	rotect	ted	' P:	rotec	ted	P	rotec	ted	, P	rotect	ted
Rights:		Incl	ude		Incl	ude		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	0 2	0	0 0	0 0	0	0 2	1 0	2	03	0 0
Volume Module	: :>>	Count	t Date:	10 Ma	ar 20	04 << 4	; :45 -	5:45	PM	Adiust	ed	t
Base Vol:	- 51	0	221	0	0	0	0	1087	32	181	537	0
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	0	221	0	0	0	0	1087	32	181	537	0
Added Vol:	138	0	459	0	0	0	0	2021	91	479	1916	0
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	0	680	0	0	0	0	3108	123	660	2453	0
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	203	0	731	0	0	0	0	3342	132	710	2638	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	0	731	0	0	0	0	3342	132	710	2638	0
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	203	0	731	0	0	0	0	3342	132	710	2638	1000
		·								[]		1
Saturation F	Low Ma	odule	:	I		I	I			11		1
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	1.00	0.89	0.89	0.90	0.89	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.89	0.11	2.00	3.00	0.00
Final Sat.:	1769	0	2786	0	0	0	0	4860	192	3432	5083	0
	·											
Capacity Anal	lysis	Modul	Le:									
Vol/Sat:	0.11	0.00	0.26	0.00	0.00	0.00	0.00	0.69	0.69	0.21	0.52	0.00
Crit Moves:			* * * *					****		* * * *		
Green Time:	11.6	0.0	11.6	0.0	0.0	0.0	0.0	30.3	30.3	9.1	39.4	0.0
Volume/Cap:	0.60	0.00	1.36	0.00	0.00	0.00	0.00	1.36	1.36	1.36	0.79	0.00
Uniform Del:	22.1	0.0	24.2	0.0	0.0	0.0	0.0	14.8	14.8	25.4	7.3	0.0
IncremntDel:	2.9	0.0	174.2	0.0	0.0	0.0	0.0	165	165.1	174.6	1.3	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	24.9	0.0	198.5	0.0	0.0	0.0	0.0	180	179.9	200.0	8.7	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:	24.9	0.0	198.5	0.0	0.0	0.0	0.0	180	179.9	200.0	8.7	0.0
HCM2kAvg:	5	0	21	0	0	0	0	61	63	22	14	0
*****	*****	*****	******	*****	*****	******	*****	*****	*****	*****	*****	* * * * * *

MITIG8 - PM C	umula	ative	Yes Sı	in Dec	12,	2004 11	:51:29	9			Page	1-1
								·				
		 T	evel ()f Serv	rice	Computa	tion F	Report	_			
2	000 F	ICM Or	neratio	ons Met	hod	(Future	Volun	ne Alt	ernati	.ve)		
 * * * * * * * * * * * *	*****	*****	******	******	****	******	*****	*****	*****	*****	****	*****
Intersection	#1312	Abra	ms/Im-	in								
****	*****	*****	*****	*****	****	*****	* * * * * *	*****	******	*****	****	*****
Cvcle (sec):		120)			Critica	l Vol.	/Cap	(X):		1.51	2
Loss Time (se	ec):	c) (Y+R	= 4 s	sec)	Average	Delay	/ (sec	c/veh):		167.	4
Optimal Cycle	:	18()			Level 0	f Serv	rice:				F
******	*****	*****	******	*****	****	******	* * * * * *	****	******	*****	*****	******
Approach:	Nor	cth Bo	ound	Sou	ith B	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	Г -	- T	- R	L -	- Т	- R	ь -	- Т	- R	L -	Т	- R
Control:	F	Permit	ted	1	Permi	tted	Pi	rotect	ed	Pr	otect	ed
Rights:		Inclu	ıde		Incl	ude		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	L O	0 1	0 1	L 0	0 1	1 () 3	0 1	1 0) 3	0 1
Volume Module	e: Mai	cch 20)03 - I	PM								
Base Vol:	28	21	164	45	23	34	82	1185	41	196	656	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:	28	21	164	45	23	34	82	1185	41	196	656	47
Added Vol:	87	62	145	37	93	32	41	2329	99	293	2364	111
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	83	309	82	116	66	123	3514	140	489	3020	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	132	95	355	94	133	76	141	4039	161	562	3471	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	95	355	94	133	76	141	4039	161	562	3471	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
Final Vol.:	132	95	355	94	133	76	141	4039	161	562	3471	182
												[
Saturation Fl	.ow Mo	odule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.39	0.39	0.85	0.43	0.43	0.85	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	0.58	0.42	1.00	0.41	0.59	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	428	309	1615	341	482	1615	1805	5187	1615	1805	5187	1615
Capacity Anal	lysis	Modu	le:									
Vol/Sat:	0.31	0.31	0.22	0.28	0.28	0.05	0.08	0.78	0.10	0.31	0.67	0.11
Crit Moves:		****						****		****		
Green Time:	24.5	24.5	24.5	24.5	24.5	24.5	9.1	61.8	61.8	24.7	77.4	77.4
Volume/Cap:	1.51	1.51	1.08	1.36	1.36	0.23	1.04	1.51	0.19	1.51	1.04	0.17
Uniform Del:	47.8	47.8	47.8	47.8	47.8	39.9	55.5	29.1	15.7	47.6	21.3	8.5
IncremntDel:2	261.6	262	71.7	193.5	194	0.4	87.3	232	0.1	244.0	26.2	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh: 3	309.4	309	119.4	241.3	241	40.2	142.7	262	15.8	291.7	47.5	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh: 3	309.4	309	119.4	241.3	241	40.2	142.7	262	15.8	291.7	47.5	8.6
HCM2kAvq:	47	47	20	38	38	2	10	105	3	47	53	3
***********	****	* * * * *	*****	*****	* * * * *	******	*****	* * * * *	******	******	****	******

PM Cumulative	e Yes	2nd	Ext. Ti	le Nov	16,	2004 16	:30:4	7			Page 4	49-1
			Level	Of Ser	vice	Computa	tion 1	Repor	t			
2	2000 1	HCM O	peration	ons Me	thod	(Future	vo⊥ui ******	me Al'	ternat:	1Ve) ******	* * * * * *	******
****	жжжжж Щара	*****	~~~~/=	~~~~~	*****	******	* * * * *	~ ~ ~ ~ ~	*****			
intersection	± + + + + + + + + + + + + + + + + + + +	3 Sec *****	0110/EI	1Uru Auru	****	******	*****	*****	*****	* * * * * * *	* * * * * *	*****
			∩			Oritica	1 Vol	/Can	(X) •		1 1(74
Logg Time (sec):	ar).	0	0 9 (V+P	- 4	eer)	Average	Delar	v (se	veh)	•	48	. 6
Optimal Cycle		1 8	0 (1+1)		300)	Level O	f Ser	vice	C/ V C11/	•	10	.ט ת
************	 * * * * * *	*****	*****	*****	* * * * *	******	*****	*****	* * * * * *	*****	*****	******
Approach:	No	rth B	ound	So	uth B	ound	Ea	ast B	ound	We	est Bo	ound
Movement:	L	- T	- R	L	- T	- R	L	- т	- R	L	- T	- R
	[
Control:	P:	rotec	ted	P:	rotec	ted	Sp:	lit P	nase	Sp]	lit Pł	nase
Rights:		Incl	ude		Incl	ude		Incl	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	1 O	1 1	02	0 0	0 (0 0	0 0	1 (0 0	0 2
Volume Module	e: PM		_		-		-		-	_	-	•
Base Vol:	0	119	5	0	54	0	0	0	0	5	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	119	5	100	54	0	0	0	0	220	0	U 111
Added Vol:	0	1925	23⊥	166 0	1411	0	0	0	0	229	0	1 T T
PasserByvol:	0	2044	0 226	166	1465	0 0	0	0	0	234	0	111
Inicial Fuc:	1 00	2044	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
DUE Adj:	1.00	1.00	0 92	0 92	1.00	0 92	0 92	0 92	0 92	0 92	0.92	0.92
DHF Volume.	0,52	2222	257	180	1592	0.52	0.22	0.22	0.52	254	0	121
Reduct Vol:	0	0	237	200	0	õ	õ	õ	0	0	0	0
Reduced Vol:	0	2222	257	180	1592	0	0	0	0	254	0	121
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2222	257	180	1592	0	0	0	0	254	0	121
Saturation F	low Mo	odule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.75
Lanes:	0.00	1.79	0.21	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3185	368	1805	3610	Ο.	. 0	0	0	1805	0	2842
												·
Capacity Anal	lysis	Modu.	le:		.							
Vol/Sat:	0.00	0.70	0.70	0.10	0.44	0.00	0.00	0.00	0.00	0.14	0.00	0.04
Crit Moves:		****		****	12.2	~ ~	0.0	0.0	0.0	~ ~ ~ ~	0 0	
Green Time:	0.0	37.9	37.9	5.4	43.3	0.0	0.0	0.0	0.0	1.7	0.0	1.1
Volume/Cap:	0.00	1.10	1.10	1.10	10.01	0.00	0.00	0.00	0.00	26.2	0.00	0,33 77 B
Uniform Del:	0.0	TT.0	±1.0		4.1	0.0	0.0	0.0	0.0	20.2 90.0	0.0	23.0
IncremitDet:	0.0	1 00	1 00	1 00	1 00		0 00	0.0	0.0	1.00	0.00	1.00
Delay/Veh	0.00	±.00	±.00	128 3	4 6	0.00	0.0	0.0	0.0	116.2	0.0	24.4
Har Deladi.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh.	0.0	65.3	65.3	128.3	4.6	0.0	0.0	0.0	0.0	116.2	0.0	24.4
HCM2kAva:	0	42	42	9	8	0	0	0	0	12	0	1
*******	- + * * * * *	*****	******	- *****	- *****	******	*****	*****	*****	*****	*****	*****

PM Cumulative	e Yes	2nd H	Ext. Tu	e Nov	16, 2	2004 16	:30:4	7 			Page 5	1-1
		 I	Level O	f Serv	vice (Computa	tion H	Report	• • • •			
	FHW2	A Rour	ndabout	Metho	od (Fi	uture V	olume	Alter	native	:) 	مله مله مله مله مله م	*****
**********	* * * * * *	*****	******	*****	*****	******	*****	*****	*****	*****		******
Intersection	#1314 *****	4 Foui *****	th-Cal	110rn: *****	1a/E19 *****	3ncn ******	*****	* * * * * *	*****	*****	* * * * *	*****
Average Delay	y (seo	c/veh) *****	: ******	6.7 *****	* * * * * *	* * * * * * *	*****	L∈ *****	evel Of	Serv:	_Ce: <****	A *****
Approach:	No	rth Bo	ound	Soi	uth Bo	ound	Ea	ast Bo	ound	We	est Bo	und
Movement:	Ŀ	- T	- R	Ľ.	- T	- R	Ŀ	- T	- R	L -	- T	- R
Control:	Yie	eld S:	lgn	Yie	eld S:	ign	Yie	eld Si	.gn	Yie	eld Si	gn
Lanes:		1			1			1			1	
Volume Module	ê:											
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	194	363	48	228	118	96	88	0	400	83	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	194	363	48	228	118	96	88	0	400	83	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:	0	194	363	48	228	118	96	88	0	400	83	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	194	363	48	228	118	96	88	0	400	83	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
Final Vol.:	0	194	363	48	228	118	, 96	88	0	400	83	4.3
PCE MOUUIE:	0	101	263	4.9	228	118	96	88	0	400	83	43
AULOPCE:	0	194	0	40	220	0	0	00	õ	÷0	0	0
ComboDCE:	0	0	0	0	0	0	ů N	õ	õ	0	0	0
	0	0	0	0	0	0	Ő	Ő	Ő	õ	õ	0
Dicyclerch:	0	194	363	48	228	118	96	88	Õ	400	83	43
Aujvorume:												
Delay Module	: >> '	Time 1	Period:	0.25	hours	5 << '						
CircVolume:		232			483			676			290	
MaxVolume:		1075			939			835			1043	
PedVolume:		0			0			0			0	
AdjMaxVol:		1075			939			835			1043	
ApproachVol:		557			394			184			526	
ApproachDel:		6.9			6.6			5.5			6.9	
Oueue:		3.1			2.1			0.8			2.9	

PM Cumulative Yes 2nd Ext. Tue Nov 16, 2004 16:30:47									E	age :	53-1 	
						Comput						
-		JCM 4.	-Way Ct	$\sim Ma$	+bod	(Future	a Volu	me Ali	- ternati	vel		
*********	*****	*****	*******	*****	*****	******	*****	*****	******	*****	****	******
Intersection	#131	5 Imj:	in/Eigh	th								
********	*****	*****	*****	* * * * *	* * * * *	*****	*****	* * * * *	* * * * * * *	*****	****	*****
Cycle (sec):		100	C			Critica	al Vol	./Cap	. (X):		1.1	18
Loss Time (se	∋c):	() (Y+R	= 4 :	sec)	Average	e Dela	y (se	c/veh):		53	. 1
Optimal Cycle	9:	(C			Level (Of Ser	vice:				F
**************************************	*****	***** ~+b B/	****** 	***** COI	**** uth B	****** ound	***** E:	***** act R	****** \und	*****	*****	****** 1000
Approach:	T NO.	rch Du m		т.	цси в _ т		т.			т		
Movement:	· · · · ·		- K		- <u> </u>	- K	سر ج ـ ـ ـ ـ ـ	- <u> </u>		1		
Control	21 21	- 07 G	lan		ton S	ian	l I	ton S	ian	1 St	on Si	lan I
Pichte.		Tnclı	ide	0	Tncl	ude	Ļ	Inclu	uđe		Incli	ide
Min Green.	0	111011	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	ז 1	0 0	0.	1 0	0 1	1	0 0	1. 0	1 0	1	0 1
Volume Module	: >>	Count	: Date:	9 Ma:	r 200	4 << 5	:00 - 0	5:00 I	PM - Ad	justed	L	I
Base Vol:	0	104	0	25	49	60	97	9	0	٥	22	63
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	104	0	25	49	60	97	9	0	0	22	63
Added Vol:	0	17	0	140	35	395	344	155	0	0	131	236
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	121	0	165	84	455	441	164	0	0	153	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	127	0	174	88	479	464	173	0	0	161	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	127	0	174	88	479	464	173	0	0	161	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	127	0	174	88	479	464	173	0	, 0	161	315
												[
Saturation Fl	Low Mo	dule	:								- 00	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.66	0.34	1.00	1.00	1.00	0.00	1.00	1.00	110
Final Sat.:	0	375	0	282	144	488	415	436	0	0	387	419
Capacity Apal	veie	Modul					[
Vol/Sat.	vvvv	0 34	xxxx	0.62	0.62	0.98	1.12	0.40	XXXX	xxxx	0.42	0.75
Crit Moves:	ADAL	****	<i>1</i> (2)21232	0.04	0.02	****	****	0.10	1 14 14 14 1			****
Delay/Veh:	0.0	17.0	0.0	23.5	23.5	63.3	109.2	16.0	0.0	0.0	18.2	32.3
Delay Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.0	0.0	23.5	23.5	63.3	109.2	16.0	0.0	0.0	18.2	32.3
LOS by Move:	*	C	*	С	С	F	F	С	*	*	С	D
ApproachDel:		17.0			49.2			83.9			27.5	
Delay Adi:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.0			49.2			83.9			27.5	
LOS by Appr:		С			Ε			F			D	
*****	*****	*****	******	*****	*****	******	*****	*****	******	*****	*****	*****

PM Cumulative Yes 2nd Ext. Tue Nov 16, 2004 16:30:48 Page 55-1 _____ Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative) Intersection #1316 Second/Third Critical Vol./Cap. (X): Cycle (sec): 60 1.333 Loss Time (sec):9 (Y+R = 4 sec) Average Delay (sec/veh):139.7Optimal Cycle:180Level Of Service:F Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R -----||-----|| Control:ProtectedProtectedPermittedPermittedRights:IncludeIncludeIncludeIncludeMin. Green:000000Lanes:1010101 Volume Module: PM Base Vol: 0 49 50 14 19 0 0 15 0 0 0 19 Initial Bse:049501419000015019Added Vol:1451177732351059306439511797728250 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 Initial Fut: 145 1226 123 249 1078 306 439 51 179 92 28 269
 PHF Volume:
 158
 1333
 134
 271
 1172
 333
 477
 55
 195
 100
 30
 292

 Reduct Vol:
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 0</ Reduced Vol: 158 1333 134 271 1172 333 477 55 195 100 30 292 MLF Adj: Final Vol.: 158 1333 134 271 1172 333 477 55 195 100 30 292 Saturation Flow Module: Adjustment: 0.93 0.92 0.92 0.93 0.90 0.90 0.45 0.87 0.87 0.52 0.85 0.85 Lanes: 1.00 1.82 0.18 1.00 1.56 0.44 1.00 0.22 0.78 1.00 0.09 0.91 Final Sat.: 1769 3170 318 1769 2665 756 853 365 1280 996 152 1457 Capacity Analysis Module: Vol/Sat: 0.09 0.42 0.42 0.15 0.44 0.44 0.56 0.15 0.15 0.10 0.20 0.20 Crit Moves: **** * * * * **** Volume/Cap: 1.23 1.33 1.33 1.33 1.23 1.23 1.33 0.36 0.36 0.24 0.48 0.48 Uniform Del: 27.8 20.5 20.5 26.6 19.3 19.3 17.4 11.9 11.9 11.2 12.6 12.6 IncremntDel:153.7 156 156.1 179.4 111 110.6 167.7 0.3 0.3 0.3 0.5 0.5 Delay/Veh: 181.5 177 176.6 206.0 130 129.8 185.2 12.2 12.2 11.5 13.2 13.2 AdjDel/Veh: 181.5 177 176.6 206.0 130 129.8 185.2 12.2 12.2 11.5 13.2 13.2 HCM2kAvg: 10 39 39 17 34 35 53 3 3 2 5 5

MITIG8 - PM C	Cumula	ative	Yes Su	n Dec	12, 2	2004 12	:51:13	3 - -			Page	1-1
		 L	evel O	f Serv	vice (tion H	Report				
	FHW	A Roun	dabout	Metho	od (Fi	iture V	olume	Alte:	rnative	e)		
****	****	* * * * * *	* * * * * *	*****	* * * * * *	*****	*****	*****	*****	* * * * * * *	*****	*****
Intersection	#131'	7 Jim_ *****	Moore-	Fourth *****	1/Thi: *****	d *****	****	****	* * * * * *	* * * * * * *	* * * * * *	* * * * * *
Average Delay	/ (sec	c/veh) *****	: 1 *****	10.0	* * * * * *	* * * * * *	*****	上(*****	evel 0: ******	f Serv:	lce: *****	F *****
Approach:	Noi	rth Bo	und	Sou	ith Bo	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	L ·	- T	- R	L ·	- Т	- R	L ·	- T	– R	L ·	- T	- R
Control:	' Yie	eld Si	qn	' Yie	eld Si	.gn	Yie	eld S:	ign	Yie	eld Si	.gn
Lanes:		1	5		1		1			1		
Volume Module	: >>	Count	Date:	10 Ma	ar 200)4 << 5	:00 -	6:00	PM - 2	Adjuste	ed	
Base Vol:	45	270	128	25	142	41	26	55	49	95	50	15
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	270	128	25	142	41	26	55	49	95	50	15
Added Vol:	29	482	123	67	550	40	31	299	46	175	275	111
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	752	251	92	692	81	57	354	95	270	325	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	80	817	273	100	752	88	62	385	103	293	353	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	817	273	100	752	88	62	385	103	293	353	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	817	273	100	752	88	62	385	103	293	353	137
	-	 -]								
PCE Module:												
AutoPCE:	80	817	273	100	752	88	62	385	103	293	353	137
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	80	817	273	100	752	88	62	385	103	293	353	137
Delay Module:	: >> '	rime P	eriod:	0.25	hours	5 <<						
CircVolume:		547			727			1146			960	
MaxVolume:		905			807			581			682	
PedVolume:		0			0			0			0	
AdjMaxVol:		905			807			581			682	
ApproachVol:		1171			940			550			784	
ApproachDel:		151.9			102.4			46.8		-	101.1	
Queue:		43.4			28.8			12.5			24.7	

MITIG8 - PM C	Cumula	ative	Yes Sı	in Dec	12,	2004 12	:54:22	2			Page	1-1
	- 											
			Level (Of Serv	rice	Computa	tion 1	Repor	t			
2	2000 1	HCM O	peratio	ons Met	hod	(Future	Volut	ne Al	ternati	lve)		
**********	*****	*****	* * * * * *	* * * * * * *	****	******	****	* * * * *	* * * * * * * *	*****	****	*****
Intersection	#131'	7 Jim	Moore	-Fourth	ı/Thi	rd						
**********	*****	*****	******	* * * * * * *	****	******	*****	*****	******	*****	*****	******
Cycle (sec):		6	0 (17.15)			Critica.	T AOT	./Cap	(X):		1.40	56 7
LOSS TIME (Se	ec):	101	9 (I+R	= 4 8	sec)	Average	Dera:	y (seu	c/ven):		134	. /
**************************************	:: :****	·01 *****	J * * * * * * * *	*****	****	******	*****	*****. ATC C :	* * * * * * *	*****	****	£ ******
Approach:	Noi	rth Bo	ound	Sou	ith B	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	L ·	- T	- R	L ·	- T	- R	ь	- T	- R	L -	·Т	- R
				[]								
Control:	Pi	roteci	ted	Pi	rotec	ted	1	Permi	tted	Ī	Permit	ted
Rights:		Incl	ude		Incl	ude		Inclu	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (0 0	1 0	1 (0 (10	1 (0 0	1 0	L (0	10
				10 14								
Volume Module	2: >>	Coun	t Date	: LU Ma	ar 20	04 << 5	:00 -	6:00	PM - F	ajusce	=0	7 5
Base Vol:	1 00	270	1 00		1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Initial Rea.	45	270	128	25	142	1.00 41	1.00	1.00 55	49	1,00 95	50	15
Added Vol:	29	482	123	67	550	40	31	299	46	175	275	111
PasserBvVol:	0	0	0	Ō	0	0	0	0	0	0	0	0
Initial Fut:	74	752	251	92	692	81	57	354	95	270	325	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	80	817	273	100	752	88	62	385	103	293	353	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	817	273	100	752	88	62	385	103	293	353	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	817	273	100	752	88	62	385	103	293	353	137
Coturation Pl	Mc											
Saturation Fi	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment.	1 900	n 94	0 94	1 93	0 96	0 96	0 26	0 95	0.95	0.27	0.94	0.94
Lanes:	1.00	0.75	0.25	1.00	0.90	0.10	1.00	0.79	0.21	1.00	0.72	0.28
Final Sat.:	1769	1344	449	1769	1640	192	499	1421	381	505	1285	498
Capacity Anal	ysis	Modu	le:									
Vol/Sat:	0.05	0.61	0.61	0.06	0.46	0.46	0.12	0.27	0.27	0.58	0.27	0.27
Crit Moves:		****		****						****		
Green Time:	2.5	24.9	24.9	2.3	24.7	24.7	23.8	23.8	23.8	23.8	23.8	23.8
Volume/Cap:	1.11	1.47	1.47	1.47	1.11	1.11	0.31	0.68	0.68	1.47	0.69	0.69
Uniform Del:	28.8	17.6	17.6	28.8	17.6	17.6	12.5	15.0	15.0	18.1	15.1	15.1
IncremntDe1:1	.39.6	217	217.1	273.4	67.9	67.9	0.9	2.7	2.7	235.0	3.0	3.0
Delay Adj:	T:00	1.00	1.00 1.00	202 2	1.00 1.00	0E C	12 /	177	17 7	723 1 723 1	19 0	18 0
Deray/Ven: 1	1 00.4	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Adipel/Veb. 1	68 4	235	234 6	302.5	85 6	85 6	13 4	17 7	17 7	253.1	18.0	18.0
HCM2kAva:	5	64	551.0 64	8	31	32	3	/	- / . /	64	9	9
*******	- :*****	 *****	******	- ******	 ****	******	- * * * * * *	- *****	- * * * * * * *	*****	****	*****

MITIG8 - PM C	umulat	tive ì	es Wed	Nov 3	17, 2	004 14:	06:55			Pa	.ge 1	-1
		 Le	vel Of	Serv	ice C	omputat	tion Re	eport				
2	000 H	см Оре	eration	is Metl	nod (Future	AOT mue	- Mil *****	******	, _ , *******	****	* * * * *
* * * * * * * * * * * * *	* * * * *	*****	******	*****	****	*****						
Intersection	#1318	Jim_N *****	100re/1	[irst *****	* * * * *	*****	*****	****	*****	* * * * * * * *	****	* * * * * *
avala (coc):		100			С	ritical	L Vol.	/Cap.	(X):	C	.945	
Cycre (Sec):		- G	(Y+R =	= 4 s	ec) A	verage	Delay	(sec	/veh):		31.3	3
LOSS ILINE (Se		1 2 2	(·	evel 0:	E Serv:	ice:			C	
Optimal Cycle	******	*****	*****	*****	* * * * *	*****	* * * * * *	* * * * *	******	* * * * * * * * *	****	*****
Turner ab .	Nor	th Boi	ınd	Sou	th Bo	und	Ea	st Bo	und	West	: Βοι	ind
Movement:	L -	T	- R	L -	Т	- R	L	T 	- R	L -	T -	- R
				 Dm			ן ס	ermit	ted	Pei	cmitt	ted
Control:	Pr	otect	ed	FI	otect Tm=1-	.eu Ido	Ľ	Inclu	ide	Ir	nclud	de
Rights:		Inclu	ae	~	THOTE	n n	Ω		0	0	0	0
Min. Green:	0	0	U 1 0	1 V	0	1 0	n n	11	0 0	0 0	1! (0 0
Lanes:	1 0	0	τ U	т U	0	т V	1	. بر مــــــــــــــــــــــــــــــــــــ				
				10 M-		14 5</td <td>• 00 -</td> <td>6:00</td> <td>PM '</td> <td></td> <td></td> <td></td>	• 00 -	6:00	PM '			
Volume Module	e: >>	Count	Date:	IU Ma	r 200	10	.00 a	10	20	82	15	15
Base Vol:	26	391	121	4 00	305	1 00	1 00	1 00	1 00	1.00 1	.00	1.00
Growth Adj:	1.00	1.00	1.00	1.00	1.00 200	1.00	1.00 Q	10	20	82	15	15
Initial Bse:	26	391	121	9	305	1	0	13	17	96	12	19
Added Vol:	10	614	53	1 I	/59	1	0	10	0	0	0	0
PasserByVol:	0	0	0	0	1000	10	0	23	27	178	27	34
Initial Fut:	36	1005	174	20	1064	1 00	1 00	1 00	1 00	1 00 1	_ 00	1.00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96.0	96	0,96
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.50	20	185	28	35
PHF Volume:	38	1047	181	21	TT08	14	9	24	0	0	0	0
Reduct Vol:	0	0	0	0	0	U T	0	24	20	185	28	35
Reduced Vol:	38	1047	181	21	1108	1 0 0	1 00	1 00	1 00	1 00 1	00	1.00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00 1	00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	185	28	3.5
Final Vol.:	38	1047	181	21	1108	14.	, 9	24	ود	1		1
	[1		1
Saturation F	low Mo	odule:					1000	1000	1000	1000 1	ann	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	TA00	TA00	T 200		70	0.70
Adjustment:	0.95	0.98	0.98	0.95	1.00	1.00	0.90	0.90	0.90	0.700	11	0.14
Lanes:	1.00	0.85	0.15	1.00	0.99	0.01	U.13	0.33	0.04	0.10 0	150	189
Final Sat.:	1805	1584	274	1805	1873	23	222	50C	ا ــــــــــــــــــــــــــــــــــــ	1		
										1		t
Capacity Ana	lysis	Modul	e				0.04	0 04	0 04	0 10 0	. 19	0.19
Vol/Sat:	0.02	0.66	0.66	0.01	0.59	0.59	0.04	0.04	0.04	U.12 U	***	· • •
Crit Moves:		****		****			10 0	10.0	10 0	10 9 1	g g	19.8
Green Time:	2.4	69.9	69.9	1.2	68.7	68.7	19.8	19.8	17.0 U 01	1 0 0	05	0.95
Volume/Cap:	0.86	0.95	0.95	0.95	0.86	0.86	0.21	0.21	U.Z1 27 F	20 53 0	10 F	29.20 29 5
Uniform Del:	48.6	13.3	13.3	49.4	12.0	12.0	33.5	33.5	33.3	10 C A	10.5 10.6	40 K
IncremntDel:	84.5	13.9	13.9	166.1	6.0	6.0	0.3	0.3	1 00	1 00 1	0.0	1 00
Delay Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	20 1	2.00 20 1
Delay/Veh:	133.1	27.3	27.3	215.4	18.0	18.0	33.9	33.9	33.9	1 00 1	0.1	1 00
User DelAdi:	: 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00 1		1.00
AdiDel/Veh:	133.1	27.3	27.3	215.4	18.0	18.0	33.9	33.9	33.9	80.1 C) ∪.⊥ ⊐E	0U.1 1 E
HCM2 kAva:	3	39	38	2	29	34	2	2		15	- T T T T T T T T T T T T T T T T T T T	rtttr 73
**********	*****	****	*****	*****	* * * * *	******	* * * * * *	* * * * *	*****	******	7	

MITIG8 - PM	Cumul	ative	Yes Su	in Dec	12,	2004 12	:59:0	9 			Page	1-1
		 T	evel C				tion		-			
	ЕНМ	A ROUT	idahout	Meth	od (E	uture V	່ວງນານຂ	Alto.	u rnatiwe	1		
*******	*****	*****	******	*****	*****	******	*****	*****	******	-/ *****	*****	******
Intersection	#131	8 Jim_ *****	_Moore/	First	*****	*****	****	*****	*****	*****	****	*****
Average Dela	y (se ****	c/veh) *****	:	57.5	****	* * * * * * *	****	L(****	evel Of	Serv	ice:	F
Approach:	No	rth Bo	und	So	uth Be	วมทด้	E	ast R	ound	IN THE CONTRACT	eat Br	und
Movement:	L	- T	- R	L	- Т	- R	T,	 Т	- R	Т.	сысыс _ т	- P
						[1					
Control:	' Yi	eld Si	vi.	eld Si	an							
Lanes:	$1 \qquad 1 \qquad 1 \qquad 1$										1	-911
										1		1
Volume Modul	 	Count	Date	10 M	ar 200	14 cc 5	-00 -	6.00	DM			1
Base Vol:	26	391	121	10 M	111 200 205	10	. UU a	10	20	07	1 🛱	10
Growth Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Initial Rea.	1.00	201	1.00	1.00	1.00 T.00	1.00	T.00	1.00	1.00	1.00	1.00	1.00
Addod Vol.	20 10	571	121	2	303	1	9	10	20	82	15	15
BaggarBullel.	10	014			/59	1	0	- T 3	17	96	12	19
Tritial Ent.	20	1005	ں م ر ر	20	1004	10	0	0		0	0	0
Initial Ful:	0C 1	1005	1 00	1 00	1 00	1 0 0	1 00	1 00	3/	1/8	27	34
DUD Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Auj:	0.96	1047	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF VOLUME:	38	1047	181	21	1108	14	9	24	39	185	28	35
Reduct VOI:	0	1047	- 0	0	0	0	0	0	0	0	0	0
Reduced vol:	38	1047	1 00	21	1108	14	9	24	39	185	28	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	38	1047	181	21	1108	14	, 9	24	39	185	28	35
DOR Medule.							[
PCE Module:	2.0	1045	101	.					• •			
AUTOPCE:	38	1047	TRT	21	1108	14	9	24	39	185	28	35
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
COMBOPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	38	1047	181	, 21	1108	14	9	24	39	, 185	28	35
Deles Medele												
Delay Module	: >> :	Liwe b	eriod:	0.25	nours	3 <<						
Circvolume:		54			251			1315			1094	
Maxvolume:		TT./1			1064			490			609	
Peavolume:		0			0			0			0	
AajMaxVol:		1171			1064			490			609	
ApproachVol:		1266			1143			72			249	
ApproachDel:		64.1			63.6			8.6			9.9	
Queue:		28.5			26.2			0.5			2.0	

MITIG8 - PM C	umula	tive 1	les Tue	e Nov	16, 2	004 17:	35:26				Page	1-1
		_ _										
		Le	evel Of	: Serv	rice C	omputat	ion R	eport	-			
2	000 н	ICM Ope	eratior	ns Met	hod (Future	Volum	e Alt	ernati	ve)		t de la charte alle alle
****	****	*****	******	*****	*****	******	*****	*****	******	* * * * * *	* * * * *	*****
Intersection	#1319	First	:/Light	:_Figh	nter *****	******	*****	****	******	*****	* * * * *	*****
********	*****				C	ritical	Vol.	/Cap.	(X):		0.81	.8
Cycle (sec):		70	(w.m			verage	Delav	/ (sec	r/veh		18.	8
Loss Time (se	2C):	9	(ITK -		лес) г т	evel Of	5 Serv	rice:	-,,			В
optimal Cycle	}; *****		*****	*****	· * * * * *	*****	*****	****	*****	* * * * * *	****	******
Approach:	Nor	th Bo	und	Sou	ith Bo	ound	Ea	st Bo	ound		st Bo	ound
Movement:	L -	- T ·	- R	L -	- T	- R	L -	· T	- R	ь – I––––		- R
			ted		 Permit	ted:	P	ermi	tted	' Pr	otect	ed
Concror.	L	Inclu	1e	-	Inclu	ıde		Igno	re		Inclu	ıde
Min Groop	Ο	n n	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (0 0	0 1	1 () 1	0 1	0 0	2	0 1	1 0	2	0 0
								·	 DM			1
Volume Module	e: >>	Count	Date:	28 S	ep 200)4 << 4	:30 -	5:30	120	2	759	Ο
Base Vol:	176	0	15	2	1	54	1 00	1 00	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	130	2.00	759	o
Initial Bse:	176	0	15	2	1	54	0	010	126	<u>د</u>	779	0 0
Added Vol:	88	0	132	8	/4	230	0	002	120	0	0	n n
PasserByVol:	0	0	0	0	0	204	0	1/10	256	95	1538	Ő
Initial Fut:	264	0	147	1 00	1 00	204	1 00	1 00	0 00	1 00	1.00	1.00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	n 92	1,00	0.00	0.92	0.92	0.92
PHF Adj:	0.92	0.92	0.92	0.92	0.92	200	0,94	1541	0.00	103	1672	0
PHF Volume:	287	0	160	11	02	309	0	10-11	0	0	0	Ó
Reduct Vol:	0	0	1.00	11	0 00	300	0	1541	õ	103	1672	0
Reduced Vol:	287	1 00	1 00	1 00	1 00	1 00	1 00	1.00	0.00	1.00	1.00	1.00
PCE Adj:	1.00	1.00	1 00	1 00	1 00	1 00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	11	1.00	200	1,00	1541	0	103	1672	0
Final Vol.:	287 I			±± =						ļ — — — — -	• -	
Saturation F	low M	odule:	ı	I I								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adiustment:	0.69	1.00	0.83	0.75	0.98	0.83	1.00	0.93	1.00	0.93	0.93	1.00
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1309	0	1583	1432	1862	1583	0	3538	1900	1769	3538	
		Modul				1	1			I		1
Uspacity Ana.	 	0 00 MOUUT	0 10	0 01	0.04	0,20	0.00	0.44	0.00	0.06	0.47	0.00
VOL/Sat:	U.ZZ	0.00	0.10	0.01	0.01			****		* * * *		
Crit Moves:	10 7	0 0	18 7	18 7	18.7	18.7	0.0	37.3	0.0	5.0	42.3	0.0
Green Time:	10.1	0.0	101/	0.03	0,16	0.73	0.00	0.82	0.00	0.82	0.78	0.00
volume/cap:	21 0	0.00	20 9	18 9	19.6	23.3	0.0	13.6	0.0	32.1	10.4	0.0
UNIFORM Del:	11 0	0.0	20.9 0 6	0.0	0.2	6.3	0.0	3.0	0.0	32.7	2.0	0.0
Incremnther:	1 00	0.0	1 00	1 00	1,00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Delay Adj:	1.UU 20 1	0.00	21 4	18.9	19.8	29.6	0.0	16.5	0.0	64.7	12.4	0.0
Delay/ven:	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
user DelAd]:	201	1.00	21 4	18 9	19.8	29.6	0.0	16.5	0.0	64.7	12.4	0.0
Adjuet/ven:	11 JUL	0.0 n	ب ت ۲۰۰		1	8	0	16	0	5	15	0
nume KAVy:	۲ ۲ ۲ ۲ ۲ ۲ ۲		- * * * * * *	****	****	******	****	* * * * *	*****	*****	* * * * *	******

MITIG8 - PM (Cumula	ative	Yes Su	n Dec	12,	2004 13	3:12:1	5			Page	1-1
		1	Level O	f Serv	vice	Computa	ation 1	Repor	t			
	2000 H	HCM O	peratio	ns Met	hod	(Future	e Volu	ne Al	ternat:	ive)		
****	****	* * * * *	- * * * * * * * *	*****	****	* * * * * * *	*****	*****	* * * * * *	*****	* * * * * *	*****
Intersection	#1320) Sec	ond/Lig	ht_Fig	ghter		La ala ala ala ala ala a	****	****	*****		******
		C * * * * * *	~ ~ ~ ~ ~ ~ ~ ~			Conteida		10	(v).			20
Cycle (sec):	20).	1.	ם עיע) כ	_ 1 0		Average	an vor Dolar	, cap	$- (\alpha)$		484	6
LOSS IIME (Se	≝C): ⊃•	1 Q J	2 (1+K 0	= 4 8	sec)	Averaye Level ()f Seri	vice.		•	404	о. Г
ODCTURAT CACTO	= = * * * * * * *	-0⊥ :****	∪ * * * * * * * *	*****	****	700ACT (******	* * * * * * * * * * * * * * * * * * *	* * * * * * *	*****	****	_ * * * * * * * *
Approach:	NO	rth Bo	ound	Sou	ith B	ound	Ea	ast B	ound	Ŵŧ	est Bo	ound
Movement:	L.	- Т	- R	Ŀ.	- т	- R	L	- Т	- R	Ŀ.	- т	- R
Control:	Spl	lit Pl	hase	Spl	lit P	hase	. ` Pi	rotec	ted	 Pi	rotect	ted
Rights:		Inclu	ude		Ovl			Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1!	0 0	1 1	L 0	0 1	2 () 1	1 0	_ l () 2	01
Volume Module	e: Se <u>r</u>	otemb	er 2004	- PM					_			
Base Vol:	0	1	8	0	0	131	198	428		2	630	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	1	8	0	0	131	T 98	428	7	2	630	8
Added Vol:	231	878	67	23	951	412	586	145	212	67	229	26
2nd Reassig:	3⊥4 ⊑∧⊑	0	0	0	0 1	- U	704	-146	146	60	-314	U D 4
Initial Fut:	545	1 00	1 00	1 00	1 00	343	1 00	427	1 00	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	016	U.90 79	0.90	0.90	0.90	917	445	380	0.90	568	35
Part Volume:	000	016	, o	24 0	1966	000	017		000	,2	0	0
Reduced Vol.	568	916	78	24	991	566	817	445	380	72	568	35
PCE Adi	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	568	916	78	24	991	566	817	445	380	72	568	35
Saturation F	Low Mo	odule	: '									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.98	0.98	0.83	0.90	0.87	0.87	0.93	0.93	0.83
Lanes:	0.36	0.59	0.05	1.00	1.00	1.00	2.00	1.08	0.92	1.00	2.00	1.00
Final Sat.:	660	1065	91	1860	1860	1583	3432	1776	1518	1769	3538	1583
												
Capacity Anal	lysis	Modu	le:									
Vol/Sat:	0.86	0.86	0.86	0.01	0.53	0.36	0.24	0.25	0.25	0.04	0.16	0.02
Crit Moves:			****		****	~~ -	****	~ ^			****	4 2
Green Time:	23.0	23.0	23.0	14.3	14.3	20.7	6.4	9.2	9.2	1.5	4.3	4.3
Volume/Cap:	2.24	2.24	2.24	0.05	2.24	1.04	2.24	1.64	1.64	1.64	2.24	0.31
Uniform Del:	18.5	18.5	18.5	17.7	22.9	19.7	20.0	20.4	20.4	29.3	27.0	20.4 1 C
IncremntDel::	1 00	1 00	1.20C	1 0.0	1 00	40.9	2,000	270	4 24.9	1 00	1 00	1 00
Delay/Vob.	1.00 1.00	1.00 501	1.00 580 5	17 7	1.00 507	48 E Τ.ΟΟ	1.00 292 A	1.00	1200	397 2	598	28 0
Herr Del Ndt.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00
AdiDel/Veh. P	580 5	5.81	580 5	17 7	587	58 5	593 0	320	320.4	397.2	598	28.0
HCM2kAva	140	137	138		87	19	39	29	29	7	26	1
************	*****	****	-~~~ ******	*****	~ ' *****	******	*****	 *****	******	· * * * * * * *	 *****	

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PM Cumulativ	ve Yes	2nd	Ext. T	ue Nov	16,	2004 16	5:30:4	8]	Page	65-1
-										- -		
			Level	Of Ser	vice	Computa	ation	Repor	t .	, 、		
له بله بله بله بله بله بله بله بله بله ب	2000	HCM O	perati	ons Me	thod	(Future	∋ voiu	me Al	ternat:	ive)		ala ala di sila dia da ala
Totoogoation	. #100	7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	Maama	/			*****	****	*****	*****	*****	******
**************************************	I ₩⊥⊃∠ ·*****	*****	_MOOLE ******	/ LIGIIL *****	_r1gn *****	1.UUI ********	*****	*****	******	******	* * * *	***
Cycle (cec)			^ · · · · · · · ·			Critics		/0-7	(v).		1 0	0 A A A A A A A A A A A A A A A A A A A
Logg Time (sec).		о г	C (VID	- 4	sec)	Average	a Dela	v (ce	$\cdot (\alpha)$		1.00	00 n
Optimal Cvcl	e.	18	0 (110		5007	Level ()f Ser	vice		•	00	. 2 ਸ਼ਾ
****	*****	****	• * * * * * *	*****	****	******	*****	*****	* * * * * * *	******	*****	<u></u> ******
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	We	est Bo	ound
Movement:	L	- T	– R	L	- T	- R	L	- T	- R	L ·	- T	- R
Control:	' P	rotec	ted	P.	rotec	ted	' P	rotec	ted	' Pr	rotect	ted
Rights:		Incl	ude		Incl	ude		Igno	re		Inclu	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 0	1 0	1	0 1	1 0	1	01	0 1	1 0) ()	1 O
]		
Volume Modul	e: >>	Coun	t Date	: 22 S	ep 20	04 << 5	5:00 -	6:00	PM			
Base Vol:	314	318	4	2	175	205	236	54	146	3	121	б
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	318	4	2	175	205	236	54	146	3	121	6
Added Vol:	33	536	4	6	661	258	160	43	30	1	31	1
2nd Reassig:	-314	0	0	0	0	0	0	0	-146	0	0	0
Initial Fut:	25	854	8	8	836	463	396	9.7	30	4	152	
User Aaj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Auj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	100	0.00	0.90	1.90	0.90
Peduct Vol:	57 0	94 <i>9</i> 0	0	ر ۵	929 0	014	440	001	0	4 0	109	0
Reduced Vol.	37	949	g	q	929	514	440	108	0	4	169	S S
PCE Adi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1 00	1 00 F	1 00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1 00
Final Vol.:	37	949		9	929	514	440	108	0.00	4	169	1.00
Saturation F	low Mo	odule	:	t 1		l	1		I	1		I
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.98	0.93	0.88	0.88	0.93	0.98	1.00	0.93	0.97	0.97
Lanes:	2.00	0.99	0.01	1.00	1.29	0.71	1.00	1.00	1.00	1.00	0.96	0.04
Final Sat.:	3432	1843	17	1769	2156	1194	1769	1862	1900	1769	1768	81
Capacity Ana	lysis	Modu]	le:									
Vol/Sat:	0.01	0.51	0.51	0.01	0.43	0.43	0.25	0.06	0.00	0.00	0.10	0.10
Crit Moves:		****		****			****				****	
Green Time:	0.9	38.1	38.1	0.4	37.6	37.6	18.4	24.4	0.0	1.1	7.1	7.1
Volume/Cap:	0.92	1.08	1.08	1.08	0.92	0.92	1.08	0.19	0.00	0.19	1.08	1.08
Unitorm Del:	39.5	20.9	20.9	39.8	19.8	19.8	30.8	20.5	0.0	39.0	36.5	36.5
incremntDel:	T0A'8	54.3	54.3	344.7	8.9	8.9	67.8	0.2	0.0	3.9	93.4	93.4
Delay Ad]:	140 0	1.00 75 0	1.00	1.00	T.00	1.00	1.00 D2 C	1.00	0.00	1.00	1.00	1.00
Deray/ven:	149.2	15.2	/5.2	384.5	20./	28./	98.6	20.6	1 0.0	43.0	130	173.A
Ndipol/Wob-	140 2	76 0	1.00 75 0	1.UU	1.00	1.UU 20 7	1.UU 00 C	1.00	1.00	12 O	1.00	120 0
HCM2kAva.	エ ユ ジ・ム つ	75.Z	70.4 25	JO4.J 1	20./ 01	20.7	20.0 20	20.0 2	0.U n	43.0	0 0 2	דקאד יעד
**********	ے * * * * * *	ں ر. * * * * *	رر ۲*****	ب ۲****	ــــ * * * * *	ــــ *******	د * * * * *	~~ ******			ر *****	******

PM Cumulative	e Yes	2nd I	Ext. T	ue Nov	16,	2004 16	:30:4	8			Page	67-1
												
		I	Level (Of Ser	vice	Computa	tion	Repor	t			
2	2000 3	нсм ор	peration	ons Me	thod	(Future	volu	me Al	ternat	ive)		
********	* * * * *	* * * * * *	*****	* * * * * *	* * * * *	* * * * * * *	****	* * * * *	*****	*****	* * * * *	*****
Intersection	#132	2 Jim_	Moore,	/Gigli:	ng	ala afa ala ata ala ata ata		-1111-	والمرابع والمرابع والمرابع والم	ada ala ata ata ata ata	de ale ale afe de a	
	* * * * *	*****	~ ~ ~ ~ ~ ~ ~ ~	*****	****	~~~~~~~~ ~~~	7 7777	/	×××××× (37)	*****	*****	* * * * * * * *
Cycle (sec):		50	ן ד (עים	4		Average	L VOI	./Cap v (ao	$\cdot (X)$:		1.21 1.7	54 r
Optimal Cycle		197) (I+R	- 1	sec/	Average Level C	f Ser	y vse vice:	c/ven/	•	140	.כ. ד
***************	- • * * * * * *	····	, , , , , , , , , ,	*****	****	******	*****	×±cc. *****	* * * * * *	*****	*****	г к*****
Approach:	No	rth Bo	ound	So	uth B	ound	E	ast B	ound	W	est Bo	hund
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	Б	- T	- R
Control:	P:	rotect	ed	, i P:	rotec	ted	'P:	rotec	ted	P	rotect	ced
Rights:		Ignor	re		Igno	re		Incl	ude		Iqnoi	re
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (02	0 1	1	02	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module	e: >>	Count	Date:	: 3 Ma:	r 200	4 << 4:	45-5:4	45				
Base Vol:	45	478	57	122	301	55	58	34	29	77	39	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:	45	478	57	122	301	55	58	34	29	77	39	127
Added Vol:	139	1174	166	88	1334	85	57	77	139	195	87	83
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	1652	223	210	1635	140	115	111	168	272	126	210
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	102	1703	0.00	0.96	1702	0.00	120	0.96	175	0.96	121	0.00
Peduct Vol:	192	1/21	0	219	1703	0	120	U T T O	U 175	∠03 ∩	121	0
Reduced Vol:	192	1721	0	219	1703	0	120	116	175	283	131	0
PCE Adi.	1 00	1 00	0 00	1 00	1 00	0 00	1 00	1 00	1 00	1 00	1 00	0 00
MLF Adi:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	192	1721	0	219	1703	0	120	116	175	283	131	0.00
							[
Saturation Fl	ow Mo	dule:		3		ŝ	1			1		I
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	1.00	0.93	0.93	1.00	0.93	0.89	0.89	0.93	0.98	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.40	0.60	1.00	1.00	1.00
Final Sat.:	1769	3538	1900	1769	3538	1900	1769	674	1020	1769	1862	1900
			·									
Capacity Anal	ysis	Modul	e:									
Vol/Sat:	0.11	0.49	0.00	0.12	0.48	0.00	0.07	0.17	0.17	0.16	0.07	0.00
Crit Moves:		****		****				****		****		
Green Time:	5.2	22.7	0.0	5.8	23.3	0.0	7.6	8.0	8.0	7.5	7.9	0.0
Volume/Cap:	1.24	1,28	0.00	1.28	1.24	0.00	0.54	1.28	1.28	1.28	0.54	0.00
Uniform Del:	27.4	12.6	0.0	27.1	18.4	0.0	24.5 2 -	26.0	26.0	26.3	24.3	0.0
IncremntDel:1	.51.6	1 00	0.0	1 00	CTT	0.0	4.5	1 00	1 00	1 00	2.3	0.0
Delay Auj: Delay (Veb 1	1.UU 70 A	1 E O	0.00	102 0	100		1.00 1771	100 100	100 ב י כפר	100.1	1.00	0.00
Delay/Ven: 1 Near Daladi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	20.0 1 ∩∩	0.0 1 00
AdiDel/Veb. 1	79 0	150	1.00	192 0	122	1.00	27 1	183	182 1	184 0	26 6	1.00
HCM2kAva.	11	42	0.0	13	30 700	0.0	∠ / • ⊥ २	16	105.1	16±.0	∡ບ.ບ າ	0.0
********	 *****	 *****	~ *****	· *****	~~ *****	~ ******	~ ******	*****	 ******	 ******	~ *****	~ *****

PM Cumulative Yes	2nd H	Ext. Tu	le Nov	16,	2004 16	5:30:48	3		F	age 6	59-1
			• -								
					Compute	tion T		 -			
2000	L LICM OT	nevel (ne Met	-hod	(Future	Volu	ne Alt	- Fernati	ve)		
2000	\times	*******	******	*****	*******	******	*****	******	- * C / ; * * * * *	*****	******
Intersection #132	3.Tim	Moore	Normar	vbc							
************	*****	/	******	****	******	*****	*****	* * * * * * *	*****	* * * * *	*****
Cycle (sec) ·	6(0			Critica	al Vol.	./Cap	. (X):		1.48	35
Loss Time (sec) ·	1:	2 (Y+R	= 4 5	sec)	Average	e Delav	v (se	c/veh):	1	150.	. 8
Optimal Cycle:	18(0		,	Level (of Serv	vice:	, .			F
*****	*****	~ * * * * * * * *	******	****	******	*****	****	*****	*****	* * * * *	*****
Approach: No	rth Bo	ound	Soi	ith B	ound	Ea	ast Bo	ound	We	st Bo	ound
Movement: L	- T	- R	ь -	- т	- R	Ŀ	- T	- R	L -	Т	- R
Control: P	rotect	ted	י. Pı	rotec	ted	' I	Permit	tted	, Þ	ermit	ted
Rights:	Inclu	ıde		Incl	ude		Inclu	ude		Inclu	ıde
Min. Green: 0	0	0	0	0	0	0	0	0	0	0	0
Lanes: 1	0 1	1 0	1 () 2	0 1	0 () 1!	0 0	0 0	1!	0 0
	 .										
Volume Module: >>	Count	t Date:	: 30 Ma	ar 20	04 << 4	1:30 -	5:30	PM			
Base Vol: 15	514	32	55	318	34	52	34	20	18	23	14
Growth Adj: 1.00	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	514	32	55	318	34	52	34	20	18	23	14
Added Vol: 72	1070	8	332	1185	151	135	22	42	7	30	274
PasserByVol: 0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut: 87	1584	40	387	1503	185	187	56	62	25	53	288
User Adj: 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj: 0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume: 98	1780	45	435	1689	208	210	63	70	28	60	324
Reduct Vol: 0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol: 98	1780	45	435	1689	208	210	63	70	28	60	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 Adi: 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.: 98	1780	45	435	1689	208	210	63	70	28	60	324
Saturation Flow M	odule	:									
Sat/Lane: 1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment: 0.95	0.95	0.95	0.95	0.95	0.85	0.41	0.41	0.41	0.86	0.86	0.86
Lanes: 1.00	1.95	0.05	1.00	2.00	1.00	0.62	0.18	0.20	0.07	0.14	0.79
Final Sat.: 1805	3507	89	1805	3610	1615	478	143	159	112	238	1292
Capacity Analysis	Modul	le:									
Vol/Sat: 0.05	0.51	0.51	0.24	0.47	0.13	0.44	0.44	0.44	0.25	0.25	0.25
Crit Moves:	* * * *		****				****				
Green Time: 3.1	20.5	20.5	9.7	27.1	27.1	17.8	17.8	17.8	17.8	17.8	17.8
Volume/Cap: 1.04	1.48	1.48	1.48	1.04	0.28	1.48	1.48	1.48	0.85	0.85	0.85
Uniform Del: 28.4	19.7	19.7	25.1	16.4	10.3	21.1	21.1	21.1	19.8	19.8	19.8
IncremntDel:102.6	222	222.5	235.5	32.0	0.2	239.8	240	239.8	12.9	12.9	12.9
Delav Adi: 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delav/Veh: 131 0	242	242.2	260.6	48.4	10.6	260.9	261	260.9	32.8	32.8	32.8
Her DelAdi. 1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
1d-1Del/Veb. 131 0	240	242 2	260 6	48.4	10.6	260.9	261	260.9	32.8	32.8	32.8
HCM2k Δva .	4.74 5.5	512.2 54	29	26		49	50	50	10	11	11
***************************************	ر ب *****	ンユ 、、、、、、、	 ******	 *****	- ******	-~ *****	 *****	******	 ******	****	******

MITIG8 - PM	Cumul	ative	Yes S	un Dec	12,	2004 1	3:18:0	2		P	age	1-1
			Level	Of Ser	vice	Comput	ation	Repor	ťt			
	2000	HCM C	perati	ons Me	thod	(Futur	e Volu	ume Al	ternat:	ive)		
********	*****	*****	*****	*****	*****	*****	*****	****	*****	*****	****	*****
Intersection	n #132	4 Jim	_Moore	/Coe								
	* * * * * *	*****	*****	*****	****	******	*****	*****	******	*****	****	*****
Cycle (sec)	:	6	0 /17.17	4		Critic	al voi	./Cap	· (X):		1.44	2
LOSS TIME (S	sec/:	10	9 (1+R	= 4	sec)	Averag	e Dela	y (se	c/ven):		143.	6
opermar cyc	10: ******	*****	U ******	*****	*****	Level ******	UI Ser	vice:	***	بالحاصية بالمرتب بالمراجعة	ىلە باد جە مە	ե՝ Հայ հայ հայ հայ հայ հայ հայ հայ հայ հայ հ
Approach	No	rth B	പപപ		uth B	in a a a a a cound		act D	ound	Wog		und
Movement:	T.	- Т	- R	т.	асн <u>г</u> - т	- R	شد T.	_ T	- P	т	т T	
												- <u>r</u>
Control:	, P.	rotec	ted	л Р	rotec	ted	1	Permi	tted	Do-	rmit	ted
Rights:		Incl	ude	-	Incl	ude		Incl	ude	10.	nclu	de
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 1	0 1	0	1 0	0 1	0 0	11 :	1 0
	-											
Volume Modul	Le: >>	Coun	t Date	: 31 M	ar 20	04 <<	4:45 -	5:45	PM			1
Base Vol:	54	498	0	0	245	68	48	0	33	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:	: 54	498	0	0	245	68	48	0	33	0	0	0
Added Vol:	33	705	198	39	788	244	217	18	18	308	29	68
PasserByVol:	: 0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1203	198	39	1033	312	265	18	51	308	29	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94 0.	94	0.94
PHF Volume:	93	1280	211	41	1099	332	282	19	54	328	31	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	- 93	1280	211	41	T033	332	282	19	54	328	31	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
Mur Adj:	1.00	1000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00 T.	.00	1.00
Final VOL.:	33	1200	211	41	1099	332	∠8∠ 	19	54	328	3 L	72
Saturation 5		ວດີນໄລ										• • • • •
Sat/Lane.		1900	1900	1900	1900	1900	1000	1000	1000	1000 10	00	1000
Adjustment ·	0 95	0 98	0 98	1 900 0 95	1 00	1 900	0 40	1900	1900	1900 13	500	1900
Lanes:	1.00	0.86	0.14	1 00	1 00	1 00	0.40	0.40	1 00	1 70 0	09	0.09
Final Sat.:	1805	1597	263	1805	1900	1615	703	48	1615	1092 1	03	241
Capacity Ana	lvsis	Modu	le:	1 1			1 1		1	i		1
Vol/Sat:	0.05	0.80	0.80	0.02	0.58	0.21	0.40	0.40	0.03	0.30 0.	30	0.30
Crit Moves:		****		****				****			_	
Green Time:	2.8	33.3	33.3	1.0	31.5	31.5	16.7	16.7	16.7	16.7 16	.7	16.7
Volume/Cap:	1.10	1.44	1.44	1.44	1.10	0.39	1.44	1.44	0.12	1.08 1.	08	1.08
Uniform Del:	28.6	13.3	13.3	29.5	14.2	8.5	21.7	21.7	16.2	21.7 21	7	21.7
IncremntDel:	128.3	204	204.3	324.0	60.4	0.3	223.7	224	0.1	67.7 67	.7	67.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00	1.00
Delay/Veh:	156.9	218	217.6	353.5	74.6	8.8	245.4	245	16.3	89.4 89	. 4	89.4
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:	156.9	218	217.6	353.5	74.6	8.8	245.4	245	16.3	89.4 89	.4	89.4
HCM2kAvg:	6	85	86	4	38	4	45	47	1	20 2	0	20
********	*****	****	******	* * * * * * *	* * * * *	******	*****	*****	*****	******	****	*****

MITIG8 - PM Cumulative Yes Sun Dec 12, 2004 13:20:01 Pag	e 1-1		
Level Of Service Computation Report			
2000 HCM Operations Method (Future Volume Alternative)			
***************************************	******		
Intersection #1325 Jim_Moore/Broadway	*****		
	092		
$(Y_{CPC}) = (Y_{CPC}) = (Y_{$	1.092		
Loss Time (Sec): 9 (I+R = 4 Sec) Average Deray (Sec/Ven).	E.		
Operation Develor Develor <td>*******</td>	*******		
Approach: North Bound South Bound East Bound West	Bound		
Movement: L - T - R L - T - R L - T - R L - T	– R.		
Control: Protected Protected Split Phase Split	Phase		
Rights: Include Include Inc	lude		
Min. Green: 0 0 0 0 0 0 0 0 0 0	0 0		
Lanes: 10100 00101 10001 000	00		
Volume Module: >> Count Date: 28 Sep 2004 << 4:30 - 5:30 PM	<u> </u>		
Base Vol: 204 336 0 0 85 193 216 0 63 0	0 0		
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	0 1.00		
Initial Bse: 204 336 0 0 85 193 216 0 63 0	0 0		
Added Vol: 3 630 0 0 737 378 307 0 4 0	0 0		
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0	0 0		
Initial Fut: 207 966 0 0 822 571 523 0 67 0	0 1 00		
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2 0 92		
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	0.52		
	0 0		
Reduct Vol. 225 1050 0 0 893 621 568 0 73 0	0 0		
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	0 1.00		
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	0 1.00		
Final Vol \cdot 225 1050 0 0 0 893 621 568 0 73 0	0 0		
Saturation Flow Module:	I		
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190	0 1900		
Adjustment: 0.93 0.98 1.00 1.00 0.98 0.83 0.93 1.00 0.83 1.00 1.0	0 1.00		
Lanes: 1.00 1.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.0	0 0.00		
Final Sat.: 1769 1862 0 0 1862 1583 1769 0 1583 0	0 0		
Capacity Analysis Module:			
Vol/Sat: 0.13 0.56 0.00 0.00 0.48 0.39 0.32 0.00 0.05 0.00 0.0	0 0.00		
Crit Moves: **** **** ****			
Green Time: 7.0 33.3 0.0 0.0 26.4 26.4 17.7 0.0 17.7 0.0 0.	0 0.0		
Volume/Cap: 1.09 1.01 0.00 0.00 1.09 0.89 1.09 0.00 0.16 0.00 0.0	0 0.00		
Uniform Del: 26.5 13.3 0.0 0.0 16.8 15.5 21.2 0.0 15.7 0.0 0.	0.0		
IncremntDel: 89.5 31.7 0.0 0.0 59.6 13.9 66.9 0.0 0.2 0.0 0.	0 0.0		
Delay Adj: 1.00 1.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00			
Delay/ven: 116.0 45.0 0.0 0.0 /6.5 29.4 88.1 0.0 15.8 0.0 0.	0 1 00		
USER DELAGJ: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	0 0 0		
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	0 0.0 1 0		
**************************************	*******		

Appendix L

Walking Opportunities to Retail Areas From Residential Areas



This Graphic Illustrates the Locations of the Retail / Service Elements and their Respective Walking Distances

Appendix M

LOS Calculation Worksheets Representing Levels of Service if Mitigation Measures in Previous Scenario Were Not Implemented

AM Background	M Background Mon Nov 8, 2004 10:22:22									Page 37-1			
*			Level ()f Ser	vice (Computa	tion 1	Report					
,	2000 1	HCM 4	-Way St	op Me	thod	(Future	e Volu	me Alt	ternati	lve)			
****	*****	****	*****	*****	****	******	*****	*****	******	*****	****	******	
Intersection	#1309 *****	9 Sec	ond/Im <u>-</u> ******	jin *****	****	* * * * * * *	*****	* * * * *	*****	*****	****	*****	
Cvcle (sec):		10	0		(Critica	l Vol	./Cap	. (X):	1.535			
Loss Time (se	ec):		0 (Y+R	= 4	sec) A	Average	. Dela	y (seo	veh):	172.7			
Optimal Cycle	∋:		0		.]	Level C)f Ser	vice:	•	F			
******	****	****	* * * * * * *	*****	****	*****	*****	****	*****	*****	* * * * *	*****	
Approach:	North Bound South Bound East Bound							ound	We	est B	ound		
Movement:	Ŀ	- T	- R	L	- T	- R	Ŀ	- T	- R	L	- T	~ R	
											~ ~		
Control:	St	top S.	ign	Ś	top S:	ign [']	St	top S:	ign	Stop Sign			
Rights:		Incl	ude		Inclu	ıde		Inclu	ıde		Incl	ude '	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1 () l	1 0	1 (01	1 0	1 (01	1 0	1 (01	10	
Volume Module	∋: AM												
Base Vol:	15	0	22	10	0	5	60	568	120	10	1060	1	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	15	0	22	10	0	5	60	568	120	10	1060	1	
Added Vol:	39	0	18	0	0	0	0	87	. 18	16	263	0	
PasserByVol:	0	.0	0	0	0	0	0	0	0	0	1000	0 7	
Initial Fut:	54	0	- 40	10	0	5	60	655	138	26	1323		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
PHF Volume:	61	0	45	11	0	6	68	744	127	30	1203	1	
Reduct Vol:	0	U	0	U 7 7	0	0	0 C0	U TAA	167	0 0 0	1500	-	
Reduced Vol:	1 00	- 00	40	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1.00	1 00	1 00	1 00	1 00	
MLF AG]:	±.00	1.00	1.00	1.00	T.00	۲.00 ح	1.00 20	1.00	157	200	1503	1	
Final Vol.:	1 01	0	4.5	1	0	• • • • • • • • • •	00	/*±*±	، بدید ا سر سر ــــــ				
Soturotion P				1			1		I	I		l	
Adjustment,	1 00	1 00	, 1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	
Lanes,	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.65	0.35	1.00	1.99	0.01	
Final Sat ·	340	1.00	383	327	1.00	367	448	812	174	443	979	1	
Capacity Anal	lvsis	Modu	le: '	Į		•	1		1	1		1	
Vol/Sat:	0.18	xxxx	0.12	0.03	xxxx	0.02	0.15	0.92	0.90	0.07	1.54	1.54	
Crit Moves:	* * * *			****				****			****		
Delay/Veh:	15.1	0.0	12.9	13.7	0.0	12.3	12.0	49.5	45.5	11.1	270	270.4	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	15.1	0.0	12.9	13.7	0.0	12.3	12.0	49.5	45.5	11.1	270	270.4	
LOS by Move:	С	*	В	В	*	в	в	Ε	E	B	F	F	
ApproachDel:		14.2			13.2			46.2		2	265.5		
Delay Adj:		1.00			1.00			1.00			1.00		
ApprAdjDel:		14.2			13.2			46.2		4	265.5		
LOS by Appr:		в			в			E			F		
*****	****	****	******	****	*****	* * * * * * *	****	*****	*****	*****	* * * * *	* * * * * * *	
AM Background	1 		N	Mon Nov	78,2	2004 10):22:22	2		E	?age	39-1	
--	-------------	-----------------	---------------	-------------------	-------------	---------------------------------------	--	------------------	-----------------	--	-----------------------	-----------------	
			Level	Of Ser	vice	Comput	ation	Repor	t				
20)00 E	ICM Un	signal	ized M	lethod	l (Futu	ire Vol	ume A	lterna	tive)			
***********	¥****	· · · · · ·	******	· * * * * * * *	*****	*****	*****	*****	*****	******	****	****	
**************************************	+++++	.0 Cal	110111	.a/1m]1 ******	.n *****	******	*****	*****	*****	******	e she she she she s	*****	
Average Delay	/ (se	c/veb): OVE	RELOW	War	st Cas		1 Of	Servic	·	ਸ਼ਾ	~~~~~	
******	****	*****	*****	*****	****	*****	*****	****	*****	******	<u>-</u>] - *****	******	
Approach:	No	rth B	ound	So	uth E	lound	E	last B	ound	We	st Bo	ound	
Movement:	L	- T	- R	Ŀ	- T	~ R	L	- T	- R	L -	т	- R	

Control:	S	top S	ign	S	top S	lign	Un	contr	olled	Unc	ontro	lled '	
Rights:		Incl	ude		Incl	ude		Incl	ude		Inclu	ıde	
Lanes:	0	0 1!	0 0	0	0 1!	0 0	1	0 1	1 0	1 0	1	1 0	
Volume Module	: >>	Coun	t Date	: 11 M	ar 20	04 <<	7:00 -	8:00	AM				
Base Vol:	0	10	$\frac{4}{2}$	24	82	159	20	502	5	13	909	10	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	10	4	24	82	159	20	502	5	13	909	10	
Added Vol:	7	13	32	20	3	104	29	72	2	8	159	3	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	7	23	36	44	85	263	49	574	7	21	1068	13	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	
PHF Volume:	9	29	46	56	108	333	62	727	9	27	1352	16	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Final Vol.:	9	29	46	56	108	333	62	727	9	27	1352	16	
Critical Gap	Modu.	le:											
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	XXXX	XXXXX	4.1 :	xxxx	XXXXX	
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	XXXX	XXXXX	2.2	XXXX .	XXXXX	
			~								•• •• •• ••		
Capacity Modu.	1020	0000	260	1015		<i>c</i>							
Detant Com	1030	22//	308	1912	42/3	684	1368	XXXX	XXXXX	735 :	XXXX	XXXXX	
Movie Cap.:	66	39	629	41	40	391	498	XXXX	XXXXX	866 3	XXXX	XXXXX	
Move cap.: Molume/Gen.	0	33	629	9	24	19L	498	XXXX	XXXXX	866 3	XXXX	XXXXX	
volume/cap: :	XXXX	0.87	0.07	6.33 11	⊥⊿.د	0.85	0.12	XXXX	XXXX	0.03 3	xxxx	XXXX	
Level Of Serv	ice N	/odula	· · · · ·										
	vvvv	vvvv	~ *	~~~~~	-	151515151515				Δ 7 ×			
Stonned Del·x	XXXX	VYYY	XXXXXX	~~~~~ ******	vvvv	XXXXXX	12 2	XXXXX	XXXXXX	0.1 2	SAAA .	XXXXX	
LOS hv Move:	*	*	*	*	*	*	1.2.2	*	*	ב. כ. ג	*	*	
Movement:	<u>т</u> .т	- ד.ידיפ	- דיד	ד.ידי -	- סידי	_ D.m	ຍ. . ຫ.ງ	ברייים. ד	יי ייים _	м. Т.П	םיית. ז	 ידים _	
Shared Can • •	xxxx	 0	XXXXX	XXXX	40	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	- TH	71.1 LL VVVVV	- 1(T	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	7777 77777	- KT	
SharedOueue · x	XXXX	XXXX	XXXXXX	*****	59 2	XXXXXX XXXXXX	AAAA YYYYYY	AAAA VVVV	AAAAA VVVVVV	AAAA I	~~~~~ ·	~~^^ ~~~~~	
Shrd StoDel.x	XXXX	XXXX	XXXXXX	XXXXXX	4386	AAAAA YYYYYY	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	~~~~~ ~~~~~	*****	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	vana .	~~^^^ ~~~~~~	
Shared LOS:	*	- 24 - 42. *	*	*	2002 12	*	*	کسکسی۔ *	*		دممم . *	****	
ApproachDel:	አኦ	xxxx		43	186.7			~~~~~	•-	~~~~~	e v v v		
ApproachLOS:		F			. F		-13-41 			ഫഹ	*		
					-								

AM Background	ound Mon Nov 8, 2004 10:22:22								Page 41-1			
~~~~~~												
				Of Sar	vice (	ີດຫວນກະ	ation	Penor				
20	100 H	מתוד Mייי	signal	ized M	ethod	( Fister)	re Vol	ume A	c lterna	tive)		
۵۱ *****	*****	*****	******	*****	*****	******	*****	****	*****	******	****	*****
Intersection	#131	l Imj:	in_Rd/	Imjin_	Pkwy-	Imjin_	Rd					
*****	*****	****	*****	*****	*****	*****	*****	****	*****	* * * * * *	****	******
Average Delay	/ (se	c/veh	): ******	21.3 *****	Wor: *****	st Cas:	e Leve *****	l Of : ****	Servic:	e: ******	F[: *****	227.5] ******
Approach:	No	rth Bo	ound	So	uth Ba	ound	E	ast B	ound	We	est Bo	ound
Movement:	L	- T	- R	L	- T	~ R	L	- T	- R	Ŀ	- т	- R
	]											
Control:	S	top S:	ian	s.	top S:	ign	Un	contro	olled	Uno	contro	olled
Rights:	-	Inclu	ıde		Incl	ıde		Incl	ide		Inclu	ude
Lanes:	2 (	0 0	0 1	0	0 0	0 0	0	0 1	10	1 (	0 2	0 0
												/
Volume Module	: ∃: >>	Count	: Date	: 10 Ma	ar 200	04 << '	7:15 -	8:15	AM	1 1		,
Base Vol:	7	0	112	0	0	0	0	470	53	567	837	΄ Ο
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:		0	112	0	0	0	0	470	53	567	837	0
Added Vol:	11	0	24	0	0	0	0	82	25	48	72	0
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	136	0	0	0	0	552	78	615	909	0
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	20	0	155	0	0	0	0	627	89	699	1033	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	20	0	155	0	0	0	0	627	89	699	1033	0
Critical Gap	Modu.	le:										
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Modu	le:									, <b>,</b>		,
Cnflict Vol:	2586	xxxx	358	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	716	xxxx	XXXXX
Potent Cap.:	21	xxxx	639	xxxx	xxxx	XXXXX	XXXX	xxxx	xxxxx	881	xxxx	XXXXX
Move Cap.:	7	XXXX	639	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	881	xxxx	xxxxx
Volume/Cap:	2.88	xxxx	0.24	xxxx	xxxx	XXXX	xxxx	xxxx	xxxx	0.79	xxxx	xxxx
Level Of Serv	vice N	Module	e:									
Queue:	3.7	xxxx	0.9	xxxxx	xxxx	xxxxx	xxxxx	XXXX	xxxxx	8.4	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX
Stopped Del:	1853	xxxx	12.4	xxxxx	xxxx	XXXXX	xxxxx	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	22.8	XXXX	XXXXX
LOS by Move:	F	*	в	*	*	*	*	*	*	C	*	*
Movement:	LT ·	- LTR	~ RT	LT -	- LTR	- RT	LT ·	- LTR	- RT	LT -	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	XXXXX	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:x	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	XXXXX	xxxx	xxxxx
Shrd StpDel:x	$\infty \infty \infty$	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	XXXXX	xxxx	XXXXX
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	2	227.5		x	xxxx		X	xxxxx		cx	cxxxx	
ApproachLOS:		F			*			*			*	

			Level (	Of Ser	vice	Computa	ation	Repor	t			
	2000	HCM 4	-Way St	top Me	thod	(Future	e Volu	me Al	ternat	ive)		
*****	****	****	*****	*****	****	*****	*****	* * * * *	*****	* * * * * *	*****	******
Intersection *********	#130 ****	9 Sec	ond/Im; ******	jin *****	****	*****	*****	****	****	* * * * * *	****	*****
Cycle (sec):		10	0		1	Critica	al Vol	./Cap	. (X):		1.5	21
Loss Time (s	ec):		) (Y+R	= 4	sec).	Average	e Dela	y (se	c/veh)	:	169	. 2
Optimal Cycl	e:	1	0			Level (	of Ser	vice:				F
*******	*****	*****	*****	*****	****	******	*****	****	*****	*****	****	******
Approach:	NO	rth Bo	ound_	So	uth Be	ound	E	ast B	ound	W	est Bo	ound
Movement:	, L	- T	- R	L	- T	- R	L L	- T	- R	L	- Т	- R ,
		+			 + 7	 :		+				
Concroi:	5	top Si Thal	rdir Ide	5	LOD SI Taal	rdu	5	LOD S	rdu rdu	S	LOD SI	rdu
Rights:	0		1000 N	0	THCT	uue A	0	THCT	uue ^	^	AUCTI V	u Trê
nin. Gicch: Lanec -	1	0 1	1 0	1 1	0 1 1	1 0	1	0 7		1 1	0 0 1	1 0
					<del>у</del> т			• · ·				
Volume Modul	e: PM						E C		ł	i		1
Base Vol:	80	0	5	5	0	40	20	938	45	10	645	5
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	0	5	5	0	40	20	938	4.5	10	645	5
Added Vol:	26	0	22	0	0	0	0	293	38	24	165	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	0	27	5	· 0	40	20	1231	83	34	810	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	115	0	29	5	0	43	22	1338	90	37	880	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	0	29	5	0	43	22	1338	90	37	880	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
Final Vol.:	115	0	29	, 5	0	43	, 22	1338	90	37	880	5
Sacuration F.	LOW M	Jaule:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Hajustment:	1 00	1 00	1.00	1 00	1 00	1.00	1.00	1 07	1.00	1 00	1 00	1.00 0.01
Dancs: Pinel Cet .	244	1.00	7.00	200	1.00	270	4.24	1.0/	0.13	496	1.99 474	0.01 6
										1		
Capacity Ana	lvsis	Modul	e:	l		I	I		I	1		1
Vol/Sat:	0.34	XXXX	0.08	0.02	xxxx	0.12	0.05	1.52	1.51	0.09	0.95	0.95
Crit Moves:	****					****		****			****	
Delay/Veh:	18.0	0.0	12.5	13.6	0.0	13.5	11.3	265	261.1	11.7	58.5	58.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.0	0.0	12.5	13.6	0.0	13.5	11.3	265	261.1	11.7	58.5	58.4
LOS by Move:	С	*	В	в	*	в	В	F	F	В	F	F
ApproachDel:		16.9			13.5		2	261.2			56.6	
Delay Adj:		1.00			1.00			1.00			1.00	

Traffix 7.0 PM Background	6.071 1 	5 (c)	2003 M	Dowlin on Nov	g Ass 8, 2	oc. Li 004 10	censed :26:36	. to H	IGGINS	ASSOC	., GI Page 	LROY 39-1
										~		
			Level	Of Ser	vice	Comput	ation	Repor	t			
**********	н 000 *****	CM Un *****	sıgna⊥ ******	12ed M ******	ethod	(Futu	re Vol	ume A	lterna.	tive)		***
Interrection	++ 1 2 1	0 Cal	iforni	= / Tmrii	n n				~ ~ ~ ~ ~ ~			
*****	*****	*****	******	~/ ±] ± *****	 *****	*****	*****	****	*****	*****	****	*****
Average Delay	/ (se	c/veh	): OVE	RFLOW	Wor	st Cas	e Leve	1 Of	Servic	e:	F [:	xxxxx1
*****	* * * * *	****	*****	*****	*****	*****	*****	****	*****	*****	****	*****
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	W	est B	ound
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	S	top S	ign	S	top S	ign	Un	contr	olled	Une	contr	olled
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Lanes:	0	0 1!	0 0	0	0 1!	0 0	1	0 1	1 0	1. (	5 1	10
Volume Module	3: >>	Coun	t Date	: 11 M.	ar 20	04 << -	4:45 -	5:45	PM			
Base Vol:	0	47	7	11	19	36	93	969	3	9	614	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	47	.,	11	19	36	93	969.	3	9	614	15
Added Vol:	2	6	12	9	12	66	102	198	6	30	116	10
PasserByvol:	0	U 	0	0	0	0	0	0	0	0	0	0
Inicial Fuc:	1 00	53	1 00	20	1 2	102	195	116/			730	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 AGJ:	16.0	0.91	0.91	0.91	0.91	110	0.91	10.91	10.91	0.91 0.91	0.91	0.91
PAP VOLUME:	~ ~	0 E	24 0	44	34	112	214	1282	10	43	004	47
Reduct Vol:	2	59	24	22	24	110	274	1202	10	13	902	27
Critical Gan	Modui	ال الم الما	24	44	24	114	214	1404	τŲ	40	QV2	27
Critical Go.	7 5	د ج ا	6 9	75	6 5	6 9	4 1	~~~~	vvvvv	4 1	~~~~	<b>XXXXX</b>
FollowUpTime	7.5	4 0	3.3	7.5	4 0	2.2 7 7	2 2	XXXX	XXXXX	2 2	XXXX	XXXXX
Capacity Modu	le:		i	1 F			1			11		4
Cnflict Vol:	2220	2631	646	2001	2623	415	830	xxxx	xxxxx	1292	xxxx	xxxxx
Potent Cap.:	24	23	414	35	23	586	798	xxxx	xxxxx	532	xxxx	XXXXX
Move Cap.:	0	16	414	0	16	586	798	xxxx	xxxxx	532	xxxx	XXXXX
Volume/Cap:	xxxx	3.73	0.06	xxxx	2.16	0.19	0.27	xxxx	xxxx	0.08	xxxx	xxxx
								~ ~				
Level Of Serv	rice N	lodule	); ;									
Queue: x	XXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	XXXXX	xxxx	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	1.1	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	xxxxx	0.3	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX
Stopped Del:x	XXXX	XXXX	XXXXX	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	11.2	XXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	12.4	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX
LOS by Move:	*	*	*	*	*	*	В	*	*	В	*	*
Movement:	LT -	- LTR	- RT	LT -	- LTR	- RT	LT ·	- LTR	- RT	LT -	LTR	- RT
Shared Cap.:	XXXX	0	XXXXX	XXXX	0	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:x	XXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	XXXXX	XXXX	XXXXX
Shrd StpDel:x	XXXX	xxxx	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	xxxxx	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	XXXXX	xxxx	XXXXX
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	X	xxxx		XX	xxxx		X2	xxxx		XX	XXXX	
ApproachLOS:		F			F			*			*	

Traffix 7.6.0715 (c) 2003 Dowling Assoc. Licensed to HIGGINS ASSOC., GILROY Mon Nov 8, 2004 10:26:36 PM Background Page 41-1 Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) Intersection #1311 Imjin Rd/Imjin Pkwy-Imjin Rd Average Delay (sec/veh): 36.6 Worst Case Level Of Service: F[176.9] North Bound South Bound East Bound West Bound L - T - R L - T - R L - T - R L - T - R Approach: Movement: Stop Sign Uncontrolled Uncontrolled Stop Sign Control: Include Include Include Rights: Include Lanes: Volume Module: >> Count Date: 10 Mar 2004 << 4:45 - 5:45 PM Base Vol: 51 0 360 0 0 0 0 948 32 181 537 0 Initial Bse: 51 0 360 0 0 0 0 948 32 181 537 0 0 120 Added Vol: 24 0 51 0 0 0 14 34 84 0 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 1068 Initial Fut: 75 0 411 0 0 46 215 621 0 0 PHF Volume: 81 0 442 0 0 0 0 1148 49 231 668 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 Ω 0 81 49 231 668 Final Vol.: 0 442 0 0 Ó 0 1148 0 Critical Gap Module: FollowUpTim: 3.5 xxxx 3.3 XXXXX XXXX XXXXX XXXXX XXXXX 2.2 XXXX XXXXX Capacity Module: Cnflict Vol: 1969 xxxx Level Of Service Module: Queue: Stopped Del:753.4 XXXX 71.7 XXXXX XXXX XXXXX XXXXX XXXXX 15.3 XXXX XXXXX LOS by Move: F * F * * * * * * C * * LT - LTR - RT LT - LTR - RT LT - LTR - RT Movement: LT - LTR - RT Shared LOS: * * * * * * * * * * * * * ApproachDel: 176.9 XXXXXX XXXXXX XXXXXX ApproachLOS: F

AM Bkgnd+Pro BO	T	hu Nov 11, 3	2004 17:4	2:55	Page 2	25-1
	Level	Of Service (	Computati	on Report		
2000 H	HCM Unsignal	ized Method	(Future	Volume Alte	rnative)	
****	****	*******	*****	*******	*****	*****
Intersection #130	)2 Californi *******	a/Reservatio	DN ********	****	* * * * * * * * * * * * * * * * * * * *	******
Average Delay (se	ec/veh):	43.9 Wors	st Case I	evel Of Ser	vice: F[4	¥51.8]
****	******	******	*****	******	*****	******
Approach: No	orth Bound	South Bo	ound	East Bound	d West Bo	ound
Movement: L	- T - R	L - T	- R	L - T -	RL-T	- R
Control:	Stop Sign	Stop S:	ign	Uncontroll	ed Uncontro	olled
Rights:	Include	Inclu	ıde	Include	Inclu	ıde
Lanes: 0	1 0 0 1	0 0 11	0 0	1 0 1 1	0 1 0 1	1 0
			-	~~~~	[	
Volume Module: >:	> Count Date	: 1 Jun 2004	4 << 7:30	- 8:30 AM		
Base Vol: 25	5 0 55	0 0	0	3 765	54 51 791	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: 25	5 0 55	0 0	0	3 765	54 51 791	4
Added Vol: 69	9 O O	0 0	0	0 10	73 0 32	0
CA Ext. Rea: 27	7 0 25	0 0	0	0 0	15 114 0	0
Initial Fut: 121	L 0 80	0 0	0	3 775	142 165 823	4
User Adi: 1.00	1.00 1.00	1.00 1.00	1.00 1	.00 1.00 1	.00 1.00 1.00	1.00
PHF Adi: 0.90	0.90 0.90	0.90 0.90	0.90 0	.90 0.90 0	.90 0.90 0.90	0.90
PHF Volume: 134	1 0 89	0 0	0	3 861	158 183 914	4
Reduct Vol: (	0 0	0 0	0	0 0	0 0 0	0
Final Vol.: 134	1 0 89	0 0	0	3 861	158 183 914	4
Critical Gap Modu	le:					
Critical Gp: 6.8	3 xxxx 6.9	XXXXX XXXX	XXXXX	4.1 xxxx xx	xxx 4.1 xxxx	XXXXX
FollowUpTim: 3.5	5 xxxx 3.3	XXXXX XXXX	XXXXX	2.2 xxxx xx	xxx 2.2 xxxx	XXXXX
			~			
Capacity Module:		r 1	1 1			
Cnflict Vol: 177	L xxxx 509	XXXX XXXX	xxxxx	919 xxxx xx	xxx 1019 xxxx	XXXXX
Potent Cap.: 74	1 xxxx 509	XXXX XXXX	xxxxx	738 xxxx xx	xxx 677 xxxx	xxxxx
Move Cap.: 59	<del>)</del> xxxx 509	XXXX XXXX	xxxxx	738 xxxx xx	xxx 677 xxxx	xxxxx
Volume/Cap: 2.29	$\rightarrow xxxx$ 0.17	XXXX XXXX	xxxx 0	.00 xxxx x	xxx 0.27 xxxx	xxxx
			-			
Level Of Service	Module:	1 1			.,	
Queue: XXXXX	c xxxx 0.6	XXXXX XXXX	XXXXX	0.0 XXXX XX	xxx 1.1 xxxx	XXXXX
Stopped Del:xxxx	c xxxx 13.6	XXXXX XXXX	XXXXX	9.9 xxxx xx	xxx 12.3 xxxx	XXXXX
LOS by Move: *	* B	* *	*	A *	* B *	*
Movement: LT	- LTR - RT	LT - LTR	- RT	LT - LTR - 1	RT LT - LTR	- RT
Shared Cap.: 59	) xxxx xxxxx	XXXX 0	XXXXX X	XXX XXXX XX	XXXX XXXX XXXX	XXXXX
SharedQueue: 13.3	3 xxxx xxxxx	XXXXX XXXX	XXXXX XX	XXX XXXX XX	XXX XXXXX XXXX	XXXXX
Shrd StpDel:741.5	5 xxxx xxxxx	XXXXX XXXX	XXXXX XX	XXX XXXX XX	XXX XXXXX XXXX	XXXXX
Shared LOS: F	* *	* *	*	* *	* * *	*
ApproachDel:	451.8	xxxxxx		XXXXXX	XXXXXX	
ApproachLOS:	F	*		*	*	

AM Bkgnd+Pro	BO		Tł	u Nov	11,	2004 1	7:42:5	5		Pac	je 27-1
		]	Level (	)f Ser	vice	Computa	ation 1	Repor	t		
	2000	HCM OI	peratio	ons Me	thod	(Future	e Volum	ne Al	ternat	ive)	
******	*****	*****	******	****	****	*****	*****	* * * * *	*****	******	******
Intersection	#130	3 Imj:	ln/Rese	ervati	on						
	****	·*****	* * * * * * *	тлякк	****	******	*****	*****	*****	*******	*******
Lycie (sec):	<u>مم</u> ) .	90	ן רתייער/ כ	4		Critica	TOV TE	./Cap	(X):	L F	
Optimal Cural	ec):	44 ۲ م <del>۲</del>	2 (1+R )	= 4	sec)	Average	e Detay	y (se	c/ven)	: 1	.88.7
• • • • • • • • • • • • • • • • • • •	∵: *****	101 *****	, ******	****	****	1evel (	JI Serv	vice:	* * * * * *	*****	,
Approach ·	No	rth Br	und	50	uth ¤	ound			ound	Neat	· Pound
Movement:	T,	– TT	- P	т.	асн р - Т		ша Т	בום בים. - ידי		T	
		*					- <u></u> -		- K		
Control:	' P	rotect	ed I	ק	rotec	ted l	ן ו רס	otect	Fed	11 Prot	ected
Rights:	-	0v1		-	Incl	ude		Incl	ude	Tn	clude
Min. Green:	0	0	0	0	0	0	0	0	 0	0	0 0
Lanes:	2	0 0	1 1	1	οī	0 1	2 0	า 2้	0 1	2 0	2 0 1
Volume Module	e: >>	Count	Date:	່9 Ju	n 200-	4 << 7:	15 - 8	3:15 A	чW		'
Base Vol:	140	11	660	2	5	7	23	618	120	1222 6	91 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:	140	11	660	2	5	7	23	618	120	1 <b>2</b> 22 6	91 5
Added Vol:	8	0	823	0	0	0	0	0	3	1053	0 0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0 0
Initial Fut:	148	11	1483	2	5	7	23	618	123	2275 6	91 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:	0.90	0.90	0.90	0.90	0.90	0.90	.0.90	0.90	0.90	0.90 0.	90 0.90
PHF Volume:	164	12	1648	2	6	8	26	687	137	2528 7	68 6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0 0
Reduced Vol:	164	12	1648	2	6	8	26	687	137	2528 7	68 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
Final Vol.:	164	12	1648	, 2	6	8	. 26	687	137	, 2528 7	68 6
Saturation FI	Low Mo	odule:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 19	00 1900
Adjustment:	0.90	0.83	0.83	0.93	0.98	0.83	0.90	0.93	0.83	0.90 0.1	93 0.83
Lanes:	2.00	0.01	1.99	1.00	1.00	1.00	2.00	2.00	1.00	2.00 2.	00 1.00
Final Sat.:	3432	23	3146	T103	1862	1283	3432	3538	7283	- 3432 35. 	38 1583
Conocity Anol		Modul				!					
Vol/gat.	-YSIS	MOUUL	0 50	0 00	0 00	0 00	0 01	0 10	0 00	0 74 0	<u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>
Crit Movee.	0.00	****	0.52	****	0.00	0.00	0.01	****	0.09	****	22 0.00
Green Time,	25 5	28 1	67 5	0 1	26	2 6	7 7	10 4	10 /	20 5 19	⊃ /9 ⊃
Volume/Cap:	0.17	1 68	0 70	1 68	0 10	2.0 0 17	0 41	1 68	0.75	1 68 0	41 0 01
Uniform Del:	24 3	31.0	59	45 0	42 5	42 6	43 7	39 g	38 5	25 3 12	4 97
IncremntDel:	0_1	310	0.9	1179	0.8	1 7	4 2	316	15 5	308.8 0	.1 0.0
Delay Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	00 1.00
Delay/Veh:	24.3	341	6.8	1223	43.4	44.4	47.9	356	54 1	334.1 12	.5 9.7
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00 1 0	00 1.00
AdjDel/Veh:	24.3	341	6.8	1223	43.4	44.4	47.9	356	54.1	334.1 12	.5 9.7
HCM2kAvq:	2	95	13	1	0	0	1	28	5	103 (	6 0
	* * * * *	*****	*****	*****	****	******	- *****	*****	*****	******	******

AM Bkgnd+Pro BO	Thu Nov 11, 2004 1	7:42:55	Page 35-1
Leve	Of Service Comput	ation Report	
2000 HCM Unsigna	lized Method (Futu	re Volume Alterna	tive)
*****	************	****	* * * * * * * * * * * * * * * * * * * *
Intersection #1307 SB_1/Im; ************************************	in ******	*****	****
Average Delay (sec/veh):	1216.9 Worst Cas	e Level Of Service	e: F[70220.6
*****	****	****	* * * * * * * * * * * * * * * * * * * *
Approach: North Bound	South Bound	East Bound	West Bound
Movement: L - T - H	. L - T - R	L - T - R	L - T - R
Control: Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Rights: Include	Include	Include	Include
Lanes: 0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	10000
Volume Module: >> Count Dat	e: 4 Mar 2004 << 7	:15 - 8:15 AM	
Base Vol: 0 0	0 101 0 0	0 0 0	1032 0 0
Growth Adj: 1.00 1.00 1.0	0 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse: 0 0	0 101 0 0	0 0 0	1032 0 0
Added Vol: 0 0	0 603 0 0	0 0 0	594 0 0
PasserByVol: 0 0	0 0 0 0	0,0	0 0 0
Initial Fut: 0 0	0 704 0 0	0 0 0	1626 0 0
User Adj: 1.00 1.00 1.0	0 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.8	8 0.88 0.88 0.88	0.88 0.88 0.88	0.88 0.88 0.88
PHF Volume: 0 0	0 800 0 0	0 0 0	1848 0 0
Reduct Vol: 0 0	0 0 0 0	0 0 0	0 0 0
Final Vol.: 0 0	0 800 0 0	0 0 0	1848 0 0
Critical Gap Module:			
Critical Gp:xxxxx xxxx xxxx	x 6.4 xxxx xxxxx	XXXXX XXXX XXXXX	4.1 XXXX XXXXX
FollowUpTim:xxxxx xxxx xxxx	x 3.5 xxxx xxxxx	XXXXX XXXX XXXXX	2.2 xxxx xxxxx
	-		
Capacity Module:			
Cnflict Vol: xxxx xxxx xxx	x 3695 xxxx xxxxx	XXXX XXXX XXXXX	0 XXXX XXXXX
Potent Cap.: xxxx xxxx xxx	x 5 xxxx xxxxx	XXXX XXXX XXXXX	0 xxxx xxxxx
Move Cap.: xxxx xxxx xxx	x 5 xxxx xxxxx	XXXX XXXX XXXXX	0 xxxx xxxxx
Volume/Cap: xxxx xxxx xxx	x xxxx xxxx xxxx	XXXX XXXX XXXX	0.00 XXXX XXXX
Level Of Service Module:	· ·		
Queue: xxxxx xxxx xxx	x 102.3 xxxx xxxxx	XXXXX XXXX XXXXX	0.0 xxxx xxxxx
Stopped Del:xxxxx xxxx xxxx	x 70221 xxxx xxxxx	XXXXX XXXX XXXXX	0.0 XXXX XXXXX
LOS by Move: * *	F * *	* * *	A * *
Movement: LT - LTR - R	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.: xxxx xxxx xxx	x xxxx xxxx xxxxx	XXXX XXXX XXXXX	XXXX XXXX XXXXX
SharedQueue:xxxxx xxxx xxxx	x xxxxx xxxx xxxxx	XXXXX XXXX XXXXX	XXXXX XXXX XXXXX
Shrd StpDel:xxxxx xxxx xxxx	x xxxxx xxxx x <b>xx</b> xx	XXXXX XXXX XXXXX	XXXXX XXXX XXXXX
Shared LOS: * *	* * *	* * *	* * *
ApproachDel: xxxxxx	XXXXXX	XXXXXX	XXXXXX
ApproachLOS: *	F	*	*

AM Bkgnd+Pro BO		T.	hu Nov	11,	2004 1	7:42:5	5		]	Page	37-1
		Level (	of Ser	vice	Comput:	ation	Repor				
2000	HCM Un	signal	ized M	ethod	(Futu:	re Vol	ume A	- lterna	tive)		
****	*****	~~ * * * * *	*****	****	*****	*****	****	*****	*****	* * * * *	******
Intersection #1	308 NB_3	1/Imji: *****	] ******	****	****	*****	****	****	*****	****	******
Average Delav (	sec/veh)		2.6	Wor	st Case	e Leve	l Of	Servic	e:	ोत्र	805.91
*****	*****	*****	*****	*****	*****	*****	 ****	*****	 ******	 ****	******
Approach: 1	North Bo	ound	So	uth B	ound	Ε	ast B	ound	We	est B	ound
Movement: L	- T	- R	L	- T	~ R	L	- т	- R	Ľ-	- T	- R
Control:	Stop Si	lgn	់នៅ	top S	ign	Un	contr	olled	Unc	contro	olled
Rights:	Ignoi	re		Incl	ude		Incl	ude		Incl	ude
Lanes: 0	1 0	0 1	0 (	0 0	0 0	0	1 0	0 0	0. 0	) 1	0 1
Volume Module: :	> Count	Date:	4 Mai	r 200-	4 << 7	15 -	8:15 .	АМ	• •		,
Base Vol:	09	650	0	0	0	3	98	0	0	1032	28
Growth Adj: 1.0	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	09	650	0	0	0	3	98	0	0	1032	28
Added Vol:	0 0	687	0	0	0	0	603	0	0	594	460
PasserByVol:	0 0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	09	1337	0	0	0	3	701	0	0	1626	488
User Adj: 1.0	0 1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj: 0.8	8 0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0 10	0	0	0	0	3	797	0	0	1848	555
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0 10	0	0	0	0	3	797	0	0	1848	555
Critical Gap Mod	ule:										
Critical Gp:xxxx	сх 6.5	XXXXX	xxxxx	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	4.1	xxxx	xxxxx	XXXXX	xxxx	xxxxx
FollowUpTim:xxxx	x 4.0	XXXXX	XXXXX	xxxx	XXXXX	2.2	XXXX	XXXXX	XXXXX	xxxx	XXXXX
							~ ~ <i>~</i> ~ ~ ~				
Capacity Module:											
Cnflict Vol: xxx	x 3206	XXXXX	XXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	2402	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXX	xxxx	XXXXX
Potent Cap.: xxx	x 10	XXXXX	XXXX	xxxx	XXXXX	199	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXX	XXXX	XXXXX
Move Cap.: xxx	x 10	XXXXX	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	199	xxxx	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX
Volume/Cap: xxx	x 1.05	XXXX	XXXX	XXXX	XXXX	0.02	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXX	XXXX	XXXX	XXXX
											• • • • • •
Level Of Service	Module	:									
Queue: xxxx	x xxxx	XXXXX	XXXXX	XXXX	XXXXX	0.1	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXX	XXXXX
Stopped Del:xxxx	x xxxx	XXXXX	XXXXX	XXXX	XXXXX	23.4	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX
LOS by Move: *	*	*	*	*	*	С	*	*	*	*	*
Movement: LI	- LTR	- RT	$LT \sim$	· LTR	- RT	LT -	- LTR	- RT	LT -	LTR	- RT
Shared Cap.: 1	0 XXXX 0	XXXXX	XXXX	XXXX	XXXXX	XXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXX	XXXX	XXXXX
SharedQueue: 2.	0 XXXX 0	XXXXX	XXXXX	XXXX	XXXXX	0.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd StpDel:805.	9 xxxx	XXXXX	XXXXX	XXXX	XXXXXX	23.4	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS: F	*	*	*	*	*	С	*	*	*	*	*
ApproachDel:	805.9		XX	XXXX		XX	XXXX		XX	XXXX	
ApproachLOS:	F			*			*			*	

MITIG8 - AM	Bkgnd	+Pro	BO W	ed Dec	15,	2004 1	7:51:0	2			Page	1-1
			Level	Of Ser	vice	Computa	ation	Repor	t			
	2000	нсм о	perati	ons Me	thod	(Future	e Volu	me Al	ternat	ive)		
* * * * * * * * * * * *	* * * * * *	* * * * *	*****	*****	****	* * * * * *	*****	* * * * *	*****	* * * * * * *	*****	*****
Intersection	n #130	9 Sec	ond/Im	jin								
****	*****	*****	*****	*****	****	*****	*****	*****	*****	*****	*****	*****
Cycle (sec)	;	5	0 (11.15		>	Critica	al vol	./Cap	(X):		1.75	32
LOSS TIME (	sec):	1	∠ (Y+R	. = 4	sec)	Average	e Dera; Sf G	y (se	c/ven)	:	267.	. i 
optimal Cyc.	1e: ******	81 *****	∪ *****	*****	****	rever (	JI Ser *****	vice:	*****	******	*****	E.
Approach	No	rth B	ound	So	uth B	ound	E.	ast B	ound	We	est Bo	und
Movement:	L	- T	- R	L	- Т	- R	L	- Т	- R	L -	. т	~ R
	-											
Control:	' P	rotec	ted	'' P:	rotec	ted	'' P:	rotec	ted	Pr	otect	ed
Rights:		Incl	ude		Incl	ude		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	01	10	1 +	01	1 0	1 0	) 1.	1 0
	•   • •											
Volume Modul	le: AM											
Base Vol:	15	0	22	10	0	5	60	568	120	10	1060	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	: 15	0	22	10	0	5	60	568	120	10	1060	1
Added Vol:	556	70	440	76	52	86	115	394	782	861	412	102
PasserByVol:	: 0	0	0	0	0	0	0	0	0	0	0	100
Initial Fut:	: 571	70	462	1 00	1 00	2 00	1 00	962	902	871	1472	1 00
User Adj:	1.00	1.00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1,00	1.00
PHF Molume.	571	1.00	167	1.00	1.00	1.00	175	1.00	1.00	1.00 971	1472	103
Peduct Vol:	0,1	/0	402	00	22	0	T 10	302 0	502	071	14/2	103
Reduced Vol-	571	70	462	86	52	91	175	962	902	871	1472	103
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	571	70	462	86	52	91	175	962	902	871	1472	103
	.											
Saturation H	riow M	odule	:			r				1 1		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.83	0.83	0.93	0.84	0.84	0.93	0.86	0.86	0.93	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	0.97	1.00	1.87	0.13
Final Sat.:	1805	1570	1570	1769	1601	1601	1769	1693	1587	1769	3273	229
	·						]					
Capacity Ana	lysis	Modu.	le:									
Vol/Sat:	0.32	0.04	0.29	0.05	0.03	0.06	0.10	0.57	0.57	0.49	0.45	0.45
Crit Moves:	****	10 5				****	<i>~ .</i>	****		****	o o	<u> </u>
Green Time:	10.6	10.7	10.7	1.8	1.9	1.9	6.4	19.0	19.0	16.5	29.1	29.1
vorume/Cap:	1.19	0.25	1.65	1.65	1.02	1.79 20 0	0.93	1.79	1.79	1./9 21.0	U.93	0.93
IncremptDel:	360 n	<u>ک ب ک</u>	241.0 301 F	29.1 261 6	23.0	401 0	∠0.0 /5 1	20.5	360 5	360 0	σ. 7.#.2	7.4.2 T.4.2
Dolay Add.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Delay/Veh.	202 7	21 2	220 2	300 7	110	430 0	71 7	781	281 0	786 E	22 7	23 7
Uger Deladi.	1 00	1 00	1 00	1 00	1 0.0	1 00	1 00	1 00	1 00	1 00	1 00	1 00
AdiDel/Veh.	393.7	21.2	329.2	390.7	112	430.9	71.7	381	381.0	386.6	23.7	23.7
HCM2kAva:	45	1	33		3	8	7	69	69	68	1.9	19
******	*****	*****	*****	******	****	- ******	*****		*****	******	*****	*****

...

Traffix 7.6.0715 (c) 2003 Dowling Assoc. Licensed to HIGGINS ASSOC., GILROY

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MITIG8 - AM	Bkgnd	+Pro	BO We	ed Dec	15,	2004 1	8:03:4	9		Pa	ige 1	1-1
			Level (	Df Ser	vice	Computa	ation	Repor	t			
	2000	нсм о	peratio	ons Me	thod	(Future	e Volu	me Al	ternati	ive)		
******	****	****	*****	*****	* * * * *	*****	*****	****	* * * * * * *	******	****	*****
Intersection	#131 *****	1 Imj	in_Rd/:	[mjin_	Pkwy-	Imjin_H	{d	نابد مابد مابد مابد مابد	ف مقد مقد مقد مقد		لد باند باند با	ماد ماد مند ماد ما
Cycle (sec):		 5	0			Critica	3 1 110	///am	/ v \ .	1	0.005	, , , , , , , , , , , , , , , , , , ,
Loss Time (s		0	o 6 (v⊥R	- 4	eec)	Average	a Dola	v (go	$\alpha/veh$		2.003	>
Optimal Cycle	ee,. A.	14	7		866,	Level (	hf Car	y (ac wice:			27.3	י ר
****	 *****	 *****	, ******	*****	* * * * *	******	******	*****	******	*******	~ ****	~ *****
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	West	Bou	ınd
Movement:	L	- т	- R	L	- Т	- R	L	~ T	- R	L -	т-	- R
Control:		Permi	tted		Permi	tted	P	rotec	ted	Prot	ecte	ed '
Rights:		Incl	ude		Incl	ude		Incl	ude	Ir	clud	le
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 0	0 1	0	0 0	0 0	0	01	1 0	1 0	2 0	) ()
												·
Volume Module	e: >>	Coun	t Date:	10 Ma	ar 20	04 << 7	1:15 -	8:15	AM			
Base Vol:	7	0	112	0	0	0	0	470	53	567 8	37	0
Growth Adj:	1.00	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	112	0	0	0	0	470	53	567 8	37	0
Added Vol:	28	0	24	0	0	0	0	699	39	48 11	.28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	136	0	0	0	0	1169	92	615 19	65	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00	1.00
PHF AGJ:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88 0.	88	0.88
PHF VOLUME:	40	0	122	0	0	0	0	1328	105	699 22	33	0
Reduced Vol:	40	0	155	0	0	0	0	1220	105	0 600 00	22	0
DOF Add.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00 1	33	1 00
MIF Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00 1	00	1 00
Final Vol.:	40	1.00	155	1.00	1.00	1,00	1.00	1328	105	499 22	22	1.00
Saturation Fl	Low Mo	odule	:	1		ļ	1		I	ł		I
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 19	00	1900
Adjustment:	0.87	1.00	0.83	1.00	1.00	1.00	1.00	0.92	0.92	0.93 0.	93	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.85	0.15	1.00 2.	00	0.00
Final Sat.:	3302	0	1583	0	0	0	0	3244	255	1769 35	38	0
Capacity Anal	lysis	Modu	le:			,						
Vol/Sat:	0.01	0.00	0.10	0.00	0.00	0.00	0.00	0.41	0.41	0.40 0.	63	0.00
Crit Moves:			* * * *					****		****		
Green Time:	5.8	0.0	5.8	0.0	0.0	0.0	0.0	24.5	24.5	23.6 48	.2	0.0
Volume/Cap:	0.12	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00 0.	79	0.00
Uniform Del:	24.7	0.0	27.1	0.0	0.0	0.0	0.0	17.7	17.7	18.2 3	.2	0.0
IncremntDel:	0.2	0.0	73.2	0.0	0.0	0.0	0.0	24.4	24.4	34.7 1	.5	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00 1.	00	0.00
Delay/Veh:	24.9	0.0	100.2	0.0	0.0	0.0	0.0	42.2	42.2	52.9 4	.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
AajDel/Ven:	24.9	0.0	100.2	0.0	0.0	0.0	0.0	42.2	42.2	52.9 4	.7	0.0
nomerang:	.***** N	•***** U	·******	U ******	.*****	******* U		22 • • • • • •	21 	22 l ********		***** ()
										~ ^ ^ ^ ~ ~ ~ ~ ~ ~ ~ ~ ~	~ ^ * *	• • • <del>•</del> •

AM Bkgnd+Pro	во		T	hu Nov	11,	2004 17	7:42:5	5		Pag	e 45-1
			Level (	Of Ser	vice	Computa	ation 1	Repor	t		
	2000 ]	HCM O	perati	ons Me	thod	(Future	e Volu	ne Ali	ternati	ve)	
****	****	****	*****	*****	****	*****	*****	* * * * *	*****	******	******
Intersection	#131	2 Abr	ams/Im	jin		-7		، ماد ماد ماد ماد ما	مقد ماد ماد ماد ماد م	ملد ملد علم بند علم بناء بطر علم	مارد عارد مارد عارد عارد عارد مارد مارد
**************************************	*****	*****	* * * * * * * * *		~ ~ ~ ~ ~ ~	~~~~~~~~~~	· · · · · · · · · · · · · · · · · · ·	10	/\v/\ .		CO4
cycle (sec):	\	6	ರ ೧೯೭೫		\	GLTTC9	IL VOL	./Cap	$(\Delta):$		.044
Loss Time (se	ec):	3.0	6 (X+R	= 4 ;	sec)	Average	е рета;	y (se	c/ven):	±	23.0
Optimal Cyclo		ا 13 ± رىتىنىتى شەر شەر ش	ل) مىلە مادىكە باد مادىكە	، واره ماره ماره واره مرا	مله مله حله مله مله	телет (	)I Ser	vice:		****	
Annroach.	No	rth D		901 901	uth B	പനർ	ក្នុង ។ ។ ចុះ		ייייייייייייייייייייייייייייייייייייייי	West	Bound
Movement:	T.			т.	_ T		т.			лсыс Т. –	T - R
MOVEMENTC:	بد سمی سا					K	1				
Control	1	Dermi	rted	1	Dermi	tted I	1	Permit	-ted I	Per	mitted
Rights.		Tncl	ude		Tncl	ude	-	Incl	ide	 Tn	clude
Min Green.	0	0	0	0	0	0	0	0	0	0	0 0
Lanes:	0	1 0	0 1	0	1 0	0 1	1 (	0 1 °	0 1	1 0	1 0 1
Volume Module	e: Ma:	rch 2	003 - 2	MA M		,	1		1	•	
Base Vol:	63	13	159	43	16	137	20	558	4	114 12	04 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:	63	13	159	<b>4</b> 3	16	137	20	558	4	114 12	04 39
Added Vol:	49	6	10	58	19	32	16	793	31	3 10	68 32
PasserByVol:	. 0	0	0	0	0	0	0	0	0	0	0 0
Initial Fut:	112	19	169	101	35	169	36	1351	35	117 22	72 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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89 0.	89 0.89
PHF Volume:	126	21	190	113	39	190	40	1518	39	131 25	53 80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0 0
Reduced Vol:	126	21	190	113	39	190	40	1518	39	131 25	53 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
Final Vol.:	126	21	190	113	39	190	40	1518	39	131 25	53 80
Saturation Fl	low Mo	odule	:								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 19	00 1900
Adjustment:	0.86	0.86	0.85	0.80	0.80	0.85	0.08	1.00	0.85	0.08 1.	00 0.85
Lanes:	0.85	0.15	1.00	0.74	0.26	1.00	1.00	1.00	1.00	1.00 1.	00 1.00
Final Sat.:	1391	236	1615	1130	392	1615	, 154	1900	1615	154 19	00 1615
						****					
Capacity Ana	iysis	Modu.	Le:							0 05 1	34 0 0F
Vol/Sat:	0.09	0.09	0.12	0.10	0.10	0.12	0.26	0.80	0.04	0.85 1.	34 0.05
Crit Moves:	4 7	4 -		4 2	4 7	****	40 7	40.7	40 7	40 77 40	~ 40 7
Green Time:	4.3	4.3	4.3	4.3	4.3	4.3	49.7	49.7	49./	49.749	-1 + 4 = -1
volume/Cap:	1.25	1.25	1.62	1.39	1.39	1.62	0.32	0.97	0.03	1.03 I.	2 0.00
Uniform Del:	27.8	47.8	27.8	27.8	27.8	27.8	1.2	4.4	0.9	5.4 5 00 6 7	
incremntDel:	164.6	105	316.l	220.2	220	316.l	1.4	15.2	0.0		
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00 T.	00 I.00
Delay/Veh:	192.4	192	344.0	248.0	248	344.0	2.7	19.7	1 0.9	93.8 2 1 00 7	
user DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 I.	00 I.00
AdjDel/Veh: 1	192.4	192	344.0	248.0	248	344.0	2.7	19.7	0.9	ອງ.8 2 45 າກ	
HCM2kAvg:		10 	14 - ~ * * * * *	12 	TZ TZ	14 	. د. د. د. د. - د. د. د. د.	کک -جند چا	) ••••••••••	45 TP	o U *******

AM Bkgnd+Pro	BO		T	Thu Nov	7 11,	2004 1	7:42:5	5			Page	55-1
			Level	Of Ser	vice	Comput	ation	Repor	t			
بالم بالد بالد بالد بالد بالد بالد الله ماله بالد بالد	2000	HCM 4	-way s	stop Me	thod	(Futur	e Volu	me Al	ternat	ive)		
		сяяххх ∟⊐ т¦	******	·	`***** ]- /m]- !	*****	*****	*****	*****	*****	****	******
incersection	L #131	תבט /ו	_Moore	- FOULT	n/ 1n1	.ra	ala ala ala ala ala ata	alla alla ata alla alla			da da da sta da sta	-h-sh-sh-sh-sh-sh-sh-
		10	~ ~ ~ ~ ~ ~		~ ~ ~ ~ ~		~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	///	××××××××	*****	*****	******
Loca Time (a		τυ.	0 (Vie	- 1	cod)	AMOXDO	ar vor	./Cap	(A):		1.8	58.
Optimal Cycl	a.		0 (I <del>T</del> R	4	sec)	Lovelag	e Deia Of Cor	y (se viao:	c/ven)	•	414	.u 
**************************************	*****	*****	• * * * * * *	*****	*****	******	******	*****	*****	*****	*****	2 ******
Approach:	No	orth Bo	ound	So	uth P	ound	F	aet B	ound	្រា	eet B	ound
Movement:	Ľ	- T	- R	L	- т	- R	T,	авс в - т	- R	т.	- m	~ 7
Control:	' s	top S:	ign	S	top S	ian	s s	top S	ian	s S	top S	ian
Rights:		Inclu	ıde		Incl	ude		Incl	ude	-	Incl	ıde
Min. Green:	0	0	0	0	Q	0	0	0	0	0	0	0
Lanes :	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0
				[ ]								
Volume Modul	e: >>	Count	: Date	: 10 M	ar 20	04 << 7	7:15 -	8:15	AM			,
Base Vol:	61	176	30	15	467	48	3	20	16	67	64	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:	61	176	30	15	467	48	3	20	16	67	64	9
Added Vol:	35	44	18	99	78	20	2	. 98	13	8	174	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	220	48	114	545	68	5	118	29	75	238	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	116	265	58	137	657	82	б	142	35	90	287	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	_0
Reduced Vol:	116	265	58	137	657	82	6	142	35	90	287	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF AQJ: Final Val	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.00	1.00	1.00	1.00	1.00
Final VOL.:	1 10	200	20	137	657	84	6	142	35	90	287	57
Saturation F	 1.0w M	പപികം										
Adjustment	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Lanes:	0.26	0 61	0 13	0.16	0 75	1.00	0.03	1.00	1.00	0.21	1.00	1.00
Final Sat.:	122	280	61	. 74	353	44	13	309	76	96	305	60
Capacity Anal	lysis	Modul	e:	IF		I	ł		I	I		i
Vol/Sat:	0.95	0.95	0.95	1.86	1.86	1.86	0.46	0.46	0.46	0.94	0.94	0.94
Crit Moves:		****				* * * *		* * * *			* * * *	
Delay/Veh:	56.2	56.2	56.2	412.5	413	412.5	18.6	18.6	18.6	55.2	55.2	55.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.2	56.2	56.2	412.5	413	412.5	18.6	18.6	18.6	55.2	55.2	55.2
LOS by Move:	F	F	F	F	F	F	C	C	С	F	F	F
ApproachDel:		56.2		4	112.5			18.6			55.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		56.2		4	112.5			18.6			55.2	
LOS by Appr:		F			F			C			F	
******	*****	*****	* * * * * *	******	به مله مله مله مله م	مند مند ماد ماد ماد ما	له مکه مرابه موله مرتبه مرابه		ت م بر به م ب به م		بهد جلد حلد عابد م	مايد مايد مايد بريد مايد

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AM Bkgnd+Pro	во		T.	hu Nov	11,	2004 1	7:42:5	5			Page	57-1
	2000	HCM 4	Level ( -Way Si	Df Ser	vice thod	Comput (Futur	ation e Volu	Repor me Al	t t	Lve)		
*****	****	* * * * *	*****	*****	****	*****	*****	*****	*****	*****	*****	*****
Intersection	#131	8 Jim	Moore.	/First								
*****	****	*****		*****	****	*****	*****	****	******	*****	****	******
Cycle (sec):		10	0			Critic	al Vol	./Cap	. (X) :		1.1	72
Loss Time (s	ec):	(	0 (Y+R	= 4	sec)	Averaq	e Dela	y (se	c/veh)	:	69	.4
Optimal Cycl	e;	(	0			Level	Of Ser	vice:				F
*****	****	* * * * * *	* * * * * *	*****	* * * * *	*****	*****	****	*****	*****	****	******
Approach:	NO	rth Bo	ound	So	uth B	ound	E	ast B	ound	W	est Bo	ound
Movement:	L	- T	- R	L	- Т	- R	Ŀ	- T	- R	L	- T	- R
Control:	St	top S:	ign	S	top S	ign	S	top S	ign	S	top S:	ign
Rights:		Inclu	ıde		Incl	ude		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	. 1 (	0 0	1 0	1 -	0 0	1 0	0	0 0	10	0	0 1!	00
Volume Module	e: >>	Count	: Date:	: 10 Ma	ar 20	04 << '	7:15 -	8:15	AM	<b>C</b> 1	2	0
Base VOL:	¢⊥ 00 [	459	7 00	1 00	548	تر م 1	1 00	1 00		1 00	1 00	1 00
Growin Adj:	1.00	1.00	1.00	1.00	T.00	1.00	1.00	00.1	1.00	1.00	1.00	1.00
Infrigi DSe:	13	259	00	10	⊃∠o 00	2	0	0	6	- v -	د م	0
Added Vol:	1/	91	14	19	80	0	0	0	0	د 0	0	5
PasserByvor:	20	250	40	26	600	5	0	6	10		2	12
Inicial fuc:	1 00	1 00	1 00	1 00	1 008	1 00	1 00	1 00	1 00	1 04 0 0		1 00
DURE Adj:	1.00	0.80	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0 80	0.80
DHF Volumet	0.00 38	138	115	45	760	0.00	0.00	v. 50 g	15	80	0.80	16
Peduct Vol:	0	400F	0	ر <del>ب</del>	,00	0	0	0	10	0	- 0	0
Reduced Vol.	38	438	115	45	760	5	0	8	15	80	4	16
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:		438	115	45	760	6	0	8	15	80	4	16
							[					
Saturation FI	Low Mo	dule	י ו	E			I			1		t
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.79	0.21	1.00	0.99	0.01	0.00	0.33	0.67	0.80	0.04	0.16
Final Sat.:	585	519	136	588	648	5	0	171	342	409	19	83
Capacity Anal	Lysis	Mođu]	.e:									
Vol/Sat:	0.06	0.84	0.84	0.08	1.17	1.17	XXXX	0.04	0.04	0.20	0.20	0.20
Crit Moves:		****			****				****		****	
Delay/Veh:	9.2	30.4	30.4	9.2	113	113.4	0.0	10.0	10.0	11.4	11.4	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	30.4	30.4	9.2	113	113.4	0.0	10.0	10.0	11.4	11.4	11.4
LOS by Move:	A	D	D	А	F	F	*	А	A	В	В	В
ApproachDel:		29.0		-	L07.6			10.0			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		29.0		-	L07.6			10.0			11.4	
LOS by Appr:		D			F			A		and all the second	В	ala da ala de de de d
***********	*****	*****	* * * * * * *	*****	****	* * * * * * *	*****	* * * * * * *	******	*****	******	~ * * * * * *

AM Bkgnd+Pro	во		Tł	nu Nov	11,	2004 1	7:42:5	5			Page (	59-1
				IF Cor	wine (	Comput	ation	Denor	+			
2				u ger	0100 '			Kepor	ե 1 ե դատերդո	+		
ی کے محکوم بادر ماہ بادر بادر بادر بادر بادر بادر بادر بادر		نلد منه منه منه منه	ardnari	LYCA W		للاللال) . شەر شەر شەر شەر شەر شەر	******	ume A	~~~~~~~ Tfetna	******	ه مله ماه مله مله ما	***
T	шчоо шчоо	лоодо л т.:		10								
Intersection	<u>⊾77</u>	4 J.I.M. 	_moore/	, coe		-1				و علم علم علم علم علم علم	و جار مار بار مار م	مابه ماله عابه عابه ماله عابه ما
	****	*****	******* `	*****	*****	*****	*****	*****	*****	*****	• • • • •	******
Average Delay	/ (se	c/ven	) : 	45.0	Wor	st Cas	e Leve	1 OT	Servic	e:	E La Constantia	809.1]
******	****	*****	******	*****	*****	*****	*****	*****	*****	*****	*****	******
Approach:	NO	rth Be	ound	50	uth Be	ound	_ E	ast_B	ound	₩€	est Bo	ouna
Movement:	L.	- T	- R	L	- T	- R	L	- T	- R	<u>L</u> ·	- T	- R
Control:	Ün	contro	olled	Un	contro	olled	S	top S	ign	St	top Si	ign
Rights:		Incl	ude		Incl	ude		Chan:	nel		Inclu	ıde
Lanes:	1	0 0	1 0	0	1 0	01	0	1 0	01	0 (	) 1!	00
Volume Module	€: >>	Couni	t Date:	: 31 Ma	ar 200	04 << '	7:30 -	8:30	AM			
Base Vol:	86	255	0	0	646	91	63	0	100	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:	86	255	0	0	646	91	63	0	100	0	0	0
Added Vol:	5	221	5	5	139	28	55	16	14	2	6	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	476	5	5	785	119	118	16	114	2	6	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	99	517	5	5	853	129	128	17	124	2	7	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	99	517	5	5	853	129	128	17	124	2	7	2
Critical Gap	Modu.	le:										
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 Modu	le:		1	1			1 (			1 1		I
Cnflict Vol.	983	****	xxxxx	523	xxxx	xxxxx	1586	1585	853	1655	1711	520
Potent Can :	711	XXXX	XXXXX	1054	XXXX	XXXXX	88	109	362	79	92	560
Move Cap :	711	XXXX	XXXXXX	1054	XXXXX	XXXXXX	73	94	362	40	78	560
Wolume/Can:	0 14	vvvv	XXXX	0 01	XXXXX	YYYY	1 75	0 19	0 34	0.05	0.08	0.00
voranc, cap:												]
Level Of Serv	rice M	Module	ا • د	L.						4		1
Overe.	A 5	vvvv	 	0 0	~~~~	*****	~~~~	~~~~	15	*****	vvvv	XXXXX
Stonned Del.	10.9	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	~~~~~	8.4	~~~~	vvvvv	*******	~~~~	20 0	vvvvv	vvvv	XXXXX
LOS by Move		ഹഹ്ഷ *	*	5.4 A	*	*	*	*	20.0 M	*	*	*
Movement ·	יתי.ד		 ייים ב	יייה. ד.ייייה.		 	 •••.1		ידים _	- ידי ד	. קייד,	- PT
Shared Can	****** ***	77.FT	~ <u>1</u> (1	~~~~~ ~	71 L L	~ 1~1	- 11 · 75	71 LL	~~~~~~	~~~~ ~~~~~	77	XXXXX
Charodououc	AAAA	AAAA	AAAAA	<u> </u>	AAAA	AAAAA		AAAA VVVVV	AAAAA	****	0 5	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
pustenAnene:x		XXXX	AAAAA	0.0	AAAA	AAAAA	T7.0	AAAA	AAAAA	~~~~~	5.J	*****
SHI'U SUDDEL:X	_X_X_X_X	XXXX	XXXXX	0.4 n	XXXX	XXXXA	554.7 m	х.х.х.х. +	****	*****	כ.כנ יד	**^^^
Snared LOS:	*	*	*	A 	*	ĸ	E.	- <u>-</u>	•	~	г 50 г	9
Approachue1:	x	CXXXX		X	XXXX		-	1.KVC			52.5	
ApproachLOS:		×			*			F.			F.	

AM Bkgnd+Pro	Pro BO Thu Nov 11, 2004 17:42:56									Page	71-1	
			Level (	)f Ser	vice	Computa	ation	 Repor		<b>n</b> y ang ang ang ang ang ang		
	2000	HCM 4	-Way St	cop Me	thod	(Future	e Volu	me Al	ternat:	ive)		
*****	****	*****	*****	*****	****	*****	*****	****	*****	* * * * * *	*****	*****
Intersection	#132 ****	5 Jim *****	_Moore/	/Broad	way *****	*****	*****	****	*****	*****	* * * * * *	*****
Cvcle (sec):		10	٥			Critica	al Vol	./Cap	. (X) -		1.2	55
Loss Time (s	ec):		- 0 (Y+R	= 4	sec)	Average	e Dela	v (se	c/veh):		64	. 6
Optimal Cycl	e:	ا	, 0	ىك ماد ىلە ھاد ماد با		Level (	Of Ser	vice:				F
Approach:	No	rth Bo	ound	So	uth E	ound	E.	ast B	ound	• • • • • • • • • • • • • • • • • • •	est Bo	ound
Movement:	L	- T	- R	L	- т	- R	L	- T	- R	L	~ Ť	- R
Control:	່ ຣ	top S:	ign	, S.	top S	lign	' S'	top S	ign	່່ສະ	top S:	ign
Rights:		Inclu	ude		Incl	ude		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	10	0 0	0	01	0 1	1	0 0	01	0 (	0 0	0 0
Volume Module	e: >>	Count	t Date:	28 S	ep 20	04 << 7	7:30 -	8:30	AM			
Base Vol:	58	87	0	0	435	311	254	0	264	. 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:	- 58	87	0	0	435	311	254	0	264	0	0	0
Added Vol:	0	173	0	0	109	46	58	0	0	0	0	0
PasserByVol:	0.	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	260	0	0	544	357	312	0	264	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	67	302	0	0	633	415	363	0	307	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	302	1 00	1 00	633	415	363	0	307	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T-00	1.00	1.00	1.00	1.00
Final Vol.:	67	302	U 1	U U	633	415	363	U	ر ن د	1	0	0
Saturation F												
Adjustment .	1 00	1 00	1 00	1 00	1 00	1 00	1 00 E	1 AA	1 00	1 00	1 00	1 00
Tanes ·	0 18	0.82	0 00	0 00	1 00	1 00	1 00	0 00	1 00	0.00	0 00	0 00
Final Sat :	92	412	0.00	0.00	504	558	457	0.00	538	0.00	0.00	0.00
							1	<b>.</b> .				
Capacity Anal	lvsis	Modul	.e:	1		1	1		1	1		I
Vol/Sat:	0.73	0.73	xxxx	xxxx	1.26	0.74	0.79	xxxx	0.57	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	27.2	27.2	0.0	0.0	152	25.4	34.3	0.0	17.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	27.2	0.0	0.0	152	25.4	34.3	0.0	17.8	0.0	0.0	0.0
LOS by Move:	D	D	*	*	F	D	D	*	С	*	*	*
ApproachDel:		27.2		נ	L02.1			26.7		XX	xxxx	
Delay Adj:		1.00			1.00			1.00		X	xxxx	
ApprAdjDel:		27.2		1	L02.1			26.7		XX	xxxx	
LOS by Appr:		D			F			Ď			*	
*****	****	*****	*****	*****	****	******	*****	*****	*****	****	****	*****

PM Bkgnd+Pro	BO		T	'hu Nov	11,	2004 1	7:45:1	8			Page	25~1
			Level	Of Ser	vice	Comput	ation	Repor	t			
2	000 н	CM Un	signal	ized M	ethod	(Futu	re Vol	ume A	lterna	tive)		
******	****	****	*****	*****	****	*****	*****	****	*****	*****	*****	******
Intersection *******	#130 *****	2 Cal *****	iforni *****	a/Rese *****	rvati *****	on *****	****	****	* * * * * *	*****	****	*****
Average Dela	y (se	c/veh	):	152.3	Wor	st Cas	e Leve	l Of	Servic	e:	F [	1374.5]
****	****	****	*****	*****	****	*****	*****	****	*****	*****	*****	******
Approach:	No	rth B	ound	So	uth B	ound	Ε	ast B	ound	W	est B	ound
Movement:	L	- T	- R	L	~ T	- R	L	- T	- R	L	- T	- R
Control:	S	top S	ign	S	top S	ign	Un	contr	olled	Un	contro	olled
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Lanes:	0	1 0	0 1	0	0 1!	0 0	1	0 1	1 0	1	01	1 0
Volume Module	e: >>	Coun	t Date	: 1 Ju	n 200	4 << 5	:00 -	6:00	PM			
Base Vol:	27	0	39	- 1	0	3	1	948	74	71	901	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	0	39	1	0	3	1	948	74	71	901	1
Added Vol:	106	0	0	0	0	0	0	36	111	0	20	0
CA Ext. Rea:	27	0	79	0	0	0	0	0	33	42	0	0
Initial Fut:	160	0	118	1	0	3	1	984	218	113	921	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	176	0	130	1	0	3	1	1081	240	124	1012	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	176	0	130	. 1	0	3	1	1081	240	124	1012	1.
Critical Gap	Modu.	le:										
Critical Gp:	7.5	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	6.9	7.5	xxxx	6.9	4.1	xxxx	XXXXX	4.1	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX
FollowUpTim:	3.5	XXXX	3.3	3.5	XXXX	3.3	2.2	xxxx	xxxxx	2.2	xxxx	XXXXX
			**									
Capacity Modu	ıle:											
Cnflict Vol:	1958	XXXX	660	1804	XXXX	507	1013	XXXX	xxxxx	1321	xxxx	XXXXX
Potent Cap.:	38	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	405	50	XXXX	511	680	xxxx	xxxxx	519	xxxx	XXXXX
Move Cap.:	31	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	405	28	XXXX	511	680	xxxx	XXXXX	519	xxxx	XXXXX
Volume/Cap:	5.71	XXXX	0.32	0.04	XXXX	0.01	0.00	XXXX	XXXX	0.24	XXXX	XXXX
Level Of Serv	rice N	Aodule	∋:									
Queue: x	XXXX	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	1.4	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	0.0	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	0.9	XXXX	XXXXX
Stopped Del:x	XXXX	XXXX	18.0	XXXXX	xxxx	XXXXX	10.3	XXXX	XXXXX	14.1	XXXX	XXXXX
LOS by Move:	*	*	C	*	*	*	В	*	*	в	*	* *
Movement:	LT -	- LTR	- RT	LT -	- LTR	~ RT	LT ·	- LTR	- RT	LT -	· LTR	- RT
Shared Cap.:	31	xxxx	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	95	xxxxx	XXXX	XXXX	xxxxx	XXXX	XXXX	XXXXX
SharedQueue:	21.2	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	XXXXX	0.1	XXXXX	xxxxx	xxxx	xxxxx	XXXXX	xxxx	XXXXX
Shrd StpDel:	2375	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	44.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	XXXXX
Shared LOS:	F.	*	*	*	Ε	*	*	*	*	*	*	*
ApproachDel:	13	374.5			44.8		x>	cxxxx		xx	xxxx	
ApproachLOS:		F			E			*			*	

PM Bkgnd+Pro	BO		T	'hu Nov	11,	2004 13	7:45:1	8			Page 3	27-1
											~~~~	
							•					~_
			Level	Of Ser	vice	Computa	ation	Repor	t			
م بر بار بار بار بار بار بار بار بار بار ب	2000	HCM O	perati	ons Me	thod	(Future	e Volu	me Al	ternat	ive)		
*******	*****	*****	*****	*****	****	******	*****	****	*****	*****	****	******
Intersection	ՍԵ⊥∓ տատատա	3 ⊺ш]	ln/Res	ervati	on							
	* * * * *	~ ~ ~ ~ ~ ~	^	* * * * * *	****	· · · · · · · · · · · · · · · · · · ·	· * * * * * * *	××××× / (7 =====	*****	*****	~ ~ ~	******
Logg Time (sec):	ea).	9	יט ס / עי ס	_ 4		Arora	T NOT	./Cap	(\mathbf{A}) :		∡.3∡ ⊃‴⊃	24
Optimal Curl	ec): a.	10	.2 (I+R	. = 4	sec)	Average	e Deraj	y (se vice	c/ven)	:	339.	.ບ ຫ
**************************************		ں۔ *****	*****	*****	****	100ver (******	∨⊥CE: *****	*****	*****	****	· ******
Approach	No	rth B	ound	So	ntp E	Round	E	ast B	ound	INTA	est Br	hund
Movement:	L	- T	- R	L	- T	~ R	т,	арс в - т	- R	T	- ਸ	- R
Control:	ı P	rotec	ted	P	rotec	ted	ו סי	roted	ted	 Pi	rotect	.ed
Rights:	-	Ovl		-	Incl	ude	~	Incl	ude	+ -	Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 0	1 1	1	0 1	01	2	0 2	0 1	2 (2	0 1
Volume Module	: : >>	Coun	t Date	: 9 Ju	n 200	4 << 5:	00 - 0	6:00	РМ			
Base Vol:	217	8	1167	18	8	31	12	704	281	673	735	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	8	1167	18	8	31	12	704	281	673	735	1
Added Vol:	5	0	1569	0	0	0	0	0	9	1510	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	8	2736	18	8	31	12	704	290	2183	735	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	261	9	3219	21	9	36	14	828	341	2568	865	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	9	3219	21	9	36	14	828	341	2568	865	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF AQJ:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.00	1.00	1.00
Final Vol.:	261	9	3219	21	9	36	14	828	341	2568	865	1
Coturation Pl												
Saturation Fi			1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
Adjustment.	1900	1900	1 200	1,200	1900	1900	1900	1900	1900	1900	1900	1900
Tanee ·	2 00	0.03	1 99	1 00	1 00	1 00	2 00	0.93 0.00	1 00	2 00	2 00	1 00
Final Sat ·	3432	0.01 9	3156	1769	1862	1583	2.00	2.00	1583	3430	2538	1583
							1			J=J2		
Capacity Anal	vsis	Modu	le:	1		1	I					ł
Vol/Sat:	0.08	1.02	1.02	0.01	0.01	0.02	0.00	0.23	0.22	0.75	0.24	0.00
Crit Moves:		****		****	0.01	0.02	0.00	****	0.22	****	0.11	0.00
Green Time:	30.7	39.5	68.5	0.5	9.3	9.3	0.6	9.1	9.1	29.0	37.4	37.4
Volume/Cap:	0.22	2.32	1.34	2.32	0.05	0.22	0.59	2.32	2.14	2.32	0.59	0.00
Uniform Del:	21.2	25.3	10.8	44.8	36.4	37.0	44.6	40.5	40.5	30.5	20.3	15.4
IncremntDel:	0.1	598	156.1	841.5	0.1	0.7	32.8	605	533.4	598.7	0.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	21.3	623	166.9	886.2	36.5	37.7	77.3	645	573.9	629.3	21.0	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	623	166.9	886.2	36.5	37.7	77.3	645	573.9	629.3	21.0	15.4
HCM2kAvg:	3	92	95	3	0	1	1	42	33	132	10	0
*****	****	*****	*****	*****	****	******	* * * * * *	****	******	******	* * * * *	*****

Thu Nov 11, 2004 17:45:18 PM Bkqnd+Pro BO Page 35-1 Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) Intersection #1307 SB 1/Imjin Average Delay (sec/veh): 49531.4 Worst Case Level Of Service: F[151155. Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R Control:Stop SignUncontrolledUncontrolledRights:IncludeIncludeIncludeLanes:00000 Volume Module: >> Count Date: 4 Mar 2004 << 5:00 - 6:00 PM Base Vol: 0 0 0 50 0 0 0 0 686 0 0 Initial Bse: 0 0 0 50 0 0 0 0 0 686 0 0 Added Vol: 0 0 0 859 0 0 0 0 0 1179 0 0 PasserByVol:0000000Initial Fut:000909000 0 0 0 1865 0 0 0 Ō User Adj:1.001.001.001.001.001.001.001.001.001.001.001.00PHF Adj:0.920.920.920.920.920.920.920.920.920.920.92 PHF Volume: 0 0 0 988 0 0 0 0 0 2027 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 Final Vol.: 0 0 0 988 0 0 0 0 0 2027 0 0 Critical Gap Module: Critical Gp:xxxxx xxxx xxxxx 6.4 xxxx xxxxx xxxxx xxxxx 4.1 xxxx xxxxx FollowUpTim:xxxxx xxxx xxxxx 3.5 xxxx xxxxx xxxxx xxxxx 2.2 xxxx xxxxx Capacity Module:
Cnflict Vol:
xxxx
xxxx
4054
xxxx
xxxx
xxxx
0
xxxx
0
xxxx
0
xxxx
xxxx
0
xxxx
xxxx
0
xxxx
xxxx
0
xxxx
xxx
0
< Volume/Cap: xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.00 xxxx xxxx Level Of Service Module: Queue: XXXXX XXXX 126.1 XXXX XXXXX XXXXX XXXXX XXXXX 0.0 XXXX XXXXX 0.0 XXXX XXXXX LOS by Move: * * * F * * * * * A * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared LOS: * * * * * * * * * * * * * ApproachDel: XXXXXX XXXXXX XXXXXX XXXXXX ApproachLOS: * F * *

PM Bkgnd+Pro	BO		Tl	nu Nov	11, :	2004 15	7:45:1	3			Page 1	37-1
		1	Level (of Serv	vice (Computa	ation 1	Repor	t			
20	000 H	CM Un:	signal:	ized Me	ethod	(Futur	e Volu	ime A	lternat	:ive)		
******	*****	*****	*****	*****	*****	*****	*****	****	*****	*****	****	******
Intersection ********	#1308	BNB_:	1/Imji: ******	1 ******	*****	* * * * * * *	*****	*****	*****	*****	****	*****
Average Delay	(sec	c/veh)):	0.2	Wor	st Case	e Level	l Of :	Service	3:	F[6	554.4]
*****	*****	****	* * * * * * *	*****	*****	******	*****	* * * * *	*****	*****	****	******
Approach:	Noi	rth Bo	ound	Sou	ith Be	ound	Ea	ast Bo	ound	₩e	est Bo	ound
Movement:	ь·	- T	- R	L -	- T	- R	Ŀ	- T	- R	. Ц -	- T	- R
Control:	St	top S:	ign	St	top S:	ign	Uno	contro	olled	Und	contro	olled
Rights:		Ignoi	re		Incl	ude		Incl	ıde		Inc⊥ι	Ide
Lanes:	0 :	10	01	00	0 0	00	. 0 1	1 0	0 0	00) 1	0 1

Volume Module	e: >>	Count	: Date:	: 4 Mai	r 2004	4 << 5:	:00 - 6	5:00	PM		c	
Base Vol:	1	0	954	0	0	0	1	49	0	0	686	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	954	0	0	0	1	49	0	0	686	79
Added Vol:	0	0	1208	0	0	0	0	859	0	0	1179	903
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	2162	0	0	0	1	908	0	0	1865	982
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	0	0	0	0	0	1	987	0	0	2027	1067
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	0	0	٥	0	0	1	987	0	0	2027	1067
Critical Gap	Modu	le:										
Critical Gp:	6.4	xxxx	XXXXX	XXXXX	XXXX	XXXXX	4.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX
FollowUpTim:	3.5	XXXX	XXXXX	XXXXX	XXXX	XXXXX	2.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX
												[
Capacity Modu	le:											
Cnflict Vol:	3550	XXXX	XXXXX	XXXX	XXXX	XXXXX	3095	XXXX	XXXXX	XXXX	xxxx	XXXXX
Potent Cap.:	6	XXXX	XXXXX	XXXX	XXXX	XXXXX	105	XXXX	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXX	XXXXX
Move Cap.:	6	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXX	XXXX	XXXXX	105	XXXX	XXXXX	XXXX	XXXX	XXXXX
Volume/Cap:	0.17	XXXX	XXXX	XXXX	XXXX	XXXX	0.01	XXXX	XXXX	XXXX	XXXX	XXXX
Level Of Serv	vice 1	Module	∋:									
Queue: 2	CXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Stopped Del:>	CXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	39.5	XXXX	XXXXX	XXXXX	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	E	*	*	*	*	*
Movement:	LT ·	- LTR	- RT	LT -	- LTR	- RT	LT -	- LTR	- RT	LT -	LTR	- RT
Shared Cap.:	6	XXXX	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	XXXX	XXXX	XXXXX	XXXX	xxxx	XXXXX
SharedQueue:	0.4	XXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	XXXX	XXXXX	0.0	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	xxxx	XXXXX
Shrd StpDel:	554.4	XXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXX	XXXXX	39.5	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	F	*	*	*	*	*	E	*	*	*	*	*
ApproachDel:	(654.4		X	xxxx		XX	xxxx		X2	XXXX	
ApproachLOS:		F			*			*			*	

MITIG8 - PM	Bkgnd	+Pro	BO W	ed Dec	15,	2004 1	7:51:4	0			Page	1-1
ייני לר ידי היו או או או או איי איי איי איי איי איי א				 0				 Domon				
	2000	പ്രസം വ	nerati	one Me	thod	(Future	a Volu	me Al	L tornat:	itze)		
* * * * * * * * * * * * *	*****	*****	*****	*****	*****	*****	*****	*****	******	******	* * * * *	******
Intersection	n #130	9 Sec	ond/Im	jin ******	****	****	*****	*****	*****	*****	*****	*****
Cycle (sec)		5	0			Critic	al Vol	/Can	(x) ·		2 9	22
Loss Time (sec).	ט ו	0 2 (V+R	- 4	sec)	Averaci	e Dela	v (se	r/veh		697	7
Optimal Cycl	le:	18				Level (Of Ser	vice:	~, · ~~, ·	•	****	 F +++++++
Annroach.	No	rth B	ound	901 SO1	uth R	ound	កកកកក ឆ្	act B	ound	 M.	eet B	ound
Movement:	L	- T	- R	L	- Т	- R	L L	азс Б - Т	- R	L ·	- T	- R
Control		rotaa	+	 m·	roted	+ = d	 סי	rotec	+ 0 1	י ימ	roted	 +od
Control:	P	IOLEC	udo	E.	Thal	uđo		Thel	udo	Р.	Thal	ude
Min Green.	0	1101	uue ^	0	1011	n n	Ο	0	111E 1	0	11101	n n
Tanes.	1	0 1	1 0	1	n 1	1 0	1	0 1	1 0	1 (ວ 1ັ	1 0
	-											
Volume Modul	le: PM			11			1 1			1		ţ
Base Vol:	80	0	5	5	0	40	20	938	45	10	645	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	: 80	0	5	5	0	40	20	938	45	10	645	5
Added Vol:	1308	148	1095	211	145	238	243	784	1041	982	535	215
PasserByVol	: 0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut	: 1388	148	1100	216	145	278	263	1722	1086	992	1180	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1388	148	1100	216	145	278	263	1722	1086	992	1180	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced vol:	1 288	148	1100	216	145	278	263	1722	1 00	992	1 00	220
PCE Adj:	1 00	1.00	1.00	1.00	1.00	1 00	1.00	1.00	1.00	1.00	1 00	1 00
MUF Adj: Final Vol	1200	1/0	1100	216	146	2.00	1.00	1.00	1096	1.00	1190	220
	1300						205		1000			
Saturation I	ו אסרי	odule	•				LI					I
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.82	0.82	0.93	0.84	0.84	0.93	0.88	0.88	0.93	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.23	0.77	1.00	1.69	0.31
Final Sat.:	1805	1567	1567	1769	1594	1594	1769	2044	1289	1769	2910	543
	-											
Capacity Ana	alysis	Modu	le:									
Vol/Sat:	0.77	0.09	0.70	0.12	0.09	0.17	0.15	0.84	0.84	0.56	0.41	0.41
Crit Moves:	****					****		****		****		
Green Time:	15.7	16.4	16.4	2.9	3.6	3.6	7.7	17.2	17.2	11.5	21.0	21.0
Volume/Cap:	2.93	0.34	2.56	2.56	1.53	2.93	1.16	2.93	2.93	2.93	1.16	1.16
Uniform Del:	22.1	17.5	21.8	28.6	28.2	28.2	26.1	21.4	21.4	24.3	19.5	19.5
IncremntDel:	1 00	1 00	1 00	136.7	256	000.6	109.1	873 1 00	1 00	1 00	1 00	30.8 1 00
Delay Auj:	1.00	17 5	1.00	1.00 765 1	7.00 T.00	1,UU 916 0	125 7	1.00	1.00 5.00	1.00	100	100 2
Deray/Veil: Near Daladd	1 00	1 00	1 00	1 00.1 00 1	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00.3
AdiDel/Veb.	207 A	17 5	721 1	765 2	200	-916 2	135 2	1.00 1.00	200	902 3	100	100 3
HCM2kAva	146		104	23	2.04 11	210.0	12 12	140	141	105	29	29
********	*****	~~ * * * * * *	 *******	 ******	 *****	******	 ******	*****	 * * * * * * * *	*****		******

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MITIG8 - PM H	Bkgnd	+Pro	BO We	ed Dec	15,	2004 18	8:04:2	0			Page	1-1
			Level ()f Ser	vice	Computa	tion 1	Repor	t	·		
	2000 1	HCM O	peratio	ons Me	tnod	(Fucure	e votu	me Al'	ternat	lve)	1hhhh	
*********	****	****	******	*****	*****	******	*****	****	*****	* * * * * * *	*****	******
Intersection	#131	l Imj	in_Ra/1	.mjin	PKWY-	TWJIN_R	.a.				te ale ale ale ale a	te ale che ale ale che ale
********	* * * * *	*****	******	*****	****	*****	*****	× * * * * * ·	*****	* * * * * * *		******
Cycle (sec):	,	6	0		,	critica -		./Cap	. (X):		1.3	12
Loss Time (se	ec):		6 (Y+R	= 4 ;	sec)	Average	Dela	y (se	c/ven)	:	120	.1
Optimal Cycle	3:	18	0			Level C	n Ser	vice:				F
********	* * * * *	****	******	*****	*****	******	*****	*****	*****	*****	*****	*****
Approach:		rtn B	ouna	501	ucn B	ouna	r EG	ast B	ouna	We T.	285 B(- m	ouna P
Movement:	· سل ا	- 1	- R	· · · ·	- 1	- ĸ	LL '	- 1	- ĸ	- u. 1	- +	- R
Control		Dormi	+ted	1	Permi	tted	р- 	rotec		P1	rotect	red
Pighta.		Thel	ude		Tncl	ude	1.	Incl	ude	***	Tncl	ide
Min Green.	0	- TITCT		0	11101	0	0	0	0	0	0	0
Lanes.	2	ററ്	0 1	0 Ŭ	ററ്	ററ്	0	0 1	1 0	1 (ງ 2ັ	0 0
Volume Module	∃: >>	Count	t Date:	10 Ma	ar 20	04 << 4	:45 -	5:45	PM	1 1		i
Base Vol:	51	0	360	0	0	0	0	948	32	181	537	0
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	0	360	0	0	0	0	948	32	181	537	0
Added Vol:	61	0	51	0	0	0	0	1672	50	34	1439	0
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	0	411	0	0	0	0	2620	82	215	1976	0
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	120	0	442	0	0	0	0	2817	88	231	2125	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	0	442	0	0	0	0	2817	88	231	2125	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 Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	120	0	442	0	0	0	0	2817	88	231	2125	0
									~~			
Saturation Fl	low Mo	odule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.93	0.93	0.93	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.94	0.06	1.00	2.00	0.00
Final Sat.:	2348	0	1583	0	0	0	0	3417	107	1769	3538	0
									~			
Capacity Anal	lysis	Modu	le:									
Vol/Sat:	0.05	0.00	0.28	0.00	0.00	0.00	0.00	0.82	0.82	0.13	0.60	0.00
Crit Moves:			****					****		****		
Green Time:	12.2	0.0	12.2	0.0	0.0	0.0	0.0	36.1	36.1	5.7	41.8	0.0
Volume/Cap:	0.25	0.00	1.37	0.00	0.00	0.00	0.00	1.37	1.37	1.37	0.86	0.00
Uniform Del:	20.1	0.0	23.9	0.0	0.0	0.0	0.0	12.0	12.0	27.1	6.9	0.0
IncremntDel:	0.3	0.0	185.8	0.0	0.0	0.0	0.0	170	170.3	200.2	3.4	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	20.3	0.0	209.7	0.0	0.0	0.0	0.0	182	182.3	227.3	10.3	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:	20.3	0.0	209.7	0.0	0.0	0.0	0.0	182	182.3	227.3	10.3	0.0
HCM2kAvg:	2	0	25	0	0	0	0	77	78	15	19	0
***********	****	****	******	*****	* * * * *	* * * * * * *	*****	*****	*****	******	*****	******

PM Bkgnd+Pro	BO		T	hu Nov	11,	2004 1	7:45:1	.8		. E	?age (45-1
			Level	Of Ser	vice	Comput	ation	Repor	t			
	2000	нсм о	perati	ons Me	thod	(Futur	e Volu	me Al	ternat	ive)		
*****	****	****	*****	*****	****	*****	*****	****	*****	******	****	******
Intersection	. #131	2 Abr	ams/Im	jin								
******	****	****	*****	*****	****	*****	*****	*****	*****	******	*****	*****
Cycle (sec):	N	6	0		,	Critic	al Vol	./Cap	. (X):		2.01	11
Loss Time (s	ec):		6 (Y+R	= 4	sec)	Averag	e Dela	y (se	c/veh)	:	344.	.6
optimal Cycl	e: *****	81. *****	U *****	*****	****	rever	01 Ser ******	vice:	*****	*****	****	Ľ *****
Approach:	No	rth B	ound	So	uth B	ound	 F	ast B	ound	We	est Bo	ound
Movement:	L	- T	- R	Ľ	- T	- R	L	- т	- R	L -	· T	- R
Control:		Permi	tted		Permi	tted		Permi	tted	Ē	'ermit	ted
Rights:		Incl	ude		Incl	ude		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	0 1	0	1 0	0 1	1	0 1	01	1 0	1	0 1
Volume Modul	e: Ma:	rch 2	003	PM 4 F	• •				4 7	100		
Base Vol:	28	21	164	45	23	34	82	1185	4⊥ 1 00	196	656	47
Growin Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1105	1.00	1.00	1.00	1.00
Added Vol.	20	- <u>-</u> ⊥ 22	104	40	د ک ۲ ۲	24:	04 11	1607	41 72	190	1466	- + /
Radued VOI:	04	<u>~</u> ~	0	رد ۱	+4	ے د م	41	1001	0	11	τ 4 00	111
Tnitial Fut.	92	43	170	82	35	56	123	2792	114	207	2122	158
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	106	49	195	94	40	76	141	3209	131	238	2439	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	49	195	94	40	76	141	3209	131	238	2439	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
Final Vol.:	106	49	195	94	40	76	141	3209	131	238	2439	182
Saturation F	low Mo	odule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.85	0.94	0.94	0.85	0.08	1.00	0.85	0.08	1.00	0.85
Lanes:	0.68	0.32	1.00	10.70	0.30	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1205	563	7972	1254	535	1015	120	1900	1012	10 150	1900	1015
Canadity Ana	lveie	Moduí	۔۔۔۔ اھا				11					
Vol/Sat:	0 09	0 09	0 12	0 08	0 08	0 05	0 94	1 69	0 08	1 59	1 28	0 11
Crit Moves:	0.02	0.05	****	0.00	0.00	0.00	0.01	****	0.00	2.05		
Green Time:	3.6	3.6	3.6	3.6	3.6	3.6	50.4	50.4	50.4	50.4	50.4	50.4
Volume/Cap:	1.46	1,46	2.01	1.25	1.25	0.78	1.12	2.01	0.10	1.89	1.53	0.13
Uniform Del:	28.2	28.2	28.2	28.2	28.2	27.8	4.8	4.8	0.8	4.8	4.8	0.9
IncremntDel:2	250.5	250	489.3	168.0	168	32.4	116.5	457	0.0	427.7	241	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh: 2	278.7	279	517.5	196.2	196	60.2	121.3	462	0.9	432.5	246	0.9
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: 2	278.7	279	517.5	196.2	196	60.2	121.3	462	0.9	432.5	246	0.9
HCM2kAvg:	12	12	17	9	9	3	61	257	0	229	149	1
********	* * * * * *	*****	*****	*****	****	******	*****	* * * * * *	******	******	****	*****

PM Bkgnd+Pro	5 BO		T	hu Nov	11,	2004 17	7:45:1	8	~_]	Page	55-1
		TT (733 6 A	Level	Of Ser	vice	Computa	tion a	Repor	t.			
و هذه واو وقد واو وقد واو واو وقد وقد وار ول	2000	HCM 4	-way s	сор ме	thod *****	(Fucure	s vorm	me Al'	ternat	1ve) ******	in ala ala ala ala	مان مان مان مان مان مان
Intorgoatio	- 4171	7 Tim	Moore	- Fourt	ь / тъ i	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			~ ~ ~ ~ ~ ~ ~			
10111111111111111111111111111111111111	******	/ UIII	_MOOLE	-rourt. ******	11/ 1111 *****	1.UL *******	*****	****	*****	*****	*****	*****
Cycle (sec)	•	10	<u>۸</u>			Critica		/Can	(x) •		14.	17
Loss Time (· secl·	10	0 (V+B	- 4	sec)	Average	- Dela	v (se	r/veh	•	162	. 0
Optimal Cvc	le:		0	-	200,	Level ()f Ser	vice:	u) (u,u,			F
********	*****	****	- *****	*****	*****	******	*****	*****	*****	* * * * * * *	****	- ******
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	We	est Bo	ound
Movement:	L	- T	- R	Ŀ	- T	- R	L	- т	- R	L -	- T	- R
	-											
Control:	່ ສ	top S	ign	່ິ	top S	ign	S	top S:	ign	St	op S	ign .
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0	0 () 1!	0 0
	-											
Volume Modul	le: >>	Coun	t Date	: 10 Ma	ar 20	04 << 5	5:00 -	6:00	PM			
Base Vol:	31	298	86	25	211	41	26	55	45	70	50	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	: 31	298	86	25	211	41	26	55	45	70	50	15
Added Vol:	18	84	11	66	84	9	6	229	34	17	187	109
PasserByVol	: 0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	: 49	382	97	91	295	50	32	284	79	87	237	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.94	125
PHF Volume:	53	415	105	99	321	54	35	309	86	95	258	135
Reduct VOL:	. 50	475	105	0	201	U E 4	0 7 E	200	0	05	0 0 E D	125
Reduced VOL:	1 00	1 0.0	1.00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
MIR Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Mur Auj: Winal Vol .	1.00	415	105	1.00	201	1.00 54	3 G T . 00	209	1.00	4.00	258	135
Finar VOL				 								
Saturation F	ן ארס די Mo	odule	•	1		1	I					1
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.73	0.18	0.21	0.68	0,11	0.08	0.72	0.20	0.19	0.53	0.28
Final Sat.:	37	287	73	82	267	45	32	286	80	77	211	110
	-											
Capacity Ana	lysis	Modu.	le:	, 1		l						
Vol/Sat:	1.45	1.45	1.45	1.20	1.20	1.20	1.08	1.08	1.08	1.22	1.22	1.22
Crit Moves:		* * * *			****		****			****		
Delay/Veh:	238.4	238	238.4	141.2	141	141.2	98.7	98.7	98.7	148.1	148	148.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	238.4	238	238.4	141.2	141	141.2	98.7	98,7	98.7	148.1	148	148.1
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	: :	238.4		-	141.2			98.7		1	.48.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		238.4		-	141.2			98.7		1	.48.1	
LOS by Appr:	:	F			F			F			F	
**********	*****	* * * * *	*****	*****	*****	* * * * * * *	*****	*****	*****	* * * * * * *	****	****

PM Bkgnd+Pro	в0		T.	hu Nov	7 11,	2004 11	7:45:1	.8		I	Page	57-1
* * * *												
	2000	цама и	Level (JI Ser Fan Ma	TV1Ce	Computa	ation	Repor	т 	4 X		
*****	~~~~	10M 4	-way 5 ******	со <u>р</u> ме *****	*****	(Fucure	5 VOIU	me Al	ternat	1ve) *******	ir nir nir nir nir	عاد ماد ماد ماد ماد ماد
Intersection	. #131	8 Jim	Moore	/ 〒 - ~ - ^		~~~~~		*****	*****	*****		****
***********	*****	*****	MOOLC, ******	(F T T D f	*****	****		باستيد مايد مايد مايد	، منه، عله، عله، منه، عله، ماه	ته مله مله مله مله عله	ومله مله مله ماه م	عل بل جل عله مله مله عله
Cycle (sec) ·		10	0			Critica		///	(v).		0 0	0E
Loss Time (s	ec):	±01	• 0 (Y+R	- 4	sec)	Averade	it vot Dela	v (ca	$\sigma(xeh)$		0.9: 7.2.7	50 6
Optimal Cvcl	e:		0 (1)10		5007	rocrage Level C)f Cor	y (se vice:	c/ven/	•		.o. 7
****	****	****	- * * * * * * * *	*****	****	*****	*****	*****	*****	*****	****	 ******
Approach:	Nc	orth Bo	ound	Sc	uth B	ound	E	ast B	ound	We	st Bo	hund
Movement:	L	- T	- R	ī.	- T	- R	г	- T	- R	Ľ -	· T	- R
Control:	່ ຣ	top S:	iqn	''s	top S	ian	Ś	top S	ian	St	op S:	ian
Rights:		Inclu	ıde		Incl	ude		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	- 0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	0 1!	0 0	0 0	1!	0 0
Volume Modul	e: >>	Count	Date:	10 M	ar 200	04 << 5	:00 -	6:00	PM			
Base Vol:	26	391	121	9	305	12	9	10	20	82	15	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:	26	391	121	9	305	12	9	10	20	82	15	15
Added Vol:	9	95	4	10	125	0	0	0	17	10	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	486	125	19	430	12	9	10	37	92	15	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	36	506	130	20	448	13	9	10	39	96	16	34
Reduct vol:		505	100	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	306	130	20	448	13	9	10	39	96	16	34
PCE Adj: MTE Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MDF AUJ: Rinal Val -	1.00	1.00 E0C	120	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FINAL VOL.:		506	130	∠∪ 	448	د ــــــــــــــــــــــــــــــــــــ	9	ΤŪ	39	96	т6	4د
Saturation F	l Dw: Ma	odule.	1	1								
Adjustment:	1.00	1.00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Lanes:	1.00	0.80	0.20	1.00	0.97	0.03	0 16	0 18	0 66	0.66	0 11	1.00
Final Sat.:	566	509	131	553	585	16	79	88	325	221	54	119
Capacity Anal	lysis	Modul	.e: '	1		I	1		4	I		4
Vol/Sat:	0.06	1.00	1.00	0.04	0.77	0.77	0.12	0.12	0.12	0.29	0.29	0.29
Crit Moves:		* * * *			* * * *		****				****	
Delay/Veh:	9.4	57.4	57.4	9.4	25.0	25.0	10.6	10.6	10.6	12.4	12.4	12.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	57.4	57.4	9.4	25.0	25.0	10.6	10.6	10.6	12.4	12.4	12.4
LOS by Move:	A	F	F	A	D	D	в	в	в	В	в	в
ApproachDel:		54.8			24.4			10.6			12.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		54.8			24.4			10.6			12.4	
LOS by Appr:		F			С			В			В	
*********	*****	*****	*****	* * * * * *	*****	*****	*****	*****	*****	*****	****	*****

PM Bkgnd+Pro	во		T.	hu Nov	11, 3	2004 1	7:45:1	8			Page	69-1
ה	100 H	(ไฟ เป็ว	Level ' aiamal	JI DEL ized M	ethod	ເປແບນເ (ສາງ+າາ	acion re Vol	nme y	L Iterna	tive)		
*******	*****	*****	******	******	*****	(rucu. *****	******	*****	******	~******	****	*****
Intersection	#132	4 Jim	Moore	/Coe								
****	*****	*****	 *****	, ******	*****	*****	*****	*****	*****	*****	*****	*****
Average Delay	y (se	c/veh):	49.6	Wor	st Cas	e Leve	l Of .	Servic	e: ******	F [!	503.0]
Annweach.	No	~+h D.	ound		uth B		 5	aat B	പാർ	[A] 4	aet Br	ound
Approach:	т.	 		т.	_ m		т.	ມວບ ມາ 	_ P	Т	- T	
MOVEMENT:	-L-L	- 1	- ĸ		- 1	- <u>R</u>	يد ا ا					
Control.	TTm	contr	 -11_6d	יייד 1 דד ה .	contro		[top S	ian	SI SI	on s	ian
Dighta.	UII	Tnal	ude	QII	Tncl	ide	5	Chan:	-91 nel		Tnclı	ude .
Lanos:	1	0 0		0	1 0	0 1	0	1 0	0 1	0 (ידיבר. ז ד ר	0 0
Volume Module		Courr	t Date	1 1	ar 201	<u>)</u> 4 ~ ~ ~	11 4 • 45 -	5.45	PM	11		I
Baca Vol.	>> 5/	498			245	κα 	. <u>4</u> 9	0.10	~~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~	0	٥	0
Growth Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00
Tritial Doc.	1.00	1.00	1.00	1.00	245	1.00	1.00	1.00	1.00	1.00	1.00	1100
Added Vol.	17	+ 70 977	5	4	315	77	-10 61	15		8	25	8
Added VOI:	± /	2//	0	-	0 1 1	, ,	01	0	0	-0		0
Tasserbyvol:	U 11	775	U 5	4	560	145	109	15	42	e e	25	8
Intrat Fur:	1 00	1 00		1 00	1 00	1 00	1 00		1 00	1 00	1 00	7 00 F
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 0.04	1.00	0.04	1.00	1.00	0 94
PHF Adj:	0.94	0.94	0.94	0.94	U.94	10.94	110	10.94	0.94	v.∍∞ a	0.24	0.94
PHF VOLUME:	/6	044	5	4	590	104	110	0 T O	<u>ر</u> به	0	47 A	o o
Reduct Vol:	0	004	U F	0	FOG	1 = 4	170	16	4 12	0 0	0 77	· a
final vol.:	70 Među	024 10.	5	* ±	220	104	110	10	-10	2	24 1	2
Critical Gap	MOQQ.	TE:	101030303070	4 7	******	123232323232		6 5	6 2	7 1	65	6 2
Critical Gp:	4.1	XXXX	XXXXX	4.1 0 0	XXXX	XXXXX	2 E	4 0	2.4	7.1	4 0	2.2
FOILOWUPTIM:	4.2	XXXX	XXXXX	<u>د. ح</u>	AAAA	XXXXX	3.5 	4.0	2.2	ر.ر 	÷.0	
Capacity Mout	116:			070			1600	1 5 0 5	EQE	1669	1727	827
Chilice Vol:	750	XXXX	XXXXX	0.00	XXXX	XXXXX	1000	100	590	1000	±,,,,	374
Potent Cap::	868	XXXX	XXXXX	011	XXXX	XXXXX	00	703	507	70 59	80	374
Move Cap.:	000	XXXX	XXXXX	0 01	XXXX	XXXXX	1 00	25 0 16	0 00	0 15	0 33	0 02
volume/Cap:	0.09	XXXX	XXXX	0.01	XXXX	XXXX	1.30	V.10	0.09	U.13		
 7 0f 0										11		
Level Of Serv	/ice i	Moaule	3:	0 0					<u>^</u> 2	353535353535	10101212	
Queue:	0.3	XXXX	XXXXXX	0.0	XXXX	XXXXX	XXXXX	XXXX	10.0	XXXXX	*****	XXXXX
Stopped Del:	9.5	XXXX	XXXXX	3.5	XXXX	XXXXX	*	XXXX	⊥⊿.o ъ	*	*	*
LOS DY Move:	A	א רוח ז	т. т.т.	A	т. т. т. т	There is a construction of the construction of	т. т. т.	רדידי ד	ם דיים	т. т.		<u>.</u> ייים _
Movement:	. بربط	- PIK	- K.T.	т.т	- плк	- K.T.	шТ с с	- TITIK	- 11	* ± ± موجود مرد	- 111K	. VT
snared Cap.:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	10 7	XXXX	XXXXX	XXXX		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
snarequeue:>	CXXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	14.1	XXXX	XXXXX	XXXXX	4.4 07 7	AAAAA WWWWW
snra stpDel:>	CXXXX	XXXX	XXXXX	9.5	XXXX	XXXXX	0.200	XXXX	XXXXX	*****	04.3 m	*
snared LOS:	*	*	*	A	×	ж.	F		*	×	2 0 0 1	^
ApproachDel:	×	xxxxx		x	xxxxx		-	503.0			o∡.3 —	
ApproachLOS:		*			*			F.			F.	

PM Bkgnd+Pro	во		Th	u Nov	11,	2004 17	:45:1	3]	Page '	71-1
	2000 F	ICM 4	Level O -Way St	f Ser	vice thod	Computa (Future	tion I Volur	Report	t t	ive)		
******	*****	*****	******	*****	****	· ******	****	*****	*****	*****	****	*****
Intersection	#1325	Jim	_Moore/	Broad	way	مله مله مله مله مله مله	و مارد مارد مارد مارد		***	*****	****	*****
~		1 0 /				a	3 37-3	10	/			0
Cycle (sec):		TOC)			critica	TOV T	./cap	$(\Delta);$		1.04	20
Loss Time (s	ec):	() (Y+R	= 4	sec)	Average	De⊥aj	(sec	c/ven)	i		. 3
Optimal Cycl	e:	() 	ale ale ale ale ale a		Level C	I Ser	71ce:	م عام عام عام عام عام عام	ب علم علم علم علم علم علم ع	10 -10 -10 -10 -10	Г
******	*****	***** -+1 D	*****	*****	**** •+- b D	******	יאאאי ים		*****	к ж ж ж ж ж ж ж [A]e	act Br	אאאאאא
Approach:		CH BC	Juna	- 501	ື້	ouna	т т	150 00	5una B	74 C	. т	
Movement:	- L	- 1	- R	· بيلا ۱	- T	- K	- <u>با</u>	- 1	- R	- 14 -	- 1	- <u>r</u>
Control:	St	op Si	lgn	S	top S	ign	st	op S:	ign	St	top St	lgn
Rights:		Inclu	ide		Incl	ude		Inci	lde	-	Indi	lae
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	03	0	0 0	0	0 1	0 1	1 () 0	0 1	0 (0 0	0 0
Volume Modul	 0. \\	Count	 Date:	28 54	 =n 20	04 << 4	+30 ~	5.30	 РМ			
Bace Vol.	204	336	. Ducc.	20 5.	2P 20 85	193	216	0	63	0	0	0
Growth Add.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00
Tritial Dree.	204	336	1.00	1.00	2.00	193	216	±.00	53			0
Initial Doc.	204	220	0	0	253	20	74	ő	0	õ	ñ	Õ
Added VOL:	0	440	0	0	در <u>م</u> ۱	00	/ -	0	0	Ô	0	ů 0
Tabberbyvol:	204	= C 1	0		220	ט בריכ	200	ں م	63	0	ő	0
HILLIAL FUL:	1 00	1 00	1 00	1 00	0 C C	1 00	1 00	1 00	1 00	1 00	1 00	1 00
DBEL AUJ:	1.00	1 92	1.00	1.00	1.00	1 92	1 92	n 92	0 92	0.92	0.92	0.92
DHF Volume.	2.22	610	0.22	0,52	367	297	315	0.20	68	0	0	0
Phr Volume: Reduct Vol:	222	0.0	0 0	0	0		0	õ	0	ō	0	Ő
Reduced Vol.	222	610	0	0 0	367	297	315	ō	68	Ő	0	0
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	222	610	0	0	367	297	315	0	68	0	0	0
Saturation F	low Mc	dule:	, I	1		1	1					·
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.73	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	146	401	0	. 0	526	585	460	0	539	0	0	0
											• • • • • • •]
Capacity Ana.	Thara	Modul	.e:						0 1 7			
Vol/Sat:	1.52	1.52	XXXX	XXXX	0.70	0.51	0.69	XXXX	0.13	XXXX	****	XXXX
Crit Moves:	0 6 7 4	0.01	0 0	0.0	~~~~	74 0	2 E E	0.0	10.0	0 0	0.0	0 0
Delay/Ven: 1	461.4	26⊥ 1 00	1 00	1 00	23.0	14.8	20.0	1 00	1 00	0.0 1 00 F	1 00	1 00
Delay Adj:	1.00	1.UU 261	1.00	T.00	1.00 72 ¢	1/ 0	25 5	T.00	10.0	1.00 1.00	1.00	0.0
AUJDEL/VEII: .	201.4 7	40 1 T	*	*	23.0	т т .0	⊿J.5 ∩	*		*	*	*
ApproachDel.	r T	r61 4			19 7	D	L.	22 8	L.	*3	xxxx	
Delay Ndi.	~	7 00			1 00			1.00		 1	cxxxx	
ApprAdipal.	-				19 7			22 8		x'ı		
TOS by Appro	2				' C			 C		10	*	
***********	*****	*****	*****	*****	- ****	******	*****		******	******	*****	******
							•					

AM Cumulative	NO 2	2nd E	kt. Mo	on Nov	15, 3	2004 10	0:59:1	8		I 	Page 2	27~1
								~~ ~ ~~				
		-	Level	Of Ser	vice (Computa	ation 1	Repor	t.			
20	00 H	CM Un:	signal:	ized Me	ethod	(Futu:	re Voli	ume A	lterna	tive)		
*****	****	****	* * * * * * *	*****	*****	*****	*****	* * * * *	* * * * * * *	*****	*****	*****
Intersection	#1302	2 Cal: *****	iforni: *****	a/Rese: ******	rvati(*****	on ******	*****	****	****	* * * * * * *	****	*****
Average Delay	r (sed	c/veh]): 3	276.2	Wor	st Case	e Leve	l of :	Service	∋:	F[2	2620.2]
*****	****	****	* * * * * *	* * * * * *	****	*****	*****	****	*****	* * * * * * *	****	******
Approach:	NO	rth Bo	ound	Soi	uth Bo	ound	E	ast Bo	ound	We	est Bo	ound
Movement:	Ŀ	- T	- R	L	- т	- R	L	- T	- R	L, -	- T	- R
Control:	st	top S:	ian	St	top S:	iqn	Una	contro	olled	Unc	contro	olled
Rights:	-	Inclu	ıde		Inclu	ude		Incl	ude		Inclu	ıde
Lanes	0 -	1 0	0 1	0 (0 1.1	0 0	1 (0 1	1 0	1 () 1	1 0
Volume Module		Count	. Date	 : 1 រីបា	n 2004	4 << 7	:30 - 1	8:30 2	АМ			'
Base Vol:	25	0			0	0	3	765	54	51	791	4
Growth Adi.	T 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00
Tritial Beat	25	1.00	55	1.00	0	 0	3	765	54	51	791	4
Added Wol:	112	ů.	68	o O	0 0	Ō	0	358	118	31	358	0
CA Evt Des.	27	Ň	25	Ő	0	0	n 0	0	15	114	0	0
CA EXC. Rea:	761	0	148	0	0	ů N	3	1123	187	196	1149	4
Incom Add.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00
User Adj:	1.00	1.00	1.00	1.00	1.00	1,00 n an	n 90	1.00	0 90	0 90	0.90	0.90
PHF Adj:	100	0.90	164		0.90	0.90	0.20	1248	208	218	1277	4
PHF VOlume:	104	0	104	0	0	0	0	12-10	200	0		Ō
Reduct vol:	100	0	1 ~ 1	0	0	0	2	1049	208	218	1277	4
Final VOL.:	±0∠ Manalaa "	Ja.	104	Ŷ	0	0	2	1270	200	210	14,	-
Critical Gap	MOQU.	Te:	6 0		12323232	151515757575	<i>1</i> 1	~~~~	~~~~~	4 1	xxxx	xxxxx
Critical Gp:	6.8 2 F	XXXX	2.2	XXXXX	~~~~	AAAAA	*±•⊥ 0 0	AAAA	*****	2,1	vvvv	VVVVV
FOITOMODLIU:	3.5	XXXX	3.3		XXXX	XXXXX	2.2	~~~~		ي. بي ا		
												ł
Capacity Modu			720				1001	202020	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	1456	vvvv	vvvvv
Chilict Vol:	2432	XXXX	728		X.X.X.X		1401 1401		******	140	~~~~	vvvvv
Potent Cap.:	26	XXXX	366	XXXX	XXXX	XXXXX	530	XXXX	XXXXX	401 161	~~~~	~~~~~
Move Cap.:	17	XXXX	366	XXXX	XXXX	XXXXX	230	XXXX		401	*****	vvvv
Volume/Cap: 1	1.03	XXXX	0.45		XXXX	XXXX	110.0T	XXXX	XXXX	0.47	~~~~	
Level Of Serv	rice I	Module	3:				~ ~			0 5		
Queue: x	xxxx	XXXX	2.2	XXXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	4.0	XXXX	XXXXX
Stopped Del:x	xxxx	XXXX	22.6	XXXXX	XXXX	XXXXX	11.7	XXXX	XXXXX	19.0	XXXX	XXXXX
LOS by Move:	*	*	C	*	*	*	B	*	*	C T T	אד די רוידיי	-
Movement:	LT ·	- LTR	- RT	LT	- LTR	- RT	LT ·	- LTR	- RT	- "انط	- 17.1.K	- KT
Shared Cap.:	17	XXXX	XXXXX	XXXX	0	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	23.6	xxxx	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd StpDel:	4964	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	xxxx	XXXXX
Shared LOS:	F	*	*	*	*	*	*	*	*	×	*	×
ApproachDel:	2.6	620.2		x	xxxxx		x	xxxxx		X	XXXX	
ApproachLOS:		F			· *			*			*	

AM Cumulativ	e No	2nd E	xt. Mo	on Nov	- 15,	2004 1	0:59:1	. 8		Page	29-1
	2000	ЦСМ ()	Level (Derstic	JI Ser	vice thed	Computa	ation	Repor	ъ	d \	
*****	*****	*****	verauru ******		*****	(FULUL)	****** * votu	lme Al	cernac	.1ve) *********	ala ala ala ala ala ala ala
Intersection	#130	3 Imj:	in/Rese	ervati	on						· · · · · ·
******	****	****	******	****	****	*****	*****	****	*****	******	******
Cycle (sec):		9(0			Critica	al Vol	./Cap	. (X):	2.2	226
Loss Time (s	ec):	1:	2 (Y+R	≃ 4	sec)	Average	e Dela	y (se	c/veh)	: 329	9.1
Optimal Cycl	e: *****	18(, , ,	ماد ماد ماد ماد م	ملد ماد ماد مله	Level (Df Ser	vice:		ala ale ale de ale de ale de ale de ale d	F
Annrosch.	No	rth Bo	~~~~~~~~ ``````		***** 11+b B	~~~~~	*****	*****	*****	Woot I	******
Movement:	L	– T	~ 8	T.	ася в - т		т. Т.	азс в _ т			
					· *		س 			 	
Control:	' P	rotect	ed '	' P	rotec	ted	P	roted	ted	Protec	ted
Rights:		Ovl			Incl	ude		Incl	ude	Incl	lude
Min. Green:	0	0	0	0	0	0	0	0	0	0 0	0 0
Lanes:	2	0 0	1 1	1	0 1	0 1	2	02	0 1	2 0 2	0 1
			·					~ ~ ~ ~ ~			
Volume Modul	e: >>	Count	: Date:	9 Ju	n 2004	4 << 7:	:15 -	8:15 2	AM		
Base Vol:	140	11	660	2	5	7	23	618	120	1222 691	. 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:	140	11	660	2	5	7	23	618	120	1222 691	. 5
Added Vol:	10	261	1280	3	76	14	41	378	3	1412 346	14
PasserByVol:	0	0	0	0	0	. 0	0	0	0	0 0	0
Initial Fut:	150	272	1940	5	81	21	64	996	123	2634 1037	19
User Adj:	1.00	T.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF AUJ:	0.90	202	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90 0.90	0.90
Paduat Vol.	101	202	4100	0	90	∠3 0	/1	1107	131	2927 1152	41
Reduced Vol:	167	302	2156	6	90	23	71	1107	יט ריבר	0 U 2927 1152	21
PCE Adi:	1.00	1.00	1.00	1 00	1 00	1 00	1 00	1 00	1 00		1 00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1 00
Final Vol.:	167	302	2156	6	90	23	±.00	1107	137	2927 1152	21
Saturation F	Low M	odule:	,	1		1	1			I E	ļ
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1900	1900
Adjustment:	0.90	0.85	0.85	0.93	0.98	0.83	0.90	0.93	0.83	0.90 0.93	0.83
Lanes:	2.00	0.25	1.75	1.00	1.00	1.00	2.00	2.00	1.00	2.00 2.00	1.00
Final Sat.:	3432	397	2835	1769	1862	1583	3432	3538	1583	3432 3538	1583
						·					
Capacity Anal	lysis	Modul	e:								
Vol/Sat:	0.05	0.76	0.76	0.00	0.05	0.01	0.02	0.31	0.09	0.85 0.33	0.01
Crit Moves:		****	<u> </u>	****				****		****	
Volume/Cap:	12.2	30./	65.2 1 05	2 22	15.4	15.4	2.8	12.6	12.6	34.5 44.3	44.3
Uniform Del.	37 1	2.23	10 /	4.43	0.48 22 E	0.09 51 4	42 1	2.23	0.61	2.23 0.66	11 0
IncremntDel.	0.7	22.0 555	77 1 T70.7		0 E	⊃⊥.4 ∩ 1	4±⊃.⊥ 1⁄1 ⊃	סכ./ קבס	30.4 51	2/.0 1/.2	ττ.¤
Delav Adi.	1.00	1.00	1 00	1 00	1 00	1 00	1 00	338		1 00 1 00	1 00
Delav/Veh:	32.7	584	45.5	1214	11 0	1.00 71 F	57 4	597	±.00 41 4	581 9 18 7	11 8
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1 00	1 00
AdjDel/Veh:	32.7	584	45.5	1214	33.0	31.5	57.4	597	41.4	581.9 18.2	11.8
HCM2kAvg:	2	115	47	1	2	1	2	54	5	146 13	0
 ******	****	*****	*****	*****	****	*****	*****	 *****	******	******	*****

AM Cumulativ	e No	2nd E	xt. M	on Nov	15,	2004 1	0:59:1	8		Page	31-1
		I	Level	Of Ser	vice	Comput	ation	Repor	t.		
	2000	HCM OF	perati	ons Me	thod	(Futur	e Volu	me Al	ternati	ive)	
*****	* * * * *	****	*****	*****	****	*****	*****	* * * * *	*****	******	*****
Intersection	#130	4 Blar	nco/Re	servat	ion						
*****	* * * * *	*****	*****	*****	****	******	*****	****	*****	*********	*****
Cycle (sec):		90)			Critic	al Vol	./Cap	(X):	1.3	329
Loss Time (se	ac):	<u>,</u>	€ (Y+R	≖ 4	sec)	Averag	e Dela	y (se	c/veh) :	: 145	5.5
Optimal Cycle	e: *****	18() *****	*****	****	Level	Of Ser *****	vice: *****	*****	*****	F ******
Approach:	No	rth Bo	ound	So	uth B	lound	E	ast B	ound	West E	Sound
Movement:	Ľ	- T	- R	L	- T	- R	L	- T	- R	L - T	- R
Control:	Sp	lit Pł	lase	Sp.	lit F	hase	P	rotec	ted	Protec	ted
Rights:		Inclu	ıde		Igno	re		Incl	ude	Incl	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0 0	0
Lanes:	0	0 0	0 0	. 2	0 0	02	2	02	0 0	0 0 1	01
Volume Module	a: >>	Count	: Date	: 23 S	ep 20	04 <<	7:15 -	8:15	AM		
Base Vol:	0	0	0	4	0	1450	970	310	0	0 463	14
Growth Adj:	1.00	1.00	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	4	0	1450	970	310	0	0 463	14
Added Vol:	0	0	0	31	0	1253	954	324	0	0 434	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0 0	0
Initial Fut:	0	0	0	35	0	2703	1924	634	0	0 897	53
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.00	0.88	0.88	0.88	0.88 0.88	0.88
PHF Volume:	0	0	0	40	0	0	2186	720	0	0 1019	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0
Reduced Vol:	0	0	0	40	0	0	2186	720	0	0 1019	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00 1.00	1.00
Final Vol.:	0	0	0	40	0	0	2186	720	0	0 1019	60
										~~~~~~	
Saturation Fi	LOW M	oaute:	1000	1000	1000	1000	1000	1000	1000	1000 1000	1000
Sat/Lane:	1900	1900	1900	1900	T200	1900	1900	1900	1900	1 00 1 00	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.88	0.90	0.93	1.00	1.00 0.98	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00 1.00	1.00
Final Sat.:	0	U	0	34.3∠	0	3344	3432	3538	U	0 1862	1283
Capacity Apal	veie	Modul	<u>ه</u> .	]						1	
Vol/Sat:	0 00	0 00	0 00	0 01	0 00	0 00	0 64	0 20	0 00	0 00 0 55	0.04
Crit Movee.	0.00	0.00	0.00	****	0.00	0,00	****	0.20	0.00	****	0.01
Green Time:	0 0	0 0	0 0	0.8	0 0	0 0	43 1	80.2	0 0	0 0 37 1	377 1
Volume/Cap:	0.0	0.0	0.0	1 33	0.0	0.0	1 33	0 23	0.0		0 09
Iniform Del.	0.00	0.00	0.00	44 E	0.00	0.00		0.20	0.00	0.0 26 5	16.2
IncremntDel.	0.0	0.0	0.0	277 ¢	0.0	0.0	157 /	0.7	0.0	0.0 157	0 1
Delay Add.	0.0	0.0	0.0	1 00	0.0	0.0	1 00	1 00	0.0		1 00
Delay Auj:	0.00	0.00	0.00	200 0	0.00	0.00	175 0		0.00	0.00 1.00	16 0
Deray/ven:	1 0.0		1 00	344.4	1 0.0	1 0.0	1 00	1 00	1 00	1 00 1 00	1 00
user DelAd]:	T.00	1.00	T.00	1.00	T.00	1.00	175 0	T.00	1.00	1.00 I.00	16 7
AajDel/Ven:	0.0	0.0	0.0	344.2	0.0	0.0	T/2-8	0.7	0.0	0.0 183	10.4
HCM2KAVg:				ک د شون نو نو نو	) .*****		++++++ PQ	۔ د- بو بو بو بو		**************************************	+ ******

AM Cumulative No 2nd H	lxt. Mon 1	Nov 15, 2	2004 10	):59:18			Pa	ige 3	7-1
	· · · · · · · · · · · · · · · · · · ·								
	Level Of	Service (	Computa	ation Re	eport				
2000 HCM Ur	signalize	d Method	(Futur	re Volum	me Al	ternat	ive)		
******	******	*****	*****	******	****	*****	******	****	****
Intersection #1307 SB_ ************************************	1/Imjin	*****	*****	******	****	*****	*****	****	*****
Average Delay (sec/ver	ı): 34621	.6 Wors	st Case	e Level	Of S	ervice		F[1	08934.
A A A A A A A A A A A A A A A A A A A	*****							- Do	
Approach: North H	iouna	SOUTH BO	ouna	Ea:	SC BO	unu	wes	. DU m	ana
Movement: L - T	- R .	ц – т	- R	ц —	1	- K	- Li -	1	- K
	-								
Control: Stop S	ign	stop si	lgn	Unco	ontro	liea	Unco	nuro	TTEO
Rights: Incl	ude	Inclu	lde		Inclu	.ae	1 2	nciu	ae
Lanes: 0 0 0	0 0 1	1 0 0	0 0	0 0	0	0 0	L O	U	0 0
Volume Module: >> Cour	it Date: 4	Mar 2004	• << 7:	15 - 8	:15 A	IM -			~
Base Vol: 0 0	0 1	101 0	0	0	0	0	1032	0	0
Growth Adj: 1.00 1.00	1.00 1	.00 1.00	1.00	1.00 1	1.00	1.00	1.00 1	.00	1.00
Initial Bse: 0 0	0 :	101 0	0	0	0	0	1032	0	0
Added Vol: 0 0	0 (	698 0	0	0	0	0	683	0	0
PasserByVol: 0 0	0	0 0	0	0	0	0	0	0	0
Initial Fut: 0 0	0 '	799 0	0	0	0	0	1715	0	0
User Adj: 1.00 1.00	1.00 1	.00 1.00	1.00	1.00 1	1.00	1.00	1.00 1	.00	1.00
PHF Adj: 0.88 0.88	0.88 0	.88 0.88	0.88	0.88 (	0.88	0.88	0.88 0	.88	0.88
PHF Volume: 0 0	0 9	908 0	0	0	0	0	1949	0	0
Reduct Vol: 0 0	0	0 0	0	0	0	0	0	0	0.
Final Vol.: 0 0	0 9	908 0	0	0	0	0	1949	0	0
Critical Gap Module:									
Critical Gp:xxxxx xxxx	XXXXX (	6.4 xxxx	XXXXX	XXXXX X	XXXX	XXXXX	4.1 x	XXX	XXXXX
FollowUpTim:xxxxx xxxx	xxxxx 3	3.5 xxxx	XXXXX	XXXXX X	xxxx	XXXXX	2.2 x	XXX	XXXXX
		~~~~~~							
Capacity Module:			,						
Cnflict Vol: xxxx xxxx	XXXXX 38	898 xxxx	xxxxx	XXXX X	xxxx	xxxxx	0 x	xxx	XXXXX
Potent Cap.: xxxx xxxx	XXXXX	4 xxxx	xxxxx	XXXX 2	xxxx	xxxxx	0 x	XXX	XXXXX
Move Cap.: xxxx xxxx	XXXXX	4 xxxx	XXXXX	XXXX X	xxxx	XXXXX	0 x	XXX	XXXXX
Volume/Cap: xxxx xxxx	xxxx xx	xxx xxxx	xxxx	XXXX 2	xxxx	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	0.00 x	XXX	XXXX
Level Of Service Modul	e:		i	t			ļ.		
Queue: xxxxx xxxx	XXXXX 116	6.0 xxxx	xxxxx	XXXXX >	xxxx	XXXXX	0.0 x	xxx	XXXXX
Stopped Del:xxxxx xxxx	XXXXX XX	xxx xxxx	xxxxx	XXXXX >	xxxx	XXXXX	0.0 x	XXX	XXXXX
LOS by Move: * *	*	F *	*	*	*	*	A	*	*
Movement: LT - LTR	- RT I	LT - LTR	- RT	LT -	LTR	- RT	LT -	LTR	- RT
Shared Cap.: xxxx xxxx	xxxxx xx	xxx xxxx	xxxxx	XXXX X	xxxx	xxxxx	xxxx x	xxx	XXXXX
SharedQueue:xxxxx xxxx	XXXXX XXX	xxx xxxx	XXXXX	XXXXX X	xxxx	xxxxx	xxxxx x	xxx	XXXXX
Shrd StpDel:xxxxx xxxx	XXXXX XXX	xxx xxxx	xxxxx	XXXXX X	xxxx	xxxxx	xxxxx x	xxx	XXXXX
Shared LOS: * *	*	* *	*	*	*	*	*	*	*
ApproachDel: xxxxxx		XXXXXX		XXX	xxxx		xxx	xxx	
ApproachLOS: *		F			*			*	

AM Cumulative No 2nd Ext. Mon Nov 15, 2004 10:59:18 Paqe 39-1 _____ Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) Intersection #1308 NB 1/Imiin Average Delay (sec/veh): 4.1 Worst Case Level Of Service: F[1392.4] Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R Control: Rights: Lanes: Volume Module: >> Count Date: 4 Mar 2004 << 7:15 - 8:15 AM Base Vol: 0 9 650 0 0 0 3 98 0 0 1032 28 Initial Bse:096500039800103228Added Vol:008690006980683527PasserByVol:0000000000Initial Fut:091519000379601715555 PasserByVol: 0 0 0 Initial Fut: 0 9 1519 PHF Volume: 0 10 0 0 0 0 3 905 0 0 1949 631 0 0 0 0 0 0 0 0 0 0 0 Reduct Vol: 0 0 0 0 0 0 10 3 905 0 0 1949 631 Final Vol.: Critical Gap Module: FollowUpTim:xxxxx 4.0 xxxxx xxxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxxx _____ | ____ Capacity Module: Cnflict Vol: XXXX 3491 XXXXX XXXX XXXXX 2580 XXXX XXXXX XXXX XXXX XXXX Level Of Service Module: Stopped Del:xxxxx xxxx xxxxx xxxxx xxxxx 26.7 xxxx xxXXX XXXX XXXX XXXX XXXX LOS by Move: * * * * * * D * * * * * Movement: LT - LTR - RT SharedQueue: 2.2 XXXX XXXXX XXXXX XXXXX 0.1 XXXX XXXXX XXXXX XXXXX XXXXX Shrd StpDel: 1392 xxxx xxxxx xxxxx xxxx xxxxx 26.7 xxxx xxxxx xxxxx xxxxx Shared LOS: F * * * * * D * * * * * ApproachDel: 1392.4 XXXXXX XXXXXX XXXXXX * ApproachLOS: F *

MITIG8 - AM	Cumul	ative	NO 2W	led Dec	15,	2004 1	7:53:4	5			Page	1-1
	2000	UCM C	Lever nerati	ong Mo	vice thed	Comput.	ation o Volu	Repor		1		
*****	*****	*****	.******	******	*****	\rucur	e voru *****	*****	******	. I VE)	*****	*****
Intersection	#130	9 Sec	ond/Tm	ni i n								
*********	*****	*****	*****	*****	****	*****	*****	****	*****	*****	*****	******
Cvcle (sec)		F	0			Critic	al Vol	/Can	(Y).		1 9	
Loss Time (s	ec):	1	2 (Y+R	= 4	sec)	Averag	e Dela	v (se	$(-\sqrt{veh})$		3.28	4
Optimal Cvcl	e:	18	0		200,	Level (Of Ser	vice	C/ VCII)	•	520	ਣ. ਸ
****	*****	****	*****	*****	****	******	*****	*****	*****	******	****	- ******
Approach:	No	rth E	ound	So	uth B	ound	ज	ast B	ound	We	-st B	ound
Movement:	L	- T	- R	L	- T	- R	L –	- T	- R	L -	- T	- R
							[]					
Control:	' P	rotec	ted	'' P	rotec	ted	Ρ	rotec	ted	וו Pr	oted	ted
Rights:		Incl	ude		Incl	ude	-	Incl	ude		Incl	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	l	0 1	1 0	1	0 1	1 0	1 0) 1	1 0
Volume Modul	e: AM											1
Base Vol:	15	0	22	10	0	5	60	568	120	10	1060	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	22	10	0	5	60	568	120	10	1060	1
Added Vol:	596	81	485	76	71	86	115	608	844	932	529	102
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	611	81	507	86	71	91	175	1176	964	942	1589	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:	611	81	507	86	71	91	175	1176	964	942	1589	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	611	81	507	86	71	91	175	1176	964	942	1589	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 Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	611	81	507	86	71	91	175	1176	964	942	1589	103
Saturation F	low Ma	odule	:	F 1		1	1			11		1
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.83	0.83	0.93	0.85	0.85	0.93	0.87	0.87	0.93	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	0.90	1.00	1.88	0.12
Final Sat.:	1805	1572	1572	1769	1620	1620	1769	1814	1487	1769	3293	213
Capacity Anal	lysis	Modu	le:			ŗ	F			, ,		,
Vol/Sat:	0.34	0.05	0.32	0.05	0.04	0.06	0.10	0.65	0.65	0.53	0.48	0.48
Crit Moves:	****					****		****		****		
Green Time:	10.3	10.4	10.4	1.6	1.7	1.7	6.1	19.8	19.8	16.2	29.9	29.9
Volume/Cap:	1.97	0.30	1.85	1.85	1.54	1.97	0.97	1.97	1.97	1.97	0.97	0.97
Uniform Del:	24.8	21.6	24.8	29.2	29.1	29.1	26.8	20.1	20.1	21.9	14.6	14.6
IncremntDel:	447.7	0.1	395.3	454.4	283	476.9	58.0	440	439 6	443.8	15.0	15.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh: 4	472.6	21.7	420.1	483.6	312	506.0	84.8	460	459.7	465.6	29.6	29.6
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh: 4	472.6	21.7	420.1	483.6	312	506.0	84.8	460	459.7	465.6	29 6	29 6
HCM2kAva:	52	2	40	8	6	9	8	86	86	80	22	23
******	 ******	*****	******	******	·****						دى دى ب ب ب ب ب ب	لى دى ىدىنە بەر بەر بەر بەر بەر

MITIG8 - AM C	Cumula	ative	No 2We	ed Dec	15, 2	2004 17	7:59:57	, .			Page	1-1
		 L	evel C)f Serv	 rice (Computa	tion F					
2	2000 F	ю МЭН	eratio	ons Met	hod	(Future	e Volum	ne Alt	ernati	.ve)		
*****	****	*****	*****	*****	*****	******	*****	****	******	*****	****	*****
Intersection	#131() Cali	fornia	a/Imjir	ı							
****	****	* * * * * *	*****	******	****	* * * * * * *	*****	****	*****	******	****	******
Cvcle (sec):		60			(Critica	il Vol.	/Cap	. (X):		1.64	47
Loss Time (se	ec):	9	(Y+R	= 4 s	sec) /	Average	e Delay	/ (sec	c/veh):		261	.5
Optimal Cycle	<u>.</u>	180]	Level 0)f Serv	rice:				F
******	*****	*****	*****	*****	****	******	*****	****	* * * * * * *	*****	****	******
Approach.	Not	rth Bo	und	Sou	ith Bo	ound	Ea	ist Bo	ound	Ŵe	est Bo	ound
Movement .	т	- T	- R	Τ	- T	- R	ц -	- т	- R	L -	- T	- R
Control	τ	Darmit	ا 4-1	I	ormit	-ted	ן רק	oted	-ed	' Pi	rotect	ted
Dichter:	1	Thalu	de	Ĩ	Tnoli	ide		Inclu	ıde		Incl	ude
Kights:	0	TUCTO	.uc	n	1101 (0	0		0	0	0	0
Min. Green:	, ,	~ ~ ~	1 0	1 (ົ້	1 0	1 0	N 1	τÕ	1 () 1)	1 0
Lanes:	τı	0	T 0	1	, , ,		1	/ <u> </u>		1		
x x			 Doto:	11 M-	~ 200		, <u> </u>	8.00	∆M Z	l Ndiuste	-d	I
Volume Module	3: >>	Counc	Dale:	LL Pic	11 200 00	1 5 0	200 -	5.00		215	 	10
Base Vol:	1 00	10	34	1 00	1 00	1 00	1 00	1 002	1 00	1 00	1 00	1 00
Growth Adj:	1.00	T.00	1.00	1.00	1.00	1.00	1.00	1.00 E00	1.00 E	2.00	2.00	10
Initial Bse:	0	10	54	24	24	122	174	50Z		210	10/0	22
Added Vol:	52	129	157	98	149	276	134	865	63	143	1249	44
PasserByVol:	0	0	0	0	0	0	0	0	0	550	0150	20
Initial Fut:	52	139	211	122	231	435	154	1367	1 00	330	2100	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	66	176	267	154	292	551	195	1730	86	453	2/32	41
Reduct Vol:	0	0	Ó	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	176	267	154	292	551	195	1730	86	453	2732	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
Final Vol.:	66	176	267	154	292	551	195	1730	86	453	2732	41
Saturation Fl	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.88	0.88	0.21	0.86	0.86	0.91	0.91	0.91	0.95	0.95	0.95
Lanes:	1.00	0.40	0.60	1.00	0.35	0.65	1.00	1.91	0.09	1.00	1.97	0.03
Final Sat.:	391	666	1011	406	565	1064	1734	3280	163	1804	3549	53
Capacity Anal	lysis	Modul	e:									
Vol/Sat:	0.17	0.26	0.26	0.38	0.52	0.52	0.11	0.53	0.53	0.25	0.77	0.77
Crit Moves:					* * * *		* * * *				* * * *	
Green Time:	18.9	18.9	18.9	18.9	18.9	18.9	4.1	21.8	21.8	10.4	28.0	28.0
Volume/Cap:	0.54	0.84	0.84	1.21	1.65	1.65	1.65	1.45	1.45	1.45	1.65	1.65
Uniform Del:	17.0	19.2	19.2	20.6	20.6	20.6	28.0	19.1	19.1	24.8	16.0	16.0
IncremntDel:	4.6	11.5	11.5	146.5	300	299.7	325.6	209	208.6	221.2	294	293.7
Delav Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delav/Veb:	21.6	30.7	30.7	167.1	320	320.3	353.6	228	227.8	246.0	310	309.7
User DelAdi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh.	21.6	30.7	30.7	167.1	320	320.3	353.6	228	227.8	246.0	310	309.7
HCM2kAva·		1.1	, 1	31	57	58	16	53	56	29	94	91
********		 *****	*****	*****	* * * * *	*****	*****	****	*****	*****	* * * * *	******

MITIG8 - AM	Cumul	ative	NO 2W	ed Dec	15,	2004 1	8:05:1	9			Page	1-1
			Level	Of Ser	vice	Computa	ation	Repor	't			
	2000	HCM C	perati	ons Me	thod	(Future	e Volu	me Al	ternat	ive)		
******	*****	****	*****	*****	****	*****	*****	****	*****	*****	* * * * *	******
Intersection	#131	.1 Imj	in_Rd/	Imjin_	Pkwy-	Imjin_I	રતે					
Cycle (sec):		~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	0	*****	****	Critian		///	****** (V)	*****	****	~~~
Loss Time (s		U	e (Atb	- 4	eec)	Averace	a Dela	v (co	a/reb		120	00 0
Optimal Cycle	e:	18	0	- 1	300)	rverage Level ()f Ser	y (se vice:	c/ven/	•	139	र. म
****	****	****	- *****	*****	****	******	*****	*****	*****	*****	* * * * *	- ****
Approach:	No	rth B	ound	So	uth B	ound	Е	ast B	ound	W	est B	ound
Movement:	L	- т	- R	L	- т	- R	L	- т	- R	L	- T	- R
Control:		Permi	tted		Permi	tted	P	rotec	ted	P	rotec	ted
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 0	01	0	0 0	0 0	0	0 1	1 0	1 '	02	00
Volumo Modula		Cour	+ Data	10 M						*****		
Bage Vol:	e: >> 7	coun o	L Date. 20	: 10 M	ar 20 0	04 << /	- c1:)	8:15	AM	Adjust	ea	^
Growth Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	LC 1 00	1 00	1 00	1 00
Initial Bset	1,00	1.00	±.00	00.1	1.00	1.00	1.00	520	1.00	1.00	4.00	1.00
Added Vol:	62	õ	263	Ő	õ	0	0	962	140	275	1263	0
PasserByVol:	0	ō	0	ō	0	õ	0 0	0	0		0	Ő
Initial Fut:	69	0	325	0	0	0	0	1482	193	842	2100	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	78	0	369	0	0	0	0	1684	219	957	2386	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	0	369	0	0	0	0	1684	219	957	2386	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	18	0	369	0	0	0	0	1684	219	957	2386	0
Caturation Pl												
Sat/Lano.	100 M	1000	1000	1900	1900	1000	1000	1000	1000	1000	1000	1000
Adjustment.	0 64	1 00	1 83	1 00	1 00	1 00	1 00	1900	1900	1900	1900	1 00
Lanes:	2.00	0.00	1.00	0.00	1,00	0 00	1.00	1 77	0.92	1 00	2 00	1.00
Final Sat .:	2420	0	1583	0.00	0.00	0.00	0.00	3077	401	1769	3538	0.00
Capacity Anal	lysis	Modul	le:				1			f		l
Vol/Sat:	0.03	0.00	0.23	0.00	0.00	0.00	0.00	0.55	0.55	0.54	0.67	0.00
Crit Moves:			****					****		****		
Green Time:	9.5	0.0	9.5	0.0	0.0	0.0	0.0	22.4	22.4	22.1	44.5	0.0
Volume/Cap:	0.20	0.00	1.47	0.00	0.00	0.00	0.00	1.47	1.47	1.47	0,91	0.00
Uniform Del:	21.9	0.0	25.2	0.0	0.0	0.0	0.0	18.8	18.8	18.9	6.2	0.0
IncremntDel:	0.3	0.0	231.2	0.0	0.0	0.0	0.0	215	215.1	219.1	5.3	0.0
Delay Adj:	T.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Detay/ven:	1 00	1 00	∠56.5 1 00	0.0	0.0	0.0	0.0	234	233.9	238.1	11.4	0.0
Adinal/Vah.	1.00	1.00 1.00	1.00 256 5	T 0 0	T.00	T.00	T.00	1.00	T.00	1.00 1.00	11.00	1.00
HCM2kAva·	دد.د 1	0.0	24	0.U n	0.0	0.0	0.0	∠34 57	۲. ננג ۳٦	⊥. ۵∠∠ مے	⊥⊥.4 22	0.0
*********	- ****;	*****	 ******	*****	· * * * * *	· * * * * *			، ت ن * * * * * *	******	دن *****	*****

AM Cumulative	e No i	2nd E	xt. M	on Nov	15,	2004 10):59:1	8			Page	47-1	
			Level	or ser	vice wheel	Computa	ition 1	Repor		irre \		÷	
ه و حاله علو حكم علم علم علو عان علو علو علو عان عان عان عان	~~~~~	HCM U	herarr	9115 ME		\ FULUII *******	= voru	ne Al	ternar.	****** T ^ C /	*****	******	
****		0 7 h											
intersection	₽⊥と⊥₩	2 ADT	ams/10	اللار مەمەمەمەمە	ماد ماد ماد مد	الد عالد عالد عالد عالم عالم	و ملو مادو ماد واد واد و	، ماد ماد ماد ماد ماد	و مارد مارد مارد عارد عارد مار	. دارد مرک مرک مرک مرک م	مهدمه مارسان مارس	***	
****	****	*****	*****	*****		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		10	(121) .				
Cycle (sec):	\	6	U C (W.D	4	1	Critica	T AOT	./Cap	\cdot (A) \cdot		2.0	4	
Loss Time (se	ec):	1.0	6 (Y+R	= 4	sec)	Average	e Detaj	y (se	c/ven)	:	340	.4. 17	
Optimal Cycle	8: 	51 70	U 	. وله ماه عام ماه ماه	ماد ماد ماد عاد ما	rever (n ser	aaaaa. ∧ice:	. ما- با- با- با- با-	، ماہ ماہ ماہ باہ باہ ب	. بوله بوله بايه باي	2 *******	
**************************************			~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	~ ~ ^ ^ ^ ^ ^		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	 TP.	aat D	0178d	тат. Тат.	art D	and	
Approach:	- NO.	r c n b'	ouna	- 50	2011 D	ound	т. Т	້		T			
Movement:	1 ·	- 1	- K	· بند ۱۱	- L	- K	• سد	- 1	- K	· ــــــــــــــــــــــــــــــــــــ	_ <u> </u>	- K	
Control		Dormi			Dormi	 ++		Dormit		1	Dermit	 ++od	
Control:		Permit	ude ude	-	Terut Terut	uda		Taal	udo	1	Tool	ide	
Rights:	~	THCT	uue	0	THCT	uue	0		uue 0	0	THCT	146	
Min. Green:		, 0	0 1	~ ·	1 0	0 1		0 1	0 1	1 1	n 1	0 1	
Lanes:	U .					l	· · ·						
Volume Module	∣ ⊐•Ma	rch 2	003 - 3	i i AM		I	1			11		ł	
Base Vol:	63 ES	13	159	43	16	137	20	558	4	114	1204	39	
Growth Adi.	1 00	1 00	1 00	1 00	1.00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bae.	±.00	13	159	43	16	137	20	558	4	114	1204	39	
Added Vol:	55	66	224	58	19	32	16	1288	35	63	1424	32	
DagearByVol.	0	00		0	0	0	-0	0		0	0	0	
Initial Fut.	118	79	383	101	35	169	36	1846	39	177	2628	71	
Har Adi.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
DHE Adi.	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
PHF Volume.	123	89	430	113	20,00	190	40	2074	44	199	2953	80	
Peduct Vol:	0	0	100	0	0		0		0	0	0	0	
Reduced Vol:	133	89	430	113	39	190	40	2074	44	199	2953	80	
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	
MLF Adi	1 00	Т.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol ·	133	89	430	113	39	190	40	2074	44	199	2953	80	
Saturation F	low Mo	odule	:	1 1		1	1						
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.56	0.56	0.85	0.44	0.44	0.85	0.09	1.00	0.85	0.11	1.00	0.85	
Lanes :	0.60	0.40	1.00	0.74	0.26	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Sat .:	634	424	1615	621	215	1615	165	1900	1615	203	1900	1615	

Capacity Anal	lysis	Modu	le:			•	•						
Vol/Sat:	0.21	0.21	0.27	0.18	0.18	0.12	0.24	1.09	0.03	0.98	1.55	0.05	
Crit Moves:			****								****		
Green Time:	7.9	7.9	7.9	7.9	7.9	7.9	46.1	46.1	46.1	46.1	46.1	46.1	
Volume/Cap:	1.59	1.59	2.02	1.39	1.39	0.89	0.32	1.42	0.04	1.27	2.02	0.06	
Uniform Del:	26.0	26.0	26.0	26.0	26.0	25.6	2.1	7.0	1.7	7.0	7.0	1.7	
IncremntDel:2	295.7	296	476.5	220.7	221	34.1	1.5	193	0.0	163.4	463	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh: 3	321.8	322	502.5	246.7	247	59.8	3.6	200	1.7	170.3	470	1.7	
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh: 1	321.8	322	502.5	246.7	247	59.8	3.6	200	1.7	170.3	470	1.7	
HCM2kAva:	27	27	36	21	21	7	3	115	0	85	238	0	
~ *********	****	****	*****	*****	****	******	*****	****	*****	*****	****	*****	
AM Cumulativ	ve No	2nd H	Ixt. M	Ion Nov	15,	2004 1	0:59:1	.9			Page	57-1	
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			Level	Of Ser	vice	Comput	ation	Repor	·t				
	2000	HCM 4	-Way S	top Me	thod	(Futur	e Volu	me Al	ternat	ive)			
**********	*****		*****	*****	*****	******	*****	****	*****	*****	****	*****	**
Intersection	1	חבע 7. *****	Moore	Fourt	h/Thi *****	.rd ******	*****	مله مله مله مله	مله مله مله مله مله		وله مند منه عله ماه	الم علم علم علم علم علم	ىلە خ
Cvcle (sec)		10	0			Critic		////2	(v),		 	16	
Loss Time (s	sec):		0 (Y+R	= 4	sec)	Averag	e Dela	v (ce	c/veh		. 2	7	
Optimal Cycl	e:		0		,	Level	Of Ser	vice:		•		., F	
 ***********	*****	****	*****	*****	****	*****	*****	*****	*****	*****	****	*****	**
Approach:	No	rth B	ound	So	uth E	ound	E	ast B	ound	Ŵ	est B	ound	
Movement:	Ŀ	- T	~ R	L	- T	- R	L	- T	- R	L	- T	- R	
******	·												•
Control:	S	top S	ign	S	top S	ign	S	top S	ign	S	top S	ign	
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0)
Lanes:	0	0 11	0 0	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0	1
Volume Modul		Coun	+ Doto	10 M		04 44 7	 7.1E	0.15	 7M	 2.d=1			•
Base Vol:	6. //	155	L Dale 45	. LU M	ar ∠0 204	04 << 18	у 1:ТЭ -	0:TD	- API วจ	Adjusci 100	ea EA	9	2
Growth Adi:	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1 00	1 00	1 00	1 004	1 00	3
Initial Bse:	67	155	45	15	3.94	48	1.00	20	28	128	±.00 64	4.00	}
Added Vol:	41	298	158	100	279	37	24	163	17	-20	215	39	,
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	ł
Initial Fut:	108	453	203	115	673	85	27	183	45	202	279	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	ļ
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	
PHF Volume:	130	546	245	139	811	102	33	220	54	243	336	58	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	130	546	245	139	811	102	33	220	54	243	336	58	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj: Rinal Vol -	120	1.00 E4C	1.00	120	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
	1	940	440	ود <u>ب</u> ا			53	220	54	د 4∠	336	20	ŧ
Saturation F	l low Mo	odule	•										
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.14	0.59	0.27	0.13	0.77	0.10	0.10	0.72	0.18	0.38	0.53	0.09	
Final Sat.:	60	251	112	55	322	41	42	285	70	159	219	38	
		~~			•								
Capacity Ana	lysis	Modu]	le:										
Vol/Sat:	2.18	2.18	2.18	2.52	2.52	2.52	0.77	0.77	0.77	1.53	1.53	1.53	
Crit Moves:			****	* * * *				****				****	
Delay/Veh: !	556.3	556	556.3	707.8	708	707.8	37.0	37.0	37.0	274.8	275	274.8	
Delay Adj: Adibal (Mah.)	1.00 EEC 2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AUJDEL/VER: !	ວລວ.3 ຕ	556 7	ວວ ວ. ງ 	707.8	708	707.8	37.0	37.0	37.0	274.8	275	274.8	
ApproachDel.	Ľ c	ים קבר אב	Ľ	Т	ד ס דחז	F.	E	57 A	Б	Ľ,	ቻ 1777 ዓ	F.	
Delav Adi.	-	1 0.0		,	1 00			37.0		4	1 00		
ApprAdiDel:	2	556.3		F	107 8			37 0		2	1.00 974 P		
LOS by Appr:	-	F		,	э, . с F			у., с я		6	৩		
******	*****	- *****	*****	*****	****	******	*****	سر * * * * * *	*****	******	****	*****	*

AM Cumulative	e No 2	2nd E	xt. Mo	on Nov	15,	2004 10	:59:1	9		P	age 5	59-1
			Level (Of Ser	vice	Computa	tion 1	Repor				
:	2000 1	HCM 4	-Wav St	top Me	thod	(Future	Volu	ne Al:	- ternati	.ve)		
*********	*****	*****	*****	*****	****	******	*****	*****	* * * * * * *	*****	****	*****
Intersection	#1318	3 Jim	_Moore,	/First								
* * * * * * * * * * * * * * *	*****	****	*****	*****	****	*****	****	* * * * *	*****	*****	****	*****
Cycle (sec):		10	0			Critica	l Vol	./Cap	(X):		1.83	1
Loss Time (se	ec):) (Y+R	= 4	sec)	Average	Delay	y (se	c/veh):		348.	7
Optimal Cycle	€:	(D			Level C	f Ser	vice:				F
*****	*****	*****	******	******	*****	******	*****	*****	*****	****** Mo	*****	*****
Approach:	TON		Juna n	т Т		ouna p	т. Т			т. –		D
Movement:	-Lu -	- 1	- <u>r</u> .	· ⊔. · ! !	- 1	- ĸ	· بد ــــا	- <u> </u>	- <u>r</u>			
Control	C1	on S	ian	11 S1	 - 070 - 5	 ian	 St		ian	l St	on si	an
Diahta.		Inclu	ide		Tncl	nde	5.	Thel	ide	00	Tnelu	de
Min Green.	٥	0	0	0	1001	0	٥	0	0	٥	0	0
Lanes.	1 0	ນ ດັ	1 0	7 (า ดั	1 0	0 0	ດ ດັ	1 0	0 0	1!	0 0
Volume Module	: : : :	Count	Date:	: 10 Ma	ar 20	04 << 7	:15 -	8:15	AM	1		1
Base Vol:	13	259	80	17	528	5	0	6	6	61	3	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:	13	259	80	17	528	5	0	6	б	61	3	8
Added Vol:	18	490	92	20	351	0	0	2	7	30	3	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	749	172	37	879	5	0	8	13	91	б	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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	39	936	215	46	1099	6	0	10	16	114	8	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	936	215	46	1099	6	0	10	16	114	8	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
Final Vol.:	39	936	215	4.6	1099	6	- 0	10	16	114	8	19
Saturation Fl	OW MC	aute:	1 00	7 00		1 00	7 00	1 00	1 00	1 00	1 00	1 00
Adjustment:	1.00	1.00	L.UU	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	U.81	0.19	1.00	612	0.01	0.00	100	206	0.02 /13	0.05 27	68
Final Sat.:	202		/ ⊥⊥ 		013	د اــــــ	1	100	l		، م <i>د</i> 	!
Capacity Anal	vsis	Modul	le:			1	I		1	1		I
Vol/Sat:	0.07	1.83	1.83	0.08	1.79	1.79	xxxx	0.05	0.05	0.28	0.28	0.28
Crit Moves:		****			****			****		* * * *		
Delay/Veh:	9.5	394	394.4	9.6	378	377.8	0.0	10.5	10.5	12.7	12.7	12.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	394	394.4	9.6	378	377.8	0.0	10.5	10.5	12.7	12.7	12.7
LOS by Move:	А	F	F	A	F	F	*	B	B	В	В	В
ApproachDel:	3	81.8		3	863.0			10.5			12.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:	3	81.8		5	863.0			10.5			12.7	
LOS by Appr:		F			F			B			В	
*****	*****	*****	******	*****	****	******	* * * * * *	*****	******	*****	* * * * *	*****

AM Cumulative	∋ No	2nd E	xt. Mo	on Nov	15,	2004 10):59:1	9		Ę	age	61-1
		-	Level	of Ser	vice	Computa	ation	Repor	t			
2	2000	HCM O	peratio	ons Me	thod	(Future	e Volu	me Al	ternat	ive)		
***********	*****	****	******	*****	****	******	*****	****	*****	* * * * * * *	* * * *	*****
Intersection	#131	9 Fir:	st/Ligi	nt_Fig	hter						ala ata ata ata a	
	****	****	******	*****	*****	******	· * * * * * *	*****	*****	******	****	******
Cycle (sec):		7		5)	Critica D	LL VOL	./Cap	· (A):		0.8	94
Loss Time (se	2C):	с. Т.	o (I+R n	≝ 4 ;	sec)	Average	: Dela	y (se	c/ven)	:	23	
vpcimai cycie	:: *****	フ。 *****	۵ *****	*****	****	10001 (******)r ser *****	***** *****	*****	******	****	******
Approach ·	No	rth Bo	bnuc	Sol	ith B	ound	R	act B	വനർ	We	et Br	nind
Movement:	L	- T	- R	L	- т	~ R	T:	- Т	- R	ц	т Т	- R
Control:	Sp	lit Pł	nase	Sp]	lit P	hase		Permi	tted	Pr	otect	teð
Rights:	-1-	Inclu	ıde	-1	Incl	ude		Iano	re		Inclu	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	0 1	0	1 0	0 1	0	0 2	0 1	1 0	2	0 0
Volume Module	: >>	Count	Date:	28 Se	∋p 20	04 << 7	:15 -	8:15	AM			
Base Vol:	80	0	7	8	6	41	0	849	72	2	506	0
Growth Adj:	1.00	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	0	7	8	6	41	0	849	72	2	506	0
Added Vol:	43	0	111	1	20	58	0	697	43	32	326	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	0	118	9	26	99	0	1546	115	34	832	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.00	0.86	0.86	0.86
PHF VOlume:	143	0	137	10	30	115	0	1798	0	40	967	U
Reduct VOL:	1 4 7	0	100	10	20	0	0	0	0	10	0	0
Reduced vol:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1/98	0 00	1 00	1 00	1 00
MLP Add.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	0.00	1 00	1 00	1 00
Final Vol ·	143	1.00	127	100	30	115	1.00 0	1799	0.00	40	967	1.00
Final VOL.			!	1								
Saturation Fl	ow Mo	dule:	1	I			1					I
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	0.97	0.97	0.83	1.00	0.93	1.00	0.93	0.93	1.00
Lanes:	1.00	0.00	1.00	0.26	0.74	1.00	0.00	2.00	1.00	1.00 :	2.00	0.00
Final Sat.:	1769	0	1583	473	1365	1583	0	3538	1900	1769 :	3538	0
					. ~ ~ ~ ~ .							
Capacity Anal	ysis	Modul	.e:				•					
Vol/Sat:	0.08	0.00	0.09	0.02	0.02	0.07	0.00	0.51	0.00	0.02	0.27	0.00
Crit Moves:			****			****		****		****		
Green Time:	б.8	0.0	6.8	5.7	5.7	5.7	0.0	39.8	0.0	1.8 4	41.5	0.0
Volume/Cap:	0.83	0.00	0.89	0.27	0.27	0.89	0.00	0.89	0.00	0.89	0.46	0.00
Uniform Del:	31.1	0.0	31.3	30.2	30.2	31.9	0.0	13.3	0.0	34.0	8.0	0.0
IncremntDel:	28.2	0.0	43.3	1.0	1.0	48.7	0.0	5.6	0.0	95.2	0.2	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	59.3	0.0	74.6	31.2	31.2	80.6	0.0	18.9	0.0	129.2	8.1	0.0
user DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AajDei/Ven:	59.3	0.0	74.6	31.2	31.2	80.6	0.0	18.9	0.0	129.2	8.1	0.0
ncm2KAVg:	0 *****	U *****	0 ******	⊥ *****	ـَـ • * * * *	C ******	U *****	⊥⊥ *****	U ******	د •*****	0 *****	· * * * * *

AM Cumulative	e No :	2nd E:	kt. Mo	on Nov	15,	2004 10):59:19	Э		P	age (63-1
]	Level (of Ser	vice	Computa	tion H	Repor	t			
-	2000 1	нсм от	peratio	ons Met	chod	(Future	e Volur	ne Al	ternati	ve)		
*****	****	*****	* * * * * * * *	*****	****	******	*****	* * * * *	*****	*****	****	*****
Intersection	#132	0 Seco	ond/Lig	ght_Fig	ghter							
******	****	****	*****	*****	****	*****	****	* * * * *	*****	*****	****	*****
Cycle (sec):		6(כ			Critica	l Vol	./Cap	. (X):		1.10	50
Loss Time (se	ec):	<u> </u>	€ (Y+R	= 4 s	sec)	Average	e Delay	y (se	c/veh):		73	.4
Optimal Cycle	::	18() Na sta sta sta sta sta sta st		مليمات مليمات م	Level (f Ser	vice:	مله عله مله عله عله عله عله			E ******
***********	*****	*****	*****	C		~~~~~		act B		Me	et R	מיניר
Approach:	T NO.			л. т.	 		т	180 D. - T	- P	T	ас ц. T	- R
Movement:												
Control	11	Permit	-ted	1	Permi	tted	I Pi	roted	ted	Pr	otect	ted
Rights.		Inclu	ıde	-	Incl	ude		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	. 0	0	0	0	0
Lanes:	0	0 1!	0 0	1 () 1	01	1 () 1	1 0	1 0	1	1 0
		~										
Volume Module	: Sej	otembe	er 2004	- AM								
Base Vol:	0	0	1	· 0	0	125	147	705	12	1	381	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	0	1	0	0	125	147	705	12	1	381	8
Added Vol:	32	15	35	291	22	173	501	267	41	53	153	460
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	15	36	291	22	298	648	972	53	54	534	468
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	36	17	40	327	25	335	728	1092	60	61	600	520 0
Reduct Vol:	0	0	0	200	0	0 5 3 5	0 700	1000	0 60	- U	600	526
Reduced Vol:	6د ۵۵ 1	11	40	34/	25	255	1 00	1092	1 00	1 00	1 000	1 00
PCE Adj:	1.00	1 00	1 00	1.00	1.00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
MLF Adj: Rimel Vel -	1.00	1.00	1.00	1.00	1.00	735	728	1092	1.00 60	1.00 61	600	526
Final Vol.:		, T		/		!	1					
Saturation Fl	ow M	odule	•		•	ł	I		I	ł		I
Sat/Lane.	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	10.82	0.82	0.74	0.98	0.83	0.93	0.92	0.92	0.93	0.87	0.87
Lanes:	0.39	0.18	0.43	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.07	0.93
Final Sat.:	601	282	676	1410	1862	1583	1769	3328	181	1769	1753	1537
Capacity Anal	lysis	Modu	le:									
Vol/Sat:	0.06	0.06	0.06	0.23	0.01	0.21	0.41	0.33	0.33	0.03	0.34	0.34
Crit Moves:				****			****				****	
Green Time:	12.0	12.0	12.0	12.0	12.0	12.0	21.3	35.3	35.3	3.7	17.7	17.7
Volume/Cap:	0.30	0.30	0.30	1.16	0.07	1.06	1.16	0.56	0.56	0.56	1.16	1.16
Uniform Del:	20.4	20.4	20.4	24.0	19.5	24.0	19.4	7.6	7.6	27.4	21.1	21.1
IncremntDel:	0.5	0.5	0.5	103.9	0.1	66.6	88.7	0.3	0.3	6.3	83.5	83.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	100	104 C
Delay/Veh:	21.0	21.0	21.0	127.9	19.5	90.6	108.1	7.9	1.9	33.7	CU1	1 00
User DelAdj:	1.00	1.00	1.00	107 0	1.00	T:00	100 1	1.00	1.00 7 a	1.00	100	104 6
AdjDel/Veh:	21.0	21.0	⊿⊥.0	147.9	тд.2 ^	90.6 77	108.T	7.9 m	ע. / יי	י בב ר	105 21	104.0 24
HCM2KAVG:	ے *****	ے *****	ک ******	レフ ******	U *****	C⊥ *****	ـد *****	/ *****	/ ******	ے *****	~~ ****:	~~~ *******

AM Cumulativ	re No	2nd E	Ixt. M	on Nov	/ 15,	2004	10:59:	19			Page	71-1
			Level	Of Ser	 vice	Comput	ation	Repoi	 ct			
2	000 H	CM Un	signal.	ized M	lethod	l (Futu	ire Vol	lume A	lterna	ative)		
*****	****	****	*****	*****	*****	*****	*****	*****	*****	*****	****	******
Intersection	#132	4 Jim	_Moore,	/Coe								
*******	****	****	*****	*****	****	*****	*****	*****	*****	*****	****	*****
Average Dela ******	y (se ****	c/veh *****	.): 22 *****	575.7 *****	Wor *****	st Cas	e Leve	el Of	Servic	:e:	F [36755.0
Approach:	No	rth B	ound	Sc	uth E	ound	F	last F	ound	W	est B	ound
Movement:	L	- T	- R	L	- T	- R	т, –	- T	- P	T,	- T	
Control:	Un	contr	olled	່ ບກ	contr	olled	11	ton S	lian	, i	top s	ian
Rights:		Incl	ude		Incl	ude	-	Chan	nel	U	Thel	-911 11 d d
Lanes:	1	0 0	1 0	0	1 0	0 1	n	1 0	0 1	٥	0 11	0 0
										1	~	
Volume Modul	e: >>	Coun	t Date:	: 31 M	ar 20	04 <<	7:30 -	8:30	AM	11	_	ł
Base Vol:	86	255	0	0	646	91		0.00	100	n	n	0
Frowth Adj:	1.00	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	255	0	0	646			1.00	100	1.00	1.00	1.00
Added Vol:	10	522	227	50	340	83	139	19	29	111	0 0	21
asserByVol:	0	0	0	0	0	0	0	0	0	 0	0	<u>م</u> ت
nitial Fut:	96	777	227	50	986	174	202	19	129	111	0 0	21
ser Adi:	1.00	1.00	1.00	1.00	1.00	1 00	1 00		1 00	1 00	1 00	1 00
HF Adj:	0.92	0.92	0.92	0.92	0.92	0 92	0 92	1.00	0 92	1 92	1.00	1.00
HF Volume:	104	845	247	54	1072	189	222	21	140	101	10	0.94
educt Vol:	0	0	0	0		01	220	2.1	0.71	121	10	~ ~
inal Vol.:	104	845	247	54	1072	189	220	21	140	101	10	22
ritical Gao	Modul	le:		51	тү / С	102	220	2 I	140	-1. <i>L</i> e _1_	τv	6.2
ritical Gp:	4.1	xxxx	XXXXX	4 7	~~~~	~~~~~	71	<i>с</i> с	<i>с</i> 7	÷ ר		5 0
ollowUpTim:	2.2	XXXX	XXXXXX	2.1	XXXX	vvvvv	2 5	· 4 0	0.4 2.2	, /,⊥ , , ⊥	4 0	0.4 3 3
				1			3.5	4.0	2.2	3.5	4.0	3.3
apacity Modu	le:		ł	1								
nflict Vol:	1261	XXXX	XXXXX	1091	XXXX	XXXXX	2373	2480	1072	2462	2546	968
otent Cap.:	558	XXXX	XXXXX	647	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	24	30	271	21	27	311
ove Cap.:	558	XXXX	XXXXX	647	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	12	22	271	2	20	311
olume/Cap:	0.19	XXXX	XXXX	0.08	XXXX	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	19.09	0.93	0.52	74.42	0.48	0.07
						~				•		
evel Of Serv	rice M	lodule	:									
ueue:	0.7	XXXX	XXXXX	0.3	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	2.8	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	xxxx	XXXXX
topped Del:	12.9	XXXX	XXXXX	11.1	XXXX	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	31.8	XXXXX	xxxx	XXXXX
OS by Move:	B	*	*	В	*	*	*	*	D	*	*	*
ovement:	LT -	LTR	- RT	LT -	- LTR	- RT	LT -	- LTR	- RT	LT -	· LTR	- RT
hared Cap.:	XXXX	XXXX	XXXXX	XXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	xxxxx	12	xxxx	xxxxx	xxxx	2	xxxxx
haredQueue:x	XXXX	XXXX	XXXXX	0.3	xxxx	XXXXX	31.4	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	xxxxx	XXXXX	21.6	XXXXX
hrd StpDel:x	XXXX	XXXX	XXXXX	11.1	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	9168	xxxx	xxxxx	XXXXX	xxxx	xxxxx
hared LOS:	*	*	*	В	*	*	F	*	*	*	F	*
pproachDel:	xx	XXXX		XX	xxxx		58	300.5		xx	xxxx	
pproachLOS:		*			*			F			F	

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AM Cumulativ	ve No i	2nd Ex	ct. Mo	on Nov	15,	2004 1	0:59:1	9			Page	73-1
		I	Level (Of Ser	vice	Comput	ation	Repor	t			
	2000 1	HCM 4-	•Way St	cop Me	thod	(Futur	e Volu	me Al	ternat:	ive)		
*****	*****	*****	*****	*****	****	*****	*****	****	*****	*****	* * * * *	*****
Intersection	1 #132	5 Jim_	Moore,	Broad	way							
******	*****	*****		*****	****	*****	*****	*****	******	*****	*-***	******
Cycle (sec):		TOC)		``	Critic	ai voi	./Cap	(X):		1.84	40 2
Loss Time (s	sec):	() (Y+R	= 4	sec)	Averag	e Dela	y (se	c/ven):		231	.9
Optimal Cycl	.e:) ان مان مان مان مان مان) 	. مان مانه مانه مانه مان مان	ماد ماد طر کام کام	revel	Ot Ser	vice;	ند مايد عليه سليد مايد مايد مايد	و بلو بلد ولد ولد ولد با	د های های سای های مل	متح متح ملح ملح ملح ملح م
Approach:	NO	rth Bo	ound	So	uth B	ound	E	ast B	ວບກວ	Wi	est Bo	านที่สาน
Movement:	Τ.	- T	- R	L	- T	- R	т. –	- T	- R	ī.	- т	- R
	.											
Control:	' St	top Si	an	S	top S	ian	S S	top S	ian	St	top St	lan
Rights:		Inclu	ide	-	Incl	ude	~	Incl	ude	-	Inclu	-5 1de
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 2	1 0	0 0	0 0	0 1	0 1	1	0 0	0 1	0 (0 0	0 0
	.										· ·	
Volume Modul	.e: >>	Count	Date:	28 Se	∋p 20-	04 << '	7:30 -	8:30	AM	,		
Base Vol:	58	87	0	0	435	311	254	0	264	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:	58	87	0	0	435	311	254	0	264	0	0	0
Added Vol:	l	494	0	0	315	165	265	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	581	0	0	750	476	519	0	265	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	69	676	0	0	872	553	603	0	308	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	676	0	0	872	553	603	0	308	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
Final Vol.:	69	676	0	, 0	872	553	603	0	308	0	0	0
Saturation F	TOM MC	aure:	7 00	1 00	7 0.0				1 00	1 00	1 00	1 00
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes: Final Cat .	0.09	447	0.00	0.00	1.00	±.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	4.0	447		U 	4/4	544	440	Ų	د <i>د</i> د	1		
Capacity Ana	lvsis	Modul	e:				11					
Vol/Sat:	1.51	1.51	xxxx	xxxx	1.84	1 06	1 35	xxxx	0.59	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delav/Veh:	259.4	259	0.0	0.0	404	82.0	195.6	0.0	19.0	0.0	0.0	0.0
Delay Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	259.4	259	0.0	0.0	404	82.0	195.6	0.0	19.0	0.0	0.0	0.0
LOS by Move:	F	F	*	*	F	F	F	*	С	*	*	*
ApproachDel:	2	259.4		2	279.0			135.9		XX	xxxx	
Delay Adj:		1.00			1.00			1.00		х	xxxx	
ApprAdjDel:	2	259.4		2	279.0		-	135.9		XX	xxxx	
LOS by Appr:		F			F			F			*	
****	*****	*****	*****	*****	****	******	*****	*****	******	*****	*****	*****

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PM Cumulativ	e No	2nd E	lxt. M	lon Nov	15,	2004 1	0:56:2	8			Page	27-1
										· · · · · · · · · · · · · · · · · · ·		
			Level	Of Ser	vice	Comput	ation	Repor	t			
2	000 H	ICM Un	signal	ized M	lethod	(Futu	re Vol	ume A	lterna	tive)		
*****	*****	****	*****	*****	****	*****	*****	****	*****	*****	* * * * *	*****
Intersection ********	#130 *****	2 Cal	iforni *****	a/Rese *****	rvati *****	on *****	*****	* * * * *	*****	*****	****	*****
Average Dela:	y (se ****	c/veh): 2 *****	486.9 *****	Wor *****	st Cas *****	e Leve *****	l Of ****	Servic *****	e: *****	F[*****	22655.2
Approach:	No	rth B	ound	So	uthB	ound	Ε	ast B	ound	W	est B	ound
Movement:	L	~ T	~ R	Ļ	- T	- R	L	- Т	- R	L	- Ť	- R
Control:	S	top S	ign	S	top S	ign	Un	contr	olled	Un	contr	olled
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Lanes:	0	1 0	01	0	0 11	0 0	1.	0 1	1 0	1	01	1.0
		~ ~ ~ ~ ~										
Volume Module	e: >>	Coun	t Date	: 1 Ju	n 200	4 << 5	:00 -	6:00	PM			I
Base Vol:	27	0	39	1	0	3	1	948	74	71	901	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	0	39	1	0	3	1	948	74	71	901	1
Added Vol:	172	0	54	0	0	0	0	462	179	96	421	. 0
CA Ext. Rea:	27	0	79	0	0	0	0	0	33	42	0	0
Initial Fut:	226	0	172	1	0	3	1	1410	286	209	1322	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	248	0	189	1	0	3	1	1549	314	230	1453	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	248	0	189	1	0	3	1	1549	314	230	1453	1
Critical Gap	Modu	le:										
Critical Gp:	7.5	xxxx	6.9	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	XXXXX
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Modu	le:			• •			4 1					ţ
Cnflict Vol:	2895	xxxx	932	2690	xxxx	727	1454	xxxx	xxxxx	1864	xxxx	xxxxx
Potent Cap.:	7	xxxx	268	10	xxxx	366	461	xxxx	xxxxx	320	xxxx	xxxxx
Move Cap.:	3	xxxx	268	1	xxxx	366	461	xxxx	xxxxx	320	xxxx	xxxxx
Volume/Cap: 8	34.20	xxxx	0.70	0.86	XXXX	0.01	0.00	XXXX	xxxx	0.72	XXXX	xxxx
											•• ~• ~• ~• ~• ·•	
Level Of Serv	rice I	Module	≥:									,
Queue: x	xxxx	XXXX	4.8	XXXXX	XXXX	XXXXX	0.0	xxxx	xxxxx	5.2	xxxx	XXXXX
Stopped Del:x	xxxx	xxxx	45.1	XXXXX	xxxx	xxxxx	12.8	XXXX	xxxxx	40.3	xxxx	xxxxx
LOS by Move:	*	*	E	*	*	*	В	*	*	E	*	*
Movement:	LT ·	- LTR	- RT	LT -	- LTR	~ RT	LT ·	- LTR	- RT	LT -	- LTR	- RT
Shared Cap.:	3	xxxx	xxxxx	xxxx	5	xxxxx	xxxx	XXXX	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	33.5	xxxx	xxxxx	XXXXX	1.2	XXXXX	XXXXX	XXXX	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:3	9863	xxxx	XXXXX	XXXXX	1223	xxxxx	XXXXX	XXXX	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	x	cxxxx		12	223.1		x	xxxx		xx	cxxxx	
ApproachLOS:		F			F			*		_	*	

PM Cumulative	e No	2nd E	xt. Mo	on Nov	15,	2004 1	0:56:2	8		Pa	age 2	9-1
			Level ()f Ser	vice	Comput	ation 1	Repor	t			
	2000	HCM O	peratio	ons Met	thod	(Futur	e Volu	me Al	ternati	ve)		
*****	*****	****	* * * * * * *	*****	* * * * *	*****	*****	* * * * *	*****	*****	****	*****
Intersection	#130	3 Imj	in/Rese	ervatio	on							
*****	****	*****	******	*****	****	*****	******	****	******	*****	*****	******
Cycle (sec):		9	0		,	Critica	ai Voi	./Cap	(X):		3.23	0
Loss Time (se	BC):	1.	2 (Y+R	= 4 8	sec)	Average	e Delay	y (se	c/ven):		605.	8
optimal Cycle	:: *****	8⊥ ****	U * * * * * * *	*****	*****	rever (JI SEI *****	vice: *****	******	*****	****	5 *****
Approach:	No	rth B	ound	Soi	ith B	ound	Ea	ast B	ound	Wes	st Bo	und
Movement:	L	- T	- R	L.	- Ţ	- R	L ·	- T	- R	L -	Т	- R
												!
Control:	P	rotec	ted	Pi	rotec	ted	P	rotec	ted	Pro	otect	ed
Rights:		Ovl			Incl	ude		Incl	ude	-	Inclu	.de
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 0	1 1	1 () 1	01	, 2 (0 2	0 1	2 0	2	0 1
TTolumo Modula			 b Data:	0 7.00					 DM			
Volume Module	2: >>	Coun	t Date:	9 JUI 10	1⊿00 o	4 << 5	100 - 10	5:00 . ⊐04	201 201	672	72 E	1
Base Vol:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00 -	1 00	1 00
Tritial Bear	217	g	1167	18	1.00	1.00	12	704	281	673	735	1
Added Vol.	5	175	2263	12	356	67	28	456	11	2428	435	10
PasserByVol:	Ő		0		0	0	0	0		0	0	0
Initial Fut:	223	183	3430	30	364	98	40	1160	292	3101 1	L170	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	L.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85 ().85	0.85
PHF Volume:	262	215	4035	35	428	115	47	1365	344	3648 1	L376	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	215	4035	35	428	115	47	1365	344	3648 1	L376	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	L.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	1.00	1.00
Final Vol.:	262	215	4035	, 35	428	115	47	1365	344	3648 1	.376	13
Saturation Fi	LOW MO	odule	:	1000	* ^ ^ ^	1000		1000	1000	1000 7	000	1000
Sat/Lane:	1900	1900	1900	1900	TA00	1900	T 200	1900	1900	1900 3	L900 N GD	1900
Adjustment:	0.90	0.84	1 20	1 00	1 00	1 00	2 00	2 00	1 00	2 00 2	> 00	1 00
Danes: Rinal Cat .	2420	162	3033	1769	1962	1583	3430	2.00	1583	3432 2	1.200	1583
Jac	 	±02					 					
Capacity Anal	vsis	Modu	le:	1			11		ł	I		I
Vol/Sat:	0.08	1.33	1.33	0.02	0.23	0.07	0.01	0.39	0.22	1.06 ().39	0.01
Crit Moves:		****		****				****		****		
Green Time:	9.4	37.1	66.7	0.6	28.2	28.2	1.4	10.7	10.7	29.6 3	39.0	39.0
Volume/Cap:	0.73	3.23	1.80	3.23	0.73	0.23	0.90	3.23	1.82	3.23 ().90	0.02
Uniform Del:	39.1	26.5	11.7	44.7	27.5	22.9	44.2	39.6	39.6	30.2 2	23.7	14.6
IncremntDel:	7.6	1005	359.5	1202	4.8	0.2	87.2	1010	387.9	1006	7.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	00	1.00
Delay/Veh:	46.7	1032	371.2	1247	32.3	23.1	131.4	1049	427.5	1036 3	31.1	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:	46.7	1032	371.2	1247	32.3	23.1	131.4	1049	427.5	1036 3	1.1	14.6
HCM2KAVg:	5	241	173 	******	12	- بر ا	لک د خد سد بد بد ب	77 		******* 772	لاملا *****	***** U

PM Cumulativ	e No	2nd E	xt. M	ion Nov	· 15,	2004 1	.0:56:2	8		Page	31-1
~~~~		 I	 Level	Of Ser	 vice	Comput	ation	Repor			
	2000	HCM Or	berati	ons Me	thod	(Futur	e Volu	ume Al	ternat:	ive)	
*****	*****	*****	*****	*****	*****	*****	******	*****	******	, ************	******
Intersection	#130	14 Blar		Gervat	ion						
******	*****	******	*****	******	*****	*****	*****	*****	*****	******	****
Curle (ger).		91	<b>`</b>			Critic		1000	(v).		707
Loca Time (a			עדעי) ב	- 1	cea)	Average	ar vor	/Cap	$\alpha$ (A):		/ U / >
Doss Ilme (S		10/	7 (ITR )	- 4	sec)	Averag	e Deia Of Com	y (se	c/ven/:	. 203	7.4 m
Obciwai chci	*****	بر من	ر من منه منه منه منه منه	ىلە بارە بىلە چە	مل علم مله ماه	телет	or ser	vrce:	ان مله طر ماه ماه ماه ماه	له جاه جاه جاه جاه جاه جاه جاه جاه خاه خاه جاه	
	 NT					~~~~~	~ ~ ~ ~ ~ ~ ~	×××××	*****		· · · · · · · · · · · · · · · · · · ·
Approach:	νC T	rtn BC	puna	- 50	utn B	ouna	- <u>E</u>	ast B	ouna	west E	souna
Movement:	نيا. ا	1.	- R		- T	- R		- 1	- R	ь - т	- R
Control:	Sp	lit Ph	lase	Sp	lit P	hase	P	rotec	ted	Protec	ted
Rights:		Inclu	ıde		Igno	re		Incl	ude	Incl	.ude
Min. Green:	0	0	0	0	0	0	0	0	0	0 0	) 0
Lanes:	0	0 0	0 0	2	0 0	02	2	02	00.	001	0 1
								~~~~			
Volume Modul	e: >>	Count	: Date	: 23 S	ep 20	04 <<	5:00 -	6:00	PM		
Base Vol:	0	0	0	21	0	1027	1370	519	0	0 382	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:	0	0	0	21	0	1027	1370	519	0	0 382	16
Added Vol:	0	0	0	46	0	1754	1865	629	0	0 573	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0 0	0
Initial Fut:	0	0	0	67	0	2781	3235	1148	0	0 955	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96 0.96	0.96
PHF Volume:	0	0	0	70	0	0	3370	1196	0	0 995	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0
Reduced Vol:	0	0	0	70	0	0	3370	1196	0	0 995	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00 1.00	1.00
Final Vol.:	0	0	0	70	0	0	3370	1196	0	0 995	63
						~~					
Saturation F	low M	odule:		11			1 1		ſ	F	I
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.88	0.90	0.93	1.00	1.00 0.98	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00 1.00	1.00
Final Sat.:	0.00	0	0	3432	0.00	3344	3432	3538	0.00	0 1862	1583
										1	
Canacity Anal	lvaia	Modul	Δ.	1			1 1		1	I	l
Vol/Gat.	0 00	0 00	0 00	0 02	0 00	0 00	0 98	0 34	0 00	0 00 0 53	0 04
Crit Moves.	0.00	0.00	0.00	****	0.00	0.00	****	0.04	0.00	****	0.04
Green Time:	0 0	0 0	0 0	1 1	0 0	0 0	E1 0	700	0 0	0 0 29 2	<u></u>
Volumo/Can.	0.0	0.0	0.0	1 77 1	0.0	0.0	JL.O	12.2	0.0		20.2
Volume/Cap:	0.00	0.00	0.00	1./_ 4/ =	0.00	0.00	10 7	0.38	0.00		22 1
Uniform Del:	0.0	0.0	0.0	44.0	0.0	0.0	19.1	0.9	0.0	0.0 30.9	44.⊥ 0 1
THOLEHULDET:	0.0	0.0	0.0	402.4	0.0	0.0	340.5	1.0	0.0	0.0 326	1.0
Delay Adj:	0.00	0.00	0.00	110	0.00	0.00	1.00	1.00	0.00	0.00 1.00	1.00
Delay/Ven:	0.0	0.0	0.0	446.8	0.0	0.0	339.6	0.9	υ.σ	0.0 356	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:	0.0	0.0	0.0	446.8	0.0	0.0	339.6	0.9	0.0	0.0 356	22.2
HCM2kAvg:	0	0	0	4	0	0	139	3	0	0 79	1
***********	****	*****	*****	*****	****	*****	*****	*****	******	******	*****

PM Cumulative No 2nd Ext. Mon Nov 15, 2004 10:56:28 Page 37-1 _____ Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) Intersection #1307 SB 1/Imjin Average Delay (sec/veh): 120903.5 Worst Case Level Of Service: F[380790. Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R -----||-----|| Control:Stop SignStop SignUncontrolledUncontrolledRights:IncludeIncludeIncludeIncludeLanes:0000000 -----||------|| Volume Module: >> Count Date: 4 Mar 2004 << 5:00 - 6:00 PM Base Vol: 0 0 0 50 0 0 0 0 686 0 0 Initial Bse: 0 0 0 50 0 0 0 0 686 0 0 0 0 1427 Added Vol: 0 0 0 933 0 0 PasserByVol: 0 0 0 0 0 0 0 0 Ω PasserByVol: 0 0 0 0 0 0 0 0
 PasserByvol:
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 <t 0 PHF Volume: 0 0 0 1068 0 0 0 0 0 2297 0 0 0 0 0 Ö 0 0 0 0 0 0 0 0 Reduct Vol: 0 0 0 0 0 2297 0 1068 0 0 0 0 Final Vol.: Critical Gap Module: Critical Gp:xxxxx xxxx 6.4 xxxx xxxxx xxxx xxxx 4.1 xxxx xxxxx FollowUpTim:xxxxx xxxx 3.5 xxxx xxxxx xxxx 2.2 xxxx xxxxx Capacity Module: 0 XXXX XXXXX Cnflict Vol: XXXX XXXX XXXXX 4593 XXXX XXXXX XXXX XXXX XXXX
 Potent Cap.: xxxx xxxx xxxx
 1 xxxx xxxx xxxx xxxx
 0 xxxx xxxx

 Move Cap.: xxxx xxxx xxxx
 1 xxxx xxxx xxxx
 0 xxxx xxxx
 Volume/Cap: xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.00 xxxx xxxx -----||------|| Level Of Service Module: Queue: xxxxx xxxx xxxxx 136.3 xxxx xxxxx xxxxx xxxx xxxx 0.0 xxxx xxxxx A * * LOS by Move: * * * F * * * * * Movement: LT - LTR - RT Shared LOS: * * * * * * * * * * * * * XXXXXX XXXXXX XXXXXX ApproachDel: xxxxxx F * * * ApproachLOS:

PM Cumulativ	re No	2nd E	Ext. M	ion Nov	/ 15,	2004 1	0:56:2	28			Page	39-1
						~						
_			Level	Of Ser	rvice	Computa	ation	Repor	t			
2	1000 E	ICM Ur	isignal	ized M	lethod	t (Futu:	re Vol	ume A	lterna	tive)		
*******	*****	*****	******	*****	*****	*****	*****	*****	*****	*****	****	******
intersection	に 开⊥ろし ******	8 NB_ *****	_L/lm]1 *****	.n ******	*****		4	مله مله مله مله .	ىك مايە مايە مايە مايە مايە	مت ماد ماد مته باد ماه	ملد مله مله مله	حلم فاد عام مام عام عام
Average Dela	v (se	c/veb	ı):	0.3	Wor	st Case	a T.evre	1 Of	Servic	алалал д .		1202 21
*****	****	****	*****	*****	****	*****	*****	*****	*****	*****	*****	******
Approach:	No	rth E	ound	Sc	uth B	ound	E	last B	ound	W	est B	ound
Movement:	Ŀ	- Т	- R	L	- T	- R	L	- T	- R	L	- Т	- R
~												
Control:	S	top S	ign	S	top S	ign	Un	.contr	olled	Un	contr	olled
Rights:		Igno	re		Incl	ude		Incl	ude		Incl	ude
Lanes:	0	1 0	0 1	0	0 0	0 0	0	1 0	0 0	0	01	01
Volume Medul		 C										
Volume Modul	e: >>	Coun	C Date	: 4 Ma	r 200	4 << 5:	:00 -	6:00	PM		5 Q C	-
Growth Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	49	0 1 00	0 7 00	686	79
Initial Bee	1.00	1.00	954	1.00	1.00	1.00	1.00 -	1.00	1.00	1.00	1.00	1.00
Added Vol:	0	0	1367	0	0	0	- -	49	0	0	1427	79
PasserByVol:	Ő	ő	130,	0	ů N	0	· 0	0	0	0	144/	066
Initial Fut:	- 1	õ	2321	ů O	0	n n	U T	982	0	0	2112	1075
User Adi:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1 00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	0	0	0	0	0	1	1067	0	0	2297	1168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	0	0	0	0	0	l	1067	0	0	2297	1168
Critical Gap	Modu	le:										
Critical Gp:	б.4	XXXX	XXXXX	XXXXX	XXXX	XXXXX	4.1	xxxx	xxxxx	XXXXX	xxxx	XXXXX
FollowUpTim:	3.5	XXXX	XXXXX	XXXXX	XXXX	XXXXX	2.2	XXXX	XXXXX	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX
	[
Capacity Modu	le:											
Cnflict Vol:	3951	XXXX	XXXXX	XXXX	XXXX	XXXXX	3465	xxxx	XXXXX	XXXX	XXXX	XXXXX
Potent Cap.:	4	XXXX	XXXXX	XXXX	XXXX	XXXXX	74	XXXX	XXXXX	XXXX	XXXX	XXXXX
Move Cap.:	3	XXXX	XXXXX	XXXX	XXXX	XXXXX	74	XXXX	XXXXX	XXXX	XXXX	XXXXX
vorume/Cap:	U.31	XXXX	XXXX		XXXX	XXXX ,	0.01	XXXX	XXXX	XXXX	XXXX	XXXX
Level Of Sem		 Modul	~ · · · · · · · · · · · · · · · · · · ·		~ ~ ~ ~							
Unene. Of Serv	VICE I	-1000016		*****	121221212	3536353535	0.0					
Stopped Delva		vvvv	vvvvv	~~~~~	AAAA VVVV	XXXXX	E4 0	XXXX	XXXXX	XXXXX	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	ਹ-#-0 ਸ	*	*	*	*	*
Movement:	LT ·	- LTR	- RT	[.ጥ -	- קיזי,	- דיק	יי דיין ייי	- סידע	- דע יי	 ד.יד -	 סידי, ד	 ידיק
Shared Cap :	3	XXXX	xxxxx	xxxx	XXXX	XXXXX	XXXX	XXXXX	***	XXXX 71	XXXX	XXXXX
SharedQueue:	0.5	xxxx	XXXXX	XXXXX	XXXX	XXXXXX	0.0	XXXX	XXXXXX	XXXXXX	XXXXX	XXXXX
Shrd StpDel:	1303	xxxx	XXXXX	XXXXX	XXXX	xxxxx	54.0	XXXX	xxxxx	XXXXX	XXXX	XXXXXX
Shared LOS:	F	*	*	*	*	*	Ē	*	*	*	*	*
ApproachDel:	13	303.3		x	xxxx			xxxx		x>	xxxx	
ApproachLOS:		F			*			*			*	

MITIG8 - PM C	Cumula	ative	No 2We	d Dec	15, 3	2004 17	7:54:10)			Page	1-1
]	Level O	f Serv	rice (Computa	ation F	Report	5			
2	2000 H	ICM OI	peratio	ns Met	hod	(Future	e Volun	ne Alt	ernati	.ve)		
*******	****	****	******	*****	****	******	* * * * * * *	*****	******	*****	****	******
Intersection	#1309	9 Sec	ond/Imj	in								
********	****	*****	******	*****	* * * * *	******	*****	*****	******	*****	*****	*****
Cycle (sec):		6(0			Critica	al Vol.	./Cap	. (X):		3.20)5
Loss Time (se	ec):	1:	2 (Y+R	≠ 4 s	sec) i	Average	e Delay	/ (sed	c/veh):		819	. 7
Optimal Cycle	:	180) 			Level ()i Sera	71Ce:	أم بلم بلم بلم علم علم ع	ند مادر باب بادر بابر د	. بله مله بك شه با	F
*****	****	*****	*****	*****	·+b D.	*****	, , , , , , , , , , , , , , , , , , ,			TAT Z		מיויר
Approach:	NOI	ссл во	Juna	500			Т	ist di . T		т	- m	
Movement:	ы.	- 1	- R	- 4	·		- LL 		- ĸ		- <u>+</u>	
Control	 D1	roteci	I Feð	l Pr	oted	ted	ו ו P1	otect	:ed	P	rotect	ed
Pichte.		Incl	ide		Incl	uđe		Inclu	ıde		Inclu	ide
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 () 1 [°]	1 0	1 () 1	1 0	1 () 1	1 0	1 () 1	1 0
		~		~ ~ -								
Volume Module	e: PM											
Base Vol:	80	0	5	5	0	40	20	938	45	10	645	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:	80	0	5	5	0	40	20	938	45	10	645	5
Added Vol:	1369	218	1324	211	211	238	243	972	1085	1192	816	215
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1449	218	1329	216	211	278	263	1910	1130	1202	1461	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1120	1202	1461	1.00
PHF Volume:	1449	218	1329	210	211	278	263	1910	0 TT30	1202	1401	220
Reduct Vol:	1440	210	1220	216	0 711	0	263	1010	1130	1202	1461	220
Reduced Vol:	1449	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00
MIP Adj:	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol ·	1449	218	1329	216	211	278	263	1910	1130	1202	1461	220
Saturation F	Low Mo	odule	:	1								,
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.83	0.83	0.93	0.85	0.85	0.93	0.88	0.88	0.93	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.26	0.74	1.00	1.74	0.26
Final Sat.:	1805	1572	1572	1769	1619	1619	1769	2098	1241	1769	3013	454
									[
Capacity Anal	lysis	Modu	le:									
Vol/Sat:	0.80	0.14	0.85	0.12	0.13	0.17	0.15	0.91	0.91	0.68	0.48	0.48
Crit Moves:	****				~ ~	****		****	17 0	10 7	22.0	22.0
Green Time:	15.0	15.9	15.9	2.3	3.2	3.2	1 20	2 21	2 01	2 21	1 29	1 28
Volume/Cap:	3.21	0.52	3.18	3.18	2.43	3.41	1.20 26 ⊑	3.41 37 E	3.4⊥ 31 ⊑	22 6	18 6	18 6
Uniform Del:	22.5	10.0	22.0	1019	20.4	1009	156 8	995	995 2	999.4	131	130.8
IncremntDel:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1,00	1 00	1,00	1.00	1.00
Delay Auj: Delay/Veb	1021	19 0	1009	1048	688	1038	183.4	1017	1017	1023	149	149 4
Hear Deladi.	1 00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh.	1021	19.0	1009	1048	688	1038	183.4	1017	1017	1023	149	149.4
HCM2kAva:	158	4	138	25	21	30	15	157	158	131	41	41
*******	*****	****	*****	*****	****	*****	*****	****	*****	*****	****	* * * * * * *

MITIG8 - PM	Cumul	ative	NO 2We	ed Dec	15,	2004 1	8:00:3	3			Page	1-1
	 2000	нсм о	Level ()f Ser	vice thod	Comput (Futur	ation e Volu	Repor me Al	t t	ive)		
*****	*****	*****	*****	*****	*****	******	*****	*****	*****	*****	* * * * *	*****
Intersection	#131	0 Cal	ifornia	/Imji	n							
******	* * * * *	****	*****	****	****	*****	*****	*****	*****	*****	****	******
Cycle (sec):		6	0			Critic	al Vol	./Cap	. (X):		1.9	02
Loss Time (s	ec):		9 (Y+R	= 4	sec)	Averag	e Dela	y (se	c/veh)	:	379	.4
Optimal Cycl	e:	18	0			Level	Of Ser	vice:				F
*****	****	*****	******	*****	****	*****	*****	*****	*****	*****	*****	*****
Approach: Movement:	L	геп в - Т	ouna - R	L	исл В - Т	ouna - R	ы Б	ast B - T	ouna - R	L L	est B - T	ouna - R
			· · · · · · · · · · · · · · · · · · ·									
Control:		Permi	ttea		Permi	tted	ĥ	rotec	ted	P:	rotec	ted
Rights:	^	THEL	ude	~	TUCT	uae	0	TUCT	uae	0	TUGT.	uae
Lanee:	1	0 0	1 0	1	0 0 0 0	1 0	1	0 1	1 0	1 1	0 1	1 0
	1			1						· エ		
Volume Modul	: e: >>	Coun	t Date:	11 Ma	ar 20	04 << -	11 4:45 -	5:45	PM -	⊥! Adiuste	ed	I
Base Vol:	0	47	146	11	19	36	93	969	3	95	614	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	47	146	11	19	36	93	969	3	95	614	15
Added Vol:	101	234	244	35	229	302	371	1924	103	272	1765	75
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	281	390	46	248	338	464	2893	106	367	2379	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	111	309	429	51	273	371	510	3179	116	403	2614	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	309	429	51	273	371	510	3179	116	403	2614	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
Final Vol.:	111	309	429	51	273	371	510	3179	116	403	2614	99
											~ ··· ·· ·· ·· ·· ··	
Saturation Fl	low Mo	odule	:							1 1		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.89	0.89	0.27	0.87	0.87	0.91	0.91	0.91	0.95	0.94	0.94
Lanes:	1.00	0.42	0.58	1.00	0.42	0.58	1.00	1.93	0.07	1.00	1.93	0.07
Final Sat.:	533	705	978	522	698	951	1734	3328	122	1804	3460	131
Capacity Anal	lysis	Modu	le:									
Vol/Sat:	0.21	0.44	0.44	0.10	0.39	0.39	0.29	0.96	0.96	0.22	0.76	0.76
Crit Moves:		****						****		****		
Green Time:	13.8	13.8	13.8	13.8	13.8	13.8	10.4	30.1	30.1	7.0	26.8	26.8
Volume/Cap:	0.90	1.90	1.90	0.42	1.70	1.70	1.69	1.90	1.90	1.90	1.69	1.69
Uniform Del:	22.4	23.1	23.1	19.7	23.1	23.1	24.8	14.9	14.9	26.5	16.6	16.6
IncremntDel:	52.8	416	415.6	2.4	324	324.2	326.3	408	408.2	423.2	315	315.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.3	439	438.7	22.0	347	347.3	351.1	423	423.2	449.7	332	331.7
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:	75.3	439	438.7	22.0	347	347.3	351.1	423	423.2	449.7	332	331.7
HCM2kAvg:	11	58	58	3	46	46	39	127	128	34	94	98
*********	*****	*****	******	* * * * * *	****	******	*****	* * * * * *	* * * * * * *	******	*****	******

MITIG8 ~ PM (Cumula	ative	NO 2We	ed Dec	15,	2004 18	:05:48	3			Page	1-1
		1	Level C	of Ser	vice	Computa	tion I	Report	t			
2	2000 H	HCM O	peratio	ons Met	thod	(Future	Volur	ne Ali	ternat	ive)		
*****	*****	****	* * * * * *	*****	* * * * *	*****	*****	* * * * *	* * * * * *	****	****	*****
Intersection	#1313	l Imj:	in_Rd/I	[mjin_]	Pkwy-	Imjin_R	d					
****	*****	****	* * * * * * *	*****	* * * * *	******	*****	*****	* * * * * * *	*****	*****	******
Cycle (sec):		61	0			Critica	1 Vol	./Cap	. (X):		2.0	57
Loss Time (se	ec):	(5 (Y+R	= 4 \$	sec).	Average	Delay	/ (se	c/veh)	:	337	.8
Optimal Cycle	э:	180	0			Level O	f Ser	vice:		te alle alle alle alle alle a		F. F.
*****	*****	*****	******	(*****	*****	*****	*****	T	*****	к ж к к к к к к к к к к к к к к к к к к		
Approach:	, NO	rtn во	ouna	501	ICU B	ouna	т 116	ist B m	Juna	T VV	ະສະ ໑	
Movement:	· سل	- T	- ĸ	· بل	- T	- ĸ	ц. Т	T.	- R	ш. 	~ <u>1</u>	- K.
Comtwol.		Dormi	[-+		Dormi	++od		rotar		D·	rotect	Fed
Dichta.	1	Teclu	ideu	1	Tnal	ude	r.	Theli	ide	1.	Incl	ude
Rights:	0	TICT	100 0	0	THCT	αue Λ	0	U THCT	1000 n	0	+11CT.	0
Min. Green:	~ ~	<u> </u>	0 1		n n	0 0		י י	1 0	1 1	່າ ວັ	n n
Lalles:	، کے ا			1								
Volume Module	: -: >>	Count	t Date:	10 Ma	ar 20	04 << 4	:45 ~	5:45	PM - 2	Adjuste	ed	I
Base Vol:	51	0	221	0	0	0	0	1087	32	181	537	0
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	0	221	0	0	0	0	1087	32	181	537	0
Added Vol:	138	0	459	0	0	0	0	2021	93	479	1916	0
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	0	680	0	0	0	0	3108	125	660	2453	0
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	203	0	731	0	0	0	0	3342	134	710	2638	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	0	731	0	0	0	0	3342	134	710	2638	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	203	0	731	0	0	0	0	3342	134	710	2638	0
										·		
Saturation Fl	low Mo	odule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.60	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.93	0.93	0.93	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.92	0.08	1.00	2.00	0.00
Final Sat .:	2294	0	1583	0	0	0	0	3381	136	1769	3538	0
									~			
Capacity Ana.	Lysis	Modu.	Le:					0 00	0 00	0 40	0 75	0 00
Vol/Sat:	0.09	0.00	0.46	0.00	0.00	0.00	0.00	0.99	0.99	U.4U	0.75	0.00
Crit Moves:		~ ~	****	~ ~	0 0	~ ~	~ ~	~ ~ ~	20.0	11 7	40 E	0 0
Green Time:	13.5	0.0	13.5	0.0	0.0	0.0	0.0	28.8	28.8	2.00	40.5	0.0
Volume/Cap:	0.39	0.00	2.06	0.00	0.00	0.00	0.00	2.06	2.06	2.00	1.10	0.00
Uniform Del;	TA-8	0.0	23.3 405 5	0.0	0.0	0.0	0.0	0.CL	477 0	24.2 195 0	ر بر ارد	0.0
IncremntDel:	1 00	0.0	405.5	0.0	0.0	0.0	0.0	4/8	1 00	1 00	1 00	0.0
Delay Ad]:	T'00	0.00	T.00	0.00	0.00	0.00	0.00	100	100 F	E10 0	£3 /	0.00
Delay/ven:	20.3	1 0.0	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00.4	1 00
User DelAG]:	T.00	T.00	T.00	T.00	T.00	1.00	1.00	10V T.00	100 5	E10 0	£3 V	1.00
AUJDEL/VER:	∠∪.3 ~	0.0	500.8 61	0.0	0.0	0.0	0.0	494 147	120	510.0	45	0.0 n
ncmzkavg:	ر ·++++		******* TO	U *****	*****	******	·****	 *****	·*****	ےں ******	 *****	

PM Cumulativ	re No	2nd B	Sxt. M	lon Nov	- 15,	2004 1	0:56:2	8		Page	¥7-1
	2222	TTOM O	Level	or ser	Vice	Comput	ation	Repor	t.	, <u>,</u>	
مله	~~~~~	HCM C	perati	ons Me	thoa	(Fucur	e voiu	ume A⊥	ternat:	lve)	a ala aia aia aia aia aia aia aia
Totorgoation		7 7 h-			*****	*****	*****	*****	*****	*******	*******
*************	. #T3T	. ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	a	lj⊥⊥ ******	****		مارد مارد مارد مارد مارد	مشاسب ساب ساب ساب	- طب شو مله مله مله	مله عله مله عام عام عام عله عله عله عله عله عله	بالم بليد بالد بالم بابة بأبه باله و
Cycle (sec) ·						Orded a		////	/w\.	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~
Loca Time (a		0	0 6 (V10	- 1	apa)	CTICTC	ar vor	/Cap	(A):	. <i>c</i> c	458
Optimal Cycl	a.	1 8	0 (1+R	4	sec)	Level	e Deia Of Sar	y (se vice:	c/ven).	; 00	0.4 Tr
*****	*****	****	*****	*****	****	*****	******	*****	*****	*****	*******
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	West	Bound
Movement:	Ľ	- T	- R	L	- m	- R	т,	арс <u>р</u> - т		пере	' - R
Control:	1	Permi	tted	1 1	Permi	tted	+ 1	Permi	tted	Perm	itted
Rights:		Incl	ude		Incl	ude		Incl	ude	Inc	lude
Min. Green:	0	0	o	0	0	0	0	0	0	0	0 0
Lanes:	0	10	0 1	0	1 0	01	1	0 1	0 1	101	0 1
Volume Modul	e: Ma	rch 2	003 -	PM			, .		,		·
Base Vol:	28	21	164	45	23	34	82	1185	41	196 65	6 47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
Initial Bse:	28	21	164	45	23	34	82	1185	41	196 65	6 47
Added Vol:	87	62	145	37	12	32	41	2329	99	293 236	4 111
<pre>PasserByVol:</pre>	0	0	0	0	0	0	0	0	0	0	0 0
Initial Fut:	115	83	309	82	35	66	123	3514	140	489 302	0 158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87 0.8	7 0.87
PHF Volume:	132	95	355	94	40	76	141	4039	161	562 347	1 182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0 0
Reduced Vol:	132	95	355	94	40	76	141	4039	161	562 347	1 182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
Final Vol.:	132	95	355	94	40	76	141	4039	161	562 347	1 182
Saturation F	low Mo	odule	:								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1900	0 1900
Adjustment:	1.00	1.00	0.85	1.00	1.00	0.85	0.08	1.00	0.85	0.08 1.00	0.85
Lanes:	0.58	0.42	1.00	0.70	0.30	1.00	1.00	1.00	1.00	1.00 1.00	0 1.00
Final Sat.:	1104	796	1615	1332	568	1615	148	1900	1615	148 1900	0 1615
		. ~ ~ ~ ~ .		[]							
Capacity Ana	lysis	Modu	le:								
Vol/Sat:	0.12	0.12	0.22	0.07	0.07	0.05	0.95	2.13	0.10	3.79 1.83	3 0.11
Crit Moves:			****							* * * *	
Green Time:	3.0	3.0	3.0	3.0	3.0	3.0	51.0	51.0	51.0	51.0 51.0) 51.0
Volume/Cap:	2.43	2.43	4.46	1.43	1.43	0.95	1.12	2.50	0.12	4.46 2.19	5 0.13
Uniform Del:	28.5	28.5	28.5	28.5	28.5	28.4	4.5	4.5	0.7	4.5 4.5	5 0.8
IncremntDel:6	573.9	674	1585	246.1	246	84.4	116.5	676	0.0	1574 519	э 0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00) 1.00
Delay/Veh: 7	702.4	702	1613	274.6	275	112.9	121.0	681	0.8	1579 523	3 0.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00) 1.00
AdjDel/Veh: 7	702.4	702	1613	274.6	275	112.9	121.0	681	0.8	1579 523	3 0.8
HCM2kAvg:	22	22	42	10	10	4	62	372	1	820 292	1
*****	*****	*****	*****	******	****	******	*****	*****	*****	******	******

PM Cumulative	e No :	2nd E:	xt. Mo	on Nov	15, :	2004 1	0:56:2	3 			Page	57-1
	2000	HCM 4	Level (-Way Si	Of Ser top Me	vice thod	Comput: (Future	ation 1 e Volu	Repor ne Al	t ternat:	ive)		ہ جے جے ہے
*****	*****	*****	* * * * * *	*****	* * * * * *	*****	*****	*****	*****	*****	* * * * *	****
Intersection	#131	7 Jim_	Moore	-Fourt	h/Thi:	rd				to to the territor data	la cha cha cha cha	ال بام بلا مال بال
*****	*****	*****	*****	*****	*****	******	******	*****	*****	*****	*****	****
Cycle (sec):		100	0			Critica	ai Vol	./Cap	(X):		2.9	78
Loss Time (se	ec):	() (Y+R	= 4	sec)	Average	e Delay	y (se	c/veh)	:	637	.0
Optimal Cycle	e:	(0		-	Level (Of Ser	vice:				F
*****	****	****	*****	* * * * * *	*****	****	*****	****	*****	*****	****	****
Approach:	No	rth Bo	ound	So	uth Bo	ound	Ea	ast Be	ound	We	est B	ound
Movement:	L	- T	- R	L,	- T	- R	<u>ь</u> .	- T	- R	L.	- T	- 1
												·
Control:	S	top S:	ign	S	top S:	ign	St	top S:	ign	St	cop S:	ıgn
Rights:		Inclu	ıde		Incl	ude		Incl	ude		Incl	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 (0 1!	0 0	0	0 1!	0 0	0 () 1!	0 0	0 0	0 1!	0
		_ ~ ~ ~ ~ ~										
Volume Module	∋: >>	Count	: Date	: 10 Ma	ar 200	04 << 5	5:00 -	6:00	PM - 1	Adjust	ed	
Base Vol:	45	270	128	25	142	41	26	55	49	95	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.
Initial Bse:	45	270	128	25	142	41	26	55	49	95	50	
Added Vol:	29	495	125	67	564	40	31	299	46	177	275	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	74	765	253	92	706	81	57	354	95	272	325	1,1
Jser Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.
PHF Adj.	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	Ο.
PHF Volume:	80	832	275	100	767	88	62	385	103	296	353	1.
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	80	832	275	100	767	88	62	385	103	296	353	1
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.
MIF Adi	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.
Final Vol ·	80	832	275	100	767	88	62	385	103	296	353	1
Saturation F	low Ma	odule	-	11			11			1		
Adjustment.	1 00	1 00	. 1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.
	0 07	0 70	0 23	0 10	0.81	0 09	0 11	0 70	0.19	0.38	0.45	0.
Final Cat .	0.07	279	92	41	317	36	45	278	75	148	177	
pat.;				!	, _ C			270 				~ ~
anadity Ana	lveia	Mođu	<u>م</u> ،	11			1 1			1		
Jol/Sat.	- <u>7</u> 0 - 2	2 98	2 98	2 4 2	2 4 2	2:42	1 29	1.39	1.39	1.99	1.99	1.
rit Movee.	4.70	2.20	ں د ****	4.74	****	4.14	****			****		
Delay/Web. (915 /	91 E	915 /	666 9	667	666 9	213 5	213	213.5	476.4	476	476
Delay Add.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.1
Jeray Auj: Adibal/Waba (1.00 1 = 1 =	1.00 01 E	4.00 4.00	4.00 4.00	±.00	1.00 1.00	213 5	1.00 วาว	212 5	476 4	476	476
walner/veu: ;	>⊥⊃.4 ກ	510 510	דביבי די	0.000 T	ر <i>م</i> ن ش	0,000 تت	⊂.د⊥⊿ ت	دين ج	د.د.د ت	포·오·포 고	טי ב- קר	
LOS DY Move:	μ.	۲ معر	E.	F.		Ľ	Ľ,	ביר היר	£	£	176 4	
ApproachDel:	-	×15.4		1	1 22		2	2 L J . J		4	1 0.4	
∪e⊥ay Adj:		1.00			T.00			1.00			1.00	
		<u></u>			666 8			713.5		4	+/0.4	
ApprAdjDel:		910.4					-					

PM Cumulativ	ve No	2nd H	Ext. M	on Nov	<i>r</i> 15,	2004 1	0:56:2	8		Page	59-1			
	Level Of Service Computation Report													
ale alle als afs als als als als als also also also als	2000	HCM 4	l-Way S	to <u>p</u> Me	thod	(Future	a Volu	ume Al	ternat.	ive)				
******	*****	× × × × 7	******	*****	*****	******	*****	****	*****	******	*******			
Intersection	: ∓⊥⊐⊥ 	הבני 8.	n_Moore	/Flrst	-	a ali ali ali ali ali ali a								
		10	0	~ ~ ~ ~ ~ ~ ~		(]	******	/	××××××	********	*******			
Loca Mime (a	aal.	10	ע ס /עיים	_ 1	a	Uritica Derosen-	at vot	./Cap	(X):	2.	232			
Optimal Cycl	a.		0 (1+a	- +	sec)	Average Level (e Dela Je Com	y (se	c/ven)	: 4/	1.4			
**************************************	****	****	******	*****	*****	10ever (JL DCL *****	VICE:	*****	*****	7******			
Approach:	No	rth E	Sound	Sc	wth B	ound	E	ast B	ound	West	Round			
Movement:	L	- T	- R	L	- T	~ R	Τ.	арс р - т	- R	T 17	- P			
Control:	' s	top S	Sign	, S	top S	lign	S	top S	ian	Stop	Sign			
Rights:		Incl	ude		Incl	ude		Incl	ude	Inc	lude			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0 0			
Lanes:	1	o o	1 0	1	0 0	10	0	0 1!	0 0	0 0 1	100			
Volume Modul	e: >>	Coun	t Date:	: 10 M	ar 20	04 << 5	5:00 -	6:00	PM					
Base Vol:	26	391	. 121	9	305	12	9	10	20	82 1.	5 15			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00			
Initial Bse:	26	391	. 121	9	305	12	9	10	20	82 1.	5 15			
Added Vol:	TO	630	. 51	11	776	1	0	13	17	94 1.	2 19			
Tritial Fut.	26	1001	170	0	0	0	0	0	0	3				
HEER Adi,	1 00	1 00	1 00	1 00	1 00	1 00	¥ ۵0 د	1 00	1 00	1/6 4	/ 34			
PHF Adi:	1.00	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	5 0 96			
PHF Volume:	38	1064	179	21	1126	14	0.20 a	24	20	183 2	2 25			
Reduct Vol:	0	0	0		1120		0	24	0	105 21				
Reduced Vol:	38	1064	179	21	1126	14	9	24	39	183 21	3 35			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	0 1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00			
Final Vol.:	38	1064	179	21	1126	14	9	24	39	183 28	3 35			
Saturation F	low Mo	odule	:											
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	0 1.00			
Lanes:	1.00	0.86	0.14	1.00	0.99	0.01	0.13	0.33	0.54	0.75 0.13	L 0.14			
Final Sat.:	509	476	80	508	541	7,	59	150	242	, 365 56	5 71			
Conceitor 200		Madu.												
Vol/Cat.	LYSIS 0 07	- MOQU.	1e: 	0 04	2 00	2 00	0.70	0.10	0 1 6	0 50 0 50				
Crit Moves	0.07	4.43	4.43 ****	0.04	∠.∪o ****	2.08	0.16	V.10	0.10	0.50 0.50	0.50			
Delay/Veh:	103	575	575 2	10 1	509	509 9	ד כיד	101	10 1	17 0 17 0				
Delay Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1 00	· ⊥/•4) 1.00			
AdjDel/Veh:	10.3	575	575.2	10.1	509	508.8	12.1	12.1	12.1	17.2 17.2	17.2			
LOS by Move:	B	F	F	B	F	F	 B	 B	 B	C C	. <u>- , , , ,</u> С			
ApproachDel:	5	58.6	_	- 4	199.9	-		12.1	<u> </u>	17.2				
Delay Adj:		1.00			1.00			1.00		1.00)			
ApprAdjDel:	5	58.6		4	199.9			12.1		17.2				
LOS by Appr:		F			F			в		C				
*****	*****	****	******	*****	****	******	*****	*****	*****	******	******			

PM Cumulative	e No	2nd H	Sxt. Mo	on Nov	15,	2004 1	0:56:2	8]	Page	61-1
	~											
	Level Of Service Computation Papart											
	2000	ucim c	never (ne Me	rice Fhod	(Future	a Volu	me Al	ternat	ival		
*****	*****	*****	*******	******	****	(FULUL)	= volu. ******	****	******	+ * * * * * * * * * * * * * * * * * * *	****	******
Intersection	#131	9 Fir	et/Lia	t Rid	hter							
***********	*****	*****	******	******	*****	*****	*****	*****	*****	*****	****	*****
Cycle (sec) ·		-	0			Critica		/Can	(x) ·		1.10	34
Loss Time (se	• (? •	1	6 (Y+R	- 4	aec)	Average	- Dela	v (se	c/veh)	•	74	.8
Optimal Cycle	20). 2.	18	10 (1110)			Level (of Ser	vice:	c/ • C11/	•	, 1	E
*********	- • * * * * *	*****	******	*****	* * * * *	*****	******	*****	*****	*****	****	*****
Approach:	NO	rth E	ound	So	uth B	ound	E	ast B	ound	We	est Bo	ound
Movement:	Ľ	- T	- R	г	- T	- R	L	- T	- R	L -	т	- R
						** ** -* -* -* -*			í_			
Control:	່ Sp.	lit F	hase	່ຊຊ	lit P	hase	-	Permi	tted	Pr	otect	zed
Rights:	1	Incl	.ude	-	Incl	ude		Iqno	re		Inclu	ıde
Min. Green:	0	C	0	0	0	0	0	o	0	0	0	0
Lanes:	1	0 0	0 1	0 3	1 0	0 1	0	02	01	1 0) 2	0 0
Volume Module	3: >>	Cour	t Date:	28 Se	∋p 20	04 << 4	1:30 -	5:30	PM			
Base Vol:	176	C	15	2	1	54	0	616	130	2	759	0
Growth Adj:	1.00	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	C	15	2	1	54	0	616	130	2	759	0
Added Vol:	88	C	132	8	74	230	0	802	126	93	779	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	0	147	10	75	284	0	1418	256	95	1538	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	287	0	160	11	82	309	0	1541	0	103	1672	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	0	160	11	82	309	0	1541	0	103	1672	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	287	0	160	11	82	309	0	1541	0	103	1672	0
Saturation Fl	.ow Mo	odule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	0.97	0.97	0.83	1.00	0.93	1.00	0.93	0.93	1.00
Lanes:	1.00	0.00	1.00	0.12	0.88	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1769	0	1583	218	1633	1583	0	3538	1900	1769	3538	0
		~ ~ ~										
Capacity Anal	ysis.	Modu	le:	-								
Vol/Sat:	0.16	0.00	0.10	0.05	0.05	0.20	0.00	0.44	0.00	0.06	0.47	0.00
Crit Moves:	****					* * * *		****		* * * *		
Green Time:	10.3	0.0	10.3	12.4	12.4	12.4	0.0	27.6	0.0	3.7	31.3	0.0
Volume/Cap:	1.10	0.00	0.69	0.28	0.28	1.10	0.00	1.10	0.00	1.10	1.06	0.00
Uniform Del:	29.9	0.0	28.3	25.0	25.0	28.8	0.0	21.2	0.0	33.1	19.3	0.0
IncremntDel:	86.4	0.0	8.3	0.5	0.5	84.5	0.0	57.7	0.0	123.8	38.9	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh: 1	.16.2	0.0	36.6	25.4	25.4	113.4	0.0	78.9	0.0	156.9	58.2	0.0
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh: 1	16.2	0.0	36.6	25.4	25.4	113.4	0.0	78.9	0.0	156.9	58.2	0.0
HCM2kAva:	14	0	5	2	2	14	0	30	0	6	30	0
		- طەطەملەملەملە				 بله مله مله مله مله مله	 به مقد مله مله مله مله م	۔ بہ علوہ سکیہ سات دیکیہ سا		*****	*****	*****

PM Cumulative No 2nd Ext. Mon Nov 15, 2004 10:56:28									Page 63-1			
	· · · · · · · · · · · · · · · · · · ·											
			Level	of Ser	vice	Comput	ation	Repor				
	2000	HCM O	perati	ons Me	thod	(Futur	e Volu	me Al	ternati	ve)		
********	*****	*****	******	******	*****	*****	*****	*****	******	******	****	*****
Intersection	#132	0 Sec	ond/Li	aht Fi	ahter							
*****	*****	*****	*****	 ******	****	*****	*****	****	******	*****	****	*****
Cvcle (sec):		6	0			Critic	al Vol	./Cap	. (X) :		1.97	73
Loss Time (se	ac):		9 (Y+R	= 4	sec)	Averaq	e Dela	v (se	c/veh) :		313.	.9
Optimal Cycle	3:	18	0			Level	Of Ser	vice:	-, ,			F
*******	****	****	*****	*****	****	*****	*****	****	*****	******	*****	*****
Approach:	NO	rth Bo	ound	So	uth B	ound	E	ast B	ound	We	est Bo	ound
Movement:	L	- T	R	L	~ Т	- R	Ŀ	- T	- R	L -	· T	- R
Control:		Permi	tted		Permi	tted	 P:	rotec	ted	Pr	otect	ed
Rights:		Inclu	ude		Incl	ude		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	. 0	0	0	0	0	0
Lanes:	0	0 1!	0 0	1) 1	0 1	1	01	1 0	1 0) 1.	1 0
Volume Module	e: Sej	ptembe	er 2004	4 - PM								
Base Vol:	0	1	8	0	0	131	198	428	7	. 2	630	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	1	8	0	0	131	198	428	7	2	630	8
Added Vol:	134	62	148	894	62	412	586	243	114	148	326	823
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	63	156	894	62	543	784	671	121	150	956	831
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	140	66	163	931	65	566	817	699	126	156	996	866
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	66	163	931	65	566	817	699	126	156	996	866
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	140	66	163	931	65	566	817	699	126	156	996	866
Saturation Fl	Low Mo	odule:	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.75	0.98	0.83	0.93	0.91	0.91	0.93	0.87	0.87
Lanes:	0.38	0.18	0.44	1.00	1.00	1.00	1.00	1.69	0.31	1.00	1.07	0.93
Final Sat.:	566	266	659	1434	1862	1583	1769	2928	528	1769	1760	1530
Capacity Anal	ysis	Modu]	Le:									
Vol/Sat:	0.25	0.25	0.25	0.65	0.03	0.36	0.46	0.24	0.24	0.09	0.57	0.57
Crit Moves:				* * * *			* * * *				****	
Green Time:	19.8	19.8	19.8	19.8	19.8	19.8	14.0	22.8	22.8	8.4	17.2	17.2
Volume/Cap:	0.75	0.75	0.75	1.97	0.11	1.09	1.97	0.63	0.63	0.63	1.97	1.97
Uniform Del:	17.9	17.9	17.9	20.1	14.0	20.1	23.0	15.1	15.1	24.3	21.4	21.4
IncremntDel:	6.3	6.3	6.3	445.4	0.1	64.6	446.5	1.0	1.0	5.0	442	441.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	24.2	24.2	24.2	465.5	14.1	84.7	469.4	16.1	16.1	29.3	463	463.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	24.2	24.2	465.5	14.1	84.7	469.4	16.1	16.1	29.3	463	463.0
HCM2kAvg:	9	9	9	97	1	21	69	7	7	4	75	75
****	*****	*****	*****	*****	****	*****	*****	****	* * * * * * *	*****	* * * * *	*****

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

Intersection #1324 Jim_Moore/Coe												
Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]												

Approach: North Bound South Bound East Bound West Bound												
Movement: L - T - R L - T - R L - T - R												
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign												
Rights: Include Include Channel Include												
Lanes: 100100100101001001!00												
Volume Module: >> Count Date: 31 Mar 2004 << 4:45 ~ 5:45 PM												
Base Vol: $54 498 0 0 245 68 48 0 33 0 0 0$												
Growth Adi: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0												
$\begin{array}{c} \text{Tritial Bse:} 54 498 & 0 & 0 245 68 48 & 0 & 33 & 0 & 0 \\ \end{array}$												
Added Vol: 33 705 198 39 788 241 211 18 18 228 29 68												
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0												
Initial Fut: 87 1203 198 39 1033 309 259 18 51 228 29 68												
Here Adi_{2} = 1 00 1 00 1.00 1.00 1.00 1.00 1.00 1.												
DHE Adj. 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.9												
DHE Volume: 93 1280 211 41 1099 329 276 19 54 243 31 72												
$\begin{array}{cccccccccccccccccccccccccccccccccccc$												
$\begin{array}{cccccccccccccccccccccccccccccccccccc$												
Critical Gan Module:												
Critical Gp -4.1 XXXX 4.1 XXXX 7.1 6.5 6.2 7.1 6.5 6.2												
FollowInTim: 2.2 xxxx xxxxx 2.2 xxxx $3.5 4.0 3.3 3.5 4.0 3.3$												
Capacity Module.												
Caflict Vol. 1428 XXXX XXXXX 1490 XXXX XXXXX 2804 2857 1099 2926 3081 1385												
Botent Cop : 483 xxxx xxxxx 457 xxxx xxxxx 12 17 261 10 12 177												
Move Cap : 483 YYYY YYYYY 457 YYYY YYYYY 0 13 261 0 9 177												
Volume/Cap: 0.19 xxxx $xxxx = 0.09 xxxx xxxx 1.52 = 0.21 xxxx 3.44 0.41$												
Level Of Service Module:												
One 0.7 xxxx 0.3 xxxx xxxx 0.8 xxxx xxxx 0.8 xxxx xxxx 0.8 xxx 0.8 xx 0.8 x 0.8 xx 0.8 xx 0.8 x 0.8 xx 0.8 x												
Stopped Del: 14 2 XXXX XXXXX 13 7 XXXX XXXXX XXXX XXXX 22.4 XXXXX XXXX XX												
LOS by Move: $B \times B \times B \times A \times C \times A$												
Movement, LT - LTR - RT												
Shared Cap · YXYY YXYY YXYY YXYY YYYYY O YYYY XXYY XXYY O YYYYY												
SharedOuelle-YYYYY YYYY YYYY O 3 YYYY YYYYY YYYY YYY												
Chyd Chynal wyny wryn 12 7 myn ynwy wryn wryn yryny yryny yryny yryny ryny												
Chared LOS, * * * B * * * * * * * * *												
VINANA AAAAAA AAAAAAAAAAAAAAAAAAAAAAAAAA												
ApproachLOS: * * F F												

PM Cumulative	e No 2nd i	Ext. Mo	on Nov	15,	2004 1	0:56:2	28			Page	73-1		
		T orro 1	 >f 0										
2000 HCM 4-Way Stop Method (Future Volume Alternative)													
∠ • • • • • • • • • • • • • •	2000 ACM -	********	cop Me		(Fucur	e volu	ume Al	ternat	ive)				
Interception	наров т.,	n Mooro	/Dread			*****	*****	*****	жклал	*****	*****		
THCC12CCTOU	110 C2C1#	[[_MOOLE/		way *****	مله عله حله عله عله	المراجع والمراجع والمراجع		-/	مار مقر مار دار مقر مقر				
Cycle (sec);		10 10			and the same	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	////	/	*****	~ ~ ~ F	~~~~~		
Loca Time (sec):	±1	סייג/ ע סייג	- 1		Aronad CITCTC	ar vor	/Cap	(A):		410	2		
Dos Ille (Se		0 (144	= ±	sec)	Averag	е рета	y (se	c/ven)	:	412	.3		
**************************************	******	·*******	*****	****	Tever	or ser	vice:	. مارد مارد مارد مارد مارد	مله مله مله مله مله	مليد عليه عليه متله منه			
Approach	North I	Round		 u+h 1⊐	ownd			~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	******	~~~~~	~~~~~		
Movement :			- 30 T	uuu b m	ouna	- E	ast B	ouna	W .	est B	ouna		
MOVEMENC.		- r.	ы. 	~ 1	- K		- T	- R		- T	- ĸ,		
Control	Stop 4	1. am		 + A			O						
Dichte.	Scop a Tra	ngo ndn	c	cop s	rdu	5	top S.	ıgn	5	cop s: Tini	lgn		
Min Green.			0	THGT	ude	0	TUCT	ide ,	-	TUCTI	lde		
Lanee.			0	0 - U	0 1	1	ں م	0	0	0 0	0		
			ł	U I	U I	1	0 0	0 1	1	0 0	0 0		
Volume Module		t Date:		 om 30	04	1.20							
Base Vol.	204 336	n Date:	· 2.0 3·	င်္ပု 20 စင	107	4:30 ~	5:30	FM CO	0	0	0		
Growth Adi.	1 00 1 00	1 1 00	1 00	1 00	1 00	1 00	1 00	60 r	1 00	1 00	1 00		
Initial Bee	204 336	; 1.00	1.00	1.00 0E	102	1.00	1.00	1.00	T.00	T.00	T.00		
Added Vol:	204 330		0	00 686	270	210	0	ده ۸	0	0	0		
DecerByVol	0 0		0	020	ے رد م	307	0	4	0	0	0		
Initial Fut.	207 966	, U	0	7/1	U 571	500 500	0	0 67	0	0	0		
Her Adi.			1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00		
DHF Adi.	1.00 1.00 0 97 0 97	1 92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	225 1050	0.52	0.22	805	601	U.94 E£0	0.92	0.92 75	0.94	0.94	0,92		
Reduct Vol:		0	0	000	021	000	0	/ J 0	0	0	0		
Reduced Vol.	225 1050	0	0	805	621	568	0	73	0	0	0		
PCE Adi:	1.00 1.00	1.00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00		
MLF Adi:	1.00 1.00	1.00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00		
Final Vol.	225 1050	1,00	1.00	805	£21	568	1.00	1.00 73	1.00	1.00	1.00		
								ر. ا ـــــــــ	1				
Saturation Flo	ow Module	:	t			11					i		
Adjustment:	1.00 1.00	1.00	1.00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00		
Lanes:	0.18 0.82	0.00	0.00	1 00	1 00	1 00	0 00	1 00	0 00	0 00	0.00		
Final Sat.:	87 405	0.00	0.00	479	529	446	0.00	523	0.00	0.00	0.00		
Capacity Analy	vsis Modu	le:	1			1		4	I		ļ		
Vol/Sat:	2.59 2.59	xxxx	xxxx	1.68	1,17	1.27	xxxx	0.14	XXXX	xxxx	XXXX		
Crit Moves:	****			****		****							
Delav/Veh: 73	38.4 738	0.0	0.0	333	119.9	164.0	0 0	10.7	0.0	0.0	0 0		
Delay Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh: 73	38.4 738	0.0	0.0	333	119.9	164.0	0.0	10.7	0.0	0.0	0.0		
LOS by Move:	न न	*	*	F	F	F	*	B	*	*	*		
ApproachDel:	738.4		2	40.4	-		146.6	_	xx	xxxx			
Delay Adj:	1.00			1.00		-	1.00		x				
ApprAdjDel:	738.4		2	40.4		-	146.6		xx	xxxx			
LOS by Appr:	F		-	F		-	F			*			
*****	******	******	*****	****	******	*****	*****	*****	*****	*****	*****		

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AM	Cumulative	e Yes	2nd	Ext. T	ue Nov	16,	2004 1	6:28:4	2]	Page :	27-1
	·												
				Level	Of Ser	vice	Comput	ation :	Repor	t			
	20	000 H	CM Un	signal	ized M	ethod	(Futu:	re Vol	ume A	lterna	tive)		
***	******	****	*****	*****	*****	****	*****	*****	*****	*****	*****	****	******
Int ***	ersection	#130 *****	2 Cal. ****	iforni. *****	a/Rese: *****	rvati *****	on *****	*****	****	* * * * * *	*****	*****	*****
Ave	rage Delay	/ (se	c/veh):	276.2	Wor	st Case	e Leve	l of :	Servic	e:	F [:	2620.2]
***	****	****	* * * * *	, * * * * * *	*****	****	*****	*****	****	*****	*****	****	*****
Apr	roach:	No	rth B	ound	So	uth B	ound	Ē.	ast B	ound	We	est Bo	ound
Mov	rement:	L	- T	- R	L	- T	- R	L	- T	- R	L -	- T	- R
			~							~			
Cor	trol:	່ ສ	top S.	iqn	S'	top S	iqn	Ūn	contro	olled	Una	contro	olled
Ric	hts:		Incl	ude		Incl	ude		Incl	ude		Inclu	ude
Lan	les:	0	ı ò	0 1	0	0 1!	0 0	1	0 1	1 0	1 () 1	1 0
Vol	ume Module	P: >>	Count	t Date	: 1 Ju	n 200-	4 << 7	:30 -	8:30	AM	1		ı
Bas	e Vol:	25	0	55	0	0	a i i	3	765	54	51	791	4
Gro	wth Adi.	1.00	1.00	1.00	т.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ini	tial Bse.	25	±	55	0	0	0	3	765	54	51	791	4
244	led Vol:	112	0	68	Ő	Ő	Ő	0	358	118	31	358	Ó
Ca	Evt Rea.	27	Ő	25	n n	Ő	0 0	0	0	15	114	0	0
Tni	tial Fut.	164	0	148	õ	ñ	0 0	3	1123	187	196	1149	4
Tico	r Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00
ਹਡਦ ਹਬਧ	r Adj. Ndj.	1.00	1,00 0 90	n 90	n 90	1 90	0 90	1,00 0 90	0 90	0 90	0.90	0.90	0.90
PD2 DUT	Volume:	197	0.90	164	0.50	0.20	0.00	ېر د	1248	208	218	1277	4
Pod	bust Vol.	102	0	10- 1	0	ں م	0	0	12-10	200	2±0 0	±-2,,,	Ô
RCU Riv		100	0	164	0 0	0	0	3	1248	208	218	1277	4
Coni	tical Can	Modui	ں ۱۵۰	7.0 T	Ŷ	0	0	-		200			-
Cr 1	tical Gap	60000.	~~~~~	6 9	vvvvv	vvvv	vvvvv	4 1	~~~~~	vvvvv	4 1	xxxx	XXXXX
TTT TTT	louToTim.	0.0 2 E	~~~~	3 2	~~~~~~	XXXX VVVV	VVVVV		vvvv	VYYYY	2.2	XXXXX	XXXXX
FOI	TOMODITUS	5.5	~~~~	د.د				<u> </u>		~~~~~~			
 		170.			1								Ļ
Cap	actly Moat	116:		700	10101000	32363232	10101010100	1001	****	~~~	1455	~~~~	~~~~
	LICE VOL:	2432	XXXX	720	AAAA	XXXX	XXXXX	1401 ED0	AAAA WWWWW	XXXXXX	1400	~~~~~	vvvvv
POU	ent cap.:	20	XXXX	300	XXXX	XXXX	XXXXX	230		~~~~~	461	vvvv	vvvvv
MOV	re Cap.:	1 07	XXXX	200		*****		. 530	~~~~	AAAAA	401	XXXXX	~~~~~
VOT	ume/cap: 1	61.03	XXXX	0.45		XXXX	XXXX	11	XXXX	AAAA	U_#/	~~~~	
Lev	el Of Serv	rice I	Module	e:]					1
Que	ue: x	xxxx	xxxx	2.2	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	2.5	xxxx	XXXXX
Sto	x:led beq	xxxx	xxxx	22.6	xxxxx	xxxx	xxxxx	11.7	XXXX	xxxxx	19.6	xxxx	XXXXX
LOS	by Move:	*	*	С	*	*	×	в	*	*	C	*	*
Mov	ement:	LT ·	- LTR	- RT	LT ·	- LTR	- RT	LT ·	- LTR	- RT	LT -	LTR	- RT
Sha	red Cap.:	17	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	XXXXX
Sha	redOueue:	23.6	XXXX	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	XXXX	xxxxx	xxxxx	xxxx	xxxxx
Shr	d StoDel·	4964	XXXX	xxxxx	XXXXX	XXXX	XXXXX	XXXXX	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Sha	red LOS:	र २ न	*	*	*	*	*	*	*	*	*	*	*
Ann	roachDel·	21	620.2		x	cxxxx		X7	xxxx		xx	xxxx	
App	roachLOS:		F			*			*			*	

AM Cumulativ	re Yes	s 2nd	Ext. T	ue Nov	7 16,	2004 1	6:28:4	2		Page	29-1
							~~~~~				
			Jevel (	of Ser		Comput	ation	Penor			
	2000	HCM O	peratio	ons Me	thod	(Futur	e Volu	me Al	ternat	ive)	
******	****	****	****	*****	*****	*****	******	*****	******	******	****
Intersection	#130	3 Imj	in/Rese	ervati	on						
*****	* * * * *	****	* * * * * * *	*****	****	*****	*****	****	*****	*****	******
Cycle (sec):		9	0			Critic	al Vol	./Cap	. (X):	2.	226
Loss Time (s	ec):	1:	2 (Y+R	= 4	sec)	Average	e Dela	y (se	c/veh)	: 32	9.1
Optimal Cycl	e:	18	0			Level	Of Ser	vice:			F
******	* * * * *	****	*****	*****	****	*****	* * * * * *	* * * * *	* * * * * *	******	******
Approach:	NC	rth Bo	ound	So	uth B	ound	E	ast B	ound	West	Bound
Movement:	Ľ	- T	- R	Ļ	- T	- R	L	- T	- R	L - T	- R
~ . ]											
Control:	P	roteci	ted	P	rotec	ted	P	rotec	ted	Prote	cted
Rights:		041			Incl	ude -		Incl	lde	Inc	lude
Min. Green:	2 0	0 0		- 0	0 7	0	0	0	0	0	0 0
	4	0 0		<u>+</u>	U I	υ⊥	2	0 2	0 1	2 0 2	0 1
Volume Modul	 @• >>	Count	- Date:	9 .Tu	n 200	4 ~ 7	.15 -	9.15 2			
Base Vol:	140	11	660	2 00	5	± << /: 7	:10 - 23	0:10 /	1.00	1777 60	л E
Growth Adi:	1.00	1.00	1.00	1.00	т.оо	1.00	1.00	1 00	1 00	1 00 1 0	1 1 00
Initial Bse:	140	11	660	2	5	7	23	618	120	1222 69	1 5
Added Vol:	10	261	1280	3	76	14	41	378		1412 34	5 14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0 0
Initial Fut:	150	272	1940	5	81	21	64	996	123	2634 103	7 19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90 0.90	0.90
PHF Volume:	167	302	2156	6	90	23	71	1107	137	2927 115:	2 21
Reduct Vol:	0	0	0	0	0	0	0	0	0	· 0 (	0 0
Reduced Vol:	167	302	2156	6	90	23	71	1107	137	2927 115:	2 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
Final Vol.:	167	302	2156	, 6	90	23	, 71	1107	137	2927 1152	2 21
Saturation Fi	LOW MC	Daule:	1000	1000	1000	1000					
Adjustment.	1900	1900	1900	T 900	1900	1900	1900	1900	1900	1900 1900	) 1900
Lanee ·	2 00	0.05	1 75	1 00	1 00	1 00	0.90	0.93	1 00	0.90 0.93	3 0.83
Final Sat ·	2.00	297	2835	1769	1962	1593	2.00	2.00	1 2 0 0	2.00 2.00	) 1.00
				1			∠ 	3330	2000		
Capacity Anal	lvsis	Modul	e:	i		1					
Vol/Sat:	0.05	0.76	0.76	0.00	0.05	0.01	0 02	0 31	0 09	0 85 0 33	0 01
Crit Moves:		****		****				****	0.05	****	
Green Time:	15.5	30.7	65.2	0.1	15.4	15.4	2.8	12.6	12.6	34.5 44.3	44.3
Volume/Cap:	0.28	2.23	1.05	2.23	0.28	0.09	0.66	2.23	0.61	2.23 0.66	5 0.03
Uniform Del:	32.4	29.6	12.4	44.9	32.5	31.4	43.1	38.7	36.4	27.8 17.2	11.8
IncremntDel:	0.3	555	33.1	1169	0.5	0.1	14.3	558	5.1	554.1 1.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Delay/Veh:	32.7	584	45.5	1214	33.0	31.5	57.4	597	41.4	581.9 18.2	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:	32.7	584	45.5	1214	33.0	31.5	57.4	597	41.4	581.9 18.2	11.8
HCM2kAvg:	2	115	47	1	2	1	2	54	5	146 13	0
***********	****	*****	*****	*****	*****	*****	*****	*****	*****	********	******

AM Cumulativ	e Yes	2nd	Ext. 1	lue Nov	16,	2004 1	6:28:4	2	•	Page	31-1
									. <b></b>		
a'			Level	Of Ser	vice	Comput	ation	Repor			
	2000	HCM O	perati	ons Me	thod	(Futur	e Volu	me Al	ternati	lve)	
*******	****	****	*****	*****	****	*****	*****	****	*****	*******	*****
Intersection	#130	4 Bla	nco/Re	servat	ion						
	****	*****	*****	*****	****	*****	*****	*****	******	********	*******
Loss Time (a		9	0 0. (V/10	- 1	cea\	Autora	ar vor	./Cap	(X):	د.⊥	29
Optimal Cycl	ee/. A-	18	0 (T+V	. – 4	sec/	Averay	of cor	y (se vige:	c/ven/:	145	.5 
*****	 *****	··· *****	~ *****	*****	*****	******	******	*****	*****	* * * * * * * * * * * *	_ ******
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	West B	ound
Movement:	L	- T	- R	L	- T	- R	L –	- T	- R	L - T	- R
Control:	Sp	lit P	hase	Sp	lit P	hase	P	rotec	ted	Protec	ted
Rights:		Incl	ude		Igno	re		Incl	ude	Incl	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0 0	0
Lanes:	0	0 0	0 0	2	0 0	02	2	02	0 0	001	01
Volumo Modul		 									
Bade Vol.	=: >>	COUIII	L DALE	: 43 3	ep ∠u	1450	/:15 -	8:15	AM	0 4 6 0	7.4
Growth Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	016	1 00	1 00 1 00	1 00
Initial Bse:	1.00	1.00	1.00	1.00	1.00	1450	1.00 970	1.00	1.00	1.00 1.00 0 463	1.00
Added Vol:	ő	Ő	õ	31	0	1253	954	324	ů N	0 434	7 G T <del>T</del> T
PasserByVol:	ō	ō	õ	0.	õ	1223	2	0	0	0 0	0
Initial Fut:	0	0	0	35	0	2703	1924	634	õ	0 897	53
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.00	0.88	0.88	0.88	0.88 0.88	0.88
PHF Volume:	0	0	0	40	0	0	2186	720	0	0 1019	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0
Reduced Vol:	0	0	0	40	0	0	2186	720	0	0 1019	б0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00 1.00	1.00
Final Vol.:	0	0	0	40	0	0	2186	720	0	0 1019	60
Caturation Pl	 					~					
Sat/Lane.	1900	1900	1900	1900	1900	1900	1900	1 9 0 0	1900	1000 1000	1 900
Adiustment ·	1 00	1 00	1 00	0.90	1 00	1 88	1900	1900	1 00	1 00 0 98	1900
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2 00	0 00	0 00 1 00	1 00
Final Sat.:	0	0	0	3432	0	3344	3432	3538	0.00	0 1862	1583
Capacity Anal	ysis	Modul	.e:							•	ļ
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.64	0.20	0.00	0.00 0.55	0.04
Crit Moves:				****			****			* * * *	
Green Time:	0.0	0.0	0.0	0.8	0.0	0.0	43.1	80.2	0.0	0.0 37.1	37.1
Volume/Cap:	0.00	0.00	0.00	1.33	0.00	0.00-	1.33	0.23	0.00	0.00 1.33	0.09
Uniform Del:	0.0	0.0	0.0	44.6	0.0	0.0	23.4	0.7	0.0	0.0 26.5	16.2
THCLEMULDel:	0.0	0.0	0.0	277.6	0.0	0.0	152.4	0.0	0.0	0.0 157	0.1
Delay Auj: Delay/Web:	0.00		0.00	1.00 1.00	0.00	0.00	175 0	T.00	0.00	0.00 1.00	1.00
User Delladi.	1.00	1.00	1 00	1 00	1 00	1 00	1 00	1 00	1 0.0	1 0. U 1 0. U	1 00
AdiDel/Veh:	0.0	0.0	0.0	322.2	0.0	1.00 1.00	175 8	1.00	1.00	1 0 192	16 2
HCM2kAva:	0	0	0	2	0	0	68	2.7	0.0	0 61	1
*****	****	*****	*****	- ******	*****	*****	· * * * * * *	 * * * * *	*****	*********	- *****

Level Of Service Computation Report 2000 ECM Unsignalized Method (Puture Volume Alternative) Intersection #1307 SB_1/Imjin Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[44179.7 Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[44179.7 Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[44179.7 Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[44179.7 Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[44179.7 Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[44179.7 Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[44179.7 Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[44179.7 Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[44179.7 Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[44179.7 Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[44179.7 Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[44179.7 Control: Stop Sign Stop Sign Oncontrolled Include Include Lanes: 0 0 0 0 1 0 0 0 0 0 0 0 0 0 1 0 0 0 0	AM Cumulativ	e Yes	2nd	Ext. T	ue Nov	16,	2004 1	6:28:4	2			Page	37-1
Level Of Service Computation Report 2006 HCM Uneignalized Method (Future Volume Alternative) Intersection #1307 SB_1/Imjin Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[94179.7 Approach: North Bound South Bound East Bound Nest Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Stop Sign Stop Sign Uncontrolled Uncontrolled Rights: Include Include Include Include Lanes: 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0													
2000 HCM Unsignalized Method (Future Volume Alternative)         Intersection #1307 SB_1/Imjin         Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[84179.7         Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[84179.7         Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[84179.7         Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[84179.7         Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[84179.7         Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[84179.7         Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[84179.7         Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[84179.7         Control: Stop Sign Stop Sign Uncontrolled Uncontrolled Include Inclu				Level	Of Ser	vice	Comput	ation	Repor	t			
Intersection #1307 SB_1/LTMin         Average Delay (sec/veh): 22219.1 Worst Case Level Of Service:       F[84179.7         Approach:       North Bound       South Bound       East Bound       West Bound         Approach:       North Bound       Stop Sign       Uncontrolled       T - R       L - T - R         Control:       Stop Sign       Stop Sign       Uncontrolled       Uncontrolled       Include         Rights:       Include       Include       Include       Include       Include         Volume Module:       > Count Date:       4 Mar 2004 << 7:15 - 8:15 AM	2	000 H	CM Un	signal	ized M	ethod	(Futu	re Vol	ume A	lterna	tive)		
Intersection #1307 SB_1/Imjin         Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[84179.7         Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[84179.7         Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[84179.7         Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[84179.7         Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[84179.7         Average Delay (sec/veh): CT = R       L - T - R       L - T - R         Approach: North Bound       South Bound       East Bound       West Bound         Control: Stop Sign       Include       Include       Include         Rights: Include       Include       Include       Include         Lanes: 0       0       0       0       0       0       0       0       0         Volume Module: >> Count Date: 4 Mar 2004 << 7:15 - 8:15 AM	*****	****	*****	*****	*****	****	*****	*****	****	*****	* * * * * *	****	*****
Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[84179.7         Average Delay (sec/veh): 22219.1 Worst Case Level Of Service: F[84179.7         Average Delay (sec/veh): North Bound       South Bound       East Bound       West Bound         Movement: L - T - R L - T - R L - T - R L - T - R L - T - R       L - T - R - L - T - R       L - T - R         Control: Stop Sign       Stop Sign       Uncontrolled       Uncontrolled         Rights: Include       Include       Include       Include         Lanes: 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0       0 0 0 0 0 0 0 0 0 0 0 0       0 0 0 0 0         Volume Module: >> Count Date: 4 Mar 2004 << 7:15 - 8:15 AM	Intersection *******	#130' *****	7 SB_ *****	1/Imji: *****	n *****	*****	*****	*****	****	*****	*****	****	*****
Approach:       North Bound       South Bound       East Bound       West Bound         Approach:       L - T - R       L - T - R       L - T - R       L - T - R       L - T - R         Control:       Stop Sign       Stop Sign       Uncontrolled       Uncontrolled       Uncontrolled         Control:       Stop Sign       Include       Include       Include       Uncontrolled         Lanes:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Average Delay	y (se	c/veh	): 22	219.1	Wor	st Cas	e Leve	l Of	Servic	e:	F [	84179.7
Approach:         North Bound         South Bound         East Bound         West Bound           Movement:         L         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         -         T         -         R         L         -         T         -         R         -         T         -         R         -         T         -         R         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -	* * * * * * * * * * * * *	****	****	*****	*****	****	*****	*****	****	*****	* * * * * *	****	*****
Movement:       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       -       R       L       -       T       C       L       O       D       D       D       D       D	Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	We	est Bo	ound
Control:         Stop Sign         Stop Sign         Uncontrolled         Uncontrolled           Rights:         Include         Include         Include         Include         Include           Lanes:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <td< td=""><td>Movement:</td><td>Ľ</td><td>- T</td><td>- R</td><td>L</td><td>- T</td><td>- R</td><td>L</td><td>- T</td><td>- R</td><td>L ·</td><td>- T</td><td>~ R</td></td<>	Movement:	Ľ	- T	- R	L	- T	- R	L	- T	- R	L ·	- T	~ R
Control:         Stop Sign         Stop Sign         Uncontrolled         Uncontrolled         Include           Rights:         Include         Include         Include         Include         Include           Lanes:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0													
Rights:       Include       Include       Include       Include       Include       Include         Lanes:       0       0       0       1       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Control:	St	top S	ign	S	top S	ign	Un	contro	olled	Uno	contro	olled
Lanes:       0       0       0       0       0       0       0       0       0       1       0       0       0       0       1       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td>Rights:</td> <td></td> <td>Incl</td> <td>ude</td> <td></td> <td>Incl</td> <td>ude</td> <td></td> <td>Incl</td> <td>ude</td> <td></td> <td>Incl</td> <td>ude</td>	Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Volume Module:       >> Count Date: 4 Mar 2004 << 7:15 - 8:15 AM	Lanes:	0 (	0 0	0 0	1	0 0	0 0	0	0 0	0 0	1 (	0 0	0 Q
Volume Module: >> Count Date: 4 Mar 2004 << 7:15 - 8:15 AM									~				
Base Vol:       0       0       101       0       0       0       1032       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 </td <td>Volume Module</td> <td>: : &gt;&gt;</td> <td>Coun</td> <td>t Date</td> <td>4 Ma:</td> <td>r 2004</td> <td>4 &lt;&lt; 7</td> <td>:15 -</td> <td>8:15 2</td> <td>AM</td> <td></td> <td></td> <td></td>	Volume Module	: : >>	Coun	t Date	4 Ma:	r 2004	4 << 7	:15 -	8:15 2	AM			
Growth Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>Base Vol:</td> <td>0</td> <td>0</td> <td>0</td> <td>101</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1032</td> <td>0</td> <td>0</td>	Base Vol:	0	0	0	101	0	0	0	0	0	1032	0	0
Initial Bse:       0       0       101       0       0       0       0       1032       0         Added Vol:       0       0       539       0       0       0       0       683       0         2nd Reassig:       0       0       -25       0       0       0       0       0       0         Initial Fut:       0       0       615       0       0       0       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td>Growth Adj:</td> <td>1.00</td>	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Added Vol:       0       0       539       0       0       0       0       683       0         2nd Reassig:       0       0       -25       0       0       0       0       0       0       0         Initial Fut:       0       0       615       0       0       0       0       1715       0         User Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       <	Initial Bse:	0	0	0	101	0	0	0	0	0	1032	0	0
2nd Reassig:       0       0       -25       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Added Vol:	0	0	0	539	0	0	0	0	0	683	0	0
Initial Fut:       0       0       615       0       0       0       1715       0       0         User Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       1.00       1.00       1.00	2nd Reassig:	0	0	0	-25	0	0	0	Ó	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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Initial Fut:	0	0	0	615	0	0	0	0	0	1715	0	0
PHF Adj:       0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88	User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:       0       0       639       0       0       0       0       1949       0       0         Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td< td=""><td>PHF Adi:</td><td>0.88</td><td>0.88</td><td>0.88</td><td>0.88</td><td>0.88</td><td>0.88</td><td>0.88</td><td>0.88</td><td>0.88</td><td>0.88</td><td>0.88</td><td>0.88</td></td<>	PHF Adi:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td< td=""><td>PHF Volume:</td><td>0</td><td>0</td><td>0</td><td>699</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>1949</td><td>0</td><td>0</td></td<>	PHF Volume:	0	0	0	699	0	0	0	0	0	1949	0	0
Final Vol.:       0       0       699       0       0       0       0       1949       0       0         Critical Gap Module:       Critical Gp:xxxxx xxxx xxxxx       6.4 xxxx xxxxx xxxxx xxxxx xxxxx       4.1 xxxx xxxxx       2.2 xxxx xxxxx         FollowUpTim:xxxx xxxx xxxx       3.5 xxxx xxxx xxxx xxxx xxxx xxxx       2.2 xxxx xxxx xxxx         Capacity Module:	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: Critical Gp:xxxxx xxxx xxxxx 3.5 xxxx xxxxx xxxx xxx	Final Vol.:	0	0	Ő	699	0	0	0	ō	0	1949	0	0
Critical Gp:xxxxx XXXX XXXX XXXX 3.5 XXXX XXXX XXXX XXXX	Critical Gap	Modu	le:										
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx	Critical Gp:2	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
Capacity Module: Cnflict Vol: XXXX XXXX XXXXX 3898 XXXX XXXXX XXXX XX	FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module: Cnflict Vol: XXXX XXXX XXXXX 3898 XXXX XXXXX XXXX XX													
Cnflict Vol: XXXX XXXX XXXXX 3898 XXXX XXXXX XXXX XX	Capacity Modu	ile:			11			1			1 6		l
Potent Cap.: XXXX XXXX XXXXX 4 XXXX XXXXX XXXX XXX	Cnflict Vol:	xxxx	xxxx	xxxxx	3898	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Move Cap.: XXXX XXXX XXXX 4 XXXX XXXX XXXX XXXX	Potent Cap.:	XXXX	xxxx	XXXXX	4	XXXX	xxxxx	XXXX	XXXX	xxxxx	0	xxxx	xxxxx
Volume/Cap: XXXX XXXX XXXX XXXX XXXX XXXX XXXX X	Move Cap.:	xxxx	xxxx	xxxxx	4	XXXX	XXXXX	XXXX	XXXX	xxxxx	0	xxxx	xxxxx
Level Of Service Module: Queue: xxxxx xxxx 89.8 xxxx xxxx xxxx xxxx 0.0 xxxx xxxxx Stopped Del:xxxxx xxxx 84180 xxxx xxxxx xxxx xxxx 0.0 xxxx xxxxx LOS by Move: * * * F * * * * * A * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx x	Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	XXXX	XXXX	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module: Queue: xxxxx xxxx xxxx 89.8 xxxx xxxxx xxxx xx													
Queue: XXXXX XXXX XXXXX 89.8 XXXX XXXXX XXXXX XXXXX XXXXX 0.0 XXXX XXXXX Stopped Del:XXXXX XXXX 84180 XXXX XXXXX XXXX XXXX 0.0 XXXX XXXXX LOS by Move: * * * F * * * * * A * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: XXXX XXXX XXXX XXXX XXXX XXXX XXXX X	Level Of Serv	, vice N	(odule	∃:	1.1						E ]		1
Stopped Del:xxxxx xxxx xxxx 84180 xxxx xxxxx xxxx xxxx xxxx 0.0 xxxx xxxxx LOS by Move: * * * F * * * * * * A * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx x	Onene: 3		xxxx	 xxxxx	89.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
LOS by Move: * * * F * * * * * A * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: XXXX XXXX XXXXX XXXX XXXXX XXXXX XXXXX XXXX	Stonned Del·a	CXXXX	XXXX	XXXXXX	84180	xxxx	XXXXX	XXXXX	XXXX	XXXXX	0.0	xxxx	XXXXX
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: XXXX XXXX XXXXX XXXX XXXXX XXXX XXXX	LOS by Move:	*	*	*	F	*	*	*	*	*	Δ	*	*
Shared Cap.: XXXX XXXX XXXXX XXXX XXXX XXXX XXXX	Movement.	T.T	- 	– PT	T.T	- קיד	- pm	T.ጥ ·	ਵਾਸ, -	– ምጥ	ът -	קייים -	- RT
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx	Shared Can ·	~~~ XXXX	****	 XXXXXX	~~~ XXXX	XXXX	***	~~~ XXXX	XXXXX	XXXXXX	 xxxx	XXXXX	XXXXXX
Shrd StpDel:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx x	SharedOueue.v	~~~~	~~~~~	*****	~~~~~ ******	~~~~~	~~~~~ 777777	~~~~~ ~~~~~	~~~~ ~~~~~	XXXXXX	XXXXX	XXXX	XXXXXX
Shared LOS: * * * * * * * * * * * * * * * * * * *	Shrd StoDel	********	****	******	XXXXXX	******	******	277777	XXXX	XXXXX	XXXXXX	XXXX	XXXXXX
ApproachDel: XXXXXX XXXXXX XXXXXX XXXXXX	Shared LOS.	************ *	*	*	*	*	*****	*****	*	*	*	*	- had had he had he
	AnnroachDel.	 •••	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			~~~~~~					***	www	
	ApproachLOS.	<i></i>	***********		~~	F		£11.4	**************************************		454	*	

AM Cumulative	e Yes	2nd	Ext. T	ue Nov	16,	2004 1	6:28:4	2			Page	39-1
							~					
			Level	Of Ser	vice	Comput	ation	Repor	t			
20	000 H	CM Un	signal	ized M	ethod	(Futu	re Vol	ume A	lterna	tive)		
******	****	****	*****	*****	* * * * *	*****	*****	****	*****	*****	* * * * *	******
Intersection ******	#130; *****	8 NB_ ****	1/Imji *****	n *****	* * * * *	*****	*****	****	*****	*****	* * * * *	******
Average Delay	y (se	c/veh ****	): *****	2.4 *****	Wor ****	st Cas *****	e Leve *****	l Of ****	Servic	e: ******	F[ ****	724.4] ******
Approach:	NO	rth B	ound	So	uth B	ound	Е	ast B	ound	W	est B	ound
Movement:	L	- T	~ R	L	- T	- R	Ŀ	- т	- R	L	- т	- R
Control:	St	top S	ign	S.	top S	ign	່ Un	contr	olled	່ Un	contro	olled
Rights:		Igno	re		Incl	ude		Incl	ude		Incl	ude
Lanes:	0 3	1 0	0 1	0	0 0	0 0	0	1 0	0 0	0 (	01	0 1
											~~~~	
Volume Module	3; >>	Coun	t Date	: 4 Ma:	r 200	4 << 7	:15 -	8:15 .	AM			
Base Vol:	0	9	650	0	0	0	3	98	0	0	1032	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	9	650	0	0	0	3	98	0	0	1032	28
Added Vol:	0	0	869	0	0	0	0	539	0	0	683	419
2nd Reassig:	0	0	0	0	0	0	0	-25	0	0	0	-7
Initial Fut:	0	9	1519	0	0	0	3	612	0	0	1715	440
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	10	0	0	0	0	3	695	0	0	1949	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	10	í 0	0	0	0	3	695	0	0	1949	500
Critical Gap	Modu]	le:										
Critical Gp:x	xxxx	6.5	xxxxx	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	xxxxx	4.1	xxxx	xxxxx	xxxxx	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX
FollowUpTim:x	xxxx	4.0	XXXXX	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	2.2	xxxx	XXXXX	XXXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX
 Canacity Modu												
Cuflict Vol:		3151	*****	vvvv	vvvv	~~~~~	2449	v vvv	~~~~~	vvvv	vvvv	vvvvÿ
Potent Can :	vvvv	11	vvvvv	vvvv	XXXX	~~~~~	191	~~~~	vvvvv	VVVV	vvvv	vvvvv
Move Can ·	vvvv	17	vvvvv	~~~~~	~~~~	vvvvv	101	vvvv	vvvvv	VVVV	vvvv	vvvvv
Volume/Can·	XXXX	0 97	XXXX	YYYY	~~~~~	XXXXX	0 02	XXXX	vvvv	XXXX	~~~~~	XXXX
							0.02					
Level Of Serv	rice M	lodule	3:	1						F		1
Queue: x	XXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	0.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Stopped Del:x	XXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	24.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT -	- LTR	- RT	LT -	- LTR	- RT	ĻT ·	- LTR	- RT	LT -	· LTR	- RT
Shared Cap.:	11	xxxx	XXXXX	XXXX	xxxx	XXXXX	XXXX	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	xxxxx	XXXX	XXXX	XXXXX
SharedQueue:	1.9	XXXX	XXXXX	XXXXX	XXXX	XXXXX	0.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd StpDel:7	24.4	xxxx	XXXXX	XXXXX	xxxx	XXXXX	24.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	F	*	*	*	*	*	C	*	*	*	*	*
ApproachDel:	7	24.4		XX	XXXX		X	xxxx		XX	XXXX	
ApproachLOS:		F			*			*			*	

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MITIG8 - AM Cumulative Yes Wed Dec 15, 2004 17:55:41	Page 1-1
Level Of Service Computation Report	
2000 HCM Operations Method (Future Volume Alt	ernative)
***************************************	*****
Intersection #1309 Second/Imjin	
***************************************	*****
Cycle (sec): 60 Critical Vol./Cap.	(X): 1.910
Loss Time (sec): $12 (Y+R = 4 \text{ sec})$ Average Delay (sec	:/veh): 309.3
Optimal Cycle: 180 Level Of Service:	F
	·····
Approach: North Bound South Bound East Bo	ound west Bound
MOVement: D - T - R D - T - R D - T	$-\mathbf{R}$ \mathbf{L} $-\mathbf{T}$ $-\mathbf{R}$
Control. Drotogtod Drotogtod Drotogtod	
Control: Protected Protect	
Min Green. 0 0 0 0 0 0 0 0	
Lange, 10110 10110 101	101010
Volume Module: AM	
Base Vol: 15 0 22 10 0 5 60 568	120 10 1060 1
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1.00 1.00 1.00 1.00
Initial Bse: 15 0 22 10 0 5 60 568	120 10 1060 1
Added Vol: 527 172 485 137 203 72 97 546	765 932 503 125
2nd Reassig: -7 7 0 0 25 0 0 0	-25 0 0 0
Initial Fut: 535 179 507 147 228 77 157 1114	860 942 1563 126
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1.00 1.00 1.00 1.00
PHF Volume: 535 179 507 147 228 77 157 1114	860 942 1563 126
Reduct Vol: 0 0 0 0 0 0 0 0	0 0 0 0
Reduced Vol: 535 179 507 147 228 77 157 1114	860 942 1563 126
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1.00 1.00 1.00 1.00
Final Vol.: 535 179 507 147 228 77 157 1114	860 942 1563 126
Saturation Flow Module:	
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190	1900 1900 1900 1900
Adjustment: 0.95 0.84 0.84 0.93 0.90 0.90 0.93 0.87	0.87 0.93 0.92 0.92
Lanes: 1.00 1.00 1.00 1.00 1.50 0.50 1.00 1.13	0.87 1.00 1.85 0.15
Final Sat.: 1805 1605 1605 1769 2544 859 1769 1867	1441 1769 3238 261
Capacity Analysis Module:	
Crit Morroz.	0.60 0.53 0.48 0.48
$CIIC MOVES; $ $Croon Time, 0 \in 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0,$	
$ \frac{\text{Oreen fine}}{\text{Volume}/\text{Cap}} = 1.85 \ 0.67 \ 1.91 \ 1.91 \ 1.95 \ 1.95 \ 0.97 \ 1.91 $	1 01 1 01 0 07 0 07
Uniform Del, 25.2.23.5.25.0.28.7.28.5.28.5.28.5.27.2.20.6	20 6 21 6 14 5 14 5
Theremat Del: 23.2 23.3 23.6 26.7 26.5 26.5 27.2 20.6	413 3 417 2 14 A 1A A
Delay Adi: 1 00 1 00 1 00 1 00 1 00 1 00 1 00 1	
Delay/Veb: $419.9 25.3 445.0 482 7 433 432 6 87 7 424 7$	434 0 438 9 29 0 29 0
User DelAdi · 1 00 1 00 1 00 1 00 1 00 1 00 1 00 1	$\pm 3 \pm 10$ ± 30.9 ± 37.0 ± 29.0 ± 29.0
AdiDel/Veh: 419.9 25.3 445.0 482.7 433 432 6 87 7 434 4	434.0 438.9 29 0 29 0
HCM2kAvg: $44 \ 5 \ 41 \ 14 \ 13 \ 13 \ 7 \ 77$	77 78 22 22
***************************************	*****

MITIG8 - AM C	Cumula	ative	Yes We	d Dec	15, 2	2004 18	8:01:46	5			Page	1-1
							·					
_		L	evel C)f Serv	rice (lomputa	tion F	Report	- 			
2	1 000 F	ICM Op	eratic	ons Met	nod	Fucure	A A A A A A A A A A A A A A A A A A A		retuari	LVC) ******	*****	******
********	*****	*****	*****	/								
Intersection	#1310) Call	Iornia	1/1mj1r	1 				*****	******	****	*****
***********	****	.*****	*****	*****				/// 200	/v).		1 64	16
Cycle (sec):	- 1	60	(17. T)	4 -		LTCTCC	L VOL.	,/cap	$\cdot (\Lambda) \cdot$		261	4
Loss Time (se	ec):	100	(1+R	= 4:5	iec) r	overage	: Delay	rica.	./ ven/.	•	201	 इ
Optimal Cycle			*****	*****	_ *****	******	******	*****	*****	*****	****	******
Ammroach.	Noi	eth Bo	und	SOI	th Br	and	£.a	st Bo	ound	We	est Bo	ound
Approach:	T	. т	- P	т	. T	- R	Τ, -	- т	- R	L ·	· T	- R
l												
Control·	Ţ	Permit	ted	۱ E	Permit	ted	' Pi	otect	ted	י. Pi	otect	ted
Rights.	-	Inclu	de	_	Inclu	ıde		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (່ວັ	1 0	1 0) 0	1 0	1 () 1	10	1 () 1	1 0
Volume Module	: >>	Count	Date:	11 Ma	ar 200)4 << 7	7:00 -	8:00	AM - A	djuste	ed	
Base Vol:	0	10	54	24	82	159	20	502	5	215	909	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	54	24	82	1.59	20	502	5	215	909	10
Added Vol:	52	129	157	98	149	276	134	865	63	143	1247	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	139	211	122	231	435	154	1367	68	358	2156	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:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	66	176	267	154	292	551	195	1730	86	453	2729	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	176	267	154	292	551	195	1730	86	453	2729	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
Final Vol.:	66	176	267	154	292	551	195	1730	86	453	2729	41
Saturation FI	Low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.88	0.88	0.21	0.86	0.86	0.91	0.91	0.91	0.95	0.95	0.95
Lanes:	1.00	0.40	0.60	1.00	0.35	0.65	1.00	1.91	0.09	1.00	1.97	0.03
Final Sat.:	391	666	1011	406	565	1064	1734	3280	163	1804	3549	53
Capacity Anal	Lysis	Modul	e:							0.00		A 77
Vol/Sat:	0.17	0.26	0.26	0.38	0.52	0.52	0.11	0.53	0.53	0.25	0.//	0.77
Crit Moves:					****		****			10 A	~~~~	00 0
Green Time:	18.9	18.9	18.9	18.9	18.9	18.9	4.1	21.8	21.8	10.4	28.0	28.0
Volume/Cap:	0.54	0.84	0.84	1.21	1.65	1.65	1.65	1.45	1.45	1.45	1.65	1.65
Uniform Del:	17.0	19.2	19.2	20.6	20.6	20.6	28.0	19.1	19.1	24.8	TP.0	10.0
IncremntDel:	4.6	11.5	11.5	146.3	299	299.3	325.2	209	208.8		293	493.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	21.5	30.7	30.7	166.8	320	319.9	353.2	228	228.0	246.2	309	309.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 200 2
AdjDel/Veh:	21.5	30.7	30.7	166.8	320	319.9	353.2	228	228.0	246.2	309	309.3
HCM2kAvg:	5	11	11	31	57	58	16	53	56	29	94	91 71
*********	*****	*****	*****	*****	****	*****	* * * * * * *	****	******	******		

MITIG8 - AM	Cumul	ative	e Yes W	ed Dec	15,	2004 18	B:07:0	1			Page	1-1
			Level	Of Ser	vice	Computa	ation	Repor	rt			
	2000	HCM C	perati	ons Me	thod	(Future	∋ Volu	me Al	ternat	ive)		
*******	****	****	******	*****	****	*****	*****	* * * * *	*****	*****	****	******
Intersection	#131	1 Imj	in_Rd/	Imjin_	Pkwy-	Imjin_F	۶d					
	*****	*****	******	*****	*****	******	*****	*****	*****	*****	*****	******
Logg Time (g		6	.∪ ⊂ (⊽.⊓		ممم ⁾	Critica	T NOT	./Cap	(X):		1.4	68
Dostinal Cual	ec):	10	5 (I+R	= 4	sec)	Average	e Deta	y (se	c/ven)	:	140	.0
************	*****	⊥ 0 *****	*****	* * * * * *	****)L 501.	vice: *****	*****	*****	*****	*******
Approach:	No	rth B	ound	So	uth B	ound		ast B	ound	TAT.	eet B	ound
Movement:	L	- T	- R	L	- T	- R	L	- Т	- R	L	- T	- R
						i						
Control:		Permi	tted		Permi	tted	'P:	rotec	ted	- P:	rotec	ted
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 0	0 1	0	0 0	0 0	0	0 1	1 0	1 (02	0 0
Volume Modul	e: >>	Coun	t Date	: 10 M	ar 20	04 << 7	':15 -	8:15	AM	Adjust	əd	
Base Vol	7	0	62	0	0	0	0	520	53	567	837	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:		0	62	0	0	0	0	520	53	567	837	0
Added Vol:		0	263	0	0	0	0	962	140	275	1263	0
Initial Eut.	67	0	່ວວະ	0	0	U O	0	1400	100	0	0	0
HELLAL FUL:	10/ 100 E	0 1 00	1 00	1 00	1 00	1 00	1 00	1482	1 00	1 00	2100	1 00
PHF Adi.	1.00	1.00	0 88	1.00 1.88	1.00	1.00	T.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	0.00	369	0.00	0.00	0.00	0.00	1684	210	0.00	2386	0.00
Reduct Vol;	0	0	0	õ	õ	Ő	Ő	1001	0	0	2000	0
Reduced Vol:	76	0	369	0	ŏ	õ	Ő	1684	219	957	2386	Ő
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	76	0	369	0	0	0	0	1684	219	957	2386	0
Saturation Fl	low Mo	odule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	1.00	0.83	1.00	1.00	1.00	1.00	0.92	0.92	0.93	0.93	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.77	0.23	1.00	2.00	0.00
Final Sat.:	2427	0	1583	0	0	0	0	3077	401	1769	3538	0
Consaity Apol		Modu										
Vol/Saty	0 03	MOQU.	Le: 0 22	0 00	0 00	0 00	0 00	0 55	0 55	0 54	0 677	0.00
Crit Moves.	0.05	0.00	****	0.00	0.00	0.00	0.00	****	0.55	V.04 ****	0.07	0.00
Green Time:	9.5	0.0	95	0 0	0 0	0 0	0 0	- 	22 4	22 1	44 5	0.0
Volume/Cap:	0.20	0.00	1.47	0.00	0.00	0.00	0 00	22.7 1 47	1 47	1 47	1 91	0.0
Uniform Del:	21.9	0.0	25.2	0.0	0.0	0.0	0.0	18.8	18.8	18.9	6.2	0.0
IncremntDel:	0.3	0.0	231.2	0.0	0.0	0.0	0.0	215	215.1	219.1	5.3	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	22.2	0.0	256.5	0.0	0.0	0.0	0.0	234	233.9	238.1	11.4	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:	22.2	0.0	256.5	0.0	0.0	0.0	0.0	234	233.9	238.1	11.4	0.0
HCM2kAvg:	1	0	24	0	0	0	0	57	57	60	23	0
**********	*****	*****	******	*****	****	******	* * * * * *	*****	******	*****	****	******

AM Cumulative Y	es 2nd	Ext. 1	lue Nov	r 16,	2004 16	:28:4	2			Page	47-1
		Level	Of Ser	vice	Computa	tion	Repor	t			
200	O HCM (Operati	lons Me	thod	(Future	Volu	me Al	ternat	ive)		
*****	* * * * * * *	******	*****	*****	******	****	****	*****	*****	****	******
Intersection #1	312 Abi	rams/In	njin								
*****	*****	******	******	****	******	*****	*****	*****	*****	* * * * *	*****
Cycle (sec):	(50		,	Critica	T AOT	./Cap	. (X):		2.0:	23
Loss Time (sec)	:	6 (Y+F	2 = 4	sec)	Average	Dela	y (se	c/veh)	:	340	.4
Optimal Cycle:	ليا منه بند بند بند بند ب	50 50	ملد ملد ملد ملد علد و	بالديبات بالد مالير	Level O	i Ser	vice:				. F
Annanah.	aaaaaa Toomha T				*****	****	****	*****	******	*****	******
Movement .	NOLUI I m	- nuno	. 30 T	uuun B	ouna	- -	ast B	ouna	w e	est Bo	Juna
	- 1	- K		- 1	- K	ىن ا	- T	- R	- Li -	1.	- K
Control	Dermi	t++od	11	Dermi			Domi		1		
Dichte.	Trol	lude		Letut	ude		Fermi	ude	2	Tral	icea ide
Min Creen.	0 1		0		uue ^	0		uue o	0	THOTI	106 0
Lanes: 0	1 0	, u 1		i o	0 1	1	Λī	0 1	1 0	ט ר ר	0 1
						1				·	
Volume Module: I	March 2	2003 -	AM		1	I			11		l
Base Vol:	53 13	1.59	43	16	137	20	558	4	114	1204	39
Growth Adj: 1.0	0 1.00) 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse: 0	53 13	159	43	16	137	20	558	4	114	1204	39
Added Vol:	55 66	5 224	58	19	32	16	1288	35	63	1424	32
PasserByVol:	0 0) 0	0	0	0	0	0	0	0	0	0
Initial Fut: 1	18 79	383	101	35	169	36	1846	39	177	2628	71
User Adj: 1.0	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj: 0.8	9 0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume: 11	13 89	430	113	39	190	40	2074	44	199	2953	80
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0
Reduced Vol: 13	3 89	430	113	39	190	40	2074	44	199	2953	80
PCE Adj: 1.(0 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj: 1.(0 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.: 1:	3 89	430	113	39	190	40	2074	44	199	2953	80
	Modulo										
Saturation Flow	MOQUIE	1000	1000	1000	1000	1000	1000	1000	7000	1000	1000
Adjustment, 0 R	C 0 500	. V 0E	T 300	1900	1900	1900	1900	1900	1900	1 00	1900
Lanes 0.4	0 0.30	1 00	0.44	0.44	1 00	1 00	1.00	1 00	1 00	1.00	1 00
Final Sat · 63	4 424	1615	621	215	1615	145	1000	1615	203	1900	1615
									205	1.200	
Capacity Analysi	s Modu	le:	11		1	1		l			I
Vol/Sat: 0.2	1 0.21	0.27	0.18	0.18	0.12	0.24	1.09	0.03	0.98	1.55	0.05
Crit Moves:		****						0.02	0.50	****	0.00
Green Time: 7.	9 7.9	7.9	7.9	7.9	7.9	46.1	46.1	46.1	46.1	46.1	46.1
Volume/Cap: 1.5	9 1.59	2.02	1.39	1.39	0.89	0.32	1.42	0.04	1.27	2.02	0.06
Uniform Del: 26.	0 26.0	26.0	26.0	26.0	25.6	2.1	7.0	1.7	7.0	7.0	1.7
IncremntDel:295.	7 296	476.5	220.7	221	34.1	1.5	193	0.0	163.4	463	0.0
Delay Adj: 1.0	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh: 321.	8 322	502.5	246.7	247	59.8	3.6	200	1.7	170.3	470	1.7
User DelAdj: 1.0	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh: 321.	8 322	502.5	246.7	247	59.8	3.6	200	1.7	170.3	470	1.7
HCM2kAvg: 27	27	36	21	21	7	3	115	0	85	238	0
*****	*****	*****	******	*****	******	*****	*****	******	*****	****	*****

AM Cumulative Yes 2nd Ext. Tue Nov 16, 2004 16:28:42									Page 57-1			
					·							
	2000	TTCIM 4	Level	OI Ser Mar Ma	vice	Comput	ation	Repor	t.			
مود	2000	ncm 4	-way :	сор ме	thod	(Fucur	e voiu	me Al	ternat	ive)		
Tatowaoatia	····	· · · · · · · · · · · · · · · · · · ·	*****		`~~~~~ /m		*****	*****	*****	*****	****	******
101CG15GCC1C	·******	دن£ اب / د. به به به به به به			LI I / II.	.ta	ala ala ala ala ala ala a	ما ما ما ما	-1711111111111-	-1		-1
		10	.^					/////	××××××	*****	*****	******
Locc Time /		ΞŪ	0 (Vir) _ 4		Uritic America	ar vor - Dele	./cap	· (A):		2.5	02
Optimal Cyc	Jec/:		0 (1+1	(= 4	sec)	Averag	е рета Об бол	y (se	c/ven)	:	487	.5
***********	******	*****	· * * * * * *	*****	****	1evel	or ser	vice:	ملد ملد علد علد ملد	مله ماه عله عله ماه ماه ماه	بلد على مأبر علي علي	ال بناء باد باد باد باد باد باد
Approach ·	NC	rth B	ound		+h D	ound			~~~~ ~~~~	57.	+ - D	******
Movement:	Τ.	- m -	- 2	. 50 T.	- T		 Т.	ast ມ - ຫ		γγι T.	- m	
					· _	- K		- <u>r</u>	- R	· ப	- +	- R
Control·	S	top S	ian	۱	tops	i an		+ ~ ~ ~	 i am			
Rights:	Ļ	Incl	nde nde		Thel	nge	Ċ.	top 3 Thal	nge	10	LOP 3 Tral	nge rðn
Min. Green:	0	0	0	0	0	0	٥	11101	αue Λ	0	11101	n n
Lanes:	o	0 11	0 0	0	0 11	0 0	٥Ŭ	0 1	0 0	Ω ú	יו (o o
	-											
Volume Modu	.le: >>	Coun	t Date	: 10 M	ar 20	04 << '	7:15 -	8:15	AM -	Adjuste	ed	1
Base Vol:	67	155	45	15	394	48	3	20	28	128	64	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	: 67	155	45	15	394	48	3	20	28	128	64	9
Added Vol:	41	289	157	100	274	37	24	163	17	73	215	39
PasserByVol	: 0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut	: 108	444	202	115	668	85	27	183	45	201	279	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:	0.83	0.83	0.83	0.83	0,83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	130	535	243	139	805	102	33	220	54	242	336	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol	: 130	535	243	139	805	102	33	220	54	242	336	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	, 130	535	243	139	805	102	. 33	220	54	242	336	58
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	-	~~~~~				~						
Saturation	Flow Me	odule	:									
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.59	0.27	0.13	0.77	0.10	0.10	0.72	0.18	0.38	0.53	0.09
Final Sat.:	- 61	249	ET3	55	322	41	42	285	70	158	220	38
Conocier An		Modul	 lo.									
Vol/Sat.	a⊥ya⊥S ? 1∈	2 1 E	⊥⊂: ງາ∈	o = ∩	0 50		0 77	0 77	A 77	1 50	1	1 5 7
Crit Movee.	2 · TO	****	4,10	2,30	4.0U ****	4.50	0.//	↓.//	0.//	1.23	+++++ ++>⊃⊃	1.23
Delay/Veh·	543 5	543	543 5	701 4	701	701 /	37 0		27 0	070 E		272 E
Delav Adi	1 00	1.00	1 00	1 00	1 00	1 00	1 00	37.0	0,,c	1 00	4/4	1 00
AdiDel/Veh	543.5	543	543.5	701 4	701	701 4	37 0	27 0	37 0	272 5	274	1,00 272 F
LOS by Move	 F	모르	C.C.C ସ	ਣ • • • • • • ' ਜ	דיי, די	、 リー・・** 下	57.U T	57.U T	ט., נ ש	⊿/J.⊃ 17	۲/4 ت	د ، د / ۵ ت
ApproachDel		543.5	-		701 4	Τ.	122	37 0	E	ົ່າ	77 E	Е
Delav Adi:		1.00			1.00			J 00		2	73.3 7 00 F	
ApprAdiDel:	5	543.5		-	701.4			37 0		2	73 5	
LOS by Appr:	:	F			F			97, C F		~~	८ , ८,	
******	*****	- ******	*****	*****	- *****	******	*****	 و بد ج ج ج	*****		*****	*****

AM Cumulativ	mulative Yes 2nd Ext. Tue Nov 16, 2004 16:28:42								Page 59-1			
					~		*					
-			Level :	Of Ser	vice	Computa	ation	Renor	+			
	2000 1	HCM 4	-Wav S	top Me	thod	(Future	e Volui	me Al	ternati	ve)		
********	*****	****	*****	******	****	******	*****	*****	******	*****	****	******
Intersection	#131	8 Jim	Moore	/First								
*****	****	* * * * *	 ******	, ******	****	*****	*****	****	*****	*****	*****	*****
Cycle (sec):		10	0			Critica	al Vol	./Cap	. (X):		1.81	LO
Loss Time (se	ec):		0 (Y+R	= 4	sec)	Average	e Dela	y (se	c/veh):	1	341.	9
Optimal Cycle	е:		0			Level)f Ser	vice:				F
*****	****	* * * * *	*****	*****	* * * * *	*****	*****	* * * * *	******	*****	*****	*****
Approach:	No	rth B	ound	So	uth B	ound	E	ast Bo	ound	We	est Bo	ound
Movement:	Ŀ	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	St	top S	ign	St	top S	ign	S	top S:	ign	Si	top Si	gn
Rights:		Incl	ude		Incl	ude		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (0 0	1 0	1 (0 0	10	, 0 1	0 0	10	0 (0 1!	0 0
Made		 		10.10								
Volume Module	2: >>	Coun		: IU Ma 17	ar ZU	U4 << /	(:12 -	8:15	AM	C1	5	0
Growth Add.	1 00	1 00	1 00	1 00	1 00	1 00	1 00		1 00	1 00		1 00
Tritial Bco.	12	250	1.00	17	1.00	T.00	00.1	1.00	±.00	1.00	7.00	1.00
Added Vol.	19	480	00 00	20	345	- -	0	о С	7	30 T O	2	ט די
PasserRyVol.	10		0	20	5#5 0	0	. 0	~ ^	Ó	0	0	, 0
Initial Fut.	31	739	172	37	873	5	0	8	13	91	6	15
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	. 39	924	215	46	1091	6	0	10	16	114	8	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	924	215	46	1091	б	0	10	16	114	8	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
Final Vol.:	39	924	215	46	1091	б	0	10	16	114	8	19
~												
Saturation Fl	Low Mo	dule	•									
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.81	0.19	1.00	0.99	0.01	0.00	0.38	0.62	0.82	0.05	0.13
Final Sat.:	565	510	119	567	613	4	, 0	188	306	413	27	68
									[
Capacity Anal	ysis	Modu.	Le:									
Vol/Sat:	0.07	1.81	1.81	0.08	1.78	1.78	XXXX	0.05	0.05	0.28	0.28	0.28
Crit Moves:	o -	****	30F 4	0.0	****		~ ~	****	10 -	****		10 5
Delay/ven:	9.5	385	385.4	9.6	372	372.5	0.0	10.5	10.5	12.7	12.7	12.7
Delay Adj:	T.00	1.00 200	1.UU 205 /	1.00	1.00	1.00 272 E	T.00	100	1.00	100	100	100
AUJDEL/VEII:	ש.5 א	כטנ יד	ათე.4 ლ	Э.5 Т	2/2 ج	3/4.5 m	U.U +	TA12	ц ТЛ•2	⊥∡ . / ⇔	14./ B	14./ P
Noncerpole	A .	ר ברי	F	A	יבר מי	Ъ.	*	ы 10 с	В	đ	ם ד כו	ŋ
Approachier:	3	1 00		-	1 00			1 00			1 00	
Annradinel.	-	173 0		-	1.00			10 5			12 7	
LOS by Annr.	÷	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		-	ט., כ, ד			то. Э			-4., R	
******	*****	- *****	******	*****	****	******	*****	س. *****	******	*****		* * * * * *

AM Cumulative Yes 2nd Ext. Tue Nov 16, 2004 16:28:42											Page 61-1		
										~~~~~~ 			
			Level (	Df Ser	rvice	Computa	ation	Repor	t				
	2000	HCM O	peratio	ons Me	thod	(Future	e Volu	ume Al	ternat	ive)			
********	*****	*****	*****	*****	*****	*****	*****	****	*****	*****	****	******	
Intersection	ı #131	19 Fir	st/Ligh	nt_Fig	hter								
*******	*****	*****	******	*****	*****	*****	*****	****	*****	*****	****	******	
Cycle (sec):	,	7	0		,	Critica	al Vol	./Cap	(X):		0.8:	94	
LOSS TIME (S	ec):	1	6 (Y+R	= 4	sec)	Average	e Dela	y (se	c/veh)	:	23	.5	
opcimal Cycl	.e:	سىدىدىد	لہ ماہ جاہ جا جات جات جات	مله عله عله عله عله ع		Level (	)i Ser	vice:				C	
Approach.	Mo	x+b D			***** +b D	****		*****	*****	*****	*****	*****	
Movement.	T.	_ m		т 50 т			T E	ast B	ouna	W	est Bo	ouna	
Hovemente.					- 1	- R		- T.	- x		- T	- ĸ	
Control:	Sp		1258	ן כח		hace		Dermi	ttod	 חית	votodi	 Fod	
Rights:	05	Tncli	ide	ΟÞ	Thel	ude		Tano	re	£.	Tach	ueu udo	
Min. Green:	0	0	0	0	1101	0	0	TATO	T.G. 0	0		100	
Lanes:	1	0 0	0 1	0	1 0	0 1	ں م	ດີວັ	0 1	1 1	ຸ້	0 0	
Volume Modul	e: >>	Count	: Date:	່ 28 ຊ	ep 20	04 << 7	; 15 -	8:15	AM	1		1	
Base Vol:	80	0	7	8	- 6	41	0	849	72	2	506	0	
Growth Adj:	1.00	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	0	7	8	6	41	0	849	72	2	506	0	
Added Vol:	43	0	111	1	20	58	0	697	43	32	326	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	123	0	118	9	26	99	0	1546	115	34	832	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.00	0.86	0.86	0.86	
PHF Volume:	143	0	137	10	30	115	0	1798	0	40	967	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	.0	
Reduced Vol:	143	0	137	10	30	115	0	1798	0	40	967	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
MLF AGJ: Final Val	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
Fillar VOL.:	⊥4±.5 ⊦	U	13/	1 10	0 ک	115	0	1798	0,	40	967	0	
Saturation F	 	ດດີນໂອນ							!				
Sat/Lane.	1900	1900	1900	1900	1900	1000	1000	1000	1000	1000	1000	1000	
Adjustment:	0.93	1.00	0 83	1 97	0 97	1 83	1 00	1900	1 00	T 900	1300	1 00	
Lanes:	1.00	0.00	1.00	0.26	0.74	1 00	ά 00	2 00	1 00	1 00	2 00	1.00 0.00	
Final Sat.:	1769	0	1583	473	1365	1583	0.00	2528	1900	1769	3538	0.00	
		_ ~ ~ ~ ~ ~					]						
Capacity Anal	lysis	Modul	e: '	1		1	1		i	I		1	
Vol/Sat:	0.08	0.00	0.09	0.02	0.02	0.07	0.00	0.51	0.00	0.02	0.27	0.00	
Crit Moves:			* * * *			****		****		****			
Green Time:	6.8	0.0	6.8	5.7	5.7	5.7	0.0	39.8	0.0	1.8	41.5	0.0	
Volume/Cap:	0.83	0.00	0.89	0.27	0.27	0.89	0.00	0.89	0.00	0.89	0.46	0.00	
Uniform Del:	31.1	0.0	31.3	30.2	30.2	31.9	. 0.0	13.3	0.0	34.0	8.0	0.0	
IncremntDel:	28.2	0.0	43.3	1.0	1.0	48.7	0.0	5.6	0.0	95.2	0.2	0.0	
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	
Delay/Veh:	59.3	0.0	74.6	31.2	31.2	80.6	0.0	18.9	0.0	129.2	8.1	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	59.3	0.0	74.6	31.2	31.2	80.6	0.0	18.9	0.0	129.2	8.1	0.0	
ncm2KAVg:	6 	ل) مرید بو بو بو		1 • • • • • •	1	5	0	21	0		6	0	
			<b></b> .		*****	****	*****	*****	******	*****	~ * * * *	*****	

AM Cumulativ	e Yes	2nd	Ext. Tu	ie Nov	16,	2004 1	6:28:4	2			Page	63-1
			Level (	)f Ser	vice	Comput	ation	Repor	t.			
مان مان مان مان عام مان مان عام بغر بغر بان مان مان	2000 .	HCM O	peratio	ons Me	tnoa	(Fucur	e volu	me Al	ternat	ive)	حاد ماد ماد ماد ماد	ملد ملد مثد بلد عند ملد مث
******	4100	***** ^				*****	*****	*****	*****	*****	****	******
incersection	בר# *****	v sec *****	******* 0U0\ PT6	100 <u>7</u> 21	gnter *****	مۇت مۇت مۇت مۇت مۇت مۇت	ماد ماد باد باد ماد ماد	مله ماه عام ماه	مله مله مله مله مله		****	مله مله مله مله مله مله
Circle (sec):		с С	^ ^ ^ · · · · · · · · · · · · · · · · ·			Creitia		///	/ .		1 /	
Logg Time (sec):		0	v q (v⊥p	- 4	eec)	Averac	ai voi a Dala	v (ce	$\cdot (A/i)$		1,	40 6
Optimal Cycl	ec): a:	18		- 1	3ec)	Level	e Deia Of Ser	y (se vice	c/ven/	•	707	0. 7
************	、 *****	· *****	~ ******	*****	****	*****	*****	*****	*****	*****	*****	 *******
Approach	No	rth B	ound	So	uth B	ound	E	ast B	ound	۲ <b>۸</b> Ϊ	est B	bund
Movement:	T ₁	- T	- R	т.	- T	- P	Τ.	цос D - Т	~ R	T.	- T	- R
	1	- 								 		
Control:		Permi	tted		Permi	tted	i i p	rotec	ted	11 P'	rotec	red
Rights:		Incl	ude		Incl	ude	-	Incl	ude		Incl	ude
Min. Green:	0	0	0	0	0	0	0		0	0	0	0
Lanes:	0 1	0 1!	0 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
	]		[	1								
Volume Module	່ອ: Sej	ptemb	er 2004	AM			1					1
Base Vol:	່ດ້	<b>`</b> 0	1	0	0	125	147	705	12	1	381	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	0	1	0	0	125	147	705	12	1	381	8
Added Vol:	64	473	16	11	309	173	501	226	82	24	121	11
2nd Reassiq:	177	0	0	0	0	0	0	-416	416	0	-177	0
Initial Fut:	241	473	17	11	309	298	648	515	510	25	325	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	271	531	19	12	347	335	728	579	573	28	365	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	531	19	12	347	335	728	579	573	28	365	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
Final Vol.:	271	531	19	12	347	335	728	579	573	28	365	21
Saturation Fl	Low Mo	odule	:				1 1			, .		1
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	0.63	0.63	0.74	0.98	0.83	0.93	0.86	0.86	0.93	0.92	0.92
Lanes:	0.33	0.65	0.02	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.89	0.11
Final Sat.:	392	770	28	1406	1862	1583	1769	1644	1628	1769	3316	194
Capacity Anal	lysis	Modu	le:							•••		•
Vol/Sat:	0.69	0.69	0.69	0.01	0.19	0.21	0.41	0.35	0.35	0.02	0.11	0.11
Crit Moves:		****					****				****	
Green Time:	29.0	29.0	29.0	29.0	29.0	29.0	17.3	21.0	21.0	0.9	4.6	4.6
Volume/Cap:	1.43	1.43	1.43	0.02	0.39	0.44	1.43	1.01	1.01	1.01	1.43	1.43
Uniform Del:	15.5	15.5	15.5	8.1	9.8	10.1	21.3	19.5	19.5	29.5	27.7	27.7
IncremntDel:2	201.6	202	201.6	0.0	0.3	0.4	202.8	27.8	27.8	171.9	212	211.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh: 2	217.1	217	217.1	8.1	10.1	10.5	224.1	47.3	47.3	201.4	239	239.4
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: 2	217.1	217	217.1	8.1	10.1	10.5	224.1	47.3	47.3	201.4	239	239.4
HCM2kAvg:	72	72	84	0	4	4	44	18	18	2	13	13
_ ************	****	*****	*****	*****	****	*****	*****	*****	*****	******	*****	*****

AM Cumulative Yes 2nd Ext. Tue Nov 16, 2004 16:28:								16:28:42 Page				71-1
												**
			Level	Of Ser	vice		ation	Denor	·			
2	000 н	CM Un	sional	ized M	ethod	(Futu	re Vol	ume A	lterna	tive)		
- * * * * * * * * * * * * *	****	*****	*****	*****	*****	*****	******	****	******	*****	****	*****
Intersection	. #132 ****	4 Jim ****	_Moore	/Coe *****	****	*****	*****	the state state state state	****	مله مله مله مله مله	ىك مۇر مۇر مۇر مۇر	مقد مذه مقه مقد مذه مذه م
Average Dela	y (se	c/veh	): 2	574.7	Wor	st Cas	e Leve	lOf	Servic	e:	F [	36848.9
*******	****	* * * * *	*****	*****	****	*****	*****	****	*****	*****	****	*****
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	W	est B	ound
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	~ R
											~	
Control:	Un	contr	olled	Un	contr	olled	S	top S	ign	S	top S	ign
Rights:		Incl	ude		Incl	ude		Chan	nel		Incl	ude
Lanes:	1	0 0	1 0	0	10	0 1	0	1 0	01	0	0 1!	0 0
Volume Modul	e: >>	Coun	t Date	: 31 M	ar 20	04 <<	7:30 -	8:30	AM			
Base Vol:	86	255	0	0	646	91	63	0	100	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:	86	255	0	0	646	91	63	0	100	0	0	0
Added Vol:	10	522	227	50	340	84	138	19	29	111	9	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	777	227	50	986	175	201	19	129	111	9	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	104	845	247	54	1072	190	218	21	140	121	10	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	104	845	247	54	1072	190	218	21	140	121	10	23
Critical Gap	Modu]	le:										
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 Modu	ile:	•					1 4					r
Cnflict Vol:	1262	xxxx	xxxxx	1091	xxxx	xxxxx	2373	2480	1072	2463	2547	968
Potent Cap.:	558	xxxx	xxxxx	647	xxxx	xxxxx	24	30	271	21	27	311
Move Cap.:	558	xxxx	XXXXX	647	xxxx	xxxxx	11	22	271	2	20	311
Volume/Cap:	0.19	xxxx	xxxx	0.08	xxxx	XXXX	19.02	0.93	0.52	74.61	0.48	0.07
Level Of Serv	/ice N	lodule	3:			1						1
Queue:	0.7	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	0.3	XXXX	XXXXX	xxxxx	xxxx	2.8	XXXXX	xxxx	XXXXX
Stopped Del:	12.9	xxxx	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	11.1	xxxx	XXXXX	XXXXX	xxxx	31.8	XXXXX	XXXX	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	D	*	*	*
Movement:	LT -	· LTR	- RT	LT -	LTR	- RT	LT ·	- LTR	- RT	LT -	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	12	xxxx	xxxxx	xxxx	2	XXXXX
SharedQueue:x	xxxx	xxxx	xxxxx	0.3	XXXX	XXXXX	31.3	xxxx	xxxxx	XXXXX	21.6	xxxxx
Shrd StpDel:x	xxxx	xxxx	xxxxx	11.1	xxxx	xxxxx	9137	xxxx	XXXXX	XXXXX	xxxx	xxxxx
Shared LOS:	*	*	*	в	*	*	F	*	*	*	F	*
ApproachDel:	XX	xxxx		XX	xxxx		- 51	771.4		XX		
ApproachLOS:		*			*	•		F			F	

AM Cumulative Yes 2nd Ext. Tue Nov 16, 2004 16:28:42 Page 73-1												
Level Of Service Computation Report												
2000 HCM 4-Way Stop Method (Future Volume Alternative)												
***************************************	• *											
Intersection #1325 Jim_Moore/Broadway												
Cvc]e(cec), 100 $Critical Vol (crow (v))$ , 1.940												
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/yeb), 231 9												
Optimal Cycle: 0 (IFR = 4 Sec) Average Delay (Sec) ven): 251.5												
	<del></del>											
Approach: North Bound South Bound East Bound West Bound												
Movement: L - T - R L - T - R L - T - R L - T - R												
	.											
Control: Stop Sign Stop Sign Stop Sign Stop Sign	1											
Rights: Include Include Include Include												
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0	ł											
Lanes: 0 1 0 0 0 0 0 1 0 1 1 0 0 0 1 0 0 0 0												
Volume Module: >> Count Date: 28 Sep 2004 << 7:30 - 8:30 AM												
Base Vol: 58 87 0 0 435 311 254 0 264 0 0 0	ł											
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0												
Initial Bse: 58 87 0 0 435 311 254 0 264 0 0 0	I											
Added Vol: 1 494 0 0 315 165 265 0 1 0 0 0												
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0												
Initial Fut: 59 581 0 0 750 476 519 0 265 0 0 0												
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0												
PHF Ad]: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86												
Perfect Voltane: 09 070 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
Reduced Vol: $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$												
PCE Adi: 1 00 1 00 1 00 1 00 1 00 1 00 1 00 1												
$\begin{array}{cccccccccccccccccccccccccccccccccccc$												
Final Vol.: 69 676 0 0 872 553 603 0 308 0 0 0												
	1											
Saturation Flow Module:	1											
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0												
Lanes: 0.09 0.91 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00												
Final Sat.: 45 447 0 0 474 522 446 0 523 0 0 0												
Capacity Analysis Module:												
Vol/Sat: 1.51 1.51 xxxx xxxx 1.84 1.06 1.35 xxxx 0.59 xxxx xxxx xxxx												
Crit Moves: **** **** ****												
Delay/Veh: 259.4 259 0.0 0.0 404 82.0 195.6 0.0 19.0 0.0 0.0 0.0												
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0												
AdjDel/Veh: 259.4 259 0.0 0.0 404 82.0 195.6 0.0 19.0 0.0 0.0 0.0												
LOS by Move: F F * * F F F * C * * *												
Approachuel: 259.4 279.0 135.9 xxxxx												
Delay Adj: 1.00 1.00 1.00 xxxxx												
Appraciple1: 259.4 279.0 135.9 xxxxx												
Abht: F. F. F. *												
PM Cumulative	Yes	2nd	Ext. T	ue Nov	16,	2004 1	6:30:4	7		***	Page	27-1
----------------------------------------	-------	--------	--------	--------	--------	--------------	--------	-------------	--------	-----------	--------------------------------------------	---------
			Level	Of Ser	vice	 Comput	ation	 Repor		<b></b> .		
20	00 H	CM Un	signal	ized M	ethod	(Fiiti	re Vol	ume A	lterna	tive)		
**********	****	*****	******	*****	*****	*****	******	****	*****	*****	****	******
Intersection	#130:	2 Cal	iforni	a/Rese	rvati	on ******	*****	· * * * * *	****	*****	****	*****
Arconago Dolar	100	a /web	1. 2	196 0	Wor	at Cor			Carrio			77655 7
**************************************	****	*****	/•	*****	****	*****	******	*****	******	 *****	*****	*******
Approach:	No:	rth B	ound	So	uth B	ound	Ξ	ast B	ound	W	est B	ound
Movement:	Ŀ	- T	~ R	L	- T	- R	L	- T	~ R	Ŀ	- T	- R
								*				
Control:	St	top S	ign	S	top S	ign	Ũn	contr	olled	Un	contr	olled
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Lanes:	0 3	10	0 1	0	0 1!	0 0	1	01	1 0	1	01	1 0
Volume Module	: >>	Coun	t Date	: 1 Ju	n 2004	4 << 5	:00 -	6:00	PM			
Base Vol:	27	0	39	1	0	3	1	948	74	71	901	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	0	39	1	0	3	1	948	74	71	901	1
Added Vol:	172	0	54	0	0	0	- O	462	179	96	421	0
CA Ext. Rea:	27	. 0	79	0	0	0	0	0	33	42	0	0
Initial Fut:	226	0	172	1	0	3	1	1410	286	209	1322	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	248	0	189	1	0	3	1	1549	314	230	1453	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	248	0	189	1	0	3	1	1549	314	230	1453	1
Critical Gap H	Modul	le:										
Critical Gp:	7.5	XXXX	6.9	7.5	XXXX	6.9	4.1	XXXX	XXXXX	4.1	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX
FollowUpTim:	3.5	XXXX	3.3	3.5	XXXX	3.3	2.2	XXXX	XXXXX	2.2	XXXX	XXXXX
Capacity Modul	le:											
Cnflict Vol: 2	2895	xxxx	932	2690	xxxx	727	1454	xxxx	xxxxx	1864	xxxx	XXXXX
Potent Cap.:	7	xxxx	268	10	xxxx	366	461	xxxx	XXXXX	320	xxxx	XXXXX
Move Cap.:	3	xxxx	268	ĺ	xxxx	366	461	xxxx	xxxxx	320	xxxx	XXXXX
Volume/Cap: 84	4.20	xxxx	0.70	0.86	xxxx	0.01	0.00	xxxx	xxxx	0.72	xxxx	XXXX
									~~			
Level Of Serv:	ice M	Nodule	≥:									
Queue: xx	xxxx	xxxx	4.8	XXXXX	xxxx	xxxxx	0.0	xxxx	XXXXX	5.2	xxxx	XXXXX
Stopped Del:xx	xxx	xxxx	45.1	xxxxx	xxxx	xxxxx	12.8	xxxx	xxxxx	40.3	xxxx	XXXXX
LOS by Move:	*	*	E	*	*	*	в	*	*	E	*	*
Movement:	LT -	- LTR	- RT	LT -	- LTR	- RT	LT	- LTR	- RT	LT -	- LTR	- RT
Shared Cap.:	3	xxxx	xxxxx	XXXX	5	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	XXXXX
SharedQueue: 3	33.5	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:39	9863	xxxx	xxxxx	xxxxx	1223	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	XX	xxxx		12	223.1		X	cxxxx		X	cxxxx	
ApproachLOS:		F			F			*			*	

PM Cumulativ	e Yes	2nd	Ext. Tu	le Nov	16,	2004 1	6:30:4	7		Pi	age 2	29-1
			Level	)f Ser	vice	Comput	ation	Repor	t			
	2000	HCM O	peratio	ons Me	thod	(Futur	e Volu	me Al	ternat:	ive)		
********	*****	*****	******	*****	****	*****	*****	****	*****	******	* * * * *	*****
Intersection	#130	3 Imj	in/Rese	ervati	on							
******	****	*****	******	*****	****	*****	*****	****	******	******	*****	******
Cycle (sec):	\	9	0 (17.17)	4		Critic	al Vol	./Cap	· (X):		3.23	30
Loss Time (se	ec):	1	2 (Y+R	≖ 4	sec)	Averag	e Dela	y (se	c/ven):		605.	. 8
Optimal Cycle	*****	ى ⊥ دە مە مە مە		ملد باد طو بلد باد ه	ماد ملد ماد ماد	Level (	or ser	vlce:	له فله مله مله مله مله	م مام مام مام مام مام م	ابد مابد ملد ما	الل المات عليه عليه عليه عليه عليه عليه عل
Approach.	No		ound		uth P	ound	 5	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	ound	Mod		
Movement ·	т,	- T	_ p	т.	_ m		т.	азс р _ т		7	30 DC 77	~ 0
	1 1	<u>+</u>					1			· · · · · · · · · · · · · · · · · · ·		
Control:	יק	rotec	ted	ים	rotec	ted	 	rotec	ted	ll Pro	stect	ted I
Rights:	-	Ovl	cea		Incl	ude	± .	Incl	ude		Inclu	lde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 0	1 1	1	0 1	0 1	2	0 2	0 1	2 0	2	0 1
Volume Module	e: >>	Coun	t Date:	່ 9 ປັນ	n 200	4 << 5	:00 - 4	6:00	PM	•		
Base Vol:	217	8	1167	18	8	31	12	704	281	673	735	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	L.00	1.00
Initial Bse:	217	8	1167	18	8	31	12	704	281	673	735	1
Added Vol:	6	175	2263	12	356	67	28	456	11	2428	435	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	183	3430	30	364	98	40	1160	292	3101 1	L170	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	L.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85 0	).85	0.85
PHF Volume:	262	215	4035	35	428	115	47	1365	344	3648 1	_376	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	215	4035	35	428	115	47	1365	344	3648 ]	.376	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1		1.00
Final Vol.:	_∠6∠	215	4035	35	428	112	4.7	1365	344	3648 1	.3/6	т. <del>з</del>
Coturotion B										[		
Saturation Fi	1000	10016	1000	1900	1000	1000	1000	1000	1 900	1 9 0 0 1	900	1 9 0 0
Adjustment	7 QO	0 94	0 84	1 03	1900	1 900	0 00 L T T T T T T T T T T T T T T T T T	1 900	7300	0 00 0	1 93	0.83
Lanes ·	2 00	0.10	1 90	1 00	1 00	1 00	2 00	2 00	1 00	2 00 2	> 00	1 00
Final Sat. :	3432	162	3033	1769	1862	1583	3432	3538	1583	3432 3	1538	1583
Capacity Anal	lvsis	Modu	le:	1					1	I		1
Vol/Sat:	0.08	1.33	1.33	0.02	0.23	0.07	0.01	0.39	0.22	1.06 0	).39	0.01
Crit Moves:		****		****				****		* * * *		
Green Time:	9.4	37.1	66.7	0.6	28.2	28.2	1.4	10.7	10.7	29.6 3	9.0	39.0
Volume/Cap:	0.73	3.23	1.80	3.23	0.73	0.23	0.90	3.23	1.82	3.23 0	.90	0.02
Uniform Del:	39.1	26.5	11.7	44.7	27.5	22.9	44.2	39.6	39.6	30.2 2	3.7	14.6
IncremntDel:	7.6	1005	359.5	1202	4.8	0.2	87.2	1010	387.9	1006	7.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	00	1.00
Delay/Veh:	46.7	1032	371.2	1247	32.3	23.1	131.4	1049	427.5	1036 3	1.1	14.6
Üser DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	00	1.00
AdjDel/Veh:	46.7	1032	371.2	1247	32.3	23.1	131.4	1049	427.5	1036 3	1.1	14.6
HCM2kAvg:	5	241	173	5	12	2	2	77	30	215	22	0
*******	*****	****	******	*****	****	*****	*****	* * * * *	******	*****	****	*****

PM Cumulativ	e Yes	s 2nd	Ext. 1	ue Nov	16,	2004 ]	6:30:4	ŧ7			Page	31-1
	·											
*******			1		·							
	2000	ucm o	rever	OI Ser	vice	Comput	ation	Repor	t.	• •		
****	∠000 *****	ncm ()	perati	.ons Me		(Fucur	e voiu	ime Al	cernat:	lve)		-1
Intersection	#120		nao /Ro		100	*****	*****		******	*****	****	******
********	*****	'* Dia *****	******	******	*****	يله مله مله مله مله	بنه ماه ماه ماه ماه	ملد مله عله عله ه	د منه ماه ماه ماه منه	ملہ متد علد علد علد مل	. های مای مای مای	ملد علد عله عله عله عله
Cycle (sec) ·		q	0			Critic		1000	/	~ ~ ^ ^ ^ ^	7 7	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
Loss Time (s	ec).		0 (V⊥P	- 4	apr)	Averac	ar vur	/cap	$(\Delta)$ :	_	1./·	07 D
Optimal Cvcl		18	0			riveray Levrel	of Car	ny (se Trice:	c/ven/	•	209	•4 17
****	~· ****	*****	~ *****	*****	* * * * *	*****	******	· * * * * * *	*****	*****	*****	
Approach:	No	orth B	ound	So	uth B	ound	a	last B	ound	ĨAĨ	est B	hund
Movement:	L	- T	- R	L	- T	- R	т. Т.	- т	- P	Т.	 	
Control:	່ ິວວ	lit P	hase	່ິສາ	lit P	hase	P	rotec	ted	l i P'	roteci	ted
Rights:	~	Incl	ude	-	Igno	re	-	Incl	ude	-	Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 2	2	0 2	0 0	0	0 1	0 1
**********												
Volume Module	ė: >>	Coun	t Date	: 23 \$	ep 200	04 <<	5:00 -	6:00	PM	1		I
Base Vol:	0	0	0	21	0	1027	1370	519	0	0	382	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:	0	0	0	21	0	1027	1370	519	0	0	382	16
Added Vol:	0	0	0	46	0	1754	1865	629	0	0	573	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	67	0	2781	3235	1148	0	0	955	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	096	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	70	0	0	3370	1196	、 O	0	995	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	0	3370	1196	0	0	995	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	70	0	0	3370	1196	0	0	995	63
Saturation Fl	Low Ma	odule:	:						,	ı		•
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.88	0.90	0.93	1.00	1.00	0.98	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3432	0	3344	3432	3538	0	0	1862	1583
Capacity Anal	ysis	Modul	.e:									
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.98	0.34	0.00	0.00	0.53	0.04
Crit Moves:				****			****				* * * *	
Green Time:	0.0	0.0	0.0	1.1	0.0	0.0	51.8	79.9	0.0	0.0	28.2	28.2
Volume/Cap:	0.00	0.00	0.00	1.71	0.00	0.00	1.71	0.38	0.00	0.00	1.71	0.13
Uniform Del:	0.0	0.0	0.0	44.5	0.0	0.0	19.1	0.9	0.0	0.0	30.9	22.1
IncremntDel:	0.0	0.0	0.0	402.4	0.0	0.0	320.5	0.1	0.0	0.0	326	0.1
Delay Adj:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	446.8	0.0	0.0	339.6	0.9	0.0	0.0	356	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	446.8	0.0	0.0	339.6	0.9	0.0	0.0	356	22.2
HCM2kAvg:	0	0	0	4	0	0	139	3	0	0	79	1
*****	* * * * *	****	*****	*****	****	*****	*****	*****	******	*****	****	*****

PM Cumulative	e Yes	2nd H	Sxt. Tu	le Nov	16, 2	2004 16	5:30:47	7 		E	Page 3	57-1
				f Sam	rice (		tion F					<i>.</i> ~
20		⊥ הית⊺⊺ זער	iever (	red Me	the (	ເພີຍແບບ ( ຊາງ+ນາ	re Voli	ime Al	- Iternat	tive)		
ىكى ئەخە خەخە خەخە خەخە خەخە د	100 HC	-M UII:	******* ?7Augra		*****	\ F UL LUL + * * * * * *	. E VOIL	*****	******	· * * * * * * *	****	*****
Intersection	#1307	7 SB_1	L/Imjir	1			ب مله ماه ماه باه باه	له مله علم علم علم ع	به مان مان مان مان مان	****	****	****
*****	*****	*****	*****	******	*****		******				170 F -	06700
Average Delay ***********	/ (sec	c/veh) *****	: 743 *****	.60.9 ******	WOI:5	st Case	* Level	L OI 5	********	******	2 L2 *****	*****
Approach:	Noi	rth Bo	ound	Sou	ith Bo	ound	Ēa	ast Bo	ound	We	est Bo	ound
Movement:	L -	- Т	- R	L -	- T	- R	L ·	- T	- R	L -	· T	- R
Control:	St	top Si	lgn	St	op Si	lgn	Unc	contro	olled	Unc	ontro	olled
Rights:		Inclu	ıde		Inclu	ıde		Inclu	ıde		Inclu	ıde
Lanes:	0 0	0 0	0 0	1 0	) ()	0 0	0 0	0 (	0 0	1 0	) ()	0 0
Volume Module	: >>	Count	: Date:	4 Mar	2004	l << 5:	00 - 0	5:00 I	PM			
Base Vol:	0	0	0	50	0	0	0	0	0	686	0	0
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	50	0	0	0	0	0	686	0	0
Added Vol:	0	Ō	Ó	699	0	0	0	0	0	1427	0	0
2nd Reassiq.	0 0	0	0	-12	0	0	0	0	0	0	0	0
Initial Rut.	ñ	Ō	0	737	0	0	0	0	0	2113	0	0
Hear Adi.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
over Adj.	0 92	0 92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
DHE Volume.	0.22	0.24	0	801	0	0	0	0	0	2297	0	0
Peduct Vol:	ů N	0 0	Ō	0	0	0	0	0	0	0	0	0
Reduce VOL:	Ő	ő	õ	801	0	. 0	0	0	0	2297	0	0
Critical Can	Modu	le·	•									
Critical Cap	www.	 	*****	6.4	xxxx	xxxxx	xxxxx	xxxx	XXXXX	4.1	xxxx	XXXXX
FollowIpTimes	~~~~~	XXXX	XXXXXX	3.5	xxxx	xxxxx	xxxxx	xxxx	XXXXX	2.2	xxxx	XXXXX
FOTTOMODITUS												
Connaity Modu	1]			!			i I		1			1
Capacity Mout		vvvv	~~~~~	4593	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	XXXXX
Detent Can .	~~~~~	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	vvvvv		XXXXX	XXXXX	XXXX	XXXX	xxxxx	0	xxxx	xxxxx
Potent Cap.:	XXXX	AAAA VVVV	~~~~~~	1	~~~~	YYYYY	XXXX	XXXX	XXXXX	0	xxxx	XXXXX
Move cap:: Nolumo (Con:	XXXXX	~~~~~	~~~~~	~ ~~~~	vvvv	YYYY	XXXX	XXXX	xxxx	0.00	xxxx	XXXX
vorume/cap:	~~~~	~~~~										
Level Of Serv	vice I	Module	∋:				1		i			1
Queue: 2	xxxxx	XXXX	XXXXX	102.9	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	XXXXX	XXXX	XXXXX	0.0	XXXX	XXXXX
Stopped Del: >	XXXXX	XXXX	XXXXX	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	$\mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$	XXXXX	XXXXX	XXXX	XXXXX	0.0	XXXX	XXXXX
LOS by Move:	*	*	*	F	*	*	*	*	*	A	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT -	- LTR	- RT
Shared Cap.:	xxxx	xxxx	XXXXX	xxxx	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:2	xxxxx	xxxx	xxxxx	xxxxx	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	xxxxx	$\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}\mathbf{x}$	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd StpDel:	xxxxx	xxxx	xxxxx	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	x	xxxxx		x	xxxx		x	xxxxx		xz	CXXXX	
ApproachLOS:		*			F			*			*	

PM Cumulativ	e Yes	2nd	Ext. 7	Tue Nov	16,	2004 1	6:30:4	1 			Page	39-1
			·									
			Level	Of Ser	vice	Comput	ation	Repor	t			
2	000 H	ICM Un	signal	ized M	lethod	l (Futu:	re Vol	ume A	lterna	tive)		
****	* * * * *	****	*****	*****	****	*****	*****	*****	*****	*****	****	******
Intersection	#130 ****	8 NB_	1/Imji *****	.n ******	****	****	*****	****	****	*****	nte nie nie nie nie	***
Average Dela	v (se	c/veh	):	0.2	Wor	st Cas	а Т. Атга	1 OF	Servic		। य	640 01
****	****	*****	*****	******	*****	*****	*****	*****	*****	· *****	۲ ۲ ۲ ۲ ۲ ۲ ۲ ۲ ۲	******
Approach:	No	rth B	ound	So	uth B	ound	Е	last B	ound	W	est B	ound
Movement:	Г	- т	- R	L	~ T	- R	L	- T	- R	Ĺ	- T	- R
Control:	່ ຮ	top S	ign	' s	top S	ian	' Un	contr	olled	Un Un	contro	olled
Rights:		Iqno	re		Incl	ude		Incl	ude		Incl	ude
Lanes:	0	1 0	0 1	0	0 0	0 0	0	1 0	0 0	0	0 1	0 1
								- •				
Volume Module	3: >>	Coun	t Date	: 4 Ma	r 200	4 << 5	:00 -	6:00	PM	11		4
Base Vol:	1	0	954	0	0	0	1	49	 0	٥	686	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	954	0	0	0	1	49	0.	0	686	79
Added Vol:	0	0	1367	0	0	0	0	699	0	n n	1427	746
2nd Reassig:	0	0	0	0	0	Ō	Ō	-12	Ō	Ő		-20
Initial Fut:	1	0	2321	0	0	0	1	736	Ő	0	2113	805
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	0	0	0	0	0	1	800	0.22	0.52	2297	875
Reduct Vol:	0	0	0	0	0	0	õ	0	õ	õ	0	0
Final Vol.:	l	0	0	0	0	0	1	800	0	0	2297	875
Critical Gap	Modul	le:							-	-		- / -
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	XXXXX	xxxxx	XXXX	XXXXX	2.2	xxxx	XXXXX	XXXXX	XXXX	XXXXX
Capacity Modu	le:					1	3					I
Cnflict Vol:	3536	xxxx	xxxxx	xxxx	xxxx	xxxxx	3172	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	7	xxxx	xxxxx	XXXX	xxxx	XXXXX	98	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	7	xxxx	xxxxx	xxxx	xxxx	xxxxx	98	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.17	xxxx	XXXX	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	XXXX
Level Of Serv	ice N	/odule	∋:			1	1			i i		r
Queue: x	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:x	xxxx	xxxx	XXXXX	xxxxx	xxxx	XXXXX	42.1	XXXX	XXXXX	XXXXX	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	Е	*	*	*	*	*
Movement:	LT -	- LTR	- RT	LT -	- LTR	- RT	LT ·	- LTR	- RT	LT -	· LTR	- RT
Shared Cap.:	7	xxxx	xxxxx	xxxx	xxxx	xxxxx	XXXX	XXXX	XXXXX	xxxx	XXXX	xxxxx
SharedQueue:	0.4	xxxx	XXXXX	xxxxx	xxxx	XXXXX	0.0	XXXX	XXXXX	XXXXX	xxxx	XXXXX
Shrd StpDel:6	40.0	xxxx	xxxxx	XXXXX	xxxx	XXXXX	42.1	xxxx	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	F	*	*	*	*	*	E	*	*	*	*	*
ApproachDel:	6	540.0		XX	xxxx		x	xxxx		XX	xxxx	
ApproachLOS:		F			*			*			*	

MITIG8 - PM	Cumul	ative	Yes We	ed Dec	15,	2004 1	7:56:3	3			Page	1-1
	2000		never (	N Ser	vice thod	Comput (Entrue	acion o Volu	Repor mo Al	tornot.	irrol		
********	2000	MCM 0	Peració	)115 Me	+++++	\rucur	++++++	4++++	******	⊥ve/ ******	*****	******
Interception	. #130		ond/Tm-	i i m								
******	*****	*****	******	*****	****	*****	*****	*****	*****	*****	* * * * *	*****
Cycle (sec).		6	0			Critic	al vol	/Can	(X) ·		3 1	76
Loss Time (s		1	2 (V+R	- 4	sec)	Averag	e Dela	v (qe	c/veh	•	766	4
Optimal Cvcl	e:	18	0		000,	Level	Of Ser	y (be vice:	0, von,	•	700	F
****	*****	 *****	- ******	*****	****	******	******	*****	*****	*****	****	******
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	W	est B	ound
Movement:	L	- т	- R	L	- Т	- R	L	- T	- R	L	- T	- R
	.											
Control:	P	rotec	ted	' P:	rotec	ted	, i Đ	rotec	ted	P:	rotec	ted '
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	01	1 0	1	01	1 0	1 (	0 1	1 0
Volume Modul	e: PM											
Base Vol:	80	0	5	5	0	40	20	938	45	10	645	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:	80	0	5	5	0	40	20	938	45	10	645	5
Added Vol:	1217	422	1324	322	323	201	205	859	1002	1192	756	275
2nd Reassig:	-20	20	0	0	12	0	0	0	-12	0	0	0
Initial Fut:	1277	442	1329	327	335	241	225	1797	1035	1202	1401	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1277	442	1329	327	335	241	225	1797	1035	1202	1401	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1277	442	1329	327	335	241	225	1797	1035	1202	1401	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1277	442	1329	327	335	241	225	1797	1035	1202	1401	280
Saturation F	TOM MG	odute	:	1000		1000	1000	1000		1000	1000	1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1 00	0.84	1 00	1 00	1 10	0.87	1 00	1 27	0.00	1 00	1 67	0.91
Lanes: Rinal Cat .	1005	1.00	1,00	1760	1020	10.04	1700	1.2/	1000	1760	1.07	575
Fillal Sat.:	1902	1003	T002	1/09	1920	130/	1/09	2121	1222	1/09	2075	575
Canadity Ana	lucio	Modu	 1 o •	1						1		
Vol/Sati	0 71	0 28	0 83	0 18	0 17	0 17	0 13	0 85	0 85	0 68	0 49	0 4 9
Crit Moves	0.71	0.20	****	****	0.1	0.1/	0.13	****	0.05	****	0.40	0.15
Green Time:	15 4	15 7	15 7	3 5	3.8	3.8	6 0	16.0	16.0	12.8	22.9	22.9
Volume/Can:	2.76	1.06	3.18	3.18	2.76	2.76	1.28	3.18	3.18	3.18	1.28	1.28
Uniform Del:	22.3	22.2	22.2	28.3	28.1	28.1	27.0	22.0	22.0	23.6	18.6	18.6
IncremntDel:	798.0	38.5	983.8	1004	805	805.3	161.7	982	982.0	986.0	131	131.3
Delay Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	820.3	60.7	1006	1032	833	833.4	188.7	1004	1004	1010	150	149.8
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	820.3	60.7	1006	1032	833	833.4	188.7	1004	1004	1010	150	149.8
HCM2kAva:	131	16	137	37	29	29	13	146	146	131	41	41
*******	****	****	* * * * * * *	* * * * * *	*****	* * * * * * *	*****	*****	*****	******	****	******

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MITIG8 - PM	Cumul	ative	Yes We	ed Dec	15,	2004 1	8:02:0	9 			Page	1-1	
			Level (	)f Ser	vice	Comput	ation	Repor					
-1	2000	HCM O	peratio	ons Me	thod	(Futur	e Volu	me Al	ternat	ive)			
Intersection	#131	0 Cal	ifornia	ı∕Imji	n	******	*****	****	*****	*****	****	****	* * *
****	****	*****	******	****	****	*****	*****	*****	*****	*****	*****	****	* * *
Cycle (sec):		6	U 0 (V.D	4	>	Critic	ar vor	./Cap	. (X);		1.9	02	
Loss line (s	ec):	10	9 (I+R	= 4	sec)	Averag	e Dela	y (se	c/ven)	:	3/9	.2	
opuinai cyci	e: *****	10 +++++	******	*****	****	rever	or ser	vice:	مقد ماد عله ماد ماد	و ماه ماه بله ماه ماه	مت ماد ماد ماد ما	. ե. ե.	ىد. بد. بد
Approach.	No	rth P	ound		uth D	ound			*****	******		~ ~ ~ ~ ~	* * *
Movement:	L	- T	- R	L 	асы в - Т	- R	L 	азс Б - Т	~ R	ц	- Т	- F	R
Control:	1	Permi	tted	1	Permi	tted	 G	rotec	ted	 Do	otec	ted	
Rights:		Incl	ude		Incl	ude	E	Tncl	ude		Tnel·	ude	
Min. Green:	0	0	0	0	0	0	n		0	0	1		0
Lanes:	1	0 0	1 0	1	0 0	1 0	1	0 1	1 0	1 (	) 1	1 (	3
•••••••••													
Volume Modul	e: >>	Coun	t Date:	11 M	ar 20	04 <<	4:45 -	5:45	PM -	Ådjuste	ed		
Base Vol:	0	47	146	11	19	36	93	969	3	 95	614	1	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	1.0	00
Initial Bse:	0	47	146	11	19	36	93	969	3	95	614	1	L 5
Added Vol:	101	234	244	35	229	302	371	1923	103	272	1764	5	75
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0		0
Initial Fut:	101	281	390	46	248	338	464	2892	106	367	2378	9	€O
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.9	91
PHF Volume:	111	309	429	51	273	371	510	3178	116	403	2613	9	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0		0
Reduced Vol:	111	309	429	51	273	371	510	3178	116	403	2613	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	1.0	00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	00
Final Vol.:	111	309	429	51	273	371	510	3178	116	403	2613	9	9
Saturation F	low Mo	odule	:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	190	0
Adjustment:	0.28	0.89	0.89	0.27	0.87	0.87	0.91	0.91	0.91	0.95	0.94	0.9	)4
Lanes:	1.00	0.42	0.58	1.00	0.42	0.58	1.00	1.93	0.07	1.00	1.93	0.0	)7
Final Sat.:	533	705	978	522	698	951	1734	3328	122	1804	3460	13	;1
Capacity Ana	lysis	Modu	le:										
Vol/Sat:	0.21	0.44	0.44	0.10	0.39	0.39	0.29	0.96	0.96	0.22	0.76	0.7	6'6
Crit Moves:		****						* * * *		****			
Green Time:	13.8	13.8	13.8	13.8	13.8	13.8	10.4	30.1	30.1	7.1	26.8	26.	8
Volume/Cap:	0.90	1.90	1.90	0.42	1.70	1.70	1.69	1.90	1.90	1.90	1.69	1.6	9
Uniform Del:	22.4	23.1	23.1	19.7	23.1	23.1	24.8	14.9	14.9	26.5	16.6	16.	6
IncremntDel:	52.8	415	415.4	2.4	324	324.0	326.1	408	408.1	423.0	315	314.	9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	0
Delay/Veh:	75.2	439	438.5	22.0	347	347.1	350.9	423	423.0	449.5	331	331.	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	1.0	0
AdjDel/Veh:	75.2	439	438.5	22.0	347	347.1	350.9	423	423.0	449.5	331	331.	5
HCM2kAvg:	11	58	58	3	46	46	39	127	128	34	94	98	•
* * * * * * * * * * * * * * *	*****	*****	******	****	*****	*****	*****	*****	*****	******		*****	**

MITIG8 - PM C	Cumula	ative	Yes We	d Dec	15,	2004 18	:07:23	3			Page	1-1
		I	evel O	f Serv	vice ·	Computa	tion F	Report	-			
2	:000 E	ICM OF	peratio	ns Met	hod	(Future	Volun	ne Alt	ernati	.ve)		
*****	****	*****	*****	* * * * * *	****	******	*****	*****	******	*****	****	******
Intersection	#1313	L Imji	n_Rd/I	mjin_I	?kwy-	Imjin_R	d	م ملد بلد بلد الد	شه طه طه طه طه مله م			******
*********	****	*****	******	*****	****			/// 222	(7),		2 04	57
Cycle (sec):	- 1	60	) · (V.D	4		oficioa. Anorado		, /cap	$(\Delta)$		2.0.	6
Loss Time (se	C):	100	) (I+R	= 4 5	sec/.	Average Lovol O	Deray f Com	rice.	/ veii/ •		557	ਹ. ਸ
optimal Cycle	*****	101 *****	, ******	*****	****	*******	******	*****	******	*****	*****	- ******
Annroach :	NO	cth Bo	und	Sol	ith B	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	T	- т	- R	Т	- T	- R	L -	- T	- R	L -	т	- R
l												
Control:	I	Permit	ted	, E	Permi	tted	Pı	rotect	ed	Pi	rotect	ced
Rights:		Inclu	ıde		Incl	ude		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 (	0 0	0 1	0 0	) ()	0 0	0 0	1	1 0	1 (	) 2	00.
Volume Module	:: >>	Count	Date:	10 Ma	ar 20	04 << 4	:45 -	5:45	PM - A	Adjuste	€d	•
Base Vol:	51	0	221	0	0	0	0	1087	32	181	537	1 00
Growth Adj:	1.00	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	0	221	0	0	0	0	1087	32	181	1010	. 0
Added Vol:	138	0	459	0	0	0	0	2021	91	4/9	1910	0
PasserByVol:	0	0	0	0	0	0	0	2100	100	660	2452	0
Initial Fut:	189	0	680	1 00	1 00	1 00	1 00	3108	1 00	1 00	2400	1 00
User Adj:	1.00	1.00	1.00	1.00	T.00	1,00	1.00	U 03	1.00	1.00	0 93	0.93
PHF Adj:	0.93	0.93	721	0.95	0.93	0.93	0.93	2340	132	710	2638	0.55
PHF VOLUME:	203	0	, 3 T	0	0	ő	ő	0		0 0	0	0
Reduct VOI:	203	0	721	õ	ő	õ	õ	3342	132	710	2638	0
PCE Adi.	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	203	0	731	0	0	0	0	3342	132	710	2638	0
Saturation Fl	ow Mo	odule:	1	,								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.60	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.93	0.93	0.93	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.92	0.08	1.00	2.00	0.00
Final Sat.:	2294	0	1583	0	0	0	0	3383	134	1769	3538	0
Capacity Anal	lysis	Modul	Le:									
Vol/Sat:	0.09	0.00	0.46	0.00	0.00	0.00	0.00	0.99	0.99	0.40	0.75	0.00
Crit Moves:			****					****	<b>.</b>	****	10 F	0 0
Green Time:	13.5	0.0	13.5	0.0	0.0	0.0	0.0	28.8	28.8	11.7	40.5	0.0
Volume/Cap:	0.39	0.00	2.06	0.00	0.00	0.00	0.00	2.06	2.06	2.06	1.10	0.00
Unitorm Del:	19.8	0.0	23.3	0.0	0.0	0.0	0.0	170	10.0 177 6	24.1 AQE E	5.7	0.0
incremntDel:	0.5	0.0	485.2	0.0	0.0	0.0	0.0	1 00	1 00	1 00	1 00	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	492 2	509 7	4.00 63 ¤	0.00
Deray/ven:	20.3	1 00	1 00	1 00	1 0.0	1 00	1 00	00 1	1 00	1 00	1.00	1,00
vser veraaj:	1.00	1.00	1.00 508 E	1.00	1.00	1.00 1.00	1.00	492	493.2	509.7	63.5	0.0
HCM2kNrra	∠∪.3 °	0.0	500.5 61	0.0	0.0	0.0	0.0	143	136	62	45	0
numakavy:	ر *****	*****	··· *******	*****	****	******	*****	*****	******	*****	*****	******

PM Cumulativ	e Yes	2nd	Ext. 3	lue Nov	<i>r</i> 16,	2004 1	.6:30:4	17		Pag	<u>j</u> e 47-1
											• ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~
			Level	Of Ser	rvice	Comput	ation	Repor	t ·		
	2000	HCM O	perati	ons Me	ethod	(Futur	e Volu	ume Al	ternati	ive)	
*****	****	****	* * * * * *	*****	****	*****	*****	*****	*****	*****	*******
Intersection	#131	.2 Abr	ams/In	ıjin							
*****	*****	*****	*****	*****	*****	*****	*****	****	******	*******	*******
Cycle (sec):		6	0		,	Critic	al Vol	/Cap	. (X):	4	±.458
Loss Time (s	ec):	10	о (Х+ж С	. = 4	sec)	Averag	e Dela	ıy (se	c/veh):	: 6	;68.4
**************************************	e: ****	*****	U *****	*****	****	Level	OI Ser	vice:	***	به مانه مانه مانه مانه مانه م	
Approach:	No	rth Bo	ound	Sc	uth E	lound	 म	last B	ound	West	Bound
Movement:	L	- r	- R	L	- T	- R	L	- T	- R	L -	T - R
Control:		Permit	tted		Permi	tted		Permi	tted	Per	mitted
Rights:		Inclu	ıde		Incl	ude		Incl	ude	Ir	clude
Min. Green:	0	0	0	0	0	0	0	0	0	0	0 0
Lanes:	0	1 0	01	0	1 0	0 1	1	01	0 1	10	101
Volumo Modul											
Bace Vol.	e: Ma 29	1 CH 20 21	- 203 ~ 1 <i>61</i>	PM 4E	<u>.</u>	74		1100	4.7	100 0	<b>FC AF</b>
Growth Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	41	1 20 1	56 47
Initial Bse:	28	21	164	1.00	1.00	1.00 24	1.00	1105	1.00	196 6	00 1.00
Added Vol:	87	62	145		12	30	02 41	7705	4 L Q Q	722 73 720 0	20 4/ 6/ 111
PasserByVol:	0	0		. 0		0	 0	2327	0	295 29 N	0 0
Initial Fut:	115	83	309	82	35	66	123	3514	140	489 30	20 158
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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87 0.	87 0.87
PHF Volume:	132	95	355	94	40	76	141	4039	161	562 34	71 182
Reduct Vol:	0	0	0	0	0	0	Ô	0	0	0	0 0
Reduced Vol:	132	95	355	94	40	76	141	4039	161	562 34	71 182
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
Final Vol.:	133	95	355	94	40	76	141	4039	161	, 562 34	71 182
Saturation F	ow Me										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1000	1 9 9 9	1900	1900 19	00 1000
Adjustment:	1.00	1.00	0.85	1 00	1 00	1 85	1,200	1 00	1900	1900 19	00 1900
Lanes:	0.58	0.42	1.00	0.70	0.30	1.00	1.00	1 00	1 00	1 00 1	
Final Sat.:	1104	796	1615	1332	568	1615	148	1900	1615	148 19	00 1615
Capacity Anal	ysis	Modul	e:	,		,				I	,
Vol/Sat:	0.12	0.12	0.22	0.07	0.07	0.05	0.95	2.13	0.10	3.79 1.	83 0.11
Crit Moves:			****							****	
Green Time:	3.0	3.0	3.0	3.0	3.0	3.0	51.0	51.0	51.0	51.0 51	.0 51.0
Volume/Cap:	2.43	2.43	4.46	1.43	1.43	0.95	1.12	2.50	0.12	4.46 2.3	15 0.13
Uniform Del:	28.5	28.5	28.5	28.5	28.5	28.4	4.5	4.5	0.7	4.5 4	.5 0.8
IncremntDel:6	1 00	674 1 AA	1585	246.1	246	84.4	116.5	676	0.0	1574 5	19 0.0
Delay Auj: Delay/Veb. 7	.U2 4 TIOO	1.00	1610	1.00	1.00 1.00	110 0	1.00	1.00	1.00	1.00 1.0	JU 1.00
User Deladi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	0.8	15/9 52	43 0.8
AdiDel/Veh: 7	02.4	702	1612	274 6	1.00 775	110 0	121 0	⊥.00 ∠on	T.00	1570 5	10 T'00
HCM2kAva:	22	22	42	10 10	10	114.9 A	τατ.0 τοτ.0	ロロエ スワウ	1	820 20	50 U.O ) 1
 ***********	****	****	 *****	*****	 *****		·	~ , ~ *****	۔ ******	*****	·

PM Cumulativ	ve Yes	2nd	Ext. T	ue Nov	16,	2004 1	6:30:4	8			Page	57-1
			Level	Of Ser	vice	Comput	ation	Repor	t			
	2000	HCM 4	-Way S	top Me	thod	(Futur	e Volu	me Al	ternat	ive)		
*****	*****	****	*****	*****	****	*****	*****	****	*****	* * * * * *	****	*****
Intersection	1 #131	7 Jim	_Moore	-Fourt	h/Thi	rd						
******	*****	****	*****	*****	****	*****	*****	****	*****	****	*****	****
Cycle (sec):		ΤΟ	0		,	Critic	al Vol	./Cap	. (X):		2.9	37
Loss Time (s	sec):		0 (Y+R	= 4	sec)	Averag	e Dela	y (se	c/veh)	:	624	.1
Optimal Cycl	.e:	علم ماد ماد حد ماد	0	ماد ماد باد ماد ماد	ماد ماد بالد ماد ماد	Level	Of Ser	vice:	-1	ماند ماند ماند ماند ماند	ملہ ماہ ماہ ملہ ملہ	F
Approach:	No:	rth B	ound	So [.]	uth B	ound	***** E.	ast B	ound	× ~ * * * * *	est B	ound
Movement:	Τ.		- R	T.	- T	- 7	т.		- R	T,	 - T	
	.						11					
Control	·   	ton s	ian	[] C	ton e	ian	 e	ton G	ian	+	ton C	 i.am
Dichte.	Ų	Tncl	ude		Tncl	1911 1911	5	Thel.	ude		Incl	ude
Min Green.	0	11101	uuc ^	٥	11101	ααe Λ	0	THCT	uue A	0	- TTTC-T	uue n
Torec.	0	0 11	0 0	~ 0	0 1 1		0	0 11			0 1 (	0 0
	.					~~	11					
Volume Modul	.e: >>	Coun	t Date	: 10 M	ar 20	04 <<	5:00 -	6:00	PM - 1	Adjust	ed	I
Base Vol:	45	270	128	25	142	41	26	55	49	95	50	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:	45	270	128	25	142	41	26	55	49	95	50	15
Added Vol:	29	482	123	67	550	40	31	299	46	175	275	111
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	752	251	92	692	81	57	354	95	270	325	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	80	817	273	100	752	88	62	385	103	293	353	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	817	273	100	752	88	62	385	103	293	353	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	. 80	817	273	100	752	88	62	385	103	293	353	137
										[]		
Saturation F	Low Mo	dule	:									
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.70	0.23	0.11	0.80	0.09	0.11	0.70	0.19	0.37	0.46	0.17
Final Sat.:	1 27	278	93	42	316	37	45	278	75	148	178	69
Capacity Ara	lucio	Modu									•	
Vol/Caty Mia	n o c	2 Q4	2 94	2 38	2 20	2 20	1 20	1 20	1 20	1 99	1 99	1 99
Crit Movee.	2.94	****	4.74	****	2.20	2,00	****	وربت	1.22	2.22	****	*•••
Delav/Veh·	897 0	897	897 0	649 E	650	649 6	213 5	213	213 5	473 9	474	473 9
Delay Adi:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
AdiDel/Veh·	897.0	897	897.0	649.6	650	649.6	213.5	213	213.5	473.9	474	473.9
LOS by Move:	 F	F	F	515.0 F	F	 F	 F	ੋਂ ਦ	 F	F	F	F
ApproachDel:	- 8	397.0	-	- 6	49.6	-		213.5	-	- 4	173.9	-
Delav Adi:		1.00			1.00		*	1.00			1.00	
ApprAdiDel:	Ę	397.0		é	49.6		2	213.5		4	173.9	
LOS by Appr:		F		-	F		-	F			F	
****	*****	*****	*****	******	****	******	******	*****	******	*****	****	****

PM Cumulativ	re Yes	2nd	Ext. T	ue Nov	· 16,	2004 1	6:30:4	8		Pa	age	59-1
**			Level (	Of Ser	vice	Computa	ation	Repor	t			
	2000	HCM 4	-Way St	top Me	thod	(Future	e Volu	me Al	ternat:	ive)		
******	****	* * * * *	*****	*****	****	*****	*****	****	* * * * * *	*****	****	******
Intersection	#131	8 Jim ****	_Moore,	/First *****	****	****	ى بەر بەر بەر بەر بەر	++++++++++++++++++++++++++++++++++++++		مواريخ مؤه مؤه مؤه مؤه مؤه	. مانه مانه عله مان	***
Cyrale (sea) .		10	0			Contant or		10	/\.			00
Loca Time (a		±0	0 0 (V+D	- 4	coc)	AMENDA	n Dolo	./cap w. (ao	$\cdot (A)$ :		4.50	1
Optimal Cycl	ec/.		0 (1+K		sec)	Averaye Tourol (	; Deta	y (se vice	c/ven/	:	400	• <del>-</del>
*************	~· *****	* * * * *	*****	*****	****	10VC1 (	JL DEL	*****	*****	*****	****	г ******
Approach:	No	rth B	ound	So	uth B	ound	Е	ast B	ound	Wes	st Bo	ound
Movement:	L	- T	- R	L	- T	~ R	L –	 - T	- R	L -	T	- R
Control:	' s	top S	ign	່. S	top S	ign	S	top S	ign	Sto	s: ac	ign
Rights:		Incl	ude		Incl	ude		Incl	ude	]	inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	0 1!	0 0	0 0	1!	0. 0
Volume Modul	e: >>	Coun	t Date:	: 10 M	ar 20	04 << 5	5:00 -	6:00	PM			
Base Vol:	26	391	121	9	305	12	و	10	20	82	15	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:	26	391	121	9	305	12	9	10	20	82	15	15
Added Vol:	10	614	53	11	759	1	0	13	17	96	12	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	1005	174	20	1064	13	,9	23	37	178	27	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96 0	. 96	0.96
PHF Volume:	38	1047	181	21	1108	14	9	24	39	185	28	35
Reduct VOL:	0	1045	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1047	1 00	21	1108	14	9	24	39	185	28	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1		1.00
Final vol.:	38 I	1047	TRT	<u>ک</u> لا ا	1108	144	. 9	24	الاك	182	28	35
Saturation F												!
Adjustment .	1 00		. 1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00 1	00	1 00
Lanes.	1 00	1.00	0 15	1 00	U. 00	0.01	0 12	1.00	0.54		.00	0 14
Final Sat.:	509	474	82	507	540	0.01 7	59	150	241	366	56	70
Capacity Anal	lysis	Modul	le: '	1		1	I			I		1
Vol/Sat:	0.07	2.21	2.21	0.04	2.05	2.05	0.16	0.16	0.16	0.51 0	.51	0.51
Crit Moves:		****			****			****		* * * *		
Delay/Veh:	10.3	565	564.7	10.1	496	495.9	12.1	12.1	12.1	17.4 1	7.4	17.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
AdjDel/Veh:	10.3	565	564.7	10.1	496	495.9	12.1	12.1	12.1	17.4 1	7.4	17.4
LOS by Move:	в	F	F	В	F	F	в	в	в	С	С	С
ApproachDel:	5	548.3		4	187.0			12.1		1	7.4	
Delay Adj:		1.00			1.00			1.00		1	.00	
ApprAdjDel:	5	548.3		4	187.0			12.1		1	7.4	
LOS by Appr:		F			F			в			С	
********	*****	*****	*****	*****	****	******	*****	*****	******	******	****	*****

PM Cumulativ	e Yes	2nd H	Ext. Tu	le Nov	16,	2004 16	5:30:4	8		E	Page (	61-1
		I	Gevel C	f Ser	vice	Computa	ation 1	Repor	t			
	2000.1	HCM OF	peratic	ons Me	thod	(Future	e Volum	me Al	ternat:	ive)		
****	****	- * * * * * *	*****	*****	* * * * *	*****	*****	* * * * *	*****	* * * * * *	****	******
Intersection	#131	9 Firs	st/Ligh	t_Fig	hter							
*****	* * * * *	*****	*****	*****	****	******	*****	****	*****	* * * * * * *	****	******
Cycle (sec):		70	)			Critica	il Vol	./Cap	(X):		1.1(	04
Loss Time (se	ec):	16	5 (Y+R	= 4 ;	sec)	Average	e Delay	y (se	c/veh)	:	74	.8
Optimal Cycle	e:	180	)			Level (	)f Ser	vice:				E
******	*****	*****	******	*****	*****	******	*****	*****	*****	*******	****	****
Approach:	NO	rtn_Bo	ound	- 501	uth B	ound	- Ea	ast B	ouna	we T	ST BO	ouna
Movement:	· للـ ·	- T	- R	· سل	- T.	- K	· بل	- T	- R	- <u>1</u> 	· .1.	- R
Control		 1.4+ Dh		 [	 1	 hage		Dermi	++	Dr		 -ed
Pichte.	<u>эр</u> .	Inclu	idae	зþ.	Tncl	ude	-	Tano.	re	E 1.	Theli	ide
Min Green.	ň	111010	0	0	1001	0	0	1910.	0	0	0	0
Lanes:	1 (	ດັ້	0 1	0	ıõ	0 1	0 0	ວ 2ັ	0 1	1 0	2	0 0
Volume Modula	e: >>	Count	Date:	່28 S€	ep 20	04 << 4		5:30	PM			
Base Vol:	176	0	15	2	- 1	54	0	616	130	2	759	0
Growth Adj:	1.00	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	0	15	2	1	54	0	616	130	2	759	0
Added Vol:	88	0	132	8	74	230	0	802	126	93	779	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	0	147	10	75	284	0	1418	256	95	1538	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	287	0	160	11	82	309	0	1541	0	103	1672	U
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	1 6 7 0	0
Reduced Vol:	287	1 00	1 00	1 00	1 00	1 00		1541	0	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1 00	1.00	1 00	1.00	1.00	0.00	1 00	1 00	1 00
MUF AUJ: Final Vol .	1.00	1.00	160	11	1.00 2.00	300 T100	1.00	1541	0.00	103	1672	1.00
Final VOL.;	/		100				1					
Saturation F	low Mo	dule:	1	I		ļ	4					1
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	0.97	0.97	0.83	1.00	0.93	1.00	0.93	0.93	1.00
Lanes:	1.00	0.00	1.00	0.12	0.88	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1769	0	1583	218	1633	1583	0	3538	1900	1769	3538	0
Capacity Anal	lysis	Modul	e:									
Vol/Sat:	0.16	0.00	0.10	0.05	0.05	0.20	0.00	0.44	0.00	0.06	0.47	0.00
Crit Moves:	****					* * * *		* * * *		****		
Green Time:	10.3	0.0	10.3	12.4	12.4	12.4	0.0	27.6	0.0	3.7	31.3	0.0
Volume/Cap:	1.10	0.00	0.69	0.28	0.28	1.10	0.00	1.10	0.00	1.10	1.06	0.00
Uniform Del:	29.9	0.0	28.3	25.0	25.0	28.8	0.0	21.2	0.0	33.1	TA'3	0.0
IncremntDel:	86.4	0.0	8.3	0.5	0.5	84.5	0.0	57.7	0.0	123.8	38.9	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	112 4	0.00	1.00	0.00	1-00	1.00	0.00
Delay/Ven: 1	1 00	1 0.0	30.0	45.4	45.4	1 00	1 0.0	10.9	1 0.0	1 00	1 00	1 00
User DelAd]:	116 0	1.00	1.UU	1.00 DE /	1.UU	112 4	T.00	1.UU	1.00	156 0	1,00 52 0	1.00
HCMOLANG.	1/01/1	0.0	0.0 5	40.44 م	40.4 n	113.4 1/	v.v ^	201	0.0	100.7 C	20.2	0.0
ncm2kAVg:	14 5-1-4	U ale ale ale ale ale ale		لہ خد جات جات جات	<b>ک</b> . داد داد داد داد دا	14. 	د به به به به ا	ر د د ماسیت		· + + + + + + +	ب ب ب ب ب ب ب	· • • • • • • •

Level Cf Service Computation Report           2000 HCM Coperations Method (Future Volume Alternative)           Intersection #1220 Second/Light Pighter           Cycle (sec): 60         Critical Vol./Cap. (X): 4.282           Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/vei): 902.1           Optimal Cycle: 130         Level Of Service: 9           Approach: Morth Bound         South Bound         Network West Bound           Approach:         North Bound         South Bound         Network West Bound           Approach:         North Bound         South Bound         Network West Bound           Approach:         North Bound         Network West Bound           Movement:         L - T - R         L - T - R           Control:         Permitted         Protected           Rights:         Include         Include           Notice:         0         0           South Colspan="2"         Control:         Protected           Regression <td <="" colspan="2" t<="" th=""><th>PM Cumulativ</th><th>re Yes</th><th>2nd</th><th>Ext. Tı</th><th>ie Nov</th><th>16,</th><th>2004 1</th><th>5:30:4</th><th>8</th><th></th><th></th><th>Page</th><th>63-1</th><th></th></td>	<th>PM Cumulativ</th> <th>re Yes</th> <th>2nd</th> <th>Ext. Tı</th> <th>ie Nov</th> <th>16,</th> <th>2004 1</th> <th>5:30:4</th> <th>8</th> <th></th> <th></th> <th>Page</th> <th>63-1</th> <th></th>		PM Cumulativ	re Yes	2nd	Ext. Tı	ie Nov	16,	2004 1	5:30:4	8			Page	63-1	
Level Of Service Computation Report 2000 RCM Operations Method (Future Volume Alternative) Intersection #1320 Second/Light_Fighter Cycle (sec): 60 Critical Vol./Cap. (X): 4.282 Loss Tim (sec): 9 (Y+R = 4 sec) Average Delay (sec/ven): 902.1 Optimal Cycle: 180 Level Of Service: $p$ Termitted Permitted Permitted Protected Protected Movement: L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Protected Protected Include Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							• • • • • • • • •						~			
2000         HCM Operations Method (Future Volume Alternative)           Intersection #1320         Second/Light_Fighter           Cycle (sec):         60         Critical Vol./Cap. (x):         4.282           Loss Time (sec):         9 (YR = 4 sec) Average Delay (sec/veh):         902.1           Optimal Cycle:         1a0         Level Of Service:         F           Approach:         North Bound         South Bound         East Bound         West Bound           Movement:         L - T - R         L - T - R         L - T - R         L - T - R           Control:         Permitted         Permitted         Protected         Protected           Min. Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 </td <td></td> <td></td> <td></td> <td>Level (</td> <td>)f Ser</td> <td>vice</td> <td>ຕັດຫວາງ‡:</td> <td></td> <td>Denor</td> <td>• • • • • • • • •</td> <td></td> <td></td> <td></td> <td>-</td>				Level (	)f Ser	vice	ຕັດຫວາງ‡:		Denor	• • • • • • • • •				-		
Intersection #1320 Second/Light_Fighter         Cycle (sec):       60       Critical Vol./Cap. (X):       4.282         Loss Time (sec):       9 (Y-R = 4 sec) Average Delay (sec/veh):       902.1         Approach:       North Bound       South Bound       Eavel of Service:       F         Approach:       North Bound       South Bound       Eavel of Service:       F         Approach:       North Bound       South Bound       Eavel of Service:       F         Control:       Permitted       Permitted       Frotected       Include         Min. Green:       0       0       0       0       0       0       0         Volume Module:       September 2004 - PM       Ease Vol.       1       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <t< td=""><td></td><td>2000</td><td>HCM O</td><td>peratic</td><td>ons Me</td><td>thod</td><td>(Future</td><td>a Volu</td><td>me Al</td><td>ternat</td><td>ive)</td><td></td><td></td><td></td></t<>		2000	HCM O	peratic	ons Me	thod	(Future	a Volu	me Al	ternat	ive)					
Intersection #1320 Second/Light_Fighter         Minimum And Arrowski (sec):       60       Critical Vol./Cap. (X):       4.282         Loss Time (sec):       9 (Y+R = 4 sc) Average Delay (sec/veh):       902.1         Optimal Cycle:       180       Level of Service:       F         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       L - T - R       L - T - R         Control:       Permitted       Protected       Protected       Protected         Min. Green:       0       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       1       0       1       0       1       0       1       0       1       0	*****	*****	*****	******	*****	*****	******	*****	*****	******	******	****	*****	*		
Cycle (sec):       60       Critical Vol./Cap. (X):       4.282         Loss Time (sec):       9 (YR = 4 sec) Average Delay (sec/veh):       902.1         Optimal Cycle:       180       Level Of Service:       F         Approach:       North Bound       South Bound       East Bound       West Bound         Approach:       North Bound       South Bound       East Bound       West Bound         Approach:       Permitted       Permitted       Protected       Include       Include         Control:       Permitted       Permitted       Protected       Include       Include       Include       Include       Include       Include         Wins, Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Intersection	#132	0 Sec	ond/Lic	ht Fi	ahter	- -									
Cycle (sec):       60       Critical Vol./Cap. (X):       4.282         Loss Time (sec):       9 (Y+R = 4 sec) Average Delay (sec/veh):       902.1         Optimal Cycle:       180       Level of Service:       F         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       L - T - R       L - T - R         Control:       Permitted       Permitted       Include       Include       Include         Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       <	****	*****	*****	******	*****	*****	· · * * * * * * * ;	*****	****	*****	******	****	*****	*		
Loss Time (sec):       9 (Y+R = 4 sec) Average Delay (sec/veh):       902.1         Optimal Cycls:       180       Level Of Service:       F         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L - T - R       L - T - R       L - T - R       T - R       T - R         Control:       Permitted       Premitted       Protected       Include       Include         Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Cycle (sec):		6	0			Critica	al Vol	./Car	(X):		4.2	82			
Optimal Cycle:       160       Level of Service:       P         Approach:       North Bound       South Bound       East Bound       West Bound         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L       T       -       R       L       -       T       -       R         Control:       Permitted       Permitted       Include       Include       Include       Include         Min. Green:       0       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0 <t< td=""><td>Loss Time (s</td><td>ec):</td><td></td><td>9 (Y+R</td><td>= 4</td><td>sec)</td><td>Average</td><td>e Dela</td><td>v (se</td><td>c/veh)</td><td>:</td><td>902</td><td>.1</td><td></td></t<>	Loss Time (s	ec):		9 (Y+R	= 4	sec)	Average	e Dela	v (se	c/veh)	:	902	.1			
Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       L       R       R       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L <td>Optimal Cycl</td> <td>e:</td> <td>18</td> <td>0</td> <td></td> <td>.,</td> <td>Level (</td> <td>)f Ser</td> <td>vice:</td> <td></td> <td></td> <td></td> <td>F</td> <td></td>	Optimal Cycl	e:	18	0		.,	Level (	)f Ser	vice:				F			
Approach:         North Bound         South Bound         East Bound         West Bound           Movement:         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         R         T         R         R         T         R         R         T         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R	****	****	****	*****	*****	* * * * *	*****	*****	****	*****	*****	*****	- ******	k		
Movement:         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R           Control:         Permitted         Permitted         Include	Approach:	No	rth B	ound	So	uth B	ound	Ε	ast B	ound	W	est B	ound			
Control:         Permitted         Permitted         Protected         Protected           Min. Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td>Movement:</td><td>L</td><td>- T</td><td>- R</td><td>L</td><td>- т</td><td>- R</td><td>L</td><td>- T</td><td>- R</td><td>L</td><td>- T</td><td>- R</td><td></td></t<>	Movement:	L	- T	- R	L	- т	- R	L	- T	- R	L	- T	- R			
Control:         Permitted         Permitted         Protected         Protected         Include           Rights:         Include         Include         Include         Include         Include           Min. Green:         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0					·											
Rights:       Include       Include       Include       Include       Include       Include         Min. Green:       0       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Control:	,	Permi	tted		Permi	tted	Þ	rotec	ted	P:	rotect	ted			
Min. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       1       0       1       1       0       1       0       1       1       0       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       0       1       0       1       0       1       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1 <th1< th=""> <th1< td=""><td>Rights:</td><td></td><td>Incl</td><td>ıde</td><td></td><td>Incl</td><td>ude</td><td></td><td>Incl</td><td>ude</td><td></td><td>Incl</td><td>ude</td><td></td></th1<></th1<>	Rights:		Incl	ıde		Incl	ude		Incl	ude		Incl	ude			
Lanes:       0       0       1       0       1       0       1       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0 <td>Min. Green:</td> <td>. 0</td> <td>0</td> <td></td>	Min. Green:	. 0	0	0	0	0	0	0	0	0	0	0	0			
Volume Module: September 2004 - PM           Base Vol:         0         1         8         0         0         131         198         428         7         2         630         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         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00	Lanes:	0	0 1!	0 0	1 (	0 1	01	1	01	1 0	1	0 1	1 0			
Volume Module: September 2004 - PM         Base Vol:       0       1       8       0       0       131       198       428       7       2       630       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.0																
Base Vol: 0 1 8 0 0 131 196 428 7 2 630 8 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Volume Modul	e: Se	ptembe	er 2004	- PM											
Growth Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>Base Vol:</td> <td>0</td> <td>1</td> <td>8</td> <td>0</td> <td>0</td> <td>131</td> <td>198</td> <td>428</td> <td>7</td> <td>2</td> <td>630</td> <td>8</td> <td></td>	Base Vol:	0	1	8	0	0	131	198	428	7	2	630	8			
Initial Bse:       0       1       8       0       0       131       198       428       7       2       630       8         Added Vol:       231       878       67       23       951       412       586       145       212       67       229       26         2nd Reassig:       314       0       0       0       0       0       146       0       146       0       146       0       146       0       146       0       146       0       146       0       146       0       146       0       146       0       100       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Added Vol:       231       878       67       23       951       412       586       145       212       67       229       26         2nd Reassig:       314       0       0       0       0       0       -314       0         Initial Fut:       545       879       75       23       951       543       784       427       365       69       545       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td>Initial Bse:</td> <td>0</td> <td>1</td> <td>8</td> <td>0</td> <td>0</td> <td>131</td> <td>198</td> <td>428</td> <td>7</td> <td>2</td> <td>630</td> <td>8</td> <td></td>	Initial Bse:	0	1	8	0	0	131	198	428	7	2	630	8			
2nd Reassig:       314       0       0       0       0       0       -146       146       0       -314       0         Initial Fut:       545       879       75       23       951       543       784       427       365       69       545       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td>Added Vol:</td> <td>231</td> <td>878</td> <td>67</td> <td>23</td> <td>951</td> <td>412</td> <td>586</td> <td>145</td> <td>212</td> <td>67</td> <td>229</td> <td>26</td> <td></td>	Added Vol:	231	878	67	23	951	412	586	145	212	67	229	26			
Initial Fut:       545       879       75       23       951       543       784       427       365       69       545       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0<	2nd Reassig:	314	0	0	0	0	0	0	-146	146	0	-314	0			
User Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 </td <td>Initial Fut:</td> <td>545</td> <td>879</td> <td>75</td> <td>23</td> <td>951</td> <td>543</td> <td>784</td> <td>427</td> <td>365</td> <td>69</td> <td>545</td> <td>34</td> <td></td>	Initial Fut:	545	879	75	23	951	543	784	427	365	69	545	34			
PHF Adj:       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.96       0.97       0.60       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:       568       916       78       24       991       566       817       445       380       72       568       35         Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td< td=""><td>PHF Volume:</td><td>568</td><td>916</td><td>78</td><td>24</td><td>991</td><td>566</td><td>817</td><td>445</td><td>380</td><td>72</td><td>568</td><td>35</td><td></td></td<>	PHF Volume:	568	916	78	24	991	566	817	445	380	72	568	35			
Reduced Vol:       568       916       78       24       991       566       817       445       380       72       568       35         PCE Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PCE Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Reduced Vol:	568	916	78	24	991	566	817	445	380	72	568	35			
MLF Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:       568       916       78       24       991       566       817       445       380       72       568       35         saturation Flow Module:       900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900	MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Saturation Flow Module:         Saturation Flow Module:         Sat/Lane:       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900	Final Vol.:	568	916	78	24	991	566	817	445	380	72	568	35			
Saturation Flow Module:																
Sat/Lane:       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900       1900	Saturation F	low Mo	dule:	I	4		1	1					I			
Adjustment:       0.27       0.27       0.61       0.98       0.83       0.93       0.87       0.87       0.93       0.92       0.92         Lanes:       0.36       0.59       0.05       1.00       1.00       1.00       1.08       0.92       1.00       1.88       0.12         Final Sat.:       189       305       26       1167       1862       1583       1769       1776       1518       1769       3300       206	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Lanes: 0.36 0.59 0.05 1.00 1.00 1.00 1.00 1.08 0.92 1.00 1.88 0.12 Final Sat.: 189 305 26 1167 1862 1583 1769 1776 1518 1769 3300 206 	Adjustment:	0.27	0.27	0.27	0.61	0.98	0.83	0.93	0.87	0.87	0.93	0.92	0 92			
Final Sat.:       189       305       26       1167       1862       1583       1769       1776       1518       1769       3300       206	Lanes:	0.36	0.59	0.05	1.00	1.00	1.00	1.00	1.08	0.92	1.00	1.88	0 12			
Capacity Analysis Module: Vol/Sat: 3.01 3.01 3.01 0.02 0.53 0.36 0.46 0.25 0.25 0.04 0.17 0.17 Crit Moves: **** Green Time: 42.1 42.1 42.1 42.1 42.1 6.5 7.6 7.6 1.2 2.4 2.4 Volume/Cap: 4.28 4.28 4.28 0.03 0.76 0.51 4.28 1.97 1.97 1.97 4.28 4.28 Uniform Del: 8.9 8.9 8.9 2.7 5.7 4.1 26.8 26.2 26.2 29.4 28.8 28.8 IncremntDel: 1483 1483 1483 0.0 2.6 0.4 1489 444 443.7 519.2 1493 1493 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Final Sat.:	189	305	26	1167	1862	1583	1769	1776	1518	1769	3300	206			
Capacity Analysis Module:								]					!			
Vol/Sat:       3.01       3.01       3.01       0.02       0.53       0.36       0.46       0.25       0.25       0.04       0.17       0.17         Crit Moves:       ****       ****         Green Time:       42.1       42.1       42.1       42.1       6.5       7.6       7.6       1.2       2.4       2.4         Volume/Cap:       4.28       4.28       4.28       0.03       0.76       0.51       4.28       1.97       1.97       1.97       4.28       4.28         Uniform Del:       8.9       8.9       2.7       5.7       4.1       26.8       26.2       29.4       28.8       28.8         IncremntDel:       1483       1483       0.0       2.6       0.4       1489       444       443.7       519.2       1493       1493         Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.0	Capacity Anal	vsis	Modul	.e:	ł		E	1			1 1		1			
Crit Moves:       ****       ****       ****         Green Time:       42.1       42.1       42.1       42.1       42.1       6.5       7.6       1.2       2.4       2.4         Volume/Cap:       4.28       4.28       4.28       0.03       0.76       0.51       4.28       1.97       1.97       1.97       4.28       4.28         Uniform Del:       8.9       8.9       2.7       5.7       4.1       26.8       26.2       29.4       28.8       28.8         IncremntDel:       1483       1483       0.0       2.6       0.4       1489       444       443.7       519.2       1493       1493         Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Vol/Sat:	3.01	3.01	3.01	0.02	0.53	0.36	0.46	0.25	0.25	0.04	0.17	0.17			
Green Time:42.142.142.142.142.16.57.67.61.22.42.4Volume/Cap:4.284.284.280.030.760.514.281.971.971.974.284.28Uniform Del:8.98.92.75.74.126.826.226.229.428.828.8IncremntDel:148314830.02.60.41489444443.7519.214931493Delay Adj:1.001.001.001.001.001.001.001.001.001.00Delay/Veh:149214922.78.34.51516470469.9548.515221522User DelAdj:1.001.001.001.001.001.001.001.001.00AdjDel/Veh:149214922.78.34.51516470469.9548.515221522HCM2kAvg:633623627013598343473534	Crit Moves:		****					****		0.20		****	••••			
Volume/Cap:       4.28       4.28       0.03       0.76       0.51       4.28       1.97       1.97       1.97       4.28       4.28         Uniform Del:       8.9       8.9       2.7       5.7       4.1       26.8       26.2       29.4       28.8       28.8         IncremntDel:       1483       1483       0.0       2.6       0.4       1489       444       443.7       519.2       1493       1493         Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Green Time:	42.1	42.1	42.1	42.1	42.1	42.1	6 5	76	76	1 2	24	24			
Uniform Del:       8.9       8.9       2.7       5.7       4.1       26.8       26.2       29.4       28.8       28.8         IncremntDel:       1483       1483       0.0       2.6       0.4       1489       444       443.7       519.2       1493       1493         Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.	Volume/Cap:	4.28	4.28	4.28	0.03	0.76	0.51	4.28	1.97	1 97	1.97	4.28	4.28			
IncremntDel:       1483       1483       0.0       2.6       0.4       1489       444       443.7       519.2       1493       1493         Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Uniform Del	8.9	8.9	8.9	2.7	5.7	4.1	26.8	26 2	26 2	29 4	28 8	28 8			
Delay Adj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	IncremntDel.	1483	1483	1483	0 0	2. 6	04	1420	444	442 7	519 0	1492	1492			
Delay/Veh:       1492       1492       2.7       8.3       4.5       1516       470       469.9       548.5       1522       1522         Jser DelAdj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Delav Adi	1.00	1.00	1 00	1.00	1 00	1 00	1 00	1 00	1 00		1 00	1 00			
Jser DelAdj:       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>Delaw/Veh.</td> <td>1400</td> <td>1400</td> <td>1400</td> <td></td> <td>4.VU 2.2</td> <td>7.00</td> <td>1616</td> <td>170</td> <td>140 0</td> <td>1.UU E/0 #</td> <td>1600</td> <td>1500</td> <td></td>	Delaw/Veh.	1400	1400	1400		4.VU 2.2	7.00	1616	170	140 0	1.UU E/0 #	1600	1500			
AdjDel/Veh:       1492       1492       2.7       8.3       4.5       1516       470       469.9       548.5       1522       1522         HCM2kAvg:       633       623       627       0       13       5       98       34       34       7       35       34	Ucray, ven. Nebr Del Ndi-i -	1 00	1 00	1 00	1 00	1 00	4.0	1 00	4 / 0	403.3	340.3	1 00				
$\frac{1}{2} = \frac{1}{2} = \frac{1}$	ober Deraul:	1400	1400	1400	1.UU	1.VU	±.00	1.00	170	1.00	1.00	1.00	1.00			
1 - 1 + 2 + 2 + 2 + 2 + 2 + 2 + 2 + 2 + 2 +	CMOPAtes	エモフム ビンコ	1474 677	エモゴム とつづ	4.1	0.j	4.5	1210 1210	470	409.9	548.5	1522	1522			
	======================================	ددت *****	د**** **	*******	U *******	- ۲ T ۲ T T	ر جەم مەم مەم	****** 78	4ئ. دىدىدە.	<u>4</u>	/` باستان باب باب باب باب	<b>دد</b> سسیوب	<b>4 ز</b>			

PM Cumulative	e Yes	2nd	Ext. Tu	ue Nov	16,	2004 1	6:30:4	8			Page	71-1
		~~~~										
			Level (Of Ser	vice	Comput	ation	Repor	ť			
20	роо н	CM Un	signal:	ized M	lethod	(Futu	re Vol	ume A	lterna	tive)		
******	****	****	*****	*****	****	*****	*****	****	*****	*****	****	******
Intersection	#132	4 Jim ****	_Moore,	/Coe *****	****	****	*****	****	*****	*****	****	******
Average Delay	/ (se	c/veh) ; OVER	WOJER	Wor	st Cas	e T.eve	1 Of	Servic	م .	- । ज	(xxxxx
****	****	*****	******	*****	****	*****	*****	****	*****	~ . *****	 *****	*****
Approach:	NO	rth B	ound	So	uth B	ound	E	ast B	ound	W	est B	ound
Movement:	L	- T	- R	Ĺ	- T	- R	L	- T	- R	L	- т	- R
Control:	บิท	contr	olled	Un Un	contr	olled	S	ton S	ian	S.	ton S	ian
Rights		Incl	ude	*	Incl	ude	5	Chan	-9 nel	~	Thel	ide
Lanes.	1	0 0	1 0	0	1 0	0 1	٥	1 0	0 1	٥	0 11	
							11	T 0	0 1	11.	• • •	
Volume Module	: >>	Coun	t Date:	: 31 M	ar 20	04 <<	4:45 -	5:45	 РМ			
Base Vol:	54	498	0	0	245	68	48	0		0	0	0
Growth Adi:	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Initial Ree.	54	498	1.00	2.00 0	245	4.00	4.9	1.00	7.00	1.00	1.00 0	1.00
Added Vol:	27	705	198	30	. 788	244	20	19	19	226	20	69
PasserBwWol.			^	0	,00	211	217	10	10	220	20	00
Thitial But.	87	1203	198	20	1023	210	265	10	51	220	20	ں د م
Heer Adi.	1 00	1 00	1 00	1 00	1 00		1 00	1 00	1 00	1 00	1 00	1 00
DUF Adi.	1.00 0 94	1.00	0 94	1.00	0.94	1.00	1.00	1,00	1.00	1.00	1.00	1.00
PHF Volume.	0.94	1700	0.2m 011	U.94	1000	220	707	10.94	0.94	0.94	0.94	0.94
Peduat Vol.	0	1200	0	- - -	0	222	404 A	ر ⊥ 2	54 A	47) A	۸ ۲C	14
Reduct VOI:	07	1000	0	47	0001	222	200	10		242	21	
Critical Can	Modu		211	÷	T033	224	404	19	24	440	27	14
Critical Gap	MOQU.	te:		4 7			/ - 1	~ ~	~ ~		~ ~	<i>c</i> 2
CIICICAL GP:	4.1	X.X.X.X	XXXXX	4.1	XXXX	XXXXX	/.i	6.5	5.Z	/.⊥ > ⊏	. 6.5	6.2
FOTTOMODITIU:	4.4	XXXX	XXXXX	4.4	XXXX	XXXXX	5.5 	4.0	د.د	3.5	4.0	د.د
Conceity Modu	101							±				
Capacity Mouu			1212121212	1400			2004	0057	1000	0000	2004	1305
Dotont Con .	742T	~~~~	~~~~~	1490	****	XXXXX	2804	2857	1099	2928	3084	1392
Move Con :	40⊥ ⊿01	~~~~		407	XXXX	XXXXX	14	10	201	T0	14	177
Move cap:: Melume/Com	401 0 70	XXXX	XXXXX	45/	XXXX	XXXXX	U	د <u>ب</u>	261	0	3	1/1
vorume/cap:	0.19	XXXX		0.09	XXXX	XXXX		1.53	0.21		3.40	0.41
Lowol Of Some		40 da 1										
Tevel of Serv	TCe t	"Ouut	3:	0.0					~ ~			
Queue:	U.7 T4 T	XXXX	XXXXX	10.3	XXXX	XXXXX	XXXXX	XXXX	0.8	XXXXX	XXXX	XXXXX
Scopped Del:	T#.7	XXXX	XXXXX	13./	XXXX	XXXXX	XXXXX	XXXX	44.4	XXXXX	XXXX	XXXXX
Hove:	ы те	* 7 mm	*	5	*	*	*	×	С 	*	* * ***	*
movement:	- TH	- LTR	- KT	· ``ل``بل`	- LTR	- R.T.	· '۲'مل	- LTR	- RT	Т.Т	- PIK	- KT
Shared Cap.:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	0	XXXX	XXXXX	XXXX	U	XXXXX
Suarequeue:x	XXXX	XXXX	XXXXX	0.3	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
sara stpuel:x	XXXX	XXXX	XXXXX	13.7	xxxx	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	xxxx	XXXXX
Shared LOS:	*	*	×	В	*	*	*	*	*	*	*	*
ApproachDel:	X	CXXXX		X	cxxxx		x	CXXXX		x>		
ApproachLOS:		*			*			F			F	

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PM Cumulativ	e Yes 2nd	Ext. Ti	ue Nov	· 16,	2004 1	.6:30:4	8		Page	73-1
					• ••	****			~~~~	
**										
	2000 IICM 4	never (JI Ser	vice	Comput	ation	Repor	t,	1 1	
	2000 ACM 4	-way st	гор ме	tnoa	(Fucur	e voiu	ume Al	ternat:	ive)	
Intornoation	41000 Tim	Maara	/	*****	*****	*****	*****	*****	*****	******
**************************************	1110 C2C1#	_MOOLe/	, eroad	way	والمرابع والمرابع والمرابع				1	
		~ ~ ~ ~ <i>~ ~ ~ ~</i>	*****	****	******	*****	*****	*****	*******	******
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Doss Time (Se	ec):	U (I+R	= 4	sec)	Averag	e Dela	y (se	c/veh)	: 412	2.3
oprimar cycre		U *******	مله مله ماه ماه م	سالد مالد ملد مله	rever	or ser	vice:	de alte alte alte alte alte a	1 N	
Annroach.	North P			***** ••+`b = ==	*****	*****	****	*****	********	*******
Movement .			- 30 T	uun B	ouna		ast B	ouna	west	Bouna
MOVEMENC:	L	- K		- I	- K	سل ۱۱	- T.	- ĸ	L 'L'	- R
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Dichte.	stop s Tral	rdu	3	cop s	1911 1911	5	тор 5.	lgn	stop s	sign
Min Green.	11101	aue o	~	THCT	ude	~	Tuct	uae	inc.	Lude
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	U		·I		U T		u u	0 1		0 0
Volume Module	ເ ອ້າ >> ຕິດເເຫ	- Date:	28 5	 em 20	04 ~~	11	5.20	רייים ארביים דארד	1	
Base Vol:	204 336	- Duce. 0	200	CP 20 85	107		0.30	EM 63	0 (
Growth Adi:	1.00 1.00	1.00	1 00	1 00	1 00	1 00	1 00	1 00	1 00 1 00	
Initial Bse:	204 336	±.00	±.00	1.00	193	2.00	1.00	1,00	T.00 T.00	
Added Vol:	3 630	· 0	0	656	378	307	0	0.3		
PasserByVol	0 0	Ő	ů 0	020	3,0	101	0		0 0	
Initial Fut:	207 966	ň	0	741	571	573	0	67	0 0	
User Adi:	1.00 1.00	1.00	1 00	1 00	1 00	1 00	1 00	1 00	1 00 1 00	
PHF Adi:	0.92 0.92	0.92	0.92	0.92	0 92	0 92	0 92	0 92	0 92 0 92) <u>1</u> .00
PHF Volume:	225 1050	0	0	805	621	568	0.22	73	0.52 0.52) 0.92
Reduct Vol:	0 0	0	Õ	0	0	0	0	, 3	0 0	
Reduced Vol:	225 1050	0	0	805	621	568	ñ	73	0 0	, <u> </u>
PCE Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00 1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Final Vol.:	225 1050	0	0	805	621	568	0	73	0 0) 0
~										
Saturation Fl	.ow Module:	;	1			1 1		I	I	1
Adjustment:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Lanes:	0.18 0.82	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00 0.00	0.00
Final Sat.:	87 405	0	0	479	529	446	0	523	0 0	0
Capacity Anal	ysis Modul	e:						•		
Vol/Sat:	2.59 2.59	XXXX	XXXX	1.68	1.17	1.27	XXXX	0.14	XXXX XXXX	: xxxx
Crit Moves:	****			****		****				
Delay/Veh: 7	38.4 738	0.0	0.0	333	119.9	164.0	0.0	10.7	0.0 0.0	0.0
Delay Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
AdjDel/Veh: 7	38.4 738	0.0	0.0	333	119.9	164.0	0.0	10.7	0.0 0.0	0.0
LOS by Move:	F F	*	*	F	F	F	*	B	* *	*
ApproachDel:	738.4		2	240.4		-	146.6		XXXXXX	:
Delay Adj:	1.00			1.00			1.00		XXXXX	:
ApprAdjDel:	738.4		2	40.4		- 1	146.6		XXXXXX	
LOS by Appr:	F			F			F		×	
*********	*******	*****	*****	*****	*****	*****	*****	*****	*****	******

Appendix N

Intersection Level of Service Calculations -

Background + Project Phase 1 Conditions Mitigated

MITIG8 - AM H	3kgnd-	+Pro P	h. 1We	d Nov	10,	2004 14	:48:5	1			Page	1-1
		I	evel O	f Serv	vice	Computa	tion 1	Repor	t			
2	2000 I	нсм ор	eratio	ns Mei	chod	(Future	Volu	ne Al	ternati	ve)		
**********	*****	* * * * * *	*****	* * * * * *	*****	* * * * * * *	*****	* * * * *	******	*****	*****	******
Intersection	#1302	2 Cali	fornia	/Rese	rvati	on	والمراجعة والمراجعة		ىلەر بىلەر بىلەر بىلەر بىلەر	و مان مان مان مان مان م	ل عل عل عل عل	
***********	*****	*****	*****	*****	*****	******		(a	(17) -	*****	0 E	10
Cycle (sec):		60		4		critica	T AOT	./Cap	. (X):		10	4D 0
Loss Time (se	ec):	5) (Y+K :	= 4 8	sec) .	Average	f Com	y (se	c/ven):		TO.	. Д Р
Optimal Cycle	·****	35 *****	******	*****		1ever 0	*****	*****	******	*****	****	D ******
Approacht	Noi	rth Ro	und	501	ith B	ound	E,	əst B	ound	We	est Bo	ound
Movement:	T	- т	- R	т	- T	- R	L -	- T	- R	Г -	- T	– R
Control:	Ī	Permit	ted	I	Permi	tted	Pi	rotec	ted	Pi	cotect	ed
Rights:		Inclu	ıde		Incl	ude		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	10	0 1	0 () 1!	0 0	1 (01	1 0	1 () 1	1 0
			·]									
Volume Module	a: >>	Count	Date:	1 Jur	1 200	4 << /:	30 - 1	3:30 .	AM	F 1	701	^
Base Vol:	25	1 00	55	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.UU E4	1.00 E1	701	1.00
Initial Bse:	25	0	33	0	0	0	د 0	103	24	0 11	30	4 0
Added Vol:	46	0	0 2 E	0	0	0	0	0	20	11/	52	0
CA Ext. Rea:		0	20	0	0	0	3	775	15 Q5	165	823	4
Initial fut:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
DUE Adj.	n 90	0 90	1.00 0.90	0 90	0 90	0.90	0.90	0.90	0.90	0.90	0.90	0,90
PHF Volume.	109	0.20	89	0.50	0.00	0	3	861	106	183	914	4
Reduct Vol:	0	Õ	0	õ	Õ	Ō	0 0	0	0	0	0	0
Reduced Vol:	109	õ	89	0	0	0	3	861	106	183	914	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	109	0	89	0	0	0	3	861	106	183	914	4
Saturation Fl	ow Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	1.00	0.83	1.00	1.00	1.00	0.93	0.92	0.92	0.93	0.93	0.93
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.78	0.22	1.00	1.99	10.01
Final Sat.:	1329	0	1583	, 0	1900	U	1/69	3101	380	1/69	3517	1/
Val/Sate	0 00	MOGUL	.e: 0.06	0 00	0 00	0 00	0 00	0 28	0.28	0 10	0 26	0 26
Crit Moura:	****	0.00	0.00	0.00	0.00	0.00	0.00	****	0.20	****	0.20	0.20
CIIC MOVES.	9 A	0.0	9 0	0 0	0.0	0.0	0.3	30.6	30.6	11.4	41.7	41.7
Volume/Cap:	0 54	0.0	0.37	0.00	0.00	0.00	0.37	0.54	0.54	0.54	0.37	0.37
Uniform Del:	23.6	0.0	22.9	0.0	0.0	0.0	29.8	10.0	10.0	21.9	3.8	3.8
IncremntDel:	3.1	0.0	1.0	0.0	0.0	0.0	24.5	0.4	0.4	1.9	0.1	0.1
Delay Adi:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.7	0.0	23.9	0.0	0.0	0.0	54.2	10.3	10.3	23.8	3.9	3.9
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	0.0	23.9	0.0	0.0	0.0	54.2	10.3	10.3	23.8	3.9	3.9
HCM2 kAvg:	3	0	2	0	0	0	0	7	7	4	4	4
***********	*****	* * * * * *	*****	* * * * * *	****	******	*****	*****	* * * * * * *	* * * * * *	* * * * *	*****

MITIG8 - PM B	kgnd+	Pro P	h. 1We	d Nov	10, 2	004 14	:48:25				Page	1-1
2	000 H	 L ICM Ор	evel 0: eration	f Serv ns Met	vice C chod (omputa Future	tion R Volum	leport Ne Alt	ernati	ve)		
* * * * * * * * * * * * *	****	*****	*****	*****	*****	*****	*****	*****	******	* * * * * *	*****	*****
Intersection	#1302	2 Cali	fornia	/Reser	vatio	n *****	*****	****	******	* * * * * *	*****	*****
**********	*****				C	ritica		/Cap.	(X):		0.61	2
Cycle (sec):	,	60	(57) 5	- 4 -		versda	Delaw	, Cap. / (sec	(veh):		9.	5
Loss Time (se	ec):	20	(Itk)	- 4 2	EC)A	aval (of Serv	vice:	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			A
Optimal Cycle	. Դ. Դ. Դ. Դ. Դ. Դ. 3 :	rttt 22	******	*****	···	******	*****	*****	*****	* * * * * *	*****	*****
***********			wood	Sol	th Bo	hau	Ea	st Bo	und	W€	est Bo	und
Approacn: Movement:	L	- T	- R	L -	- T	- R	L -	- T	- R	L -	- T	- R
 R					ermit	ted	Pr	otect	ed	' Pı	otect	ed
Control:	F	Thelu	ide ide	1	Inclu	ide		Inclu	ıde		Inclu	lde
Rights:	0	111010	n n	0	0	0	0	0	0	0	0	0
Min. Green: Lanes:	0 1	1 0	0 1	ο () 1!	0 0	1 () 1	1 0	1 () 1	1 0
Volume Module		Count	Date:	1 Jur	n 2004	<< 5:	00 - 6	5:00 E	M			
Base Vol:	27	0	39	1	0	3	1	948	74	71	901	1
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	0	39	1	0	3	· 1	948	74	71	901	1
Added Vol:	46	0	0	0	0	0	0	36	65	0	20	0
CA Ext. Rea:	27	0	79	0	0	0	0	0	33	42	0	0
Initial Fut:	100	0	118	1	0	3	1	984	172	113	921	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	110	0	130	1	0	3	1	1081	189	124	1012	T
Reduct Vol:	0	0	0	0	0	0	0	0	0	104	1010	U 1
Reduced Vol:	110	0	130	1	0	3	1	1081	189	124	1012	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1012	1.00
Final Vol.:	110	0	130	. 1	0	3	L L	TORT	189	124	1012	ىك 1
										1		I
Saturation F.	LOW MO	odule:	1000	1000	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	0.82	1 00	0.82	0 93	0.91	0.91	0.93	0.93	0.93
Adjustment:	1.00	D 00	1 00	0.02	0 00	0.75	1.00	1.70	0.30	1.00	1.99	0.01
Lanes:	1724	0.00	1583	390	0.00	1170	1769	2945	515	1769	3534	4
Final Sat.:	1324		!	1	- -							
Capacity Ana	lvsis	Modul	le:	•					•			
Vol/Sat:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.37	0.37	0.07	0.29	0.29
Crit Moves:	****							****		* * * *		
Green Time:	8.1	0.0	8.1	8.1	0.0	8.1	0.1	36.0	36.0	6.9	42.8	42.8
Volume/Cap:	0.61	0.00	0.60	0.02	0.00	0.02	0.40	0.61	0.61	0.61	0.40	0.40
Uniform Del:	24.4	0.0	24.4	22.5	0.0	22.5	29.9	7.6	7.6	25.3	3.5	3.5
IncremntDel:	6.1	0.0	4.8	0.0	0.0	0.0	75.8	0.5	0.5	5.4	0.1	0.1
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.6	0.0	29.2	22.5	0.0	22.5	105.8	8.1	8.1	30.7	3.6	3.6
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	0.0	29.2	22.5	0.0	22.5	105.8	8.1	8.1	30.7	3.6	3.6
HCM2 kAvg:	4	0	3	0	0	0	0	8		3	4	1 • • • • • • •
* * * * * * * * * * * * *	* * * * *	*****	* * * * * * *	*****	* * * * * *	*****	* * * * * * *	* * * * * *	* * * * * * *	~ ~ * ~ * *	~ ^ ^ * * * *	

MITIG8 - AM B	kgnd+	Pro Pl	h. 1Mor	n Nov	15, 2 	004 17	:27:41				Page	1-1
			evel Of	E Serv	ice C	omputa Future	tion R Volum	eport	 : :ernati	-		
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	*****	*****	******	*****	*****	*****	*****	* * * * *	******	*****	****	*****
Interaction	#1303	2 Tmrii	n/Resei	rvatio	n							
TUCETSECCTON	*****	*****	******	*****	*****	*****	*****	* * * * *	******	*****	* * * * *	*****
Cualo (soc):		120			С	ritica	l Vol.	/Cap	(X):		0.82	3
Cycre (sec). Terre Mimo (no	a) •	12	(Y+R =	= 4 5	ec) A	verage	Delav	(seo	c/veh):		23.	4
Loss line (Se		22	(1 : 1)		τ (CC)	evel 0	f Serv	ice:				С
Uptimar Cycie	*****	*****	* * * * * * *	*****	 * * * * *	*****	*****	****	******	*****	* * * * *	*****
Tennoscht	Not	th Bo	und	Sou	th Bo	und	Ea	st Bo	ound	We	st Bo	ound
Approach:	т. –	 	- R	T, -	Т	- R	L -	Т	– R	L -	Т	– R
Movement.						!						
Control	Pr	otect	ed '	Pr	otect	ed	Pr	otect	ted	Pr	otect	ed
Dichte.	±	0.v1			Inclu	ıde		Inclu	ıde		Inclu	ıde
Min Green:	n	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0 3	1 0	1	0 1	2 0	3	0 1	2 0	3	01
Volume Module	: >>	Count	Date:	9 Jun	2004	<< 7:	15 - 8	:15 2	ΑM			
Base Vol:	140	11	660	2	5	7	23	618	120	1222	691	5
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	11	660	2	5	7	23	618	120	1222	691	5
Added Vol:	8	0	485	0	0	0	0	0	3	352	0	0
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Tnitial Fut:	148	11	1145	2	5	7	23	618	123	1574	691	5
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	164	12	1272	2	6	8	26	687	137	1749	768	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	12	1272	2	6	8	26	687	137	1749	768	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
Final Vol.:	164	12	1272	2	6	8	26	687	137	1749	768	6
Saturation Fl	ow Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.73	0.93	0.98	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	1.00	1.00	3.00	1.00	1.00	1.00	2.00	3.00	1.00	2,00	3.00	1.00
Final Sat.:	1769	1862	4178	1769	1862	1583	3432	5083	1583	3432	5083	1583
											· 	
Capacity Anal	Lysis	Modul	e:							0 57	0.15	0 00
Vol/Sat:	0.09	0.01	0.30	0.00	0.00	0.00	0.01	0.14	0.09	0.51	0.15	0.00
Crit Moves:	****				* * * *			****		****	00 0	00 0
Green Time:	13.6	11.7	86.1	2.2	0.4	0.4	4.4	19.7	19.7	/4.3	89.6	89.6
Volume/Cap:	0.82	0.07	0.42	0.07	0.82	1.36	0.20	0.82	0.53	0.82	0.20	0.00
Uniform Del:	52.0	49.2	6.9	57.8	59.7	59.8	56.1	48.5	45.9	17.7	4.5	3.9
IncremntDel:	23.2	0.2	0.1	0.9	229	524.7	0.8	6.6	2.0	2.7	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.3	49.3	7.0	58.7	289	584.4	56.9	55.1	47.9	20.5	4.6	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.3	49.3	7.0	58.7	289	584.4	56.9	55.1	47.9	20.5	4.6	3.9
HCM2 kAvg:	9	0	6	0	1	1	1	10	5	28	3	U 1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.
*******	* * * * *	* * * * * *	* * * * * *	* * * * * *	*****	*****	******	****	******	*****	* * * * * *	* * * * * * *

ላፐጥ⊺ເዳጸ –	PM F	3kond	+Pro P	h. 1Mor	n Nov 1	15, 20	04 17:	27 : 11]	Page 1	L-1
			 I	evel Of	f Serv	ice Co	omputat	tion Re	eport				
		2000	нсм ор	eration	ns Meth	nod (I	uture	Volume	5 AIC	ernaur/	/=/ :*****	*****	*****
*****	****	* * * * *	* * * * * *	******	*****	*****	*****	*****	~ ~ ^ ^ ^				
Intersec	tion	#130 *****	3 Imji *****	n/Rese:	rvatio: ******	<u>-</u> * * * * * * *	* * * * * * *	* * * * * *	* * * * *	*****	*****	*****	*****
			120)		C	ritical	l Vol.	/Cap.	(X):		1.000	
Cycre (s Tass Tis		ec).	12	? (Y+R =	= 4 s	ec) Ar	verage	Delay	(sec	:/veh):		42.	1
Loss Tiu	ae (s		180))		L	evel 0	f Serv	ice:]	D
Obciwar ********			*****	, ,******	*****	* * * * *	* * * * * *	*****	* * * * *	******	*****	****	*****
Annanah		No	rth Bo	und	Sou	th Bo	und	Ea	st Bo	ound	We	st Bo	und
Approact		т.	- Т	- R	L -	Т	- R	L -	Т	- R	ь -	T	- R
Movement						-							
Control			rotect	ted	Pr	otect	ed	Pr	otect	ced	Pr	otect	ed
Dighter	•	Ľ	0v1			Inclu	de		Inclu	ıde	_	Inclu	ae
Nin Cr	en.	ſ) 0	0	0	0	0	0	0	0	0	_0	0
nin, Git Tanee:	- CII •	1	0 1	0 3	1 0	1	01	2 0	3	0 1	20	3	U L
Lanes.		. _					1	1					
Volume	Modul	e: >:	Count	t Date:	9 Jun	2004	<< 5:	00 - 6	:00 1	PM		705	-
Base Vo]•	215	7 8	1167	18	8	31	12	704	281	673	/35	1 00
Growth 3	 ∆di.	1.00) 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.UU
Tnitial	Ree.	21	7 8	1167	18	8	31	12	704	281	673	735	T
Adad W		E E	5 0	674	0	0	0	0	0	9	825	0	U
Added V	vVol.	. (, - , 0	0	0	0	0	0	0	0	0	0	U
Tnitial	yvor. Fut·	222	2 8	1841	18	8	31	12	704	290	1498	735	1
Inferat		1 00	 	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
DUEL AG	٠ د •	0.8	5 0 85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHE Mol	•	26	1 9	2166	21	9	36	14	828	341	1762	865	1
Phi Vor	val•	2	n 0	0	0	0	0	0	0	0	0	0	U
Reduct	Vol.	- 26	19	2166	21	9	36	14	828	341	1762	865	1
DCF Adi		1.0	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
NTE Adj		1 0	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fille Auj	·	26	1 9	2166	21	9	36	14	828	341	1762	865	1
rinar v													
Caturat	ion 1	Flow .	Module										1000
Saturat		190	0 1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Dal/Lan	ent.	0.9	3 0.98	0.73	0.93	0.98	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Tapeet	• ما 11 تري	1_0	0 1.00	3.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final 9	lat •	176	9 1862	4178	1769	1862	1583	3432	5083	1583	3432	5083	1283
		_						[
Canacit	v An	alvsi	s Modu	le:						_	· - ·		0.00
Vol/Sat	- y 1911	0.1	5 0.01	0.52	0.01	0.01	0.02	0.00	0.16	0.22	0.51	0.17	0.00
Crit Mr	ves.	***	*				****			****	****	05 1	05 4
Green 7	Fime.	17.	7 6.1	L 67.7	14.4	2.8	2.8	2.1	25.9	25.9	61.6	85.4	85.4
Volume	/Can•	1 0	0 0.10	0.92	0.10	0.22	1.00	0.24	0.76	5 1.00	1.00	0.24	0.00
Uniform	n Del	: 51	1 54	3 23.6	47.0	57.6	58.6	58.2	44.1	47.1	29.2	6.0	5.0
Increm	ntDel	: 55-	6 0.	5 6.4	0.2	2.6	148.9	2.1	3.1	48.7	21.4	0.0	1.00
Dolay 7	Adi.	1.0	0 1.00	0 1.00	1.00	1.00	1.00	1.00	1.00) 1.00	1.00	1.00	1.00
Delaw/N	Jah•	106	8 54 8	3 30.0	47.2	60.1	207.5	60.3	47.2	95.7	50.6	6.0	5.0
Deray/	-1244	• 1 r	10100	0 1.00	1.00	1.00	1.00	1.00	1.00) 1.00	1.00	1.00	1.00
NA-POL	unuj /Veh•	106	8 54	8 30.0	47.2	60.1	207.5	60.3	47.2	95.7	50.6	6.0	5.0
HCMDPL,		1 -	ς σ.τ. ς Π	2.8	1	1	3	1	11	18	42	4	0
HCMZ KAY	vy.	ب⇒غلب استان الاران ال	· • + + + + + :	******	- *****	*****	*****	*****	* * * * *	******	*****	****	*****

MITIG8 - AM E	3kgnd+	Pro Pl	h. lWeo	i Nov	10,	2004 16	:30:30)			Page	1-1
2	2000 н	L ICM Op	evel Of eration	E Serv	rice chod	Computa (Future	tion F	leport	 : :ernati	 ve)	****	
***********	****	*****	******	*****	****	*****						
Intersection	#1307	SB_1	/Imjin			مان بله بله مان بله بله	******		******	*****	****	******
***********	****	*****	****	*****		Cont ti do		10 am	/21.		0 70	12
Cycle (sec):		100	(**	4		UIILICA Arrono <i>do</i>	Dolar	/cap.	(Δ)		16	4
Loss Time (se	ec):	6 40	(I+R =	= 4 :	sec)	Average	e Deray		J) VCII/ •		101	R
Optimal Cycle		42	44 4 4	*****	*****	1.ever c	******	/__\ :****	*****	*****	*****	
***********	Nor	th Ro	und	501	th R	ound	Ea	ast Bo	ound	₩e	st Bo	ound
Approach:	T _	. m	– P	т	- TP	– R	T	- T	- R	ь -	т	– R
movement:	ـــــــ	+										
Control:	Spl	it Ph	ase '	Sp.	lit P	hase	Spl	lit Pl	lase	Spl	it Ph	nase
Rights:	- F	Inclu	de	~	Incl	ude		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 (0 0	0 0	0 0	0 (0 0	2 0	0	0 0
			!			I						
Volume Module	e: >>	Count	Date:	4 Ma	r 200	4 << 7:	15 - 8	3:15 2	AM			0
Base Vol:	0	0	0	101	0	0	0	0	0	1032	0	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	101	0	0	0	0	0	1032	0	U
Added Vol:	0	0	0	209	0	0	0	0	0	360	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	310	0	0	0	0	0	1392		1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0,88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	0	352	0	0	0	0	0	1582	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	1500	0	0
Reduced Vol:	0	0	0	352	0	0	0	0	0	1582	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1500	1.00	1.00
Final Vol.:	0	0	0	352	0	ı 0	. 0	0	0	1582	U	U,
Saturation F	low Mc	dule:	1000	1000	1000	1000	1000	1000	1000	1000	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1 1 00	1 00	1 00	1 00	n 900	1 00	1 00
Adjustment:	1.00	1.00	1.00	1.93	1.00	1 1.00	0.00	1.00	0.00	2 00	0 00	0 00
Lanes:	0.00	0.00	0.00	1700	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat :	, 0	U	0	1769		,				1		
Comparity App		Modul					i i			'		•
Ual /Sat:	0 00	0 00	0 00	0 20	0 00	0.00	0.00	0.00	0.00	0.46	0.00	0.00
VOI/Sal.	0.00	0.00	0.00	****	0.00		• • • • •			****		
Croop Time:	0 0	0 0	0 0	28.4	0.0	0.0	0.0	0.0	0.0	65.6	0.0	0.0
Welume (Cap:	0.0	0.0	0.00	0 70	0.00	0.00	0.00	0.00	0.00	0.70	0.00	0.00
Upiform Dol	0.00	0.00	0.00	32.0	0_0	0.0	0.0	0.0	0.0	11.0	0.0	0.0
IncremetDel:	0.0	0.0	0.0	4 4	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
THOTEMHTDET:	0.0	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Delay Auj. Delay (Veb.	0.00	0.00	0.00	36.5	0.0) 0.0	0.0	0.0	0.0	12.0	0.0	0.0
Deray/ven.	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Jdinal Mah.	1.00	1,00 0 0	0 0	36.5	0.0) 0.0	0.0	0.0	0.0	12.0	0.0	0.0
HCM2 kArras	0.0	0.0	0.0	11	0	0	0	0	0	17	0	0
*********		*****	******	****	*****	- *******	*****	* * * * *	* * * * * * *	*****	****	*****

MITIG8 - PM E	kgnd+	Pro P	h. 1Weo	l Nov	10, 2	004 16	:29:02				Page	1-1
		 L	evel 01	E Serv	ice C	omputa	tion R	eport		- -		· · · · · · · · · · · · · · · · · · ·
2	2000 н	СМ Ор	eration	ns Met	nod	Future	VOLU	+++++		******	****	*****
*********	*****	* * * * *	* * * * * * *	*****	****	*****						
Intersection	#1307	SB_1	/Imjin	ىلە بار بار بار بار .		******	*****	****	******	* * * * * *	****	*****
********	*****	*****	*****	*****	~~~~~		JVOJ	ICan	(8) •		0 75	8
Cycle (sec):		100	(11 - D	<i>.</i>	(() () () () () () () () () () () () () (LILLICA	Dolau	/ Capi	\sqrt{veh}		23.	4
Loss Time (se	ec):	6	(Y+K =	= 45	ec) F	average	f Corr	i cot	J/Venj.		201	Ċ
Optimal Cycle): 	50		*****	L *****		7 2GTA	*****	*****	* * * * * *	*****	*****
**************************************	*****	*****	*****	501	th Br	und	Ea	ist Bo	որոգ	We	st Bo	ound
Approach: Movement:	L -	сп во - Т	- R	L	- T	- R	L -	· T	- R	L -	. Т	- R
Control	 Snl	it Ph	ase	י [סS	it Ph	nase '	Spl	it Ph	nase	Spl	it Ph	nase
Pichts:	opi	Inclu	de	- T.	Inclu	ıde	-	Inclu	ıde		Inclu	ıde
Min Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0 0	1 () ()	0 0	0 0	0 (0 0	2 0) ()	0 0
Volume Module	e: >>	Count	Date:	4 Mai	2004	1 << 5:	00 - 6	5:00 1	PM		0	0
Base Vol:	0	0	0	50	0	0	0	0	0	686	0	1 00
Growth Adj:	1.00	1.00	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	50	0	0	0	0	0	686	U	0
Added Vol:	0	0	0	470	0	0	0	0	0	556	0	U
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	U
Initial Fut:	0	0	0	520	0	0	0	0	0	1242	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0,92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0,92	0.92	0.92
PHF Volume:	0	0	0	565	0	0	0	0	0	1350	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	1050	U	0
Reduced Vol:	0	0	0	565	0	0	0	1 00	1 00	1350	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1350	1.00	1.00
Final Vol.:	0	0	0	565	0	0.	. 0	U	0	1320	0	l
										1		
Saturation F	low Mo	odule:	1000	1000	1000	1000	1000	1000	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1 00	1 00	1 00	1 00	0 90	1 00	1.00
Adjustment:	1.00	1.00	1.00	1.00	1,00	0.00	0.00	0 00	0 00	2.00	0.00	0.00
Lanes:	0.00	0.00	0.00	1760	0.00	0.00	0.00	0.00	0.00	3432	0	0
Final Sat.:	0	0	U 	1								
Capacity Npa	laria	Modul	ا ھ	ł		I						
Vol/Sat:	0 00	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.00	0.39	0.00	0.00
Crit Moves.	0.00	0.00		****						****		
Creen Time:	0 0	0.0	0.0	42.1	0.0	0.0	0.0	0.0	0.0	51.9	0.0	0.0
Volume/Cap:	000	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00
Uniform Del.	0.0	0.0	0.0	24.6	0.0	0.0	0.0	0.0	0.0	19.1	0.0	0.0
IncremtDel:	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
Delay Adi.	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Delay/Veh·	0.0	0.0	0.0	29.1	0.0	0.0	0.0	0.0	0.0	21.0	0.0	0.0
User Deladi.	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
adiDel/Veh	0.0	0_0	0.0	29.1	0.0	0.0	0.0	0.0	0.0	21.0	0.0	0.0
HCM2kAva:	0	0	0	17	0	0	0	0	0	19	0	0
*******	****	* * * * *	*****	*****	* * * * *	******	******	****	******	* * * * *	* * * * *	* * * * * * *

MITIG8 - AM B	kgnd+	Pro H	Ph. 1We	d Nov	10, 2	2004 16	:36:34				Page	1-1
	- -	 1	Level O	f Serv	rice (computa Future	tion F	leport	t ternati			m eer
ے ******	.000 E	(+++)	++++++	******	*****	******	******	****	******	* * * * * *	****	*****
Intersection	#1309) Seco	ond/Imj	in								
**********	* * * * *	* * * * *	******	*****	*****	*****	* * * * * *	****	******	*****	****	******
Cycle (sec):		120	C		C	ritica	l Vol.	/Cap	. (X):		0.6	53
Loss Time (se	ec):	1.	2 (Y+R	= 4 s	sec) /	lverage	Delay	r (seo	c/veh):		22	, Z
Optimal Cycle	*****	55	- - * * * * * * *	* * * * * *	[*****	Level 0	f Serv *****	****	******	*****	****	C ******
Approach:	Noi	th Bo	ound	Sou	ith Bo	ound	Ea	st Be	ound	We	est Bo	ound
Movement:	Г -	- T	– R	L -	T	- R	ь -	T	- R	L	- T	- R
						-]						
Control:	Pı	cotect	ted	Pr	otect	ed	Pr	otec	ted	۲J	coteci	ted
Rights:		Ovl			Inclu	ıde		Ovl		_	Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0) 2	0 1	1 0) 1	1 0	1 0) 2	01	2 () 1	10
Volume Module	AM	0	20	10	0	5	60	568	120	10	1060	1
Base Vol:	15	U 1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	568	120	10	1060	1.00
Initial Bse:	15	U	22	10	0	5	00	151	773	300	284	ñ
Added Vol:	345	0	224	U	0	0	0	TOT	333	000	204	0
PasserByVol:	0	0	0	U T O	0	0	0	710	450	210	17/1	1
Initial Fut:	360	0	246	10	1 00	1 00	1 00	1 00	400	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.00	0.00	1527	0.00
PHF Volume:	409	0	280	11	U	6	88	817	212	352	1327	<u>_</u>
Reduct Vol:	0	0	0	U	0	U	0	017	с 1 Б	252	1=07	1
Reduced Vol:	409	0	280	11	0	5	1 00	1 00	1 00	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1507	1.00
Final Vol.:	409	0	280	. 11	0	6	68 '	811	515	352	1527	L
									[[
Saturation ri	1000	1 900	1000	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane.	1900	0 95	0.85	0 93	0.95	0.79	0.93	0.93	0.83	0.90	0.93	0.93
Aujustment.	2 00	2 00	1 00	1 00	1 00	1.00	1.00	2.00	1.00	2.00	1.99	0.01
Danes:	2502	3610	1615	1769	1805	1504	1769	3538	1583	3432	3535	3
Capacity Anal	lysis	Modu	le:									
Vol/Sat:	0.12	0.00	0.17	0.01	0.00	0.00	0.04	0.23	0.33	0.10	0.43	0.43
Crit Moves:	****				****		****				****	
Green Time:	21.5	0.0	46.3	1.8	0.0	1.8	7.1	59.9	81.4	26.6	79.4	79.4
Volume/Cap:	0.65	0.00	0.45	0.43	0.00	0.25	0.65	0.46	0.48	0.46	0.65	0.65
Uniform Del:	45.8	0.0	27.4	58.6	0.0	58.4	55.3	19.6	9.2	40.5	12.1	12.1
IncremntDel:	2.5	0.0	0.5	10.8	0.0	5.8	13.8	0.2	0.3	0.4	0.7	0.7
Delay Adi:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delav/Veh:	48.3	0.0	27.9	69.4	0.0	64.3	69.1	19.8	9.6	40.9	12.7	12.7
User DelAdi:	1.00	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	0.0	27.9	69.4	0.0	64.3	69.1	19.8	9.6	40.9	12.7	12.7
HCM2 kAva:	8	0	8	1	0	0	4	10	9	6	17	4
**********	*****	* * * * *	*****	*****	*****	******	* * * * * * *	*****	******	* * * * * *	*****	******

MITIG8 - PM B	kgnd+	Pro E	h. 1We	d Nov	10, 2	004 16	:35:20) . 			Page	1-1
		 I	Jevel C)f Serv	rice C	omputa	tion F	eport	t ternati		•••• ••	
	000 F	ICM OF	eracic	.******)UR NG1	*****	******	******	****	******	*****	****	******
~	#1000		and (Imi	in								
Intersection	#T202	*****	******* ******	*******	* * * * *	*****	* * * * * *	****	******	* * * * * *	* * * * *	******
Gualo (soc):		120	1		c	ritica	l Vol.	/Cap	. (X):		1.02	20
Lycre (sec). Toda Time (se	-) •	12	,) (Y+R	= 4 5	ec) Z	verage	Delay	/ (seo	c/veh):		51.	.9
Optimal Cycle		180)		I I	evel 0	f Serv	vice:	. ,			D
***************	* * * * * *	*****	, 	*****	****	*****	*****	****	******	*****	****	******
Approach:	Nor	th Bo	ound	Sou	th Bo	und	Εa	ist Bo	ound	We	st Bo	ound
Movement:	L -	- T	– R	L -	Т	– R	L -	- T	- R	L -	T	- R
			[-		1		
Control:	Pr	otect	ced	Pr	otect	ed	Pr	otect	ted	Pr	otect	ted
Rights:		0v1			Inclu	ıde		Ovl			Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0) 2	0 1	1 () 1	1 0	1 C) 2	0 1	2 0	1	10
Volume Module	e: PM									10	C 4 5	r
Base Vol:	80	0	5	5	0	40	20	938	45	1 00	545	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T*00
Initial Bse:	80	0	5	5	0	40	20	938	45	10	100	2
Added Vol:	756	0	532	0	0	0	0	418	/13	663	198	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	836	0	537	5	0	40	20	1356	/58	6/3	843	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0,92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	909	0	584	5	0	43	22	14/4	824	132	910	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	700	01.0	U r
Reduced Vol:	909	0	584	5	0	43	22	1474	824	132	916	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	909	0	584	5	0	43	. 22	1474	824	132	916	5
Saturation Fl	low Mo	odule	:			1000	1000	1000	1000	1000	1000	1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1200	1900
Adjustment:	0.92	0.95	0.85	0.93	0.95	0.79	1 00	0.93	1 00	2 00	1 00	0.93
Lanes:	2.00	2.00	1.00	1.00	1.00	1.00	1700	2.00	1600	2.00	2513	21
Final Sat :	3502	3610	1615	1/69	1802	1504	1/09	3230	1000	1		l
							1		I	1		1
Capacity Ana.	LYSIS	Modu.	1e: 0 26	0 00	0 00	0 03	0 01	0 42	0.52	0.21	0.26	0.26
Vol/Sat:	U.20	0.00	0.30	0.00	0.00	****	0.01	****	0.02	****	0.00	
Crit Moves:		0.0	E0 9	07	0 0	3 1	2 2	19 N	795	25.1	70.7	70.7
Green Time:	30.5	0.0	50.5	0.7	0.0	1 02	0 44	1 02	0 79	1.02	0.44	0.44
volume/Cap:	1.02	0.00	0.14	U.34 50 F	0.00	1.02 50 7	57 /	25 5	14 2	47 5	13.7	13.7
Uniform Del:	44./	0.0	24.0	09.0 AE 0	0.0	1/2 0	6.2	28 Q	4 0	38.8	0.2	0.2
incremntDel:	35.3	0.0	3.9	40.4 1 00	0.0	1 00	1 00	1.00	1.00	1.00	1.00	1.00
Delay Adj:	1.00	0.00	1.00	105 7	0.00	202 2	47 7 67 7	54 A	18 2	86.3	13-8	13.8
Delay/Veh:	80.I	1 0.0	20./	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00
user DelAdj:	1.00	T.00	1.UU 20 7	105 7	1.00	202 2	63 7	64 A	18 2	86.3	13.8	13.8
AdjDel/Ven:	8U.1	0.0	∠∂./ 10	103.7	0.0	202.2 Л	1	তর-শ ২ন	23	20		11
HCMZKAVG:	۲4 *****	U *****	⊥0 ******	+ • * * * * * • •	U *****	ュ * * * * * * *		****	******	******	****	* * * * * * *

MITIG8 - AM	Bkgnd+	Pro Pl	n. 1Mor	Nov	15,	2004	16:	14:25				Page	1-1
		L	evel Oi	: Serv	/1Ce	Compu	itat	LOIL R Volum	a Alt	- ernati	ze)		
	2000 H	CM Ope	eration	15 Met	.nou	(LUC) +++++	***	*****	*****	******	* * * * * *	****	*****
********	******	*****	• • • • • • • • •			- T m i i r	. Dd	1					
Intersection	1 #1311	. 1mji	uKa_u	1]TU_7	- * * * * * * * *	-1111J-14 *****	1_ru	****	* * * * *	******	* * * * * *	*****	*****
*********	*****	×××××				Criti	ical	Vol.	/Cap.	(X):		0.65	54
Cycle (sec):	λ.	60 C	IVID -	- л «	ec)	Aver:	aue	Delav	(sec	z/veh):		11.	6
Loss Time (s	sec):	ט סר	(ITK -		100/	Tova	Î	Serv	rice:	_, , .			В
Optimal Cycl	r [6:		******	*****	****	*****	****	*****	****	******	* * * * * *	****	*****
********	Nor	th Bo	und	Sot	ith 1	Bound		Ea	st Bo	ound	We	est Bo	ound
Approach:	T	. T	– R	Τ	- T	-]	R	L -	т	– R	L -	· T	- R
Movement.	ىد 								_				
Control.	' F	Permit	ted]	Perm	itted		Pr	otect	ted	Pr	otect	ed
Rights:	-	Inclu	de		Inc	lude			Inclu	ude		Inclu	ıde
Min Green:	0	0	0	0	I	0	0	0	0	0	0	0	0
Lanes:	2 0) 0	0 1	0	0 0	0	0	0 0) 1	1 0	2 () 2	00
	-						!!						
Volume Modul	le: >>	Count	Date:	10 M	ar 2	004 <	< 7:	15 -	8:15	AM	6 6 7	037	0
Base Vol:	7	0	112	0		0	0	0	4/0	53	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.0	0 1.	00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse	: 7	0	112	0		0	0	0	470	53	567	837	0
Added Vol:	19	0	24	0		0	0	0	326	32	48	357	0
PasserByVol	: 0	0	0	0		0	0	0	0	0	0	1104	0
Initial Fut	: 26	0	136	0	_	0	0	0	/96	1 00	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.0	0 1.	00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.8	8 0.	88	0.88	0.88	0.88	0.88	1257	0.00
PHF Volume:	30	0	155	0		0	0	0	905	97	699	1221	0
Reduct Vol:	0	0	0	0		0	0	0	0	07	600	1267	0
Reduced Vol	: 30	0	155	0		0	0	1 00	905	1 00	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.0	0 1.	00	1.00	1.00	1.00	1 00	1 00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.0	0 1.	00	1.00	1.00	1.00	1.00	100	1.00
Final Vol.:	30	0	155	. 0		0	U	. U	905	97		1007	1
	-						— — ļ				! <i></i>		1
Saturation	Flow M	odule:	1000	1000	100	0 10	00	1000	1000	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	190	0 19	00	1 00	1 02	0 92	0 90	0.93	1.00
Adjustment:	0.70	1.00	0.83	T.00	1.0	0 1.	00	1.00	1 81	0.19	2 00	2.00	0.00
Lanes:	2.00	0.00	1.00	0.00	0.0	0 0.	00	0.00	3152	337	3432	3538	0
Final Sat.:	2651	0	1283	U [1				1		
Conscient Ap	-l	Modul	۱ ۵۰	1				•		,			
Uapacity Mi	0 01	0 00	0 10	0.00	0.0	0 0.	00	0.00	0.29	0,29	0.20	0.38	0.00
VOI/Sat.	0.01	0.00	****	0.00		• • •			* * * *		* * * *		
Crit Moves.	οn	0 0	9.0	0_0	0.	0 0	.0	0.0	26.3	26.3	18.7	45.0	0.0
Green Time:	9.0	0.0	0 65	0.00	0.0	ō 0.	00	0.00	0.65	0.65	0.65	0.51	0.00
Vorume/cap:	· 22 0	0.00	24.1	0.0	0.	0 0	.0	0.0	13.2	13.2	17.9	3.0	0.0
IngromptDol	· 22.0	0.0	6.4	0.0	0.	0 0	.0	0.0	1.0	1.0	1.5	0.2	0.0
THOTEMULDET	1 00	0.00	1.00	0.00	0.0	0 0.	00	0.00	1.00	1.00	1.00	1.00	0.00
Delay Auj Delay (Veb	22 0	0.00	30.5	0.0	0	0 0	.0	0.0	14.3	14.3	19.3	3.2	0.0
Deray/ven:	. 1 00	1 00	1.00	1.00	1.0	0 1.	00	1.00	1.00	1.00	1.00	1.00	1.00
Jahnel /Veb	22 0	1.00 n n	30 5	0.0	0.	0 0	.0	0.0	14.3	14.3	19.3	3.2	0.0
HCM2khur:	22.U N	0.0	4	0)	0	0	8	8	7	6	0
*********	·*****	*****	******	****	* * * *	*****	***	*****	****	******	* * * * *	* * * * *	******

MITIG8 - PM	Bkgnd+:	Pro Ph	n. 1Mon	Nov	15, 2	2004 16:	14:39				Page	1-1
		 Le	evel Of	 Serv	ice (Computat	ion R	eport				
	2000 H	CM Ope	eration	is Met	hod	(Future	Volum	e Alt	ernativ	7e)	ىلەر بەر يەر يەر	*****
*****	*****	* * * * * * *	******	****	* * * * *	******	*****	*****	******	*****	****	*****
Intersection	#1311	Imji: *****	n_Rd/Im ******	njin_P *****	kwy-1 ****	[mjin_Ro ******	1 * * * * * *	* * * * *	*****	*****	****	****
Cycle (sec) .		60			(Critical	L Vol.	/Cap.	(X):		0.96	1
Cycie (See/.		6	(Y+R =	= 4 s	ec) i	Average	Delay	(sec	:/veh):		25.	5
Ontimpl Cycl	a.	106	(= · - ·			Level O:	f Serv	ice:				C
	*****	*****	******	* * * * *	* * * *	* * * * * * * *	*****	****	******	*****	****	*****
Approach.	Nor	th Bo	und	Sou	th B	ound	Ea	st Bo	ound	We	st Bo	und
Approach.	T	т. Т	- R	L -	т	– R	L -	т	- R	L -	т	- R
Movement.	ىد 											
Control	י ק	ermit	ted	F	ermi	tted	Pr	otect	ed	Pr	otect	ed
Dichte:	L	Inclu	de		Incl	ude		Inclu	ıde		Inclu	ıde
Min Croon:	n	0	0	0	0	0	0	0	0	0	0	0
Tapos:	2 0	0	0 1	0 0	0	0 0	0 0	1	1 0	2 0	2	0 0
Lanes.	-				·							
Volume Modul	- 	Count	Date:	10 Ma	r 20	04 << 4	:45 -	5:45	PM			
Base Vol:	51	0	360	0	0	0	0	948	32	181	537	0
Growth Adi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Rse	- 51	0	360	0	0	0	0	948	32	181	537	0
Added Vol:	43	Ō	51	0	0	0	0	683	31	34	677	0
DeserByVol	· 0	Ó	0	0	0	0	0	0	0	0	0	0
Initial Fut	94	Ō	411	0	0	0	0	1631	63	215	1214	0
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
DHF Adi	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	101	O	442	0	0	0	0	1754	68	231	1305	U
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol	: 101	0	442	0	0	0	0	1754	68	231	1305	0
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MIF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	101	0	442	0	C	0	0	1754	68	231	1305	0
	_											
Saturation	Flow Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.93	0.90	0.93	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.93	0.07	2.00	2.00	0.00
Final Sat :	2449	0	1583	0	C) 0	0	3386	131	3432	3538	U,
	-											
Capacity An	alysis	Modul	e:							0 07	0 77	0 00
Vol/Sat:	0.04	0.00	0.28	0,00	0.00) 0.00	0.00	0.52	0.52		0.37	0.00
Crit Moves:			****			_		****	20.4	4 5	26 6	0 0
Green Time:	17.4	0.0	17.4	0.0	0.0) 0.0	0.0	32.4	32.4	4.2	0.0	0.0
Volume/Cap:	0.14	0.00	0.96	0.00	0.00	0.00	0.00	0.96	0.96	0.96	U.01 7 7	0.00
Uniform Del	: 15.7	0.0	20.9	0.0	0.0) 0.0	0.0	13.2	12.4	46 0	1.3	0.0
IncremntDel	: 0.1	0.0	31.9	0.0	0.0) 0.0	0.0	1 00	1 00	1 00	1 00	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	T.00	1.UU	1.00 7/ 7	7 0	0.00
Delay/Veh:	15.8	0.0	52.9	0.0	0.0) 0.0	0.0	25.9	23.9	14.1	1 00	1 00
User DelAdj	: 1.00	1.00	1.00	1.00	1.00	0 1.00	1.00	1.00	7.00 T.00	1.00	T.00	T.00
AdjDel/Veh:	15.8	0.0	52.9	0.0	0.0) 0.0	0.0	25.9	25.9	14.1	/.0 Q	0.0
HCM2 kAvg:	1	0	14	0	0		0	23	- ۲ ۲ ۲ ۲ ۲ ۲ ۲ ۲ ۲ ۲ ۲ ۲ ۲ ۲ ۲ ۲ ۲ ۲ ۲	+++++ D	0 *****	U ******
********	*****	****	******	*****	* * * * *	******	****	* * * * *				

MITIG8 - AM E	kgnd+I	Pro P	h. 1Thu	1 Nov	11, 2	2004 08	:24:47				Page	1-1
		 L	evel 01	Serv	zice (Computa	tion F	 Report				
2	2000 но	CM Op	eration	ns Met	chod	(Future	Volum	ne Alt	ernati	ve)		
**********	******	*****	*****	****	* * * * *	* * * * * * *	* * * * * *	*****	******	*****	*****	*****
Intersection	#1312	Abra	ms/Imj	in	te als als als als a	. بله بله بله بله بله بله ا	****	*****	*****	*****	*****	******
*****	* * * * * * *	****	*****	*****	****	~ · · · ·	,	(0)	/17).		0 60	6
Cycle (sec):		60			(critica.	F AOT.	/Cap.	. (<u>A</u>); . /1-\.		11	7
Loss Time (se	ec):	6	(Y+R =	= 4 :	sec) i	Average	рета	/ (sec	c/ven):		4 I -	
Optimal Cycle): ******	39 ****	*****	*****	*****	Level 0:	f Ser\ *****	71Ce:	******	* * * * * *	* * * * * *	D *****
Approach:	Nort	ch Bo	und	Soi	ith B	ound	Ea	ist Bo	ound	We	est Bo	ound
Movement:	L -	Т	- R	Ŀ.	- T	– R	L -	- T	- R	. L -	Т	- R
						 tted	 P1	otect		ן זק		ed
Control:	Pe	3⊥111⊥∪ 5	deu -		Thal	udo		Incl	ide		Inclu	ide
Rights:	-	Inciu	ae	0		nne U	Ο	11101.0	 Ω	0	0	0
Min. Green:	0 1	0	0 1	<u> </u>	1 0	0 1	1 1	1 2	0 1	1 () 2	0 1
Lanes:	0 1 		l	I			1					
Volume Module	e: Marc	ch 20	03 - AI	4		i						
Base Vol:	63	13	159	43	16	137	20	558	4	114	1204	39
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse	63	13	159	43	16	137	20	558	4	114	1204	39
Added Vol:	37	6	10	58	19	3	2	441	23	3	338	32
PasserBvVol.	0	0	0	0	0	0	0	0	0	0	0	0
Initial Rut:	100	19	169	101	35	140	22	999	27	117	1542	71
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.89 (0.89	0.89	ò.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	112	21	190	113	39	157	25	1122	30	131	1733	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	21	190	113	39	157	25	1122	30	131	1733	80
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	112	21	190	113	39	157	25	1122	30	131	1733	80
									-			!
Saturation F	Low Mod	dule:									1000	1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.54	0.54	0.85	0.61	0.61	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	0.84	0.16	1.00	0.74	0.26	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	867	165	1615	855	296	1615	1805	3610	1615	1805	3610	1615
	-				-							1
Capacity Ana	lysis 1	Modul	_e:		0 10	0 10	0.01	0 21	0 02	0 07	0 49	0.05
Vol/Sat:	0.13	0.13	0.12	0.13	0.13	0.10	4444 0.01	0.51	0.04	0.07	****	0.05
Crit Moves:					****	11 4	1 7	04 E	34 E	0 1	11 1	A1 A
Green Time:	11.4	11.4	11.4	11.4	11.4	11.4	1.4	34.5	0 02	0.1	91.9	91.9
Volume/Cap:	0.68	0.68	0.62	0.70	0.70	0.51	0.70	7 0	0.03	2/ 2	5.70	2 0
Uniform Del:	22.6	22.6	22.3	22.7	22.1	21.8	29.2	1.9	5.5	24.2	0.0	5.0 n n
IncremntDel:	9.3	9.3	3.7	9.4	9.4	1.4	40.3	1 00	1 00	∠.0 1 00	1 00	1 00
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 E E	267	1.00 6 A	2.00
Delay/Veh:	31.8	31.8	26.0	32.0	32.0	23.2	15.5	0.Z	3.5	20./	1 00	⊥ 1 ∩∩
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	T.00	1.00	T.00	1.00 2 1
AdjDel/Veh:	31.8	31.8	26.0	32.0	32.0	23.2	/5.5	8.2	5.5	20.1	0.4	3.1 1
HCM2kAvg:	6	6	4	6	6	3 	2	/		ۍ سيدونونو	***** TT	L *******
*********	*****	* * * * *	*****	****	****	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	^ X X X X X	~ ~ ~ ~ ~ ~				

MITIG8 - PM B	kgnd+	Pro P	h. 1Mor	n Dec	13, 2	2004 17:	23:43				Page	1-1
		 		 			ion R					
`	000 11	L CM On	ever or	L SELV na Mat	hod	(Future	Volum	e Alt	ernati	ve)		
2	000 H	CM OD	++++++	15 MEL ******	*****	*******	*****	*****	******	*****	****	*****
******		71		***	,,							
Intersection	#⊥3⊥2	ADEC	(115/111). 	******	****	*******	*****	****	*****	* * * * * *	****	*****
********		~~~~~			(ritical	Vol	/Can.	(x):		0.95	3
Cycle (sec):		60	(עוס	- 4 9		Jverage	Delav	(sec	(veh):		22.	2
Loss Time (se	ec):	0	(1+R)		100	Lovel Of	- Serv	ice:	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			С
Optimal Cycle	• • • • • • •	±01 *****	*****	*****	****	*******	*****	*****	*****	*****	* * * * *	*****
Annyooch.	Nor	th Bo	und	Sou	th Bo	ound	Ea	st Bo	und	We	st Bc	ound
Morrement :	T	. т	- R	Ъ -	т	- R	ь –	т	- R	L -	Т	- R
MOVenenc.												
Control	F	Permit	ted	Ē	ermi	ted	' Pr	otect	ed	Pr	otect	ed
Dichte.		Inclu	de		Incl	ıde		Inclu	ıde		Inclu	ıde
Min Green.	0	0	0	0	0	0	0	0	0	0	0	0
Laneg.	0 1	o	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	01
		. 	[
Volume Module	e: Mar	ch 20	03 - P	M								
Base Vol:	28	21	164	45	23	34	82	1185	41	196	656	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:	28	21	164	45	23	34	82	1185	41	196	656	47
Added Vol:	45	22	6	37	12	3	4	675	53	11	752	111
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	43	170	82	35	37	86	1860	94	207	1408	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	84	49	195	94	40	43	99	2138	108	238	1618	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	49	195	94	40	43	99	2138	108	238	1618	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
Final Vol.:	84	49	195	94	40	43	. 99	2138	108	238	1618	182
								• •				
Saturation F	low Mo	odule:	:									1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.55	0.55	0.85	0.53	0.53	0.85	0.95	0.95	0.85	0.95	0.95	1 00
Lanes:	0.63	0.37	1.00	0.70	0.30	1.00	1.00	2.00	1,00	1.00	2.00	1.00
Final Sat.:	660	389	1615	, 703	300	1615	1805	3610	1615	1802	3610	1012
Capacity Ana	lysis	Modu	Le:	A 13	0 1 7	0 0 0	0.05		0 07	0 13	0 45	0 11
Vol/Sat:	0.13	0.13	0.12	0.13	د.۲.۰	0.03	0.05	****	0.07	****	0.45	0.11
Crit Moves:			o (o 4	~ ~ ~	0 4	E 0	27 2	373	83	40 6	40.6
Green Time:	8.4	8.4	8.4	8.4	0.4	0.4	5.U D CC	0 9E	0,11	0.95	0 66	0.17
Volume/Cap:	0.90	0.90	0.86	0.95	0.95	0.19 00 0	0.00 26 7	10 6	4 6	25.7	5.7	3.5
Unitorm Del:	25.4	25.4	25.2	∠⊃.0 ⊂1 ⊑	20.0 61 F	2 2.0 0 1	20.7 10 E	10.0	1.0	44.1	0.7	0.1
IncremntDel:	46.8	46.8	20./	1 00	1 00	1 00	1 00	1 00	1 00	1,00	1.00	1,00
De⊥ay Adj:	1.00	1.00	1.00 E1 0	1.00	2.00		27 2	20 8	4 7	69.7	6.4	3.6
Delay/Veh	72.2	12.2	51.9	0/.L	1 07.1	1 00	1 00	1 00	1 00	1.00	1.00	1,00
User DelAdj:	1.00	1.00	T.00	1.00 07 7	1 . UU 0 77 1	- <u>-</u> .00	27 7	20 8	1.00 4 7	69.7	6.4	3.6
AdjDel/Veh:	12.2	12.2	51.9	o/.⊥ o	0/1	ے، دے . 1	د. <i>ر</i> ۲	25	1	9	10	1
HCM2kAvg:	***** 8	***** Q	******	フ ******	フ ★★★★★	⊥ *******	·****	ر ۔ * * * * *	- * * * * * *	******	****	- ******

MITIG8 - AM I												
****	2000 F	I ICM Op	evel 0: eration	f Serv ns Met	vice (thod	Computa (Future	tion H Volur *****	Report ne Alt	 t ternati ******	 ve) *****		****
Intersection	#131	7 Jim_ *****	Moore-	Fourt! *****	n/Thi:	cd ******	* * * * * *	*****	* * * * * * *	****	*****	*****
Cycle (sec): Loss Time (se Optimal Cycle	ec): e: *****	60 6 33 *****) (Y+R =	= 4 s	(3ec) / I ******	Critica Average Level O	l Vol. Delay f Serv	/Cap	. (X): c/veh): *******	* * * * *	0.62 10.	0 0 A *****
Approach: Movement:	Noi L -	rth Bo - T	ound - R	Sou L -	ith Bo - T	ound - R	Ea L -	ast Bo - T	ound - R	₩. L -	est Bo - T	und - R
Control: Rights:	I I	Permit Inclu	ted Ide	I	ermit Inclu	ted ide	' I	Permit Inclu	tted ide	, I	Permit Inclu	ted Ide
Min. Green: Lanes:		0 0	1 0	1 (0 0 0	1 0	0 () 1!	0 0	0 () 1!	0 0
Volume Module Base Vol: Growth Adj: Initial Bse: Added Vol: PasserByVol: Initial Fut: User Adj: PHF Adj: PHF Volume: Reduct Vol: Reduced Vol: PCE Adj: MLF Adj:	<pre></pre>	Count 176 1.00 176 9 0 185 1.00 0.83 223 0 223 1.00 1.00	Date: 30 1.00 30 18 0 48 1.00 0.83 58 0 58 1.00 1.00 1.00	10 Mz 15 1.00 106 1.00 0.83 128 0 128 1.00 1.00	ar 200 467 1.00 467 57 0 524 1.00 0.83 631 0 631 1.00 1.00	04 << 7 48 1.00 48 20 0 68 1.00 0.83 82 0 82 1.00 1.00	:15 - 3 1.00 3 2 0 5 1.00 0.83 6 0 6 1.00 1.00	$\begin{array}{c} 8:15\\ 20\\ 1.00\\ 20\\ 44\\ 0\\ 64\\ 1.00\\ 0.83\\ 77\\ 0\\ 77\\ 1.00\\ 1.00\\ 1.00\\ \end{array}$	AM 16 1.00 16 1.00 0.83 19 0 19 1.00 1.00 1.00	67 1.00 67 8 0 75 1.00 0.83 90 0 90 1.00 1.00	64 1.00 64 47 0 111 1.00 0.83 134 0 134 1.00 1.00	9 1.00 9 25 0 34 1.00 0.83 41 0 41 1.00 1.00
Final Vol.: Saturation F: Sat/Lane: Adjustment: Lanes: Final Sat.:	73 low Ma 1900 0.26 1.00 499	223 odule: 1900 0.95 0.79 1433	1900 0.95 0.21 372	1900 0.55 1.00 1050	1900 0.96 0.89 1620	1900 0.96 0.11 210	1900 0.94 0.06 105	1900 0.94 0.75 1341	1900 0.94 0.19 335	1900 0.83 0.34 537	1900 0.83 0.51 795	1900 0.83 0.15 243
Capacity Ana Vol/Sat: Crit Moves:	 Lysis 0.15	Modul 0.16	.e: 0.16	0.12	0.39	0.39	0.06	0.06	0.06	0.17	0.17	0.17
Green Time: Volume/Cap: Uniform Del: IncremntDel: Delay Adj: Delay/Veh: User DelAdj: AdiDel/Veb:	37.7 0.23 4.9 0.4 1.00 5.2 1.00 5.2	37.7 0.25 4.9 0.1 1.00 5.0 1.00 5.0	37.7 0.25 4.9 0.1 1.00 5.0 1.00 5.0	37.7 0.19 4.7 0.1 1.00 4.9 1.00 4.9	37.7 0.62 6.8 1.0 1.00 7.8 1.00 7.8	37.7 0.62 6.8 1.0 1.00 7.8 1.00 7.8	16.3 0.21 16.9 0.2 1.00 17.1 1.00 17.1	16.3 0.21 16.9 0.2 1.00 17.1 1.00 17.1	16.3 0.21 16.9 0.2 1.00 17.1 1.00 17.1	16.3 0.62 19.1 2.8 1.00 21.9 1.00 21.9	16.3 0.62 19.1 2.8 1.00 21.9 1.00 21.9	16.3 0.62 19.1 2.8 1.00 21.9 1.00 21.9
HCM2kAvg:	2	2	2	2 *****	9 *****	9	2	2	2	6 *****	6 *****	6 *****

MITIG8 - AM Bkgnd+Pro Ph. 1Thu Nov 11, 2004 08:31:02

MITIG8 - PM B	kgnd+	Pro F	h. 1Th	u Nov	11, 2	2004 08:	:31:16) 			Page	1-1
									- 	_ _		
		Ĩ	evel 0	f Serv	vice (Computat	tion F	leport	• • • • • • • • • • • • • •			
2	000 H	ICM OF	eratio	ns Met	hod	(Future	vorm ******	10 AL1	ernati ******	Ve) *****	****	*****
*********	*****	*****	******	*****								
Intersection	#1317	Jim	Moore-	Fourt:	1/ TNL1 :****	-a +*****	* * * * * *	* * * * *	******	* * * * * *	*****	* * * * * *
*********	*****	*****				"ritica"	I Vol	/Can	(\mathbf{X})		0.54	9
Cycle (sec):		60	; (ATD)	- A c	ac) 7	lverade	Delay	/ (sec	:/veh):		11.	9
Loss Time (se	ec):	20)) (T±K ·		100, 1	evel 0:	f Serv	rice:	,			В
Optimai Cycle	******	ے ۔ * * * * *	, ******	*****	****	******	*****	****	*****	*****	*****	*****
Approach .	Nor	rth Bo	umd	Soi	ith Bo	ound	Εā	ist Bo	ound	W∈	est Bo	und
Approach: Movement:	T	- m - m	- R	ь -	- T	- R	L -	- Т	- R	L -	- T	– R
Control:	E	Permit	ted .	I	ermi	ted	E	Permit	ted	I	Permit	ted
Rights:		Inclu	ıde		Inclu	ıde		Inclu	ıde		Inclu	de
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 (1 0	1 (0 (1 0	0 0) 1!	0 0	0 0) 1!	0 0
Volume Module	e: >>	Count	: Date:	10 Ma	ar 200)4 << 5	:00 -	6:00	PM 45	70	FO	15
Base Vol:	31	298	86	25	211	41	26	1 00	45	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	15
Initial Bse:	31	298	86	25	211	41	26	22	40	17	97 97	90
Added Vol:	0	31	11	45	27	9	0	07	0	^_ ^_ ^	n n	0
PasserByVol:	0	0	0	U 70	220	50	30	142	45	87	144	105
Initial Fut:	1 0 0	329	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00
User Adj:	1.00	1.00	1.00	1.00	0 92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Adj:	3/	358	105	76	259	54	35	154	49	95	157	114
Phr Volume.	0	000	100	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	358	105	76	259	54	35	154	49	95	157	114
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	34	358	105	76	259	54	35	154	49	95	157	114
			I									
Saturation Fl	low Mo	odule:	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	0.95	0.95	0.34	0.95	0.95	0.88	0.88	0.88	0.81	0.81	0.01
Lanes:	1.00	0.77	0.23	1.00	0.83	0.1/	0.15	1000	0.20	200	0.43	482
Final Sat.:	. 914	1389	410	655	1499	315	Z44	1002				!
__							1		1	1		1
Capacity Ana	LYSIS	Moau.	1e: 0.26	0 12	0 17	0 17	0 14	0.14	0.14	0.24	0.24	0.24
Vol/Sat.	0.04	U.20	0.20	0.12	0.1)	0.1.	0.11	U •11			****	
Crit Moves:	28 1	28 1	28 1	28.1	28.1	28.1	25.9	25.9	25.9	25.9	25.9	25.9
Volumo (Cap:	0 0.1	0 55	0 55	0.25	0.37	0.37	0.33	0.33	0.33	0.55	0.55	0.55
Upiform Del:	8.8	11.4	11.4	9.6	10.2	10.2	11.3	11.3	11.3	12.7	12.7	12.7
IncremntDel:	0.1	0.8	0.8	0.4	0.3	0.3	0.3	0.3	0.3	1.0	1.0	1.0
Delav Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	8.9	12.2	12.2	10.0	10.5	10.5	11.6	11.6	11.6	13.7	13.7	13.7
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	12.2	12.2	10.0	10.5	10.5	11.6	11.6	11.6	13.7	13.7	13.7
HCM2 kAvg:	1	7	7	2	4	4	3	3	3	6		6
*********	* * * * *	*****	* * * * * * *	*****	*****	******	*****	****	* * * * * * *	*****	* * * * * *	* * * * * * *

MITIG8 - AM Bkgnd+Pro Ph. 1Thu Nov 11, 2004 08:32:05 P									Page	1-1		
		 L	evel 0	f Ser	vice (Computa	tion	Report	 t			• • • • • • • •
	FHW	A Roun	dabout	Meth	od (Fu	iture V	olume	Alte	rnative)		
* * * * * * * * * * * * *	* * * * *	* * * * * *	*****	* * * * *	* * * * * *	* * * * * * *	* * * * *	* * * * * *	* * * * * * *	* * * * * *	* * * * * *	*****
Intersection	#131 *****	7 Jim_ *****	Moore- *****	Fourt! *****	h/Thi:	rd ******	****	* * * * * *	* * * * * * *	* * * * * *	* * * * * * *	* * * * * * *
Average Dela	y (se	c/veh) *****	: *****	11.0 *****	* * * * * *	* * * * * * *	* * * * *	上。 * * * * * *	evel Of ******	Serv: *****	ice: *****	B ******
Approach:	No	rth Bo	und	So	uth Bo	ound	E	ast Bo	ound	We	est Bo	ound
Movement:	Г	- T	- R	L	- T	– R	L ·	- T	– R	L -	- T	- R
Control:	Yi	eld Si	gn	Yi	eld S:	ign	Yi	eld S:	ign	Yi	ald Si	gn
Lanes:		1.			1			1			1	
												
Volume Modul	e: >>	Count	Date:	10 M	ar 20()4 << 7	:15 -	8:15	AM			
Base Vol:	61	176	30	15	467	48	3	20	16	67	64	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:	61	176	30	15	467	48	3	20	16	67	64	9
Added Vol:	0	9	18	91	57	20	2	44	0	8	47	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	185	48	106	524	68	5	64	16	75	111	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	73	223	58	128	631	82	6	17	19	90	134	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	223	58	128	631	82	5	11	1 0 0	90	134	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	100	1.00
Final Vol.:	. 73	223	- 58	128	631	82	, 6	//	19	. 90	134	41
			[
PCE Module:	70	000	5.0	100	CD 1	0.0	C	77	10	0.0	124	41
AUTOPCE:	13	223	20	120	0.51	02	0	11 0	19	90 0	T24	71
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
COMBOPCE:	0	0	0	0	0	0	0	0	0	0	0	0
Bicyclerch:	0 70	0	EQ	128	621	82	6	77	19	90	134	41
Aujvorume.	13			120		!	1		1	1		11
Delay Module	· \\ '	Tima D	eriod	0.25	hours	: <<	I		1	1		1
CircVolume:	• • • •	211 211	errou.	0.25	298	,		849			302	
MayVolume.		1086			1039			741			1037	
PedVolume.		0000			±000			0			0	
AdiMaxVol:		1086			1039			741			1037	
ApproachVol:		354			841			102			265	
ApproachDel:		4.9			16.2			5.6			4.7	
Queue:		1.4			9.3			0.5			1.0	

MITIG8 - PM H	3kgnd-	+Pro Pl	n. 1Thu	ı Nov	11, 2	004 08	:31:43	3 - 			Page	1-1
		 T.(avel 0:	f Serv		 Computa	 tion H					
	FHW	A Round	labout	Metho	od (Fu	iture V	olume	Alter	mative)		
********	* * * * *	*****	* * * * * * *	* * * * * *	*****	* * * * * *	*****	****	******	*****	*****	*****
Intersection	#131	7 Jim 1	Moore-1	Fourth	n/Thir	d						
* * * * * * * * * * * * * *	* * * * *	*****	*****	* * * * * *	*****	*****	*****	*****	*****	* * * * * *	*****	****
Average Delay	y (se	c/veh)	:	5.8				Le	evel Of	Serv	lce:	
*********	* * * * *	*****	******	****	*****	*****	* * * * * *	*****	*****	*****	*****	****
Approach:	No	rth Bou	und	Soi	ith Bo	ound	Εa	ist_Bo	ound	- We	est Bc	und
Movement:	Г	- T -	- R	. Г	- T	- R	, L -	- T	- R	- بل ا	- 1	– R
					ald si		Vie Vie			Yie	ald Si	m
Control:	11	eta 510 1	311	111	1 siu	gn	1 1 (1	. g		1	9
Lanes:	1	1		I	+ 							
Volume Module	a• >>	Count	Date:	10 Ma	ar 200)4 << 5	:00 -	6:00	PM			
Base Vol.	31	298	86	2.5	211	41	26	55	45	70	50	15
Growth Adi:	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bset	31	298	86	25	211	41	26	55	45	70	50	15
Added Vol:	0	31	11	45	27	9	6	87	0	17	94	90
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	(
Initial Fut:	31	329	97	70	238	50	32	142	45	87	144	105
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	34	358	105	76	259	54	351	154	49	95	157	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	(
Reduced Vol:	34	358	105	76	259	54	35	154	49	95	15/	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	157	11/
Final Vol.:	. 34	358	105	, 76	259	54	35	154	49	95	137	
									1			
PCE Module:	24	250	105	76	259	54	35	154	49	95	157	114
AutoPCE:	34	358	105	, o	239	0	0	101	0	0	0	(
TruckPCE:	0	0	0	0	0	0	õ	Ő	Ő	Ő	õ	Ć
	0	0	0	0	0 0	Ő	Ő	õ	0	0	0	(
BICYCLEPCE:	34	358	105	76	259	54	35	154	49	95	157	114
Adjvorume:				1								·
Delay Module	: >>	Time P	eriod:	0.25	hours	s << .	•					
CircVolume:	•	265			285			429			426	
MaxVolume:		1057			1046			968			970	
PedVolume:		0			0			0			0	
AdjMaxVol:		1057			1046			968			970	
ApproachVol:		497			389			238			365	
ApproachDel:		6.4			5.5			4.9			5.9	
Oueue:		2.6			1.7			1.0			1.8	

MITIG8 - AM H	3kgnd-	+Pro H	h. 1Th	u Nov	11, :	2004 08	:33:4	7			Page	1-1
						_						
		I	level 0	f Ser	vice (Computa	tion 1	Repor	t .			
4	2000 1	HCM Or	peratio	ns Me	thod	(Future	Volu	me Al	ternati	LVe)		n ar an an an an an
**********	*****	*****	*****	*****	*****	* * * * * * *	****	* * * * * *	* * * * * * *	*****	* * * * * *	* * * * * * * *
Intersection	#1318	8 Jim	Moore/	First			والمرابعة والمرابعة	e de la sta de sta :	ل بار باد باد بار بار بار	ال الحالية الحالية الحالية الح	. بله بله بله بله بله	******
********	*****	*****	******	* * * * *	*****	******	*****	////	/w\.	*****	0 E (* * * * * * * * ` `
Cycle (sec):		60) - //		, , , , , , , , , , , , , , , , , , ,	critica	TOV T	./Cap	(A):		0.50	7
Loss Time (se	BC):		5 (Y+R	= 4	sec) 1	Average	Deray f Com	y (se	c/ven):	•	Υ <u>τ</u> .	- / 7
Optimal Cycle	r**** 9:	20 +++++	· · · · · · · · · · · · · · · · · · ·	*****	* * * * * * .	Level 0	T 26L)	*****: ^TCG:	******	*****	*****	A. ******
Approach:	No	rth Ro	und	501	ith Ba	ound	E	ast Be	ound	We	est Bo	ound
Approach. Movement:	т	T	– P	т.	- T	– R	т	- т	- R	T.	- T	- R
novement.	 						1					
Control·	i 1	Permit	ted		Permi	tted	' 1	Permi	tted		Permit	ted
Dights.		Inclu	ide	-	Incl	ude		Incl	ıde		Inclu	ıde
Min Green:	Ο	111011	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (ວ ດັ	1 0	1 0	ว อั	1 0	0 (5 0 ⁻	1 0	0 () 1!	0 0
				1						I		
Volume Module	: : >>	Count	Date:	10 Ma	ar 200	04 << 7	:15 -	8:15	AM			
Base Vol:	13	259	80	17	528	5	0	6	6	61	3	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:	13	259	80	17	528	5	0	6	6	61	3	8
Added Vol:	0	21	12	19	45	0	0	0	0	3	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	280	92	36	573	5	0	6	6	64	3	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	16	350	115	45	716	6	0	8	8	80	4	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	350	115	45	716	6	0	8	8	80	4	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	350	115	45	716	6	. 0	8	8	. 80	4	16
Saturation Fl	Low Mo	odule:				1000	1000	1000	1000	1000	1000	1000
Sat/Lane:	1900	1900	1900	1900	1900	1 00	1 00	1900	1900	1900	1900	1900
Adjustment:	0.33	0.96	0.96	0.47	1.00	1.00	1.00	0.93	0.95	0.75	0.75	0.15
Lanes:	1.00	0.75	0.25	1.00	0.99	0.01	0.00	0.50	0.00	1110	52	226
Final Sat.:	619	1377	453	893	1997	10	U I	000	000		JZ	220
Conocity Apol	unde	Modul				1	1		I	1		l
Vol (Sate	n us	0 25	0.25	0 05	0 38	0 38	0 00	0 01	0 01	0.07	0.07	0.07
Crit Moves	0.05	0.25	0.20	0.05	****	0.50	0.00	0.01	0.01		****	
Green Time:	45 4	45.4	45.4	45.4	45.4	45.4	0.0	8.6	8.6	8.6	8.6	8.6
Volume/Cap:	0.03	0.34	0.34	0.07	0.50	0.50	0.00	0.06	0.06	0.50	0.50	0.50
Uniform Del·	1.8	2.4	2.4	1.9	2.9	2.9	0.0	22.2	22.2	23.7	23.7	23.7
IncremptDel:	0 0	0 1	0.1	0.0	0.3	0.3	0.0	0.1	0.1	2.0	2.0	2.0
Delay Adi	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	1.9	2.5	2.5	1.9	3.2	3.2	0.0	22.3	22.3	25.8	25.8	25.8
User DelAdi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh·	1.9	2.5	2.5	1.9	3.2	3.2	0.0	22.3	22.3	25.8	25.8	25.8
HCM2 kAvg:			3	0	6	5	0	0	0	3	3	3
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Level of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative) Intersection #1318 Jim Moore/First In	MITIG8 - PM E	kgnd+	-Pro P	h. 1Th	u Nov	11,	2004 08	:34:04	1			Page	1-1	
Thtersection #1313 im Moore/First Cycle (sc): 60 Critical Vol./Cap. (X): 0.453 Loss Time (scc): 6 (Y+R = 4 scc) Average Delay (scc/veh): 7.0 Approach: Morth Bound South Bound East Bound West Bound Approach: Morth Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Include Include Include Min. Green: 0<		:000 F	 L нсм ор	evel 0: eratio	f Serv ns Met	vice thod	Computat (Future	tion F Volum	Report	ernati	ve)			
Intersection #1318 Jim Moore/First Treatment Movement: Cycle (sec): 60 Critical Vol./Cap. (X): 0.453 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 7.0 Optimal Cycle: 24 Level Of Service: A Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Permitted Permitted Rights: Include Include Include Include Include Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	*********	* * * * *	*****	*****	*****	****	*****	*****	*****	*****			******	
************************************	Intersection	#1318	} Jim_	Moore/1	First							L A I A M I.	والمروانية والمروانية والمروانية	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	***********	*****	*****	*****	* * * * * * *	****	*****	* * * * * *	*****	· · · · ·	*****	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	2	
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/Ven): 7.0 Optimal Cycle: 24 Level OF Service: A Movement: L - T - R L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Permitted Permitted Include Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cycle (sec):		60				Critica.	I VOL.	./Cap	, (X):		0.45	3	
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Approach:North BoundSouth BoundEast BoundWest BoundL - T - RI - T - RI	**********	*****	*****	*****	******	****	******	*****		******	*****			
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Base Vol: 26 391 121 9 305 12 9 10 20 82 15 15 Growth Adj: 1.00 <td>Volume Module</td> <td>: >></td> <td>Count</td> <td>Date:</td> <td>10 Ma</td> <td>ar 20</td> <td>04 << 5</td> <td>:00 -</td> <td>6:00</td> <td>PM</td> <td></td> <td></td> <td></td>	Volume Module	: >>	Count	Date:	10 Ma	ar 20	04 << 5	:00 -	6:00	PM				
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User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Initial Fut:	26	415	125	19	339	12	9	10	20	92	15	33	
PHF Adj: 0.96 0.6 0.00 0.02 0.02	User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume: 27 432 130 20 353 13 9 10 21 96 16 34 Reduct Vol: 0	PHF Adi:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Reduct Vol: 0 <td< td=""><td>PHF Volume:</td><td>27</td><td>432</td><td>130</td><td>20</td><td>353</td><td>13</td><td>9</td><td>10</td><td>21</td><td>96</td><td>16</td><td>34</td></td<>	PHF Volume:	27	432	130	20	353	13	9	10	21	96	16	34	
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MLF Adj: 1.00	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.: 27 432 130 20 353 13 9 10 21 96 16 34 Saturation Flow Module: Sat/Lane: 1900	MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Saturation Flow Module: Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900	Final Vol.:	27	432	130	20	353	13	9	10	21	96	16	34	
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190					¦		- -							
Sat/Lane: 1900 123 123 123	Saturation Fl	ow Mo	odule:										1000	
Adjustment: 0.52 0.97 0.39 1.00 1.00 0.87 0.87 0.87 0.76 0.78 <td>Sat/Lane:</td> <td>1900</td>	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lanes: $1.00\ 0.77\ 0.23\ 1.00\ 0.97\ 0.03\ 0.23\ 0.26\ 0.51\ 0.66\ 0.11\ 0.23$ Final Sat.:979 1409424732 182665382 424848946154339	Adjustment:	0.52	0.97	0.97	0.39	1.00	1.00	0.87	0.87	0.87	0.76	0.76	0.76	
Final Sat.: 979 1409 424 732 1826 65 382 424 848 946 154 339	Lanes:	1.00	0.77	0.23	1.00	0.97	0.03	0.23	0.26	0.51	0.66	0.11	0.23	
Capacity Analysis Module: Vol/Sat: 0.03 0.31 0.31 0.03 0.19 0.19 0.02 0.02 0.02 0.10 0.10 0.10 Crit Moves: **** Green Time: 40.6 40.6 40.6 40.6 40.6 13.4 13.4 13.4 13.4 13.4 13.4 Volume/Cap: 0.04 0.45 0.45 0.04 0.29 0.29 0.11 0.11 0.11 0.45 0.45 0.45 Uniform Del: 3.2 4.5 4.5 3.2 3.9 3.9 18.6 18.6 18.6 20.1 20.1 20.1 IncremntDel: 0.0 0.3 0.3 0.0 0.1 0.1 0.1 0.1 0.1 1.0 1.0 1.0 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Final Sat.:	979	1409	424	732	1826	65	. 382	424	848	946	154	339	
Capacity Analysis Module: Vol/Sat: 0.03 0.31 0.31 0.03 0.19 0.19 0.02 0.02 0.02 0.10 0.10 0.10 Crit Moves: <th a="" be="" of="" start="" start<="" td="" the="" to=""><td></td><td> --</td><td></td><td> </td><td> </td><td></td><td></td><td> </td><td></td><td></td><td>1</td><td></td><td>1</td></th>	<td></td> <td> --</td> <td></td> <td> </td> <td> </td> <td></td> <td></td> <td> </td> <td></td> <td></td> <td>1</td> <td></td> <td>1</td>		- -									1		1
Vol/Sat: 0.03 0.31 0.31 0.03 0.19 0.19 0.02 0.02 0.02 0.10 0.10 0.11 Crit Moves: **** **** **** **** **** Green Time: 40.6 40.6 40.6 40.6 40.6 13.4 13.4 13.4 13.4 13.4 Volume/Cap: 0.04 0.45 0.45 0.04 0.29 0.29 0.11 0.11 0.45 0.45 0.45 Uniform Del: 3.2 4.5 4.5 3.2 3.9 3.9 18.6 18.6 18.6 20.1 20.1 20.1 IncremntDel: 0.0 0.3 0.3 0.0 0.1 0.1 0.1 1.0 1.00 1.00 Delay Adj: 1.00 <td>Capacity Ana</td> <td>LYSIS</td> <td>Modul</td> <td>.e:</td> <td>0.00</td> <td>0 10</td> <td>0 10</td> <td>0 02</td> <td>0 02</td> <td>0.02</td> <td>0 10</td> <td>0 10</td> <td>0 10</td>	Capacity Ana	LYSIS	Modul	.e:	0.00	0 10	0 10	0 02	0 02	0.02	0 10	0 10	0 10	
Crit Moves: **** Green Time: 40.6 40.6 40.6 40.6 13.4 13	Vol/Sat:	0.03	0.31	0.31	0.03	0.19	0.19	0.02	0.02	0.02	0.10	****	0,10	
Green Time: 40.6 40.6 40.6 40.6 40.6 13.4 10.1 10.1 10.1 <td>Crit Moves:</td> <td>10 6</td> <td>****</td> <td>10 0</td> <td>10 0</td> <td>10 0</td> <td>40 C</td> <td>10 /</td> <td>12 /</td> <td>13 /</td> <td>13 /</td> <td>13 4</td> <td>13 4</td>	Crit Moves:	10 6	****	10 0	10 0	10 0	40 C	10 /	12 /	13 /	13 /	13 4	13 4	
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Uniform Del: 3.2 4.5 4.5 3.2 5.9 5.9 18.8 18.6 18.6 18.6 20.1	Volume/Cap:	0.04	0.45	0.45	0.04	0.29	2 0	10 6	10.11	18 6	20 1	20 1	20 1	
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Delay Adj: 1.00	IncremntDel:	0.0	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	
Delay/ven: 3.3 4.8 4.8 3.3 4.0 10.7 10.7 10.7 21.2 21.2 21.2 User DelAdj: 1.00 <td>Delay Adj:</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>T.00</td> <td>1.00</td> <td>1.00 T.00</td> <td>19 7</td> <td>18 7</td> <td>18 7</td> <td>21 2</td> <td>21 2</td> <td>21 2</td>	Delay Adj:	1.00	1.00	1.00	T.00	1.00	1.00 T.00	19 7	18 7	18 7	21 2	21 2	21 2	
User DeLAGJ: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Delay/Veh:	3.3	4.8	4.8	3.3	4.0	4.U 1 00	1 00	1 00	1 00	1 00	1 00	1.00	
AdjDei/Ven: 3.3 4.8 3.3 4.0 4.0 10.7 10.7 10.7 21.2	User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	10 7	18 7	18 7	21 2	21 2	21 2	
HCM2 KAVG: U 5 5 U 5 5 L L J 5 7	AdjDel/Veh:	3.3	4.8	4.8	ۍ.ن م	4.0	4.0	1U./	10.1	10.7	د ـ ـ ۲ ۲	27.2	4	
	HCMZKAVG:	***** N	5 5	ت ******	U *****	ں *****	C *****	⊥ * * * * * *	_ * * * * *	_ * * * * * * *	·****.	~ * * * * * * *	*****	

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Intersection #1318 Jim_Moore/First Average Delay (sec/veh): 7.4 Level Of Service: A Approach: North Bound South Bound East Bound West Bound Movement: L - T R L - T R Control: Yield Sign Yield Sign Yield Sign Yield Sign Yield Sign Yield Sign Lanes: 1 1 1 1 1 1 1 Volume Module: >> Count Date: 10 Mar 2004 << 7:15 - 8:15 AM
Average Delay (sec/veh):7.4Level Of Service:AApproach:North BoundSouth BoundEast BoundWest BoundMovement:L-T-RL-T-RControl:Yield SignYield SignYield SignYield SignYield SignYield SignYield SignLanes:1111
Approach:North BoundSouth BoundEast BoundWest BoundMovement:L-T-RL-T-RL-T-R
Movement:L-T-RL-TRL-TRL-TRL-TRL-TRL-TRLIIIIIII
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Control:Yield SignYield SignYield SignYield SignYield SignLanes:111
Lanes:1111 $$
IIIIIVolume Module:>> Count Date:10 Mar 2004 << 7:15 - 8:15 AM
Volume Module: >> Count Date: 10 Mar 2004 << 7:15 - 8:15 AM
Base Vol:13259801752850666138Growth Adj:1.001.001.001.001.001.001.001.001.001.001.00Initial Bse:13259801752850666138Added Vol:021121945000305PasserByVol:0000000000Initial Fut:132809236573506664313User Adj:1.001.001.001.001.001.001.001.001.001.0000
Growth Adj: 1.00
Initial Bse:13259801752850666138Added Vol:0211219450000305PasserByVol:000000000000Initial Fut:132809236573506664313User Adj:1.001.001.001.001.001.001.001.001.001.00
Added Vol: 0 21 12 19 45 0 0 0 3 0 5 PasserByVol: 0
PasserByVol: 0 <t< td=""></t<>
Initial Fut: 13 280 92 36 573 5 0 6 64 3 13 User Adj: 1.00
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
PHF Adj: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.8
PHF Volume: 16 350 115 45 716 6 0 8 8 80 4 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 350 115 45 716 6 0 8 8 80 4 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Final Vol.: 16 350 115 45 /16 6 0 8 8 80 4 16
PCE Module:
AutoPCE: 16 350 115 45 /16 6 0 8 8 80 4 16
BicyclePCE: 0 0 0 0 0 0 0 0 0 0
Adjvolume: 16 350 115 45 /16 8 0 8 8 0 4 16
Delay Module: >> fine Period: 0.25 hours <<
$C_{11}^{(1)}C_{1$
$\mathbf{PadVolume:} \mathbf{11/2} 1140 70 1002$
$\mathbf{reavoralle}, \qquad 0 \qquad $
Augraavor, 1172 1170 760 1002
Approach 100 100 100 100 100 100 100
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	F'HWA	I A Roun	evel Of	E Serv Metho	rice C d (Fu	omputa ture V	tion H	eport Alter	native			
*****	*****	*****	*****	*****	*****	* * * * * *	* * * * * *	* * * * *	*****	*****	****	****
Intersection *********	#1318 *****	3 Jim_ *****	Moore/I	?irst	*****	* * * * * *	* * * * * *	* * * * * *	* * * * * *	* * * * * *	*****	* * * * * *
Average Delay	y (sec *****	c/veh)	******	5.4 *****	*****	*****	*****	Le *****	vel Of *****	Servi *****	.Ce: *****	A *****
Approach: Movement:	Noi L -	rth Bo - T	ound - R	Sou L -	ith Bo - T	und - R !	Ea L -	ast Bo - T	ound – R	We L -	st Bo: - T 	und - R 1
Control: Lanes:	Yie	eld Si 1	.gn	Yie	eld Si 1	gn	' Yie	eld Si 1	.gn	Yie	ld Si: 1	gn
Volume Module	e: >>	Count	: Date:	10 Ma	ar 200	4 << 5	:00 -	6:00	PM			-1 F
Base Vol:	26	391	121	9	305	12	9	10	20	82	15	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:	26	391	121	9	305	12	9	10	20	82	15	15
Added Vol:	0	24	4	10	34	0	0	0	0	10	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	415	125	19	339	12	9	10	20	92	15	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 Adi:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	27	432	130	20	353	13	9	10	21	96	16	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	432	130	20	353	13	9	10	21	96	16	34
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	432	130	20	353	13	9	10	21	96	16	34
PCE Module:												
AutoPCE:	27	432	130	20	353	13	9	10	21	96	16	34
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	27	432	130	20	353	13	9	10	21	96	16 	34
			[0.25	hours		1			1		1
Delay Module	: >>	Time I	Perioa:	0.25	120			469			469	
CircVolume:		40			1125			947			947	
MaxVolume:		1119			1120			0			0	
PedVo⊥ume:		1170			1125			947			947	
AdjMaxVol:		11/9			752 TT77			41			146	
ApproachVol:		590			<u> </u>			4_0			4.5	
ApproachDel:		2.1			15			0.1			0.5	
Queue:		4.9			т.J			· · -			-	
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	2000		Level O	f Ser	vice	Computa	tion i	 Repor me Al	t t	ve)		
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Intersection	#132	4 .Tim	Moore/	Coe								
***********	π *****	*****. * 0.Tur"	******* 	*****	*****	******	*****	*****	* * * * * * *	*****	****	* * * * * * *
Cycle (sec) ·		6	n			Critica	l Vol	./Cap	. (X):		0.54	44
Loss Time (se	ec):		- 6 (Y+R	= 4 ;	sec)	Average	e Dela	v (se	c/veh):		6	. 6
Optimal Cycle	a:	2	8		,	Level C	of Ser	vice:				A
********	~• * * * * * *	*****	*******	*****	****	*****	* * * * * *	* * * * *	******	*****	****	****
Approach:	No	rth Be	ound	Soi	uth B	ound	E	ast B	ound	We	est Bo	ound
Movement:	L	- T	– R	L ·	- T	– R	L	- T	- R	г -	- T	– R
												
Control:		Permi	tted]	Permi	tted	i	Permi	tted	I	Permit	ted
Rights:		Inclu	ıde		Incl	ude		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (0 0	1 0	1 () 1	0 1	0	1 0	0 1	0 () 1!	0 0
Volume Module	e: >>	Count	t Date:	31 Ma	ar 20	04 << 7	':30 -	8:30	AM			•
Base Vol:	86	255	0	0	646	91	63	0	100	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:	86	255	0	0	646	91	63	0	100	0	0	0
Added Vol:	5	75	5	5	68	14	26	16	14	2	6	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	330	5	5	714	105	89	16	114	2	6	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	99	359	5	5	//6	114	97	11	124	2	/	2
Reduct Vol:	0	0	0	0	0	0	0	17	104	0	U -7	0
Reduced Vol:	99	359	5	1 00	1/6	114	1 00	1 00	124	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	. 99	359	5	5	176	114	. 97	17	124	4	1	۷
										1		
Saturation F.		aure:	1000	1000	1000	1000	1900	1900	1900	1000	1900	1900
Sat/Lane:	1900	1 00	1 00	1900	1 00	1900	0 74	0 74	0 85	0 92	1 900	0 92
Aajustment:	1 00	1.00	0.01	1 00	1 00	1 00	0.74	0.74	1 00	0.20	0.52	0.20
Edites:	T.00	1969	28	1011	1000	1615	1190	214	1615	349	1048	340
rinar sat		1000		1			1			1		
Capacity Ana	lvsis	Modul	le:	I		I	1		'	1		1
Vol/Sat:	0 18	0 19	0 19	0 01	0.41	0.07	0.08	0.08	0.08	0.01	0.01	0.01
Crit Moves.	0.10	U	0.10	0.01	****	0.01		****				
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	9.0	9.0	9.0	9.0	9.0	9.0
Volume/Cap:	0.23	0.26	0.26	0.01	0.54	0.09	0.54	0.54	0.51	0.04	0.04	0.04
Uniform Del:	2.3	2.3	2.3	1.9	3.2	2.0	23.6	23.6	23.5	21.8	21.8	21.8
IncremntDel:	0.3	0.1	0.1	0.0	0.4	0.0	2.9	2.9	1.9	0.1	0.1	0.1
Delav Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.5	2.4	2.4	1.9	3.6	2.0	26.6	26.6	25.4	21.9	21.9	21.9
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh	2.5	2.4	2.4	1.9	3.6	2.0	26.6	26.6	25.4	21.9	21.9	21.9
HCM2kAvo:	2.	2	3	0	7	1	3	4	3	0	0	0
*********	·****	******	******	*****	*****	- *******	*****	- *****	******	*****	****	*****

MITIG8 - PM B	kgnd+	Pro P	h. 1Thu	и Nov 	11, 2	2004 08	:41:41 	- 			Page	1-1
2	:000 H	ICM Op	evel 0: peration	f Serv ns Met	vice (Computa (Future	tion F Volum	leport ne Alt	ernati	ve)	ـــــــــــــــــــــــــــــــــــــ	
**************************************	#1304	***** 1. Tim	****** Moore/(***** Coe	****	******	* * * * * *	****	******	*****	****	* * * * * *
*********	*****	****	*****	* * * * * *	* * * * *	******	* * * * * *	*****	******	* * * * * *	*****	*****
Cycle (sec):		60)		(ritical	l Vol.	/Cap.	(X):		0.47	8
Loss Time (se	۰ <u>۳</u> ۱۰	F	. (Y+R =	= 4 s	sec) /	Average	Delay	/ (sec	c/veh):		5.	6
Dotimal Cycle		25]	evel 0	f Serv	vice:				A
****************		 * * * * *	******	*****	****	******	* * * * * *	*****	******	* * * * * *	****	*****
Approach.	Not	th Bo	und	Sou	ith Bo	ound	Εa	st Bo	ound	We	est Bo	ound
Movement .	Т	.он ве - Т	- R	L	- T	- R	L -	- T	– R	L -	·Т	- R
Control	T	ermit	ted	, F	ermi	ted	Ē	Permit	ted	E	Permit	ted
Pichte:	-	Inclu	ide		Inclu	ıde		Inclu	ıde		Inclu	ıde
Min Green	٥	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0) 1	0 1	0 1	L 0	0 1	00) 1!	0 0
							- 45	с. л с		1		t
Volume Module	»: >>	Count	: Date:	J⊥ Ma	IT ZUU	J4 << 4	140 -	0:40	23	0	n	Û
Base Vol:	54	498	0	U	245	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	T-00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	498	0	0	245	68	48	1	33	0	່ວເ	0 0
Added Vol:	17	134	5	4	129	39	32	15	9	0	2.5	0
PasserByVol:	0	0	0	0	0	0	0	1	10	0	25	0
Initial Fut:	71	632	5	4	374	107	1 00	1 00	42	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	76	672	5	4	398	114	85	10	45	9	41	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	27	0
Reduced Vol:	76	672	5	4	398	114	85	16	45	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	76	672	5	4	398	114	. 85	16	45	. 9	27	9
Saturation Fl	Low Mo	dule:	<u>:</u>				1000	1000	1000	1000	1000	1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	1.00	1.00	0.35	1.00	0.85	0.73	0.73	1.00	0.91	0.91	0.91
Lanes:	1.00	0.99	0.01	1.00	1.00	1.00	0.84	0.15	1/15	0.19	1057	0.20
Final Sat.:	973	1883	15	657	1900		1163	218 	1012	330		
Comparitur Tra	 wai a	Modu				· I	1		I	,		•
Uapacity Ana.	0 08	0 36	0 36	0 01	0 21	0 07	0.07	0.07	0.03	0.03	0.03	0.03
VOL/Sat:	0.00	****	0.00	0.01	0.22			****				
Crit Moves:	44 0	44 9	4 A - 9	44 8	44 8	44.8	9.2	9.2	9.2	9-2	9.2	9.2
Green Time:	44.0	44.0	0 48	0 01	0.28	0 09	0 48	0.48	0.18	0.16	0.16	0.16
volume/cap:	0.10	2 0	2 0	1 0	2 4	2.02	23.2	23.2	22.1	22.1	22.1	22.1
UNITOLU Del:	∠.⊥ 0 1	0.0	0.0 0.0	1,9 1,9	0 1	0 0	1 7	1.7	0_4	0.3	0.3	0.3
incremntDel:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00
Delay Adj:	1.00	1.00	1.UU	1 0	1.00 2 E	2 1	24 0	24 9	22 5	22.4	22.4	22.4
Delay/Veh:	2.1	3.2	3.2	1.00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00
User DelAdj:	1.00	1.00	1.00	1.00	- 1.00 - 2 C	1.UU 2 1	2/ 0	24 0	22 5	22 4	22 4	22.4
AdjDel/Veh:	2.1	3.2	3.2	т.9	4.5	2.J	24.3	27. <i>9</i> ?	22.J 1	1	1	1
HCM2 kAvg:	1		r r r r r r r r f	*****	***** 2	L * * * * * * *	ں *****	ں ٭٭٭٭٭	⊥ * * * * * * *		_ * * * * * *	- ******
*********	~ ~ ~ ~ * *											

MITIG8 - AM I	3kgnd-	+Pro	Ph. 1Th	u Nov	11,	2004 09:	:26:12	2			Page	1-1
	2000 H	HCM O	Level O peratio	f Ser ns Mei	vice	Computat (Future	tion H Volum	Report	 t ternati ******			*****
Thtoppostion	#1000	S.Time	Moore/	Broadi	a⇒v							
**************************************		*****	*******	*****	****	******	* * * * * *	****	******	*****	*****	******
Curle (sec).		6	0			Critical	l Vol.	/Cap	(X):		0.59	96
Loss Time (se	ec):	0	6 (Y+R	- 4	sec)	Average	Delay	y (se	c/veh):		14.	0
Optimal Cycl	3: 2: *****	3	1	*****	****	Level 01	E Serv *****	/ice: *****	*****	* * * * * *	* * * * * *	B ******
Approach:	Not	rth B	ound	Sot	ith B	ound	Ea	ast Be	ound	We	est Bo	ound
Movement:	L -	- T	- R	L ·	- T	- R	ь -	- T	- R	L -	- T	- R
Control:	1 P1	rotec	ted	P:	roted	ted	' Spl	lit Pl	nase	Sp]	lit Pł	ase '
Rights.		Incl	ude		Incl	ude	1	Inclu	ıde	-	Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 () 1)	0 0	0 0) 1	$0 \ 1$	1 (0 0	01	0 (0 (0 0
			1	ļ								
Volume Modul	e: >>	Coun	t Date:	28 S¢	ep 20	04 << 7:	:30 -	8:30	AM		_	
Base Vol:	58	87	0	0	435	311	254	0	264	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:	58	87	0	0	435	311	254	0	264	0	0	0
Added Vol:	0	56	0	0	53	31	29	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	143	0	0	488	342	283	0	264	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	67	166	0	0	567	398	329	Ó	307	0	Ó	0
Reduct Vol:	0	0	0	Ū	0	0	Ū	Ū	0	Q	0	0
Reduced Vol:	67	166	0	0	567	398	329	0	307	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 Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	166	0	0	567	398	329	0	307	0	0	0
			i			!		 .				[
Saturation F	low Me	odule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	1.00	1.00	0.98	0.83	0.93	1.00	0.83	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1769	1862	0	0	1862	1583	1769	0	1583	0	0	0
			[- 			
Capacity Ana	lysis	Modu	le:									
Vol/Sat:	0.04	0.09	0.00	0.00	0.30	0.25	0.19	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****				* * * *				* * * *			
Green Time:	3.8	34.5	0.0	0.0	30.7	30.7	19.5	0.0	19.5	0.0	0.0	0.0
Volume/Cap:	0.60	0.16	0.00	0.00	0.60	0.49	0.57	0.00	0.60	0.00	0.00	0.00
Uniform Del:	27.3	6.0	0.0	0.0	10.3	9.6	16.8	0.0	16.9	0.0	0.0	0.0
IncremntDel:	8.4	0.1	0.0	0.0	1.0	0.5	1.4	0.0	1.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	35.7	6.0	0.0	0.0	11.4	10.1	18.2	0.0	18.9	0.0	0.0	0.0
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	6.0	0.0	0.0	11.4	10.1	18.2	0.0	18.9	0.0	0.0	0.0
HCM2 kAva:	2	1	0	0	8	5	б	0	6	0	0	0
*****	*****	* * * * *	*****	* * * * *	* * * * *	*****	* * * * * *	* * * * *	* * * * * * *	*****	*****	*****

MITIG8 - PM B	kgnd+	Pro P	h. 1Thu	1 Nov	11, 2	004 09	:26:00) 		_	Page	1-1
		Į,	evel Oi	f Serv	rice C	lomputa	tion F	leport	: 	101		
2	.000 H	іСМ Ор	eration	ns Met	noa (future	۷OLUI *****	18 AL (-EL110L1	ve) *****	****	*****
*********	*****	*****	*****	Swapdr.								
Intersection	井上 ろどち) JIM *****	MOOLE/:	5£0duw ******	·*****	*****	*****	*****	******	* * * * * *	*****	*****
		60			Ċ	ritica	l Vol.	/Cap.	(X):		0.49	8
Cycre (sec):	v~1 •	00 A	(Y+R =	= 4 5	ec) Z	verage	Delay	/ (sec	:/veh);		14.	2
Doss Ille (se		26	1			Level 0	f Serv	vice:				В
**************	· • • * * * * * *	·	* * * * * *	*****	*****	*****	*****	*****	*****	* * * * * *	****	*****
Approach:	Noi	th Bo	und	Sou	ith Bo	ound	Ea	ist Bo	ound	We	est Bo	ound
Movement:	ī	- T	- R	Г -	· T	- R	Ъ-	- T	- R	L -	T	– R
			í							[- -		·
Control:	PI	otect	ed	Pr	otect	ed	Spl	lit Pł	lase	Spl	it Ph	lase
Rights:		Inclu	de		Inclu	ıde		Inclu	ıde		Inclu	ide
Min. Green:	0	0	0	0	0	0	0	0	0	0		0 0
Lanes:	1 () 1	0 0	0 C) 1	0 1	. 1 () ()	0 1	. U L	1 0	0 0
Volume Module	e: >>	Count	Date:	28 Se	ep 200	J <u>4</u> << 4	:30 -	5:30	PM 63	Ο	Ω	n
Base Vol:	204	336	0	1 00	85	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	102	216	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	336	0	0	100	195	210 45	0	00	0 0	õ	0
Added Vol:	0	110	0	0	104	43 0		n n	0 0	Ő	Ő	ō
PasserByVol:	0	0	0	0	189	236	261	õ	63	Ő	0	0
Initial fut:	1 00	1 00	1 00	1 00	1 00	1 00	1_00	1.00	1.00	1.00	1.00	1.00
USEL Adj:	1.00	1.00	1.00 0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
FRF Muj.	222	485	0,52	0	205	257	284	0	68	0	0	0
Phir Volume: Reduct Vol:	222	0	õ	0	0	0	0	Ō	Ū	0	0	0
Reduced Vol:	222	485	0	0	205	257	284	0	68	0	0	0
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	222	485	0	0	205	257	284	0	68	0	0	0
										[
Saturation F	Low Me	odule:							1000	1000	1000	1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1 00	1 00
Adjustment:	0.93	0.98	1.00	1.00	0.98	0.83	0.93	1.00	0.83	1.00	1.00	0.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1700	0.00	1500	0.00	0.00	· 0
Final Sat.:	1769	1862	0	1 0	1862	1583	1		1000 i	1		
	·						1		1	+		1
Capacity Ana	LYSIS	Modul	.e: 0 00	0 00	0 11	0.16	0 16	0 00	0.04	0.00	0.00	0.00
Vol/Sat:	0.12	0.20	0.00	0.00	0.11	****	****	0.00				
Crit Moves:	1 . 1	24 7	0.0	0 0	195	19.5	19.3	0.0	19.3	0.0	0.0	0.0
Green IIme:	10.50	0 45	0.0	0.00	0.34	0.50	0.50	0.00	0.13	0.00	0.00	0.00
Volume/cap.	19 2	7 2	0.0	0.0	15.3	16.3	16.4	0.0	14.4	0.0	0.0	0.0
IncremntDel.	0.9	0.3	0.0	0.0	0.3	0.8	0.7	0.0	0.1	0.0	0.0	0.0
Delav Adi:	1,00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delav/Veh:	20.1	7.5	0.0	0.0	15.7	17.0	17.1	0.0	14.5	0.0	0.0	0.0
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	7.5	0.0	0.0	15.7	17.0	17.1	0.0	14.5	0.0	0.0	0.0
HCM2 kAvg:	4	5	0	0	3	4	5	0	1	0	0	0
********	* * * * *	* * * * * *	******	* * * * *	* * * * *	******	*****	* * * * *	* * * * * * *	******	*****	******

Appendix O

Intersection Level of Service Calculations – Background + Project Buildout Conditions Mitigated

Level Of Service Computation Report 2000 HCK Operations Method (Future Volume Alternative) Hitersection #1304 Elanco/Reservation Cycle (sec): 90 Critical Vol./Cap. (X): 0.849 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 23.3 Optimal Cycle: 79 Level of Service: C Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Split Phase Split Phase Protected Protected Rights: Include Ignore Include Include Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	MITIG8 - AM E	3kgnd-	Pro B	O We	d Nov	17,	2004 15	:11:53	1			Page	1-1
Intersection #1304 Blanco/Reservation Intersection #1304 Blanco/Reservation Cycle (sec): 90 Critical Vol./Cap. (X): 0.849 Loss Time (sec): 9 (YR = 4 sc) Average Delay (sec/veh): 23.3 Optimal Cycle: 79 Level Of Service: C Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R Control: Split Phase Split Phase Protected Protected Include Min. Green: 0<	2	2000 1	I HCM Op	evel C eratio	f Serv	vice	Computa (Future	tion I Volur	Repor	- - t ternati		*****	*****
Intersection #130* Flat(O) Reservation Cycle (sec): 90 Critical Vol./Cap. (X): 0.849 Loss Time (sec): 9 (YR = 4 sec) Average Delay (sec/veh): 23.3 Optimal Cycle: 79 Level Of Service: C Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Split Phase Split Phase Protected Include Min. Green: 0 </td <td>*****</td> <td>:**** ш1 О О /</td> <td>******</td> <td>*****</td> <td>~~~~</td> <td></td> <td>*****</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	*****	:**** ш1 О О /	******	*****	~~~~		*****						
Cycle (sec): 90 Critical Vol./Cap. (X): 0.849 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 23.3 Optimal Cycle: 79 Level Of Service: C Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R	Intersection	+++++	* DICL. *****	******	*****	****	******	*****	*****	******	*****	* * * * *	******
Open (Sec):	Cycle (sec):		90	1			Critica	l Vol.	./Cap	. (X):		0.8	49
Dots find Cycle: 79 Tevel of Service: C Approach: North Bound South Bound East Bound West Bound Movement: L T R L T R L T R L T R L T R L T R L T R L T R R T R <td< td=""><td>Lorg Time (sec):</td><td>- C</td><td>20</td><td>(Y+R</td><td>== 4 s</td><td>sec)</td><td>Average</td><td>Dela</td><td>v (se</td><td>c/veh):</td><td></td><td>23</td><td>.3</td></td<>	Lorg Time (sec):	- C	20	(Y+R	== 4 s	sec)	Average	Dela	v (se	c/veh):		23	.3
Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T R R - T R R - T R R - T R R - T R	Optimal Cycle	***** }; ;	- 79 *****	*****	*****	****	Level 0 ******	f Serv	vice: *****	* * * * * * *	* * * * * *	* * * * *	C * * * * * * *
Movement: L - T - R - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T R L Current Current Current Current Current Current Current R Current Current Current Current Current Current Current Current Current Curren	Approach:	Noi	rth Bo	und	Sou	ith B	ound	Εa	ast B	ound	We	est Bo	ound
Control: Split Phase Split Phase Protected Protected Include Min. Green: 0	Movement:	L -	- T	- R	L -	- T	– R	<u>г</u> .	- T	– R	L -	- T	- R
Rights: Include Ignore Include Include <th< td=""><td>Control:</td><td>Sp</td><td>lit Ph</td><td>ase</td><td>ן [מצ</td><td>Lit P</td><td>hase</td><td>' Pi</td><td>rotec</td><td>ted</td><td>' Pi</td><td>rotec</td><td>ted</td></th<>	Control:	Sp	lit Ph	ase	ן [מצ	Lit P	hase	' Pi	rotec	ted	' Pi	rotec	ted
Min. Green: 0 1 Lanes: 0 0 0 4 0 1450 970 310 0 0 463 14 Growth Adj: 1.00<	Rights:	~	Inclu	ide		Igno	re		Incl	ude		Inclu	ıde
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Volume Module: >> Count Date: 23 Sep 2004 < /:15 - 8:15 Aff Base Vol: 0 0 4 0 1450 970 310 0 0 463 14 Growth Adj: 1.00 <t< td=""><td></td><td></td><td></td><td> </td><td> </td><td></td><td> </td><td> </td><td></td><td> </td><td> </td><td></td><td> </td></t<>													
Base Vol: 0 0 1450 970 310 0 0 443 14 Growth Adj: 1.00 0	Volume Module	: >>	Count	Date:	23 Se	∋p 20	04 << /	:15 -	8:15	AM	0	400	7.4
Growth Adj: 1.00 <td>Base Vol:</td> <td>0</td> <td>0</td> <td>0</td> <td>4</td> <td>0</td> <td>1450</td> <td>970</td> <td>310</td> <td>1 00</td> <td>1 00</td> <td>463</td> <td>1 00</td>	Base Vol:	0	0	0	4	0	1450	970	310	1 00	1 00	463	1 00
Initial Bse: 0 0 4 0 1450 970 310 0 0 403 14 Added Vol: 0	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Added Vol: 0	Initial Bse:	0	0	0	4	0	1450	970	310	U	U	463	14
PasserByVol:000 <t< td=""><td>Added Vol:</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>820</td><td>613</td><td>153</td><td>0</td><td>0</td><td>ZI4</td><td>U</td></t<>	Added Vol:	0	0	0	0	0	820	613	153	0	0	ZI4	U
Initial Fut: 0 0 4 0 2270 1583 463 0 0 6/7/ 14 User Adj: 1.00 0	PasserByVol:	0	0	0	0	0	0	0	0	0	U	0	U
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 0.00 1.00 0 0 0 0 0 0 0 0 0	Initial Fut:	0	0	0	4	0	2270	1583	463	0	0	6//	14
PHF Adj: 0.88	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 Volume: 0 0 0 5 0 0 1799 526 0 0 769 16 Reduct Vol: 0	PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88
Reduct Vol: 0 <td< td=""><td>PHF Volume:</td><td>0</td><td>0</td><td>0</td><td>5</td><td>0</td><td>0</td><td>1799</td><td>526</td><td>0</td><td>0</td><td>769</td><td>16</td></td<>	PHF Volume:	0	0	0	5	0	0	1799	526	0	0	769	16
Reduced Vol: 0 0 5 0 0 1799 526 0 0 769 16 PCE Adj: 1.00	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	U
PCE Adj: 1.00	Reduced Vol:	0	0	0	5	0	0	1799	526	0	0	769	16
MLF Adj: 1.00	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
Final Vol.: 0 0 5 0 0 1799 526 0 0 769 16	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
Saturation Flow Module: Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900	Final Vol.:	0	0	0	5	0	0	1799	526	0	0	769	16
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900													
Sat/Lane: 1900 100 1000 1000 1000	Saturation Fl	ow Mo	odule:							4000	1000	1000	1000
Adjustment: 1.00 1.00 1.00 0.90 1.00 0.93 1.00 1.00 0.98 0.83 Lanes: 0.00 0.00 2.00 0.00 2.00 3.00 2.00 0.00 0.00 1.00 1.00 1.00 1.00 Final Sat.: 0 0 3432 0 3344 5147 3538 0 0 1862 1583	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lanes: 0.00 0.00 0.00 2.00 0.00 2.00 3.00 2.00 0.00 0	Adjustment:	1.00	1.00	1.00	0.90	1.00	0.88	0.90	0.93	1.00	1.00	0.98	0.83
Final Sat.: 0 0 0 3432 0 3344 5147 3538 0 0 1862 1583	Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	3.00	2.00	0.00	0.00	1.00	1.00
Capacity Analysis Module: Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.01 0.01 Crit Moves: **** **** **** **** **** **** Green Time: 0.00 0.00 0.00 0.00 0.85 0.17 0.00 0.00 0.85 0.02 Uniform Del: 0.0 0.0 0.0 0.00 0.85 0.00 0.00 0.00 0.02 23.9 0.5 0.0 0.0 20.2 12.0 IncremntDel: 0.0 0.0 0.00 0.00 0.00 1.00 1.00 0.00 0.00 1.00	Final Sat.:	0	0	0	3432	0	3344	5147	3538	0 	1	1862	1583
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.01 0.00 0.00 0.01 0.00 0.00 0.01	Capacity Anal	veie	Modul	l			I	1		I	ł		,
Crit Moves: **** **** **** **** Green Time: 0.0 0.0 0.1 0.0 0.0 37.1 80.9 0.0 0.0 43.8 43.8 Volume/Cap: 0.00 0.00 0.85 0.00 0.00 0.85 0.17 0.00 0.00 0.85 0.02 Uniform Del: 0.0 0.0 0.0 0.85 0.00 0.00 23.9 0.5 0.0 0.0 20.2 12.0 IncremntDel: 0.0 0.0 0.0 279.8 0.0 0.0 1.00 0.00 0.00 1.00 <td< td=""><td>Vol/Cot.</td><td>0 00</td><td>0 00</td><td>0 00</td><td>0 00</td><td>0 00</td><td>0.00</td><td>0.35</td><td>0.15</td><td>0.00</td><td>0.00</td><td>0.41</td><td>0.01</td></td<>	Vol/Cot.	0 00	0 00	0 00	0 00	0 00	0.00	0.35	0.15	0.00	0.00	0.41	0.01
Green Time: 0.0 0.0 0.1 0.0 0.0 37.1 80.9 0.0 0.0 43.8 43.8 Volume/Cap: 0.00 0.00 0.85 0.00 0.00 0.85 0.17 0.00 0.00 0.85 0.02 Uniform Del: 0.0 0.0 0.0 44.9 0.0 0.0 23.9 0.5 0.0 0.02 12.0 IncremntDel: 0.0 0.0 0.0 279.8 0.0 0.0 1.00 0.0 0.0 1.00 1.00 1.00 1.00 1.00 0.0 0.0 1.00	Crit Mouros:	0.00	0.00	0.00	****	0.00	0.00	****	0.20			****	
Volume/Cap: 0.00 <td>CIIC MOVES.</td> <td>0.0</td> <td>0.0</td> <td>0 0</td> <td>Ο 1</td> <td>0.0</td> <td>0 0</td> <td>37 1</td> <td>80.9</td> <td>0 0</td> <td>0.0</td> <td>43.8</td> <td>43.8</td>	CIIC MOVES.	0.0	0.0	0 0	Ο 1	0.0	0 0	37 1	80.9	0 0	0.0	43.8	43.8
Uniform Del: 0.0 0.0 44.9 0.0 0.0 23.9 0.5 0.0 0.0 20.2 12.0 IncremntDel: 0.0 0.0 0.0 279.8 0.0 0.0 3.4 0.0 0.0 0.0 7.6 0.0 Delay Adj: 0.00 0.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 Delay/Veh: 0.0 0.0 324.8 0.0 0.0 27.4 0.6 0.0 0.0 27.8 12.0 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 AdjDel/Veh: 0.0 0.0 324.8 0.0 0.0 27.4 0.6 0.0 0.27.8 12.0 HCM2kAvg: 0 0 0 1.00 1.00 1.00 1.00 1.00 1.00 HCM2kAvg: 0 0 1 0 19 0 21 0	Green lime.	0.0	0.0	0.0	0.85	0.0	0.00	0.85	0 17	0 00	0.00	0.85	0.02
IncremntDel: 0.0 0.0 279.8 0.0 0.0 3.4 0.0 0.0 0.0 7.6 0.0 Delay Adj: 0.00 0.00 1.00 0.00 1.00 1.00 0.00 0.00 1.00	vorume/cap:	0.00	0.00	0.00	44 9	0.00	0.00	22 Q	0.5	0.0	0.0	20.2	12.0
Delay Adj: 0.00 0.00 1.00 0.00 1.00	Juittoru Det:	0.0	0.0	0.0	270.9	0.0	0.0	2.J.J R A	0.0	0.0	0.0	7 6	0.0
Delay/Veh: 0.0 0.0 0.0 27.4 0.6 0.0 0.0 27.8 12.0 User DelAdj: 1.00 <td>Incremntbel:</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>1 00</td> <td>0.0</td> <td>0.0</td> <td>1 00</td> <td>1 00</td> <td>0.00</td> <td>0 00</td> <td>1.00</td> <td>1.00</td>	Incremntbel:	0.0	0.0	0.0	1 00	0.0	0.0	1 00	1 00	0.00	0 00	1.00	1.00
Delay/ven: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.00<	Delay Adj:	0.00	0.00	0.00	00.T	0,00	0.00	27 /	1.00	0.00	0.00	27 8	12 0
AdjDel/Veh: 0.0 0.0 0.0 1.00	Delay/Ven:	1 0.0	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Adjbel/ven: 0.0	user DelAdj:	1.00	1.00	T.00	1.00	T.00	1.00	27 /	1,00 1,00	0 0 1.00	1,00	27 0	12 0
HCM2KAVG: U U U L U U L9 L U U 21 U	AdjDei/Veh:	0.0	0.0	0.0	344.0	0.0	0.0	4/.4	1.0	0.0	0.0	27.0	12.0
	HUMZKAVG:	U :***:	U * * * * * *	U ******	⊥ *****	U *****	U ******	エゴ ★★★★★	L * * * * *	U * * * * * *		ــــ : * * * * *	******

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			evel 0	f Serv	ice (Computat	ion R	eport		 .		
2	000 н	CM Ope	eratio	ns Met	hod	(Future	Volum	le Alt	ernativ	ve)		1 1 1 destade
****	*****	*****	*****	*****	*****	******	*****	*****	*****	* * * * * *	* * * * *	******
Intersection	#1304	Blan(co/Res *****	ervati *****	on ****	******	****	****	******	* * * * * *	****	*****
Cycle (sec):		90			(Iritical	. Vol.	/Cap.	(X):		1.00	9
Loss Time (se	: (5	9	(Y+R	= 4 s	ec) A	Average	Delay	r (sec	c/veh):		37.	7
Optimal Cycle		180	,]	Level Of	Serv	rice:				D
*******	· - · * * * * *	****	*****	*****	****	*******	*****	****	******	* * * * * *	*****	*****
Approach:	Nor	th Bo	und	Sou	ith Bo	ound	Ea	ist Bo	ound	We	est Bo	ound
Movement:	L -	Т	- R	L -	·Т	– R	L -	·Т	- R	L -	· T	- R
												·
Control:	Spl	it Ph	ase	Spl	it Pl	nase	Pr	otect	zed	Pr	otect	ted
Rights:		Inclu	de		Igno	re		Inclu	ıde		Inclu	ide
Min. Green:	0	0	Ö	0	0	0	0	0	0	0	0	U I
Lanes:	0 0	0	0 0	2 0) ()	02	3 0) 2	0 0	. O C) 1	0 1
Volume Module	e: >>	Count	Date:	23 Se	ep 200	04 << 5:	:00 -	6:00	PM	~	202	16
Base Vol:	0	0	0	21	0	1027	1370	519	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	21	0	1027	1370	519	0	U	204	10
Added Vol:	0	0	0	0	0	1152	1216	316	U	0	294	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0 676	10
Initial Fut:	0	0	0	21	0	2179	2586	835	1 00	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.06
PHF Adj:	0.96	0,96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	704	17
PHF Volume:	0	0	0	22	0	0	2694	870	0	0	704	± /
Reduct Vol:	0	0	0	0	0	0	0	070	0	0	704	17
Reduced Vol:	0	0	0	22	0	0	2694	1 00	1 00	1 00	1 00	1 00
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	T.00	704	1.00
Final Vol.:	0	0	0	. 22	0	0,	2694	870	U	0	704	
		- 								1		1
Saturation F	Low Mo	dule:	1000	1000	1000	1000	1000	1 900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	0 03	1 00	1 00	0 98	0.83
Adjustment:	1.00	1.00	1,00	0,90	1.00	2 00	3 00	2 00	0 00	0 00	1.00	1.00
Lanes:	0.00	0.00	0.00	2100	0.00	3344	5147	3538	0.00	0	1862	1583
Final Sat.:	, U	0	Ų 1 — — — — — — — — — — — — — — — — — — —	3434								
Compaity Apa	l	Modul	 o·	I		I	1		,	•		
Vapacity Alla.	0 00	0 00	<u> </u>	0 01	0.00	0.00	0.52	0.25	0.00	0.00	0.38	0.01
Coit Mouras:	0.00	0.00	0,00	****	••••	•••	****				****	
Crean Time	0 0	0 0	0 0	0.6	0.0	0.0	46.7	80.4	0.0	0.0	33.7	33.7
Welume/Cap:	0.0	0.00	0 00	1.01	0.00	0.00	1.01	0.28	0.00	0,00	1.01	0.03
Uniform Del.	0.00	0.00	0.0	44.7	0.0	0.0	21.7	0.7	0.0	0.0	28.1	17.8
IncremptDel.	0.0	0.0	0.0	196.1	0.0	0.0	19.6	0.0	0.0	0.0	36.2	0.0
Incremicher.	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh·	0.00	0.0	0.0	240.8	0.0	0.0	41.2	0.7	0.0	0.0	64.4	17.8
Hear Daladi.	1 00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adinal/Vah.	1.00 0 0	0.0	0.0	240.8	0.0	0.0	41.2	0.7	0.0	0.0	64.4	17.8
HCM2kava.	0	0	0	1	0	0	35	2	0	0	27	0
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	2000 HCM (Level O Operatio	f Serv	vice (thod	Computa (Future	tion F Volum	Report	t ternati	 ve) ++++*****	****
***********	*********	******	*****	*****	*****	*****		~ ~ ~ ~ ~ ~ ~ ~ ~		
Intersection	#1309 Sec	cond/lm]	JU		* * * * * * * *	* * * * * *	*****	******	****	******
**********	**********	*******	*****		~~i+i~~	1 Vol	/Can	(\mathbf{x})	0.5	64
Cycle (sec):	14	20	4		JIILICA Nere wordo	T VOI.	./Cap	$\alpha (\alpha \beta)$	27	а 2
Loss Time (se	ec): .	12 (Y+R	= 4 5	sec) /	Average	f Com		c/ven/.	2,	 C
Optimal Cycle	8: 4	46 1	* * + + + + +		Levei U	****** T Det/	*****	* * * * * * *	******	~ * * * * * * *
*********	*******	* * * * * * * * * * * * * * * *	C	th D	ound	 इ.स.	st B	ound	West B	ound
Approach: Movement:	North f L - T	- R	L -	- T	- R	L -	- T	- R	L - T	- R
Control	Protec	cted	' Pi	rotec	ted	Pi	cotec	ted	Protec	ted
Pights:	00	1		Ovl			Ovl		Ovl	
Min Green:	0 (- 0 0	0	0	0	0	0	0	0 0	0
Lanes:	3 0 2	0 2	2 () 2	0 1	2 () 3	0 2	303	0 1
										
Volume Module	e: AM	,								
Base Vol:	15 (0 22	10	0	5	60	568	120	10 1060	1
Growth Adj:	1.00 1.00	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Initial Bse:	15 (0 22	10	0	5	60	568	120	10 1060	1
Added Vol:	556 70	0 440	76	52	86	115	394	782	861 412	102
PasserByVol:	0 0	0 0	0	0	0	0	0	0	0 0	0
Initial Fut:	571 70	0 462	86	52	91	175	962	902	871 1472	103
User Adj:	1.00 1.00	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Adj:	1.00 1.00	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Volume:	571 70	0 462	86	52	91	175	962	902	871 1 47 2	103
Reduct Vol:	0 0	0 0	0	0	0	0	0	0	0 0	0
Reduced Vol:	571 70	0 462	86	52	91	175	962	902	871 1472	103
PCE Adj:	1.00 1.00	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00 1.00	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Final Vol.:	571 70	0 462	86	52	91	175	962	902	871 1472	103
									[
Saturation F	low Module	e:								1000
Sat/Lane:	1900 1900	0 1900	1900	1900	1900	1900	1900	1900	1900 1900	1900
Adjustment:	0.92 0.9	5 0.75	0.90	0.93	0.83	0.90	0.89	0.73	0.90 0.89	1.00
Lanes:	3.00 2.0	0 2.00	2,00	2.00	1.00	2.00	3.00	2.00	3.00 3.00	1500
Final Sat.:	5253 361	0 2842	3432	3538	1583	3432	5083	2786	514/ 5083	1203
										[
Capacity Ana	lysis Mod	ule:	0 07	0.01	0.06	0 05	0 10	0 32	0 17 0 29	0 07
Vol/Sat:		2 0.16	0.03	++++	0.06	0.05	0.19	****	****	0.07
Crit Moves:	****	- 47 4	14 0	~ ~ ~ ~	15 /	10.0	45 9	69 0	36 0 69 5	84 3
Green Time:	23.1 11.	5 4/.4	14.0	0 FC	T2.4	12.2	40.0	00.5	0 56 0 50	0 . 09
Volume/Cap:		1 26 2	47 2	0.00	19 /	51 0	28 3	16 1	35 4 15 0	5.7
Uniform Del:	43.9 50.	1 20.2	47.3	57.8	10.4	1 1	20.0	TO'T		0.0
incremntDel:		J U.Z	1 00	1.00	1 00	1 00	1 00	1 00	1 00 1 00	1 00
Delay Adj:	1.00 1.0		1.00 1.00	1.00	1.00	1.00 52 1	28 5	16 6	25 0 15 1	57
Delay/Veh:	44.6 50.	4 26.4	4/.0	1 00	1 00	1 00	1 00	1 00	1 00 1 00	1 00
User DelAdj	1.00 I.0		1.UU	T.00	±.00	1.UU 52 1	1.00 29 ⊑	166	25 0 15 1	57
AdjDel/Veh:	44.6 50.	4 26.4	4/.5	05.0	50.U	JZ . I A	20.0	10.0 11	10 11	1
HCM2 KAVg:	********	******* 9	<i>ل</i> * * * * *	ے *****	4 * * * * * * *	*****	ン * * * * *	۲ ۲ ۲ ۲ ۲ ۲ ۲ ۲ ۲	·*********	******

MITIG8 - PM B	3kgnd-	+Pro 1	BO ₩e	d Nov	17, 2	2004 14	:44:10) 			Page	1-1
	- 						tion F					
,			never c	na Mot	-bod	/Future	Volum	ne Al·	c ternati	ve)		
ک او جای بای بای بای بای این بای بای بای بای بای بای بای بای بای	6000 t	HCM O	h++++++ herarre	******	r****:	*******	*****	*****	******	- • C / - * * * * * * *	****	* * * * * * *
T	<u></u> #1200		ond (Tmi	in								
intersection	#1003	*****	******	*****	*****	*****	*****	*****	*****	*****	****	******
Guala (aca) :		12	0		(ritica	1 Vol.	/Cap	(X):		0.9	94
Loca Time (sec):		1-	0 2 (V+₽	= 4 4	sec) i	Average	Delay	v (se	c/veh)		47	. 2
Doss Ilme (Se	sc/.	18	2 (11X) A			Level C	of Serv	/ /ice:	-, ,			D
ODFTWGT CACT	= • * * * * * *	.***** TOT	******	*****	*****	******	*****	*****	*****	*****	****	* * * * * * *
Approach.	Not	rth B	ound	Soi	ith B	ound	Εa	ast B	ound	We	est Be	ound
Movement:	т	- Т	- R	L -	- T	- R	L -	- т	- R	Г	- T	- R
MOV emente.												
Control:	' Pi	rotec	ted '	י P ו	rotec	ted	Pi	rotec	ted	Pi	otec	ted
Bights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	3 (0 2	0 2	2 (2	0 1	2 () 3	0 2	3 () 3	0 1
									_ _			1
Volume Module	e: PM											
Base Vol:	80	0	5	5	0	40	20	938	45	10	645	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:	80	0	5	5	0	40	20	938	45	10	645	5
Added Vol:	1308	148	1095	211	145	238	243	784	1041	982	535	215
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1388	148	1100	216	145	278	263	1722	1086	992	1180	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1388	148	1100	216	145	278	263	1722	1086	992	1180	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	1100	220
Reduced Vol:	1388	148	1100	216	145	278	263	1/22	1086	992	1180	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1700	1.00	1.00	1100	1.00
Final Vol.:	1388	148	1100	216	145	278	263	1122	1080	992	TTOO	I
	[-					1
Saturation F.	LOW MG	odule	:	1000	1000	1000	1000	1000	1000	1000	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1 83	0 900	0 89	0 73	n 90	0 89	0 83
Aajustment:	0.92	2 00	2 00	2 00	2 00	1 00	2 00	3 00	2 00	3.00	3.00	1.00
Lanes: Einel Sot	5.00	2,00	2842	3432	2538	1583	3432	5083	2786	5147	5083	1583
Fillar Sal	5255	5010		1						1		1
Capacity Ana	lvsis	Modu	le.	I			•			•		
Vol/Sat:	0 26	0.04	0.39	0.06	0.04	0.18	0.08	0.34	0.39	0.19	0.23	0.14
Crit Moves	****	0.01	0.00			****		****		* * * *		
Green Time.	31.9	33.1	56.4	10.7	12.0	27.9	15.9	40.9	72.8	23.3	48.2	59.0
Volume/Cap:	0.99	0.15	0.82	0.70	0.41	0.76	0.58	0.99	0.64	0.99	0,58	0.28
Uniform Del:	44.0	32.8	27.5	53.1	50.7	42.9	48.9	39.4	15.2	48.3	28.0	18.0
IncremntDel:	22.6	0.1	4.3	7.2	0.8	8.7	1.8	20.2	0.9	27.0	0.4	0.2
Delav Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delav/Veh:	66.6	32.9	31.8	60.3	51.5	51.6	50.7	59.6	16.1	75.3	28.4	18.2
User DelAdi:	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ad Del/Veh:	66.6	32.9	31.8	60.3	51.5	51.6	50.7	59.6	16.1	75.3	28.4	18.2
HCM2 kAvg:	24	2	20	6	3	11	6	27	13	18	12	5
• • • • • • • • • • • • • • • • • • •	*****	* * * * *	******	*****	****	* * * * * * *	*****	****	******	*****	****	******

MITIG8 - AM E	3kgnd-	Pro B	30 Fr	i Nov	12,	2004 10	:12:58	3 -			Page	1-1
												
2	2000 F	⊥ arM Or	ever o Neratio	ns Met	hod :	(Future	Volur	ne Alt	ternati	ve)		
- * * * * * * * * * * * * *	*****	*****	****	*****	****	******	*****	*****	******	*****	*****	******
Intersection	#131() Cali	fornia	/Imjir *****	1	* * * * * * *	*****	****	******	****	*****	*****
Cualo (poc):		120	ì			Critica	1 Vol.	/Cap	(X):		0.91	13
Tose Time (sec).	Sc1 .	120 Q	/) (Y+R =	= 4 9	sec)	Average	Delay	/ (se	c/veh):		33.	.7
Optimal Cycle		120)) (*****	*****	Level 0	f Serv	/ice:	*****	* * * * * *	*****	C ******
Terreach	Not	eth Bo	und	Sol	ith B	ound	Ea	ast Bo	ound	We	est Bo	ound
Approach.	T	- т	– R	T, -	- T	- R	L -	- T	– R	L -	- T	– R
			1						[
Control:	I	Permit	ted	I	ermi	tted	Pi	otect	ted	P	rotect	ced
Rights:	-	Inclu	ıde		Ovl			Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 () 1	0 1	1 () 1	0 1	2 () 3	0 1	1 () 2	1 0
Volume Module	e: >>	Count	: Date:	11 Ma	ar 20	04 << 7	:00 -	8:00	AM			
Base Vol:	0	10	4	24	82	159	20	502	5	13	909	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	4	24	82	159	20	502	5	13	909	10
Added Vol:	42	61	100	20	91	260	118	634	59	118	1122	3
PasserByVol:	0	0	0	0	0	0	120	1170		121	0	10
Initial Fut:	42	71	104	1 00	1 00	419	1 00	1 00	1 00	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	0.70	0 70	0.79	1.00 0.70	n 79	1.00	0 79
PHF Adj:	0.79	0.79	122	0.79	210	530	175	1438	81	166	2571	16
PHF VOLUME:	53	90	132	0	0	0.00	1,5	1-1-0	0	0	0	0
Reduct Vol:	53	an	132	56	219	530	175	1438	81	166	2571	16
DCE Ndi.	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MIF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	90	132	56	219	530	175	1438	81	166	2571	16
Saturation Fl	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.50	0.97	0.82	0.65	0.95	0.81	0.89	0.87	0.82	0.95	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	949	1843	1567	1234	1806	1535	3363	4982	1551	1804	5147	33
						_						
Capacity Anal	lysis	Modul	e:				0 0F	0 00	0.05	0 00	о го	0 50
Vol/Sat:	0.06	0.05	0.08	0.05	0.12	0.35	0.05	0.29	0.05	0.09	4+++	0.50
Crit Moves:		22.5	20 6	20 6	20 6	4	~ ~ ~ ~	E4 0	6 4 O	177 E	65 6	GE G
Green Time:	38.6	38.6	38.6	38.6	38.0	45.4	0.0	0 62	0 11	17.5	00.0	00.0
Volume/Cap:	0.17	0.15	20.20	20 0	0.50	25 /	563	24 8	18 6	48 2	24 6	24 6
Uniform Del:	29.3	29.1 0 1	JU.Z	20.9	01.4 0 /	19.4	41 5	27.0 0 E	0 1	4 9	5 1	5.1
IncremitDer:	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay Auj:	20 F	29.2	30 4	29.1	31.9	54.4	97.8	25.4	18.7	53.1	29.7	29.7
User Deladi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh	29.5	29.2	30.4	29.1	31.9	54.4	97.8	25.4	18.7	53.1	29.7	29.7
HCM2 kAva:	3	2	4	2	6	22	6	14	2	7	33	31
******	*****	* * * * * *	******	* * * * * *	****	*****	* * * * * *	*****	******	* * * * * *	*****	******

MITIG8 - PM B	kgnd+	Pro B	0 Fri	Nov	12,	2004	10:	12:35 				Page 	1-1
2	 000 н	L CM Op	evel Of eration	Serv s Met	vice chod	Compu (Futu	 tat re	ion R Volum	eport e Alt	ernati		·	
* * * * * * * * * * * * * *	* * * * *	****	******	****	****	*****	***	****	****			~ ~ ~ ~ ~ ~	
Intersection	#1310	Cali	fornia/	Imjir	1			والمراجبة والمراجب والم	نه مله مان مان		* * * * * *	*****	******
********	****	****	* * * * * * *	*****	*****	****	***	*****	****	(37) -		0 00	1
Cycle (sec):		120				Criti	.cal	VOI.	/Cap.	(X) :		20	2 1
Loss Time (se	c):	9	(Y+R =	= 4 s	sec)	Avera	ige _	Delay	'(sec	:/ven):		JU.	2
Optimal Cycle	******	112	* * * * * * *	****	*****	Level *****	. OÍ	Serv ****	1Ce:	*****	*****	****	· * * * * * *
Axxxxxxxx	Nor	th Bo	und	Sou	ith E	Bound		Ea	st Bo	ound	W∈	est Bo	ound
Approach.	T	. т	– R	Б	- Т	– F	ł	ь -	т	– R	Г -	· T	- R
MOVEMent.	سد س		1							!			
Control.	E	ormit	ted		Permi	tted		Pr	otect	ed	Pr	otect	ed
Dialeta.	L	Thelu	de	-	Ov]	L			Inclu	ıde		Inclu	ıde
Kights:	n	111010	ас Л	0	()	0	0	0	0	0	0	0
Min. Green.	1 0	1	n 1	1 () 1	01	-	2 0) 3	0 1	1 0) 2	1 0
										[
Volume Module	: >>	Count	Date:	11 Ma	ar 20)04 <<	4:	45 -	5:45	PM			
Base Vol:	0	47	7	11	19	9 3	36	93	969	3	9	614	15
Growth Adi:	1.00	1.00	1.00	1.00	1.00) 1.0)0	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	47	7	11	19	э 3	36	93	969	3	9	614	15
Added Vol:	95	131	193	9	118	3 25	54	323	1609	92	195	1343	10
PasserBvVol:	0	0	0	0	()	0	0	0	0	0	0	0
Initial Fut:	95	178	200	20	131	7 29	90	416	2578	95	204	1957	25
User Adi:	1.00	1.00	1.00	1.00	1.00) 1.(0	1.00	1.00	1.00	1.00	1.00	1.00
PHF Ada:	0.91	0.91	0.91	0.91	0.93	1 0.9	91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	104	196	220	22	15:	1 3:	L9	457	2833	104	224	2151	27
Reduct Vol:	0	0	0	0	(С	0	0	0	0	0	0	0
Reduced Vol:	104	196	220	22	15	1 31	19	457	2833	104	224	2151	27
PCE Adi:	1.00	1,00	1.00	1.00	1.0	0 1.0	00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.0	0 1.0	00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	104	196	220	22	15	1 30	19	457	2833	104	224	2151	27
							11						
Saturation F	Low Mo	odule:											
Sat/Lane:	1900	1900	1900	1900	190	0 19	00	1900	1900	1900	1900	1900	1900
Adjustment:	0.42	0.97	0.82	0.30	0.9	5 0.1	31	0.89	0.87	0.82	0.95	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.0	0 1.	00	2.00	3.00	1.00	1.00	2.96	0.04
Final Sat.:	802	1843	1567	564	180	6 15:	35	3363	4982	1551	1804	5109	65
							[
Capacity Ana	lysis	Modul	e:					0 1 1	0 57	0 07	0 1 2	0 12	0 42
Vol/Sat:	0.13	0.11	0.14	0.04	0.0	8 0.	21	0.14	0.01	0.07	****	0.12	0.12
Crit Moves:			****				0	00 F	7 0	75 0	16 6	60.8	69.8
Green Time:	18.7	18.7	18.7	18.7	18	/ 41	• 2	22.5	/5.0	/5.0	10.0	0 70	02.0
Volume/Cap:	0.84	0.68	0.90	0.25	0.5	4 0.	60	0.72	0.90	0.11	U.90	10 1	10.72
Uniform Del:	49.2	47.8	49.7	44.5	46.	/ 32	. 6	45.8	10.9	Ø./	20.9	TO.T	TO 7
IncremntDel:	36.3	6.5	32.6	1.5	2.	υ 2	.0	4.1	4.0	1 0.0	J∠.⊥ 1 00	1 00	1 00
Delay Adj:	1.00	1.00	1.00	1.00	1.0	U 1.	00	1.00	1.00	T.00	1.UU	10 0	10 0
Delay/Veh:	85.5	54.4	82.3	46.0	48.	7 34	.6	50.0	22.9	1 00	1 00	1 00	1 00
User DelAdj:	1.00	1.00	1,00	1.00	1.0	0 1.	00	1.00	T.00	1.00	1.UU	10 0	10.0
AdjDel/Veh:	85.5	54.4	82.3	46.0	48.	/ 34	.6	50.0	22.9	8.8 1	03.U	79.U	10
HCM2kAvg:	11	8	11	2	6	1	0	10	33	1 	12 	++++ √\	******* T⊃
* * * * * * * * * * * * *	****	*****	******	* * * * *	* * * *	* * * * *	* * * '	*****	* * * * *	*****			

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MITIG8 - AM B	3kgnd+	Pro B	0 Fr:	i Nov	12,	2004 10):17:20) 			Page	1-1
	- 2000 н	 L СМ Ор	evel O eration	f Serv	vice thod	Computa (Future	tion H Volue	Repor	t ternati	.ve)	uu u	
* * * * * * * * * * * * *	*****	****	* * * * * *	* * * * * *	****	* * * * * * *	* * * * * *	* * * * *	******	*****	* * * * * *	* * * * * * *
Intersection	#1311	Imji	n_Rd/I	mjin_I	?kwy−	Imjin_F	٨d					
**********	*****	****	* * * * * *	*****	* * * * *	******	*****	* * * * *	******	*****	* * * * * *	******
Cycle (sec):		60				Critica	al Vol.	./Cap	. (X):		0.64	40
Loss Time (se	ec):	9	(Y+R :	= 4 :	sec).	Average	e Delay	y (se	c/veh):		10.	.0
Optimal Cycle	2: *****	41 ****	* * * * * *	*****	****	Level (******)f Serv	vice: *****	*****	* * * * * *	* * * * * *	B ******
Approach:	Nor	th Bo	und	Sou	ith B	ound	Εa	ast B	ound	We	est Bo	ound
Movement:	L -	Т	- R	L -	- T	- R	L -	- T	- R	L ·	- T	- R
Control:	Dr		ed	P1	roted	ted	ı Pı	rotec	ted '	P	rotect	ted
Dichta:	1.1	Inclu	de '		Incl	ude		Incl	ude		Inclu	ude
Min Green!	Ω	111010	n n	Ο	0	0	0	0	0	0	0	0
Lanes.	1 0	0	0 2	0 0	ວ ວັ	0 0	0 0	2	1 0	2 () З	0 0
Volume Module	e: >>	Count	Date:	10 Ma	ar 20	04 << 7	:15 -	8:15	AM			
Base Vol:	7	0	112	0	0	0	0	470	53	567	837	0
Growth Adi:	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	112	0	0	0	0	470	53	567	837	0
Added Vol:	28	0	24	0	0	0	0	699	39	48	1128	0
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	136	0	0	0	0	1169	92	615	1965	0
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	40	0	155	0	0	0	0	1328	105	699	2233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	155	0	0	0	0	1328	105	699	2233	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	0	155	0	0	0	0	1328	105	699	2233	0
						 						!
Saturation F	Low Mo	dule:	÷									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	1.00	0.88	0.88	0.90	0.89	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.78	0.22	2.00	3.00	0.00
Final Sat.:	1769	0	2786	0	0	0	. 0	4661	367	3432	5083	0
			- [
Capacity Anal	Lysis	Modul	e:			0 00	0 00	0.00	A 20	0 20	0 4 4	0 00
Vol/Sat:	0.02	0.00	0.06	0.00	0.00	0.00	0.00	U.29	0.29	U.ZU ****	0.44	0.00
Crit Moves:		~ ~	* * * *			0.0	0.0	00 7	26 7	10 1	1 E 0	0.0
Green Time:	5.2	0.0	5.2	0.0	0.0	0.0	0.0	40.7	20.7	19.1	40.0	0.0
Volume/Cap:	0.26	0.00	0.64	0.00	0.00	0.00	0.00	12 0	10.04	0.04 17 ⊑	2 0	
Uniform Del:	25.6	0.0	26.5	0.0	0.0	0.0	0.0	12.9	14.9	1 7	3.0	0.0
IncremntDel:	0.9	0.0	5./	0.0	0.0	0.0	0.0	1 00	1 00	1 00	1 00	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	12 5	12 5	10 0	T.UU	0.00
Delay/Veh:	26.5	0.0	32.2	0.0	0.0	1.00	1 0.0	13.5	1 00	10.0	3.2	1 00
User DelAdj:	1.00	1.00	1.00	1.00	T.00	T.00	T.00	12 5	12 5	10 0	7.00 T	T.00
AdjDel/Veh:	26.5	0.0	32.2	0.0	0.0	0.0	0.0	13.5	13.5	10.0 7	ى. ∠ ~	0.0
HCM2 kAvg :	1	0	د ب ب ب ب ب	****** ()	r + + + + + U	******* A	.*****. ^	*****	******	/ *****	/ *****	U ******
* * * * * * * * * * * * *		~ ^ ^ * *										

MITIG8 - PM B	kgnd+	Pro B	O Fr:	i Nov	12, 2	004 10	:16:18				Page	1-1
											_	
		L	evel O	f Serv	vice (Computa	tion R	leport	crnati			
2	000 H	ICM Op	eration	ns Met +++++	noa	.rucure	******	*****	*******	v C) * * * * * *	*****	******
*****	*****	*****	******			miin D	a a					
Intersection	#1311 *****	. 1mjı: *****	n * * * * * * *	njırı * * * * * *	'Kwy-1		u *****	****	*****	* * * * * *	*****	*****
Gualo (cod):		60			c	ritica	l Vol.	/Cap.	(X):		0.94	1
Lycre (sec):	v~\ •	a a	(Y+R ;	= 4 =	sec) A	verage	Delay	, (sec	:/veh):		17.	9
Loss IIme (se		ر جو	17.11		, uuu , u	level 0	f Serv	rice:				В
**************	; • ; * * * * *	*****	* * * * * *	*****	*****	******	*****	* * * * *	******	* * * * * *	*****	*****
Approach:	Nor	th Bo	und	Sou	ith Bo	ound	Εa	ist Bo	ound	We	est Bo	ound
Movement:	L -	- T	- R	L -	- T	– R	L -	·T	- R	L	· T	- R
											•	
Control:	Pr	cotect	ed	Pr	otect	ed	Pr	otect	ted	Pr	otect	ied
Rights:		Inclu	de		Inclu	ıde	_	Inclu	ıde		Inclu	iae
Min. Green:	0	0	0	0	0	0	0	0	0	0	, ₁ 0	0 0
Lanes:	1 0	0 (02	00) ()	00	, 0 () 2	1 0	2 U) 3	0 0
			!	10 10			. 45	5.45				
Volume Module	e: >>	Count	Date:	IU Ma	11° 200	14 << 4	.45 -	948	22	181	537	0
Base Vol:	51	0	360	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	948	32	181	537	0
Initial Bse:	51	0	360	0	0	0	0	1672	50	34	1439	Ő
Added Vol:	ьт	0	10	0	0	0	0	1072	0	0	0	0
PasserByVol:	0	U	411	0	0	0	ň	2620	82	215	1976	õ
Initial Fut:	112	1 00	411	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00
User Adj:	1.00	1.00	1.00	1.00	T.00	0.93	1.00	0.93	0.93	0.93	0.93	0.93
PHF Adj:	0.93	0.93	0.93	0.93	0.95	0.00	0.00	2817	88	231	2125	0
PHF Volume:	120	0	442	0	0	ň	õ	0	0	0	0	0
Reduct VOL:	120	0	442	0	0	õ	õ	2817	88	231	2125	0
Reduced vol:	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00
PCE Adj: MTE Bald.	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF AQ)	1.00	1.00	1.00	1.00	1.00	1.00	0	2817	88	231	2125	0
final vol.:	120			1								
Saturation F	low Ma	dule:		•								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adiustment:	0.93	1.00	0.73	1.00	1.00	1.00	1.00	0.89	0.89	0.90	0.89	1.00
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.:	1769	0	2786	0	0	0	0	4909	154	3432	5083	0
			-						[
Capacity Anal	lysis	Modul	e:									
Vol/Sat:	0.07	0.00	0.16	0.00	0.00	0.00	0.00	0.57	0.57	0.07	0.42	0.00
Crit Moves:			****					****		****	40.0	0.0
Green Time:	10.1	0.0	10.1	0.0	0.0	0.0	0.0	36.6	36.6	4.3	40.9	0.0
Volume/Cap:	0.40	0.00	0.94	0.00	0.00	0.00	0.00	0.94	0.94	0.94	0.61	0.00
Uniform Del:	22.3	0.0	24.6	0.0	0.0	0.0	0.0	10.7	1U./	41.1	5.2	0.0
IncremntDel:	0.9	0.0	27.3	0.0	0.0	0.0	0.0	6./	1 00	41.4	1 00	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	T.00	0.00
Delay/Veh:	23.1	0.0	51.9	0.0	0.0	0.0	0.0	1/.4	1 00	1 00	5.0	1 00
User DelAdj:	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1700	174	1,00	1.UU - ~	1.00
AdjDel/Veh:	23.1	0.0	51.9	0.0	0.0	0.0	0.0	11.4	1/.4	69.1 E	5.0	0.0
HCM2 kAvg:	3	0	8	0	0	• • • • • • • • • •	ттттт- ()	73	*******	***** 2	***** A	U ******
* * * * * * * * * * * * *	*****	* * * * * *	*****	****	****	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	~ ^ ~ ~ ~ ~ ~ ~					

MITIG8 - AM 1	3kgnd+	Pro	BO Fr.	i Nov	12,	2004 10	:21:27	, _			Page	1-1
	2000 H	ICM O	Level O peratio	f Ser ns Me	vice thod	Computa (Future	tion F Volum	eport ne Alt	 c cernati	 ve) *****	*****	****
******	*****	****	******	****	****	* * * * * * * * *	~ ~ ~ ~ ~ ~ ~					
Intersection	#1312	Abr	ams/im]	1n +++++	****	******	*****	****	******	*****	****	******
*********	*****	10	<u></u>			Critica	1 Vol.	/Cap	(X):		0.70	8
Cycle (sec):	~~\ ·	12	G (V+D	- 4	sec)	Average	Delay	/ (sec	c/veh):		18.	8
Loss Time (se	ec):	А	Q (IIIV		360)	Level O	f Serv	rice:	_, , .			В
Uptimai Cyci	:: * * * * * *		~ * * * * * * * *	*****	* * * * •	*******	*****	****	* * * * * * *	* * * * * *	* * * * *	* * * * * *
Approach:	Nor	th B	ound	So	uth 1	Bound	Ea	ist Bo	ound	We	st Bo	ound
Movement:	L -	- T	- R	L	- T	- R	L -	- T	- R	L -	· Т	- R
		·			Dorm	 i++od	 Dr		ted	ו Pr	otect	ed
Contro1:	F	rerni	udo		Tnc	lude	1 1	Incli	lde		Inclu	ıde
Rights:	0	TUCT	uae	0		n n	0	11101	0	0	0	0
Min. Green:	0 1	. 0	0 1	n	1 0	0 1	1 0) 3	0 1	1 0	3	0 1
Lanes:	1			1					1			[
Volume Modul	∣ ⊳• Mar	2	003 - A	' M			1					
Base Vol:	63	13	159	43	1	6 137	20	558	4	114	1204	39
Growth Adi.	1 00	1.00	1.00	1.00	1.0	0 1.00	1.00	1.00	1.00	1,00	1.00	1.00
Tritial Beat	±.00	13	159	43	1	6 137	20	558	4	114	1204	39
Added Vol	49		10	58	1	9 32	16	793	31	3	1068	32
PasserBuVol.	10	õ	0	0		0 0	0	0	0	0	0	0
Initial Fut:	112	19	169	101	3	5 169	36	1351	35	117	2272	71
Hear Adi.	1 00	1.00	1.00	1.00	1.0	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00
DHE DY:	0.89	0.89	0.89	0.89	0.8	9 0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHE Volume:	126	21	190	113	3	9 190	40	1518	39	131	2553	80
Reduct Vol:	120	0	0	0		0 0	0	0	0	0	0	0
Reduced Vol:	126	21	190	113	3	9 190	40	1518	39	131	2553	80
PCE Adi:	1.00	1.00	1.00	1.00	1.0	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.0	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	126	21	190	113	3	9 190	40	1518	39	131	2553	80
		- -										
Saturation F	low Mo	odule	:									
Sat/Lane:	1900	1900	1900	1900	190	0 1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.49	0.49	0.85	0.54	0.5	4 0.85	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	0.85	0.15	1.00	0.74	0.2	6 1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	798	135	1615	766	26	6 1615	1805	5187	1615	1805	5187	1615
						_						
Capacity Ana	lysis	Modu	le:						~ ~~	0 07	0 40	0.05
Vol/Sat:	0.16	0.16	0.12	0.15	0.1	5 0.12	0.02	0.29	0.02	0.07	0.49 ****	0.05
Crit Moves:		* * * *					****	<u> </u>	<u> </u>	17 /	00 /	07 /
Green Time:	26.8	26.8	26.8	26.8	26.	8 26.8	3.8	69.9	69.9	1/.4	0.0.4	0.07
Volume/Cap:	0.71	0.71	0.53	0.66	0.6	6 0.53	U./1	14 0	10.04	17 2	11 0	5 0
Uniform Del:	43.0	43.0	41.1	42.5	42.	5 41.1	57.6	14.8	10.7	4/.3	11.0	0.0
IncremntDel:	10.7	10.7	1.5	/.1	1.	1 1.5	33.5	1 00	1 00	1 00	1 00	1 00
Delay Adj:	1.00	1.00	1.00	1.00	1.0	U 1.00	1.00	14 0	10 0	10 0	11 6	τ.00 5 Q
Delay/Veh:	53.7	53.7	42.5	49.7	49.	/ 42.5	1 00	14.9	1 00	40.9	1 00	1 00
User DelAdj:	1.00	1.00	1.00	1.00	1.0	U 1.00	1.00 1.0	14 0	10 0	10 0	11 6	±.00
AdjDel/Veh:	53.7	53.7	42.5	49.7	49.	/ 42.5	91.U 9	14.9	1U.0 1	40.9 C	10	J.7 1
HCM2 kAvg:	11	11	7	10	10		. ۍ د ب ۴ ۴ ۴ ۴ ۲	⊁**** TT	±*****	۲ ۲ * * * * +	17 17	۱ ******
********	****	****		~ ~ ~ ~ ~ ~	~ ^ ^ =					-		

MITIG8 - PM E	kgnd+	Pro	BO Fr.	i Nov	12,	2004 10	:19:52	? 		Page	1-1
	2000 H		Level O peratio	f Serv ns Met	vice thod	Computat (Future	 tion F Volum	leport	 t ternati ******	ve)	*****
Totorgoction	#1312	۵ ۵hr	ams/Tmi	in							
************	*****	****	******	****	* * * * *	*****	* * * * * *	****	*****	*******	******
Cycle (sec):		12	0			Critical	l Vol.	/Cap	. (X):	0.9	61
Loss Time (se Optimal Cycle	ec): e:	16	6 (Y+R 5 ******	= 4 :	sec) *****	Average Level O:	Delay f Serv	/ (sed /ice: ****	c/veh):	29	.2 C ******
Approach: Movement:	Nor L -	th B T	ound - R	Sou L	uth B - T	Bound - R	Ea L -	ast Bo - T	ound - R	West B L - T	ound - R
		· -	I							Protec	 ted
Control:	E	ermi?	tted		Perm	LTTEQ	Ρı	Thel	ude	FIOLEC	ude
Rights:	0	Incl	ude	0	Inci		n		10e N	0 0	0
Min. Green:	0 1	U 0	0 1	0	1 0	01	1 () 3	0 1	1 0 3	0 1
Lanes:											
Volume Module	: Mar	cch 2	003 - P	M							
Base Vol:	28	21	164	45	23	3 34	82	1185	41	196 656	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:	28	21	164	45	23	3 34	82	1185	41	196 656	47
Added Vol:	64	22	6	37	12	2 32	41	1607	73	11 1466	T T T
PasserByVol:	0	0	0	0	() 0	0	0	0	0 0	1 T O
Initial Fut:	92	43	170	82	35	5 66	123	2792	1 00	207 2122	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00) 1.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.8	/ 0.87	0.87	0.87	121	220 2120	182
PHF Volume:	106	49	195	94	4() /6	141	3209	131	230 2333	102
Reduct Vol:	0	0	105	0) 76	141	2200	121	238 2439	182
Reduced Vol:	106	49	195	1 00	1 00) /0) 1 00	1 00	1 00	1 00	1 00 1.00	1.00
PCE Adj:	1.00	1.00	1.00	1 00	1 00	1 1 00	1 00	1 00	1 00	1.00 1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00 94	1.UU 41) 1.00) 76	141	3209	131	238 2439	182
Final Vol.:	100	49 	l	1							
Saturation F	low Mo	odule	•	1							
Sat/Lane:	1900	1900	1900	1900	1900) 1900	1900	1900	1900	1900 1900	1900
Adjustment:	0.50	0.50	0.85	0.46	0.40	5 0.85	0.95	0.91	0.85	0.95 0.91	0.85
Lanes:	0.68	0.32	1.00	0.70	0.30	0 1.00	1.00	3.00	1.00	1.00 3.00	1.00
Final Sat.:	651	304	1615	617	263	3 1615	1805	5187	1615	1805 5187	1615
			- 								
Capacity Ana	lysis	Modu	le:						0 00	0 10 0 17	0 11
Vol/Sat:	0.16	0.16	0.12	0.15	0.1	5 0.05	0.08	0.62	0.08	0.13 0.4/	0.11
Crit Moves:		* * * *					17 4	****	77 3	16 5 00 3	00 Z
Green Time:	20.3	20.3	20.3	20.3	20.	3 20.3	13.4	11.3	0 1 2	10.5 00.5	00.5
Volume/Cap:	0.96	0.96	0.72	0.90	0.90	J U.20 J 12 E	0.70 E1 A	20 0	8 3 0.13	51 4 12 4	7 4
Uniform Del:	49.5	49.5	4/.1	48.9	40.3	9 43.0 7 0.6	10 6	20.0	0.5	46 2 0.7	0.1
IncremntDel:	59.0	39.0	0.8	1 00	40. 1 AI	, 0.0 n 1.00	1 00	1.00	1,00	1.00 1.00	1.00
Delay Adj:	100 5	100	1.00	1.00 1.00	4.U	5 <u>1</u> .00	62 A	28 4	8.3	97.7 13.0	7.5
Deray/ven:	1 00	1 00	1 00	1 00	1 01	n 1 00	1.00	1.00	1.00	1.00 1.00	1.00
User DelAaj:	108 F	100	1.00 55 G	95 K	95.1	6 44.0	62.0	28.4	8.3	97.7 13.0	7.5
HCM2kAura	16	16	Э.Э.Э Я	14	14	3	7	42	2	13 19	2
*********	*****	 * * * * *	******	****	****	* * * * * * * *	* * * * * *	* * * * *	******	*******	******

MITIG8 - AM E	3kgnd+	-Pro E	30 Fr:	i Nov	12,	2004 10	:25:12	2			Page	1-1
2	2000 F	ICM Op	Level O: Deration	f Serv	vice thod	Computa (Future	tion H Volur	Repor ne Al	t ternati	.ve)		
********	*****	*****	******	*****	****	******	* * * * * *	* * * * *	* * * * * * *	*****	*****	*****
Intersection	#1317	7 Jim_	Moore-	Fourth	ı/Thi	rd	لو بلو بلو بالو بالو بال	. بله بله بله بله با	ىلىرىكە بىلەر بىلەر بىلەر بىلەر بىلەر	+++++		* * * * * * *
**********	*****	*****	******	* * * * *	****	******	××××××	10	/\t\ .			74
Cycle (sec):		60)	4		Critica	T VOT.	./Cap	$\cdot (A) =$		20	6
Loss Time (se	ec):	2) (Y+R =	= 4 9	sec)	Average	E Com		c/ven).		20.	. 0 C
Optimal Cycle	:	54		* * * * * * *	****	Tever 0	******	*****	* * * * * * *	*****	*****	· * * * * * *
There a contract a second seco	Not	oth Bo	und	501	ith B	ound	Ea	ast B	ound	We	est Bo	ound
Movement:	пол т	_ сн вс - Т	- R	T	- T	- R	L -	- T	- R	Ŀ	- T	- R
Control:	Pı	cotect	ced	Pi	rotec	ted	I	Permi	tted	I	Permit	tted
Rights:		Inclu	ıde		Incl	ude		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (0 0	1 0	1 (0 (1 0	1 (0 0	1 0	1 (0 0	10
Volume Module	e: >>	Count	: Date:	10 Ma	ar 20	04 << 7	:15 -	8:15	AM 1C	7	C A	0
Base Vol:	61	176	30	15	467	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	47	1.00	1.00
Initial Bse:	61	176	30	15	467	40	ა ი	20	10	07	174	20
Added Vol:	35	44	18	99	/8	20	2	90	د <u>۲</u>	0	1/4	00
PasserByVol:	0	0	10	U 174	С Л Е	0	U E	110	20	75	228	47
Initial Fut:	96	220	48	1 00	345	1 00	1 00	1 00	1 00	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	T.00	1.00	0.83	1.00	0.83	0.83	1.00 0.83
PHF Adj:	116	265	0.00	137	657	82	0.05 6	142	35	90	287	57
PAF VOLUME:	110	200	0	1.07	0.077	0	Õ	0	0	0	0	0
Reduced Vol:	116	265	58	137	657	82	6	142	35	90	287	57
PCE Adi	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	116	265	58	137	657	82	6	142	35	90	287	57
Saturation Fl	Low Mo	dule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.93	0.96	0.96	0.27	0.95	0.95	0.54	0.96	0.96
Lanes:	1.00	0.82	0.18	1.00	0.89	0.11	1.00	0.80	0.20	1.00	0.84	0.16
Final Sat.:	1769	1487	324	1769	1627	203	508	1450	356	1032	1516	299
Capacity Anal	LYSIS	MOQUI	_e: 	0 00	0 10	0.40	0 01	0 10	0 10	0 09	0 19	0 19
Vol/Sat:	0.07 ****	0.10	0.10	0.00	****	0.40	0.01	0.10	0.10	0.02	****	
Croon Time:	5 1	25 3	25 3	11 0	31 3	31.3	14.7	14.7	14.7	14.7	14.7	14.7
Wolumo/Cap:	0 77	0 42	n 42	0 42	0 77	0.77	0.05	0.40	0.40	0.36	0.77	0.77
Uniform Del·	26 9	12.2	12.2	21.7	11.5	11.5	17.3	19.0	19.0	18.8	21.1	21.1
IncremntDel:	21.9	0.4	0.4	0.9	4.0	4.0	0.2	0.6	0.6	0.9	8.3	8.3
Delav Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delav/Veh:	48.8	12.6	12.6	22.6	15.5	15.5	17.5	19.6	19.6	19.7	29.4	29.4
User DelAdi:	1.00	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	12.6	12.6	22.6	15.5	15.5	17.5	19.6	19.6	19.7	29.4	29.4
HCM2 kAvg:	4	5	4	3	13	13	0	3	3	3	8	8
**********	* * * * * *	* * * * * *	*****	*****	* * * * *	******	*****	*****	* * * * * * *	*****	*****	******

MITIG8 - PM H	3kgnd-	+Pro E	30 Fr	i Nov	12,	2004 10 	:25:30)			Page	1-1
		 I	Level O	f Serv	vice	Computa	tion H	Repor				
	2000 1	HCM Or	peratio	ns Me1	5 hod	(Future	vo⊥ui ******	ne Al'	ternat: ******	LVE) :*****	* * * * * *	******
********	*****	*****	*****	*****	. /ml	*****			~ ~ ~ ~ ~ ~ ~ ~ ~			
Intersection	#131	/ Jlm	Moore-	FOULT	1/TNL	ru *******	*****	*****	******	******	* * * * * *	******
			`			Critica		/Can	$(\mathbf{x}) \cdot$		0.68	56
Cycre (sec):		00))	- 4		Average	Delay	v (se	c/veh		18	2
Doss Time (Se	30);	1	5 (T.H.V.	- <u>-</u> .	360/	Level O	f Serv	rice:	0, /011, .			В
*************		 *****	_ * * * * * * * *	*****	****	******	*****	*****	* * * * * * *	*****	****	- ******
Approach.	No	rth Br	bruc	Sot	ith B	ound	Ea	ast B	ound	W	est Bo	ound
Movement:	т	- Т	- R	ь.	- T	- R	L -	- Т	- R	L	- T	– R
Control:	P	rotect	ted	Pi	rotec	ted	I	Permi	tted]	Permit	ted
Rights:		Inclu	ıde		Incl	ude		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (0 0	1 0	1 (0 C	1 0	1 (0 (1 0	1 (0 0	1 0
Volume Module	a: >>	Count	t Date:	10 Ma	ar 20	04 << 5	:00 -	6:00	PM	70	5.0	7 f
Base Vol:	31	298	86	25	211	41	26	55	45	1 00	50	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 E0	1.00
Initial Bse:	31	298	86	25	211	41	26	25	40	10	107	100
Added Vol:	18	84	11	66	84	9	8	229	34	11	T01	109
PasserByVol:	10	202	07	01	205	50	30	284	70	87	237	124
initiai Fut:	49	382	1 00	1 00	295	1 00	1 00	1 00	1 00	1 00	1 00	1 00
User Aaj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	n 92	0.92	n 92	0.92	0.92
PHF Adj;	0.92	0.92 115	105	0.92	321	54	35	309	86	95	258	135
Phr volume. Peduct Vol:		415	100	0	021	0	0	0	0	0	0	0
Reduced Vol.	53	415	105	99	321	54	35	309	86	95	258	135
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	415	105	99	321	54	35	309	86	95	258	135
Saturation F	Low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.93	0.96	0.96	0.31	0.95	0.95	0.30	0.93	0.93
Lanes:	1.00	0.80	0.20	1.00	0.86	0.14	1.00	0.78	0.22	1.00	0.66	0.34
Final Sat.:	1769	1440	366	1769	1557	264	585	1409	392	577	1160	607
	[-											
Capacity Ana.	lysis	Modul	le:			0.01	0.00	0 00	0.00	0 1 6	0 00	0.00
Vol/Sat:	0.03	0.29	0.29	0.06	0.21	0.21	0.06	0.22	0.22	0.16	U. 44 4 + 4 4	0.22
Crit Moves:		****	000	****	07 0	27.0	20.0	20.0	20.0	20.0	20 0	20.0
Green Time:	4.0	26.0	26.0	5.0	27.0	27.0	20.0	20.0	20.0	20.0	20.0	20.0
volume/Cap:	0.46	12 6	0.0/ 17 4	267	11 4	0.40 11 A	14 2	17 1	17 1	15 9	171	17.1
Unitorm Del:	21.0	73.0	13.0 2.2	11 0	11.4 0 4	⊥⊥•⊐ ∩ 4	17.4 A	27	27	20.9	 	2 9
IncremntDel:	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1,00	1,00	1.00	1.00
Delay/Vob	20 0	15 8	15 8	37 6	11 8	11 8	14 6	19 7	19.7	17.9	20.0	20.0
Hear Daladi.	1 00	1 00	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh·	29 8	15.8	15-8	37.6	11.8	11.8	14.6	19.7	19.7	17.9	20.0	20.0
HCM2kAva.	22.0		-0-0 g	3	5	5	2	7	7	5	7	8
*****	~~ * * * * * *	~ *****	- ******	*****	~ * * * * *	******	- *****	· *****	******	*****	*****	*****

Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative) Intersection #1319 First/Light Fighter Transmitter Volume Alternative) Method South Bound East Bound West Bound Method Permitted Permitted Protected Include Ignore Include Include Transmitter Volume Alternative) Volume Module: >> Count Date: 28 502 2004 <<7:15 - 8:15 AM Base Vol: 80 0 7 8 6 41 0 0 849 72 2 5:06 0 Adternative Module: September South Base Sole Sole Sole Sole Sole Sole Sole Sol	MITIG8 - AM	Bkgnd	+Pro 1	BO F1	ci Nov	12,	2004 11	1:16:0	9			Page	1-1
Intersection #1319 First/Light Fighter Cycle (sec): 70 Critical Vol./Cap. (X): 0.563 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 7.3 Optimal Cycle: 36 Level Of Service: A Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Permitted Protected Rights: Include Include Include Include Volume Module: > Count Date: 28 Sep 2004 < 7:15 - 8:15 AM Base Vol: 80 0 1<0 0	****	 2000 *****	HCM Oj	Level (peratic ******	ons Me	 vice thod *****	Computa (Future ******	 ation e Volu *****	 Repor me Al *****	 t ternat: ******	_ve) *****	****	*****
************************************	Intersection	#131	9 Fir	st/Ligh	nt_Fig	hter							te ale ale ale ale ale ale
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	********	* * * * *	*****	******	*****	* * * * *	******	*****	*****	******	*****	****	******
Loss Time (sec): 9 (Yrk = 4 Sec) Average Delay (sec/ver): 7.3 Optimal Cycle: 36 Level OF Service: A Movement: L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Permitted Protected Rights: Include Include Ignore Include Control: Permitted Permitted Protected Control: Dermitted Permitted Permitted Protected Control: North Nouth Nouth Nouth Nouth Nouth Gostoni 0 0 0 0 0 0 0 0 0 Gostoni 86 41 0 849 72 2 506 0 Added Vol: 7 40 0 13 36 0 398 210 163 0 PasserByVol: 0 0 0 0 0 0 0 0	Cycle (sec):		/	0	4	\	Critica	TOV TE	./cap	. (X):		0.5	ి
Approach: Movement: INorth BoundSouth BoundEast BoundWest BoundMovement: II-T-RLLCTTRLCTRLCTCCCCCCCCCCCCCCCCCCCCCCCCC	Loss Time (so Optimal Cycle	ec): e: *****	31	9 (X+R 6 ******	== 4	sec) *****	Average Level (******	e Dela Of Ser *****	y (se vice: *****	<pre>c/ven): ******</pre>	*****	/ *****	• -> A * * * * * * * *
Hovement: L T R L L T R L L T R L T R L L T R L	Approach:	No	rth Be	ound	So	uth B	ound	E	ast B	ound	W	est B	ound
Control: Permitted Permitted Permitted Include Include Include Include Include Rights: Include Include Include Include Include Include Min. Green: 0 0 0 1 0 1 0	Movement:	L 	- T	- R	L	- T	- R	L 	- T 	- R	L 	- T	- R
Rights: Include Include Ignore Include Include Min. Green: 0	Control:	i	Permit	tted		Permi	tted	1 1	Permi	tted	P.	rotect	ted
Min. Green: 0 <td< td=""><td>Rights:</td><td></td><td>Inclu</td><td>ude</td><td></td><td>Incl</td><td>ude</td><td></td><td>Igno</td><td>re</td><td></td><td>Inclu</td><td>ıde</td></td<>	Rights:		Inclu	ude		Incl	ude		Igno	re		Inclu	ıde
Lanes: 1 0 0 1 0 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 0 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 <td>Min. Green:</td> <td>0</td>	Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
	Lanes:	1	0 0	0 1	1	01	0 1	0	02	0 1	1	D 2	0 0
Base Vol: 80 0 7 8 6 41 0 849 72 2 506 0 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Volume Module	 e: >>	Count	 t Date:	28 S	 ep 20	 04 << 7	 7:15 -	8:15	 AM			
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Base Vol:	80	0	7	8	6	41	0	849	72	2	506	0
Initial Bse: 80 0 7 8 6 41 0 849 72 2 506 0 Added Vol: 7 0 40 0 13 36 0 398 2 10 163 0 PasserByVol: 0	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Added Vol: 7 0 40 0 13 36 0 9398 2 10 163 0 PasserByVol: 0	Initial Bse:	80	0	7	8	6	41	0	849	72	2	506	0
PasserByVol: 0 <t< td=""><td>Added Vol:</td><td>7</td><td>0</td><td>40</td><td>0</td><td>13</td><td>36</td><td>0</td><td>398</td><td>2</td><td>10</td><td>163</td><td>0</td></t<>	Added Vol:	7	0	40	0	13	36	0	398	2	10	163	0
Initial Fut: 87 0 47 8 19 77 0 1247 74 12 669 0 User Adj: 1.00 0 <td0< td=""><td>PasserByVol:</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></td0<>	PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj: 1.00 0	Initial Fut:	87	0	47	8	19	77	0	1247	74	12	669	0
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0	User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume: 101 0 55 9 22 90 0 1450 0 14 778 0 Reduct Vol: 0 1.00	PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.00	0.86	0.86	0.86
Reduct Vol: 0 <td< td=""><td>PHF Volume:</td><td>101</td><td>0</td><td>55</td><td>9</td><td>22</td><td>90</td><td>0</td><td>1450</td><td>0</td><td>14</td><td>778</td><td>0</td></td<>	PHF Volume:	101	0	55	9	22	90	0	1450	0	14	778	0
Reduced vol: 101 0 55 9 22 90 0 1450 0 14 778 0 PCE Adj: 1.00	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Reduced Vol:	101	0	55	9	22	90	0	1450	0	14	778	0
MLF Adj: 1.00	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.: 101 0 55 9 22 90 0 1450 0 14 778 0	MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Saturation Flow Module: Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900	Final Vol.:	101	0	55	9	22	90	0	1450	0	14	778	0
Saturation Flow Module: Sat/Lane: 1900													!
Sat/Lane: 1900	Saturation Fl	Low M	odule:										
Adjustment: 0.74 1.00 0.83 0.75 0.98 0.83 1.00 0.93 0.93 0.93 1.00 Lanes: 1.00 0.00 1.00 1.00 1.00 0.00 2.00 1.00 1.00 2.00 0.00 Final Sat.: 1397 0 1581 1430 1862 1583 0 3538 1900 1769 3538 0	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lanes: 1.00 0.00 1.00 1.00 1.00 1.00 0.00 2.00 1.00 1	Adjustment:	0.74	1.00	0.83	0.75	0.98	0.83	1.00	0.93	1.00	0.93	0.93	1.00
Final Sat.: 1397 0 1581 1430 1862 1583 0 3538 1900 1769 3538 0 Capacity Analysis Module: Vol/Sat: 0.07 0.00 0.03 0.01 0.06 0.00 0.41 0.00 0.01 0.22 0.00 Crit Moves: **** **** **** **** **** **** Green Time: 9.0 0.0 9.0 9.0 0.056 0.00 0.56 0.30 0.00 Volume/Cap: 0.56 0.00 0.27 0.05 0.09 0.44 0.00 0.56 0.30 0.00 Uniform Del: 28.6 0.0 27.5 26.7 26.9 28.2 0.0 4.4 0.0 34.3 3.0 0.0 IncremntDel: 4.0 0.0 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00	Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Capacity Analysis Module: Vol/Sat: 0.07 0.00 0.03 0.01 0.01 0.06 0.00 0.41 0.00 0.01 0.22 0.00 Crit Moves: **** **** **** **** **** Green Time: 9.0 0.0 9.0 9.0 0.0 51.0 0.0 1.0 52.0 0.0 Volume/Cap: 0.56 0.00 0.27 0.05 0.09 0.44 0.00 0.56 0.00 0.56 0.00 0.00 Uniform Del: 28.6 0.0 27.5 26.7 26.9 28.2 0.0 4.4 0.0 34.3 3.0 0.0 IncremntDel: 4.0 0.0 0.7 0.1 0.2 1.5 0.0 0.3 0.0 26.6 0.1 0.0 Delay Adj: 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 0.00 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Final Sat.:	1397	0	1581	1430	1862	1583	. 0	3538	1900	1769	3538	0
Value: Vol/Sat: 0.07 0.00 0.03 0.01 0.01 0.06 0.00 0.41 0.00 0.01 0.22 0.00 Crit Moves: **** **** **** Green Time: 9.0 0.0 9.0 9.0 9.0 9.0 0.05 1.0 0.0 1.0 52.0 0.0 Volume/Cap: 0.56 0.00 0.27 0.05 0.09 0.44 0.00 0.56 0.00 0.56 0.30 0.00 Uniform Del: 28.6 0.0 27.5 26.7 26.9 28.2 0.0 4.4 0.0 34.3 3.0 0.0 IncremntDel: 4.0 0.0 0.7 0.1 0.2 1.5 0.0 0.3 0.0 26.6 0.1 0.0 Delay Adj: 1.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 1.00 0.00 Delay/Veh: 32.7 0.0 28.2 26.9 27.1 29.7 0.0 4.7 0.0 60.9 3.0 0.0 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00			~~~~~										
Vol/Sat: 0.07 0.00 0.03 0.01 0.01 0.06 0.00 0.41 0.00 0.01 0.22 0.00 Crit Moves: **** **** **** **** **** **** Green Time: 9.0 0.0 9.0 9.0 0.0 51.0 0.0 1.0 52.0 0.0 Volume/Cap: 0.56 0.00 0.27 0.05 0.09 0.44 0.00 0.56 0.00 0.56 0.00 Uniform Del: 28.6 0.0 27.5 26.7 26.9 28.2 0.0 4.4 0.0 34.3 3.0 0.0 IncremntDel: 4.0 0.0 0.7 0.1 0.2 1.5 0.0 0.3 0.0 26.6 0.1 0.0 Delay Adj: 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 0.00 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 User	Capacity Ana	Lysis	Modul	e:	0 01	0 01	0.00		0 44	0 00	0 01		0 00
Crit Moves: **** **** **** **** Green Time: 9.0 0.0 9.0 9.0 0.0 51.0 0.0 1.0 52.0 0.0 Volume/Cap: 0.56 0.00 0.27 0.05 0.09 0.44 0.00 0.56 0.00 0.56 0.30 0.00 Uniform Del: 28.6 0.0 27.5 26.7 26.9 28.2 0.0 4.4 0.0 34.3 3.0 0.0 IncremntDel: 4.0 0.0 0.7 0.1 0.2 1.5 0.0 0.3 0.0 26.6 0.1 0.0 Delay Adj: 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 Delay Adj: 1.00 0.0 28.2 26.9 27.1 29.7 0.0 4.7 0.0 60.9 3.0 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	Vol/Sat:	0.07	0.00	0.03	0.01	0.01	0.06	0.00	0.41	0.00	0.01	0.22	0.00
Green Time: 9.0 0.0 9.0 9.0 9.0 9.0 0.0 51.0 0.0 1.0 52.0 0.0 Volume/Cap: 0.56 0.00 0.27 0.05 0.09 0.44 0.00 0.56 0.00 0.56 0.30 0.00 Uniform Del: 28.6 0.0 27.5 26.7 26.9 28.2 0.0 4.4 0.0 34.3 3.0 0.0 IncremntDel: 4.0 0.0 0.7 0.1 0.2 1.5 0.0 0.3 0.0 26.6 0.1 0.0 Delay Adj: 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 Delay/Veh: 32.7 0.0 28.2 26.9 27.1 29.7 0.0 4.7 0.0 60.9 3.0 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: 32.7 <t< td=""><td>Crit Moves:</td><td>****</td><td>• •</td><td>0 6</td><td>0 0</td><td>0 0</td><td>0.0</td><td>0 0</td><td>~ ~ ~ ~ ~</td><td><u> </u></td><td>****</td><td>50 0</td><td>0.0</td></t<>	Crit Moves:	****	• •	0 6	0 0	0 0	0.0	0 0	~ ~ ~ ~ ~	<u> </u>	****	50 0	0.0
Volume/Cap: 0.56 0.00 0.27 0.05 0.09 0.44 0.00 0.56 0.00 0.56 0.30 0.00 Uniform Del: 28.6 0.0 27.5 26.7 26.9 28.2 0.0 4.4 0.0 34.3 3.0 0.0 IncremntDel: 4.0 0.0 0.7 0.1 0.2 1.5 0.0 0.3 0.0 26.6 0.1 0.0 Delay Adj: 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 0.00 1.00 0.00 </td <td>Green Time:</td> <td>9.0</td> <td>0.0</td> <td>9.0</td> <td>9.0</td> <td>9.0</td> <td>9.0</td> <td>0.0</td> <td>51.0</td> <td>0.0</td> <td>1.0</td> <td>52.0</td> <td>0.0</td>	Green Time:	9.0	0.0	9.0	9.0	9.0	9.0	0.0	51.0	0.0	1.0	52.0	0.0
Uniform Del: 28.6 0.0 27.5 26.7 26.9 28.2 0.0 4.4 0.0 34.3 3.0 0.0 IncremntDel: 4.0 0.0 0.7 0.1 0.2 1.5 0.0 0.3 0.0 26.6 0.1 0.0 Delay Adj: 1.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 1.00 1.00 0.00 Delay Adj: 1.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 1.00 0.00 Delay/Veh: 32.7 0.0 28.2 26.9 27.1 29.7 0.0 4.7 0.0 60.9 3.0 0.0 User DelAdj: 1.00	Volume/Cap:	0.56	0.00	0.27	0.05	0.09	0.44	0.00	0.56	0.00	0.56	0.30	0.00
IncremntDel: 4.0 0.0 0.7 0.1 0.2 1.5 0.0 0.3 0.0 26.6 0.1 0.0 Delay Adj: 1.00 0.00 1.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 1.00 0.00 Delay Adj: 1.00 0.0 26.6 0.1 0.0 0.00 1.00 0.00 1.00 1.00 0.00 0.00 1.00 1.00 0.00	Uniform Del:	28.6	0.0	27.5	26.7	26.9	28.2	0.0	4.4	0.0	34.3	3.0	0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 1.00 1.00 1.00 0.00 0.00 1.00 1.00 0.00 0.00 1.00 1.00 0.00 0.00 1.00 1.00 0.00 0.00 1.00	incremntDel:	4.0	0.0	0.7	0.1	0.2	1.5	0.0	0.3	0.0	26.6	0.1	0.0
Delay/ven: 32.7 0.0 28.2 26.9 27.1 29.7 0.0 4.7 0.0 60.9 3.0 0.0 User DelAdj: 1.00 <td>Delay Adj:</td> <td>1.00</td> <td>0.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>0.00</td> <td>1.00</td> <td>0.00</td> <td>T.00</td> <td>T.00</td> <td>0.00</td>	Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	T.00	T.00	0.00
User DeLAdj: 1.00 <td>Delay/Veh:</td> <td>32.7</td> <td>0.0</td> <td>28.2</td> <td>26.9</td> <td>27.1</td> <td>29.7</td> <td>0.0</td> <td>4.7</td> <td>0.0</td> <td>6U.9</td> <td>3.0</td> <td>0.0</td>	Delay/Veh:	32.7	0.0	28.2	26.9	27.1	29.7	0.0	4.7	0.0	6U.9	3.0	0.0
AdjDel/Veh: 32.7 0.0 28.2 26.9 27.1 29.7 0.0 4.7 0.0 60.9 3.0 0.0 HCM2kAvg: 4 0 1 0 0 2 0 8 0 1 3 0	User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
$HCM_{Z}KAVG: \qquad 4 \qquad 0 \qquad 1 \qquad 0 \qquad 0 \qquad 2 \qquad 0 \qquad 8 \qquad 0 \qquad 1 \qquad 3 \qquad 0 \qquad 1 \qquad 0	AdjDel/Veh:	32.7	0.0	28.2	26.9	27.1	29.7	0.0	4.7	0.0	60.9	3.0	0.0
	HCMZ KAVG:	4. 	•••••••	. * * * * * * *	****** 0			***** []	. * * * * * * R		****** T	۔ ب ہے ہے	******

MITIG8 -	PM E	3kgnd+	Pro E	80 Fri	Nov	12,	2004	11:	16:28				Page	1-1
			 		 F Serv		 Comp	 utat	ion Re	 eport				
	,	000 13	⊥ ⊂M_Or	aration	ns Met	hod	(Fut	ure	Volum	a Alt	ernativ	ze)		
	ک استان بازیان	7000 H	~*****	+++++++	*****	***	****	****	*****	* * * * *	* * * * * * *	*****	****	* * * * * *
*******	****	#1010	Fire	st/Tight	r Fiat	ter								
Intersect	10n	サエンエン		++++++++	~ * * * * * * *	****	* * * * *	* * * *	*****	* * * * *	*****	* * * * * *	*****	*****
*******	к ж ж ж з		70	3			Crit	ical	Vol.	/Cap.	(X):		0.86	8
Cycle (se	ec):	\ -	10	י ס⊥∨∕ נ	- A <	sec)	Aver	ade	Delay	(sec	/veh):		20.	3
Loss Time	e (s:	ec):		9 (1TK -		,,	Leve	1 Of	Serv	ice:				С
Optimal (Cycl	51 91	. ۲۰ س. ۲۰ - ۲۰ س. ۲۰))	*****	***	*****	****	*****	* * * * *	****	* * * * * *	*****	*****
*******	* * * * *	*****		a una al	Sol	1+b	Bound		Ea	st Bo	ound	We	st Bo	und
Approach	:	Nor	Th Bo	buna	T -	_ m	-	P	T	т	– R	L -	Т	– R
Movement	:	, L, -	· .T.	- R	- ul									·
					11) o rm	itter	1	φ.	ermit	ted	Pr	otect	ed
Control:		F	'ermi	cteu	1	The	luda	•		Tanoi	re		Inclu	ıde
Rights:		0	inci	uue	Ω	TT10	n	Ω	0	0	0	0	0	0
Min. Gree	en:	1 0	, ₀	0 1	1 1	ר ר	ο Γ	1	0 0	2	0 1	1 0	2	0 0
Lanes:		, L L	U U	U 1	· · ·									
					28 5	an 2	004 <	< 4	30 -	5:30	PM			
Volume M	odul	e: >>	Coun	i Date. 15	20 5.	-p -	1	54	0	616	130	2	759	0
Base Vol	:	1 00	1 00	1 00	1 00	1 0	n 1.	00	1.00	1.00	1.00	1.00	1.00	1.00
Growth A	dj:	170	1.00	1.00	1.00	1 .V	1	54	0	616	130	2	759	0
Initial	Bse:	1/6	0	±0 6 1	2 0	3	4	94	Ő	293	8	24	329	0
Added Vo	⊥:	4	0	21	0	~	0	0	õ	0	0	0	0	0
PasserBy	Vol:	0	0	0	2	2	5 7	148	Õ	909	138	26	1088	0
Initial	Fut:	180	1 00	1 00	1 00	1 0	10 1	00	1 00	1.00	0.00	1.00	1.00	1.00
User Adj	:	1.00	1.00	1.00	1.00	- T - C	10 I 12 0	.00 Q2	0.92	0.92	0.00	0.92	0.92	0.92
PHF Adj:		0.92	0.92	0.94	0.94	0.5	/2 U 19 ·	161	0.52	988	0	28	1183	0
PHF Volu	me:	196	0	12	2	-	ο. 	01	ñ	0	0	0	0	0
Reduct V	ol:	0	U	70	2	-	0	161	n N	988	0	28	1183	0
Reduced	Vol:	196	1 00	1 00	1 00	1 0	0 1	00	1 00	1.00	0.00	1.00	1.00	1.00
PCE Adj:		1.00	1.00	1.00	1.00	1.0	0 1	00	1 00	1 00	0.00	1.00	1.00	1.00
MLF Adj:	_	1.00	1.00	1.00	1.00	1.0	0 I	161	1,00	988	0	28	1183	0
Final Vo	1.:	196	0	12	, 2	-	>0	101						
				!				1	ł			,		
Saturati	on E	'low M	odule	1000	1000	100	10 1	ann	1900	1900	1900	1900	1900	1900
Sat/Lane	:	1900	1900	1900	1900	120	70 T	83	1 00	0 93	1.00	0.93	0.93	1.00
Adjustme	ent:	0.72	1.00	0.83	1 00	1 (20 U	00	0 00	2.00	1.00	1.00	2.00	0,00
Lanes:		1.00	0,00	1.00	1400	100	50 I	593	0.00	3538	1900	1769	3538	0
Final Sa	at.:	1372	U	1 1583	1434	100			1					
		-						I	ł		•	,		
Capacity	/ Ana	lysis	Modu	ule:	0.00	0.0	<u>∩</u> רר	10	0 00	0 28	0.00	0.02	0.33	0.00
Vol/Sat:		0.14	0.00	0.05	0.00	0.0	J2. U	. 10	0.00	****	••••		* * * *	
Crit Mov	ves:	****			11 5	11	E 1	1 5	0 0	22 5	0.0	27.0	49.5	0.0
Green Ti	me:	11.5	0.0) 11.5	11.0	ο	10 L	4.J	0.0	0.87	0.00	0.04	0.47	0.00
Volume/C	lap:	0.87	0.00	0.28	0.01	. U	14 U 0 7	・Uム フック	0.00	22.3	0.0	13.4	4.5	0.0
Uniform	Del:	: 28.5	0.0	/ 25.6	24.3	23	.v 2 2	/ • 4 / 5	0.0	7 2	0.0	0.0	0.1	0.0
Incremnt	Del:	: 28.1	0.0) U.6	1 00		-4 00 1	1.5	0.0	1.00	0.00	1.00	1.00	0.00
Delay Ad	ij:	1.00	0.00) 1.00	1.00	1 L.' 	ע ב ר 1	17	0.00	29 6	0.0	13.5	4.7	0.0
Delay/Ve	eh:	56.6	0.0	1 26.2	24.5) ZJ	.L J 00 1	±•/	1 00	1 00	1.00	1.00	1.00	1.00
User Del	lAdj	: 1.00	1.00	J T.00	1.00	/ ±.	ע L 1 י	1 7	1.00 1.00	20 6	0	13.5	4.7	0.0
AdjDel/\	√eh:	56.6	0.0	1 26.2	24.5	25	. 1 J 1	⊥• / ∕I	0.0	12		0	6	0
HCM2 kAvo	g:	9	0			السابين ر	*****	**** H	·****	ر ـ * * * * *	******	******	*****	*****
******	* * * * .	* * * * * *	*****	******	* * * * * * *	***	****	~ ~ ~ *						

MITIG8 - AM E	kgnd+	Pro B	O Fr.	l Nov	12, 2	2004 10:	:41:53				Page - -	1-1
												
		I	evel 0	f Serv	vice (Computat	cion F	eport	: ornati			
*******	000 H	CM Op *****	erat101	15 Met *****	.noa •****	(ruture	*****	*****	******	*****	* * * * *	*****
Intersection *********	#1320	Secc *****	nd/Lig	nt_Fic *****	hter ****	*****	*****	*****	*****	* * * * * *	*****	****
Cycle (sec): Loss Time (se Optimal Cycle	ec):	60 12 47	(Y+R =	= 4 5	(sec) <i>I</i> l	Critica Average Level Of	l Vol. Delay E Serv	/Cap. (sec vice:	(X): c/veh):	* * * * * *	0.64 14. ****	8 1 B *****
*********	*****	*****	******	\$01 \$01	th Br	nind	Ea	ist Bo	ound	We	st Bo	und
Movement:	L -	T T	– R	L -	- T	- R	L -	· T	- R	L -	Т	- R
	 [m]			Spl	 it Pł	 nase	 P1	otect	 ced	Pr	otect	ed
Rights:	Д	Inclu	ide		Ovl			Inclu	ıde		Inclu	de
Min. Green:	0	0	0	0	0	0	0	0	0	1 0	2	0 1
Lanes:	0 0	0	0 1	1]	L 0		Z (/ ⊥ 	1 U		ے۔۔۔۔	[
Volume Module	e: Sep	tembe	er 2004	- AM		105	1 4 7	705	10	1	381	8
Base Vol:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00
Growth Adj:	1.00	T.00	1.00	1.00	1.00	125	147	705	12	1	381	8
Added Vol:	ő	õ	ō	221	0	135	409	29	0	0	38	366
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1	221	0	260	556	734	12	1 00	419	3/4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.UU	1.00	0.89	0.89	0.89	0.89	0.89
PHE Adj:	0.89	0.09	0.09	248	0.05	292	625	825	13	1	471	420
Reduct Vol:	ő	õ	ō	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	248	0	292	625	825	13	1	471	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	202	1.00	1,00	13	1.00	471	420
Final Vol.:	U !		L 	240								
Saturation F	low Mo	dule:		,		'						
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.93	1.00	0.83	0.90	0.93	0.93	0.93	2 00	1 00
Lanes:	0.00	0.00	1.00	2.00	0.00	1.00	2.00	1.97	0.03	1769	2.00	1583
Final Sat.:	U 		1011 	3545			1					
Capacity Ana	lysis	Modul	le:	•								
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.18	0.18	0.24	0.24	0.00	0.13	0.27
Crit Moves:			****	****	0 0	 .	1 0	41 2	11 3	0 1	24 6	24 6
Green Time:	0.0	0.0	0.1	6.5 0 65	0.0	23.3 0 47	10.9	41.3 0.34	41.J 0.34	0.34	0.32	0.65
volume/Cap:	0,00	0.0	30.0	25.7	0.0	13.7	19.0	3.8	3.8	29.9	12.1	14.2
IncremntDel:	0.0	0.0	300.8	3.9	0.0	0.6	1.6	0.1	0.1	54.0	0.1	2.3
Delay Adj:	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	330.8	29.5	0.0	14.3	20.5	3.9	3.9	83.9	12.2	100 100
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1/ 2	20 5	7.00 T.00	7.0U 7.0U	1.UU 87 a	12.2	16.5
AdjDel/Veh:	0.0	0.0	33U.8 ∩	29.5 A	0.0	14.0 5	20.5	3	4	0	3	7
ncmz kavg:	U * * * * *	****		****	****	~ ******	* * * * *	* * * * *	* * * * * * *	*****	*****	******

MITIG8 - PM B	kgnd+	⊦Pro f	BO Fr	i Nov	12,	2004 1	0:41:4	0 			Page	1-1
]	Level O	f Serv	Jice	Comput	tation 1	Repor	t torpati	100)		
2 به ه به د	.000 F	ICM OF	peratio:	ns me: *****	LIIOQ *****	(rucui (******	.e voru	*****	******	*****	*****	*****
********			/ T	be Di	-h+a	<u>~</u>						
intersection	#1321 *****) 5eC(5ma/ ш±9. ******	110 <u> </u>	4****	- : * * * * * * *	*****	*****	******	*****	*****	*****
Guele (see);		61	7			Critic	al Vol	./Cap	. (X):		0.81	.7
Loss Time (se		12	2 (Y+R :	= 4 ;	sec)	Avera	re Dela	y (se	c/veh):		21.	5
Ontimal Cycle		6	6		,	Level	Of Ser	vice:				С
**********	*****	*****	******	* * * * *	* * * * *	*****	******	* * * * *	* * * * * * *	*****	*****	******
Approach:	Noi	rth Bo	ound	Sou	ith E	Bound	E	ast B	ound	Ŵe	≥st Bo	ound
Movement:	L -	- т	- R	L ·	- T	- R	L ·	- Т	- R	L -	- T	- R
							-	- 				
Control:	Spl	lit Pl	nase	Sp.	lit H	Phase	Р.	rotec	tea	PI	Trali	.eu .do
Rights:	_	Inclu	ıde	0	071			Incl	ude	0	- THCTC	ide n
Min. Green:	0	0	1 0	1 0	1 0) U 2	n 1	1 0	1 0	1 2	0 1
Lanes:	υι	0	1 0	. ⊥ 	L U				!	1	, <u>.</u> 	
Volumo Modulo	· Sor		ar 2004	– PM			11		1	•		
Base Vol:	0 1 1 1 1 1	1	8	0	() 131	198	428	7	2	630	8
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1	8	0	() 131	L 198	428	7	2	630	8
Added Vol:	0	0	0	550	() 314	4 323	21	0	0	39	491
PasserByVol:	0	0	0	0	() () 0	0	0	0	0	0
Initial Fut:	0	1	8	550	() 445	5 521	449	7	2	669	499
User Adj:	1.00	1.00	1.00	1.00	1.00	0 1.00) 1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.90	5 0.90	5 0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	1	8	573	() 464	1 543	468	7	2	697	520
Reduct Vol:	0	0	0	0	() () 0	0	0	0	0	500
Reduced Vol:	0	1	8	573	() 464	1 543	468	1 00	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00) 1.UU) 1.00	1.00	1.00	1 00	1 00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00		J 1.00	169	1.00	1.00	697	520
Final Vol.:	U	Ŧ	8	573			-11	400				
			•	1			1		1	1		1
Saturation Fi	1000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1 00	0.86	0.86	0.93	1.00	0.83	3 0.90	0.93	0.93	0,93	0.93	0.83
Lanes.	0.00	0.11	0.89	2.00	0.00	0 1.00	2.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	0	182	1456	3545	(1583	3 3432	3477	54	1769	3538	1583
							-					
Capacity Anal	lysis	Modu	le:									
Vol/Sat:	0,00	0.01	0.01	0.16	0.00	0.29	9 0.16	0.13	0.13	0.00	0.20	0.33
Crit Moves:		****		* * * *			****					****
Green Time:	0.0	0.4	0.4	11.9	0.0	23.5	5 11.6	35.4	35.4	0.3	24.1	24.1
Volume/Cap:	0.00	0.82	0.82	0.82	0.00	0.75	5 0.82	0.23	0.23	0.23	12 1	U.82 16 0
Uniform Del:	0.0	29.8	29.8	23.0	0.0	J 15.	/ 23.2	5.8	5.0 0 1	12 1	13.4	10.0
IncremntDel:	0.0	165	165.2	1.5	0.0	J 5.0	J /.8	1 00	1 00	1 00	1 00	1 00
Delay Adj:	0.00	1.00	104 0	20 E	0.00	J ⊥.00 1 20 4	2 21 0 2 21 0	5 a	5 a	42 1	13 6	24.1
Delay/Veh:	1 00	1 00	194.9	1 00	1 00	J 20.0) 1 00	1.00	1.00	1.00	1.00	1.00
User DelAaj:	T.00	105	101 0	30 E	O (ייי ר 20 א	3 31.0	5.9	5.9	42.1	13.6	24.1
HCM2 bAver:	0.0	1	⊥./ч/ 1		0	9	8	2	2	0	5	11
************	*****	۔ * * * * *	- * * * * * * *	* * * * *	****	*****	******	* * * * *	* * * * * * *	* * * * * * 7	****	******

Appendix P

Intersection Level of Service Calculations – Cumulative Conditions without 2nd Avenue Extensions Mitigated

MITIG8 - AM (Cumul	ative	No 2Th	nu Nov	18,	2004 10	0:02:1	4		Р	age	1-1
			Level (of Ser	vice	Computa	ation	Repor	t			
:	2000 3	нсм о	peratio	ons Me	thod	(Future	e Volu	me Al	ternati	ve)		
*******	*****	*****	******	*****	* * * * *	* * * * * * *	*****	* * * * *	* * * * * * *	*****	* * * *	*****
Intersection	#823	0 Imj	in/Rese	ervati	on					I BUD HARDEN		kalan da da da da
*****	* * * * *	*****	******	*****	****	******		*****	******	******	~ * * *	******
Cycle (sec):		9	0		\	Critica	T AOT	./Cap	. (X):		10.4/	6
Loss Time (se	ec):	1	2 (Y+R	- 4	sec)	Average	э рета	y (se	c/ven):		⊥8.	. U
Optimal Cycle	+++++ 9:	ر ۲+۴+۴	****** 7	*****	* * * * *	76A61 ()I Ser *****	vice: *****	* * * * * * *	*****	* * * *	D ******
Jonnosch.	No	rth D	ound		uth P	ound	ធ	oet B	ound	Moe	+ 80	und
Approach.	T NO.	 		- 30 T	исн в — Т	D	15 T.	പാപ്വ സ		т. –	ບ ມປ ຖາ	- D
Movement.			- <u>R</u>	1		l			l			
Control·	i P	rotec	ted 1	I P	rotec	ted	' p	rotec	ted	Pro	tect	ed
Rights:	4	Tano	re	-	Incl	ude	Ť	Incl	ude	T	nclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 2	1	0 1	0 1	2	03	0 1	2 0	3	0 1
	F											·
Volume Module	e:											
Base Vol:	150	272	2001	5	81	21	64	996	123	0 1	037	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:	150	272	2001	5	81	21	64	996	123	0 1	037	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	272	2001	5	81	21	64	996	123	0 1	037	19
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90 0	.90	0.90
PHF Volume:	167	302	0	6	90	23	/1	1107	137	0 L.	152	21
Reduct Vol:	1 67	0	0	0	0	0	71	1107	1 7 7	0 1	150	1
Reduced vol:	1 00	1 00	0 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00 1	152	1 00
MIE Adj:	1 00	1 00	0.00	1 00	1 00	1 00	1 00	1 00	1.00	1 00 1	00	1 00
MLF Auj: Ripol Vol :	167	302	0.00	T.00	1.00	7.00	1.00	1107	137	1.00 1	152	21
rinar vor	107 			1			1		1	(192 	
Saturation Fl	low Mo	odule		1		1	1		1	I		i
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 19	900	1900
Adjustment:	0.93	0.98	0.88	0.93	0.98	0.83	0.90	0.89	0.83	0.97 0	.89	0.83
Lanes:	1.00	1.00	2,00	1.00	1.00	1.00	2.00	3.00	1.00	2.00 3	.00	1.00
Final Sat.:	1769	1862	3344	1769	1862	1583	3432	5083	1583	3686 50	083	1583
Capacity Anal	lysis	Modu	le:									
Vol/Sat:	0.09	0.16	0.00	0.00	0.05	0.01	0.02	0.22	0.09	0.00 0.	.23	0.01
Crit Moves:		* * * *		****			* * * *			* :	* * *	
Green Time:	20.7	30.7	0.0	0.6	10.6	10.6	3.9	46.7	46.7	0.0 42	2.8	42.8
Volume/Cap:	0.41	0.48	0.00	0.48	0.41	0.13	0.48	0.42	0.17	0.00 0.	.48	0.03
Uniform Del:	29.5	23.3	0.0	44.5	36.8	35.5	42.0	13.3	11.4	0.0 10	6.0	12.5
IncremntDel:	0.7	0.6	0.0	27.6	1.3	0.3	2.4	0.1	0.1	0.0 (0.1	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00 1.	.00	1.00
Delay/Veh:	30.2	23.9	0.0	72.2	38.1	35.9	44.4	13.4	11.5	0.0 10	o.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	100
AajDel/Veh:	30.2	23.9	0.0	12.2	ა შ. 1	35.9	44.4	13.4	TT'2	0.0 10	⊃.⊥ ~	12.5
11CM2KAV9:	++++++	***** 1	·*****	⊥ + + + + +	د :***	⊥ ******	ر ۲ + + + +	0 * * * * *	ے ******	·******	/ +***	U *****

MITIG8 - PM (Cumula	ative	No 2Th	u Nov	18,	2004 10	:02:30	5			Page	1-1
	2000 H	ICM O	Level O peratio	f Serv ns Met	/ice thod	Computa (Future	tion I Volu	Report	t ternati	.ve)		
*********	*****	*****	******	*****	****	*****	*****	*****	* * * * * * *	*****	****	*****
Intersection	#8230) Imj:	in/Rese	rvatio	on							
***********	*****	*****	* * * * * * *	*****	****	*****	*****	*****	*****	*****	~ ~ ~ ~ ~	~ -
Cycle (sec):		90	0			Critica	L VOL	./Cap	. (X):		0.76	55
Loss Time (se	ec):	12	2 (Y+R	= 4 5	sec).	Average	Delay	y (seo	c/veh):		28.	. 6
Optimal Cycle	Э:	61	8			Level O	f Serv	vice:			 A strategic 	C. Katalahahahahah
*****	*****	*****	******	*****	****	******	*****	*****	******	******		
Approach:	No1	rth Bo	ound	Sou -	ith B	ound	E E E	ast Bo	ouna	we T -	:SU BC . m	
Movement:	ட்ட - '	- T	- K	- سل ر	- T	- K	- بر مساسسا	- I	- <u>r</u>			!
			i		rotec	i tod	D1	rotect	red I	i Pr	otect	ied
CONCLOI:	L 1	Tano	ra		Incl	ude		Inclu	ide		Incli	ıde
Kights:	Ο	rgno. n	ге Л	Λ	1011	0	0	0	0	0	0	0
Tanes:	1 1	י 1	0 2	1 (ว เ	0 1	2 (3	0 1	2 0	3	0 1
Lanes.				1								
Volume Module	: :			•								
Base Vol:	223	183	3470	30	364	98	40	1160	292	0	1170	11
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	183	3470	30	364	98	40	1160	292	0	1170	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	183	3470	30	364	98	40	1160	292	0	1170	11
User Adi:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.85	0.85	0.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	262	215	0	35	428	115	47	1365	344	0	1376	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	215	0	35	428	115	47	1365	344	0	1376	13
PCE Adi:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	262	215	0	35	428	115	47	1365	344	0	1376	13
Saturation F	low Mo	odule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.88	0.93	0.98	0.83	0.90	0.89	0.83	0.97	0.89	0.83
Lanes:	1.00	1.00	2.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1769	1862	3344	1769	1862	1583	3432	5083	1583	,3686	5083	1583
	-											
Capacity Ana	lysis	Modu.	le:		0 0 0	0 07	0 01	0 07	0 22	0 00	0 27	0.01
Vol/Sat:	0.15	0.12	0.00	0.02	U.23	0.07	++++	0.27	0.22	0.00	****	0.01
Crit Moves:	****	20.0	0.0		3 77 1	27 1	1 6	22 E	20 E	0 0	21 Q	31 0
Green Time:	1/.5	38.0	0.0	0.0	27.1		0.76	0 72	0 59	0.0	0 76	0.02
Volume/Cap:	0.76	17 0	0.00	20 5	0.70	0.24	44 0	24 3	22 7	0.00	25 7	18 9
Uniform Del:	34.3	1/.0	0.0	ر אכ 1	20.0	23.1	44.0	1 /	دد 1 5	0.0	20.1	10,9 0 0
incremntDel:	9.8 1 00	1 00	0.0	1 00	1 0.2	1 00	1 00	1 00	1 00	0.0	1 00	1 00
Delay Adj:	14 0	17 0	0.00	10 C	7.00	2/ 0	26 7	25 7	24 2	0.00	27 8	18 9
Delay/Veh	44.2	1/.2	1 00	40.0	34.0	1 00	1 00./	1 00	41.4 1 00	1 00	1 00	1 00
User DelAdj:	1.00	17 0	1.00	1.00 1.00	21.00	24 0	1.00 96 7	25 7	24 2	1.00 T.00	27 9	18 9
Adjuei/Ven:	44.2	11.2	0.0	40.0	24.0 12	24.0	00./ 2	12	د <u>٦</u> ٠۲ ۵	0.0	13	10.0
numz kavg:	ر *****	4 * * * * *	U ******	_ *****	د ـ * * * * *	~ * * * * * *	~~ * * * * * *	 *****		·*****	*****	******

MITIG8 - AM C	Cumula	tive	No 2We	d Nov	17, 2	004 15	:18:12				Page	1-1
	2000 H	L ICM Op	 evel 0 eratio	 f Serv ns Met	vice C hod (omputa Future	 tion F Volum	lepor ne Al	 : :ernati ******	 ve) ******	*****	****
*********	*****											
Intersection	#1304 	F BTSU		******	. U11 * * * * * *	*****	*****	****	******	*****	****	*****
***		00			ć	ritica	I Vol.	/Cap	(X):		0.80)5
Cycle (sec):	,	90	137 1 17			Marada	nelat	, (se	-/veh):		19.	5
Loss Time (se	ec):	9	(I+R	- 4 3	эес) <i>г</i> т		f Sor	rice	<i>,</i> ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			B
Optimal Cycle	3: 	60 4 4 4 4 4 4		*****	· * * * * *	.ever 0	******	****	******	*****	*****	 * * * * * * *
*********		eth Do	und	Sol	ith Bo	und	Ea	ast Bo	ound	We	est Bo	ound
Approach:	TON	un bu m		т	исн вс . т	- P	т	. т	- R	L -	- T	– R
Movement:		- 1		لىد 			 					!
Control	Spl	lit Ph	ase	Spl	it Ph	ase	Pı	otec	ted	Pi	otect	ed
Dichte.	567	Tnclu	da da	0101	Tanor	`e		Incl	ıde		Inclu	ıde
Min Croon.	Ο	111010	Ω. Ω	0		0	0	0	0	0	0	0
Tapes:	n í	า ถั	0 0	2 (0 0	0 2	3 () 2	0 0	0 0) 2	0 1
Harres.												1
Volume Module	: : :>>	Count	Date:	23 Se	ep 200	4 << 7	:15 -	8:15	AM			
Base Vol:	0	0	0	4	0	1450	970	310	0	0	463	14
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	4	0	1450	970	310	0	0	463	14
Added Vol:	Ō	0	0	31	0	1253	954	324	0	0	434	39
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	35	0	2703	1924	634	0	0	897	53
User Adi:	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 Adi:	0.88	0.88	0.88	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	0	40	0	0	2186	720	0	0	1019	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	0	2186	720	0	0	1019	60
PCE Adi:	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 Adi:	1.00	1,00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	40	0	0	2186	720	0	0	1019	60
Saturation F	low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.88	0.90	0.93	1.00	1.00	0.93	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	3.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3432	0	3344	5147	3538	0	0	3538	1583
			·									
Capacity Ana	lysis	Modul	e:									0.04
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.42	0.20	0.00	0.00	0.29	0.04
Crit Moves:				****			* * * *				****	
Green Time:	0.0	0.0	0.0	1.3	0.0	0.0	47.5	79.7	0.0	0.0	32.2	32.2
Volume/Cap:	0.00	0.00	0.00	0.80	0.00	0.00	0.80	0.23	0.00	0.00	0.80	0.11
Uniform Del:	0.0	0.0	0.0	44.2	0.0	0.0	17.5	0.7	0.0	0.0	26.1	19.3
IncremntDel:	0.0	0.0	0.0	61.0	0.0	0.0	1.8	0.0	0.0	0.0	3.9	U.1
Delay Adj:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	105.2	0.0	0.0	19.3	0.8	0.0	0.0	29.9	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:	0.0	0.0	0.0	105.2	0.0	0.0	19.3	0.8	0.0	0.0	29.9	19.4
HCM2 kAvg:	0	0	0	2	0	0	19	2	0	0	15	1
****	* * * * *	* * * * * *	******	*****	* * * * * * *	******	*****	* * * * *	* * * * * * *	* * * * *	* * * * * *	* * * * * * *

MITIG8 - PM C	Cumula	tive	No 2We	d Nov	17, 2	004 15	:17:27	7 			Page	1-1
		 L	evel 0	of Serv	vice C	omputa	tion F	Report		- -		
2	2000 H	исм ор	eratio	ns Met	hod (Future	Volun	ae Alt	cernati'	ттттт ЛС)	****	++++++
***********	*****	*****	*****	* * * * * *	*****	*****	*****	****	*****	*****	~~~~~	
Intersection	#1304	Blan	co/Res	ervati	on				والمار المراجع المراجع المراجع	ىلىرىنى بىلەر يەر سەر مەر مەر سەر سەر سەر	*****	* * * * * * *
*****	*****	*****	*****	*****	*****	******	*****	((17) .	~ ~ ~ ~ ~ ~ ~	1 00	0
Cycle (sec):		90			C	ritica	I VOL.	./Cap.	. (X):		1.04	1
Loss Time (se	ec):	9	(Y+R	= 4 5	sec) A	verage	Delay	/ (sed	c/ven);		57.	т Г
Optimal Cycle	е:	180			L	⊿eve⊥ 0.	t Serv	71ce:	******	*****	*****	
**********	* * * * * *	* * * * *	*****	******	*****	*****	*****		aund		st Bo	und
Approach:	Nor	rth Bo	und	SOL T	itn BC	nuna n	т	130 DO		T	. т	- R
Movement:	ь -	- 1	- к	- <u>ا</u>	·	- K			1		·	
	ا د سا			Spl	++ Dh	1250	י ידי	otect	ted	Pr	otect	ed
Control:	ърт	Trolu	da	0.67	Tanor	~p		Inclu	ıde		Inclu	ıde
Rights:	Ω	THCT0	.ue 0	0	19101	0	0	0	0	0	0	0
Min. Green.	n r	ນ ດັ	0 0	2 0	0 0	0 2	3 () 2	0 0	0 0	2	0 1
Lanes.	1					1						
Volume Module	' e: >>	Count	Date:	23 Se	ep 200	4 << 5	:00 -	6:00	PM			
Base Vol:	0	0	0	21	0	1027	1370	519	0	0	382	16
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Tnitial Bse:	0	0	0	21	0	1027	1370	519	0	0	382	16
Added Vol:	0	0	0	46	0	1754	1865	629	0	0	573	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	67	0	2781	3235	1148	0	0	955	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	67	0	0	3235	1148	0	0	955	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	67	0	0	3235	1148	0	1 00	955	1 00
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	1140	1.00	1.00	1.00 T.00	1.00
Final Vol.:	0	0	0.	. 67	U	0	3235	1140	1		9JJ	
		1								I		1
Saturation F	LOW MO	odule:	1000	1000	1000	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1 00	1 00	1900	1 00	0.88	n 90	0 93	1.00	1.00	0.93	0.83
Aajustment:	1.00	1,00	1.00	2 00	1,00	2 00	3.00	2.00	0.00	0.00	2,00	1.00
Lanes: Einal Sat :	0.00	0.00	0.00	3432	0.00	3344	5147	3538	0	0	3538	1583
rinal Sat	[- -	
Canacity Ana	lvsis	Modul	e:									
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.63	0.32	0.00	0.00	0.27	0.04
Crit Moves:				****			* * * *				****	
Green Time:	0.0	0.0	0.0	1.7	0.0	0.0	55.5	79.3	0.0	0.0	23.8	23.8
Volume/Cap:	0.00	0.00	0.00	1.02	0.00	0.00	1.02	0.37	0.00	0.00	1.02	0.14
Uniform Del:	0.0	0.0	0.0	44.1	0.0	0.0	17.3	0.9	0.0	0.0	33.1	25.3
IncremntDel:	0.0	0.0	0.0	116.7	0.0	0.0	21.2	0.1	0.0	0.0	34.5	0.2
Delay Adj:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	160.9	0.0	0.0	38.5	1.0	0.0	0.0	67.6	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:	0.0	0.0	0.0	160.9	0.0	0.0	38.5	1.0	0.0	0.0	67.6	25.4
HCM2 kAvg:	0	0	0	3	0	0	42	3	++++++++++++++++++++++++++++++++++++++	1 1 1 1	د د د د د ۱	r****** T
	****	*****	*****	*****	*****	* * * * * * *	^ ~ ~ ~ ~ ~ ~	~ ^ ^ * *				

MITIG8 - AM Cumulative No 2Mon Nov 15, 2004 10:32:40	Page 1-1
Level Of Service Computation Rep 2000 HCM Operations Method (Future Volume	oort Alternative)
2000 1101 0001000 1101000 (100020 + +++++++++++++++++++++++++++++++	********
Intersection #1306 Callfornia/Reindoria:	*******
\sim	ap. (X): 0.556
Cycle (sec): 60 Circlear Voir, C	(sec/veh): 14.8
Loss Time (sec): 9 ($I+R = 4$ Sec) Average Deray (
Optimal Cycle: 35 Lever 01 Serve	··· · · · · · · · · · · · · · · · · ·
East	Bound West Bound
Movement: L - T - R L - T - R L -	T - R L - T - R
Control: Protected Protected Per	mitted Permitted
Rights: Include Include Ir	nclude Include
Min. Green: 0 0 0 0 0 0 0	
Lanes: 10010 10010 10	
Volume Module: >> Count Date: 2 Jun 2004 << 7:15 - 8:1	15 AM 27 106 192 07 2
Base Vol: 70 1 32 2 2 5 2	3/ 106 102 93 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	00 1.00 1.00 1.00 1.00
Initial Bse: 70 1 32 2 2 5 2	37 106 182 93 2
Added Vol: 48 208 25 0 300 0 0	
CA Ext. Rea: -17 33 -16 9 116 23 9 -	-18 - 25 - 91 - 46 - 25
Initial Fut: 101 242 41 11 418 28 11	19 145 136 47 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.	.91 0.91 0.91 0.91 0.91
PHF Volume: 111 266 45 12 459 31 12	21 159 149 52 27
Reduct Vol: 0 0 0 0 0 0 0	
Reduced Vol: 111 266 45 12 459 31 12	21 159 149 52 27
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.	
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.	.00 1.00 1.00 1.00
Final Vol.: 111 266 45 12 459 31 12	21 159 149 52 27
Saturation Flow Module:	
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190	
Adjustment: 0.93 0.96 0.96 0.93 0.97 0.97 0.89 0.	
Lanes: 1.00 0.86 0.14 1.00 0.94 0.06 1.00 0.	12 0.00 1.00 0.00 0.00
Final Sat.: 1769 1557 264 1769 1729 116 1313	
	L E
x_{-1}/q_{-1} , x_{-	.11 0.11 0.14 0.04 0.04
Vol/Sat: 0.08 0.17 0.17 0.01 0.27 0.27 0.01 0.	****
Crit Moves: 60.24.1.24.1.1.4.28.7.28.7.15.6.1	5.6 15.6 15.6 15.6 15.6
Green Time: $0.560.34.1$ 34.1 $1.420.7$ 20.7 10.01	43 0.43 0.56 0.17 0.17
$\begin{array}{c} \text{Vortune}(\text{cap:} 0.56 \ 0.56$	8.5 18.5 19.2 17.2 17.2
TransmtDol: 340202020011111111100010	0.7 0.7 2.6 0.2 0.2
Incremenuel: 5.4 0.2 0.2 4.2 0.0 0.0 0.0 1	.00 1.00 1.00 1.00 1.00
Delay Auj: $1.001.001.001.001.001.001.001.001.001.0$	9.2 19.2 21.8 17.4 17.4
Detay/ven: 20.0 0.5 0.5 55.0 11.5 11.9 10.7 1.	-00 1.00 1.00 1.00 1.00
USER DELAGJ; 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	9.2 19.2 21.8 17.4 17.4
Adjue://ven: $20.0 0.9 0.9 33.0 11.9 11.9 10.7 1.$	3 3 5 1 1
nunzkavy; , , , , , , , , , , , , , , , , , , ,	*******

MITIG8 - PM C	umula	ative	No 2Mor	n Nov	15, 2	004 10	:32:15				Page	1-1
												
		L	evel O	r Serv	hod u	.omputa	Volum	a alt	- ernativ	ve)		
Z	1000 E	ICM OD	+++++++	15 Met		******	******	*****	*******	• - , * * * * * *	*****	*****
**********	*****	*****	~ .	(======								
Intersection **********	#1306	o Call	iornia; ******	******	:*****	******	* * * * * *	****	******	*****	*****	*****
Cycle (sec):		60			C	ritical	l Vol.	/Cap	. (X):		0.61	1
Loss Time (se	ec):	9	(Y+R =	= 4 5	sec) A	verage	Delay	/ (sec	:/veh):		15.	5
Optimal Cycle	:	39	,		I	evel 0	f Serv	rice:				В
********	*****	*****	*****	* * * * * *	*****	*****	* * * * * *	****	******	*****	*****	******
Approach:	Nor	rth Bo	und	Sou	ith Bo	ound	Εa	ist Bo	ound	W∈	est Bo	und
Movement:	T	- T	– R	ь -	- T	- R	ь -	· T	– R	г -	·Τ	– R
					- -			 .		-		
Control:	Pr	cotect	ed .	Pi	otect	ted	E	Permit	ted	E	Permit	ted
Bights'		Tnclu	de		Inclu	ıde		Inclu	ıde		Inclu	ıde
Min Green.	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (<u> </u>	1 0	1 () ()	1 0	1 () ()	1 0	1 0	0 (1 0
l												
Volume Module	: >>	Count	Date:	2 Jur	1 2004	4 << 5:	00 - 6	5:00 1	PM			
Base Vol:	102	1	98	1	2	4	5	118	51	43	85	5
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1.02	1	98	1	2	4	5	118	51	43	85	5
Added Vol:	86	422	64	0	391	0	0	0	85	55	0	0
CA Ext. Rea:	-25	74	-49	30	33	21	9	-18	-25	-21	-42	21
Initial Fut:	163	497	113	31	426	25	14	100	111	77	43	26
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	177	540	123	34	463	27	15	109	121	84	47	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	540	123	34	463	27	15	109	121	84	47	28
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	177	540	123	34	463	27	15	109	121	84	47	28
Saturation Fl	Low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0,95	0.93	0.97	0.97	0.69	0.90	0.90	0.42	0.92	0.92
Lanes:	1.00	0.81	0.19	1.00	0.94	0.06	1.00	0.47	0.53	1.00	0.62	0.38
Final Sat.:	1769	1475	335	1769	1745	102	1318	813	902	803	1094	662
Capacity Anal	lysis	Modul	e:									
Vol/Sat:	0.10	0.37	0.37	0.02	0.27	0.27	0.01	0.13	0.13	0.10	0.04	0.04
Crit Moves:		****		****				* * * *				
Green Time:	10.4	36.0	36.0	1.9	27.5	27.5	13.1	13.1	13.1	13.1	13.1	13.1
Volume/Cap:	0.58	0.61	0.61	0.61	0.58	0,58	0.05	0.61	0.61	0.48	0.20	0.20
Uniform Del:	22.8	7.6	7.6	28.7	12.0	12.0	18.5	21.1	21.1	20.4	19.1	19.1
IncremntDel:	2.8	1.0	1.0	18.4	1.0	1.0	0.1	2.9	2.9	2.0	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.6	8.6	8.6	47.1	13.0	13.0	18.6	24.1	24.1	22.5	19.4	19.4
User DelAdi:	1.00	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	8.6	8.6	47.1	13.0	13.0	18.6	24.1	24.1	22.5	19.4	19.4
HCM2 kAva:	4	9	8	2	7	7	0	5	5	4	1	1
********	****	*****	*****	* * * * *	* * * * *	******	*****	* * * * *	******	*****	*****	*****

MITIG8 - AM C	umula	ative	No 2Moi	n Nov	15, 2	2004 10	:41:00)	• • • • •		Page	1-1
		ICM OD	evel 0:	f Serv	vice (Computa (Future	tion H Volum	eport	t t			
***********	****	*****	*****	* * * * * *	* * * * *	******	*****	****	******	* * * * * *	* * * * *	*****
Intersection	#1310) Cali	fornia.	/Imjir ******	1	******	*****	*****	*****	* * * * * *	*****	*****
		1 5 0				ritica	1 Vol	/Can	(X):		0.95	1
Cycre (sec):	~\.	T00	(V.LD -	- A c		Norade	Delay	/ (se			44.	3
Loss Time (se	ec):	176	(TIV -		, , , , ,	'aval O	f Serv	rice.	<i>o,</i>			D
Uptimai Cycie	******	1/0	******	* * * * * *	- ****;	+*****	*****	*****	******	*****	* * * * *	*****
Approach:	Nor	th Br	und	Soi	th B	ound	Ea	ast Be	ound	₩e	est Bo	ound
Movement:	T	- т	- R	L -	- T	– R	L -	- т	– R	L -	- T	– R
							[- 					
Control:	F	Permit	ted	E	Permi	ted	Pi	rotect	ted	Pı	otect	ed
Rights:		Ovl			Ovl			Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0) 1	0 1	1 () 1	0 1	2 () 3	0 1	2 0	2	1 0
Volume Module	: >>	Count	Date:	11 Mā	ar 20)4 << 7	:00 -	8:00	AM - A	djuste	ed .	
Base Vol:	0	10	54	24	82	159	20	502	5	215	909	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	54	24	82	159	20	502	5	215	909	10
Added Vol:	52	129	157	98	149	276	134	865	63	143	1249	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	139	211	122	231	435	154	1367	68	358	2158	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:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	66	176	267	154	292	551	195	1730	86	453	2732	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	U
Reduced Vol:	66	176	267	154	292	551	195	1730	86	45.3	2/32	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
Final Vol.:	66	176	267	154	292	551	. 195	1730	86	453	2132	41
			[[
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adiustment.	0.41	0.97	0.82	0.53	0.95	0.81	0.89	0.87	0.82	0.92	0.91	0.91
Lanes,	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	2.96	0.04
Final Sat.:	778	1843	1567	1010	1806	1535	3363	4982	1551	3500	5099	76
							[[
Capacity Anal	lysis	Modul	.e:									
Vol/Sat:	0.08	0.10	0.17	0.15	0.16	0.36	0.06	0.35	0.06	0.13	0.54	0.54
Crit Moves:						****	* * * *				* * * *	
Green Time:	47.4	47.4	72.8	47.4	47.4	56.5	9.1	68.2	68.2	25.4	84.5	84.5
Volume/Cap:	0.27	0.30	0.35	0.48	0.51	0.95	0.95	0.76	0.12	0.76	0.95	0.95
Uniform Del:	38.3	38.8	23.9	41.4	41.9	45.4	70.2	34.2	23.6	59.4	30.8	30.8
IncremntDel:	0.6	0.3	0.3	1.2	0.8	25.8	49.0	1.6	0.1	5.9	8.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.9	39.1	24.2	42.6	42.7	71.2	119.2	35.8	23.7	65.3	39.0	39.0
User DelAdi:	1.00	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	39.1	24.2	42.6	42.7	71.2	119.2	35.8	23.7	65.3	39.0	39.0
HCM2 kAva:	5	6	7	10	11	29	8	23	2	12	44	48
***********	****	* * * * * *	******	* * * * * *	****	* * * * * * *	*****	*****	* * * * * * *	*****	*****	******

Level of Service Computation Report Level of Service Computation Report 2000 HCK Operations Method (Puture Volume Alternative) Intersection #1310 California/Imjin Cycle (sec): 150 Critical Vol./Cap. (X): 0.960 Loss Time (sec): 9 (YAR = 4 sec) Average Delay (sec/veh): 47.3 Optimal Cycle: 180 Critical Vol./Cap. (X): 0.960 Movement: L - T - R L - T - R R L - T - R A - T - R R L - T - R R L - T - R Control: Permitted Permitted Protected Protected Not	MITIG8 - PM C	umula	tive 1	No 2Mor	n Nov	15, 2	004 10:	39:27				Page -	1-1	
Intersection fillo California/Imjin Cycle (sec): 150 Critical Vol./Cap. (X): 0.990 Loss Time (sec): 9 (Y+R 4 sec) Average Belay (sec/veh): 47.3 Optimal Cycle: 180 L - T - R L - T - R L - T - R Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Protected Include Min. Green: 0 0 0 0 0 0 0 0 0 0 Volume Module: >> Count Date: 11 Mar 2004 << 4(45 - 5:45 FM - Adjusted Base Vol: 0 10 1.00				evel Of	Serv	 ice C hod (omputat Future	ion R Volum	eport e Alt	ernati				
Intersection #1310 California/Imjin Treesting 150 Critical Vol./Cap. (X): 0.980 Loss Time (sec): 9 (Y=R = 4 sc) Average Delay (sec/veh): 47.3 Optimal Cycle: 180 Level of Service: D Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Permitted Protected Protected Include Min. Green: 0	ک به به ب	1+++++	Ch OD.	******	*****	*****	******	****	* * * * *	*****	* * * * * *	****	* * * * * *	
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	*****	11010	d-1-	fornia	/Tmiin									
Cycle (sec): 150 Critical Vol./Cap. (X): 0.980 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 47.3 Optimal Cycle: 180 Level of Service: D Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Protected Protected Rights: Ovl Ovl Include Include Min. Green: 0	Intersection	#1210		+++++++	******	*****	*****	*****	* * * * *	******	* * * * * *	****	*****	
Cycle (sec):9(Y+R = 4 sec) Average Delay (sec/veh):47.3Detimal Cycle:180Level Of Service:DApproach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - RControl:PermittedProtectedProtectedRights:OvlOvlIncludeIncludeMin. Green:000000Lanes:10101203Volume Module:> Count Date:11 Mar 2004 << 4:45 - 5:45 PM - Adjusted	********		150			Ċ	ritical	Vol.	/Cap.	(X):		0.980		
Loss Time (Bec): 10 (Trk = 1000) Level Of Service: D Approach: North Bound South Bound Eavel Of Service: D Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Protected Include Rights: Ov1 Ov1 Include Include Green: 0 0 0 0 0 0 0 0 0 Volume Module: > Count Date: 11 Mar 2004 <<	Cycle (sec)		120	/VLD -	- <u>A</u> e		verage	Delav	(sec	:/veh):		47.	3	
Optimal Cycle: 103 South Bound East Bound West Bound Approach: North Bound South Bound East Bound West Bound Movement: L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T T R L T T R L T T R L T T R L T T R L T T R L T R L T T R L T T R L T T R L T T L L T L L	Loss Time (se	(C);	ر ۱۹۸	(1.1.12) -		.сс, л. т	evel Of	E Serv	ice:				D	
Approach:North BoundSouth BoundEast BoundWest BoundMovement:IITRITTRIITRITRITRControl:PermittedPermittedProtectedProtectedRights:Ov1Ov1IncludeIncludeIncludeMin. Green:00000000Lanes:10101012021Volume Module:>> Count Date:11 Mar 2004 <<	Optimal Cycle	· * * * * * * ; :	*****	*****	*****	*****	******	*****	* * * * *	*****	*****	* * * * *	*****	
Approach:Note of the termITRLTRL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-RL-T-Control:PermittedPermittedOviOviOviO00 </td <td>Turungah.</td> <td>Nor</td> <td>th Bo</td> <td>und</td> <td>Sou</td> <td>th Bo</td> <td>und</td> <td>Ea</td> <td>st Bo</td> <td>ound</td> <td>Ŵe</td> <td>st Bo</td> <td>und</td>	Turungah.	Nor	th Bo	und	Sou	th Bo	und	Ea	st Bo	ound	Ŵe	st Bo	und	
Incomment Image: I	Approach: Marramant	T -	. m	- R	T	. Т	- R	ь -	T	- R	L -	Т	- R	
Control: Permitted Permitted Protected Protected Rights: Ov1 Ov1 Include Include Include Min. Green: 0	Movement.	ند د – – – س]							
Control. Ov1 Include Include Include Min. Green: 0	Control:	q	ermit	ted	Ē	ermit	ted	Pr	otect	zed	Pr	otect	ed	
Arginstr. 0 <th0< th=""> 0 <th0< th=""> <th0< t<="" td=""><td>Dichte.</td><td>1</td><td>Ovl</td><td>004</td><td></td><td>Ovl</td><td></td><td></td><td>Inclu</td><td>ıde</td><td></td><td>Inclu</td><td>ıde</td></th0<></th0<></th0<>	Dichte.	1	Ovl	004		Ovl			Inclu	ıde		Inclu	ıde	
Min. Olecht. 1 0 1 1 1 1 <th1< th=""> <th< td=""><td>Min Green.</td><td>Û</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></th<></th1<>	Min Green.	Û	0	0	0	0	0	0	0	0	0	0	0	
Volume Module: >> Count Date: 11 Mar 2004 <	Lanes:	1 0) 1	0 1	1 0) 1	0 1	2 0	3	0 1	2 0	2	1 0	
Volume Module: >> Count Date: 11 Mar 2004 << 4:45 - 5:45 PM - Adjusted Base Vol: 0 47 146 11 19 36 93 969 3 95 614 15 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0							l				1			
Base Vol: 0 47 146 11 19 36 93 969 3 95 614 15 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Volume Module	: >>	Count	Date:	11 Ma	ir 200	4 << 4	:45 -	5:45	PM – A	djuste	d		
Growth Adj: 1.00 <td>Base Vol:</td> <td>0</td> <td>47</td> <td>146</td> <td>11</td> <td>19</td> <td>36</td> <td>93</td> <td>969</td> <td>3</td> <td>95</td> <td>614</td> <td>1 00</td>	Base Vol:	0	47	146	11	19	36	93	969	3	95	614	1 00	
Initial Bse: 0 47 146 11 19 36 93 969 3 95 614 15 Added Vol: 101 234 244 35 229 302 371 1924 103 272 1765 75 PasserByVol: 0 <td>Growth Adj:</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1,00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td>	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00	
Added Vol: 101 234 244 35 229 302 371 1924 103 272 1765 75 PasserByVol: 0 <	Initial Bse:	0	47	146	11	19	36	93	969	3	95	614	15	
PasserByVol: 0 <t< td=""><td>Added Vol:</td><td>101</td><td>234</td><td>244</td><td>35</td><td>229</td><td>302</td><td>371</td><td>1924</td><td>103</td><td>272</td><td>1/65</td><td>/5</td></t<>	Added Vol:	101	234	244	35	229	302	371	1924	103	272	1/65	/5	
Initial Fut: 101 281 390 46 248 338 464 2893 106 367 2379 90 User Adj: 1.00	PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0	
User Adj: 1.00 0	Initial Fut:	101	281	390	46	248	338	464	2893	106	367	2379	1 00	
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91	User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume: 111 309 429 51 273 371 510 3179 116 403 2814 99 Reduct Vol: 0 <	PHF Adi:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Reduct Vol: 0 <th< td=""><td>PHF Volume:</td><td>111</td><td>309</td><td>429</td><td>51</td><td>273</td><td>371</td><td>510</td><td>3179</td><td>116</td><td>403</td><td>2614</td><td>99</td></th<>	PHF Volume:	111	309	429	51	273	371	510	3179	116	403	2614	99	
Reduced Vol: 111 309 429 51 273 371 510 3179 116 403 2614 99 PCE Adj: 1.00	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PCE Adj: 1.00	Reduced Vol:	111	309	429	51	273	371	510	3179	116	403	2614	1 00	
MLF Adj: 1.00	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.: 111 309 429 51 273 371 510 3179 116 403 2614 99	MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Saturation Flow Module: Sat/Lane: 1900 120 120	Final Vol.:	111	309	429	51	273	371	510	3179	116	403	2614	99	
Saturation Flow Module: Sat/Lane: 1900 120 120											[
Sat/Lane: 1900 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 <td>Saturation F</td> <td>low Mo</td> <td>odule:</td> <td></td> <td></td> <td></td> <td>4 9 9 9</td> <td>1000</td> <td>1000</td> <td>1000</td> <td>1000</td> <td>1000</td> <td>1000</td>	Saturation F	low Mo	odule:				4 9 9 9	1000	1000	1000	1000	1000	1000	
Adjustment: 0.39 0.97 0.82 0.33 0.95 0.81 0.89 0.87 0.82 0.92 0.91 0.91 Lanes: 1.00 1.00 1.00 1.00 1.00 2.00 3.00 1.00 2.00 2.89 0.11 Final Sat.: 734 1843 1567 634 1806 1535 3363 4982 1551 3500 4971 188	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	0 01	n 91	
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 2.00 3.00 1.00 2.00 2.00 2.00 4.11 Final Sat.: 734 1843 1567 634 1806 1535 3363 4982 1551 3500 4971 188 	Adjustment:	0.39	0.97	0.82	0.33	0.95	1.8T	0.89	0.67	1 00	2 00	2 80	0 11	
Final Sat.: 734 1843 1567 634 1806 1535 3363 4982 1531 3300 4971 100 Capacity Analysis Module: Vol/Sat: 0.15 0.17 0.27 0.08 0.15 0.24 0.15 0.64 0.08 0.12 0.53 0.53 Crit Moves: **** Green Time: 25.6 25.6 43.3 25.6 25.6 51.5 25.8 97.7 97.7 17.6 89.5 89.5 Volume/Cap: 0.88 0.98 0.95 0.47 0.88 0.71 0.88 0.98 0.12 0.98 0.88 0.88 Uniform Del: 60.7 61.9 52.2 56.0 60.7 42.7 60.6 25.2 9.9 66.0 25.7 25.7 IncremntDel: 47.1 45.0 29.4 3.2 24.3 4.3 14.6 11.5 0.1 38.9 3.3 3.3 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2500	4071	188	
Capacity Analysis Module: Vol/Sat: 0.15 0.17 0.27 0.08 0.15 0.24 0.15 0.64 0.08 0.12 0.53 0.53 Crit Moves: **** Green Time: 25.6 25.6 43.3 25.6 25.6 51.5 25.8 97.7 97.7 17.6 89.5 89.5 Volume/Cap: 0.88 0.98 0.95 0.47 0.88 0.71 0.88 0.98 0.12 0.98 0.88 0.88 Uniform Del: 60.7 61.9 52.2 56.0 60.7 42.7 60.6 25.2 9.9 66.0 25.7 25.7 IncremntDel: 47.1 45.0 29.4 3.2 24.3 4.3 14.6 11.5 0.1 38.9 3.3 3.3 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Final Sat.:	734	1843	1567	634	T806	1535	3363	4902	1001	5500			
Capacity Analysis Module: Vol/Sat: 0.15 0.17 0.27 0.08 0.15 0.24 0.15 0.64 0.08 0.12 0.53 0.53 Crit Moves: **** **** **** **** Green Time: 25.6 25.6 43.3 25.6 25.6 51.5 25.8 97.7 97.7 17.6 89.5 89.5 Volume/Cap: 0.88 0.98 0.95 0.47 0.88 0.71 0.88 0.98 0.12 0.98 0.88 0.88 Uniform Del: 60.7 61.9 52.2 56.0 60.7 42.7 60.6 25.2 9.9 66.0 25.7 25.7 IncremntDel: 47.1 45.0 29.4 3.2 24.3 4.3 14.6 11.5 0.1 38.9 3.3 3.3 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		[-						1		1	1		1	
Vol/Sat: 0.15 0.17 0.27 0.08 0.13 0.24 0.12 0.98 0.88 0.88 0.88 0.14 0.14 0.14 0.12 0.98 0.88 0.88 0.88 0.14 0.14 0.12 0.98 0.88 0.88 0.88 0.11 0.11 0.12 0.98 0.88 0.88 0.88 0.11 0.12 0.98 0.88 0.88 0.88 0.88 0.12 0.98 0.88 0.88 0.88 0.12 0.98 0.88 0.88 0.88 0.12 0.98 0.88 0.83 0.10 0.10	Capacity Ana.	Lysis	Modul		0 00	0.15	0.24	0 15	0 64	0.08	0.12	0.53	0.53	
Crit Moves: 43.3 25.6 25.6 51.5 25.8 97.7 97.7 17.6 89.5 89.5 Volume/Cap: 0.88 0.98 0.95 0.47 0.88 0.71 0.88 0.98 0.12 0.98 0.88 0.88 Uniform Del: 60.7 61.9 52.2 56.0 60.7 42.7 60.6 25.2 9.9 66.0 25.7 25.7 IncremntDel: 47.1 45.0 29.4 3.2 24.3 4.3 14.6 11.5 0.1 38.9 3.3 3.3 Delay Adj: 1.00	Vol/Sat:	0.15	U.1/	0.27	0.00	0.10	0.27	0.10	****	0.00	****			
Green Time: 25.6 25.6 43.3 25.6 25.6 51.5 25.6 51.7 25.6 51.7 25.6 51.7 25.6 51.7 25.6 25.7 25.7 Volume/Cap: 0.88 0.98 0.95 0.47 0.88 0.71 0.88 0.98 0.12 0.98 0.88 0.88 Uniform Del: 60.7 61.9 52.2 56.0 60.7 42.7 60.6 25.2 9.9 66.0 25.7 25.7 IncremntDel: 47.1 45.0 29.4 3.2 24.3 4.3 14.6 11.5 0.1 38.9 3.3 3.3 Delay Adj: 1.00	Crit Moves:	0 F (× × × × ×	12 2	25 6	25 6	51 5	25 8	977	97.7	17.6	89.5	89.5	
Volume/Cap: 0.88 0.98 0.95 0.47 0.88 0.11 0.00 0.12 0.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 <td>Green Time:</td> <td>25.6</td> <td>25.6</td> <td>43.3</td> <td></td> <td>2J.0</td> <td>0 71</td> <td>0 88</td> <td>0 98</td> <td>0.12</td> <td>0.98</td> <td>0.88</td> <td>0.88</td>	Green Time:	25.6	25.6	43.3		2J.0	0 71	0 88	0 98	0.12	0.98	0.88	0.88	
Uniform Del: 60.7 61.9 52.2 56.0 60.7 42.7 60.0 20.2 50.0 20.1 20.0 1.00 <	Volume/Cap:	0.88	0.98	0.95	5C 0	60.7	12 7	60 6	25 2	9.9	66.0	25.7	25.7	
IncremntDel: 47.1 45.0 29.4 5.2 24.5 1.5 11.0 11.0 11.0 11.0 1.00 1.00 1.0	Uniform Del:	60./	61.9	20.4	30.0	24 3	43	14 6	11.5	0.1	38.9	3.3	3.3	
Delay Adj: 1.00	incremntDel:	4/.1	40.0	۲ ۵۵ ۲ ۵۵	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	
Delay/ven: 107.8 107.81.7 59.2 63.0 47.0 75.2 50.7 50.2 50.7 50.2 50.7 50.2 50.7 50.2 50.7 50.2 50.7 50.7 50.7 50.7 50.7 50.7 50.7 50.7 100 1.00<	Delay Adj:	107 0	107	1.00	1.00	1.00 T.00	47 N	75 2	36.7	9.9	104.9	29.0	29.0	
User DeLAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Delay/Veh	107.8	1 00	01./ 1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	
AdjDel/ven: 10/.8 10/ 81.7 59.2 83.6 47.6 75.2 86.7 51.8 181	User DelAdj:	107 0	107	1.UU 01 7	1.00	9E 0	47 0	75 2	36 7	9.9	104.9	29.0	29.0	
HCM2 KAVG: 10 19 20 0 10 10 10 10 10 10 10 10 10 10 10 10	AdjDei/Ven:	10/.8	10/	01./ 22	JJ.2 G	15	16	15	53	2	14	38	37	
	HCM2 kAvg:	+++++ T2	***** 77	۲.۲ * * * * * *	****	۰۔ ****	++++++	*****	****	*****	* * * * * *	* * * * *	* * * * * * *	

MITIG8 - AM C	Cumula	ative	No 2Moi	n Nov	15, 2	004 10	:44:27				Page	1-1
		 		E Serv	vice C		tion F	eport		_ = = =		
2	.000 F	ICM Op	eratio	ns Met	hod	Future	Volum	ne Alt	ernati	ve)		
**********	*****	*****	*****	*****	*****	* * * * * * *	* * * * * *	****	******	*****	* * * * *	****
Intersection	#1311	l Imji	n_Rd/In	njin_P	kwy-1	mjin_R	d + + + + + + +	• • • • • •	******	* * * * * *	****	*****
*******	*****	*****	*****	*****			1 1707 1 1707	1000	/21.		0 76	1
Cycle (sec):		120				.ritica	Delaw	/cap	(Δ)		18	2
Loss Time (se	ec):	9	(Y+R	- 4.5	sec) A	verage	Deray f Com	ri do •	, ven, .		10.	B
Optimal Cycle	· * * * * * 1	63 *****	*****	*****	L + + + + +	:eve⊥ ∪	1 30LV	*****	*****	* * * * * *	* * * * *	*****
Approach:	Noi	cth Bo	und	Sou	ith Bo	ound	Ea	st Bo	ound	We	st Bo	ound
Movement:	L -	- T	– R	L ~	- Т	- R	L -	· T	- R	L -	T 	- R
Control:	 Spl	lit Ph	ase	Spl	it Pł	nase	Pr	otect	ted	Pr	otect	ed
Pichts:	0 [0]	0v1		r	Inclu	ıde		Inclu	ıde		Inclu	ıde
Min Green.	Ο	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (ס כ	0 2	0 0) ()	0 0	0 0) 2	1 0	2 0	3	00.
			[0.15			 ~	
Volume Module	e: >>	Count	Date:	10 Mã	ar 200)4 << /	:15 -	8:15	AM - A	ajuste EC7	u 037	Δ
Base Vol:	7	0	62	0	0	1 00	1 00	520	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 EC7	1.00	1.00
Initial Bse:	7	0	62	0	0	0	U	520	140	207	1062	0
Added Vol:	62	0	263	0	0	0	0	962	140	215	1203	0
PasserByVol:	0	0	0	0	0	0	0	0	102	0	0 1 0 0	0
Initial Fut:	69	0	325	0	0	0	0	1482	193	842	2100	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.00	0.00
PHF Volume:	78	0	369	0	0	0	0	1684	219	957	2300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0.57	0	0
Reduced Vol:	78	0	369	0	0	0	0	1684	219	957	2386	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	0	369	, 0	0	0	0	1684	219	957	2386 	
Comunation P									f	1		I
Saturation r	1000	1000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment.	1200	1 00	0 73	1 00	1 00	1.00	1.00	0.88	0.88	0.90	0.89	1.00
Aujustment.	1 00	0 00	2 00	0.00	0 00	0.00	0.00	2.65	0.35	2.00	3.00	0.00
Lanes: Final Sat ·	1769	0.00	2786	0.00	0.00	0	0	4421	576	3432	5083	0
Capacity Anal	lysis	Modul	e:									
Vol/Sat:	0.04	0.00	0.13	0.00	0.00	0.00	0.00	0.38	0.38	0.28	0.47	0.00
Crit Moves:	* * * *							****		* * * *		
Green Time:	7.0	0.0	50.9	0.0	0.0	0.0	0.0	60.1	60.1	44.0	104	0.0
Volume/Cap:	0.76	0.00	0.31	0.00	0.00	0.00	0.00	0.76	0.76	0.76	0.54	0.00
Uniform Del:	55.7	0.0	22.9	0.0	0.0	0.0	0.0	24.2	24.2	33.4	2.0	0.0
IncremntDel:	27.7	0.0	0.2	0.0	0.0	0.0	0.0	1.4	1.4	2.8	0.1	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	83.4	0.0	23.1	0.0	0.0	0.0	0.0	25.6	25.6	36.2	2.1	0.0
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.4	0.0	23.1	0.0	0.0	0.0	0.0	25.6	25.6	36.2	2.1	0.0
HCM2 kAva:	5	0	5	0	0	0	0	20	20	18	8	0
*******	* * * * *	* * * * * *	*****	* * * * * *	*****	* * * * * * *	* * * * * *	*****	* * * * * * *	*****	****	******

MITIG8 - PM C	lumula	tive 1	No 2Mor	n Nov	15, 2	004 10:	43:47				Page	1-1
		-	evel Of	E Serv		omputat	ion R	leport				-
2	2000 н	(CM Ope	eration	ıs Met	hod (Future	Volum	ne Alt	ternati	ve)		
* * * * * * * * * * * * *	*****	*****	* * * * * * *	*****	*****	******	*****	****	******	*****	****	*****
Intersection **********	#1311 *****	. Imji:	n_Rd/I1 *****	njin_P *****	kwy-I ****	mjin_Rc ******	1 *****	*****	*****	*****	*****	******
Cvcle (sec):		120			C	ritical	L Vol.	/Cap	(X):		1.09	92
Loss Time (se	ec):	9	(Y+R =	= 4 s	ec) A	verage	Delay	v (sec	c/veh):		51.	. 5
Optimal Cycle	e:	180			I	evel Of	E Serv	vice:		له بلد علم علم الداري.	له ماه مله مله مله .	D
**********	*****	*****	*****	* * * * * *	*****	******	*****	****	*****	Tute		wool
Approach: Movement:	Nor L -	th Bo T	und - R	Sou L -	th Bo	- R	вс L -	· T	– R – – R	L -	- Т	- R
	 [it Ph	250	 Spl	it Ph	lase	Pr	oteci	ed	Pi	otect	ed
Dighte	- AC			~ P -	Inclu	ıde		Inclu	ıde		Inclu	ıde
Min Green:	Ô	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0) 0	0 2	0 0	0	0 0	0 0) 2	1 0	2 () 3	0 0
Volume Module	e: >>	Count	Date:	10 Ma	ir 200)4 << 4	:45 -	5:45	PM - F	Adjuste	ed For	0
Base Vol:	51	0	221	0	0	0	0	1087	32	181	537	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00
Initial Bse:	51	0	221	0	0	0	0	1087	32	181	331	0
Added Vol:	138	0	459	0	0	0	0	2021	93	479	1910	U
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	0	680	0	0	0	0	3108	125	1 00	2453	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	203	0	731	0	0	0	U	3342	134	/10	2030	0
Reduct Vol:	0	0	0	0	0	0	0	0	124	710	2620	0
Reduced Vol:	203	0	731	0	0	1 00	1 00	3342	1 00	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2242	134	710	2638	1.00
Final Vol.:	203	0	/31	. 0	U	0		5542		/ I U		
							I		I			
Saturation F.	1000 PK	looo	1000	1000	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1 00	1900	1 00	1 00	1 00	1.00	0.89	0.89	0.90	0.89	1.00
Adjustment:	1 00	1.00	2 00	0 00	0 00	0.00	0.00	2.88	0.12	2.00	3.00	0.00
Lanes: Rimal Sat :	1769	0.00	2786	0.00	0.00	0	0	4857	195	3432	5083	0
Final Sat	1			I								
Capacity Ana	lvsis	Modul	e:									
Vol/Sat:	0.11	0.00	0.26	0.00	0.00	0.00	0.00	0.69	0.69	0.21	0.52	0.00
Crit Moves:	****							* * * *		* * * *		
Green Time:	12.6	0.0	35.4	0.0	0.0	0.0	0.0	75.6	75.6	22.7	98.4	0.0
Volume/Cap:	1.09	0.00	0.89	0.00	0.00	0.00	0.00	1.09	1.09	1.09	0.63	0.00
Uniform Del:	53.7	0.0	40.5	0.0	0.0	0.0	0.0	22.2	22.2	48.6	4.1	0.0
IncremntDel:	92.5	0.0	11.9	0.0	0.0	0.0	0.0	47.1	47.1	62.8	0.3	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	146.2	0.0	52.3	0.0	0.0	0.0	0.0	69.3	69.3	111.5	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:	146.2	0.0	52.3	0.0	0.0	0.0	0.0	69.3	69.3	111.5	4.4	0.0
HCM2 kAvg:	14	0	16	0	0	0	0	58	44444 56	22	د ۲ ۲ ۲ ۴	****** []
****	* * * * * .	* * * * * *	*****	*****	* * * * *	* * * * * * *	*****	* * * * *	*****	~ ~ ~ ~ ~ ~ ~	~ ~ ~ ~ *	

MITIG8 - AM Cumulative No 2Wed Nov 17, 2004 13:48:33 Page 1-1
Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative)

Intersection #1312 Abrams/Imjin ************************************
Cycle (sec): 120 Critical Vol./Cap. (X): 0.866
Cycle (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 23.8
Doss line (Sec): 94 Level Of Service: C ************************************
Approach: North Bound South Bound East Bound West Bound
Movement: $L - T - R$
Control: Permitted Permitted Protected Protected
Nights Ovl Include Include Include
$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Lanes: 10101 01001 10301 20301
wk wkk
Volume Module: March 2003 - AM
Base Vol: 63 13 159 43 16 137 20 558 4 114 1204 39
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Initial Bse: 63 13 159 43 16 137 20 558 4 114 1204 39
Added Vol: 55 66 224 58 36 32 16 1288 35 63 1424 32
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 118 79 383 101 52 169 36 1846 39 177 2628 71
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
PHF Adi: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 133 89 430 113 58 190 40 2074 44 199 2953 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 133 89 430 113 58 190 40 2074 44 199 2953 80
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
MLF Adi: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Final Vol.: 133 89 430 113 58 190 40 2074 44 199 2953 80
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190
Adjustment: 0.55 1.00 0.85 0.74 0.74 0.85 0.95 0.91 0.85 0.92 0.91 0.85
$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Final Sat.: 1047 1900 1615 927 477 1615 1805 5187 1615 3502 5187 1615
Capacity Analysis Module:
Vol/Sat: 0.13 0.05 0.27 0.12 0.12 0.12 0.02 0.40 0.03 0.06 0.57 0.05
Crit Moves: **** **** ****
Green Time: 29.0 29.0 39.2 29.0 29.0 29.0 3.1 71.8 71.8 10.2 78.9 78.9
Volume/Cap: 0.52 0.19 0.81 0.51 0.51 0.49 0.87 0.67 0.05 0.67 0.87 0.08
Uniform Del: 39.5 36.2 37.1 39.3 39.3 39.1 58.2 16.2 10.0 53.3 16.4 7.4
Therempt Del: 2 0 0.2 9.5 1.2 1.2 1.0 82.7 0.6 0.0 5.8 2.6 0.0
Delay Adj: 1 00 1 00 1.00 1.00 1.00 1.00 1.00 1.0
Dolay/Veb: 41 5 36 4 46.5 40.5 40.5 40.0 140.9 16.7 10.0 59.0 19.0 7.5
$H_{\text{resp}} = 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.$
$\frac{1}{100} \frac{1}{100} \frac{1}$
$\begin{array}{cccccccccccccccccccccccccccccccccccc$
nuna navg - 0 5 1/ 1/ 1/ 1/ 1/ 1/ 1/ 1/ 1/ 1/ 1/ 1/ 1/

MITIG8 - PM Cu	umulat	ive N	lo 2Wed	Nov 2	17, 20	004 13:	48:45			I 	Page 1	L-1
		Le	evel Of	Serv	ice Co	omputat	ion Re	eport	ernativ	-		
20	000 HC	CW ODe	eration *******	*****	*****	******	*****	*****	******	*****	* * * * * * *	*****
***********	*****		/									
Intersection :	#1312	Abrar	ms/⊥mj⊥	.11. - سه سه سه سه سه .	*****	******	*****	* * * * * *	* * * * * *	*****	* * * * * *	* * * * * *
*****	* * * * * *	*****	*****	***	с. С.	ritical	Vol	/Cap.	(X):		1.26	2
Cycle (sec):		120			.ب د ۲۰	LTCTCAT	Dolay	(sec	/veh):		95.0	6
Loss Time (se	c):	9	(Y+R =	= 4 S	ec) A	verage	Deray Deray	ico:	, , , , , , ,		1	F'
Optimal Cycle	:	180			ايل منابع ماري	ever or		*****	*****	*****	* * * * *	* * * * * *
******	*****	*****	******	*****	*****	., , , , , , , , , , , , , , , , , , ,		at Bo	und	We	st Bo	und
Approach:	Nor	th Bo	und	Sou	th Bo	und	ља. т			т. –	ידי די	- R
Movement:	Lı –	Т	– R	L -	т	– R	. ц. –	Т.	- K			
										 Dw	otoct	ad
Control:	Р	ermit	ted	P	ermit	ted	Pr	otect	ea	E +	Thelu	de
Rights:		Ovl			Inclu	de	_	Inciu	ae	Ω	THOTH	<u> </u>
Min. Green:	0	0	0	0	0	0	0	0	U 0 7		о С	Δ 1 0
Tanes:	1 0	1	0 1	0 1	0	0 1	1 0	3	U L .	U	. ఎ	
1						[
Volume Module	: Mar	ch 20	03 - PI	A				–		100	6F 6	17
Base Vol:	28	21	164	45	23	34	82	1185	41	196	000	4/
Growth Adi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Tritial Bear	28	21	164	45	23	34	82	1185	41	196	656	4/
Interar Doc.	87	62	145	37	93	32	41	2329	99	293	2364	
Added VOL	07	0	0	0	0	0	0	0	0	0	0	0
Passerbyvor.	115	83	309	82	116	66	123	3514	140	489	3020	158
initial fut:	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User Adj:	0.07	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Adj:	122	0.07	355	94	133	76	141	4039	161	562	3471	182
PHF Volume:	132	55	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	100	0 05	255	94	133	76	141	4039	161	562	3471	182
Reduced Vol:	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PCE Adj:	1.00	1.00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	T.00	2.00	1.00	133	76	141	4039	161	562	3471	182
Final Vol.:	132	95	300									
						1	,					
Saturation F	LOW MC		1000	1000	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	V 05 TAOO	1300	1 72	0.85	0,95	0.91	0,85	0.92	0.91	0.85
Adjustment:	16.0	1.00 1.00	1 00	0.75	0.10	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Lanes:	1.00	1.00	1/15	U.41 E70	Q11	1615	1805	5187	1615	3502	5187	1615
Final Sat.:	. 580	TA00	TOTO	درد · · ا			1					
	[1		1	1					
Capacity Ana	TASI2	Modu.	re:	0 1 4	0 16	0 05	0.08	0.78	0.10	0.16	0.67	0.11
Vol/Sat:	0.23	0.05	0.24	0.10	0.10	0.00		****		* * * *		
Crit Moves:	****	01 7	26.0	01 7	21 7	21 7	9_4	74.1	74.1	15.3	80.0	80.0
Green Time:	21.7	21./	36.9	21.1	0 01	0 26	1 00	1.26	0.16	1.26	1.00	0.17
Volume/Cap:	1.26	0.28	0./1	0.91	40 0	120	<u>π.</u> .οο	23 0	9.8	52.4	20.0	7.5
Uniform Del:	49.2	42.4	36.8	48.2	40.2	42.J	77 0	120	0.1	134.9	16.4	0.1
IncremntDel:	173.9	0.4	4.9	33.8	33.8	1 00	1 00	1 00	1 00	1.00	1.00	1.00
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	120 0	140	1.00 a 8	187 2	36.4	7.6
	223.1	42.8	41.7	82.0	82.0	42.7	1 00	1 00	1 00	1 00	1.00	1.00
Delay/Veh:				4 00	1 00	1 00	1.00	U	T-00	T.00		T · · · ·
Delay/Veh: User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	100 0	1 4 7	0 0	107 0	36 /	7.6
Delay/Veh: User DelAdj: AdjDel/Veh:	1.00 223.1	1.00 42.8	$\begin{array}{c} 1.00\\ 41.7 \end{array}$	82.0	82.0	42.7	132.3	143	9.8	187.2	36.4 51	7.6

are 1-1

MITIG8 - AM C	umula	tive	No 2Mor	n Nov	15, 20	004 18	:12:02				Page	1-1
		 L	evel Oi	E Serv	rice Co	omputa	tion F	leport				
	FHWA	A Roun	dabout	Metho	d (Fui	ture V	olume +++++	ALTE:	nalive	<i> </i> ******	• * * * * *	*****
***********	****	*****	******	*****	*****	* * * * * * *	~ ~ ~ ~ ~ ~ ~ ~ ~					
Intersection *********	#1315	> Imjı *****	n/Eight *****	tn *****	*****	*****	* * * * * *	*****	*****	*****	*****	*****
Average Delay ************	(sec	c/veh)	*****	15.1 *****	*****	* * * * * *	*****	上(* * * * *	evel Of ******	Serv1 *****	.Ce: *****	ن ******
Approach:	Noi	th Bo	und	Sou	th Bo	und	Εa	ist Bo	ound	We	est Bo	und
Movement:	Г	- T	– R	L -	т	– R	L -	- T	- R	L ~	· T	- R
						1						
Control:	Yi€	eld Si	gn	Yie	eld Si	gn	Yie	eld S:	ign	Yi€	eld Si	gn
Lanes:		1			1			1			1	,
											- <i></i>	
Volume Module	: >>	Count	Date:	9 Mar	2004	<< 7:	15 - 8	3:15 2	AM - Ad	justed	1	
Base Vol:	0	25	0	107	170	141	35	32	0	0	6	9
Growth Adi:	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	25	0	107	170	141	35	32	0	0	6	9
Added Vol:	0	27	0	249	7	160	199	72	0	0	116	100
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	52	0	356	177	301	234	104	0	0	122	109
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	62	0	424	211	358	279	124	0	0	145	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	62	0	424	211	358	279	124	0	0	145	130
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLE Adi:	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol ·	0	62	0	424	211	358	279	124	0	0	145	130
												!
PCE Module:												
AutoPCE:	0	62	0	424	211	358	279	124	0	0	145	130
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicvclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	0	62	0	424	211	358	279	124	0	. 0	145	130
							[~~				
Delay Module:	: >> '	Time E	Period:	0.25	hours	<<						
CircVolume:		826			145			635			340	
MaxVolume:		754			1122			857			1016	
PedVolume:		0			0			0			0	
AdjMaxVol:		754			1122			857			1016	
ApproachVol:		62			993			402			275	
ApproachDel:		5.2			21.5			7.9			4.9	
Queue:		0.3			12.9			2.5			1.1	

MITIG8 - PM C	Cumula	tive	No 2Mor	n Nov	15, 2	004 18	:11:40	5			Page	1-1
		 Г	evel Of	E Serv	vice C	omputa	tion H	 Report				_
	FHWA	A Roun	dabout	Metho	od (Fu	ture V	olume	Alter	mative)		1. A. A. A. A. A. A.
**********	*****	*****	*****	*****	*****	*****	*****	*****	*****	* * * * * *	*****	*****
<pre>Intersection ************************************</pre>	#1315 *****	> Imji:	n/Eight	th *****	*****	*****	* * * * * *	*****	*****	*****	*****	*****
Average Delay	/ (sec	c/veh)	: * * * * * * * *	8.7 *****	*****	*****	* * * * * *	Le * * * * *	evel Of ******	Servi *****	.Ce: *****	A *****
Approach:	Noi	th Bo	und	Sol	ith Bo	und	Εa	ast Bo	ound	We	est Bo	und
Movement:	L -	- T	- R	L -	- T	- R	L -	- T	- R	L -	- T	- R
Control:	 Yi€	eld Si	 an	 Yi€	eld Si	gn	Yie	eld Si	Lgn	Yie	ald Si	gn
Lanes:		1	<u>.</u>		1	-		1			1	
						I				[
Volume Module	e: >>	Count	Date:	9 Mai	r 2004	<< 5:	00 - 0	5:00 I	PM - Ad	ljusteo	1	
Base Vol:	0	104	0	25	49	60	97	9	0	0	22	63
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00
Initial Bse:	0	104	0	25	49	60	97	9	0	0	22	63
Added Vol:	0	17	0	142	35	395	344	153	0	0	130	237
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	121	0	167	84	455	441	162	0	0	152	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0,95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	127	0	176	88	479	464	171	0	0	160	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	127	0	176	88	479	464	171	0	0	160	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
Final Vol.:	0	127	0	176	88	479	464	171	0	. 0	160	316
										1		
PCE Module:	0	100	0	170	00	170	ACA	171	0	Ο	160	316
AutoPCE:	0	127	U	1/6	00	4/9	404	T / T	0	0	100	0
TruckPCE:	0	0	U	0	0	0	0	0	0	0	0	0 0
ComboPCE:	0	U	U	0	0	0	0	0	n	ň	ñ	Ő
BicyclePCE:	0	107	U	176	00	170	464	171	n	Ő	160	316
AdjVolume:	, U	127	1	1								
Dolay Module	• >> (Time P	eriod:	0.25	hours	. << .	ł		•			•
CircVolume:	• //	811 811	CIIOU,	0.20	160			264			592	
MaxVolume:		762			1114			1057			881	
DedVolume.		, 02			0			0			0	
AdiMaxVol.		762			1114			1057			881	
ApproachVol		127			743			635			476	
ApproachDel:		5.7			9.5			8.4			8.8	
Queue:		0.6			5.4			4.2			3.3	
MITIG8 - AM C	Cumula	ative	No 2Mo	n Nov	15,	2004 15	:55:40	5			Page	1-1
---------------	-------------	---------------------------------------	--------------------	------------------	------------	--------------------	-----------------	----------------	----------------------------	----------------------	--------------	-------------------
	2000 F	ICM O	Level O peratio	f Serv ns Met	vice thod	Computa (Future	tion F Volum	Report	 t ternati ******			******
**********	*****	*****	1 / == 1	*****		* * * * * * * *						
Intersection	#1310	s Seco	ond/Thi			******	*****	*****	******	*****	*****	*****
***********	* * * * * *	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	~ ^ ^ ^ ^ ^ ^ ^ ^			Critica	1 Vol	/Can	(X) •		0.86	50
Cycle (sec):	λ.	6		- A (Aversce	Doles	, cup	• (**/• •/veh\•		27.	1
Loss Time (se	BC):	~	9 (I+R	- 4 :	sec/ .	Average	f Som	rice.	o, von, .			Ċ
Optimal Cycle	⊦≁≁≁≁ 5:	r + + + + + - 0:	9 ******	*****	****	*******	*****	*****	* * * * * * *	*****	*****	*****
America ch.	No	rth B	ound	501	1th B	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	L -	- T	- R	L -	- T	- R	L -	- T	- R	L -	- T	- R
Control	 D1	rotaci	ted	P1	otec	ted	י Pı	rotect	, ted	' Pi	rotect	ted
Dighta:	гл	Incli	ide		Incl	ude		Inclu	ude		Inclu	ıde
Min Groop:	Ω	1101 0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (ר ר	1 0	1 () 1	1 0	2 (0 0	1 0	1 (0 (1 0
Volume Module	∋: AM											
Base Vol:	0	13	30	32	69	0	0	0	0	15	0	8
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	13	30	32	69	0	0	0	0	15	0	8
Added Vol:	276	569	27	158	532	375	177	19	68	26	52	175
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut;	276	582	57	190	601	375	177	19	68	41	52	183
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	314	661	65	216	683	426	201	22	77	47	59	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	661	65	216	683	426	201	22	77	47	59	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	314	661	65	216	683	426	201	22	77	47	59	208
						1						
Saturation FI	Low Ma	odule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.93	0.88	0.88	0.90	0.87	0.87	0.93	0.87	0.87
Lanes:	1.00	1.82	0.18	1.00	1.23	0.77	2.00	0.22	0.78	1.00	0.22	0.78
Final Sat.:	1769	3180	311	1769	2052	1280	3432	359	1285	1/69	364	1280
Capacity Ana.	Lysis	Modu.	le:	0 10	0 77	0 22	0.06	0.06	0.06	0 02	0 16	0 16
Vol/Sat:	0.18	0.21	0.21	0.12	1.33	0.33	****	0.06	0.06	0.05	****	0.10
Crit Moves:	****	<u> </u>	DO 4	12.0	00.0	<u></u>	A 1	10 7	10 7	17	11 3	11 3
Green Time:	12.4	22.4	22.4	13.2	23.4	23.2 0 0C	L	10.7	10.7	0 24	11.0	0.86
volume/Cap:	0.86	0.56	U.56	20.00	16 0	U.00 16 0	27 7	21 5	0.04 21 F	26.0	23 6	23 6
Uniform Del:	23.0	14.9	14.9	20.8	10.9	10.9	21.1	21.3	21.5	20.2 1 A	20.8	20.8
incremntDel:	10.3	1 0.5	1 00	1 00	1 00	1 00	20.0	1 00	1 00	1 00	1 00	1 00
Delay Adj:	1.00	1.00	1.00	1.00	1.00	72 0 T.UU	1.UU 52 7	22 2	22 2	27 G	1.00 44 A	44 4
Delay/Veh:	41.3	15.4	1 00	1 00	23.0	∠3.U 1.00	1 00	1 00	1 00	1 00	1 00	1 00
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	20 0	27 6	1/1 /	11 1
AdjDel/Veh:	41.3	15.4	15.4	44.6	23.U	∠3.U 10	55./ M	24.4 V	22•2 2	<i>د</i> ، ه. ۵ ۱		<i>т.</i> гг 9
HCM2 kAvg:	.ب.ب.ب.	r t t t t t t t	******* 9	·****•	د⊥ ++++	۲٦ *****	4 *****	ے * * * * *	ے ******	⊥ *****	0 +****	

MITIG8 - PM C	umula	tive	No 2Mo:	n Nov	15, 2	004 15:	:55:08				Page	1-1
	·	- - L	evel 0	f Serv	rice C	omputat	tion R	eport		_ 		
2	2000 E	(CM Op	eratio	ns Met	hod (Future	Volum	ie Alt	ernat1	ve)		*****
* * * * * * * * * * * * *	*****	*****	*****	*****	*****	*****	* * * * * *	****	******	*****	****	* * * * * * *
Intersection	#1316 *****	Secc	nd/Thi *****	rd *****	* * * * *	******	*****	****	*****	*****	*****	*****
Cvcle (sec):		60			C	ritical	l Vol.	/Cap.	(X):		1.04	9
Loss Time (se	ec):	9) (Y+R	= 4 s	sec) P	werage	Delay	/ (sec	:/veh):		53.	5
Optimal Cycle	2:	171			I	evel 0	f Serv	rice:				D
* * * * * * * * * * * * *	* * * * *	*****	*****	*****	*****	*****	*****	*****	******	* * * * * *	****	*****
Approach: Movement:	Nor L -	th Bo T	ound - R	Sou L -	ith Bo • T	ound – R	Ea L	ist Bo • T	- R	L -	st Bo · T	- R
								·		[
Control:	Pı	otect	.ed	Pr	otect	ed	PI	otect	.ea	FI	Jocect	.eu Ide
Rights:		Inclu	ıde		Inclu	lde	0	TUCTI	ide n	0		ິດ
Min. Green:	0	0	1 0	- U	U I	1 0	2 0		1 0	1 (ົ	1 0
Lanes:	1 () [TO	1 L L) I 					1		
						I	I		,	1		
Volume Module	e: PM O	лQ	50	14	19	0	0	0	0	15	0	19
Crowth Adi.	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse	1.00	49	50	14	19	0	0	0	0	15	0	19
Added Vol:	145	1158	73	235	1041	279	389	51	179	77	28	250
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	1207	123	249	1060	279	389	51	179	92	28	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	158	1312	134	271	1152	303	423	55	195	100	30	292
Reduct Vol:	0	0	0	0	0	0	0	0	105	100	20	202
Reduced Vol:	158	1312	134	271	1152	303	423	55	1 00	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1,00	1 00	1 00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	105	100	1.00	292
Final Vol.:	158	1312	134	2/1	1152	303	420		195	1		ي <i>د د</i> ا ـــــا
Sotupotion F	 M(1		1	1		
Saturation r.	100 10	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment.	0 93	0.92	0.92	0.93	0.90	0.90	0.90	0.87	0.87	0.93	0.85	0.85
Lanes:	1.00	1.82	0.18	1.00	1.58	0.42	2.00	0.22	0.78	1.00	0.09	0.91
Final Sat :	1769	3166	323	1769	2714	714	3432	365	1280	1769	152	1457
				1			1					
Capacity Ana	lysis	Modu	le:									
Vol/Sat:	0.09	0.41	0.41	0.15	0.42	0.42	0.12	0.15	0.15	0.06	0.20	0.20
Crit Moves:		****		****			* * * *		4 P F		****	11 F
Green Time:	5.6	23.7	23.7	8.8	26.8	26.8	7.1	13.5	13.5	5.0	11.5	11.5
Volume/Cap:	0.95	1.05	1.05	1.05	0.95	0.95	1.05	0.68	0.68	0.68	1.05	24.2
Uniform Del:	27.0	18.1	18.1	25.6	15.9	15.9	20.5 50 1	Z1.Z	4 0	20./	64.3 64.6	64 G
IncremntDel:	54.8	38.1	38.1	69.3	12.9	12.9	50.L	4.9	4.9	1 00	1 00	1 00
Delay Adj:	1.00	1.00	1.00	T.00	1.00	20 0	1.UU 9/ C	26 1	26 1	38 /	88 8	88 8
Delay/Veh:	81.8	56.Z	56.2	90.U	40.0	20.0 1 AA	1 00	1 00	1 00	1.00	1.00	1.00
User DelAdj:	1.00	1.00	1.00	0E 0	20 0	28 8 1.00	84 F	26 1	26.1	38.4	88-8	88.8
AdjDel/Ven:	ບ⊥.ປ 7	20.2 24	20.2	90.0 12	20.0 19	19	10	6	6	3	13	13
numz KAVG:	, *****	۲ ۲ ۲ ۲ ۲ ۲	 *******	· * * * * *	 *****	******	*****	****	* * * * * * *	****	* * * * * *	******

MITIG8 - AM C	Cumula	tive 1	No 2Moi	n Nov	15, 1	2004 11	:12:26	5			Page	1-1
	2000 H	L ICM Op	evel 01 eration	 E Serv ns Met *****	nice hod	 Computa (Future ******	 tion F Volum	leport	 t ternati ******	- ve) *****	****	*****
Trtorgoction	#1317	Tim I	Moore-1	Fourth	/Thi	rd						
************	*****	*****	******	*****	****	******	* * * * * *	****	* * * * * * *	*****	* * * * *	******
Cycle (sec):		100				Critica.	l Vol.	/Cap	(X):		0.80	59
Loss Time (se	ad):	12	(Y+R =	= 4 s	ec)	Average	Delay	/ (sea	c/veh):		37.	. 6
Optimal Cycle	, - 9: *****	97 *****	* * * * * *	* * * * * *	****	Level 0. ******	f Serv *****	/ice:	* * * * * * *	* * * * * *	****	D ******
Approach: Movement:	Nor L -	th Bo T	und - R !	Sou L -	th B T	ound - R I	Ea L -	ast Bo - T	ound - R	₩e L -	est Bo T	ound - R
Control:	۲٩	otect	ed	' Pr	otec	ted .	Pi	otec	ted	Pı	otect	ed
Rights:		Inclu	de		Incl	ude		Inclu	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 () 1	0 1	1 () 1	0 1	1 () 1	0 1	1 () 1	0 1
Volume Module	e: >>	Count	Date:	10 Ma	ar 20	04 << /	:15 -	8:15	AM - A	ajuste	a	0
Base Vol:	67	155	45	15	394	48	د ۱ ۰۰	20	1 00	1 00	1 00	2 1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.00	1.00	1.00	T.00
Initial Bse:	67	155	45	15	394	48	3	20	20	120	01	20
Added Vol:	41	298	158	100	279	37	24	163	1/	74	215	29
PasserByVol:	0	0	0	0	0	0	0	0	U A E	0	270	10
Initial Fut:	108	453	203	115	673	85	27	183	45	1 00	2/9	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:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.03
PHF Volume:	130	546	245	139	811	102	33	220	54	243	330	20
Reduct Vol:	0	0	0	0	0	0	0	0		0	0 226	U E 0
Reduced Vol:	130	546	245	139	811	102	33	220	1 00	243	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	130	546	245	. 139	811	102	, 33	220	54	243	336	58
									!	1		
Saturation F.	1000 MC	1000	1000	1000	1000	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1200	1 03	0 98	0.83	0 93	0 98	0.83	0.93	0.98	0.83
Adjustment:	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes: Final Cat :	1769	1862	1583	1769	1862	1583	1769	1862	1583	1769	1862	1583
Finar Sac	1											
Capacity Anal	lvsis	Modul	e:									
Vol/Sat:	0.07	0.29	0.15	0.08	0.44	0.06	0.02	0.12	0.03	0.14	0.18	0.04
Crit Moves:	****				****			* * * *		* * * *		
Green Time:	8.5	46.2	46.2	12.3	50.1	50.1	2.7	13.6	13.6	15.8	26.7	26.7
Volume/Cap:	0.87	0.63	0.33	0.63	0.87	0.13	0.68	0.87	0.25	0.87	0.68	0.14
Uniform Del:	45.2	20.5	17.1	41.7	22.1	13.3	48.2	42.3	38.6	41.1	32.8	27.9
IncremntDel:	38.3	1.6	0.3	6.0	8.8	0.1	32.0	25.9	0.6	24.0	3.7	0.1
Delav Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delav/Veh:	83.5	22.0	17.4	47.7	30.9	13.4	80.2	68.2	39.2	65.1	36.4	28.0
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh:	83.5	22.0	17.4	47.7	30.9	13.4	80.2	68.2	39.2	65.1	36.4	28.0
HCM2 kAva:	7	13	5	5	25	2	2	10	2	11	10	1
******	* * * * *	* * * * * *	*****	* * * * * *	****	* * * * * * *	* * * * *	* * * * *	******	*****	*****	******

MITIG8 - PM C	umula	tive 1	No 2Mor	n Nov	15, 2 _ _	004 11:	12:50				Page 	1-1
2	 000 H	CM Op	evel O eration	f Serv ns Met	ice C hod (omputat Future	ion R Volum	eport e Alt	ernativ			++++++
*****	****	* * * * *	*****	*****	****	******	*****	****	*****	* * * * * *	*****	
Intersection ********	#1317	Jim	Moore-1 ******	Fourth *****	/Thir *****	d *******	*****	****	*****	* * * * * *	****	*****
Cycle (sec).		100			C	ritical	L Vol.	/Cap.	(X):		0.99	6
Tore Time /sec/:	<u>م</u> ۱۰	12	(Y+R :	= 4 5	ec) A	verage	Delay	(sec	/veh):		54.	1
Optimal Cycle		180	(Í	evel 01	E Serv	ice:				D
ODUTHER CACTO	; . : * * * * * *	****	*****	*****	****	******	*****	* * * * *	*****	* * * * * *	****	*****
Annroach:	Nor	th Bo	und	Sou	th Bo	ound	Ea	st Bo	und	We	st Bo	und
Approach.	T _	. T	- R	т. –	T	- R	ь -	T	– R	L -	т	– R
Movement:			1	1						1		
	 Dr	otort	۔ مط	י Pr	otect	ed	Pr	otect	ed	Pr	otect	ed
Control:	E 1	Tnalu	do	* -	Incli	ide		Inclu	.de		Inclu	lde
Rights:	0	Inciu	ωe Λ	Û	1 I C I C	0	0	0	0	0	0	0
Min. Green:	, 0	, - , -	0 1	1 0	1	0 1	1 0	1	0 1	1 C) 1	0 1
Lanes:	L U	I L	U I	1 0	·							
			Doto	10 Ma	r 200	14 << 5	-00 -	6:00	PM - A	djuste	be	
Volume Module	e: >>	Count	Jale.	10 Ma	142	41	26	55	49	.95	50	15
Base Vol:	45	270	120	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1,00
Growth Adj:	1.00	1.00	100	1.00	140	1.00	26		49	95	50	15
Initial Bse:	45	270	128	23	142	40	20	200	46	177	275	111
Added Vol:	29	495	125	67	364	40	21	295	0 F	- <i>i</i> i	0	0
PasserByVol:	0	0	0	0	700	01	57	254	95	272	325	126
Initial Fut:	74	765	253	92	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0 92	1,00	0 92
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	60.92	205	103	296	252	137
PHF Volume:	80	832	275	100	/6/	00	02	205	100	2.50	0	
Reduct Vol:	0	0	0	100		00	63	295	103	296	353	137
Reduced Vol:	80	832	275	100	167	1 00	1 00	1 00	1 00	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1 00	1 00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	T.00	1.00	1.00 200	102	206	253	137
Final Vol.:	80	832	275	100	/6/	88	102	200	103	290		
									1	1		1
Saturation F	low Mo	odule:				1000	1000	1000	1000	1000	1000	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1 900	0.83
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	1 00	1 00	1 00	1 00	1 00	1 00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1700	1000	1600	1769	1862	1583
Final Sat.:	1769	1862	1583	1769	1862	1583	1/09	1002	1000	1.05	1002	
										1		1
Capacity Ana	lysis	Modul	e:		~ • • •	0.05	0.04	0 01	0 07	0 17	0 10	n na
Vol/Sat:	0.05	0.45	0.17	0.06	0.41	0.06	0.04	U.∠⊥	0.07	U.1/	0.19	0.05
Crit Moves:		****		****			- 0	* * * *	20 7	10 0	D1 7	0 1 7
Green Time:	5.0	44.8	44.8	5.7	45.5	45.5	5.8	20.7	20.7	10.0	51.7	0 27
Volume/Cap:	0.91	1.00	0.39	1.00	0,91	0.12	0.60	1.00	0.31	1.00	0.00	0.27 25 C
Uniform Del:	47.3	27.5	18.4	47.2	25.3	15.7	45.9	39.6	33.0	41.0	20.0 1 7	20.0
IncremntDel:	65.4	30.2	0.4	88.6	13.3	0.1	9.4	44.8	0.6	51.2	1 00	1 00
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.00	1.00
Delay/Veh:	112.7	57.7	18.8	135.8	38.6	15.8	55.3	84.4	34.2	92.8	30.5	∠5.9 1 00
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00
AdjDel/Veh:	112.7	57.7	18.8	135.8	38.6	15.8	55.3	84.4	34.2	92.8	30.5	25.9
HCM2 kAvq:	5	33	6	7	26	2	3	18	3	15	10	3
*******	****	* * * * * *	* * * * * * *	*****	* * * * *	* * * * * * *	*****	* * * * * *	******	*****	*****	* * * * * * *

MITIG8 - AM C	umula	ative	No 2Mor	n Nov	15, 2	2004 11	:15:13	L 			Page	1-1
	FHWA	I A Rour	Level Of Idabout	E Serv Metho	vice C	computa ature V	tion H	Report Alter	 c rnative ******) * * * * * * *		*****
*******		· · · · · · · · · · · · · · · · · · ·			. /mbia	പ്						
Intersection ************************************	↓ L C L 带 + + + + + +	/ JIM_	MOOLE-1	*****	\/ ±11±4	.u ******	* * * * * *	****	******	*****	*****	******
Average Delay	/ (sec	c/veh)	• : • * * * * * * * *	7.9 *****	*****	* * * * * *	* * * * * *	L€ ****	evel Of ******	Serv:	LC e: *****	A *****
Approach:	Noi	th Bo	ound	Sou	ith Bo	ound	Ea	ast Bo	ound	Ŵ÷	est Bo	ound
Movement:	L -	- T	– R	L -	- T	– R	г -	- T	– R	ц -	- T	- R
Control:	Yie	eld S:	ign	Yi	eld Si	gn	Yie	eld S:	ign	Yi€	ald Si	.gn
Lanes:		2			2			1			T	4
Volume Module	e: >>	Count	t Date:	10 Ma	ar 200)4 << 7	:15 -	8:15	AM - A	ajuste	ea	0
Base Vol:	67	155	45	15	394	48	3	20	28	1 00	1 00	1 00
Growth Adj:	1.00	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	155	45	15	394	48	د ک	20	28	128	04	20
Added Vol:	41	298	158	100	279	31	24	163	17	/4	215	39
PasserByVol:	0	0	0	0	0	0	0	100	1	202	270	19
Initial Fut:	108	453	203	115	6/3	1 00	1 00	100	40	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 0.83
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	U.03 EA	242	0.00	58
PHF Volume:	130	546	245	T38	811	TUZ	33	220	54	243	220	0
Reduct Vol:	0	0	0	7 2 0	0	100	22	220	U E /	242	336	58
Reduced Vol:	130	546	245	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1 00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.UU 011	100	1.00	220	1.00 5/	243	736	5.8
Final Vol.:	130	546	245	139	9 T T	102	1	220		1		
			1			!	1			ł		1
PCE Module:	100	E 4 C	245	120	011	102	33	220	54	243	336	58
AutoPCE:	130	546	245	139	011	102	 0	220	0	240	0	0
TruckPCE:	0	0	0	0	0	0	0 D	0	ů N	õ	Ō	ō
CompoPCE:	0	0	0	0	0	0	0	0	Ő	Ő	0	Õ
BICYCLEPCE:	120	516	245	130	811	102	22	220	54	243	336	58
Adjvorume:	1			1								
Dolorr Modulo		Time .	Period.	0 25	hours	، ۲ < <			,	•		
CircVolumo:	• // .	392	LOLIOU.	0.20	710			1193			708	
MarVolume:		2142			1913			556			817	
PedVolume:		<u>م</u> ت <u>م</u>			0			0			0	
AdiMaxVol.		2142			1913			556			817	
ApproachVol•		920			1052			307			637	
ApproachDel:		2.9			4.2			14.2			18.1	
Queue:		2.2			3.5			3.3			7.9	

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MITIG8 - PM C	Cumula	ative	No 2Moi	n Nov	15, 2	004 11	:14:3	7 			Page	1-1
		 L	evel O	f Serv	vice C	omputa	tion I	Report		·		
****	FHW2	4 Roun ******	dabout ******	Meth(*****)d (FU *****	ture v	orume *****	ALLE:	11361Ve	; ; * * * * * * *	*****	*****
Intersection	#131	7 Jim	Moore-	Fourtl	n/Thir	d						
****	****	*****	*****	* * * * *	* * * * * *	*****	*****	****	******	*****	*****	*****
Average Delay	/ (sec *****	c/veh) *****	: * * * * * * *	34.8 *****	* * * * * *	* * * * * *	*****	Le *****	evel Of ******	Serv:	Lce: *****	D ******
Approach:	No	rth Bc	und	Sot	uth Bo	und	Εa	ast Bo	ound	We	est Bo	ound
Movement:	ь -	- T	– R	L ·	- T	– R	L -	- T	- R	L -	- T	- R
				[[
Control:	Yie	eld Si	gn	Yi	eld Si	.gn	Yie	eld S	ign	Yi€	≥ld Si	.gn
Lanes:		2			2			1	,	,	T	
Volume Module	e: >>	Count	Date:	10 Ma	ar 200	14 << 5	- 00:0	6:UU EE	PM - A	ajust: or	50	15
Base Vol:	45	270	128	1 00	142	4 L 1 00	1 00	1 00	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	100	1.00	142	1.00	1.00	1.00	100	1.00 Q5	50	1.00
Initial Bse:	45	270	120	23	14Z 5 <i>C</i> A	41	20	200	46	177	275	111
Added Vol:	29	495	125	0/	0	40	0	299	0-	± / /	2,0	
PasserByvol:	74	765	252	92	706	81	57	354	95	272	325	126
Initial fut:	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00
USEL Adj:	1.00	1,00	1.00 n 02	1.00	n 92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Molume:	80	832	275	100	767	88	62	385	103	296	353	137
Paduct Vol:	00	002	2.0	0	0	Ō	0	0	0	0	0	0
Reduced Vol:	80	832	275	100	767	88	62	385	103	296	353	137
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	832	275	100	767	88	62	385	103	296	353	137
										[
PCE Module:												
AutoPCE:	80	832	275	100	767	88	62	385	103	296	353	137
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	80	832	275	100	767	88	62	385	103	296	353	137
Delay Module	: >> :	Time E	eriod:	0.25	hours	< <		11/0			074	
CircVolume:		547			129			1163			974	
MaxVolume:		2030			TRAA			572			0/4	
PedVolume:		0			U			U 570			674	
AdjMaxVol:		2030			7022 7022			572			786	
ApproachVol:		118/			2 Q 200			50 G			107 4	
Approachuel:		4.Z			3.0			13 1		-	25.5	
Queue:		÷.⊥			9.0						20.0	

MITIG8 - AM C	umula	tive	No 2Mor	Nov	15, 2	004 18	:10:59) - -			Page	1-1
		 I	evel Of	E Serv	vice C	omputa	tion F	eport		_		
	FHWA	Roun	dabout	Metho	d (Fu	ture V	olume +++++	Alter	native) * * * * * * *	*****	* * * * * *
**********	****	*****	******		*****	****						
Intersection *********	#1318	3 Jim_ *****	Moore/1	'1rst *****	*****	*****	* * * * * *	*****	*****	*****	*****	*****
Average Delay	(sec	:/veh)	:	3.3 *****	*****	*****	* * * * * *	Le *****	vel Oi *****	Serv: *****	.Ce: *****	A. *****
Approach:	Nor	th Bo	ound	Soi	ith Bo	und	Ea	ast Bo	und	We	st Bo	und
Movement:	ь -	- т	– R	L -	- T	– R	Г -	- T	– R	L -	- T	- R
												
Control:	Yi€	ald Si	gn	Yi€	eld Si	gn	Yie	eld Si	gn	Yie	eld Si	gn
Lanes:		2	-		2			1			1	
Volume Module	: >>	Count	: Date:	10 Ma	ar 200	4 << 7	:15 -	8:15	AM			
Base Vol:	13	259	80	17	528	5	0	6	6	61	3	8
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	259	80	17	528	5	0	6	6	61	3	8
Added Vol:	18	490	92	20	351	0	0	2	7	30	3	7
PasserBvVol:	Ö	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	749	172	37	879	5	0	8	13	91	6	15
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	39	936	215	46	1099	6	0	10	16	114	8	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	936	215	46	1099	6	0	10	16	114	8	19
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	39	936	215	46	1099	6	0	10	16	114	8	19
PCE Module:	•											
AutoPCE:	39	936	215	46	1099	6	0	10	16	114	8	19
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdiVolume:	39	936	215	46	1099	6	0	10	16	114	8	19
Delav Module	: >> '	Time i	Period:	0.25	hours	s <<						
CircVolume:		56			160			1259			975	
MaxVolume:		2384			2309			520			674	
PedVolume:		0			0			0			0	
AdjMaxVol		2384			2309			520			674	
ApproachVol:		1190			1151			26			140	
ApproachDel:		3.0			3.1			7.3			6.7	
Queue:		2.9			2.9			0.2			0.8	

MITIG8 - PM C	umula	tive l	No 2Mor	Nov	15, 2	004 18:	:11:20	 _			Page 	1-1
	FHWA	Le Le	evel Of dabout	Serv Metho	vice C od (Fu	omputat ture Vo	ion F	eport Alter	native))		
* * * * * * * * * * * *	*****	*****	* * * * * * *	*****	*****	******	*****	*****	*****	*****		K X X X X X X
Intersection *********	#1318	3 Jim_1	Moore/I	lirst *****	*****	* * * * * * *	*****	* * * * *	*****	*****	* * * * *	*****
Average Delay	/ (sec *****	c/veh)	: ******	4.0 *****	*****	* * * * * * *	* * * * * *	Le ****	vel Of *****	Servi *****	ce: ****	A *****
Approach: Movement:	Nor L -	th Bo	und - R	Sou L -	ith Bo - T	und - R 	Ea L -	st Bo - T	und - R 	We L -	st Bo T	und - R
Control: Lanes:	¥i€	eld Si 2	gn ,	Yie	eld Si 2	gn	Yie	eld Si 1	gn	Yie	ld Si 1	gn l
Volume Module Base Vol: Growth Adj: Initial Bse: Added Vol: PasserByVol: Initial Fut: User Adj: PHF Adj: PHF Volume: Reduct Vol: Reduced Vol: PCE Adj: Final Vol.:	26 1.00 26 10 0 36 1.00 0.96 38 0 38 1.00 1.00 38	Count 391 1.00 391 630 0 1021 1.00 0.96 1064 0 1064 1.00 1.00 1.00	Date: 121 1.00 121 51 0 172 1.00 0.96 179 0.96 179 1.00 1.00 1.00	10 Ma 9 1.00 9 11 0 20 1.00 0.96 21 0.96 21 1.00 1.00 21	ar 200 305 1.00 305 776 0 1081 1.00 0.96 1126 1.00 1.00 1.20	14 << 5 12 1.00 12 1 0 13 1.00 0.96 14 0 14 1.00 1.00 14	:00 - 9 1.00 9 0 9 1.00 0.96 9 0.96 9 1.00 1.00 9	$\begin{array}{c} 6:00\\ 10\\ 1.00\\ 10\\ 0\\ 3\\ 1.00\\ 0.96\\ 24\\ 0\\ 24\\ 1.00\\ 1.00\\ 24 \end{array}$	PM 20 1.00 20 17 0.37 1.00 0.96 39 0.39 1.00 1.00 39	82 1.00 82 94 0 176 1.00 0.96 183 0 183 1.00 1.00 1.83	15 1.00 15 12 0 27 1.00 0.96 28 0 28 1.00 1.00 28	15 1.00 15 19 0 34 1.00 0.96 35 0 35 1.00 1.00 35
PCE Module: AutoPCE: TruckPCE: ComboPCE: BicyclePCE: AdjVolume:	38 0 0 0 38	1064 0 0 1064	179 0 0 179	21 0 0 21	1126 0 0 1126	14 0 0 14	9 0 0 0 9	24 0 0 24	39 0 0 39	183 0 0 183	28 0 0 28	35 0 0 35
Delay Module CircVolume: MaxVolume: PedVolume: AdjMaxVol: ApproachVol: ApproachVol: Queue:	: >> '	Time P 54 2385 0 2385 1280 3.2 3.4	eriod:	0.25	hours 249 2245 0 2245 1160 3.3 3.1		1	1330 482 0 482 72 8.8 0.5			1110 600 600 247 10.1 2.0	I

MITIG8 - AM C	umulat	tive N	lo 2Mor	Nov 3	15, 2	004 12	:05:30			, 	Page	1-1
	2000 H	Le CM Ope	evel Of	Serv s Met	ice C hod (omputa Future	 tion R Volum	 eport e Alt	ernati		-	*****
* * * * * * * * * * * * *	*****	*****	******	*****	*****	*****	****					
Intersection	#1320	Secor	nd/Ligr	1t_F19.	nter *****	******	*****	****	*****	*****	****	*****
*****	*****	*****	****		C	ritica	1 Vol.	/Cap.	(X):		0.52	7
Cycle (sec):	`	100	(V.D -	- 1 a		verade	Delav	(sec	/veh):		20.	4
Loss Time (se	ec):	14	(ITK -		сс, п т	evel 0	f Serv	ice:				С
Optimal Cycle	r + + + + + + ∋:	۰. ۲. ۲. ۲. ۲. ۲.	* * * * * * *	*****	- * * * * *	*****	_ * * * * * *	****	*****	* * * * * *	****	*****
*********	Nor	th Boi	und	Sou	th Bc	und	Ea	st Bo	und	We	st Bo	ound
Approach:	T	т .	– R	L -	т	– R	L -	\mathbf{T}	- R	L -	\mathbf{T}	- R
Movement.						!	1					
Control	' Spl	it Ph	ase	Spl	it Ph	lase	Pr	otect	ed	Pr	otect	zed
Bights:		Ovl			Ovl			Inclu	ıde	0	OAT	0
Min. Green:	0	0	0	0	0	0	0	0	()	- U		0 2
Lanes:	1 1	0	01	21	0	0 2	2 0	2	0 1	2 0	2	· · · · · · · · · · · · · · · · · · ·
			!									t
Volume Modul	e: Sep	tembe	r 2004	- AM		105	7 4 7	705	1 2	1	381	8
Base Vol:	0	0	1	0	0	125	14/	1 00	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.81	1,00
Initial Bse:	0	0	1	0	0	125	14/	705	11	53	153	460
Added Vol:	32	15	35	291	22	173	501	267	#± 0	0	100	100
PasserByVol:	0	0	0	0	0	0		072	52	54	534	468
Initial Fut:	32	15	36	291	22	298	1 00	972	1 00	1 00	1 00	1.00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 0.89	0.89	0.89
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	1002	60.09	61	600	526
PHF Volume:	36	17	40	327	25	335	120	1092	00	Ő	0	0
Reduct Vol:	0	0	0	0	0	225	729	1092	60	61	600	526
Reduced Vol:	36	17	40	327	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1,00	1.00	1.00	1.00	232	728	1092	60	61	600	526
Final Vol.:	. 36	1/	40	321	25		120					
	· [1	_							
Saturation P	1000 MC	lanu 1anu	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	0.83	n 91	0.94	0.73	0.90	0.93	0.83	0.90	0.93	0.73
Adjustment:	1 26	0.95	1 00	2.80	0.20	2.00	2.00	2.00	1,00	2.00	2.00	2.00
Lanes:	2452	1140	1583	4826	365	2786	3432	3538	1583	3432	3538	2786
Final Sat.:												_
Conacity Ana	lvsis	Modu	le:	t								
vol/sat:	0.01	0.01	0.03	0.07	0.07	0.12	0.21	0.31	0.04	0.02	0.17	0.19
Crit Moves.	0.01	****		****			* * * *				****	45 0
Creen Time.	2.8	2.8	6.7	12.8	12.8	53.1	40.2	68.5	68.5	3.9	32.2	45.0
Volume/Cap:	0.53	0.53	0.38	0.53	0.53	0.23	0.53	0.45	0.05	0.45	0.53	0.42
Uniform Del:	48.0	48.0	44.7	40.7	40.7	12.5	22.7	7.2	5.2	47.0	27.7	18.6
IncremntDel	5.2	5.2	2.3	0.8	0.8	0.1	0.4	0.1	0.0	2.4	0.5	0.2
Delav Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delav/Veh:	53.1	53.1	46.9	41.5	41.5	12.6	23.1	7.3	5.2	49.4	28.2	10.9
User DelAdi	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	10 0
AdiDel/Veh:	53.1	53.1	46.9	41.5	41.5	12.6	23.1	7.3	5.2	49.4	28.2	18.8
HCM2 kAva:	2	2	2	4	4	3	9	8		2	***** 8	.******* P
*******	*****	* * * * *	*****	* * * * * *	****	*****	*****	****	* * * * * *	*****	****	

Level of Service Computation Report 2000 ECM Operations Method (Tuture Volume Alternative) Intersection #1320 Second/Light Fighter Cycle (sec): 100 Critical Vol./Cap. (X): 0.873 Loss Time (sec): 12 (YHR = 4 sec) Average Delay (sec/veh): 33.2 Optimal Cycle: 99 Level of Service: C C Control: Split Phase Split Phase Protected Control: Split Phase Split Phase Split Phase Protected Control: Split Phase Control: Split Phase Protected Control: Split Phase Control: Split Phase Protected Control: Split Phase Control: Split Phase Control: Split Phase Protected Control: Split Phase Control: Split Phase Control: Split Phase Split Phase Split Phase Control: Split Phase Split Phase Control: Split Phase Control: Split Phase Split Phase Split Pha	MITIG8 - PM C	umula	tive	No 2Mor	n Nov	15, 2	2004 12	:04:07				Page	1-1
Intersection #1320 Second/Light_Pighter Intersection #1320 Second/Light_Pighter Cycle (sec): 100 Critical Vol./Cap. (X): 0.873 Loss Time (sec): 12 (YR = 4 sec) Average Delay (sec/veh): 33.2 Optimal Cycle: 99 Level of Service: C Approach: North Bound South Bound East Bound West Bound Approach: North Bound South Bound East Bound West Bound Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Split Phase Split Phase Protected Protected Min. Green: 0 0 0 0 0 0 0 0 0 0 0 Mass Vol: 0 1 8 0 131 198<428	2	000 H	L CM Op	evel Of	Serv	ice (Computat (Future	 tion F Volum	leport	- t ternati ******	 ve) *****	·	
Intersection #1320 Second/Lignt_fighter Cycle (sec): 100 Critical Vol./Cap. (X): 0.973 Loss Time (sec): 12 (YR = 4 scc) Average Delay (sec/veh): 33.2 Optimal Cycle: 99 Level Of Service: C Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Split Phase Split Phase Protected Protected Rights: Ov1 Nol 0 0 0 0 0 Volume Module: September 2004 - FM Base Vol: 0 1 8 0 131 198 428 7 2 630 8 Growth Adj: 1.00	*********	*****	*****	******									
Tritical Vol./Cap. (X): 0.873 Loss Time (sec): 12 (YR = 4 sc) Average Delay (sec/veh): 33.2 Optimal Cycle: 99 Level Of Service: c Approach: North Bound South Bound East Bound West Bound Approach: North Bound South Bound East Bound West Bound Approach: North Bound South Bound East Bound West Bound Control: Split Phase Split Phase Protected Protected Rights: Ov1 Thclude Ov1 Thclude Ov1 Lanes: 1 1 0 0 1 2 1 0 0 2 2 0 2 0 1 2 0 2 0 2 2 0 2 0 2 Control: Sptenber 2004 - FM Base Vol: 0 1 8 0 0 131 198 428 7 2 630 8 8 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Intersection	#1320	Seco	nd/Llgr	15_510	urer		*****	****	******	*****	****	******
Cycle (sec): 100 Clickal Volitization (Value): 33.2 Optimal Cycle: 99 Level Of Service: C Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R C Control: Split Phase Split Phase Protected Protected Protected Rights: Ovi Ovi Ovi Include Ovi Ovi Sast Voi Ovi Ovi Ovi Include Ovi Ovi Hin. Green: 0 0 1 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0	**********	*****	*****	****	*****	~~~~			1000	121.		0.87	73
Loss Time (sec): 12 (YH = 4 sec) Average Delay (SecOvir). The Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T -	Cycle (sec):		100	· · · · · ·			_ritica.	Dolor.	/Cap	$\cdot (\Delta) \cdot$		2.0	2
Optimal Cycle: 39 Level 01 Series Approach: North Bound South Bound East Bound West Bound Approach: L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R R T R C T R C C L C C C C C C L T R C C C C C C C C C C C C C C C C C<	Loss Time (se	ec):	12	(Y+R =	± 4 5	sec) A	Average	Deray	/ (Set	J/Ven/.		551	C C
************************************	Optimal Cycle	:	99		1 1 1 1 1 .	۔ ویلو طور بلنے بلنے ہ	revel O	r 26t/	·****	******	*****	****	·*****
Approach:North BoundSouth BoundSouth BoundSouth BoundBoundBase BoundMovement:LTTRLTTRLTTRLTTRLTTRLTTRLTTRLTTRLTTRLTTTTRLTTTTRLTTTTRLTTTRLTTTRLTTTRLTTTRLTTTRLTTRLTTRLTTTRLTTTRLTTTRLTTTRLTTTTRLTTTTTTTTTTTTTT	*********	****	****	*****				5" -	ent D	ound	ĩ.V.c	st Br	hund
Control: Split Phase Split Phase Protected Protected Protected Rights: Ov1 Ov1 Include Ov1 Min. Green: 0	Approach: Movement:	Nor L -	th Bo T	- R	501 L -		- R	ءي - L 	- T	- R	L -	- T	- R
Control. Ov1 Include Ov1 Min. Green: 0 <	Control	Spl	it ph	lase	' Spl	it P	nase '	Pr	otec	ted	Pr	otect	ted
Rights: Out Out <thout< th=""> Out Out <t< td=""><td>Contror.</td><td>- der</td><td></td><td></td><td>010-</td><td>0v1</td><td></td><td></td><td>Incl</td><td>ude</td><td></td><td>0v1</td><td></td></t<></thout<>	Contror.	- der			010-	0v1			Incl	ude		0v1	
Mill. Green. 0 0 1 0 0 1 2 1 0 0 1 2 0 2 0 1 2 0 2 0 1 2 0 2 0 1 2 0 2 0 1 2 0 1 2 0 1 2 0 1 2 0 1 2 0 1 2 0 1 2 0 1 2 0 1 2 0 1 2 0 1 1 0 1 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0 <t< td=""><td>Min Croon.</td><td>0</td><td>0.01</td><td>Ω</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>	Min Croon.	0	0.01	Ω	0	0	0	0	0	0	0	0	0
Volume Module: September 2004 - PM Base Vol: 0 1 8 0 0 131 198 428 7 2 630 8 Growth Adj: 1.00 <td>Tones:</td> <td>1 1</td> <td>ດັ</td> <td>0 1</td> <td>2 1</td> <td>0</td> <td>02</td> <td>2 0</td> <td>) 2</td> <td>0 1</td> <td>2 0</td> <td>) 2</td> <td>0 2</td>	Tones:	1 1	ດັ	0 1	2 1	0	02	2 0) 2	0 1	2 0) 2	0 2
Volume Module: September 2004 - PM Base Vol: 0 1 8 0 0 131 198 428 7 2 630 8 Growth Adj: 1.00 0	l												
Base Vol: 0 1 8 0 0 131 198 428 7 2 630 8 Growth Adj: 1.00 0	Volume Module	: Sec	tembe	er 2004	– PM								
Growth Adj: 1.00 0 <td>Base Vol:</td> <td>o</td> <td>1</td> <td>8</td> <td>0</td> <td>0</td> <td>131</td> <td>198</td> <td>428</td> <td>7</td> <td>2</td> <td>630</td> <td>8</td>	Base Vol:	o	1	8	0	0	131	198	428	7	2	630	8
Initial Bse: 0 1 8 0 0 131 198 428 7 2 630 8 Added Vol: 134 62 148 894 62 412 586 243 114 148 326 823 PasserByVol: 0	Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Added Vol: 134 62 148 894 62 412 586 243 114 148 326 823 PasserByVol: 0 <td< td=""><td>Initial Bse:</td><td>0</td><td>1</td><td>8</td><td>0</td><td>0</td><td>131</td><td>198</td><td>428</td><td>7</td><td>2</td><td>630</td><td>8</td></td<>	Initial Bse:	0	1	8	0	0	131	198	428	7	2	630	8
PasserByVol: 0 <t< td=""><td>Added Vol:</td><td>134</td><td>62</td><td>148</td><td>894</td><td>62</td><td>412</td><td>586</td><td>243</td><td>114</td><td>148</td><td>326</td><td>823</td></t<>	Added Vol:	134	62	148	894	62	412	586	243	114	148	326	823
Initial Fut: 134 63 156 894 62 543 784 671 121 150 956 831 User Adj: 1.00 0	PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj: 1.00 0 <	Initial Fut:	134	63	156	894	62	543	784	671	121	150	956	831
PHF Adj: 0.96 0.93 0.73 0.90 1.00	User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume: 140 66 163 931 65 566 817 699 126 156 996 866 Reducet Vol: 0 <t< td=""><td>PHF Adi:</td><td>0.96</td><td>0.96</td><td>0.96</td><td>0.96</td><td>0.96</td><td>0.96</td><td>0.96</td><td>0.96</td><td>0.96</td><td>0.96</td><td>0.96</td><td>0.96</td></t<>	PHF Adi:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Reduct Vol: 0 <td< td=""><td>PHF Volume:</td><td>140</td><td>66</td><td>163</td><td>931</td><td>65</td><td>566</td><td>817</td><td>699</td><td>126</td><td>156</td><td>996</td><td>866</td></td<>	PHF Volume:	140	66	163	931	65	566	817	699	126	156	996	866
Reduced Vol: 140 66 163 931 65 566 817 699 126 156 996 866 PCE Adj: 1.00 <t< td=""><td>Reduct Vol:</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj: 1.00	Reduced Vol:	140	66	163	931	65	566	817	699	126	156	996	866
MLF Adj: 1.00	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.: 140 66 163 931 65 566 817 699 126 156 996 866	MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Saturation Flow Module: Sat/Lane: 1900 1000 1000 1000 1000	Final Vol.:	140	66	163	931	65	566	817	699	126	156	996	866
Saturation Flow Module: Sat/Lane: 1900 1000 1000 1000													
Sat/Lane: 1900	Saturation Fl	Low Mo	odule:	:							1000	1000	1000
Adjustment: 0.95 0.83 0.91 0.94 0.73 0.90 0.93 0.83 0.90 0.93 0.73 Lanes: 1.36 0.64 1.00 2.81 0.19 2.00 2.00 2.00 1.00 2.00 0.00 2.00 2.00 <td>Sat/Lane:</td> <td>1900</td>	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lanes: $1.36\ 0.64\ 1.00\ 2.81\ 0.19\ 2.00\ 2.00\ 2.00\ 2.00\ 1.00\ 2.0$	Adjustment:	0,95	0,95	0.83	0.91	0.94	0.73	0.90	0.93	0.83	0.90	0.93	0.73
Final Sat.: 2449 1152 1583 4848 336 2786 3432 3538 1583 3432 3538 2786 Capacity Analysis Module: Vol/Sat: 0.06 0.06 0.10 0.19 0.19 0.20 0.24 0.20 0.08 0.05 0.28 0.31 Crit Moves: **** **** **** **** **** **** Green Time: 6.5 6.5 17.7 22.0 22.0 49.2 27.2 48.3 48.3 11.1 32.2 54.2 Volume/Cap: 0.87 0.87 0.87 0.41 0.87 0.41 0.16 0.41 0.87 0.57 Uniform Del: 46.3 46.3 37.8 37.7 37.7 16.2 34.7 16.6 14.5 41.4 32.0 15.2 IncremntDel: 27.7 27.7 3.1 7.7 7.7 0.2 9.1 0.2 0.1 0.7 7.7 0.5 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Lanes:	1.36	0.64	1.00	2.81	0.19	2.00	2.00	2.00	1.00	2.00	2.00	2.00
Capacity Analysis Module: Vol/Sat: 0.06 0.06 0.10 0.19 0.20 0.24 0.20 0.08 0.05 0.28 0.31 Crit Moves: **** Green Time: 6.5 6.5 17.7 22.0 22.0 49.2 27.2 48.3 48.3 11.1 32.2 54.2 Volume/Cap: 0.87 0.87 0.58 0.87 0.41 0.87 0.41 0.16 0.41 0.87 0.57 Uniform Del: 46.3 46.3 37.8 37.7 37.7 16.2 34.7 16.6 14.5 41.4 32.0 15.2 IncremntDel: 27.7 27.7 3.1 7.7 7.7 0.2 9.1 0.2 0.1 0.7 7.7 0.5 Delay Adj: 1.00	Final Sat.:	2449	1152	1583	4848	336	2786	3432	3538	T203	3432	3530	2700
Capacity Analysis Module: Vol/Sat: 0.06 0.00 0.10 0.19 0.19 0.20 0.24 0.20 0.08 0.05 0.28 0.31 Crit Moves: **** **** **** **** **** Green Time: 6.5 6.5 17.7 22.0 22.0 49.2 27.2 48.3 48.3 11.1 32.2 54.2 Volume/Cap: 0.87 0.87 0.58 0.87 0.87 0.41 0.87 0.41 0.16 0.41 0.87 0.57 Uniform Del: 46.3 46.3 37.8 37.7 37.7 16.2 34.7 16.6 14.5 41.4 32.0 15.2 IncremntDel: 27.7 27.7 3.1 7.7 7.7 0.2 9.1 0.2 0.1 0.7 7.7 0.5 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 </td <td></td> <td> </td> <td></td> <td></td> <td></td> <td></td> <td> </td> <td> </td> <td></td> <td></td> <td>1</td> <td></td> <td> 1</td>											1		1
Vol/Sat: 0.06 0.06 0.10 0.19 0.19 0.20 0.24 0.20 0.20 0.20 0.20 0.20 0.20	Capacity Ana	lysis	Modu.	Le:	0 10	0 10	0.00	0.24	0 20	0 08	0.05	0.28	0.31
Crit Moves: **** ***	Vol/Sat:	0.06	0.06	0.10	0.19	0.19	0.20	U.∠4 ****	0.20	0.00	0.00	****	0.01
Green Time: 6.5 6.5 17.7 22.0 22.0 49.2 27.2 40.3 40.3 11.1 52.2 51.2 Volume/Cap: 0.87 0.87 0.87 0.41 0.87 0.41 0.16 0.41 0.87 0.57 Uniform Del: 46.3 46.3 37.8 37.7 37.7 16.2 34.7 16.6 14.5 41.4 32.0 15.2 IncremntDel: 27.7 27.7 3.1 7.7 7.7 0.2 9.1 0.2 0.1 0.7 7.7 0.5 Delay Adj: 1.00	Crit Moves:		~ ~	****	20.0	22.0	40.2	07 0	19 3	18 3	11 1	32.2	54 2
Volume/Cap: 0.87 0.87 0.87 0.87 0.41 0.87 0.41 0.14 0.16 1.16 0.14 0.16 0.16 0.14 0.16 0.16 0.16 0.16 0.16 0.16 0.16 0.16 0.16 <td>Green Time:</td> <td>6.5</td> <td>6.5</td> <td>1/./</td> <td>22.0</td> <td>22.0</td> <td>49.2</td> <td>0 97</td> <td>- 40.J</td> <td>10.5</td> <td>0 41</td> <td>0 87</td> <td>D.57</td>	Green Time:	6.5	6.5	1/./	22.0	22.0	49.2	0 97	- 40.J	10.5	0 41	0 87	D.57
Uniform Del: 46.3 46.3 37.8 37.7 77 16.2 34.7 16.0 14.5 14.1 32.6 16.1 IncremntDel: 27.7 27.7 3.1 7.7 7.7 0.2 9.1 0.2 0.1 0.7 7.7 0.5 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Volume/Cap:	0.87	0.87	0.58	0.07	0.07	16 2	317	16 6	14 5	41 4	32 0	15.2
IncremntDel: 2/./ 2/./ 3.1 7./ 7./ 0.2 5.1 0.2 0.1 0.1 0.1 0.1 Delay Adj: 1.00	Uniform Del:	46.3	46.3	31.0	۱.۱ 	ו ונ יי ר	10.2	01	10.0	0 1	07	77	0.5
Delay Adj: 1.00	IncremntDel:	21.7	21.1	1.C	1 00	1 00	1 00	2.1	1 00	1 00	1 00	1.00	1.00
Delay/Ven: 74.0 74.0 40.8 45.3 15.4 43.5 16.4 43.5 16.6 14.6 42.1 35.6 15.7 User DelAdj: 1.00 1.	Delay Adj:	1.00	1.00	1.00	1.00	1 . 00	1.00 1.6 A	13 0	16 9	14 F	42 1	39.6	15.7
User DeLAGJ: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Delay/Veh:	/4.0	14.0	40.8	40.3	40.3	10.4 100	1 00	1 00	1 00	1.00	1.00	1.00
AdjDel/Ven: 74.0 74.0 40.8 45.3 45.5 16.4 45.9 16.6 14.6 42.1 55.6 15.7 HCM2kAvg: 6 6 5 13 14 6 16 7 2 3 18 9	User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00 1.6 A	13 0	16 9	14 6	42 1	39 6	15.7
HCM2 KAVG: 6 6 J LJ L4 6 L0 7 2 3 10 J	AdjDel/Veh:	/4.0	/4.0	4U.8 E	40.3	40.3	۲0.4 ۵	-10.9 16	- 0.0	2 2 2	±	18	g
	HCM2 KAVg:	5 *****	5 *****	C ******	°+++++	⊥⊐ *****		- U *****	, ****	~~~ * * * * * * *	*****	*****	******

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

Intersection #1321 Jim_Moore/Light_Fighter ************************************	
************************************	**
Cycle (sec): 100 Critical vol./cap. (x). 0.001 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 27.7 Optimal Cycle: 60 Level Of Service: C ************************************	
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/ven). 27.7 Optimal Cycle: 60 Level Of Service: C ************************************	
Optimal Cycle: 60 Level OF Service: ************************************	
Approach: North Bound South Bound East Bound West Bound Movement: L T R L T R	**
Approach: North Bound South Bound Bast Bound Movement: L - T - R L - T - R L - T - R	
Movement: L T R L T R	
Control: Protected Protected Protected Protected Protected Protected Include	-
Pichter Include Ovl Ignore Include	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	0
Tapes: 30110 10201 20101 10110	
	-
Volume Module: >> Count Date: 22 Sep 2004 << 7:15 - 8:15 AM	_
Base Vol: 177 147 4 4 405 149 178 112 416 10 64	2
Growth Adi: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	0
Initial Bse: 177 147 4 4 405 149 178 112 416 10 64	2
Added Vol: 494 425 1 1 259 141 236 23 335 0 31	0
PasserBvVol: 0 0 0 0 0 0 0 0 0 0 0 0 0	0
Initial Fut: 671 572 5 5 664 290 414 135 751 10 95	2
User Adi: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	0
PHF Adi: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.8	8
PHF Volume: 763 650 6 6 755 330 470 153 0 11 108	2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0
Reduced Vol: 763 650 6 6 755 330 470 153 0 11 108	2
PCE Adi: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	0
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	0
Final Vol.: 763 650 6 6 755 330 470 153 0 11 108	2
	-
Saturation Flow Module:	
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190	.0
Adjustment: 0.90 0.93 0.93 0.93 0.93 0.83 0.90 0.98 1.00 0.93 0.93 0.93	10
Lanes: 3.00 1.98 0.02 1.00 2.00 1.00 2.00 1.00 1.00 1.00	14
Final Sat.: 5147 3504 31 1769 3538 1583 3432 1862 1900 1769 3434 7.	
	1
Capacity Analysis Module:)3
Vol/Sat: 0.15 0.19 0.19 0.00 0.21 0.21 0.21 0.00 0.00 0.00 0.00	-
Crit Moves: ****	0
Green Time: 23.5 56.3 56.3 1.0 55.6 57.0 21.7 24.6 0.0 133 0.63 0.6	53
Volume/Cap: 0.63 0.33 0.33 0.53 0.53 0.57 0.50 0.53 0.00 48.4 46.6 46.	. 6
Uniform Det: $34.4 \pm 1.7 \pm 1.7 \pm 9.2 \pm 27.0 \pm 2.5 \pm 35.5 \pm 0.6 \pm 0.6 \pm 10.1 \pm 10.6 \pm 10.7 \pm 10.6 \pm 10.1 \pm 10.6 \pm 10.7 \pm 10.6 \pm $	2
IncremptDet: 1.1 0.1 0.1 10.9 1.1 0.5 1.7 0.4 0.0 1.00 1.00 1.00 1.00 1.00 1.00 1	00
Detay Adj: $1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0$	9
$\begin{array}{c} \text{peray/ven:} 35.4 \text{ II.0} 1.00 $	00
User DelAaj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	.9
Adjuet/ven: $35.4 \pm 1.0 \pm 1.0 = 0.1 \pm 20.9 \pm 2.7 = 0.72 \pm 0.10 = 0.11 \pm 0.019 = 0.019$	3
HUMZ KAVQ: 0 0 1 10 ******************************	* * *

MITIG8 - PM C	umula	tive I	No 2Mor	Nov	15, 2	004 12:	16:51				Page 	1-1
2	- 000 н	Le ICM Ope	evel Of eration	Serv Serv	ice C hod (omputat Future	ion R Volum	eport e Alt	ernati:	 ve) *****		 *****
* * * * * * * * * * * * *	* * * * *	*****	* * * * * * *	*****	*****	******		****				
Intersection	#1321	. Jim_1	Moore/1	Light_ *****	Fight *****	er *******	*****	* * * * *	******	* * * * * *	****	*****
****	****	100			ć	ritical	Vol.	/Cap.	(X):		0.85	0
Cycle (sec):		100	(37) -	_ 1 ~		Marage	Delav	(sec	/veh):		34.	6
Loss Time (se	c):	10	(1+K =	- 43	ec) r	overage	F Serv	tice.	-,, -			С
Optimal Cycle	·ተቶቶቶ 1:	99 *****	*****	* * * * * *	ر ۲××××	******	*****	****	******	*****	****	*****
*********	Nor	th Bo	und	Sou	th Bo	ound	Ea	st Bo	ound	We	st Bo	und
Approach: Mouement:	T	. т	- R	L -	Т	- R	L -	т	- R	Ъ –	Т	– R
							[
Control:	Pr	otect	ed	Pr	otect	ed	Pr	otect	ced	Pr	otect	ed
Rights:		Inclu	de		Ovl			Ignoi	ce		Inclu	lde
Min. Green:	0	0	0	0	0	0	0	0	0	_ 0	0	- 0
Lanes:	3 0) 1	1 0	1 (2	0 1	2 0) 1	01.	. 1 0	1	1 0
Volume Module	: >>	Count	Date:	22 Se	p 200)4 << 5	:00 -	6:00	PM	2	101	6
Base Vol:	314	318	4	2	175	205	236	1 00	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.UU 2	100	1.00
Initial Bse:	314	318	4	2	175	205	236	54	1000	2	121	1
Added Vol:	927	468	4	6	594	339	241	43	1000	L L	10	1
PasserByVol:	0	0	0	0	0	0	0	0	1140	0	150	7
Initial Fut:	1241	786	8	8	769	544	477	1 97	1146	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0 90
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	160	0.50
PHF Volume:	1379	873	9	9	854	604	530	108	U	4	109	0
Reduct Vol:	0	0	0	0	0	0	0	100	0	ں ۸	160	с В
Reduced Vol:	1379	873	9	9	854	604	530	1 00	0 00	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1 00	1 00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	169	1.00
Final Vol.:	1379	873	9	9	854	604	530	108	U	ب	109	
						_ 				f		I
Saturation F	low Mo	odule:	1000	1000	1000	1000	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	TA00	1900	1900	1900	n 90	0 98	1 00	0.93	0.92	0.92
Adjustment:	0.90	0.93	0.93	1 00	2 00	1 00	2 00	1 00	1.00	1.00	1.91	0.09
Lanes:	3.00	1.98	0.02	1760	2.00	1583	3432	1862	1900	1769	3358	155
Final Sat.:	5147	3499	30	1/09								
	l	Modul	I	Ι		1	•		,			
Uapacity Ana	1 2 2 2	0 25	0 25	0.01	0.24	0.38	0.15	0.06	0.00	0.00	0.05	0.05
Vol/Sat:	****	0.20	0.20	0.01	****		****				* * * *	
Crit Moves:	21 E	597	58 7	1.2	28.4	46.6	18.2	23.1	0.0	1.0	5.9	5.9
Green Time:	0 0E	0 42	0 42	∩ 42	0.85	0.82	0.85	0.25	0.00	0.25	0.85	0.85
volume/cap:	32 0	11 2	11 2	49_1	33.8	23.1	39.6	31.4	0.0	49.1	46.6	46.6
Uniform Del:	JZ.U / E	 1	Δ 1	12 2	7_0	7.3	10.7	0.3	0.0	7.3	26.7	26.7
incremntuel:	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay Adj:	26 E	11 5	11 5	62.4	40.8	30.4	50.3	31.7	0.0	56.4	73.4	73.4
Delay/ven:	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAd]:	36 E	11 5	11 5	62.4	40.8	30.4	50.3	31.7	0.0	56.4	73.4	73.4
Aajbet/ven:	30.5	11.J 7	J R	1	15	18	11	3	0	0	5	5
HCH2KAV9;	۰ ۱ * * * * *	*****	~ * * * * * * *	- *****	* * * * *	*****	* * * * *	****	******	*****	****	* * * * * * *

MITIG8 - AM (Cumula	ative	No 2Mo	n Nov	15,	2004 12	:25:40) 			Page	1-1
-	2000 1	⊥ JCM Or	Jever O	ne Mot	-bod	(Future	Volu	ne Al	ternati	ve)		
ے + + + + + + + + + + + + + + + + + + +	*****	10-F1 0 <u>F</u>	.******	*****	*****	******	*****	*****	******	*****	* * * * *	* * * * * * *
Intersection	#1323	2 .Tim	Moore/	Gialir	ne							
************	π_J_22 +++++	******		*****	*9	******	*****	*****	* * * * * * *	*****	* * * * * *	* * * * * * *
Cycle (sec) ·		100	ו			Critica	1 Vol.	./Cap	. (X):		0.62	26
Loss Time (se	- () -	100	5 (Y+R :	= 4 5	sec)	Average	Dela	v (se	c/veh):		26	.3
Optimal Cycle		60)		, -	Level 0	f Serv	vice:				С
****	 + + + + + + + +	*****	******	*****	****	******	*****	* * * * *	* * * * * * *	*****	*****	******
Approach:	Not	rth Bo	ound	Sou	ith B	ound	Ea	ast B	ound	We	est Bo	ound
Movement:	L -	- T	- R	L -	- T	- R	L -	- T	- R	L -	- T	- R
					rotoc	 tod	1	rotec	ı ted	р. Р1	rotect	red
Control:	PI	roteci	Lea	P	Tana	ro	E I	0.001	ceu		Tamos	ro
Rights:	0	Tduoi	e o	0	rgno. n	τe	Ω	001	0	Ο	19110. N	0
Min. Green:	- U	,	0 1	2 0	ט ז	0 1	1 (1 1	0 1	1 1	า 1	0 1
Lanes:	، <u>ک</u>)			,		1					
Volume Module	: 	Count	- Date:	' 3 Mai	r 200	4 << 7:	15 - 8	3:15	AM	•		
Base Vol.	18	288	71	166	625	101	21	23	16	106	43	16
Crowth Adi.	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Rear	18	288	71	166	625	101	21	23	16	106	43	16
Added Vol:	40 20	793	122	26	487	31	68	43	46	82	32	29
Raded VOI.	05	, , , , , , , , , , , , , , , , , , , ,	122	0	Ω.	0	0		0	0	0	0
Thitial Fut:	87	1081	193	192	1112	132	89	66	62	188	75	45
Heer Adi.	1 00	1 00	0 00	1 00	1 00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
DUF Adj.	0 78	0 78	0.00	0 78	0 78	0.00	0.78	0.78	0.78	0.78	0.78	0.00
PHF Volume.	112	1386	0.00	246	1426	0	114	85	79	241	96	0
Pri vorune. Peduct Vol:	112	1300	n 0	210	1120	Õ		0	0	0	0	-0
Reduced Vol:	112	1386	n n	246	1426	Õ	114	85	79	241	96	0
PCF Adi.	1 00	1 00	0 00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MIE Adj.	1 00	1 00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Val :	112	1386	0.00	246	1426	0	114	85	79	241	96	0
			!									
Saturation Fl	່ ໄດະທີ່ Mo	odule:		1		,						
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adiustment:	0.90	0.89	1.00	0.90	0.89	1.00	0.93	0.98	0.83	0.93	0.98	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3432	5083	1900	3432	5083	1900	1769	1862	1583	1769	1862	1900
Capacity Anal	lysis	Modul	le:									
Vol/Sat:	0.03	0.27	0.00	0.07	0.28	0.00	0.06	0.05	0.05	0.14	0.05	0.00
Crit Moves:		* * * *		* * * *				****		* * * *		
Green Time:	5.7	43.5	0.0	11.5	49.3	0.0	16.1	7.3	13.0	21.8	12.9	0.0
Volume/Cap:	0.57	0.63	0.00	0.63	0.57	0.00	0.40	0.63	0.39	0.63	0.40	0.00
Uniform Del:	45.9	21.9	0.0	42.2	17.9	0.0	37.6	45.1	39.9	35.4	40.0	0.0
IncremntDel:	3.9	0.6	0.0	3.2	0.3	0.0	0.9	8.9	1.2	3.2	1.1	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	49.9	22.5	0.0	45.4	18.2	0.0	38.5	54.0	41.1	38.7	41.1	0.0
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	22.5	0.0	45.4	18.2	0.0	38.5	54.0	41.1	38.7	41.1	0.0
HCM2kAva:	3	12	0	5	11	0	4	4	3	8	3	0
****	*****	*****	******	*****	*****	******	*****	****	******	*****	*****	******

MITIG8 -	- PM	Cun	nula	tive	No 2Mor	n Nov	15, 2	004 12	:24:33				Page	1-1
													_ _	- --
				L	evel Of	E Serv	ice C	omputa [.] Future	tion R Volum	eport e Alt	ernativ	<i>r</i> e)		
		200)0 H	CM OD	eration	15 MCC	*****	******	*****	* * * * *	******	*****	****	*****
******	****	* * * 7		7 7 7 7 7	M	-ialin	~							
Intersec	tior	n #1	1322	Jlm_ *****	MOOLE/0	JLYLLI *****	y *****	*****	* * * * * *	****	******	*****	* * * * *	*****
~ ` (.		-		100			С	ritica	l Vol.	/Cap.	(X):		0.74	9
CACTE (3	sec):	: 		16	(V+R :	= 4 s	ec) A	verage	Delay	(sec	:/veh):		31.	5
Loss III	ne (:	sec, 1	•	76	(+,1)	1.0	τ,	evel 0	f Serv	ice:				C
Optimal	CYC. ****	⊥e: ***:	* * * *	· * * * * *	*****	*****	 *****	*****	_ * * * * * *	* * * * *	******	* * * * * *	*****	*****
A A A A A A A A A A A A A A A A A A A	~ •		Nor	th Bo	und	Sou	th Bo	und	Ea	st Bo	ound	We	est Bo	ound
Approact	.1. + .	7	r	. т	- R	L -	т	– R	L -	Т	– R	L -	- T	- R
Movemen	L.	- 	_ _					1					- -	·
Control		1	Pr	otect	ed	Pr	otect	ed	Pr	otect	ed	Pr	otect	ed
Rights:	•			Ignor	e		Ignor	е		Ovl			Ignor	e o
Min. Gr	een:		0	ο	0	0	0	0	0	0	0	0	U I	0
Lanes:	•••••		2 0) 3	0 1	2 0	3	0 1	1 0) 1	0 1	. 1 () 1	U T
		- -				-								
Volume 1	Modu	le:	>>	Count	: Date:	3 Mar	2004	<<_4:	45-5:4	5	20	77	20	127
Base Vo	1:		45	478	57	122	301	55	58	34	1 00	1 00	1 00	1 00
Growth .	Adj:	1	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		127
Initial	Bse	:	45	478	57	122	301	55	58	34	101	105	22	79
Added V	ol:		191	1117	166	83	1279	98	69	81	TAT	190	0	, j n
PasserB	yVol	:	0	0	0	0	0	0	U	U	220	272	121	206
Initial	Fut	::	236	1595	223	205	1580	153	127	115	1 00	1 00	1 00	0 00
User Ad	j:	1	.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.06	0.06	0.00
PHF Adj	:	0	.96	0,96	0.00	0.96	0.96	0.00	0.96	0.96	0.90	202.0	136	0.00
PHF Vol	ume:		246	1661	0	214	1646	0	132	120	229	205	001	0 0
Reduct	Vol:		0	0	0	0	0	0	1 2 0	100	220	283	136	0
Reduced	Vol	.:	246	1661	0	214	1646	0	132	1 00	1 00	1 00	1 00	0 00
PCE Adj	:	1	.00	1.00	0.00	1,00	1.00	0.00	1.00	1.00	1 00	1 00	1 00	0.00
MLF Adj	:	1	.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	136	0.00
Final V	ol.:	;	246	1661	0	214	1646	0	132	120	229	203	190	
		- -										I		1
Saturat	ion	Flc	w M	odule	:	1000	1000	1000	1000	1000	1900	1900	1900	1900
Sat/Lan	ne:	1	900	1900	1900	T300	TA00	1 00	U 02 T200	1 00	0 83	0,93	0.98	1.00
Adjustn	nent:	: C	.90	0.89	1.00	0.90	0.89	1 00	1 00	1 00	1.00	1,00	1.00	1.00
Lanes:		2	.00	3.00	1.00	2.00	5.00	1000	1769	1862	1583	1769	1862	1900
Final S	at.	: 3	3432	5083	T300	3432	ろ	T200						
				Mader					1 1		•			
Capacit	ly Ar	ıa⊥∑	(SIS)	0 33	 0 00	0 06	0.32	0.00	0.07	0.06	0.14	0.16	0.07	0.00
voi/Sat			···/	0.00	0.00	0.00	****		•		****	****		
Crit MC	ves:	• *	o c	<u> </u>	ρΩ	8.4	43.3	0.0	15.7	9.8	19.3	21.4	15.4	0.0
Green	l'ime:	. ,	ט.ע זר ו	0 74	0.0	0.74	0.75	0.00	0.48	0.66	0.75	0.75	0.48	0.00
volume/	, cap:	. (1. /	7.73 17 0	22 0	0.00	44.7	23.8	0.0	38.4	43.5	38.0	36.8	38.6	0.0
UNLIOT	u Del	11 4 1.	ະ ສ. ປ ຊ່າ	20.0	0.0	9.5	1.5	0.0	1.3	8.5	9.8	8.0	1.2	0.0
increm	.⊥ເມe_ ∧⊿	⊥i,	2.4 1 00	1 00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay /	ia] Toh	-	ະ.ບບ ເຊິ່ງ	2/ 2	0.00	54.2	25.3	0.0	39.6	52.0	47.8	44.8	39.8	0.0
ретал/	ven)). 1 00	_∠	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
user De	eradj 177-1-	. ،ر	1.00 1.00	- 21 D	1,00	54 2	25.3	0.0	39.6	52.0	47.8	44.8	39.8	0.0
AdjDel,	ven	•	ے۔ در ج	. 24.0 15	0	53.2	15	0	4	5	8	10	4	0
HCMZ KAV	vg:		بة تد تا 10	***** T^	******	~ * * * * * *	 *****	*****	*****	****	*****	*****	*****	*****

MITIG8 - AM C	umula	tive	No 2Mor	n Nov	15, 2	2004 13:	31:17	! - 			Page	1-1
2	:000 н	L ICM Op	evel Of eratior	Serv	ice (Computat (Future	tion F Volum	eport	ernati;	 ve) *****	****	****
*******	"****	*****	× × × × × × × />	To mmon	dr							
Intersection	#1323	. JIW	Moore/r	01111.d1.	.uy ****	* * * * * * * * *	*****	****	******	* * * * * *	****	*****
*********	*****	100				~ritica]	Vol.	/Cap.	(X):		0.64	17
CYCLE (Sec):		120	(V+D =	- 4 9		Average	Delay	/ (sec	/veh):		27.	8
Loss Time (se	20):	12	(144 -	- 1.5		Level Of	Serv	rice:	-,,			С
Optimal Cycle	· * * * * * * ; :		*****	*****	****	*******	*****	****	******	* * * * * *	*****	*****
Annua ach i	Nor	th Bo	und	Sou	th B	ound	Ea	ist Bo	ound	We	st Bo	ound
Approach.	т	.cn 100 . T	- R	ь -	· T	– R	L -	- T	– R	г -	Т	– R
Control:	Pr	otect	ed	Pr	otec	ted	E	?ermi1	ted	E	ermit	ted
Rights:		Inclu	de		Incl	ude		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0) 2	1 0	1 0) 3	0 1	1 0	0 (1 0	1 0) 1	0 1
Volume Module	e: >>	Count	Date:	30 Ma	ar 20	04 << 7	:15 -	8:15	AM			07
Base Vol:	40	288	65	61	597	89	62	44	35	56	73	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:	40	288	65	61	597	89	62	44	35	56	13	27
Added Vol:	21	710	4	107	459	50	81	22	64	7	TO	192
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	998	69	168	1056	139	143	66	99	63	83	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	81	1331	92	224	1408	185	191	88	132	84	111	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	U	200
Reduced Vol:	81	1331	92	224	1408	185	191	88	132	84	111	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	81	1331	92	224	1408	185	, 191	88	132	84	111	292
										1		!
Saturation F	Low Mo	odule:			1000	1000	1000	1000	1000	1000	1000	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900 0 Q1	0 47	1 00	0.85
Adjustment:	0.95	0.90	0.90	0.95	0.91	1 00	1 00	0.91	0.51	1 00	1 00	1 00
Lanes:	1.00	2.81	0.19	1005	5.00	1615	1231	692	1037	885	1900	1615
Final Sat.:	1802	4803	332	T000	5107		12-71			1		
Comparity App	l	Modul				1	1		•	1		
Val/Sati	0 05	0 28	0.28	0 12	0.27	0.11	0.15	0.13	0.13	0.09	0.06	0.18
Vol/Sal:	0.00	****	0.20	****	0.2,	0.2.						* * * *
Crit moves:	10 6	51 4	51 4	23.0	63.8	63-8	33.6	33.6	33.6	33.6	33.6	33.6
Green IIme.	0.51	0 65	0 65	0.65	0.51	0.22	0.55	0.46	0.46	0.34	0.21	0.65
Volume/cap.	52 2	27 1	27 1	44.7	18.0	14.8	36.8	35.7	35.7	34.4	33.1	38.0
Incremptol.	2.2	0 7	0.7	4.2	0.2	0.1	2.0	0.7	0.7	0.8	0.2	3.2
Dolay Ada.	1 00	1 00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay Auj.	55 0	27 8	27 8	48.9	18.2	15.0	38.8	36.4	36.4	35.2	33.3	41.3
Deray/ven:	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
NdiDal /Vab:	55 0	27 8	27.8	48.9	18.2	15.0	38.8	36.4	36.4	35.2	33.3	41.3
HCM2kAwa.		14	14		11	4	10	7	7	5	3	10
**********	* * * * * .	* * * * * *	******	*****	* * * * *	******	*****	* * * * *	******	****	****	******

MITIG8 - PM C	umula	tive N	lo 2Mon	Nov	15, 2	004 13:	30:40				Page	1-1
	- -		· 									
		Le Cli Cli	evel Of	Serv	ice C bod (omputat Future	volum	eport e Alt	ernativ	ve)		
2	000 H	CW ODe	5L9CTOF	15 1100	*****	******	*****	****	*****	* * * * * *	* * * * *	* * * * * *
*******	*****		teene /N	ໂດແຫລກ	dv							
Intersection	#1323	A + + + + + + + + + + + + + + + + + + +	******	*****	<u>y</u> *****	******	*****	* * * * *	*****	*****	* * * * *	*****
		120			C	ritical	L Vol.	/Cap.	(X):		0.88	2
CYCLE (Sec):	~ \ •	12	(Y+R =	= 4 s	ec) A	verage	Delay	(sec	:/veh):		34.	1
Doss IIme (Se		110	(2)1	~ -	- , I	level 0	E Serv	rice:				C
**************************************	****	*****	* * * * * * *	*****	****	*****	*****	****	******	*****	* * * * *	*****
Approach.	Nor	th Bo	ind	Sou	th Bo	ound	Ea	ist Bo	ound	We	st Bo	und
Movement:	T, -	Т	- R	ь -	т	– R	L -	т	– R	L -	\mathbf{T}	- R
Control:	Pr	otect	ed	Pr	otect	ed	P	Permit	ted	P	ermit	ted
Rights:		Inclu	de		Inclu	ıde		Inclu	ıde	0	inciu	iae o
Min. Green:	0	0	0	0	0	0	0	0	0	1 0	- U	0 1
Lanes:	1 0	2	10	1 () 3	0 1	, 1 C) 0	1 0	, L U	1	
									 DM			,
Volume Module	2: >>	Count	Date:	30 Ma	ar 200)4 << 4	:30 -	5:30	20 20	18	23	14
Base Vol:	15	514	32	55	318	1 00	1 00	1 00	1 00	1 00	1 00	1.00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	24	20	18	23	14
Initial Bse:	15	514	32	55	318	151	125	24	42	7	30	274
Added Vol:	72	1065	8	332	1182	101	T32	~ ~ ~	12	Ó	Õ	0
PasserByVol:	0	0	0	207	1500	195	187	56	62	25	53	288
Initial Fut:	87	1579	40	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00
User Adj:	1.00	1.00	1.00	1,00	1.00	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Adj:	0.89	1774	0.09	135	1685	208	210	63	70	28	60	324
PHF Volume:	98	1//4	40	433	1003	200	0	0	0	0	0	0
Reduct Vol:	0	1774	45	435	1685	208	210	63	70	28	60	324
Reduced Vol:	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PCE Adj:	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF AQJ: Firel Vol :	T.00	1774	45	435	1685	208	210	63	70	28	60	324
Final Vol				1								[
Saturation F	low Mo	dule:	1									
Sat/Lane.	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.72	0.92	0.92	0.58	1.00	0.85
Lanes:	1.00	2.93	0.07	1.00	3.00	1.00	1.00	0.47	0.53	1.00	1.00	1.00
Final Sat.:	1805	5039	128	1805	5187	1615	1366	830	919	1110	1900	1615
												1
Capacity Ana	lysis	Modul	e:							0 00	0 00	0 20
Vol/Sat:	0.05	0.35	0.35	0.24	0.32	0.13	0.15	0.08	0.08	0.03	0.03	U.ZU ****
Crit Moves:		****		****					07 0	07 0	27 2	27 2
Green Time:	11.5	47.9	47.9	32.8	69.2	69.2	27.3	27.3	21.3	2/.3	0 14	0 88
Volume/Cap:	0.56	0.88	0.88	0.88	0.56	0.22	0.68	0.33	0.33	26 9 0.11	27 0	44 8
Uniform Del:	51.8	33.4	33.4	41.7	15.9	12.3	42.3	- ೨೮.೮ ೧೯	0.0 0 E	0.0	0,1	21 2
IncremntDel:	4.2	4.8	4.8	16.7	0.2	1 00	J.9 1 00	1 00	1 00	1 00	1.00	1.00
Delay Adj:	1.00	1.00	1.00	1.00	1.00	10.5	10 0	20 3	70 3	1.00 17 0	37 1	66.0
Delay/Veh:	56.0	38.2	38.2	58.5	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00
User DelAdj:	1.00	1.00	1.00	T-00	1.00	100	100	20 2	70 7 T.00	37.0	37.1	66.0
AdjDel/Veh:	56.0	38.2	38.2	58.5	10.2	т <u>с</u> то И	11	29.5 4	4	1	2	15
HCM2kAvg:	4 ++++	∠4 ******	乙つ * * * * * *	⊥⊃ ★★★★★	⊥.⊃ *****	 ******	· + + + + + + + + + + + + + + + + + + +	*****	******	- *****	****	* * * * * * *

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MITIG8 - AM C	umula	ative	No 2Moi	n Nov	15,	2004 13:	:35:56	5 - 			Page	1-1
2	000 H	I ICM OP	evel 01 eration	f Serv	vice	Computat (Future	tion F Volum	Report ne Ali	t t ternati	ve)	*****	****
*********	*****	*****	******	*****	τ τ τ τ τ	******						
Intersection	井上 ろどう	+ JIM_ ++++++	Moore/(~0e *****	****	******	* * * * * *	****	******	*****	* * * * * *	*****
Curalo (cora):	~ ~ ~ ~ ~ ~ ~ ~	100				Critica.	L Vol.	/Cap	(X):		0.50	51
Long Time (sec).			(V+R =	= 4 9	sec)	Average	Delay	/ (sed	c/veh):		18.	9
Dostimal Cycle		38	. (1 . 1 .		,	Level 01	f Serv	rice:	. ,			В
Obringi care	• ****	*****	*****	* * * * * *	****	******	* * * * * *	****	* * * * * * *	*****	*****	* * * * * *
Approach:	Noi	th Bc	und	Soi	ith B	ound	Ea	ast Bo	ound	Ŵe	est Bo	ound
Movement:	ь -	- T	- R	ь -	- T	– R	ь -	- T	- R	ľ -	- T	– R
			!			[• 	
Control:	Pi	cotect	ed	Pı	cotec	ted	I	Permi	tted	I	Permit	ted
Rights:		Inclu	ıde		Incl	ude		Incl	ıde	_	Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 () 2	0 1	1 () 2	01.	1 (0 0	1 0	. 1 () ()	1 0
		- -]			1	0.20	i 70 M			
Volume Module	: >>	Count	Date:	31 Ma	ar 20	04 << /	:30 -	0:30	AIM 100	0	0	Ο
Base Vol:	86	255	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	100	1.00	1.00	1.00
Initial Bse:	86	255	U	U 50	545	91	120	10	20	128	ä	21
Added Vol:	10	522	227	50	340	83	T2A	19	29	120	0	21 0
PasserByVol:	0	0	0	0	0	U 174	202	10	120	129	a	21
Initial Fut:	96	777	227	50	986	1 00	202	1 00	1 00	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	100	0.92	0.92	140	120	10.92	23
PHF Volume:	104	845	247	54	1072	189	220	21	140	1.39	10	2.5
Reduct Vol:	0	0	0	0	1070	100	220	21	140	120	10	23
Reduced Vol:	104	845	247	54	1072	1 00	1 00	1 00	1 00	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	100	1.00	1.00	140	120	1.00	1.00
Final Vol.:	104	845	247	, 54	1072	189	220	21	140 1	1.59		
				1					ł			1
Saturation FI	LOW MO	Jaule:	1000	1000	1000	1000	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	0.85	0 74	0.87	0.87	0 55	0 90	0.90
Adjustment:	1.00	0.95	1 00	1 00	2 00	1 00	1 00	0.07	0.07	1 00	0.30	0.70
Lanes:	1.00	2.00	1.00	1905	2.00	1615	1/08	212	1439	1051	510	1190
Final Sat.:	1802	3010	1010	1005			1			1		
Conocity Anol	veie	Modul	<u>.</u> .	1		I	ŧ		1	I.		,
Vol/Sat:	.ysis	0 23	0 15	0 03	0 30	0.12	0.16	0.10	0.10	0.13	0.02	0.02
Crit Moxos:	****	0.20	0.10	0.00	****	0.110	****					
Croop Time:	10 3	56 0	56 0	7 2	52 9	52.9	27.8	27.8	27.8	27.8	27.8	27.8
Green IIme.	0.5	0 42	0 27	0 42	0 56	0 22	0.56	0.35	0.35	0.48	0.07	0.07
VOLUME/Cap:	12 7	12 6	11 4	44 A	15 8	12.6	30.9	28.9	28.9	30.0	26.6	26.6
IncromptDol:	74.1	n 1	1 2 0 2	2.2	0.4	0.1	1.9	0.5	0.5	1.2	0.1	0.1
Incremitber:	1 00	1 00	1 00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00
Delay Auj:	16 6	12 0	11 6	46 6	16 2	12 7	32 7	29.3	29 3	31.3	26.6	26.6
Deray/ven:	1 00	1 00	1 00	1 00	1 00	. + <u>∽</u> •/ 1 ∩∩	1.00	1.00	1,00	1.00	1.00	1.00
USER DELAC]:	T.00	100	11 6	1.00 16 6	16 2	127	32.7	29.3	29.3	31.3	26.6	26.6
Adjuet/ven:	40.0 Л	⊥∠.0 7	лтто Ттто	40.0 2	11	, 14•1 2	8	27.5	4	7	1	1
ncm2 kAVG =	ت * * * *	/ *****		ے * * * * *	* * * * *	· * * * * * * *	*****	*****	* * * * * *	*****	*****	******

MITIG8 - PM C	umula	tive N	lo 2Mor	n Nov	15, 2	004 13:	:36:26				Page	1-1
2		Le CM Ope	evel Of eration	Serv ns Met	ice C hod (omputat Future	tion R Volum	 eport e Alt	ernativ	 /e) ******	****	*****
********	*****	*****	******	*****	* * * * *	*****	*****					
Intersection	#1324	Jim_N	Noore/C	loe				ىلەرلىر بايرىغان بار		*****	*****	*****
**********	* * * * *	* * * * * *	******	*****	*****	*****	****		(17) -		0 68	2
Cycle (sec):		100			C	ritica.	L VOL.	/Cap.	(A)		2.00	с. Л
Loss Time (se	ec):	9	(Y+R =	= 4 s	ec) A	verage	De⊥ay	(sec	(ven):		22.	2
Optimal Cycle	9:	49			I	evel 0:	f Serv	ice:		مه شر بار بدر بدر د	*****	******
*****	* * * * *	*****	******	* * * * * *	*****	*****	****	*****	*****	 		und
Approach:	Nor	th Bou	und	Sou	ith Bo	ound	Ea	st_Bc _	ound	- We	st DU	-unu
Movement:	Ъ –	т -	- R	L -	т	- R	L -	Т	- ĸ	, <u>ы</u> –	· 1	- <u>r</u>
									·		ormit	+od
Control:	Pr	otect	ed	Pr	otect	ed	P	ermit	ted	E	Ternitu	deu
Rights:		Inclu	de		Inclu	ıde		Inclu	ide	0	THOTH	iue 0
Min Green	0	0	0	0	0	0	0	0	1 0	1 0		1 0
Lanes:	1 0	2	0 1	1 0) 2	0 1	. 1 0	0	1 0	, L (, 0	
										1		1
Volume Module	e: >>	Count	Date:	31 Ma	ir 200)4 << 4	:45 -	5:45	PM 22	0	Δ	Ω
Base Vol:	54	498	0	0	245	68	48	1 00	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.00	1.00	1.00	1,00
Initial Bse:	54	498	0	0	245	68	48	10	33 10	200	20	68
Added Vol:	33	705	198	39	788	241	211	18	18	300	29	00
PasserByVol:	0	0	0	0	0	0	0	10	U E 1	200	20	68
Initial Fut:	87	1203	198	39	1033	309	259	1 00	1 00	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.04	0.04	n a4
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	21	72
PHF Volume:	93	1280	211	41	1099	329	276	19	54	320	0	, 2
Reduct Vol:	0	0	0	0	0	0	0	10		220	21	72
Reduced Vol:	93	1280	211	41	1099	329	276	19	1 00	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.00	1.00	1.00
Final Vol.:	93	1280	211	41	1099	329	276	19	54	320	21	72
						[[- -		
Saturation F	low Mo	odule:					4 0 0 0	1000	1000	1000	1000	1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	0 900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.6/	0.89	0.89	1 00	0.90	0.90
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.26	1040	1247	509	1192
Final Sat.:	1805	3610	1615	1805	3610	1615	1273	44⊥	1240	1		⊷
						-						I
Capacity Ana	lysis	Modul	e:			0.00	0 00	0.04	0.04	0 24	0.06	0 06
Vol/Sat:	0.05	0.35	0.13	0.02	0.30	0.20	0.22	0.04	0.04	****	0.00	0.00
Crit Moves:		****		****		417 4	25 7	25 7	25 7	35 7	35 7	357
Green Time:	8.0	52.0	52.0	3.4	47.4	4/.4	35.7	33.7	0 12	0 68	0 17	0 17
Volume/Cap:	0.64	0.68	0.25	0.68	0.64	0.43	0.61	0.12	21.0	27 /	22 0	22 0
Uniform Del:	44.6	17.9	13.3	47.8	19.9	1/.4	∠6.4	21.0 0 1	41.0	Δ/• Π Λ Λ	U ∩ 1	0 1
IncremntDel:	9.5	1.0	0.2	27.3	0.8	0.4	4.4	1 00	1 00	1 00	1 00	1 00
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.00	21 7	21 /	22 2	22 2
Delay/Veh:	54.1	18.9	13.4	75.1	20.8	17.8	28.8	21./	41./	JL.4 1 00	1 00	1 00
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	21 4	22 2	22 2
AdjDel/Veh:	54.1	18.9	13.4	75.1	20.8	17.8	28.8	<u> </u>	∠⊥./ ⊃	১⊥.৭ 10	22 .2 2	~~.~ ?
HCM2kAvg:	4	15	4	3	13	1	للل بيترينين		******* 7	+**** TO	ے * * * * *	~~ * * * * * * *
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Level Of Service Computation Report 2000 HCM Operations Method (Puture Volume Alternative) Intersection #1255 Jim Moore Broadway Critical Vol./Cap. (X): 0.783 Cost in Moore Broadway Critical Vol./Cap. (X): 0.783 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 22.5 Optimal Cycle: 65 Cost in Colspan="2">Cost in Colspan="2" Optimal Cycle: 65 Control: Protected Split Phase Rights: Include Include Include Include Include Include Include Optimal Cycle (sec): 100 0 0 0 0 0 0 0 0 Control: 58 87 0 0 435 311 254 0 264 0 0 0 Control: 58 87 0 0 435 311 254 0 264 0 0 0 Optimal Cycle (sec): 58 87 0 0 0 100 1.00 1.00 1.00 1.00 1.00 1.0	MITIG8 - AM (Cumula	ative	No 2Mo	n Nov	15,	2004 13	:39:5	1			Page	1-1
2000 HCM Operations Method (Future Volume Alternative) Intersection #1325 Jim Moore/Broadway Transmission of the second s				Level O	f Ser	 vice	 Computa	tion 1	Repor				
Intersection #1325 Jim Moore/Broadway Cycle (sec): 100 Critical vol./Cap. (X): 0.783 Coss Time (sec): 9 (YR = 4 sec) Average Delay (sec/vch): 22.5 Optimal Cycle: 65 Level Of Service: C Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R C - T - R Control: Protected Protected Split Phase Split Phase Split Phase Rights: Include Include Include Include Include Uanes: 1 0 2 0 0 0 1 0 1 2 0 0 0 1 0 1 0 0 0 0 0 0 0 0 Scowth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		2000 1	HCM Or	peratio	ns Me	thod	(Future	volu	ne Al	ternati	ve)		
Intersection #1325 Jim Moore/Broadway Cycle (sec): 100 Critical Vol./Cap. (X): 0.783 Loss Time (sec): 9 (Y+R = 4 sc) Average Delay (sec/veh): 22.5 Optimal Cycle: 65 Level of Service: C Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Split Phase Split Phase Rights: Tnclude Include Include Include Include Module: >> Count Date: 28 Sep 2004 << 7:30 - 8:30 AM Base Vol: 58 87 0 0 435 311 254 0 264 0 0 0 0 Control: 1 00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	* * * * * * * * * * * * *	*****	*****	* * * * * * * *	* * * * * *	* * * * *	* * * * * * *	*****	* * * * *	* * * * * * *	*****	*****	******
Cycle (sec): 100 Critical Vol./Cap. (X): 0.783 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 22.5 Optimal Cycle: 65 Level Of Service: C Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R	Intersection	#132	5 Jim	Moore/	Broad	way							
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	****	****	* * * * * *	- * * * * * * *	* * * * *	****	******	*****	* * * * *	* * * * * * *	*****	*****	******
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 22.5 Optimal Cycle: 65 Level Of Service: C Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Split Phase Split Phase Rights: Include Include Include Include Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cycle (sec):		100)			Critica	l Vol	./Cap	. (X):		0.78	33
Optimal Cycle: 65 Level Of Service: C Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T R L - T - R L - T R L - T R L - T R L - T R L L L L L L L L L L L L L L L L	Loss Time (se	ec):	9) (Y+R	= 4 ;	sec)	Average	Dela	y (se	c/veh):		22.	.5
Approach: North Bound South Bound East Bound West Bound Movement: L T - R L - T - R L - T - R L - T - R L - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R L - T - R L - T - R - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T R </td <td>Optimal Cycle</td> <td>e:</td> <td>65</td> <td>5</td> <td></td> <td></td> <td>Level 0</td> <td>f Ser</td> <td>vice:</td> <td></td> <td></td> <td></td> <td>С</td>	Optimal Cycle	e:	65	5			Level 0	f Ser	vice:				С
Approach:North BoundSouth BoundEast BoundWest BoundMovement:LTTRLTRLTRControl:ProtectedProtectedSplit PhaseSplit PhaseIncludeIncludeMin. Green:00000000000Lanes:10200112000 <td< td=""><td>********</td><td>****</td><td>* * * * * *</td><td>*****</td><td>* * * * * *</td><td>* * * * *</td><td>******</td><td>* * * * *</td><td>* * * * *</td><td>* * * * * * *</td><td>*****</td><td>*****</td><td>*****</td></td<>	********	****	* * * * * *	*****	* * * * * *	* * * * *	******	* * * * *	* * * * *	* * * * * * *	*****	*****	*****
Movement: L L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - T R L - T R L - T R L C T R L - T R L T R L T R L T R L T L L	Approach:	No	rth Bo	ound	Sou	uth B	ound	Ea	ast B	ound	₩€	est Bo	ound
	Movement:	Ŀ	- T	– R	Ŀ-	- T	– R	L ·	- T	- R	L -	- T	– R
Control: Protected Protected Split Phase Split Phase Split Phase Min. Green: 0 </td <td></td> <td> </td> <td></td> <td> </td> <td> </td> <td></td> <td> </td> <td> </td> <td></td> <td></td> <td> </td> <td></td> <td></td>													
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Lames: 1 0 2 0 0 0 1 0 1 0 <td>Min. Green:</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>, ₁0</td> <td>0</td> <td>, U</td> <td></td> <td>0</td> <td>0</td> <td>, O</td> <td>0 0</td>	Min. Green:	0	0	0	0	, ₁ 0	0	, U		0	0	, O	0 0
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Base V01. 50 1.00	Page Volt	5. //	200000 97	. Date.	20 50	435	211	254	0.00	264	0	0	0
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Added Vol. 1 1/1 0 <t< td=""><td>Infitial DSe.</td><td>1</td><td>107</td><td>0</td><td>0</td><td>222</td><td>165</td><td>265</td><td>õ</td><td>201</td><td>ñ</td><td>Ő</td><td>Õ</td></t<>	Infitial DSe.	1	107	0	0	222	165	265	õ	201	ñ	Ő	Õ
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Hiltar Halt. 1.00 0 <td>Tratial Fut:</td> <td>50</td> <td>5.91</td> <td>0</td> <td>0</td> <td>767</td> <td>476</td> <td>519</td> <td>0 0</td> <td>265</td> <td>Ő</td> <td>Ő</td> <td>Ő</td>	Tratial Fut:	50	5.91	0	0	767	476	519	0 0	265	Ő	Ő	Ő
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Hir Volue: O 0	DHE Volume.	60.00	676	0.00	0.00	892	553	603	0	308	0	0	0
Reduced Vol: 69 676 0 692 553 603 0 308 0 0 0 PCE Adj: 1.00 </td <td>Reduct Vol:</td> <td>n N</td> <td>0,0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>Ó</td> <td>0</td>	Reduct Vol:	n N	0,0	0	0	0	0	0	0	0	0	Ó	0
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MLF Adj: 1.00	PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.: 69 676 0 0 892 553 603 0 308 0 0 Saturation Flow Module: Saturation Flow Module: 100 1900 1000 1000 1000 1000 1000 1000 1000	MIF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	Final Vol.:	69	676	0	0	892	553	603	0	308	0	0	0
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900													·
Sat/Lane: 1900 1000 100	Saturation Fl	Low Mo	odule:	:									
Adjustment: 0.93 0.93 1.00 1.00 0.98 0.83 0.90 1.00 0.83 1.00 1.00 1.00 Lanes: 1.00 2.00 0.00 1.00 1.00 2.00 0.00 1.00 0.00 <td>Sat/Lane:</td> <td>1900</td>	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lanes: 1.00 2.00 0.00 0.00 1.00 1.00 2.00 0.00 1.00 0.00 0	Adjustment:	0.93	0.93	1.00	1.00	0.98	0.83	0.90	1.00	0.83	1.00	1.00	1.00
Final Sat.: 1769 3538 0 0 1862 1583 3432 0 1583 0 0 0 Capacity Analysis Module:	Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Capacity Analysis Module: Vol/Sat: 0.04 0.19 0.00 0.00 0.48 0.35 0.18 0.00 0.19 0.00 0.00 0.00 Crit Moves: **** Green Time: 5.0 66.1 0.0 0.0 61.2 61.2 24.9 0.0 24.9 0.0 0.0 0.00 Volume/Cap: 0.78 0.29 0.00 0.00 0.78 0.57 0.71 0.00 0.78 0.00 0.00 0.00 Uniform Del: 47.0 7.1 0.0 0.0 14.5 11.6 34.2 0.0 35.0 0.0 0.0 0.0 IncremntDel: 35.6 0.1 0.0 0.0 3.6 0.8 2.7 0.0 9.8 0.0 0.0 0.0 Delay Adj: 1.00 1.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 Delay/Veh: 82.6 7.2 0.0 0.0 18.1 12.4 37.0 0.0 44.9 0.0 0.0 0.0 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Final Sat.:	1769	3538	0	0	1862	1583	3432	0	1583	0	0	0
Capacity Analysis Module: Vol/Sat: 0.04 0.19 0.00 0.00 0.48 **** Crit Moves: **** Green Time: 5.0 66.1 0.0 0.0 61.2 61.2 24.9 0.0 24.9 0.0 0.00 0.00 Volume/Cap: 0.78 0.29 0.00 0.00 0.78 0.57 0.71 0.00 0.78 0.00 0.00 0.00 Uniform Del: 47.0 7.1 0.0 0.0 14.5 11.6 34.2 0.0 35.0 0.0 0.0 0.0 0.00 IncremntDel: 35.6 0.1 0.0 0.00 1.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 Delay Adj: 1.00 1.00 0.00 0.00 1.00 1.00 1.00 1.00													
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Crit Moves: **** **** **** Green Time: 5.0 66.1 0.0 0.0 61.2 61.2 24.9 0.0 24.9 0.0 0.0 0.0 Volume/Cap: 0.78 0.29 0.00 0.00 0.78 0.57 0.71 0.00 0.00 0.00 Uniform Del: 47.0 7.1 0.0 0.0 14.5 11.6 34.2 0.0 35.0 0.0 0.0 0.0 IncremntDel: 35.6 0.1 0.0 0.0 3.6 0.8 2.7 0.0 9.8 0.0 0.0 0.0 Delay Adj: 1.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 0.00 Delay/Veh: 82.6 7.2 0.0 0.0 18.1 12.4 37.0 0.0 44.9 0.0 0.0 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Adjpel/veh: 82.6 7.2 0.0 0.0 18.1 12.4 37.	Vol/Sat:	0.04	0.19	0.00	0.00	0.48	0.35	0.18	0.00	0.19	0.00	0.00	0.00
Green Time: 5.0 66.1 0.0 0.0 61.2 61.2 24.9 0.0 24.9 0.0 0.0 0.0 Volume/Cap: 0.78 0.29 0.00 0.00 0.78 0.57 0.71 0.00 0.78 0.00 0.00 0.00 Uniform Del: 47.0 7.1 0.0 0.0 14.5 11.6 34.2 0.0 35.0 0.0 0.0 0.0 IncremntDel: 35.6 0.1 0.0 0.0 3.6 0.8 2.7 0.0 9.8 0.0 0.0 0.0 Delay Adj: 1.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 0.00 Delay/Veh: 82.6 7.2 0.0 0.0 18.1 12.4 37.0 0.0 44.9 0.0 0.0 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Adjpel/Veh: 82.6 7.2 0.0 0.0 18.1 12.4 37.0 0.0	Crit Moves:	* * * *				****	~~ ~			****	0.0		0.0
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Uniform Del: 47.0 7.1 0.0 0.0 14.5 11.6 34.2 0.0 35.0 0.0 0.0 0.0 IncremntDel: 35.6 0.1 0.0 0.0 3.6 0.8 2.7 0.0 9.8 0.0 0.0 0.0 Delay Adj: 1.00 1.00 0.00 1.00 1.00 1.00 0.00 0.0 0.0 Delay/Veh: 82.6 7.2 0.0 0.0 18.1 12.4 37.0 0.0 44.9 0.0 0.0 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 AdjDel/Veh: 82.6 7.2 0.0 0.0 18.1 12.4 37.0 0.0 44.9 0.0 0.0 HCM2kAvg: 4 0 0 22 10 10 11 0 0 0	Volume/Cap:	0.78	0.29	0.00	0.00	0.78	0.57	0./1	0.00	0.78	0.00	0.00	0.00
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HCM2 kAvg: 4 4 0 0 22 10 10 0 11 0 0 0	AdjDel/Veh:	82.6	7.2	0.0	0.0	18.1	12.4	37.0	0.0	44.9	0.0	0.0	0.0
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Intersection	#1325	Jim_f	loore/b	sroadw	ay *****	******	*****	*****	*****	*****	****	*****
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Movement:	L -	· T ·	- R		1	- <u>r</u>				[		
		· · · · · · · · ·		- <b>-</b>		ad	snl	it Pł	iase '	Spl	it Ph	ase
Control:	Pr	otect	ea	PL	Theli	.eu .do	0 P T	Incli	ide	- <u>F</u>	Inclu	de
Rights:	_	Inclu	de	0	THCLU	ία <del>ε</del> Λ	0	0	0	0	0	0
Min. Green:	0	. <u> </u>	0 0	0	1 1	0 1	2 0	່້	0 1	0 0	0	0 0
Lanes:	. 1 (	) 2	0 0	U U								
		Caust		28 96	n 200	14 << 4	:30 -	5:30	PM			
Volume Modul	e: >>	226	Date.	20 50	20 20 C	193	216	0	63	0	0	0
Base Vol:	204	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Adj:	1.00	1.00 1.00	1,00	1.00	1,00	193	216	0	63	0	0	0
Initial Bse:	204	330	0	0	737	378	307	0	4	0	0	0
Added Vol:	د	630	0	0	, , , ,	0,0	0	Ő	0	0	0	0
PasserByVol	0	066	0	0	822	571	523	Ō	67	0	0	0
Initial Fut:	207	900	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00
User Adj:	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Adj:	0.94	1050	0.92	0.52	893	621	568	0	73	0	0	0
PHF Volume:	225	1050	0	0	0	022	0	Ó	0	0	0	0
Reduct Vol:	225	1050	0	õ	893	621	568	0	73	0	0	0
Reduced Vol:	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PCE Adj:	1.00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1,00	1050	1.00	1.00	893	621	568	0	73	0	0	0
Final Vol.:	, 223	1050		·		!						
	1	odulo.		ſ		'	1					
Saturation r	1000	1000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1200	1900	1 00	1 00	0.98	0.83	0.90	1.00	0.83	1.00	1.00	1.00
Adjustment:	1 00	2 00	0 00	0 00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Lanes:	1760	2538	0.00	0	1862	1583	3432	0	1583	0	0	0
final Sat.:	1		<b>_</b> _	1				<b>_</b> _				
Composity App	lveie	Modul	<u>م</u> . ا	1								
Vol/Sat:	0 13	0 30	0.00	0.00	0.48	0.39	0.17	0.00	0.05	0.00	0.00	0.00
Cont Mourae:	****	0.00	0.00	•••	****		****					
Cric Moves.	15 0	71 5	0.0	0.0	56.5	56.5	19.5	0.0	19.5	0.0	0.0	0.0
Wolume (Cap:	9.0	0 42	0.00	0.00	0.85	0.69	0.85	0.00	0.24	0.00	0.00	0.00
Uniform Dol.	41 4	5 8	0.0	0.0	18.2	15.6	38.8	0.0	34.0	0.0	0.0	0.0
IncromotDel.	21 Q	0.1	0.0	0.0	6.7	2.4	10.0	0.0	0.4	0.0	0.0	0.0
Dolay Add.	1 00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay Auj. Delay/Veb.	42 2 42 2	5 9	0.0	0.0	24.8	17.9	48.8	0.0	34.4	0.0	0.0	0.0
Deray/ven:	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adipol (Vob.	. <u></u> 00	5.9	0.0	0.0	24.8	17.9	48.8	0.0	34.4	0.0	0.0	0.0
HCM2bArras	10	7	о. О	0	25	14	12	0	2	0	0	0
************	· * * * * *	*****	- ******	*****	****	******	*****	* * * * *	*****	*****	* * * * *	******

## Appendix Q

Intersection Level of Service Calculations – Cumulative Conditions with 2nd Avenue Extensions Mitigated

MITIG8 - AM (	Cumula	ative	Yes Th	u Nov	18,	2004 10	:03:3	0		Page	2 1-1
			Level C	f Serv	vice	Computa	tion 1	Repor	t.	\	
2	2000 1	HCM OJ	peratic	ns Mei	inoa	(Future	• voru	me Al'	cernati ******	. V e )	******
**********	*****	****	* * * * * * *	<u>кккк</u> т; , ,	****	* * * * * * * *			~ ~ ~ ~ ~ ~ ~ ~ ~		
Intersection	#8230	U 1mj:	in/Rese	rvatio	orrar DU	ماد ماد علد ماد ماد ماد	. به به به به به ب	ակությանը	++++++	******	****
***********	*****	*****	******	****	*****	~~~~~~~~~	7 77 7	10	/ .	Λ Λ	76
Cycle (sec):		90		4		Uritica	IT VOT	./Cap	(X):	10.4	
Loss Time (se	ec):	1.	Z (Y+K	= 4 9	sec) i	Average	e Dela	y (se	c/ven/:	TC	U.U 
Optimal Cycle	⊧	ک. بیت استان سال	7 <b>7</b> 777777	****		76A6T A	T 26L	***** ^TC6:	******	******	D *******
Arranach.	No	rth R	ound	S 01	ith B	ound	E.	ast Bi	hund	West F	lound
Movement:	т		- P	т	. m	- R	т	- т	- R	т. – Т	– R
movement.			!	يد - ـ ـ ـ ـ ـ ا			1			+	1
Control	p.	rotec	ted	' Pi	rotec	ted	P:	rotec [.]	ted	Protec	ted
Rights:		Tano	re		Incl	ude		Incl	ıde	Incl	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0 0	0
Lanes:	1 (	0 1 [°]	0 2	1 (	) 1	0 1	2 (	03	0 1	2 0 3	0 1
Volume Module	≥:										
Base Vol:	150	272	2001	5	81	21	64	996	123	0 1037	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:	150	272	2001	5	81	21	64	996	123	0 1037	19
Added Vol:	0	0	0	0	0	0	0	0	0	0 0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0 0	0
Initial Fut:	150	272	2001	5	81	21	64	996	123	0 1037	19
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0,90	0.90	0.90	0.90 0.90	0.90
PHF Volume:	167	302	0	6	90	23	71	1107	137	0 1152	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0
Reduced Vol:	167	302	0	6	90	23	71	1107	137	0 1152	21
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Final Vol.:	167	302	0	6	90	23	1	1101	137	0 1152	ZI
Saturation Fi	1000	1000	1000	1000	1000	1000	1900	1900	1900	1900 1900	1900
Adjustment:	1 900	0 98	0 88	1 93	0 98	0.83	0 90	0 89	0.83	0 97 0.89	0.83
Lanes.	1 00	1 00	2.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00 3.00	1,00
Final Sat.:	1769	1862	3344	1769	1862	1583	3432	5083	1583	3686 5083	1583
			[	[			1				
Capacity Anal	lysis	Modu	le:								
Vol/Sat:	0.09	0.16	0.00	0.00	0.05	0.01	0.02	0.22	0.09	0.00 0.23	0.01
Crit Moves:		* * * *		* * * *			* * * *			* * * *	
Green Time:	20.7	30.7	0.0	0.6	10.6	10.6	3.9	46.7	46.7	0.0 42.8	42.8
Volume/Cap:	0.41	0.48	0.00	0.48	0.41	0.13	0.48	0.42	0.17	0.00 0.48	0.03
Uniform Del:	29.5	23.3	0.0	44.5	36.8	35.5	42.0	13.3	11.4	0.0 16.0	12.5
IncremntDel:	0.7	0.6	0.0	27.6	1.3	0.3	2.4	0.1	0.1	0.0 0.1	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00 1.00	1.00
Delay/Veh:	30.2	23.9	0.0	72.2	38.1	35.9	44.4	13.4	11.5	0.0 16.1	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:	30.2	23.9	0.0	72.2	38.1	35.9	44.4	13.4	11.5	0.0 16.1	12.5
HCM2 kAvg:	4	7	0	1	3	1	2	6	2	0 7	0
*********	*****	****	* * * * * * * *	*****	****	* * * * * * *	*****	* * * * * *	******	*******	* * * * * * *

MITIG8 - PM C	umula	ative	Yes Th	u Nov	18,	2004 10	:03:42				Page	1-1
2	:000 F	ICM OI	Level O peratio	f Serv ns Met	vice (	Computa (Future	tion F Volum	lepor ne Al	t ternati	ve)		
* * * * * * * * * * * * * *	* * * * *	*****	* * * * * * *	*****	*****	******	*****	****	******	*****	****	* * * * * * * *
Intersection	#8230	) Imj:	in/Rese	rvatio	n							r an ar an an an an an
*********	* * * * * *	****	* * * * * * *	*****	****	******	*****	*****	*****	*****	*****	******
Cycle (sec):		9(	D		(	Critica	l Vol.	/Cap	. (X):		0.78	05
Loss Time (se	ec):	12	2 (Y+R	- 4 5	sec) i	Average	Delay	(se	c/veh):		28.	.6
Optimal Cycle	; ; * * * * * *	68 *****	3 * * * * * * *	*****	****	Level 0 ******	f Serv *****	/ice: ****	******	* * * * * *	****	C ******
Approach:	Noi	th B	ound	Sou	ith B	ound	Εē	ast B	ound	We	est Bo	ound
Movement:	L -	- T	- R	ь -	- T	– R	L -	- Т	~ R	L -	· T	- R
		<b>-</b> -							1			
Control:	Pı	cotec	ted	Pr	otec	ted	Pr	cotec	ted	Pr	otect	ted
Rights:		Igno	re		Incl	ude		Incl	ude		Inclu	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 (	) 1	0 2	1 (	) 1	0 1	2 0	3	0 1	2 0	) 3	0 1
			!									<b>-</b>
Volume Module	:											
Base Vol:	223	183	3470	30	364	98	40	1160	292	0	1170	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:	223	183	3470	30	364	98	40	1160	292	0	1170	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	183	3470	30	364	98	40	1160	292	0	1170	11
User Adi:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.85	0.85	0.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0,85
PHF Volume:	2.62	215	0	35	428	115	47	1365	344	0	1376	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2.62	215	0	35	428	115	47	1365	344	0	1376	13
PCE Adi:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	262	215	0	35	428	115	47	1365	344	0	1376	13
				[								<b> </b>
Saturation F	ow Mo	odule	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.88	0.93	0.98	0.83	0.90	0.89	0.83	0.97	0.89	0.83
Lanes:	1.00	1.00	2.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1769	1862	3344	1769	1862	1583	3432	5083	1583	3686	5083	1583
									[			
Capacity Anal	Lysis	Modu	le:									
Vol/Sat:	0.15	0.12	0.00	0.02	0.23	0.07	0.01	0.27	0.22	0.00	0.27	0.01
Crit Moves:	* * * *				****		****				* * * *	
Green Time	17.5	38.0	0.0	6.6	27.1	27.1	1.6	33.5	33.5	0.0	31.9	31.9
Volume/Cap:	0.76	0.27	0.00	0.27	0.76	0.24	0.76	0.72	0.58	0.00	0.76	0.02
Uniform Del:	34.3	17.0	0.0	39.5	28.6	23.7	44.0	24.3	22.7	0.0	25.7	18.9
IncremntDel:	9.8	0.2	0.0	1.2	6.2	0.3	42.7	1.4	1.5	0.0	2.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	44.2	17.2	0.0	40.6	34.8	24.0	86.7	25.7	24.2	0.0	27.8	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:	44.2	17.2	0.0	40.6	34.8	24.0	86.7	25.7	24.2	0.0	27.8	18.9
HCM2 kAvg:	9	4	0	1	13	2	2	12	8	0	13	0
*********	****	* * * * *	******	*****	****	* * * * * * *	*****	* * * *	* * * * * * *	*****	****	* * * * * * *

MITIG8 - AM (	Cumul	ative	Yes St	un Dec	12,	2004 12	:38:3	4		Pa	ge 1-1
_			Level (	Of Ser	vice	Computa	tion	Repor	t.		
	2000 .	HCM O	peration	ons Me	thod	(Future	Volu	me Al	ternati	ve)	
******	*****	*****	*****	*****	*****	*****	*****	****	*****	******	******
Intersection	#130	4 Blai	nco/Re	servat	lon		ale ale ale ale ale				
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	****	****	~ * * * * * *	*****	*****	******	×××××	*****	******	*******	********
Cycle (sec):)	9		4		Critica	T AOT	./Cap	(X):	0	.805
Loss Time (se	ec):	<u>_</u>	9 (Y+R	= 4	sec)	Average	Dela	y (se	c/ven):		19.5
Opeimar Cycle	++++ ;;	***** 0	******	****	* * * * *	revei O	i ser	vice:	بالد بالد بالد باب باب باب	بالمربان بالدربان بالمربان بالربان	
Approach.	No:	reth D	ound		ororo u≠h D	ownd	 		~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	Woat	Dound
Movement:	T.	. т		т.	исп в т	D	.С.« Т.	ລຣເ D		west	
MOVELLEIL:	<u>ы</u> 	- 1	- K	سد ا	- 1	- r l	<u>س</u> ا	- I	- R		1 - K
Control·	ദന്	1 i + D1	hage	ടമ്	1 i+ p	hace	D	rotec	ted	Prot	ected
Righte.	υ ρ.	Tncl	ude	υp	Tano	re	<u> </u>	Incl	ude	FICC In	aluda
Min Green.	0	111011	αας Λ	0	19.00	10 0	0	11101	n n	0 711	
Laneg ·	0	n n	0 0	2	n n	0 2	3	ດ ວັ	0 0	0 0	
				[[
Volume Module	: ∋: >>	Count	t Date	: 23 S	ep 20	04 << 7	:15 -	8:15	AM	t	1
Base Vol:	0	0	0	9	- 0	1450	1232	396	0	05	85 21
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00
Initial Bse:	0	0	0	9	0	1450	1232	396	0	0 5	85 21
Added Vol:	0	0	0	31	0	1253	954	324	0	0 43	34 39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0 0
Initial Fut:	0	0	0	40	0	2703	2186	720	0	0 10	19 60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00 1.	00 1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00 1.	00 1.00
PHF Volume:	0	0	0	40	0	0	2186	720	0	0 10	19 60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0 0
Reduced Vol:	0	0	0	40	0	0	2186	720	0	0 10	19 60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00 1.0	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 1.0	00 1.00
Final Vol.:	0	0	0	40	0	0	2186	720	0	0 103	19 60
Saturation Fl	low Mo	odule	:								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 190	00 1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.88	0.90	0.93	1.00	1.00 0.9	93 0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	3.00	2.00	0.00	0.00 2.0	00 1.00
Final Sat.:	0	0	0	3432	0	3344	5147	3538	0	0 353	38 1583
Capacity Anal	lysis	Modul	le:								
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.42	0.20	0.00	0.00 0.2	29 0.04
Crit Moves:				* * * *			****			* * *	* *
Green Time:	0.0	0.0	0.0	1.3	0.0	0.0	47.5	79.7	0.0	0.0 32	.2 32.2
Volume/Cap:	0.00	0.00	0.00	0.80	0.00	0.00	0.80	0.23	0.00	0.00 0.8	30 0.11
Uniform Del:	0.0	0.0	0.0	44.2	0.0	0.0	17.5	0.7	0.0	0.0 26	.1 19.3
IncremntDel:	0.0	0.0	0.0	60.7	0.0	0.0	1.8	0.0	0.0	0.0 3	.9 0.1
Delay Adj:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00 1.0	0 1.00
Delay/Veh:	0.0	0.0	0.0	105.0	0.0	0.0	19.3	0.8	0.0	0.0 29	9 19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
AdjDel/Veh:	0.0	0.0	0.0	105.0	0.0	0.0	19.3	0.8	0.0	0.0 29.	9 19.4
HCM2kAvg:	0	0	0	2	0	0	19	2	0	0 15	5 1
***********	****	* * * * * *	******	*****	****	* * * * * * * *	* * * * * *	*****	******	*******	*******

MITIG8 - PM C	umula	tive	Yes We	d Nov	17, 2	004 15:	:19:30) - -			Page	1-1
		L	evel O	f Serv	rice C	omputat	tion P	eport				
2	:000 H	ю МО	eratio	ns Met	hod (Future	Volum	ne All	cernativ	ve)	* * * * *	*****
*********	*****	*****	*****	*****	*****	*****	*****	****	* * * * * * * *			
Intersection	#1304	Blan	co/Res	ervati	on	• • • • • • • • •	* * * * * * *	****	******	* * * * * *	*****	*****
*******	* * * * *	*****	*****	* * * * * *	*****			10 an	(71)		1 02	n
Cycle (sec):		90	(17.17)	A ~		TTTTTCa.	Delau	/Cap	-(veh)		37.	1
Loss Time (se	ec):	100	(1+K	= 4 2	tec) A	avelaye	Deray f Seru	rice•	J) V CII / •		07.	D
Optimal Cycle	· • • • • • •	.***** T20	*****	*****		******	*****	/±00•	******	* * * * * *	****	*****
There and the second se	Nor	th Bo	und	Sol	ith Bo	und	Ea	ist Bo	ound	We	st Bo	und
Approach:	T	. m.	– R	т. –	. т	- R	L -	- T	- R	L -	·Т	– R
movement:			1									!
Control	Spl	it Ph	ase	Spl	it Ph	ase	Pr	otect	ted	Pr	otect	ed
Bights.	P P -	Inclu	de	1	Ignor	e		Inclu	ıde		Inclu	ıde
Min Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0 0	2 0	0	0 2	3 0) 2	0 0	0 0	2	0 1
Volume Module	: >>	Count	Date:	23 Se	ep 200	94 << 5	:00 -	6:00	PM			1.0
Base Vol:	0	0	0	21	0	1027	1370	519	0	1 00	382	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	21	0	1027	13/0	519	U	0	302 572	14
Added Vol:	0	0	0	46	0	1/54	1862	629	0	0	075	44
PasserByVol:	0	0	0	0	0	0	0 2225	11/9	0	0	955	60 60
Initial Fut:	0	0	1 00	1 00	1 00	2/01	1 00	1 00	1 00	1 00	1 00	1.00
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	3235	1148	0	0	955	60
PHF Volume:	0	0	0	07	0	Ő	0	0	0	0	0	0
Reduct VOI:	0	0	Ő	67	Ő	õ	3235	1148	0	0	955	60
PCF Adi.	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 Adi:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:		0	0	67	0	0	3235	1148	0	0	955	60
				1								
Saturation FI	low Ma	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.88	0.90	0.93	1.00	1.00	0.93	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	3.00	2.00	0.00	0.00	2.00	1600
Final Sat.:	0	0	0	3432	0	3344	5147	3538	U	. 0	3030	1000
	!					!				1		i
Capacity Ana	lysis	Modul	e:	0.00	0 00	0 00	0 63	0 32	0 00	0 00	0 27	0.04
Vol/Sat:	0.00	0.00	0.00	U.UZ	0.00	0.00	****	0.52	0.00	0.00	****	0.01
Crit Moves:	0.0	0.0	0.0	1 7	0 0	0 0	55 5	79.3	0.0	0.0	23.8	23.8
Green fime:	0.0	0.0	0.0	1 02	0.0	0.00	1.02	0.37	0.00	0.00	1.02	0.14
vorume/cap:	0.00	0.00	0.00	44.1	0.0	0.0	17.3	0.9	0.0	0.0	33.1	25.3
IncremetDel.	0.0	0.0	0.0	116.7	0.0	0.0	21.2	0.1	0.0	0.0	34.5	0.2
Delay Adi.	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	160.9	0.0	0.0	38.5	1.0	0.0	0.0	67.6	25.4
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh:	0.0	0.0	0.0	160.9	0.0	0.0	38.5	1.0	0.0	0.0	67.6	25.4
HCM2 kAva:	0	0	0	3	0	0	42	3	0	0	20	1
* * * * * * * * * * * * *	* * * * *	* * * * * *	*****	* * * * * *	****	******	****	*****	******	*****	*****	*****

MITIG8 - AM (Cumula	tive	Yes Tu	e Nov	16, 2	2004 17	:12:07			m	Page	1-1
	2000 H	L ICM Op	evel 0: eratio	f Serv ns Met	vice (hod	Computa (Future	tion R Volum	eport	 : :ernati:	 ve)	****	****
******	* * * * * *	****	******	* * * * * *	*****	*****	*****					
Intersection	#1300	5 Calí	fornia	/Reinc	lolla:	r 	and the state of the state	و بلد باد باد .		* * * * * *	*****	*****
*******	*****	*****	*****	*****	****	****	7 * * * * * *	10	(37) -		0 52	9
Cycle (sec):		100			(Critica	T VOT.	/cap.	(A)		0.04	.u .a
Loss Time (se	ec):	9	(Y+R =	= 4 5	sec) /	Average	Deray	/ (sec	c/ven):		<u> </u>	с С
Optimal Cycle	e:	36			-	rever o	rrrrr E Delv	· + + + + + + + + + + + + + + + + + + +	******	*****	*****	******
*********	* * * * * *	*****	*****	*****	*****	* * * * * * * *				TaTe	et Bo	und
Approach:	Noi	th_Bo	und	Sou	ith B	ouna	т т			т	. т	– R
Movement:	L -	- T	- R	<u>ь</u> -	- T	- R		- 1	- <u>r</u>	لىر 		
			1	 Da	otoo	tod		ormit	rted I	، ۲	ermit	ted
Control:	PI	rotect	ea	P1	Thal	udo	Ľ	Thel	ide	-	Inclu	ide
Rights:	~	Inciu	ae	0	TUCT	uue A	0	11101	n n	0	0	0
Min. Green:	1 (1 0	1 0	n n	1 0	1 6	า กั	1 0	1 (0	1 0
Lanes:	T (0 0		1			· · · · ·					
Volumo Modul	·	Count	Date	י 2 Jur	200	4 << 7:	15 - ε	3:15 2	ΔM			
Page Vol:	2. 70	1	32	2	2	5	2	37	106	182	93	2
Dase Vol.	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growin Auj:	1.00	1.00	1.00	2.00	2.00	5	2	37	106	182	93	2
Initial DSe.	70	208	25	<u>ہ</u>	300	õ	0	0	64	45	0	0
Added Vol.	-17	200	-16	ă	116	23	9	-18	-25	-91	-46	23
LA EXL. Rea.	101	242	41	11	418	28	11	19	145	136	47	25
Hace Adi:	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
USEL AUJ:	n 01	n a1	n 91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Auj.	111	266	45	12	459	31	12	21	159	149	52	27
Par volume. Doduct Vol:	U T T T	200	0		0		0	0	0	0	0	0
Reduct VOI:	111	266	45	12	459	31	12	21	159	149	52	27
DCF Adi.	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MIE Adj.	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Mir Auj: Einal Val :	111	266	45	12	459	31	12	21	159	149	52	27
rinar vor	····			1								
Saturation F	i low Me	odule:	•	1								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adiustment:	0.93	0.96	0.96	0.93	0.97	0.97	0.68	0.85	0.85	0.52	0.93	0.93
Lanes:	1.00	0.86	0.14	1.00	0.94	0.06	1.00	0.12	0.88	1.00	0.65	0.35
Final Sat.:	1769	1557	264	1769	1729	116	1300	187	1427	983	1152	613
						1						
Capacity Ana	lysis	Modul	e:								/	
Vol/Sat:	0.06	0.17	0.17	0.01	0.27	0.27	0.01	0.11	0.11	0.15	0.04	0.04
Crit Moves:	* * * *				****					****		~~ ~
Green Time:	11.9	59.8	59.8	2.4	50.3	50.3	28.8	28.8	28.8	28.8	28.8	28.8
Volume/Cap:	0.53	0.29	0.29	0.29	0.53	0.53	0.03	0.39	0.39	0.53	0.16	0.16
Uniform Del:	41.4	9.7	9.7	48.0	16.8	16.8	25.6	28.5	28.5	29.9	26.5	26.5
IncremntDel:	2.5	0.1	0.1	3.7	0.6	0.6	0.0	0.5	0.5	1.9	0.1	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.9	9.9	9.9	51.7	17.4	17.4	25.6	29.1	29.1	31.8	26.7	26.7
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:	43.9	9.9	9.9	51.7	17.4	17.4	25.6	29.1	29.1	31.8	26.7	26.7
HCM2 kAvg:	4	5	5	1	10	11	0	4	5	8	2	2
********	****	*****	******	*****	* * * * *	* * * * * * *	*****	* * * * *	******	*****	*****	******

MITIG8 - PM C	umula	tive	Yes Tue	e Nov	16, 2	2004 17	:11:48				Page	1-1
					_ _			onori				
		L	evel 01	t Serv	lce (Computa	Volum Volum	epor:	L Fernati	ze)		
2	000 H	ICM OP	eration	rttt	1100 1	(FULULE ******	******	****	******	*****	****	*****
* * * * * * * * * * * * *	*****	· ~ ~ ~ ·	~ ~ ~ ^ ^ ·	/T) = 4 m d		r						
Intersection	#1306	> Call *****	tornia,	******	****	- * * * * * * * *	* * * * * *	****	* * * * * * * *	*****	****	*****
Cucle (sec) .		100			ritical	l Vol.	/Cap	. (X):		0.57	0	
Toge Time (se	·~ ·	g	(Y+R :	= 4 s	ec) A	Average	Delay	(se	c/veh):		22.	0
Optimal Cycle		39	1		·I	_evel_0	f Serv	ice:				C
*****************	· * * * * *	· · · · · · · · · · · · · · · · · · ·	*****	*****	****	******	* * * * * *	****	* * * * * * *	* * * * * *	*****	******
Approach.	Nor	th Bo	und	Sou	ith Bo	ound	Ea	st B	ound	We	est Bo	ound
Movement:	T	- T	- R	L	т	– R	L -	· T	– R	L -	· T	- R
			!									
Control:	Pr	otect	ed	Pr	otect	ed	E	'ermi'	tted	E	Permit	ted
Rights:		Inclu	de		Inclu	ıde		Incl	ude		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0) 0	1 0	1 0	0	1 0	1 0) ()	1 0	1 (0 (1 0
Volume Module	: >>	Count	Date:	2 Jur	1 2004	4 << 5:	00 - 6	5:00	PM			F
Base Vol:	102	1	98	1	2	4	5	118	51	43	85	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:	102	1	98	1	2	4	5	118	51	43	85	5
Added Vol:	86	422	64	0	391	0	0	0	85	55	0	0
CA Ext. Rea:	-25	74	-49	30	33	21	9	-18	-25	-21	-42	21
Initial Fut:	163	497	113	31	426	25	14	100	111	77	43	26
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	177	540	123	34	463	27	15	109	121	84	47	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	540	123	34	463	27	15	109	121	84	47	28
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	177	540	123	34	463	27	15	109	121	84	47	28
Saturation Fl	Low Ma	odule:									1000	1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.93	0.97	0.97	0.68	0,90	0.90	0.39	0.92	0.92
Lanes:	1.00	0.81	0.19	1.00	0.94	0.06	1.00	0.47	0.53	1.00	0.62	0.38
Final Sat.:	1769	1475	335	1769	1745	102	1300	813	902	739	1094	662
						_ _						
Capacity Ana	lysis	Modul	e:				2 07	0 10	0 1 7	0 11	0.04	0.04
Vol/Sat:	0.10	0.37	0.37	0.02	0.27	0.27	0.01	0.13	0.13	V.11	0.04	0.04
Crit Moves:		****		****				****	00.4	22.4	00 4	22 A
Green Time:	18.5	64.2	64.2	3.3	49.0	49.0	23.4	23.4	23.4	23.4	23.4	23.4 0 10
Volume/Cap:	0.54	0.57	0.57	0.57	0.54	0.54	0.05	0.57	0.57	0.48	0.18	20 0
Uniform Del:	36.9	10.1	10.1	47.6	17.7	1/./	29.7	33.8	33.8	33.U	30.0	0.00
IncremntDel:	1.8	0.7	0.7	12.6	0.7	0.7	0.1	2.0	2.0	1 00	1 00	1 00
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.UU	1.00	1.00
Delay/Veh:	38.7	10.8	10.8	60.3	18.3	18.3	29.7	35.8	35.8	35.2	30.8	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.UU
AdjDel/Veh:	38.7	10.8	10.8	60.3	18.3	18.3	29.7	35.8	35.8	35.2	30.8	30.8
HCM2 kAvg :	6	12	11	2	11	10	1		· · · · · · · · · · · · · · · · · · ·		Z - بد بد بد ب	1111111 7
**********	* * * * *	* * * * * :	******	* * * * *	* * * * *	* * * * * * *	****	* * * * *	******	л. π. π. π . * *		

MITIG8 - AM C	umula	tive	Yes Tue	Nov	16, 2	2004 17	16:58				Page	1-1
	2000 H	L CM Op	evel Of	Serv Serv	ice (Computa (Future	cion R Volum	eport e Alt	ernati			*****
*****	* * * * *	*****	* * * * * * *	*****	* * * *	* * * * * * * *	*****	****	****			
Intersection	#1310	Cali	fornia/	ʻImjin				4 1 1 1 1 1	، طو بار بار بار بار ار ا	* * * * * *	****	*****
*********	*****	*****	* * * * * * *	*****	****	******	*****	****		* * * * * * *	0.05	1
Cycle (sec):		150			4	Critica.	l Vol.	/Cap.	(X):		0.95	1
Loss Time (se	ec):	9	(Y+R =	= <u>4</u> s	ec) .	Average	Delay	(sec	:/veh):		44.	3
Optimal Cycle	e:	175				Level O	f Serv	ice:				D
*******	*****	****	* * * * * * *	*****	* * * *	******	*****	* * * * *	*****	*****		
Approach:	Nor	th Bo	und	Sou	ith B	ound	Ea	st Bo	ound	We	ST BO	una
Movement:	L –	· T	- R	г –	Т	- R	L -	Т	- R		· T	- K
			_ [I		·				
Control:	F	Permit	ted	E	'ermi	tted	Pr	oteci	tea	ΡI	Thelu	do
Rights:		Ovl			0v1			TUCTI	lae	σ	THCTU	iue n
Min. Green:	0	0	0	0	0	0	U		0		\sim	1 0
Lanes:	1 0) 1	0 1	1 () 1	0 1	, 2 0	1 3	UI			
								·		1 diuste	A	1
Volume Module	e: >>	Count	Date:	II Ma	$\operatorname{ar} 20$	150	200 -	5.00	<u>ди д</u>	215	 Guð	10
Base Vol:	0	10	54	24	82	100	1 00	1 00	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	215	909	10
Initial Bse:	0	10	54	24	82	159	104	0 C E	63	1/3	1247	22
Added Vol:	52	129	157	98	149	276	134	000	00	1-1-0	12, 0	22
PasserByVol:	0	0	0	0	0	10	3 5 4	1267	60	35.8	2156	32
Initial Fut:	52	139	211	122	231	435	1 00	1 00	1 00	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.79	1.00 0.79	1.00 0.79	0 79
PHF Adj	0.79	0.79	0.79	0.79	0.79	0.79	105	1720	86	453	2729	41
PHF Volume:	66	176	267	154	292	551	192	0CIT	00		2725 N	0
Reduct Vol:	0	0	0	0	000	U E E 1	105	1720	96	453	2729	41
Reduced Vol:	66	176	267	154	292	1 00	1 00	1 00	1 00	1 00	1 00	1.00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1 00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	105	1720	1.00	453	2729	41
Final Vol.:	66	176	267	154	292	201	190	1/30	!	1		
							1		I	i		
Saturation F	LOW MO	odule:	1000	1000	1000	1000	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	0.81	0 89	0.87	0.82	0.92	0.91	0.91
Adjustment:	0.41	1.00	1 00	1 00	1 00	1 00	2 00	3 00	1.00	2.00	2.96	0.04
Lanes:	1.00	1040	1.00	1010	1906	1535	2363	4982	1551	3500	5099	76
Final Sat.:	1/8	1843	1307	1010			1			1		
Comparisty App	Iveie	Modul	<u>.</u>	I								
Val (Sate	RD D	0 10	0 17	0.15	0.16	0.36	0.06	0.35	0.06	0.13	0.54	0.54
VOL/Sal:	0.00	0.10	0.1	0.10		****	****				****	
Crit Moves.	A7 A	474	72.8	47.4	47.4	56.6	9.1	68.2	68.2	25.4	84.4	84.4
Green IIme.	4/.4	0 30	72.0 A 35	0.48	0.51	0.95	0.95	0.76	0.12	0.76	0.95	0.95
Uniform Del:	ע <u>י</u> רי גא ג	38.8	23.9	41.4	41.8	45.4	70.2	34.2	23.6	59.4	30.8	30.8
IncromptDol:	00.0 0 K	0.3	03	1.2	0.8	25.7	48.8	1.6	0.1	5.9	8.1	8.1
Dolow Add:	1 0.0	1 00	1.00	1.00	1.00) 1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay Auj: Delay /Vob:	38 0	29 1	24 2	42.6	42.6	5 71.0	119.0	35.8	23.7	65.3	38,9	38.9
Deray/ven;	1 00	1 00	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00
Josef DelAdj:	O O	20 1	24 2	42.6	42.6	5 71.0	119.0	35.8	23.7	65.3	38.9	38.9
HCM2khwa:		57.1 K	7	10	11	29	8	23	2	12	44	48
********	·*****	*****	******	****	* * * * *	******	*****	* * * * *	* * * * * * *	*****	*****	* * * * * * *

MITIG8 - PM (Cumula	tive	Yes Tue	e Nov	16,	2004 17:	16:36				Page	1-1
		L	evel Of	5erv	rice	Computat	tion R	eport	5			
	2000 н	ICM Op	eration	ıs Met	hod	(Future	Volum	ue Alt	ernati	ve)	ماد باد بان بان بان	
********	*****	****	******	*****	****	******	*****	****	*****	*****	****	****
Intersection	#1310) Cali	fornia/	'Imjir) • * * * * *	* * * * * * * *	*****	****	******	*****	* * * * *	*****
****	*****	3 5 0				critica	L Vol	/Cap.	(X):		0,97	'9
Cycle (sec):	`	120	/ V D -	- 1 e		Average	Delay	, (sec	./veh):		47.	3
Loss Time (se	ec):	100	(I+R -			Toval O	f Seru	rice:	-,, -			D
Optimal Cycle	++++++ 5:		******	*****	****	******	*****	****	*****	* * * * * *	* * * * *	*****
Amproach:	Nor	th Bo	und	Sot	ith B	ound	Εa	st Bo	ound	₩e	st Bo	ound
Movement:	L -	· T	- R	Ľ -	· T	- R	Ľ -	·Τ	- R	L -	T	- R
						[Dr		red	Pr	otect	ed
Control:	F	ermit	τεα	F	ori	ιιeu	г 1	Incl	ide		Inclu	ide
Rights:	~	OVI	0	0	001	n	Ω	0	0	0	0	0
Min. Green:	1 0	U 1 1	0 1	1 (ט 1 1	0 1	2 0) 3	0 1	2 0	2	1 0
Lanes:			l	· · · · ·								
Volume Modul	e: >>	Count	Date:	11 Ma	ar 20	04 << 4	:45 -	5:45	PM - A	djuste	d	
Base Vol:	0	47	146	11	19	36	93	969	3	95	614	15
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	47	146	11	19	36	93	969	3	95	614	15
Added Vol:	101	234	244	35	229	302	371	1923	103	272	1764	75
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	281	390	46	248	338	464	2892	106	367	2378	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	111	309	429	51	273	371	510	3178	116	403	2613	99
Reduct Vol:	0	0	0	0	C	0	0	0	0	0	0	0
Reduced Vol:	111	309	429	51	273	371	510	3178	116	403	2613	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00) 1.00	1.00	1.00	1.00	1.00	1.00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	102	1.00	1.00
Final Vol.:	111	309	429	51	273	371	510	3178	110	403	2013	
										1		l
Saturation F	low Mo	odu⊥e:	1000	1000	1000	1000	1900	1000	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900 1900	0 89	0 87	0.82	0.92	0.91	0.91
Adjustment:	0.39	1 00	1 00	1 00	1 00	1 00	2 00	3 00	1.00	2.00	2.89	0.11
Lanes:	1.00	1040	1567	1.00	1800	5 1535	3363	4982	1551	3500	4971	188
Final Sat.:	/34			1			1					ŀ
Conscity Apa	lusis	Modul	e:	•								
Vol/Sat:	0 15	0.17	0.27	0.08	0.15	5 0.24	0.15	0.64	0.08	0.12	0.53	0.53
Crit Moves:	0120	****						* * * *		* * * *		
Green Time:	25.7	25.7	43.3	25.7	25.7	7 51.5	25.8	97.7	97.7	17.6	89.5	89.5
Volume/Cap:	0.88	0.98	0.95	0.47	0.88	3 0.71	0.88	0.98	0.12	0.98	0.88	0.88
Uniform Del:	60.7	61.9	52.2	56.0	60.7	7 42.7	60.6	25.2	9.9	66.0	25.7	25.7
IncremntDel:	47.0	44.9	29.4	3.1	24.3	3 4.3	14.6	11.4	0.1	38.8	3.3	3.3
Delav Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	107.8	107	81.6	59.2	85.(47.0	75.2	36.6	9.9	104.8	29.0	29.0
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.8	107	81.6	59.2	85.0	47.0	75.2	36.6	9.9	104.8	29.0	29.0
HCM2 kAvg:	15	19	23	6	15	16	15	53	2	14	ـــــــــــــــــــــــــــــــــــــ	+++++++ 7/
*********	*****	*****	******	* * * * *	* * * * *	* * * * * * * * *	* * * * *	*****	*****			

MITIG8 - AM C	umula	tive :	Yes Tue	e Nov	16, 2	004 17:	:19:30				Page 	1-1
2	000 н	CM Op	evel Of eratior	Serv	 ice C hod (omputat Future	ion R Volum	eport e Alt	: : :ernati; :*****	 ve) *****		*****
**********	****	*****	******				3					
Intersection	#1311	Imji *****	n_Rd/In ******	njin_P *****	KWY−1 *****	mjin_k(******	1 * * * * * *	****	******	* * * * * *	*****	*****
Curla (soc):		120			С	ritical	L Vol.	/Cap.	(X):		0.76	0
Loga Timo / 20	~) ·	C Q	(Y+R =	= 4 s	ec) A	verage	Delay	(sec	:/veh):		18.	1
Optimal Cycle	···/··	63 *****	*****	****	ـــــــــــــــــــــــــــــــــــــ	evel 0:	E Serv *****	ice: ****	******	* * * * * *	* * * * *	B *****
Approach:	Nor	th Bo	und	Sou	th Bo	und	Ea	ist Bo	ound	We	st Bo	und
Movement:	L -	T	- R	L -	Т	- R	L -	· T	- R	L -	T 	- R
		it Dh	 age	Spl	it. Ph	ase	Pr	otect	ted	Pr	otect	ed
Dighta.	L CL	0.71	uoo	~	Inclu	de		Inclu	ıde		Inclu	ıde
Rights:	Ω	001	0	0	0	0	0	0	0	0	0	0
Min. Green. Lanes:	1 0	0	0 2	0 0	0	0 0	0 0	2	1 0	2 0	3	0 0
Volume Module	e: >>	Count	Date:	10 Ma	r 200	4 << 7	:15 -	8:15	AM - A	ajuste	a	0
Base Vol:	7	0	62	0	0	0	0	520	53	567	1 00	1 00
Growth Adj:	1.00	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	62	0	0	0	0	520	53	567	83/	0
Added Vol:	60	0	263	0	0	0	0	962	140	275	1263	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	U
Initial Fut:	67	0	325	0	0	0	0	1482	193	842	2100	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	76	0	369	0	0	0	0	1684	219	957	2386	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	0	369	0	0	0	0	1684	219	957	2386	0
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	76	0	369	0	0	0	0	1684	219	957	2386	0
Saturation F	Low Mo	odule:										1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	1.00	0.88	0.88	0.90	0.89	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.65	0.35	2.00	3.00	0.00
Final Sat :	1769	0	2786	0	0	0	. 0	4421	576	3432	5083	0
	- -						[1		I
Capacity Ana	lysis	Modul	.e:		0.00	0 00	0 00	0 38	0.38	0.28	0 47	0.00
Vol/Sat:	0.04	0.00	0.13	0.00	0.00	0.00	0.00	++++	0.50	****	0.17	0.00
Crit Moves:	****					0.0	~ ^	CO 0	60.2	11 0	104	0 0
Green Time:	6.8	0.0	50.8	0.0	0.0	0.0	0.0	00.2	00.4	0 76	0 54	0.00
Volume/Cap:	0.76	0.00	0.31	0.00	0.00	0.00	0.00	0.70	0.70 0/1	22.2	2.04	0.00
Uniform Del:	55.8	0.0	23.0	0.0	0.0	0.0	0.0	24.1	24.L 1 A		0 1	0.0
IncremntDel:	28.1	0.0	0.2	0.0	0.0	0.0	0.0	1 00	1 00	1 00	1 00	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	26 1	2.00	0.00
Delay/Veh:	83.9	0.0	23.1	0.0	0.0	0.0	0.0	25.5	20.0	ఎర₊⊥ 1 ∩∩	1 00	1 00
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00
AdjDel/Veh:	83.9	0.0	23.1	0.0	0.0	0.0	0.0	25.5	25.5	30.L	2.1	0.0
HCM2 kAvg:	5	0	5	0	0		0	20	20	የተቀጥጥጥ- ፐር	Γ†††τ Ω	******* ()
*******	****	* * * * * *	******	****	*****	******	****	****	~ ~ ~ * * * * *			

MITIG8 - PM C	umulat	tive Y	es Tue	Nov	16, 2	004 17:	19:51			I 	Page 1	L-1
		 Le	evel Of	Serv	ice C	omputat	ion Re	eport				<u></u> <u></u> <u>_</u>
2	000 H	см оре	eration	ıs Metl	hod (Future	VOTAUU6	9 AIL ++++*	+++++	/ 	****	*****
* * * * * * * * * * * * *	* * * * *	* * * * * *	******	****	****	******	*****					
Intersection ********	#1311 ****	Imjir *****	n_Rd/In ******	ijin_P: *****	kwy−1: *****	mjin_Ko ******	1 * * * * * * * *	****	*****	* * * * * * *	*****	*****
Cycle (sec):		120			С	ritica.	l Vol.	/Cap.	(X):		±.09	1 /
Loss Time (se	c):	9	(Y+R =	= 4 s	ec) A	verage	Delay	(sec	/veh):		51.4	9 12
Optimal Cycle	*****	180 *****	*****	*****	L * * * * *	evel 0: *****	E Serv: *****	ice: *****	*****	* * * * * *	* * * * * *	U * * * * * *
	Nor	th Bo	und	Sou	th Bo	und	Ea	st Bo	und	We	st Bo	und
Approach: Movement:	L -	T ·	- R	L -	T 	- R	L -	T 	- R	L	T 	- R
		 		Spl	it Ph	ase	, Pr	otect	ed	Pr	otect	ed
Control:	SbT	те ви Ф-1	ase	252	Theli	de		Inclu	ıde		Inclu	de
Rights:	0	UVT 0	0	ń		0	0	0	0	0	0	0
Min. Green:	, U	0	0 2	0 0	n	0 0	0 0	2	1 0	2 0	3	0 0
Lanes:	. 1 0	0	U Z .	- U U			I					
	-		 Doto:	10 Mo	r 200	14 << 4	:45 -	5:45	PM – A	djuste	d	
Volume Module	e: >>	Count	Date:	IU Ma	.L 200			1087	32	181	537	0
Base Vol:	51	0	221	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00
Growth Adj:	1.00	1.00	1.00	1.00	T.00	1.00	1,00	1087	32	181	537	0
Initial Bse:	51	0	221	0	0	0	0	2021	91	479	1916	0
Added Vol:	138	0	459	0	0	0	n n	2021 N	0	0	0	0
PasserByVol:	0	0	0	U	U	0	0	3108	123	660	2453	0
Initial Fut:	189	0	680	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	n 93	0.93	0.93	0.93
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.95	2242	132	710	2638	0
PHF Volume:	203	0	731	0	0	U	0	3342	102	, 10	0	Ó
Reduct Vol:	0	0	0	0	0	0	0	2242	132	710	2638	Ō
Reduced Vol:	203	0	731	0	0	1 00	1 00	1 00	1 00	1 00	1 00	1.00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	120	710	2638	1.00 N
Final Vol.:	203	0	731	0	0	0.	. 0	3342	132	/10	2030	
										1		· •
Saturation F	low Mo	odule:						1000	1000	1000	1000	1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	TA00	1900	T 200	1 60	1 00
Adjustment:	0,93	1.00	0.73	1.00	1.00	1.00	1.00	0.89	0.89	0.90	2 00	0 00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.89	0.11	2.00	5.00	0.00
Final Sat.:	1769	0	2786	0	0	0	0	4860	192	3432	3003	U
Capacity Ana	lysis	Modul	le:							0.00	A	0.00
Vol/Sat:	0.11	0.00	0.26	0.00	0.00	0.00	0.00	0.69	0.69	0.21	0.52	0.00
Crit Moves:	****							* * * *		****	o.o. (~ ^
Green Time:	12.6	0.0	35.4	0.0	0.0	0.0	0.0	75.6	75.6	22.7	98.4	0.0
Volume/Cap:	1.09	0.00	0.89	0.00	0.00	0.00	0.00	1.09	1.09	1.09	0.63	0.00
Iniform Del.	53.7	0.0	40.5	0.0	0.0	0.0	0.0	22.2	22.2	48.6	4.1	0.0
Incrempthol.	92 4	0.0	11.8	0.0	0.0	0.0	0.0	46.9	46.9	62.7	0.3	0.0
THOTEMMICDET.	1 00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay Auj:	146 1	0.00	52-3	0.0	0.0	0.0	0.0	69.1	69.1	111.3	4.4	0.0
Deray/ven:	1 00	1 00	1 00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DeLAd]:	147 7	T.00	50 2	1.00	0.0	0.0	0.0	69.1	69.1	111.3	4.4	0.0
AajDel/ven:	140.1 17	0.0	16	0.V	0	0	0	58	60	22	13	0
HUMZ KAVG:	⊦****÷	U *****	 ******	*****	*****	*****	* * * * * *	****	*****	* * * * * *	* * * * *	* * * * * * *
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~												

MITIG8 - AM C	umula	tive	Yes Wed	l Nov	17, 2	2004 13	:47:45				Page	1-1
												
		L	evel O:	E Serv	ice C	Computa	tion R	eport				
2	2000 H	CM Op	eratio	ıs Met	hod	(Future	Volum	e Alt	ernati	ve) ******	*****	* * * * * *
********	*****	*****	*****	*****	****	******	*****	****				
Intersection	#1312	Abra	ms/Imj:	in *****	* * * * *	******	* * * * * *	****	******	*****	****	*****
**********	*****	100				Tritica	l Vol	/Can	(X):		0.86	56
Cycle (sec):		120	(37 L D -	_ 4 a		TT CTCG	Delau	/ Cap	\sqrt{veh} :		23.	. 8
Loss Time (se	ec):	9	(I+K -	= 4 5	iec) r	iverage	f Soru	d ce:	.,			С
Optimal Cycle	;*****	94 *****	*****	*****	****	1ever 0	*****	****	*****	* * * * * *	****	*****
Approach:	Nor	th Bo	und	Sou	ith Bo	ound	Ea	ist Bo	ound	We	est_Bo	ound
Movement:	L -	·Τ	- R	L -	T	- R	L -	· T	- R	L -	· T	- R
			 + od		ermit	 -+ed	Pr	oteci	i ced	Pr	otect	; zed
Control:	F	erur c	Leu	<u> </u>	Incl	ide		Incli	ıde		Inclu	ıde
Rights:	0	0.01	Ω	Ω	0	0	0	0	0	0	0	0
Min. Green:	1 0	1 1	0 1	0 1	oŬ	0 1	1 0) 3	0 1	2 0) 3	0 1
Lanes:		·				!	1					
Volume Module	e: Mar	ch 20	03 - A	М							1004	20
Base Vol:	63	13	159	43	16	137	20	558	4	114	1204	1 00
Growth Adj:	1.00	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	13	159	43	16	137	20	558	4	114	1204	39
Added Vol:	55	66	224	58	36	32	16	1288	35	63	1424	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	U 71
Initial Fut:	118	79	383	101	52	169	36	1846	39	1//	2628	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	133	89	430	113	58	190	40	2074	44	199	2953	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	89	430	113	58	190	40	2074	44	199	2953	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	89	430	113	58	190	. 40	2074	44	199	2953	80
						!						
Saturation F	LOW MG	aute:	1000	1000	1000	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	0 74	0.85	0 95	n 91	0.85	0.92	0.91	0.85
Adjustment:	0.55	1.00	1 00	0.74	0.74	1 00	1 00	3 00	1.00	2.00	3.00	1.00
Lanes:	1.00	1.00	1,00	0.00	0.54	1615	1805	5187	1615	3502	5187	1615
Final Sat.:	1047	1900	TOTO	521			1					
Capacity Ana	lvsis	Modu.	Le:	£		,						
Vol/Sat:	0.13	0.05	0.27	0.12	0.12	0.12	0.02	0.40	0.03	0.06	0.57	0.05
Crit Moves:			* * * *				* * * *				****	
Green Time:	29.0	29.0	39.2	29.0	29.0	29.0	3.1	71.8	71.8	10.2	78.9	78.9
Volume/Cap:	0.52	0.19	0.81	0.51	0.51	0.49	0.87	0.67	0.05	0.67	0.87	0.08
Uniform Del:	39.5	36.2	37.1	39.3	39.3	39.1	58.2	16.2	10.0	53.3	16.4	7.4
IncremntDel:	2.0	0.2	9.5	1.2	1.2	1.0	82.7	0.6	0.0	5.8	2.6	0.0
Delav Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delav/Veh:	41.5	36.4	46.5	40.5	40.5	40.0	140.9	16.7	10.0	59.0	19.0	7.5
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel /Veh	41.5	36.4	46.5	40.5	40.5	40.0	140.9	16.7	10.0	59.0	19.0	7.5
HCM2kAva:	8	3	17	8	8	6	3	17	1	5	31	1
******	- ****	****	* * * * * * *	* * * * *	* * * * *	*****	*****	* * * * *	******	*****	****	******

MITIG8 - PM C	umula	tive `	Zes Wed	l Nov	17, 20	004 13:	47:23				Page	1-1
	000 H	Le CM Ope	evel Of	Servins Metl	ice C	omputat Future	ion Re Volum	eport e Alt	ernati	ve)		
***********	*****	*****	*****	*****	* * * * *	******	*****	****	*****	*****	* * * * *	*****
Intersection	#1312	Abra	ns/Imji	n	1	اد خو چه چه چه چه چه چه	*****	*****	*****	*****	*****	*****
*********	*****	*****	* * * * * * * *	*****	~ * * * *	~ * * * ^ ^ ^ /		/Can	(X):		1.26	2
Cycle (sec):		120	157.175	4 0		IIUIUA.	Delav	(sec	(veh):		95.	6
Loss Time (se	c):	100	(1+K =	- 4 5	ес, д т.	evel Of	f Serv	ice:				F
Optimal Cycle	! : *****	TOOT *****	*****	* * * * * *	*****	*****	* * * * * *	****	*****	*****	*****	*****
Approach.	Nor	th Bo	und	Sou	th Bo	und	Ea	st Bo	ound	We	st Bo	und_
Movement:	L -	т	- R	l -	т	– R	L -	\mathbf{T}	- R	L -	Д,	- R
						!				 Dr		
Control:	P	ermit	ted	Р	ermit	ted	Pr	otect	.ea .do	r L	Inclu	ide
Rights:		Ovl	0	0	Inclu	ae 0	Δ	THOIC	0	0	0	0
Min. Green:	0	0	0	0 1	0	Ω 1	1 0	3	0 1	2 0	3	0 1
Lanes:	1 0	L		1								
			03 - Pl	n M								
Page Vol:	28 28	21	164	45	23	34	82	1185	41	196	656	47
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	21	164	45	23	34	82	1185	41	196	656	4/
Added Vol:	87	62	145	37	93	32	41	2329	99	293	2364	1 I I 0
PasserByVol:	0	0	0	0	0	0	102	0	140	489	3020	158
Initial Fut:	115	83	309	82	116	1 00	1 00	1 00	1 00	1 00	1.00	1.00
User Adj:	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Adj:	0.87	0.87	0.87	0.07	133	76	141	4039	161	562	3471	182
PHF Volume:	132	95	300	0	0	0	0	0	0	0	0	0
Reduct VOL:	132	95	355	94	133	76	141	4039	161	562	3471	182
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	100
Final Vol.:	132	95	355	94	133	76	141	4039	161	562	34/1	182
												f
Saturation F	low Mo	odule:		1000	1000	1000	1000	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	0 95	0.91	0.85	0.92	0.91	0.85
Adjustment:	1.00	1.00	1 00	0.75	0.75	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Lanes:	1.00	1900	1615	573	811	1615	1805	5187	1615	3502	5187	1615
Final Sat.	1											
Capacity Ana	lvsis	Modu	Le:							~ ~ ~ ~		0 11
Vol/Sat:	0.23	0.05	0.22	0.16	0.16	0.05	0.08	0.78	0.10	0.16	0.6/	0.11
Crit Moves:	****							****	T 4 1	15 0	00 0	80.0
Green Time:	21.7	21.7	36.9	21.7	21.7	21.7	9.4	1 26	74.1 0 16	10.5	1 00	0.17
Volume/Cap:	1.26	0.28	0.71	0.91	0.91	U.∠6 42.2	55 3	23 0	9.8	52.4	20.0	7.5
Uniform Del:	49.2	42.4	36.8	48.Z	40.2 33.8	42.5	77.0	120	0.1	134.9	16.4	0.1
IncremntDel:	173.9	1 00	4.9	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay Ad]: Delay (Veb.	222 1	42 8	41.7	82.0	82.0	42.7	132.3	143	9.8	187.2	36.4	7.6
Deray/ven:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh:	223.1	42.8	41.7	82.0	82.0	42.7	132.3	143	9.8	187.2	36.4	7.6
HCM2 kAva:	29	3	13	15	15	3	9	84	2	21	51 *****	7777777 7
******	*****	****	*****	*****	* * * * *	* * * * * * *	*****	* * * * *	* * * * * * *	*****		

MITIG8 - AM C	umula	tive	Yes Tue	e Nov	16, 20	04 17	:24:10				Page	1-1
	·				ice Co			eport				
	121.5547		dabout	Mothr	d (Fut	ure V	olume	Alte	native)		
***********	ר ביאיד לאתרם	* * * * * * *	******	******	*****	*****	*****	****	******	* * * * * *	****	* * * * * *
Totomostion	#1315	Tmii	n/Eight	⊧h								
1110015000101	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	· · · · · · · · · · · · · · · · · · ·	*****	*****	*****	*****	* * * * * *	****	******	*****	****	*****
Averade Delay	r (ser	veh)		15.1				Le	evel Of	Servi	ce:	С
*************	*****	*****	* * * * * * *	* * * * * *	*****	*****	* * * * * *	****	******	*****	****	*****
Approach:	Noi	th Bo	ound	Sou	ith Bou	ınd	Ea	st Bo	ound	We	est Bo	und
Movement:	L -	- T	- R	L -	- T -	- R	L -	· T	– R	L -	· T	- R
Control:	Yield Sign Yield Sign Yield Sign										eld Si	gn
Lanes:		1			1			1			1	
										[·	
Volume Module	e: >>	Count	Date:	9 Mar	2004	<< 7:	15 - 8	3:15 2	AM - Ad	justec	1	0
Base Vol:	0	25	0	107	170	141	35	32	0	0	6	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	25	0	107	170	141	35	32	0	0	6	9
Added Vol:	0	27	0	248	7	160	199	73	0	0	118	98
PasserByVol:	0	0	0	0	. 0	0	0	0	0	0	0	107
Initial Fut:	0	52	0	355	177	301	234	105	0	0	124	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	62	0	423	211	358	279	125	0	0	148	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	107
Reduced Vol:	0	62	0	423	211	358	279	125	0	0	148	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	62	0	423	211	358	279	125	0	. 0	148	127
	-		1									
PCE Module:									0	~	140	107
AutoPCE:	0	62	0	423	211	358	279	125	U	0	148	127
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	U	U	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	U	U	140	107
AdjVolume:	. 0	62	0,	423	211	358	279	125	U 1	U 1	148 	1 <u>5 1</u>
	1		 Daudada	0.25	bourg		1		1	ł		
Delay Module	: >>	Time	Period:	0.23	1/0			633			340	
CircVolume:		826			1120			858			1016	
MaxVolume:		/54			1120 0			000 n			0	
PedVolume:		U 754			1120			858			1016	
AdjMaxVol:		/54			1120			404			275	
ApproachVol:		62			996 21 5			7 9			4.9	
ApproachDel:		5.2			12 0			25			1.1	
Queue:		0.3			14.9			2.0				

MITIG8 - PM C	umula	tive Y	es Tue	Nov	16, 20	04 17	:23:52				Page 1	1-1
		 		 Serv	 ice Co	omputa	tion R	eport				
	FHWA	Round	labout	Metho	d (Fut	ure V	olume	Alter	native))	*****	* * * * * *
* * * * * * * * * * * * *	****	*****	*****	*****	*****	******	*****	* * * * *	*****	*****		
Intersection *********	#1315 ****	Imjir ****	n/Eight	:h *****	*****	* * * * * *	*****	* * * * *	******	******	*****	******
Average Delay ***********	(sec	:/veh): *****	******	8.7 *****	*****	* * * * * *	* * * * * *	Le *****	Vel UI *****	Servi *****	Ce: *****	******
Approach: Movement:	Nor L -	th Bou T	und - R	Sou L -	ith Boi	und - R	Ea L -	ist Bo · T	und - R	L -	T	- R
		viold Sign Vield Sign Vield Sign							 ຫາ	Yield Sign		
Control:	Yi€	eld Si	gn	Ile	1 1	gn	T T ~	1	9		1	
Lanes:	1											
			 Doto!	0 Mon	~ 2004	<< 5:	00 - 6	5:00 P	M – Ad	justed	I	
Volume Module	2: >>	LOUNL	Date.	25 Plai	49	60	97	9	0	0	22	63
Base Vol:	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Adj:	1.00	1.00	1.00	25	49	60	97	9	0	0	22	63
Initial Bse	0	104	0	140	35	395	344	155	0	0	131	236
Added Vol:	U	11	0	110	0	0	0	0	0	0	0	0
PasserByVol:	0	101	0	165	84	455	441	164	0	0	153	299
Initial Fut:	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User Adj:	1.00	1.00	1.00 A Q5	n 95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Adj:	0.95	107	0,00	174	88	479	464	173	0	0	161	315
PHF Volume:	0	127	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	127	ń	174	88	479	464	173	0	0	161	315
Reduced Vol:	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PCE Adj:	1.00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj	1.00	100	T.00	174	88	479	464	173	0	0	161	315
Final Vol.:	U 											
PCE Module:	1		_	4.7.4	0.0	470	161	173	Ω	0	161	315
AutoPCE:	0	127	0	1/4	88	4/9	404	175	0 0	0	0	0
TruckPCE:	0	0	0	0	0	0	0	0	õ	Ō	0	C
ComboPCE:	0	0	U	0	0	0	0	ů N	Õ	0	0	0
BicyclePCE:	0	0	0	174	0	470	164	173	0	0	161	315
AdjVolume:	0	127	0	1/4	88 	4/9						
Delay Module	: >>	Time I	Period:	0.25	hours	3 <<					500	
CircVolume:		811			161			262			592	
MaxVolume:		762			1113			1058			881	
PedVolume:		0			0			0			001	
AdiMaxVol:		762			1113			1058			100	
ApproachVol:		127			741			637			4/6	
ApproachDel:		5.7			9.4			8.4			ປ.ປ ວ່າ	
Queue:		0.6			5.4			4.2			5.3	

MITIG8 - AM C	umula	tive	Yes Tu	e Nov	16, 2	2004 17	:29:27				Page	1-1
2	:000 H	I ICM OF	Level 0	f Serv ns Met	vice (Computa (Future	 tion F Volum	eport	 : :ernati	 ve) *****	*****	****
*****	*****	· ~ ~ · ~										
Intersection	3161# ****	, 2ecc	5na/1n1	***** LO	****	******	*****	****	******	*****	*****	******
		61 61))		("ritica	1 Vol.	/Cap.	(x):		0.83	38
Cycle (sec):		00) (ATD)	Δ c		lverage	Delav	/ (sec	:/veh):		25.	.2
Optimal Cycle	:: :: : * * * * * *	- 65 *****) ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	*****	;ee; ;] ;****	Level 0	f Serv *****	/ice:	****	* * * * * *	****	C ******
Approach:	Nor	th Bo	ound	Sou	ith Bo	ound	Εa	ast Bo	ound	We	st Bo	ound
Movement:	L -	- T	- R	L -	- T	- R	L -	- T	- R 	L -	т 	- R
Control.	P۲	rotect	ted	Pı	oteci	ted	Pı	otect	ed	Pr	otect	ced
Rights:		Inclu	ıde		Inclu	ıde		Inclu	ıde		Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 () 1	1 0	1 () 2	0 1	2 () ()	1 0	1 0	0	1 0
Volume Module	e: AM								_			
Base Vol:	0	13	30	32	69	0	0	0	0	15	0	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.00
Initial Bse:	0	13	30	32	69	0	0	0	0	15	50	8 ۱ 7 F
Added Vol:	276	577	27	158	539	428	196	19	68	26	54	T 10
PasserByVol:	0	0	0	0	0	0	0	10	0	U 47	0 E D	υ το τ
Initial Fut:	276	590	57	190	608	428	196	1 00	1 00	41	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T-00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.00	U.00 50	208
PHF Volume:	314	670	65	216	691	486	223	22	11	4 / 0	55	200
Reduct Vol:	0	0	0	0	C01	100	0 202	22	0 רר	47	59	208
Reduced Vol:	314	670	1 00	216	1 00	400	1 00	1 00	1 00	1 00	1 00	1.00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1 00	1 00	1.00
MLF Adj:	1.00	1.00	1.00 CE	216	£01	1.00	223	22	1.00	47	59	2.08
Final Vol.:	314	670	60	210	091		1			1		
				1			1		i	1		
Saturation r.	1000	1000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	T 200	0 92	0 92	0 93	0.93	0.83	0.90	0.87	0.87	0.93	0.87	0.87
Aujustment.	1 00	1.82	0.18	1.00	2.00	1.00	2.00	0.22	0.78	1.00	0.22	0.78
Final Sat ·	1769	3184	308	1769	3538	1583	3432	359	1285	1769	364	1280
				1								
Capacity Anal	lvsis	Modu	le:									
Vol/Sat:	0.18	0.21	0.21	0.12	0.20	0.31	0.06	0.06	0.06	0.03	0.16	0.16
Crit Moves:	****					* * * *	* * * *				* * * *	
Green Time:	12.7	22.0	22.0	12.7	22.0	22.0	4.6	11.3	11.3	5.0	11.6	11.6
Volume/Cap:	0.84	0.57	0.57	0.57	0.53	0.84	0.84	0.32	0.32	0.32	0.84	0.84
Uniform Del:	22.7	15.3	15.3	21.2	14.9	17.4	27.3	21.0	21.0	25.9	23.3	23.3
IncremntDel:	15.2	0.6	0.6	2.2	0.4	10.4	20.2	0.6	0.6	1.3	17.4	17.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.8	15.9	15.9	23.4	15.4	27.7	47.5	21.6	21.6	27.2	40.7	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	15.9	15.9	23.4	15.4	27.7	47.5	21.6	21.6	27.2	40.7	40.7
HCM2 kAvg:	9	6	6	5	6	11	5	2	2 • • • • • • • •	ل - بايد بويد .	جــــــــــــــــــــــــــــــــــــ	****** Q
* * * * * * * * * * * * *	* * * * *	* * * * *	*****	****	****	*****	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~					
HITIG8 - PM C	umulat	tive Y	Yes Tue	e Nov 1	16, 20	004 17:	28:59				Page 1 	L-1
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		 L(evel Of	Servi	ice C	omputat	ion Re	eport e Alt	ernativ			m m m m m
2	000 HC	CM Ope	eration	ls Metr	100 (. *****	- ULULE ******	*****	*****	******	****	* * * * * *	* * * * * *
**********	*****	*****	*********	1								
Intersection	#1316	Secol	nd/1n11	r+++++ [C]	****	******	*****	* * * * *	* * * * * * *	*****	* * * * * *	* * * * * *
*********	*****	*****	******		C	ritical	Vol.	/Cap.	(X):		1.074	4
Cycle (sec):		60		4 -		TTCTCa.	Dolav	(sec	/veh):		52.	9
Joss Time (se	:c):	9	(Y+K =	= 4 50	ec) A T	verage	F Corv	ice:	,		Ţ	D
ptimal Cycle	11	180		و ملو ملو مار ال ال	سل جه جه جه جه جه	4*****	*****	 *****	* * * * * * *	*****	* * * * * *	* * * * * *
*********	*****	****	*****	Gen	th Po	and	Ea	st Bo	und	We	st Bo	und
pproach:	Nor	th Bo	und	Sou	un do m	_ 10	T	эс эс т	R	L -	Т	- R
lovement:	ь -	Т	- к	, <u>1</u> , –	F	- r	ىد 					
							Dr	otect	ed	Pr	otect	ed
:ontrol:	Pr	otect	ed	Pr	olect	eu ಗಂ		Toclu	de		Inclu	de
<ights:< td=""><td></td><td>Inclu</td><td>de ,</td><td>~</td><td>⊥nc⊥u</td><td>ue n</td><td>Ω</td><td> ^</td><td> N</td><td>D</td><td>0</td><td>0</td></ights:<>		Inclu	de ,	~	⊥nc⊥u	ue n	Ω	 ^	 N	D	0	0
in. Green:	0	0	0	_ U	<u>_</u> U	0 1	2 0		1 0	1 0	0	1 0
lanes:	1 0	1	1 0	1 U	2	U T				-		
									I			
/olume Module	≥: PM			л <i>А</i>	10	Λ	Ω	Ω	Ω	15	0	19
Base Vol:	0	49	50	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	15	0	19
Initial Bse:	0	49	50	14	1050	206	120	51	179	77	28	250
Added Vol:	145	1177	73	235	1059	300	4.39	0	±,,,	0	0	0
PasserByVol:	0	0	0	0	1070	206	420	51	179	92	28	269
Initial Fut:	145	1226	123	249	1078	1 00	1 00	1 00	1 00	1 00	1.00	1.00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	n 92	0.92	0.92	0.92
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	477	55	195	100	30	292
PHF Volume:	158	1333	134	271	11/2	333	4//		1.70	100	0	0
Reduct Vol:	0	0	0	0	0	0	U 7 7 7	EE	105	100	30	292
Reduced Vol:	158	1333	134	271	1172	333	4//	1 00	1 00	1 00	1 00	1.00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T-00	105	100	30	292
Final Vol.:	158	1333	134	271	1172	333	4//	55	190	1		
										I		
Saturation F	low Mc	odule:	:		1000	1000	1000	1000	1000	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	T 200	T 000	1 900	0 87	0.93	0.85	0.85
Adjustment:	0.93	0.92	0,92	0.93	0.93	1 00	0.90	0.07	0.07	1,00	0.09	0.91
Lanes:	1.00	1.82	0.18	1.00	2.00	1.00	2.00	265	1280	1769	152	1457
Final Sat.:	1769	3170	318	1769	3538	1583	3432	365	1200	1		
							1			t		
Capacity Ana	lysis	Modu.	le:			0 01	0 14	0 15	0 15	0 06	0.20	0.20
Vol/Sat:	0.09	0.42	0.42	0.15	0.33	U.21	**** ∩•T4	0.10	0.10	0.00	****	
Crit Moves:		* * * *		****	05 0	0 ° °	7 0	12 0	12 P	5.1	11.2	11.2
Green Time:	6.8	23.5	23.5	8.5	25.2	23.2	1 07	10.0	10.0 0 66	0.66	1.07	1.07
Volume/Cap:	0.79	1.07	1.07	1.07	0./9	120	1.U/ 26 1	20 9	20 9	26-6	24.4	24.4
Uniform Del:	25.9	18.3	18.3	25.7	15.1	12.0	61 O	20.9	20.9 A R	10.2	73.0	73.0
IncremntDel:	18.5	47.0	47.0	77.8	2.9	1 00	1 00	1 00	1 00	1.00	1.00	1.00
Delay Adj:	1.00	1.00	1.00	1.00	1.00	17 7	1.00	2E 0	25 2		97.4	97.4
Delay/Veh:	44.4	65.2	65.2	103.5	1/.9	13.3	90.I	1 00	1 00	1 00	1.00	1.00
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 25 0	36 8	97 A	97.4
AdjDel/Veh:	44.4	65.2	65.2	103.5	17.9	13.3	90.L	43.4	23.2	ມບ.ບ ຈ	14	13
HCM2 kAvg:	5	25	26	12	12	5	11 	۰۰ ـــــــــــــــــــــــــــــــــــ	******* 0	****** つ	*****	 ******
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Level of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative) Intersection fill J Jim Moore Pourth/Third Intersection fill J Jim Moore Pourth/Third Critical Vol./Cap. (X): 0.865 Loss Time (sec): 12 (FHR = 4 sec) Average Delay (sec/veh): 37.3 Optimal Cycle: 95 Detected Protected Protected <td colspan<="" th=""><th>MITIG8 - AM C</th><th>umula</th><th>tive `</th><th>Yes Tue</th><th>Nov</th><th>16, 2</th><th>2004 17:</th><th>30:14</th><th></th><th> </th><th></th><th>Page</th><th>1-1</th></td>	<th>MITIG8 - AM C</th> <th>umula</th> <th>tive `</th> <th>Yes Tue</th> <th>Nov</th> <th>16, 2</th> <th>2004 17:</th> <th>30:14</th> <th></th> <th> </th> <th></th> <th>Page</th> <th>1-1</th>	MITIG8 - AM C	umula	tive `	Yes Tue	Nov	16, 2	2004 17:	30:14				Page	1-1
Thtersection f1317 Jim Moore-Fourth/Third Cycle (sec): 100 Critical Vol./Cap. (X): 0.865 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 37.3 Optimal Cycle: 95 Level Of Service: D Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Protected Min. Green: 0 0 0 0 0 0 0 0 Volume Module: > Count Dates: 1001 1 0 0 0 0 0 0 0 0	2	- -	Le CM Ope	evel Of eration	Serv Serv	ice (hod	Computat (Future	ion R Volum	eport e Alt	ernati		****	 ******	
Intersection #1317 Jim Moore-Pourth/Third Cycle (sec): 100 Critical Vol./Cap. (X): 0.865 Loss Time (sec): 12 (YrR = 4 sec) Average Delay (sec/veh): 37.3 Optimal Cycle: 95 Level Of Service: D Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Protected Include Include Nin. Green: 0	*********	*****	*****	* * * * * * *	*****	****	******	*****	****					
Trink (sec): 100 Critical Vol./Cap. (X): 0.865 Loss Time (sec): 12 (Y+R = 4 sc) Average Delay (sec/veh): 37.3 Optimal Cycle: 95 Level of Service: D Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Protected Protected Min. Green: 0 0 0 0 0 0 0 Ianes: 1 0 1 0 1 1 1 1 0 1 </td <td>Intersection</td> <td>#1317</td> <td>Jim_1</td> <td>Moore-F</td> <td>'ourth</td> <td>/Thi</td> <td>rd </td> <td>ىلە بار بار بار ،</td> <td>اد استان ا</td> <td>******</td> <td>*****</td> <td>*****</td> <td>*****</td>	Intersection	#1317	Jim_1	Moore-F	'ourth	/Thi	rd 	ىلە بار بار بار ،	اد استان ا	******	*****	*****	*****	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	**********	*****	*****	* * * * * * *	*****	*****		~ ~ ~ ~ ~ ~ ~	10	(2).		0 86	5	
Loss Time (sec): 12 (Y4R = 4 sec) Average Delay (SecVer). Distruction of Service: Distruction of Distruction of Service: Distruction of Distruction of	Cycle (sec):		100				ritical	Deler	/cap.	(Λ)		37	3	
Optimal Cycle: 95 Level of Service: Service: Approach: North Bound South Bound East Bound West Bound Movement: L T R L L L L L L L L L L L L L L L	Loss Time (se	ec):	12	(Y+R =	= 4 S	ec) /	werage	ретаў Горына	(sec	;/ven/.		57.	D	
************************************	Optimal Cycle	:	95			1 م طرحان (۱۰ ا	Penet OI	: Serv	1Ce: *****	******	*****	*****	******	
Approach: North Bound South Bound South Bound Dest Bound Dest Bound Dest Bound Dest Bound Movement: L T T R L L </td <td>***********</td> <td>*****</td> <td>*****</td> <td>******</td> <td>*****</td> <td>****</td> <td></td> <td>17 - 17 -</td> <td>et Br</td> <td>und</td> <td>We</td> <td>st Bo</td> <td>und</td>	***********	*****	*****	******	*****	****		17 - 17 -	et Br	und	We	st Bo	und	
Movement: L I	Approach:	Nor	th Bo	und	Sou	ith Bo	Juna	т. т. —	.эс DC . т	- P	T	лс 20 Т	- R	
Control: Protected Protected Protected Protected Protected Protected Include Include <td>Movement:</td> <td>L -</td> <td>· T</td> <td>- R</td> <td>ц —</td> <td>T</td> <td>- K</td> <td></td> <td></td> <td>1</td> <td> </td> <td></td> <td></td>	Movement:	L -	· T	- R	ц —	T	- K			1				
			·	 ad	 Dr	otect	Fed	₽r	otect	ted	Pr	otect	ed	
Rights: Include	Control	PI	Traly	eu do	Γ⊥	Incli	ide		Inclu	ıde		Inclu	ıde	
Min. Green: 1 0 1 1 0 1 0 1 0 1 1 0 1 1 0 1 1 0 1 1 1 1 1 1 1 <th< td=""><td>Rights:</td><td>0</td><td>THETH</td><td>ue A</td><td>Ο</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></th<>	Rights:	0	THETH	ue A	Ο	0	0	0	0	0	0	0	0	
Hanes: 1 0 <td>Min. Green:</td> <td>1 0</td> <td>1 1</td> <td>0 1</td> <td>1 0</td> <td>ı 1</td> <td>0 1</td> <td>1 0</td> <td>) 1</td> <td>0 1</td> <td>1 0</td> <td>1</td> <td>0 1</td>	Min. Green:	1 0	1 1	0 1	1 0	ı 1	0 1	1 0) 1	0 1	1 0	1	0 1	
Volume Module: >> Count Date: 10 Mar 2004 << 7:15 - 6:15 AM - Adjusted Base Vol: 67 155 45 15 394 48 3 20 28 128 64 9 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Lanes:			l				_						
Base Vol: 67 155 45 15 394 48 3 20 28 128 64 9 Growth Adj: 1.00 <td>Volume Module</td> <td>1 21 >></td> <td>Count</td> <td>Date:</td> <td>10 Ma</td> <td>r 20</td> <td>04 << 7:</td> <td>:15 -</td> <td>8:15</td> <td>AM - A</td> <td>djuste</td> <td>d</td> <td></td>	Volume Module	1 21 >>	Count	Date:	10 Ma	r 20	04 << 7:	:15 -	8:15	AM - A	djuste	d		
Base Vol. 1.00	Page Volt	67	155	45	15	394	48	3	20	28	128	64	9	
Oliver Age Original Age As 15 394 48 3 20 28 128 64 9 Andded Vol: 41 289 157 100 274 37 24 163 17 73 215 39 PasserByVol: 0 <td>Growth Adi</td> <td>1.00</td>	Growth Adi	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Added Vol: 41 289 157 100 274 37 24 163 17 73 215 39 PasserByVol: 0 </td <td>Tritial Ree</td> <td>67</td> <td>155</td> <td>45</td> <td>15</td> <td>394</td> <td>48</td> <td>3</td> <td>20</td> <td>28</td> <td>128</td> <td>64</td> <td>9</td>	Tritial Ree	67	155	45	15	394	48	3	20	28	128	64	9	
Audit for the set of the	Added Vol:	41	289	157	100	274	37	24	163	17	73	215	39	
Initial Fut: 108 44 202 115 668 85 27 183 45 201 279 48 User Adj: 1.00 0	RasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial and the second seco	Initial Fut:	108	444	202	115	668	85	27	183	45	201	279	48	
PHF Adj: 0.83 0.93 0.83 0.93 0.83 0.93 0.98 0.83 0.93 0.98 0.83 0.93 0.98 0.83 0.93 0.98 0.83 0.93 0.98 0.83	Ilser Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume: 130 535 243 139 805 102 33 220 54 242 336 58 Reduct Vol: 0	PHF Adi:	0.83	0.83	0,83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	
Reduct Vol: 0 <td< td=""><td>PHF Volume:</td><td>130</td><td>535</td><td>243</td><td>139</td><td>805</td><td>102</td><td>33</td><td>220</td><td>54</td><td>242</td><td>336</td><td>58</td></td<>	PHF Volume:	130	535	243	139	805	102	33	220	54	242	336	58	
Reduced Vol: 130 535 243 139 805 102 33 220 54 242 336 58 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PCE Adj: 1.00	Reduced Vol:	130	535	243	139	805	102	33	220	54	242	336	58	
MLF Adj: 1.00	PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.: 130 535 243 139 805 102 33 220 54 242 336 58 Saturation Flow Module: 1900<	MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Saturation Flow Module: Saturation Flow Module: Sat/Lane: 1900	Final Vol.:	130	535	243	139	805	102	33	220	54	242	336	58	
Saturation Flow Module: Sat/Lane: 1900 1802 1802														
Sat/Lane: 1900 100 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Saturation F	low Mo	odule:							1000	1000	1000	1000	
Adjustment: 0.93 0.93 0.98 0.83 0.93 0.98 0.83 0.93 0.98 0.83 0.93 0.98 0.83 0.93 0.98 0.83 0.93 0.98 0.83 0.93 0.98 0.83 0.93 0.98 0.83 0.93 0.98 0.83 0.93 0.98 0.83 0.93 0.98 0.83 0.93 0.93 0.98 0.83 0.93 0.93 0.98 0.83 0.93 <td>Sat/Lane:</td> <td>1900</td>	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lanes: 1.00 1.0	Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83	1 00	1 00	1 00	
Final Sat.: 1769 1862 1583 1683 1683 1683	Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1760	1000	100	1760	1962	1583	
Capacity Analysis Module: Vol/Sat: 0.07 0.29 0.15 0.08 0.43 0.06 0.02 0.12 0.03 0.14 0.18 0.04 Crit Moves: **** Green Time: 8.5 46.0 46.0 12.5 50.0 50.0 2.7 13.7 13.7 15.8 26.8 26.8 Volume/Cap: 0.86 0.63 0.33 0.63 0.86 0.13 0.67 0.86 0.25 0.86 0.67 0.14 Uniform Del: 45.2 20.5 17.3 41.5 22.0 13.4 48.2 42.2 38.6 41.0 32.7 27.8 IncremntDel: 37.2 1.5 0.3 5.5 8.5 0.1 31.6 25.1 0.6 23.3 3.6 0.1 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Final Sat.:	1769	1862	1583	1769	1862	1583	1769	1862	1583	1/69	1062	1000	
Capacity Analysis Module: 0.07 0.29 0.15 0.08 0.43 0.06 0.02 0.12 0.03 0.14 0.18 0.04 Vol/Sat: 0.07 0.29 0.15 0.08 0.43 0.06 **** ***** **** ****		[1	
Vol/Sat: 0.07 0.29 0.15 0.08 0.43 0.06 0.02 0.12 0.03 0.16 0.07 Crit Moves: **** **** **** **** **** **** **** Green Time: 8.5 46.0 46.0 12.5 50.0 50.0 2.7 13.7 13.7 15.8 26.8 26.8 Volume/Cap: 0.86 0.63 0.33 0.63 0.86 0.13 0.67 0.86 0.25 0.86 0.67 0.14 Uniform Del: 45.2 20.5 17.3 41.5 22.0 13.4 48.2 42.2 38.6 41.0 32.7 27.8 IncremntDel: 37.2 1.5 0.3 5.5 8.5 0.1 31.6 25.1 0.6 23.3 3.6 0.1 Delay Adj: 1.00	Capacity Ana	lysis	Modul	.e:		0 40	0.00	0 02	0 12	0 03	0 14	0 18	0.04	
Crit Moves: **** 50.0 50.0 2.7 13.7 13.7 15.8 26.8 26.8 Green Time: 8.5 46.0 12.5 50.0 50.0 2.7 13.7 13.7 15.8 26.8 26.8 Volume/Cap: 0.86 0.63 0.33 0.63 0.86 0.13 0.67 0.86 0.25 0.86 0.67 0.14 Uniform Del: 45.2 20.5 17.3 41.5 22.0 13.4 48.2 42.2 38.6 41.0 32.7 27.8 IncremntDel: 37.2 1.5 0.3 5.5 8.5 0.1 31.6 25.1 0.6 23.3 3.6 0.1 Delay Adj: 1.00 <td>Vol/Sat:</td> <td>0.07</td> <td>0.29</td> <td>0.15</td> <td>0.08</td> <td>4444</td> <td>0.00</td> <td>0.02</td> <td>****</td> <td>0.00</td> <td>****</td> <td>0.10</td> <td></td>	Vol/Sat:	0.07	0.29	0.15	0.08	4444	0.00	0.02	****	0.00	****	0.10		
Green Time: 8.5 46.0 12.5 50.0 50.0 2.7 13.7 27.8 IncremntDel: 37.2 1.5 0.3 5.5 8.5 0.1 31.6 25.1 0.6 23.3 3.6 0.1 Delay Adj: 1.00 </td <td>Crit Moves:</td> <td>****</td> <td></td> <td>10 0</td> <td>10 E</td> <td>E 0 0</td> <td>50 Q</td> <td>27</td> <td>13 7</td> <td>13 7</td> <td>15.8</td> <td>26.8</td> <td>26.8</td>	Crit Moves:	****		10 0	1 0 E	E 0 0	50 Q	27	13 7	13 7	15.8	26.8	26.8	
Volume/Cap: 0.86 0.63 0.33 0.65 0.15 0.07 0.06 0.10 <td>Green Time:</td> <td>8.5</td> <td>46.0</td> <td>46.0</td> <td>12.5 0 60</td> <td>50.0 0 00</td> <td></td> <td>0 67</td> <td>1 86</td> <td>0.25</td> <td>0,86</td> <td>0.67</td> <td>0.14</td>	Green Time:	8.5	46.0	46.0	12.5 0 60	50.0 0 00		0 67	1 86	0.25	0,86	0.67	0.14	
Uniform Del: 45.2 20.5 17.3 41.5 22.0 13.4 40.2 42.2 30.6 14.6 52.4 20.0 14.6 52.4 20.0 14.6 52.4 20.0 14.6 52.4 20.0 14.6 52.4 20.0 15.4 40.2 42.2 30.6 14.6 52.4 23.3 3.6 0.1 IncremntDel: 37.2 1.5 0.3 5.5 8.5 0.1 31.6 25.1 0.6 23.3 3.6 0.1 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Volume/Cap:	0.86	0.63	U.33 177 7	U.63	22 0	12 /	48 2	42 2	38-6	41.0	32.7	27 8	
IncremntDel: 37.2 1.5 0.3 5.5 6.5 0.1 51.6 23.1 0.0 1.00 1.00 Delay Adj: 1.00 <td>Uniform Del:</td> <td>45.2</td> <td>20.5</td> <td>11.3</td> <td>41.0</td> <td>∠∠.U o ⊏</td> <td>1.J.H 0 1</td> <td>31 6</td> <td>25 1</td> <td>0.6</td> <td>23.3</td> <td>3.6</td> <td>0.1</td>	Uniform Del:	45.2	20.5	11.3	41.0	∠∠.U o ⊏	1.J.H 0 1	31 6	25 1	0.6	23.3	3.6	0.1	
Delay Adj: 1.00	IncremntDel:	31.2	1.5	1 00	3.3 1 00	1 00	1 00	1 00	1.00	1_00	1.00	1.00	1.00	
Delay/Ven: 82.4 22.0 17.5 47.0 30.6 13.5 79.0 07.0 0.01 0.01 1.00	Delay Adj:	1.00	1.00	17 5	17 0	30 4	12 5	79.8	67 3	39-2	64.4	36.3	28.0	
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Delay/Veh:	82.4	22.0	1,00	4/.0	1 00	1 1 00	1 00	1 00	1.00	1.00	1.00	1.00	
AdjDel/ven: 82.4 22.0 17.5 47.6 30.6 15.5 79.6 69.8 2012 011 0010 1 HCM2kAvg: 7 13 5 5 25 2 2 10 2 11 10 1	User DelAdj:	1.00	1.00	17 E	1.00 1 T.00	30 C	. 12 5	79 R	67.3	39.2	64.4	36.3	28.0	
HCM2 kAVg: / 1.5 5 5 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	AdjDel/Veh:	82.4	22.0	11.J c	47.Ų 5	20.0	, 10.0	2.0	10	2	11	10	1	
**********	HCM2 KAVg:	/ ******	****** T2	C ******		دے * * * * *	 ******	*****	 *****	 ******	******	****	******	

MITIG8 - PM C	Cumula	tive Y	les Tue	e Nov 1	16, 2	004 17:	30:44				age :	1-1
		Le	evel Of	Serv:	ice C	omputat	volum	eport = Alt	ernativ	ze)		
2	2000 H	CM Ope	eration	15 Met:	100 (*****	FULULE ******	*****	*****	******	*****	****	*****
**********	******	*****	******	+h	/Thir	d						
Intersection	#1317	Jim_l	Moore-1 ++++++	OULU.	/ _ ! ! . * * * * *	u ******	*****	* * * * *	* * * * * * *	*****	*****	* * * * * *
*********	****	100			С	ritical	Vol.	/Cap.	(X):		0.98	6
Cycle (sec):) •	100	VTD =	- 4 5	ec) A	verage	Delay	(sec	/veh):		52.	4
Loss Time (Se	ec):	173	(1,1) -	1.0	UU, 1. I	evel 0	E Serv	ice:			-	D
Optimal Cycle	e: *****	· · · · · · · · · · · · · · · · · · ·	*****	* * * * * * *	****	*****	*****	* * * * *	* * * * * * *	*****	****	*****
Arran and	Nor	th Bo	und	Sou	th Bo	und	Ea	st Bo	und	We	st Bo	und
Approach: Marramant:	T	TT DO	– R	г –	т	– R	L -	т	- R	L -	т	- R
movement.										1		
Control	' Pr	otect	ed .	Pr	otect	ed	Pr	otect	ed	Pr	otect	ed
Rights:		Inclu	de		Inclu	ıde		Inclu	lde	0	Inciu	ae
Min. Green:	0	0	0	0	0	0	0	0	0	1 0	10	0 0 1
Lanes:	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	. 1 0	T	UI
Volume Modul	e: >>	Count	Date:	10 Ma	r 200)4 << 5	:00 -	6:00	PM - A	ujuste os	u 50	15
Base Vol:	45	270	128	25	142	41	26	1 00	49	1 00	1 00	1.00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 QE	50	1.00
Initial Bse:	45	270	128	25	142	41	26	55	49	175	275	111
Added Vol:	29	482	123	67	550	40	31	299	40	T13	275	111
PasserByVol:	0	0	0	0	0	0	0	U 2		270	325	126
Initial Fut:	74	752	251	92	692	81	57	354	1 00	1 00	1 00	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	U 02	n 92
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	102	20.24	252	137
PHF Volume:	80	817	273	100	752	88	62	385	103	293	000	107 0
Reduct Vol:	0	0	0	0	0	0	0	205	102	202	353	137
Reduced Vol:	80	817	273	100	752	88	62	385	1 00	1 00	1 00	1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1.00	1 00	1 00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	102	202	353	137
Final Vol.:	80	817	273	100	752	88	62	385	103	295		
	-								[1
Saturation H	flow Mo	odule:			1000	1000	1000	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	TA00	U 00 TANN	1900	1 00	0.83	0.93	0.98	0.83
Adjustment:	0.93	0.98	0.83	0.93	1 00	1 00	1 00	1 00	1,00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1700	1000	1 5 0 7	1760	1862	1583	1769	1862	1583
Final Sat.:	1769	1862	1583	T/69	1002	دەد⊥ 	1					
	-	 ۲۵۰۰-۱۰-۳				- 1	1		ſ			
Capacity Ana	alysis	MOQUE	191 0 17	ስ ሰፍ	0 40	0.06	0,04	0.21	0.07	0.17	0.19	0.09
Vol/Sat:	0.05	U.44 ★★★★	0.1/	****	0.10	Q. UU		****		****		
Crit Moves:	- -	л л л Г Л Л Г	14 5	5 7	45 2	45.2	5.9	20.9	20.9	16.8	31.9	31.9
Green Time:	5.1	44.5	44.0	0.7 0 00	2 	0.12	0.60	0.99	0.31	0.99	0.60	0.27
Volume/Cap:	0.89	0.99	10.09	47 1	25 2	15.9	45.9	39.4	33.4	41.5	28.6	25.4
Uniform Del	: 4/.Z	21.0	T0.0	84 8	12.1	0.1	9.0	41.8	0.5	48.3	1.6	0.3
IncremntDel	: 61.5	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay Adj:	100 7	1.00	10 0	131 0	37 3	16.0	54.9	81.2	34.0	89.8	30.3	25.7
Delay/Ven	TÚQ'/	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	I I I I I I	1.00	T.00	1.00	T * 00	T • 0 0			24.0	00 0	20.2	25 7
User DelAdj	100 7		10 0	121 0	27 2	16 0	54.9	81.2	34.0	09.0	30.3	25.7
User DelAdj AdjDel/Veh:	108.7	55.3	19.0	131.9	37.3	16.0 2	54.9 3	81.2 17	34.0	89.8 15	30.3 10	3

MITIG8 - AM C	umula	tive	Yes Tue	Nov	16, 2	004 17:	:32:00		_		Page	1-1
		 L	evel Of	Serv	rice C	omputat	tion F	leport)		
* * * * * * * * * * * * *	FHWA * * * * *	. Roun *****	dapout ******	Methc *****	*****	******	******	*****	******	, *****	*****	*****
Intersection	#1317	Jim	Moore-E	ourth	/Thir	d						a a h-d-ah-ah
* * * * * * * * * * * * *	* * * * *	*****	******	*****	*****	*****	* * * * * *	*****	******	******	~~*	7 7 7 7 7
Average Delay *********	/ (sec	:/veh) *****	: * * * * * * * *	7.7	*****	*****	* * * * * *	9L *****	******	5ervi *****	*****	*****
Approach:	Nor	th Bo	und	Sou	th_Bc	und	Ea	ist Bo	und	We	ст во . т	una - P
Movement:	L -	- T	- R	ц. –	- T	- R	- Ll 	- 1	- R			
				 Vie	id si	an	Yie	eld Si	.an	Yie	eld Si	gn '
Control:	Σ⊥€	2 2 2	gn	110	2	gn		1			1	
Lanes.				[
Volume Module	: >>	Count	Date:	10 Ma	ar 200	4 << 7	:15 -	8:15	AM - A	djuste	ed .	0
Base Vol:	67	155	45	15	394	48	3	20	28	128	64	1 00
Growth Adj:	1.00	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	155	45	15	394	48	3	20	28	128	04 015	20
Added Vol:	41	289	157	100	274	37	24	163	1/	13	215	0
PasserByVol:	0	0	0	0	0	0	0	183	45	201	279	48
Initial Fut:	108	444	202	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83	0.83	0.83
PHF Adj:	120	0.03	243	139	805	102	33	220	54	242	336	58
PHF Volume:	130	000 0	245	100	000	0	0	0	0	0	0	0
Reduct VOL.	130	535	243	139	805	102	33	220	54	242	336	58
PCF Adi.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MIF Adi	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	130	535	243	139	805	102	33	220	54	242	336	58.
						[
PCE Module:										0.40	226	50
AutoPCE:	130	535	243	139	805	102	33	220	54	242	330	50
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	120	0.05	102	33	220	54	242	336	58
AdjVolume:	130	535	243	1.39	805	l	1					
			veriod:	0 25	hour		ł		t	•		
Delay Module		202 202	errou.	0.20	708			1186			698	
Circvolume:		2142			1914			560			823	
PedVolume.		0			0			0			0	
AdiMaxVol:		2142			1914			560			823	
ApproachVol:		908			1046			307			636	
ApproachDel:		2.9			4.1			14.0			17.5	
Queue:		2.2			3.5			3.3			1.1	

MITIG8 - PM C	umula	tive	Yes Tue	Nov	16, 2	004 17:	31:22				Page	1-1
		I	evel Of	Serv	ice C	omputat	lime	alter	mative)		
	FHWA	Rour	idabout *******	Metno *****	4++++	++++++	*****	*****	*****	, * * * * * *	****	* * * * * *
********	#1017	' Tim	Moore-F	ourth	/Thir	d						
Intersection	#LJL/	·*****	******	*****	*****	******	*****	* * * * *	*****	*****	*****	* * * * * *
	r (eor	·/veh)		12.9				$L \in$	evel Of	Servi	ce:	D
Average Deray	*****	*****	******	*****	****	* * * * * * *	*****	****	******	*****	****	*****
Approach:	Nor	th Bo	ound	Sou	th Bo	und	Ea	st Bo	ound	We	st Bo	und
Movement:	L -	- т	- R	ь -	т	– R	г -	·Τ	- R	L -	т	- K
									!	1	12 65	
Control:	Yi€	eld Si	lgn	Yi∈	eld Si	gn	Yı€	ald Si	gn	ITE	10 31	y i i
Lanes:		2			2			1		I	<u></u>	
							.00 -	6.00	DM - 2	diuste	d	1
Volume Module	e: >>	Count	Date:	10 Ma	140	4 << 5	:00 - 26	5.00	49	95 g	50	15
Base Vol:	45	270	128	25	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00
Growth Adj:	1.00	1.00	1.00	1.00	140	1.00	2.00	1.00	49	95	50	15
Initial Bse:	45	270	128	25	142	41	20	200	46	175	275	111
Added Vol:	29	482	123	6/	550	40	0	299	0	÷, ÷	0	0
PasserByVol:	0	0	0	0	0 C00	01	57	354	95	270	325	126
Initial Fut:	74	752	251	92	1 00		1 00	1 00	1 00	1.00	1.00	1.00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	n 92	n 92	0.92	0.92	0.92
PHF Adj:	0.92	0.92	0.92	0.92	752	0.92	62	385	103	293	353	137
PHF Volume:	80	817	273	TOO	/52	00	02	000	0	0	0	0
Reduct Vol:	0	0	0	100	752	99	62	385	103	293	353	137
Reduced Vol:	80	817	2/3	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1,00	1.00
PCE Adj:	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	752	2.00	62	385	103	293	353	137
Final Vol.:	. 80	81/	213	1	152		I					
						1	•					
PCE Module:	00	017	272	100	752	88	62	385	103	293	353	137
AutoPCE:	80	817	213	100	, 52	0	0	0	0	0	0	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0 0	Ő	0	0	0	0	0	0	0
BICYCLEPCE:	0	9177	273	100	752	88	62	385	103	293	353	137
AdjVolume:	00	017 		1			1]
Delay Module		Time	Period:	0.25	hour	s << .						
CircVolume:	• • • •	547	LOLLOW		727			1146			960	
MayVolume:		2030			1900			581			682	
		2000			0			0			0	
reuvorume. AdiMavVol·		2030	1		1900			581			682	
Aujnasvoi.		1171			940			550			784	
ApproachDel.		4.2			3.7			46.8			101.1	
Opene.		3.9)		2.9			12.5			24.7	
xuouv.												

MITIG8 - AM C	umula	tive	Yes Tue	Nov	16, 2	004 17	:33:50) 			Page	1-1
****	FHWF	 L Roun	evel Of dabout ******	E Serv Methc	rice C od (Fu	omputa ture V	tion F olume *****	<pre>{eport Alter *****</pre>	native) * * * * * *	*****	-
Intersection	#1318] Jim_	Moore/I ******	First *****	****	* * * * * *	* * * * * *	* * * * * *	*****	* * * * * *	*****	*****
Average Delay	/ (sec *****	:/veh) *****	: ******	3.3 *****	*****	* * * * * *	* * * * * *	L∈ *****	vel Of *****	Servi *****	.ce: *****	A *****
Approach: Movement:	Nor L -	th Bo T	und - R	Sou L -	ith Bo - T	und - R !	Ea L -	ast Bo - T	ound - R	We L, -	est Bo - T	und - R
Control: Lanes:	 Yie	eld Si 2	l	Yie	eld Si 2	gn	Yie	eld Si 1	.gn	' Yi€	eld Si 1	gn l
Volume Module Base Vol: Growth Adj: Initial Bse: Added Vol: PasserByVol: Initial Fut: User Adj: PHF Adj: PHF Volume: Reduct Vol: Reduced Vol: PCE Adj: Final Vol.:	<pre>>> >> 13 1.00 13 18 0 31 1.00 0.80 39 0 39 1.00 1.00 39</pre>	Count 259 1.00 259 480 0 739 1.00 0.80 924 0 924 1.00 1.00 924	Date: 80 1.00 80 92 0 172 1.00 0.80 215 1.00 1.00 215 	10 Ma 17 1.00 17 20 0 37 1.00 0.80 46 0 46 1.00 1.00 46	ar 200 528 1.00 528 345 0 873 1.00 0.80 1091 1.00 1.00 1.00	4 << 7 5 1.00 5 0 5 1.00 0.80 6 1.00 1.00 6 1.00 1.00 6	:15 - 0 1.00 0 0 1.00 0.80 0 0 1.00 1.00 1.00	8:15 6 1.00 6 2 0 8 1.00 0.80 1.00 1.00 1.00 1.00 1.00	AM 6 1.00 6 7 0 13 1.00 0.80 16 1.00 1.00 16 	61 1.00 61 30 91 1.00 0.80 114 0 114 1.00 1.00 1.00 1.00 114	3 1.00 3 0 1.00 0.80 8 1.00 1.00 8	8 1.00 8 7 0 15 1.00 0.80 19 0 19 1.00 1.00 1.00 1.9
PCE Module: AutoPCE: TruckPCE: ComboPCE: BicyclePCE: AdjVolume:	39 0 0 39	924 0 0 924	215 0 0 215	46 0 0 46	1091 0 0 1091	6 0 0 6	0 0 0 0	10 0 0 10	16 0 0 16	114 0 0 114	8 0 0 8	19 0 0 19
Delay Module CircVolume: MaxVolume: PedVolume: AdjMaxVol: ApproachVol: ApproachDel: Queue:	: >> '	Time I 56 2384 0 2384 1178 3.0 2.9	 ?eriod:	0.25	hours 160 2309 0 2309 1144 3.1 2.9	. <<		1251 524 0 524 26 7.2 0.2	1	1	963 680 0 680 140 6.7 0.8	

MITIG8 - PM C	umula	tive Y	Yes Wed	Nov	17, 20	004 14:	06:28				Page	1-1
****	 FHWA ****	 L(Roun(evel Of dabout ******	Serv Metho ****	 ice C d (Fu *****	omputat ture V0 ******	ion R olume .	eport Altern *****	native) *****	*****	*****
Intersection	#1318 ****	Jim_1 *****	Moore/F ******	'irst ****	****	******	* * * * * *	*****	* * * * * * *	*****	****	*****
Average Delay ***********	(sec ****	/veh) ****	: * * * * * * * *	4.0 *****	****	*****	* * * * * *	Le [*] *****	vel Of *****	Serv1 *****	ce: *****	A *****
Approach: Movement:	Nor L -	th Bo T	und - R	Sou L -	th Bo T	und - R	Ea L -	st Bo [.] T	und - R [We L -	T	- R
Control: Lanes:	Yie	eld Si 2	gn	Yie	ld Si 2	gn l	Yie	ld Si 1	gn 	Yie	ld Si 1	gn
Volume Module Base Vol: Growth Adj: Initial Bse: Added Vol: PasserByVol: Initial Fut: User Adj: PHF Adj: PHF Volume: Reduct Vol: Reduced Vol: PCE Adj: MLF Adj: Final Vol.:	26 1.00 26 10 0 36 1.00 0.96 38 0 38 1.00 1.00 38 1.00 1.00 38 1.00 1.00 38 1.00 1.00 38 1.00 1.	Count 391 1.00 391 614 0 1005 1.00 0.96 1047 0.047 1.00 1.00 1.00	Date: 121 1.00 121 53 0 174 1.00 0.96 181 0 181 1.00 1.00 1.81 	10 Ma 9 1.00 9 11 0 20 1.00 0.96 21 0.96 21 1.00 1.00 21	r 200 305 1.00 305 759 0 1064 1.00 0.96 1108 1.00 1.00 1.00	4 << 5 12 1.00 12 1 0 13 1.00 0.96 14 0 14 1.00 1.00 14	:00 - 9 1.00 9 1.00 0.96 9 1.00 1.00 1.00 9	6:00 10 1.00 13 0 23 1.00 0.96 24 0 24 1.00 1.00 24 1.00 24 1.00 24 1.00 24 1.00 24 1.00 24 1.00 24 1.00 24 1.00 24 1.00 24 1.00 24 1.00 24 1.00 24 1.00 24 24 1.00 1.00 24 24 1.00 1.00 24 24 1.00 1.00 1.00 24 24 1.00 1.00 1.00 24 1.00 1.00 1.00 24 1.00 1.00 1.00 24 1.00 1.00 24 1.00 1.00 1.00 24	PM 20 1.00 20 17 0 37 1.00 0.96 39 0 39 1.00 1.00 39	82 1.00 82 96 0 178 1.00 0.96 185 0 1.00 1.00 1.00 1.00 1.5 1.00	$ \begin{array}{r} 15\\ 1.00\\ 15\\ 12\\ 0\\ 27\\ 1.00\\ 0.96\\ 28\\ 0\\ 28\\ 1.00\\ 1.00\\ 28\\ \end{array} $	$ \begin{array}{c} 15\\ 1.00\\ 15\\ 19\\ 0\\ 34\\ 1.00\\ 0.96\\ 35\\ 0\\ 35\\ 1.00\\ 1.00\\ 35\\ \right] $
PCE Module: AutoPCE: TruckPCE: ComboPCE: BicyclePCE: AdjVolume:	38 0 0 38	1047 0 0 1047	181 0 0 181	21 0 0 21	1108 0 0 1108	14 0 0 14	9 0 0 9	24 0 0 24	39 0 0 39	185 0 0 185	28 0 0 28	35 0 0 35 1
Delay Module CircVolume: MaxVolume: PedVolume: AdjMaxVol: ApproachVol: ApproachDel: Queue:	: >>	Time J 54 2385 0 2385 1266 3.2 3.3	 ?eriod:	0.25	hour: 251 2243 0 2243 1143 3.3 3.0	5 <<	1	1315 490 0 490 72 8.6 0.5			1094 609 0 609 249 9.9 2.0	,

MITIG8 - AM C	umula	tive	Yes Tue	e Nov	16, 2	2004 17:	46:18				Page	1-1
		L	evel Of	Serv	ice (Computat	tion R	eport	;			
2	2000 H	СМ Ор	eration	ıs Met	hod	(Future	AOTAU	10 AIU	.eruarı.	Vビ) * * * * * * *	****	*****
********	*****	*****	******	* * * * *	****	******	*****	~~~~				
Intersection	#1320	Seco	nd/Ligh	nt_Fig *****	hter ****	******	*****	*****	******	*****	****	*****
**********	*****	100				ritical	Vol.	/Cap.	(X):		0.52	6
Cycle (sec):	`	100	/ 37 T)	- 1 -	acl	Juerade Averade	Delav	(sec	:/veh):		23.	4
Loss Time (se	ec):	12	(ITR -	- 4 3		Level Of	f Serv	rice:	,			С
Optimal Cycle); ; * * * * * *	۲۲ ۲۲۲۲۲	******	*****	****	*******	*****	****	******	*****	****	*****
Approach:	Nor	th Bo	und	Sou	th B	ound	Ea	st Bo	ound	We	st Bc	und
Movement:	L -	· T	– R	L	T	- R	L -	· T	- R	_ L –	\mathbf{T}	- R
		_ 						·		 Dx	otoct	
Control:	Pr	otect	ed	Pr	otec	ted	Pr	otect	.ea	FI	Inclu	de.
Rights:		Inclu	de		OVL	0	0		0	0	THCTC 0	n n
Min. Green:	0	0	0	0	0	U 0 1	20	, ⁰	Ω 1	2 0	2	n 1
Lanes:	20) 2	1 0	20	3		2 C	, <u> </u>	[1		
The second second			r = 2004	_ 2M			1					
Volume Module	e: seF U	n N	1	0	0	125	147	705	12	1	381	8
Base Vol:	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Adj:	1.00	T.00	1.00	1.00	0.11	125	147	705	12	1	381	8
Initial Bse:	64	473	16	11	309	173	501	226	82	24	121	11
Added Vol:	177	475			000	±.0	0	-416	416	0	-177	0
Znd Reassig:	2/1	472	17	11	309	298	648	515	510	25	325	19
initial fut:	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User Adj:	1,00	1.00	n 80	n 89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Ad]:	0.09	531	19	12	347	335	728	579	573	28	365	21
PHE VOLUME:	2/1	331	10		0	0	0	0	0	0	0	0
Reduct vol:	271	531	19	12	347	335	728	579	573	28	365	21
Reduced Vol:	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PCE Adj:	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	271	531	19	12	347	335	728	579	573	28	365	21
Final Vol.:	1			1					-			[
Saturation F.	low Me	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.89	0.90	0.89	0.83	0.90	0.93	0.83	0.90	0.93	0.83
Lanes:	2.00	2.90	0.10	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3432	4882	175	3432	5083	1583	3432	3538	1583	3432	3538	1583
Capacity Ana	lysis	Modul	le:				0.01	0.10	0.26	0 01	0 10	0 01
Vol/Sat:	0.08	0.11	0.11	0.00	0.07	0.21	0.21	0.10	0.50	0.01	****	0.01
Crit Moves:	* * * *				****		****	F 0 2	77 7	1 7	10 6	19 6
Green Time:	15.0	27.1	27.1	0.9	13.0	53.4	40.4	58.3	13.3	1./ 0.40	19.0	19.0
Volume/Cap:	0.53	0.40	0.40	0.40	0.53	0.40	0.53	10.28	∪.49 ⊑ ¢	V.49 лр 7	36 0	32 7
Uniform Del:	39.2	29.8	29.8	49.3	40.6	8. FT (22.6	10.4	0.0 0.7	40.7 67	0.7	0 1
IncremntDel:	1.0	0.2	0.2	8.4	0.8	0.3	1 00	1 00	1 00	1 00	1 00	1 00
Delay Adj:	1.00	1.00	1.00	1,00	1.00) 1.00	1.00	1.00	T.00	1.00 1.00	36 9	32 8
Delay/Veh:	40.2	30.0	30.0	57.7	41.4	14.1	22.9	1 00	3.9	33.0	1 00	1 00
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	T.00	7.00 T.00	30 0 T.OO
AdjDel/Veh:	40.2	30.0	30.0	57.7	41.4	14.1	22.9	10.5	5.9	0.00	ວ ບ. ດ ເ	1
HCM2 kAvg:	5	5	5	1	4	6	9	4 4	******* 2	• * * * * * • T	*****	⊥ * * * * * * *
********	****	* * * * *	* * * * * * *	****	* * * * *	******	****	^ * * * *	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~			

MITIG8 - PM C	umula	tive	Yes Tue	e Nov	16, 2	004 17	:44:13			Pac	je 1-1
		 L	evel 01	f Serv	ice C	omputa	tion R	eport	ernati		
2	000 H	СМ Ор	eration	ns Met	noa (Fucure	******	.e mil	******	* * * * * * * * * *	****
********	*****	*****	*****	*****	****	*****					
Intersection	#1320	Seco	nd/Ligł	nt_Fig	hter	بالمطلح بالمريال . () .	******	* * * * *	*****	*******	*****
*********	*****	****	******	*****	****			10-22	121.	Ω	862
Cycle (sec):		100				ritica	T AOT'	/cap.	(Δ)	-	34.9
Loss Time (se	ec):	12	(Y+R =	= 4 S	ec) A	verage	Deray		., ven, .		C
Optimal Cycle	e :	95			L. An an an an an	ever o	1 26LA	·+****	******	*******	
*******	*****	****	*****	* * * * * *	*****	*****			and	West	Bound
Approach:	Nor	th Bo	und	Sou	th_Bo	una	Ба т		Duna	T	r – R
Movement:	I	т	- R	ь -	т	- R	ь —	T	- r		
										Drote	ected
Control:	Pr	otect	ed	Pr	otect	ed	Pr	OLECT	.eu	ETOC:	rlude
Rights:		Inclu	lde	_	OVI	0	0	001	0	0	0 0
Min. Green:	0	0	0	0	0	0	, U	, <u>,</u>	0 1	2 0 '	2 0 1
Lanes:	2 0) 2	1 0	2 0	3	U L	L) 2	т. U	1	
			l							1	i
Volume Module	e: Sep	tembe	r 2004	- PM	-	101	100	100	7	2 6	30 8
Base Vol:	0	1	8	0	0	131	198	420	1 00	1 00 1 0	00 1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00 1.0	30 1.00
Initial Bse:	0	1	8	0	0	131	198	420	212	67 2	29 26
Added Vol:	231	878	67	23	951	412	586	145	212	0 -3	1/ 0
2nd Reassig:	314	0	0	0	0	0	U	-140	140	60 5.	15 34
Initial Fut:	545	879	75	23	951	543	/84	427	1 00	1 00 1	-00 1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.06.0	96 0.96
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	200	U.90 U.	50 0.90 68 35
PHF Volume:	568	916	78	24	991	566	817	445	380	12 5	0 0
Reduct Vol:	0	0	0	0	0	0	0	U	200	72 5	CO 35
Reduced Vol:	568	916	78	24	991	566	817	445	1 00	1 00 1	00 1 00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00 1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	CO 1.00
Final Vol.:	568	916	78	24	991	566	817	445	380	12 5	00 55
Saturation F	low Mo	odule:	:					4000	1000	1000 10	00 1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 19	03 0 83
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.83	0.90	0.93	0.83	0.90 0.	93 0.03 00 1 00
Lanes:	2.00	2.76	0.24	2.00	3.00	1.00	2.00	2.00	1.00	2.00 2.	00 1.00 20 1693
Final Sat.:	3432	4627	395	3432	5083	1583	3432	3538	1583	3432 33	I
									_		
Capacity Ana	lysis	Modu.	le:					0 10	0.04	0 02 0	16 0 02
Vol/Sat:	0.17	0.20	0.20	0.01	0.19	0.36	U.24	0.13	0.24	U.UZ U. ++	**
Crit Moves:	* * * *				****		****	20 0	EO 0	<u> </u>	6 19 6
Green Time:	19.2	40.4	40.4	1.4	22.6	50.2	27.6	39.6	30.0	0.0 10	86 0 12
Volume/Cap:	0.86	0.49	0.49	0.49	0.86	0.71	0.86	0.32	Ų.4⊥ 11 0	44 6 20	00 0.14 15 33 0
Uniform Del:	39.1	22.2	22.2	48.9	37.2	19.3	34.4	20.9	11.4	44.0 JY 0 0 11	3 0.2
IncremntDel:	11.3	0.2	0.2	7.5	6.9	3.0	8.2	1 00	1 00	1 00 1	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	11 5	1.00 1.	00 1.00
Delay/Veh:	50.4	22.4	22.4	56.5	44.1	22.3	42.6	21.0	11.5	40.4 00	00 1 00
User DelAdj:	1.00	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	22.4	22.4	56.5	44.1	22.3	42.6	21.0	±1.5	45.4 50	1 1
HCM2 kAvg:	12	8	8	1	13	14	16		6	لــــــــــــــــــــــــــــــــــــ	·**********
*******	* * * * *	*****	* * * * * * *	*****	* * * * *	*****	*****	*****	*****	* * * * * * * * *	

MITIG8 - AM C	umula	ative	Yes Tue	e Nov	16,	2004 17	:47:53	3		Pa	ide 	1-1
	2000 H	I ACM OF	Level O: peration	f Serv ns Met	vice chod	Computa (Future	tion H Volum	Report ne Ali	t ternati			******
*********	****	*****	******	*****	****	******	* * * * * *	*****	*****	*****	****	****
Intersection	#1321	L Jim_	Moore/1	Light_	_Figh	ter		والمسابر والراري	ماد ماد باد ماد ماد باد ع	بەر 4- بەر 4- بەر 4- بەر - بەر 4-	****	*****
**********	****	*****	******	*****	****	******	*****	///	(2).		່	1
Cycle (sec):		80)	-		Critica.	L VOL.	/Cap	· (X):	(20	1 1
Loss Time (se	ec):	16	5 (Y+R =	- 4 3	sec)	Average	ретал	/ (sec	c/ven):		20.	r C
Optimal Cycle	•:	49		لد الدارية الم	ىد بەر بەر يەر ـ	rever o	I Ser\ +++++4	/1ce: *****	* * * * * * * *	******	* * * *	د *****
**********	*****	******	*****	* * * * * * *		~~~~~	- 12	ogt D	anna	Mosi	- Ro	und
Approach:	NOI	rtn Bo	ouna	- 501		ouna	T -	арс D. - т	_ D	T	- DC T	- P
Movement:	т	- T	- K	- 14 		- R					+	
 				 D1	oter	tođ	I Di	otect	ted	Prot	tect	ed
CONCLOI	E 1	Inclu	udo.	11	Incl	ude		Tano	re	 T1	nclu	de
Kiyncs.	Δ	111010	n n	Π	1110-1	άας Λ	0	0	0	0	0	0
Min. Green:	1 (n 1	1 0	1 1	า วั	0 1	2 () 1 [°]	0 1	1 0	0	1 0
Lanes:				I			1					
Volume Module	· >>	Count	. Date:	22 Se	20 ac	.04 << 7	:15 -	8:15	AM			
Base Vol:	177	147	4	4	405	149	178	112	416	10	64	2
Growth Adi	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
Initial Bae	177	147	4	4	405	149	178	112	416	10	64	2
Added Vol:	13	435	1	1	283	112	216	23	15	0	31	0
2nd Reassig	-177	0	0	0	0	0	0	0	-416	0	0	0
Initial Fut:	13	582	5	5	688	261	394	135	15	10	95	2
Heer Adi.	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	0.00	1.00 1	.00	1.00
PHF Adi.	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.00	0.88 0	. 88	0.88
PHF Volume:	15	661	6	6	782	297	448	153	0	11 :	108	2
Reduct Vol:	-0	0	Ō	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	661	6	6	782	297	448	153	0	11	108	2
PCE Adi:	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	0.00	1.00 1	.00	1.00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00 1	.00	1.00
Final Vol.:	15	661	6	6	782	297	448	153	0	11 :	108	2
												1
Saturation FI	Low Mo	odule:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 19	<i>3</i> 00	1900
Adjustment:	0.93	0.93	0.93	0.93	0.93	0.83	0.90	0.98	1.00	0.93 0	.98	0.98
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	2.00	1.00	1.00	1.00 0	.98	0.02
Final Sat.:	1769	3504	30	1769	3538	1583	3432	1862	1900	1769 1	318	38
												
Capacity Anal	Lysis	Modu	le:						~ ~ ~		~ ~	
Vol/Sat:	0.01	0.19	0.19	0.00	0.22	0.19	0.13	0.08	0.00	0.01 0	.00	0.06
Crit Moves:	* * * *				****		****			~ 1	x x x	0 1
Green Time:	1.3	34.4	34.4	0.6	33.7	33.7	19.9	26.9	0.0	2.1	9.1 50	9.1
Volume/Cap:	0.52	0.44	0.44	0.44	0.52	0.44	0.52	0.25	0.00	0.25 0	.52	0.52
Uniform Del:	39.1	16.0	16.0	39.5	17.2	16.5	25.9	19.2	0.0	38.2 3	3.4 7 4	33.4
IncremntDel:	16.8	0.2	0.2	22.0	0.3	0.5	0.6	1 0.2	0.0	2.8	4.4	Z.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	T-00	1.00	0.00	1.00 1	.00	1.UU
Delay/Veh:	55.9	16.2	16.2	61.5	17.5	16.9	26.5	19.4	1.00	40.9 3	2.0	1 00
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00	1.00 1	.00	1.UU 25 0
AdjDel/Veh:	55.9	16.2	16.2	61.5	1/.5	16.9	26.5	19.4	0.0	40.93	ט.ט י	ა ე. გ
HCM2 kAvg:	1	6	5	1		5	6	ل. محمد سال		. ۲. ۳. ۴. ۴. ۴. ۴. ۴. ۴. ۲. ۳. ۴. ۴. ۴. ۴. ۴. ۴. ۴. ۴.	د د د د	****** 2
**********	* * * * *	* * * * * *	* * * * * * *	*****	****	* * * * * * * *	****		~ ^ ^ ~ ~ ~ ~ ~ ~	~ ~ ~ ~ ~ ~ ~ ~ ~		

אדידי <u>ר 8 –</u> PM Cי	umulat	cive Y	es Tue	Nov 1	16, 20	04 17:	47:24			F	age 1?	-1
		Le	evel Of	Serv:	ice C	omputat	tion Re	eport				
2	000 но	см Оре	eration	s Meth	nod ()	Tuture	Volume	e Alt	+++++ +++++	/=/ ·*****	* * * * * *	*****
*******	* * * * * *	* * * * * *	*****	* * * * * *	*****	* * * * * * *	*****	*****	*****			
Intersection	#1321 *****	Jim_N *****	loore/I	ight_1	Fight:	er ******	******	****	* * * * * *	*****	*****	*****
~ ~ /		80			С	ritical	L Vol.,	/Cap.	(X):		0.712	2
Cycle (sec).	c	16	(Y+R =	= 4 s	ec) A	verage	Delay	(sec	/veh):		21.9	9
Loss Time (Se	•	66	(Ĺ	evel 0	f Serv:	ice:			(3
optimal Cycle	- + * * * * *	*****	******	*****	* * * * *	* * * * * * *	* * * * * * *	* * * * *	******	*****	*****	*****
Termonach:	Nor	th Boi	ınd	Sou	th Bo	und	Ea	st Bo	und	We	st Boi	und
Approach:	T -	чт -	- R	ь –	Т	– R	L -	Т	- R	L -	T	- ĸ
Movement:												
Centrol	Pr	otecte	ed .	Pr	otect	ed	Pr	otect	ed	Pr	otect	ed
Control;	<u>г</u> т	Inclu	de		Inclu	de		Ignor	e	_	Inciu	de
Rights.	0	0	0	0	0	0	0	0	0	0	0	1 0
Min. Green.	1 0	1	1 0	1 0	2	01	2 0	1	0 1	10	0	ΤU
Lanes.												
Volume Module	*: >>	Count	Date:	22 Se	p 200	4 << 5	:00 -	6:00	PM	2	101	G
Base Vol.	314	318	4	2	175	205	236	54	146	3	1 00	1 00
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	101	1.00
Tritial Bset	314	318	4	2	175	205	236	54	146	3		ю 1
Added Vol:	33	536	4	6	661	258	160	43	30	1	31	1
2nd Reassid:	-314	0	0	0	0	0	0	0	-146	U	150	U 7
Initial Fut:	33	854	8	8	836	463	396	97	30	1 00	1 00	1 00
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
DHF Adi:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	160	0,90
PHF Volume:	37	949	9	9	929	514	440	108	0	4	109	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	U	160	Q
Reduced Vol:	37	949	9	9	929	514	440	108	0 00	1 00	1 00	1 00
PCE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1 00	1 00	1 00
MLF Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	160	1.00
Final Vol.:	37	949	9	9	929	514	440	T08	0			
	1									-		
Saturation F	low Mo	odule:					1000	1000	1000	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1 00	1 03	0 97	0.97
Adjustment:	0.93	0.93	0.93	0.93	0.93	0.83	0.90	1 00	1 00	1 00	0.96	0.04
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	2.00	1062	1900	1769	1768	81
Final Sat.:	1769	3501	33	1769	3538	1283	3434	1002		1		1
	1								,			
Capacity Ana	lysis	Modul	Le:	0 01	0.00	0 22	0 13	0.06	0.00	0.00	0.10	0.10
Vol/Sat:	0.02	0.27	0.27	0.01	0.20	****	****	0.00			* * * *	
Crit Moves:	****			0 7	20 E	76 5	1 A A	24 1	0.0	1.0	10.7	10.7
Green Time:	2.3	38.1	38.1	0.7	30.3	0 71	0 71	0.19	0.00	0.19	0.71	0.71
Volume/Cap:	0.71	0.57	0.5/	20.57	16 0	17 5	30 8	20.7	0.0	39.1	33.2	33.2
Uniform Del:	38.5	15.0	12.U	09.0 A1 0	10.0 A E	1.J	3.9	0.2	0.0	4.0	9.3	9.3
IncremntDel:	37.3	0.5	1 00	41.4	1 00	1 00	1.00	1.00	0.00	1.00	1.00	1.00
Delay Adj:	1.00	1.00	1.00	1.00	16 5	20 8	34.7	20.9	0.0	43.1	42.5	42.5
Delay/Veh:	75.8	15.5	100	1 00.7	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj.	1.00	1.00	1.00	1.UU 00 7	16 5	20 8	34.7	20.9	0.0	43.1	42.5	42.5
AdjDel/Veh:	75.8	15.5	15.5	oU./ 1	T0.3	11	7	2	0	0	6	6
HCM2kAvg:	2		++++++ 2	⊥ ******	ン ★★★★★	· * * * * * *	*****	- ****	*****	*****	****	******
**********	*****	~ ~ ~ ~ ~ ~										

MITIG8 - AM C	umula	tive Y	les Tue	Nov	16, 2 _ _	2004 17:	54:25				Page 	1-1
2	000 H	Le CM Ope	evel Of	Serv	 ice C hod (Computat	ion R Volum	eport e Alt ****	ernativ	- ve) ******	****	****
**************************************	#1322	Jim I	Moore/C	Giglin	.q							
*****	****	* * * * *	******	*****	* * * * *	******	*****	****	* * * * * * *	* * * * * *	*****	*****
Cvcle (sec):		100			C	ritical	L Vol.	/Cap.	(X):		0.63	1
Loss Time (se	c):	16	(Y+R =	- 4 s	ec) A	lverage	Delay	(sec	/veh):		25.	8
Optimal Cycle	:	60			I	Gevel Of	E Serv	ice:			ماد ماد ماد	
********	*****	*****	*****	*****	* * * * *	******	*****	*****	*****	******	at Do	und
Approach: Movement:	Nor L -	th Bo T	und - R	Sou L -	th Bo	ound - R	Ľa – L	st Bo T	una - R 	L -	т 	- R
Control:	 Dr	otect	ed	Pr	otect		Pr	otect	ed	Pr	otect	ed
Pights.		Tanor	e		Ignoi	re		Inclu	de		Ignor	e
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3	0 1	2 0) 3	0 1	1 0) 1	0 1	_ 1 C	1	0 1
Volume Module	e: >>	Count	Date:	3 Mar	2004	4 << 7:1	15 - 8	1:15 A	M	100	12	16
Base Vol:	18	288	71	166	625	101	21	23	1 00	1 00	1 00	1 00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	100	1.00	16
Initial Bse:	18	288	71	166	625	101	21	23	10	100	20	21
Added Vol:	50	810	122	27	501	26	65	42	33	82	50	<u>о</u>
PasserByVol:	0	0	0	0	0	0	0	U	0	100	73	47
Initial Fut:	68	1098	193	193	1126	127	86	65	49	1 00	1 00	0 00
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.78	0.78	0.00	0.78	0.78	0.00	0.78	0.78	0.78	0.70	0.70	0.00
PHF Volume:	87	1408	0	247	1444	0	110	83	03	241	94	0
Reduct Vol:	0	0	0	0	0	0	110	0	63	241	94	Ő
Reduced Vol:	87	1408	0	247	1444	0 00	1 00	1 00	1 00	1 00	1 00	0 00
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1,00	1.00	1 00	1 00	1 00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	241	1,00 Q4	0.00
Final Vol.:	87	1408	0	247	1444	U	110	0.5				
							1			1		•
Saturation F.	LOW MC	aure:	1000	1000	1000	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	T 200	1 00	1 93 0 93	0 98	0.83	0.93	0.98	1.00
Adjustment:	0.90	0.89	1.00	2 00	3 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	5.00	1000	2.00	5083	1900	1769	1862	1583	1769	1862	1900
Final Sat.:	3432			1			1					1
Capacity Ana	lvsis	Modul	e:	1								
Vol/Sate	0.03	0.28	0.00	0.07	0.28	0.00	0.06	0.04	0.04	0.14	0.05	0.00
Crit Moves	0.00	****		* * * *				****		* * * *		
Green Time:	4 5	43.9	0.0	11.4	50.8	0.0	15.9	7.1	7.1	21.6	12.8	0.0
Volume/Cap:	0.56	0.63	0.00	0.63	0.56	0.00	0.39	0.63	0.56	0.63	0.39	0.00
Uniform Del.	46.7	21 8	0.0	42.3	16.9	0.0	37.7	45.2	44.9	35.6	40.0	0.0
IncremntDel:	4.5	0.6	0.0	3.3	0.3	0.0	0.9	9.5	6.2	3.4	1.1	0.0
Delav Adi:	1.00	1.00	0.00	1.00	1.00	0.00	1,00	1.00	1.00	1.00	1.00	0.00
Delav/Veh:	51.3	22.4	0.0	45.6	17.2	0.0	38.6	54.7	51.2	39.0	41.1	0.0
User DelAdi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veb	51.3	22.4	0.0	45.6	17.2	0.0	38.6	54.7	51.2	39.0	41.1	0.0
HCM2 kAva:	2	12	0	5	10	0	4	4	3	8	3	0
*******	*****	* * * * * * *	******	*****	*****	*****	* * * * *	*****	* * * * * * *	****	****	* * * * * * * *

MITIG8 - PM C	umulat	tive N	(es Tue	Nov	16, 20	004 17:	:53:59			Pa	ge 1 	-1
		 Le	evel Of	Serv	ice Co	omputat	ion R	eport		70)		
2	000 HG	CM Ope	eration	is Metl	hod (Future	^o⊥um	e All' +****	21110LL\ ******	(=) ******	****	*****
* * * * * * * * * * * * *	****	* * * * * *	*****	* * * * * *	****	****						
Intersection ********	#1322 *****	Jim_1 *****	100re/0	iglin	g * * * * *	* * * * * * *	*****	* * * * *	*****	* * * * * * * *	****	*****
Cycle (sec):		100			C.	ritical	L Vol.	/Cap.	(X):	U	. / 80	5
Loss Time (se	c):	16	(Y+R =	= 4 s	ec) A	verage	Delay	(sec	/veh):		33.0	5
Optimal Cycle		84	*****	*****	L * * * * *	evel 0: *****	f Serv *****	ice: *****	* * * * * * *	*****) * * * *	*****
****	Nov	th Boy	und	Sou	th Bo	und	Ea	st Bo	und	West	: Βοι	und
Approacn: Movement:	L -	T ·	– R	L -	Т	- R	L -	T	- R 	L -	T -	- R
				 תם	otect	ed	, Pr	otect	ed	Prot	ecte	ed
Control:	Pr	otect	ea	гı	Tanor		A 4-	Inclu	de	Ic	more	9
Rights:	-	rduor	e	0	- GTOT	~ ∩	Ω	0	0	0	0	0
Min. Green:	0	0 7	U 0 1	2 0	ر ع	0 1	1 0	1	01	1 0	1 () 1
Lanes:	∠ U	د 	∪ ⊥ 									
		Count	Date:	'3 Mar	2004	<< 4:	45-5:4	5				
VOLUME MOUULE	Δ5	478	57	122	301	55	58	34	29	77	39	127
Dase VOL:	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	00	1.00
Growth Adj:	1.00	478	57	122	301	55	58	34	29	77	39	127
Initial Doe.	120	1174	166	88	1334	85	57	77	139	195	87	83
Added VOL.	132	<u>п</u>	100	0	0	0	0	0	0	0	0	0
PasserByvol:	184	1652	223	210	1635	140	115	111	168	272 1	L26	210
Initiai rut.	1 00	1 00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00 1.	.00	0.00
User Adj:	1.00	1.00	0.00	0.96	0,96	0.00	0.96	0.96	0,96	0.96 0.	96	0.00
PHF Adj:	102	1721	0.00	219	1703	0	120	116	175	283 1	131	0
PHP VOLUME:	192	1,21 0	Ô	0	0	0	0	0	0	0	0	0
Reduct Vol.	102	1721	Õ	219	1703	0	120	116	175	283 1	131	0
Reduced Vol:	1 00	1 00	0 0 0	1.00	1.00	0.00	1.00	1.00	1.00	1.00 1.	.00	0.00
PCE Adj:	1 00	1 00	0,00	1.00	1.00	0.00	1.00	1.00	1.00	1.00 1	.00	0.00
MLF AQJ:	102	1721	0.00	219	1703	0	120	116	175	283 3	131	0
Finai Vol.:	1											
Coturation F	low Mc	dule:	ł									
Saturation r.	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 19	900	1900
Adjustment ·	0.90	0.89	1.00	0,90	0.89	1.00	0.93	0.98	0.83	0.93 0	.98	1.00
Lanes'	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
Final Sat.	3432	5083	1900	3432	5083	1900	1769	1862	1583	1769 1	862	1900
						-						- -
Capacitv Ana	lysis	Modul	e:							0 1 - 0	07	0 00
Vol/Sat:	0.06	0.34	0.00	0.06	0.34	0.00	0.07	0.06	0.11	0.15 0	.07	0.00
Crit Moves:	****				****				****	****	- -	0.0
Green Time:	7.1	41.8	0.0	7.9	42.5	0.0	16.8	14.0	14.0	20.3 1	1.5	0.0
Volume/Cap:	0.79	0.81	0.00	0.81	0.79	0.00	0.40	0.44	0.79	0.79 0	.40	0.00
Uniform Del:	45.7	25.6	0.0	45.3	24.8	0.0	37.1	39.4	41.5	37.8 3	6.6	0.0
IncremntDel:	15.6	2.5	0.0	16.6	2.0	0.0	0.9	1.2	16.9	11.0	0.8	0.0
Delav Adi:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00 1	.00	0.00
Delav/Veb·	61.3	28.1	0,0	62.0	26.8	0.0	38.0	40.6	58.5	48.8 3	7.4	0.0
Ucar Deladi.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	.00	1.00
adinal/Vab.	61.3	28.1	0.0	62.0	26.8	0.0	38.0	40.6	58.5	48.8 3	7.4	0.0
HCM2kAva:	5	18	0	6	17	0	4	4	7	11	4	0
**********	*****	*****	******	*****	*****	* * * * * *	*****	*****	*****	******	****	*****

MTTTG8 - AM C	umulati	ive Ye	es Tue	Nov	16, 20	04 17:	56:01				Page 1	1 -1
								- -				
		Lev	vel Of	Serv	ice Co	omputat	ion R	eport	1. <i>d</i> –	\		
2	2000 HCM	M Ope:	ration	is Met	hod (I	future	Vo⊥um	e Alt	ernativ	70) ******	*****	* * * * * *
**********	******	* * * * * *	*****	*****	*****	******	*****	****	*****			
Intersection	#1323	Jim_M	oore/N *****	Jorman *****	dy *****	*****	*****	****	*****	*****	****	* * * * * *
		120			C	ritical	L Vol.	/Cap.	(X):		0.64	6
Cycie (sec):		120	(V+R =	= 4 s	ec) A	verage	Delay	(sec	/veh):		27.	8
Loss Time (Se	ec):	55	(1)10		το, τι Γι	evel 01	f Serv	ice:				С
Optimal Cycle	r****** 5:		*****	****	*****	* * * * * * *	*****	* * * * *	* * * * * * *	*****	* * * * *	*****
**************************************	North	h Bou	nd	Sou	th Bo	und	Ea	st Bo	und	We	st Bo	und
Approach		m _	R	T	T ·	- R	L -	т	- R	L -	Т	– R
Movement:			1									
Control	Pro	tecte	d	Pr	otect	ed	P	ermit	ted	P	ermit	ted
Dichts	T1	nclud	e		Inclu	de		Inclu	de		Inclu	de
Min Green.	0	0	0	0	0	0	0	0	0	0	0	0
Lanes.	1 0	2 1	0	1 0	3	01	1 0	0	1 0	1 0	1	01
Lanes.	1					1						
Volume Modul	• e: >> C	ount	Date:	30 Ma	r 200	4 << 7	:15 -	8:15	AM			AH
Base Vol:	40	288	65	61	597	89	62	44	35	56	73	27
Growth Adi:	1.00 1	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	288	65	61	597	89	62	44	35	56	73	27
Added Vol:	21	709	4	107	460	50	81	22	64	7	10	192
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	997	69	168	1057	139	143	66	99	63	83	219
Hiser Adi:	1.00 1	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
DHW Adi.	0.75 0	.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	81 1	329	92	224	1409	185	191	88	132	84	111	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81 1	329	92	224	1409	185	191	88	132	84	111	292
PCE Adi:	1.00 1	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	1.00 1	00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00
Final Vol.:	81 1	329	92	224	1409	185	191	88	132	. 84	ΤŦŦ	292
Saturation F	low Mod	dule:							1000	1000	1000	1000
Sat/Lane:	1900 1	1900	1900	1900	1900	1900	1900	1900	TA00	1900	1 00	U 05
Adjustment:	0.95 0).90	0.90	0.95	0.91	0.85	0.65	0.91	0.91	1 00	1 00	1 00
Lanes:	1.00 2	2.81	0.19	1.00	3.00	1.00	1.00	0.40	0.60	1.00	1000	1615
Final Sat.:	1805 4	1803	332	1805	5187	1615	1231	692	1037	00/		
										1		1
Capacity Ana	lysis M	lodule	e:			0 1 1	0 1 5	0 10	0 10	0 00	0 06	0.18
Vol/Sat:	0.05 0	0.28	0.28	0.12	0.27	0.11	0.15	0.13	0.13	0.09	5.00	****
Crit Moves:	ł	****		****	60 C	C2 0	22 C	33 E	33 E	33 K	33 F	33.6
Green Time:	10.6 5	51.4	51.4	23.0	63.8	63.8 0.00	ວວ.6 ດ ⊑⊑	0.15	0 45	0.34	0.21	0.65
Volume/Cap:	0.51 (0.65	0.65	0.65	0.51	14 0	26 0	25 7	35 7	34 4	33.1	38.0
Uniform Del:	52.2 2	27.1	27.1	44./	T8.0	14.0	20.00		07	0.8	0.2	3.2
IncremntDel:	2.8	0.7	0.7	4.2	0.2	1 00	1 00	1 00	1 00	1.00	1.00	1.00
Delay Adj:	1.00 1	1.00	1.00	1.00	1.00	15 0	20 0	26 2	76 7 1.00	35 2	33.2	41.2
Delay/Veh:	55.0 2	27.8	27.8	48.9	18.2	10.0	30.0	1 00	1 00	1 00	1 00	1.00
User DelAdj:	: 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	- <u>τ</u> .υυ	33 2	41.2
AdjDel/Veh:	55.0 2	27.8	27.8	48.9	18.2	15.0	- ೨೦.೪ - 10	30,3	د.ەر 7	JJ.4 Ę	22.2 R	10
HCM2 kAvg:	4	14	14	9	11	4 	LU LU	****r /	****** \	ل *****		******
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Level Of Service Computation Rethod (Future Volume Alternative) Intersection #1323 Jim Moore/Normandy Cycle (sec): 120 Critical Vol./Cap. (X): 0.683 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 34.1 Cost Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 34.1 Cost Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 34.1 Cost Time (sec): 11 Log Log Log Log Log Log Log Log Log Lo													~ ~ ~ ~
2000 HCM Operations Helical Transformation Intersection #1323 Jim Moore/Normandy Cycle (sec): 120 Critical Vol./Cap. (X): 0.883 Loss Time (sec): 12 (YHR = 4 soc) Average Delay (sec/veh): 34.1 Doytimal Cycle: 111 Level Of Service: C Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Permitted Include Min. Green: 0 0 0 0 0 0 0 Volume Module: >> Count Date: 30 Mar 2004 <			L	evel Oi	t Serv	lce (bod (Future	Volum Volum	e Alt	ernativ	Je)		
Intersection #1323 Jim Moore/Normandy Intersection #1323 Jim Moore/Normandy Cycle (sec): 120 Critical Vol./Cap. (X): 0.883 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 34.1 Optimal Cycle: 111 Crevel of Service: C Approach: North Bound South Bound East Bound West Bound Approach: North Bound South Bound East Bound West Bound Control: Protected Protected Permitted Include Min. Green: 0 0 0 0 0 0 0 Volume Module: > Count Date: 30 Mar 2004 <<< 4:30 - 5:30 PM	2	000 H	CW OD	4444444 6L91101	15 PICC	*****	******	*****	****	*****	*****	* * * * *	* * * * * *
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	********		T-1	Mooro /1	ນັດຕາກລາວ	dv							
Cycle (sec): 120 Critical Vol./Cap. (X): 0.883 Loss Time (sec): 12 (YHR = 4 sec) Average Delay (sec/veh): 34.1 Coptimal Cycle: 111 Level Of Service: C Approach: North Bound South Bound East Bound West Bound Approach: North Bound South Bound East Bound West Bound Control: Protected Protected Permitted Permitted Rights: Include Include Include Include Control: Protected Protected Permitted Permitted Control: South Date: 30 Mar 2004 << 4:30 - 5:30 PM	Intersection	#1323	JIM_1	MOOLU/1 ******	******	***** ~ ~	*****	* * * * * *	****	*****	*****	****	*****
Cycle (sec):12 $(YR = 4 \text{ sec})$ Average Delay (sec/veh):34.1Coptimal Cycle:111Level Of Service:CApproach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RPermittedImage:I - T - RL - T - RPermittedPermittedControl:ProtectedProtectedPermittedIncludeMin. Green:0000000Lanes:10210101Min. Green:00000000Mase vol:15514325531834523420182314Added Vol:72107833211851352242730274Added Vol:721078332118518756622553288User Adj:1.001.001.001.001.001.001.001.001.00Initial Bes:1780454516890.89 <t< td=""><td>**********</td><td></td><td>120</td><td></td><td></td><td>C</td><td>ritica</td><td>l Vol.</td><td>/Cap.</td><td>(X):</td><td></td><td>0.88</td><td>3</td></t<>	**********		120			C	ritica	l Vol.	/Cap.	(X):		0.88	3
Loss Time (sol: 111 Level of Service: C optimal Cycle: 111 Level of Service: C Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Permitted Permitted Rights: Include Include Include Include Include Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Lanes: 1 0 2 1 0 1 0 3 0 1 1 0 0 1 0 1 0 1 0 1 0 1 Volume Module: >> Count Date: 30 Mar 2004 << 4:30 - 5:30 PM Base Vol: 15 514 32 55 318 34 52 34 20 18 23 14 Added Vol: 72 1070 8 322 1185 151 135 22 42 7 30 274 PasserSyV01: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Safdad Vol: 72 1070 8 322 1185 151 135 22 42 7 30 274 PasserSyV01: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Safdad Vol: 72 1070 8 322 1185 151 135 22 42 7 30 274 PasserSyV01: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Safdad Vol: 72 1070 8 322 1185 151 135 22 42 7 30 274 PasserSyV01: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	CYCLE (sec):		120	(V+R :	= 4 s	ec) A	verage	Delay	(sec	:/veh):		34.	1
Optimal Cycle: Introduct South Bound East Bound West Bound Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Protected Protected Permitted Permitted Min. Green: 0	Loss Time (se	20/1	111	(1)1(-	- 10	20, 1 I	evel 0	f Serv	rice:				C
Approach: Movement:North BoundSouth Bound South BoundEast Bound L - T R L - T R L - T R L - T R L - T R L - T R L - T R L - T R L - T R L - T R R PermittedWest Bound L - T R L PermittedWest Bound L - T R L PermittedControl: Rights: IncludeProtected IncludePermitted IncludePermitted IncludeControl: Rights: Nome Diametrial Control:Protected IncludePermitted IncludePermitted IncludeControl: Control: Diametrial Control:1000000Lanes: I 	optimal cycle	*****	ــــ * * * * *	*****	* * * * * *	*****	******	*****	*****	******	* * * * * *	* * * * *	* * * * * *
Approach. Note and the form of the second s	Approach:	Nor	th Bo	und	Sou	th Bo	ound	Εa	st Bo	ound	We	st Bo	und
Include Protected Protected Permitted Permitted Rights: Include Include Include Include Include Win. Green: 0	Approach.	T	T DO	– R	T	т	– R	ь -	·Τ	- R	L -	T	– R
Control: Protected Protected Protected Permitted Permitted Include Rights: Include Include Include Include Include Include Min. Green: 0 <td< td=""><td>Movement:</td><td></td><td></td><td> </td><td>1</td><td></td><td></td><td> -</td><td></td><td>1</td><td> </td><td></td><td> </td></td<>	Movement:				1			-		1			
Rights: Include Include <t< td=""><td>Control</td><td>Pr</td><td>otect</td><td>ed</td><td>Pr</td><td>otect</td><td>ted</td><td>E</td><td>ermit</td><td>ted</td><td>P</td><td>ermit</td><td>ted</td></t<>	Control	Pr	otect	ed	Pr	otect	ted	E	ermit	ted	P	ermit	ted
Min. Green: 0 1 0 <th< td=""><td>Rights.</td><td></td><td>Inclu</td><td>de</td><td></td><td>Inclu</td><td>ıde</td><td></td><td>Inclu</td><td>ıde</td><td></td><td>Inclu</td><td>de</td></th<>	Rights.		Inclu	de		Inclu	ıde		Inclu	ıde		Inclu	de
Hans: 1 0 2 1 0 1 1 0 <td>Min Green:</td> <td>0</td>	Min Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module: >> Count Date: 30 Mar 2004 << 4:30 - 5:30 PM Base Vol: 15 514 32 55 318 34 52 34 20 18 23 14 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Base Vol: 15 514 32 55 318 34 52 34 20 18 23 14 Growth Adj: 1.00 </td <td>Volume Module</td> <td>e: >></td> <td>Count</td> <td>Date:</td> <td>30 Ma</td> <td>r 200</td> <td>04 << 4</td> <td>:30 -</td> <td>5:30</td> <td>PM</td> <td>10</td> <td>^</td> <td>1 /</td>	Volume Module	e: >>	Count	Date:	30 Ma	r 200	04 << 4	:30 -	5:30	PM	10	^	1 /
Growth Adj: 1.00 <td>Base Vol:</td> <td>15</td> <td>514</td> <td>32</td> <td>55</td> <td>318</td> <td>34</td> <td>52</td> <td>34</td> <td>1 00</td> <td>1 00</td> <td>1 00</td> <td>1 00</td>	Base Vol:	15	514	32	55	318	34	52	34	1 00	1 00	1 00	1 00
Initial Bse: 15 514 32 55 318 34 52 34 20 16 23 274 Added Vol: 72 1070 8 332 1185 151 135 22 42 7 30 274 PasserByVol: 0	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1/
Added Vol: 72 1070 8 332 1185 151 153 22 42 7 30 274 PasserByVol: 0 <td< td=""><td>Initial Bse:</td><td>15</td><td>514</td><td>32</td><td>55</td><td>318</td><td>34</td><td>52</td><td>34</td><td>20</td><td>⊥ð 7</td><td>20</td><td>274</td></td<>	Initial Bse:	15	514	32	55	318	34	52	34	20	⊥ð 7	20	274
PasserByVol: 0 <t< td=""><td>Added Vol:</td><td>72</td><td>1070</td><td>8</td><td>332</td><td>1185</td><td>151</td><td>135</td><td>22</td><td>42</td><td>0</td><td>50</td><td>274</td></t<>	Added Vol:	72	1070	8	332	1185	151	135	22	42	0	50	274
Initial Fut: 87 1584 40 387 1503 185 187 56 62 235 235 235 User Adj: 1.00 <	PasserByVol:	0	0	0	0	0	0	0	0	- U	- U - DE	5	288
User Adj: 1.00 0	Initial Fut:	87	1584	40	387	1503	185	187	1 00	1 00	1 00	1 00	1 00
PHF Adj: 0.89 0.89 0.89 0.80 0.00 0 0 0 0 0 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.89
PHF volume: 98 1780 45 435 1689 208 210 63 70 28 60 324 Reduct Vol: 0	PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.09	60.05	324
Reduct Vol: 0 <td< td=""><td>PHF Volume:</td><td>98</td><td>1780</td><td>45</td><td>435</td><td>1689</td><td>208</td><td>210</td><td>63</td><td>70</td><td>20</td><td>00</td><td>0</td></td<>	PHF Volume:	98	1780	45	435	1689	208	210	63	70	20	00	0
Reduced Vol: 98 1780 45 435 1689 208 210 63 70 28 60 1.00 PCE Adj: 1.00	Reduct Vol:	0	0	0	0	0	0	0	0	70	0 20	60	324
PCE Adj: 1.00	Reduced Vol:	98	1780	45	435	1689	208	1 00	1 00	1 00	1 00	1 00	1 00
MLF Adj: 1.00	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1 00
Final Vol.: 98 1780 45 435 1689 208 210 63 70 20 60 521 Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1	MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	324
Saturation Flow Module: Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900	Final Vol.:	98	1780	45	435	1689	208	210	53	70	20		
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900										1	1		r
Sat/Lane: 1900	Saturation F	⊥ow Me	odule:	1000	1000	1000	1000	1900	1900	1900	1900	1900	1900
Adjustment: 0.95 0.91 0.91 0.91 0.93 0.91 0.93 0.91 0.00 1.00 1.00 1.00 1.00 1.00 1.00	Sat/Lane:	1900	1900	1900	1900	1900	0 85	0 72	0 92	0.92	0.58	1.00	0.85
Lanes: 1.00 2.93 0.07 1.06 3.06 1.06 1.06 1.06 1.07 110 1900 1615 Final Sat.: 1805 5039 127 1805 5187 1615 1366 830 919 1110 1900 1615 	Adjustment:	0.95	0.91	0.91	1 00	2 00	1 00	1 00	0.47	0.53	1.00	1.00	1.00
Final Sat.: 1805 5039 127 1805 5107 1015 1806 501 121 Capacity Analysis Module: Vol/Sat: 0.05 0.35 0.35 0.24 0.33 0.13 0.15 0.08 0.08 0.03 0.03 0.20 Vol/Sat: 0.05 0.35 0.35 0.24 0.33 0.13 0.15 0.08 0.08 0.03 0.20 Crit Moves: **** **** **** **** **** **** Green Time: 11.5 48.0 48.0 32.7 69.2 27.2 <	Lanes:	1.00	2.93	107	1005	5187	1615	1366	830	919	1110	1900	1615
Capacity Analysis Module: Vol/Sat: 0.05 0.35 0.24 0.33 0.13 0.15 0.08 0.03 0.03 0.20 Crit Moves: **** **** **** **** **** **** Green Time: 11.5 48.0 48.0 32.7 69.2 27.2 <t< td=""><td>Final Sat.:</td><td>1802</td><td>5039</td><td></td><td>1</td><td></td><td></td><td>1</td><td></td><td> </td><td>1</td><td></td><td> </td></t<>	Final Sat.:	1802	5039		1			1			1		
Capacity Analysis House.Vol/Sat:0.050.350.240.330.130.150.080.080.030.030.20Crit Moves:****Green Time:11.548.048.032.769.227.227.227.227.227.227.2Volume/Cap:0.560.880.880.560.220.680.330.330.110.140.88Uniform Del:51.833.433.441.815.912.342.438.838.836.837.044.8IncremntDel:4.24.94.916.90.30.15.90.50.50.20.121.4Delay Adj:1.001.001.001.001.001.001.001.001.001.001.00Delay/Veh:56.138.338.358.716.212.448.339.339.337.037.266.2User DelAdj:1.001.001.001.001.001.001.001.001.001.00AdjDel/Veh:56.138.338.358.716.212.448.339.339.337.037.266.2		lucio	Modu		1		1						
Volysat. 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.03	Val/Cate	ດ ດາ	n २६	0.35	0-24	0.33	0.13	0.15	0.08	0.08	0.03	0.03	0.20
Green Time:11.548.048.032.769.269.227.2 <td>vol/Sat:</td> <td>0.05</td> <td>****</td> <td>0.20</td> <td>****</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>****</td>	vol/Sat:	0.05	****	0.20	****								****
Volume/Cap:0.560.880.880.860.220.680.330.330.110.140.88Uniform Del:51.833.433.441.815.912.342.438.838.836.837.044.8IncremntDel:4.24.94.916.90.30.15.90.50.50.20.121.4Delay Adj:1.001.001.001.001.001.001.001.001.001.00Delay/Veh:56.138.338.358.716.212.448.339.337.037.266.2User DelAdj:1.001.001.001.001.001.001.001.001.001.00AdjDel/Veh:56.138.338.358.716.212.448.339.337.037.266.2	Crit Moves:	11 ⊑	48 0	48.0	32.7	69.2	69.2	27.2	27.2	27.2	27.2	27.2	27.2
Volume/cap: 0.300 0.0000 0.000 0.000 0.000 0.000 0.0000 0.000 0.0000	Green Time:	11.5	10.0	0.88	0_88	0.56	0.22	0.68	0.33	0.33	0.11	0.14	0.88
IncremntDel: 4.2 4.9 16.9 0.3 0.1 5.9 0.5 0.2 0.1 21.4 IncremntDel: 4.2 4.9 16.9 0.3 0.1 5.9 0.5 0.2 0.1 21.4 Delay Adj: 1.00	vorume/cap:	51 8	33 4	33.4	41.8	15.9	12.3	42.4	38.8	38.8	36.8	37.0	44.8
Incrementation 1.00<	IncromptDol:	4 2	49	4 9	16.9	0.3	0.1	5.9	0.5	0.5	0.2	0.1	21.4
Delay/Veh: 56.1 38.3 38.3 58.7 16.2 12.4 48.3 39.3 37.0 37.2 66.2 User DelAdj: 1.00 <td>THOLEHHICDEL:</td> <td>1 00</td> <td>1.00</td>	THOLEHHICDEL:	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj: 1.00 <td>Delay Auj</td> <td>5 Å 1</td> <td>28.5</td> <td>38.3</td> <td>58.7</td> <td>16.2</td> <td>12.4</td> <td>48.3</td> <td>39.3</td> <td>39.3</td> <td>37.0</td> <td>37.2</td> <td>66.2</td>	Delay Auj	5 Å 1	28.5	38.3	58.7	16.2	12.4	48.3	39.3	39.3	37.0	37.2	66.2
AdjDel/Veh: 56.1 38.3 38.3 58.7 16.2 12.4 48.3 39.3 39.3 37.0 37.2 66.2	Deray/ven:	1 00	1 00	1 00	1.00	1.00) 1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adjuer/ven: 56.1 56.5 56.6 56.7 $100 - 4 - 11 - 4 - 1 - 2 - 15$	USET DELAG]:	56 1	70 J	78 7 T.00	58.7	16.2	12.4	48.3	39.3	39.3	37.0	37.2	66.2
HCM2 k h r c = 4 - 24 - 25 - 19 - 13 - 4 - 11 - 4 - 4 - 1 - 2 - 10	Adjuer/ven:	70-T	20.5	25	19	13	4	11	4	4	1	2	15
nunc navy. z 2. z z z z z z z z z z z z z z z z z	ncnz KAVY : ***********	יד *****	*****	******	*****	* * * * *	*****	* * * * * *	****	******	*****	*****	******

MITIG8 - AM C	umula	tive	Yes Tue	e Nov	16, 2	2004 17:	:57:35				Page	1-1
2	000 н	 L ICM Ор	evel Of eration	Serv s Met	ice C	Computat (Future	tion F Volum	eport e Alt	ernati		*****	· · · · · · · · · · · · · · · · · · ·
********	*****	*****	******	*****	*****	*****	* * * * * * *					
Intersection	#1324	Jim	Moore/(loe	and the standard	والموالية المراكبة المراجب	له مه مه مه مه		******	*****	*****	*****
*******	****	****	* * * * * * *	*****	*****	* * * * * * * *		10	/ 21 •		0 50	50
Cycle (sec):		100			, (ritica.	E VOL.	/Cap.	$(\Delta) =$		17	5
Loss Time (se	ec):	9	(Y+R =	= 4 5	sec) A	werage	ретай	/ (sec	:/ven):		±/.	. Э та
Optimal Cycle	* * * * * * *	38 *****	*****	* * * * * *	I ****	level 0:	t Serv *****	/1ce:	******	* * * * * *	* * * * *	D
Approach:	Nor	th Bo	und	Sou	ith Bo	ound	Ea	ast Bo	ound	We	st Bo	ound
Movement:	L -	· T	- R ,	L -	- T	- R	L -	· Т	- R	- L 	т 	- R
			!	 Dr	otect		t	Permii	-ted	1 E	ermit	ted
Control:	Pr	rotect	ea	E1	Joceci	.eu .do	Ľ	Chant		-	Incl	ide
Rights:	~	Inciu	ae	0	THCT	iue n	0	Criain A	0	0	0	0
Min. Green:	1 0		0 1 0 1	1 0	\sim	0 1	1 (ງ ດັ	1 0	1 0	0 0	1 0
Lanes:	ΙU) 2		· · ·	, <u> </u>							
Tolumo Module		Count	Date	31 M#	r 200)4 << 7	:30 -	8:30	AM			
Volume Module	96	255	Dacc.	0 1	646	91	63	0	100	0	0	0
Base vol:	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growin Adj:	1,00	255	1.00	1.00	646	91	63	0	100	0	0	0
Initial Bse	10	200	227	50	340	84	138	19	29	128	9	21
Added Vol:	10	52Z 0	227 0	0	0	Õ	0		0	0	0	0
PasserByvol:	06	777	227	50	986	175	201	19	129	128	9	21
Initial Fut:	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00
User Adj:	1.00	1.00	0.02	0.92	0.92	0 92	0 92	0.92	0.92	0.92	0.92	0.92
PHF Adj:	104	0.92	247	54	1072	190	218	21	140	139	10	23
PHF VOLUME:	104	040	247 0	0	1072	0	0	ō	0	0	0	0
Reduct Vol:	104	O A E	247	54	1072	190	218	21	140	139	10	23
Reduced Vol:	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00
PCE Adj:	1.00	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	247	5.00	1072	190	218	21	140	139	10	23
Final Vol.:	104	040	297 	J			1					
Coturotion F			1	I			1					
Saturation r.	100 10	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	0.85	0 95	0.95	0.85	0.74	0.87	0.87	0.55	0.90	0.90
Adjustment.	1 00	2 00	1 00	1 00	2 00	1.00	1.00	0.13	0.87	1.00	0.30	0.70
Edites.	1805	3610	1615	1805	3610	1615	1408	212	1439	1051	510	1190
Final Sat	1000			1							- -	
Canacity Ana	lvsis	Modul	e:	•								
Vol/Sat:	0.06	0.23	0.15	0.03	0.30	0.12	0.16	0.10	0.10	0.13	0.02	0.02
Crit Moves:	****	0.00			* * * *		* * * *					
Green Time:	10 3	56.1	56.1	7.2	53.0	53.0	27.7	27.7	0.0	27.7	27.7	27.7
Volume/Can:	0 56	0.42	0.27	0.42	0.56	0.22	0.56	0.35	XXXX	0.48	0.07	0.07
Uniform Del.	42 7	12.6	11.4	44.4	15.7	12.5	30.9	29.0	0.0	30.1	26.7	26.7
IncremptDel.	3 8	0 1	0.2	2.2	0.4	0.1	1.8	0.5	0.0	1.2	0.1	0.1
Delay Adi.	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay Auj. Delay/Veb.	46 5	127	11.5	46.5	16.1	12.7	32.8	29.4	0.0	31.4	26.7	26.7
Deray/Ven. Hear Dolldi.	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
adinal (Mah.	1.00	12 7	11 5	46.5	16.1	12.7	32.8	29.4	0.0	31.4	26.7	26.7
HCM2 hArrow	чо. J И	14., 7	4	20.0	11	3	8	4	26	7	1	1
**********		, *****	· ******	*****	*****	- ******	*****	* * * * *	******	*****	****	*****

MITIG8 -	PM	Cum	ula	tive '	Yes Tue	a Nov	16, 20	004 17:	:57:52				Page :	1-1
				Ľ	evel Of	Serv	ice Co bod (omputat	tion R Volum	eport	: ernativ	ze)		
		200	0 H	см ор	eration	15 Mec +++++	1100 (. *****	++++++	*****	*****	*****	* * * * * *	*****	* * * * * *
* * * * * * * * * *	* * * *	***	***	*****	*****									
Intersect	tion	1 #1	324	J1m_:	Moore/(_0e ******	*****	*****	* * * * * *	*****	******	* * * * * *	****	*****
*******	****	***	* * *	100	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~		C	ritical	l Vol.	/Cap.	(X):		0.68	2
Cycle (se	ec):	i (TOO	/\v/ID -	- 1 -		verade	Delav	(sec	/veh):		22.	2
Loss Time	e (s	sec)	:	9	(1+K -		τ.	evel 0	f Serv	ice:				C
Optimal (суст	Le:	* * *	+++++ HD	*****	*****	*****	******	*****	****	*****	* * * * * *	*****	*****
*******	****		Nor	th Bo	und	Sou	th Bo	und	Ea	st Bo	ound	We	est Bo	und
Approach	:	т	NOL	-UL DO m	– R	т. –	T	– R	L -	т	– R	L –	· T	– R
Movement	:	LI I		1	l									
		-1	Dr	otect	ed	' Pr	otect	ed	P	ermit	ted	E	Permit	ted
Control:			ε⊥	Inclu	de		Inclu	de		Chanr	nel		Inclu	de
Kights:	~~·		Ω	11010	0	0	0	0	0	0	0	0	0	0
Min. Gre	en:	1	0	2	0 1	1 0	2	0 1	1 C	0	1 0	1 () ()	1 0
Lanes.		- !			[·	!						!
Volume M	[odu]	le:	>>	Count	Date	31 Ma	r 200	4 << 4	:45 -	5:45	PM	~	0	0
Base Vol	:	•	54	498	0	0	245	68	48	0	33	0	1 00	1 00
Growth A	di :	1.	00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	T.00
Initial	Bse	:	54	498	0	0	245	68	48	0	33	0	0	0
Added Vo	1:		33	705	198	39	788	244	217	18	18	308	29	00
PasserBv	vol	:	0	0	0	0	0	0	0	0	0	0	0	0 C0
Initial	Fut		87	1203	198	39	1033	312	265	18	51	308	29	1 00
User Adi	:	1.	00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	-	ο.	94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volu	ume:		93	1280	211	41	1099	332	282	19	54	328	31	72
Reduct V	ol:		0	0	0	0	0	0	0	0	- 0	200	0 21	70
Reduced	Vol	:	93	1280	211	41	1099	332	282	19	54	328	1 00	1 00
PCE Adi:		1.	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00
MLF Adj:	;	1.	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vo	51.:		93	1280	211	41	1099	332	282	19	54	320	10	1
		-										1		
Saturati	ion	Flow	w Mo	odule	:				1000	1000	1000	1000	1900	1900
Sat/Lane	е:	19	900	1900	1900	1900	1900	1900	1900	1900	1 900	0 71	0 90	0.90
Adjustme	ent:	0	.95	0.95	0.85	0.95	0.95	1 00	1 00	0.09	0.00	1 00	0.30	0.70
Lanes:		1	.00	2.00	1.00	1.00	2.00	1015	1072	441	1248	1347	508	1192
Final Sa	at.:	1	805	3610	1615	1802	3610	1010	1275			1		
									1 1					
Capacity	y An	ıa⊥y.	SIS	Moau.	Le:	0.02	0 30	0.21	0.22	0.04	0.04	0.24	0.06	0.06
Vol/Sat	:	U	.05	++++ 0.32	0.13	****	0.00	v • c ⊥		- /		****		
Crit Mov	ves:		<u>م</u> م		50 A	λ ζ	47 A	47.4	35.7	35.7	0.0	35.7	35.7	35.7
Green T	ıme: ~		ช.U	52.0	52.U	0.4 0 69	0 64	0.43	0.62	0.12	XXXX	0.68	0.17	0.17
Volume/(cap:	: 0	.04	17 0	12 2	47 R	19.9	17.4	26.6	21.6	0.0	27.4	22.0	22.0
Unitorm	⊔el ∽ra-r	L: 4	4.0 0 F	1.1.9	10.0 10.0	27 2	0.8	0.4	2.6	0.1	0.0	4.0	0.1	0.1
Incremn	rnel	L: 1	9.0 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay A	aj:	L F	.00	10 0	13 4	75.1	20.8	17.8	29.2	21.7	0.0	31.4	22.2	22.2
ретай/М	en:	5 1. 1	4.1	1 00	1 00	1 00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User De	T AG_ Maj=]: 1 . r	.00	10 0	12 /	75 1	20.8	17.8	29.2	21.7	0.0	31.4	22.2	22.2
AdjDel/	ven:	: 5	4.1	15	13.4 4	10.1	13	7	11	2	12	13	2	2
ヨニ ヨノ レムゼ	d:		4	τo		ب. بەيدىدىد	ىلىكى بىرىكى بىر سەر بەر بىر	*****	* * * * * *	****	*****	* * * * * *	*****	******

MITIG8 - AM C	umula	tive	Yes Tue	e Nov	16, 2	2004 17	:59:06	5			Page	1-1
		 I	evel 01	f Serv	vice (Computat	tion F	eport				
2	2000 F	исм Ор	eration	ns Met	hod	(Future	Volum	ne A⊥t	ternati	ve)		والمراجلة والدرك والدر
*****	*****	*****	*****	*****	* * * * *	******	*****	*****	*****	*****	*****	******
Intersection	#1325	5 Jim_ *****	Moore/1	3roadw *****	ay ****	******	*****	****	*****	*****	*****	******
Guale (acc) .		100	n		ſ	Tritica	Vol.	/Cap.	(X):		0.78	3
CYCIE (Sec):		100))/V+D =	- 4 -		Average	Delay	/ (sec	c/veh):		22.	5
LOSS TIME (Se	ec):	5	, (T.T		,00, ,	Level O'	f Serv	rice:	-, , -			С
Optimal Cycle	° ° • • • • • • • ; •	·***** 0~	, . * * * * * * * :	* * * * * *	****	******	*****	****	******	* * * * * *	*****	*****
***********	Not	eth Po	und	Sol	th B	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	L -	- T	- R	L	- T	- R	L -	- T	- R	L -	- T	- R
Control			ed	י וק	otec	ted	Spl	lit Pl	nase	Spl	it Ph	nase
Diabtar	E 1	Theli	ide	~ ~	Incl	ude	L	Inclu	lde	-	Inclu	ıde
Min Green:	n	11010	0	0	0	0	0	0	0	0	0	0
Lanes.	1 (1 2	0 0	0 0) 1	0 1	2 (0 (0 1	0 0) ()	0 0
Volume Module	: >>	Count	: Date:	28 Se	ep 20	04 << 7	:30 -	8:30	AM			
Base Vol:	58	87	0	0	435	311	254	0	264	0	0	0
Growth Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	87	0	0	435	311	254	0	264	0	0	0
Added Vol:	1	494	0	0	332	165	265	0	1	0	0	0
PasserBvVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	581	0	0	767	476	519	0	265	0	0	0
User Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adi:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	69	676	0	0	892	553	603	0	308	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	676	0	0	892	553	603	0	308	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 Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	69	676	0	0	892	553	603	0	308	0	0	0
Saturation F	low Me	odule:	:							1000	1000	1000
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1 00
Adjustment:	0.93	0.93	1.00	1.00	0.98	0.83	0.90	1.00	0.83	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1769	3538	0	0	1862	1583	3432	U	1283	. U	U	
										1		1
Capacity Ana	lysis	Modu.	Le:	0 00	0 40	0.26	0 10	0 00	0 10	0 00	0 00	0 00
Vol/Sat:	0.04	0.19	0.00	0.00	U.48	0.35	0.10	0.00	****	0.00	0.00	0.00
Crit Moves:	****		0.0	0.0	~ 1 O	C1 0	24 0	0.0	2/ 0	0 0	0 0	0 0
Green Time:	5.0	66.1	0.0	0.0	01.2	01.2	24.9 0 71	0.0	0 78	0.0	n.no	0.00
Volume/Cap:	0.78	0.29	0.00	0.00	1/5	11 6	3/ 3	0.00	35 A	0.00	0.00	0.0
Uniform Del:	4/.0	1.1	0.0	0.0	14.0	0 0 11.0	24.4	0.0	0.0 0 A	0.0	0.0	0.0
IncremntDel:	35.6	U.L	0.0	0.0	1 00	1 00	1 00	0.0	1 00	0.0	0.00	0.00
Delay Adj:	1.00	1.00	0.00	0.00	10 1	10 /	27 0	0.00	4A 0	0.00	0.00	0 0
Delay/Veh:	82.6	7.2	0.0	1 0.0	1 00	14.4	1 00	1 00	1 00	1 00	1 00	1 00
User DelAdj:	1.00	1.00	1.00	1.00	10 7	10 4	1.UU	1.00	14 O	1.00 1.00	1.00	1.00
AdjDel/Veh:	82.6	1.2	0.0	0.0	10.1	12.4	37.0	0.0	44.9	0.0	0.0	0.V
HCM2 kAvg :	4	4 + + + +		++++++++++++++++++++++++++++++++++++++	۲۲ مد + + + +	****** TA	1U *****	U * * * * *	۰.۲ ۲ ۲ ۲ ۲ ۲ ۲	• * * * * *	·****	
* * * * * * * * * * * * *	~ ~ ~ ~ ~ ~ ~											

MITIG8 - PM C	umula	tive	Yes Tue	e Nov	16, 2	2004 17:	:58:44				Page	1-1
		L	evel 01	t Serv	nce (Computa:	Volum	(eport na Alt	ernati	ve)		
2	:000 H	см ор	eration	15 Met +++++	.nou +	(rucure	*****	*****	******	******	* * * * *	* * * * * *
********		· · · · · · · · · · · · · · · · · · ·	N / .									
Intersection	#1325 *****) Jlm_ *****	MOOL6/1	******	*****	******	*****	****	******	*****	* * * * *	******
		100			C	ritica.	L Vol.	/Cap.	(X):		0.84	19
Lycre (sec):	<u>م</u> ا •	100 100	(Y+R :	= 4 s	iec) A	verage	Delay	/ (sec	:/veh):		24.	5
Dotimal Cycle		82	(= / • •]	jevel 0	f Serv	rice:				С
	· • · * * * * *	*****	*****	*****	****	******	*****	****	*****	*****	* * * * *	*****
Approach:	Nor	th Bo	und	Sou	th Bo	ound	Ea	ast Bo	ound	We	st Bo	ound
Movement:	L -	- T	– R	L -	т	– R	ľ-	- T	– R	L -	T	- R
							- -			[
Control:	Pr	otect	ed	Pr	otect	ced	Spl	lit Pł	nase	Spl	it Ph	lase
Rights:		Inclu	ıde		Inclu	ıde		Inclu	ıde	_	Inclu	ıde
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0) 2	0 0	0 0) 1	0 1	2 0) 0	0 1	. 0 0	0	0 0
Volume Module	e: >>	Count	Date:	28 Se	ep 200)4 << 4	:30 -	5:30	PM	0	0	0
Base Vol:	204	336	0	0	85	193	216	1 00	1 00	1 00	1 00	1 00
Growth Adj:	1.00	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	336	0	0	85	193	210	0	CO A	0	0	0
Added Vol:	3	630	0	0	131	3/8	307	0	4	0	0	0
PasserByVol:	0	0	0	0	0	U F 7 1	E 2 2	0	67	0	0	0
Initial Fut:	207	966	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0 92	1.00	1.00	0.92	0.92	0.92
PHF Adj:	0.92	1050	0.92	0.92	903	621	568	0.92	73	0	0	0
PHF Volume:	225	1020	0	0	095	021	0	Ő	0	0	0	0
Reduct Vol:	0 225	1050	0	0	893	621	568	0	73	0	0	0
Reduced Vol:	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PCE Adj: MTE Adi:	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Mur Auj. Final Val :	225	1050	1.00	0	893	621	568	0	73	0	0	0
rinar vor				·				_ _				
Saturation F	low Mo	odule:	:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0,93	1.00	1.00	0.98	0.83	0.90	1.00	0.83	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1769	3538	0	0	1862	1583	3432	0	1583	0	0	0
			!									
Capacity Ana	lysis	Modu]	Le:									
Vol/Sat:	0.13	0.30	0.00	0.00	0.48	0.39	0.17	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****					0 0
Green Time:	15.0	71.5	0.0	0.0	56.5	56.5	19.5	0.0	19.5	0.0	0.0	0.0
Volume/Cap:	0.85	0.42	0.00	0.00	0.85	0.69	0.85	0.00	0.24	0.00	0.00	0.00
Uniform Del:	41.4	5.8	0.0	0.0	18.2	15.6	38.8	0.0	34.0	0.0	0.0	0.0
IncremntDel:	21.9	0.1	0.0	0.0	6.7	2.4	10.0	0.0	1 00	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	12.00	100	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	63.3	5.9	0.0	0.0	24.8	1/.9	48.8	1 00	34.4	1 00	1 00	1 00
User DelAdj:	1.00	1.00	1.00	1.00	1.00	17 0	10 0	T.00	34 A	T.00	1.00	1.00 0 0
AdjDel/Veh:	63.3	5.9	0.0	0.0	24.8	1/.9	40.0	0.0	24.4 2	0.0	0.0	0
HCM2 kAvg:	***** TO	*****	****** N	U *****	ムコ * * * * *	±4 ******	۲۲ *****	*****	ے * * * * * *	*****	*****	*******
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Appendix R

Superzone Boundaries



Appendix S

Project Trip Distribution by Area

AMBAG TRANSCAD TRAVEL MODEL - 2004 FORA RUNS - SUMMARIZED FOR MARINA UNIVERSITY VILLAGE ZONES LAND USE SCENARIO - 2030 BUILDOUT OF FORA, 2030 AMBAG FORECAST NETWORK SCENARIO - 2004 ADOPTED RTP PROJECT LISTS

FORA - MARINA AMESTI 0.02% 2 FORA - MARINA APTOS 0.25% 3 FORA - MARINA APTOS 0.25% 3 FORA - MARINA BEN LOMOND 0.00% 5 FORA - MARINA BEN LOMOND 0.00% 6 FORA - MARINA BOCNDA 1.04% 7 FORA - MARINA BOCNDA 1.04% 9 FORA - MARINA CARMEL 0.03% 10 FORA - MARINA CARMEL 1.00% 11 FORA - MARINA CARMEL 1.02% 12 FORA - MARINA CARMEL 1.02% 14 FORA - MARINA CARMEL 1.02% 15 FORA - MARINA CARMELY 1.02% 16 FORA - MARINA CORTALITOS 0.02% 16 FORA - MARINA DEL MONTE FORST 0.07% 16 FORA - MARINA FORA - MARINA 0.02% 17 FORA - MARINA FORA - MARINA 0.02% 16 FORA -				
2 EORA - MARINA APTOS 0.259 3 FORA - MARINA APTOS HILLS-LARK 0.08% 4 FORA - MARINA BEN LOMOND 0.00% 5 FORA - MARINA BIG SUR COAST 0.02% 7 FORA - MARINA BOCNDA 1.04% 8 FORA - MARINA BOULDER CREEK 0.00% 9 FORA - MARINA CARMEL 1.03% 10 FORA - MARINA CARMEL VALLEY 1.70% 2 FORA - MARINA CARMEL VALLEY 1.70% 2 FORA - MARINA CARMEL VALLEY 0.01% 2 FORA - MARINA CARMEL VALLEY 0.01% 3 FORA - MARINA DEL MONTE FOREST 0.07% 4 FORA - MARINA DEL MONTE FOREST 0.07% 5 FORA - MARINA FORA - MARINA 12.67% 2 FORA - MARINA FORA - MARINA 12.67% 2 FORA - MARINA FORA - MARINA 12.67% 2 FORA - MARINA FORA - MARINA <th>1</th> <th>FORA - MARINA</th> <th>AMESTI</th> <th>0.02%</th>	1	FORA - MARINA	AMESTI	0.02%
3 FORA - MARINA APTOS HILLS-LARK 0.03% 4 FORA - MARINA BEN LOMOND 0.03% 6 FORA - MARINA BEN LOMOND 0.00% 6 FORA - MARINA BIG SUR COAST 0.02% 7 FORA - MARINA BORONDA 1.04% 8 FORA - MARINA BORONDA 1.04% 9 FORA - MARINA CARMEL 1.00% 10 FORA - MARINA CARMEL 1.00% 11 FORA - MARINA CARMEL 1.10% 2 FORA - MARINA CARMEL 1.00% 15 FORA - MARINA CARTEV VALLEY 1.07% 16 FORA - MARINA DEL MONTE FOREST 0.67% 16 FORA - MARINA DEL REY OAKS 0.10% 16 FORA - MARINA FERA - MARINA 1.27% 10 FORA - MARINA FORA - MARINA 1.27% 2 FORA - MARINA GREATER SA	2	FORA - MARINA	APTOS	0.25%
4 [PORA - MARINA AROMAS 0.03% 5 [FORA - MARINA BIG SUR COAST 0.02% 7 [FORA - MARINA BIG SUR COAST 0.02% 8 [FORA - MARINA BORONDA 1.04% 9 [FORA - MARINA BORONDA 0.31% 10 [FORA - MARINA CARMEL 0.03% 11 [FORA - MARINA CARMEL VALLEY 1.79% 12 [FORA - MARINA CARMEL VALLEY 1.19% 14 [FORA - MARINA CORRALITOS 0.02% 15 [FORA - MARINA CORRALITOS 0.02% 16 [FORA - MARINA DEL MONTE FOREST 0.67% 16 [FORA - MARINA DEL REY OAKS 0.10% 16 [FORA - MARINA FORA - MARINA DEL REY OAKS 0.10% 17 [FORA - MARINA FORA - MARINA 12.67% 1.28% 16 [FORA - MARINA FORA - MARINA 12.67% 1.28% 17 [FORA - MARINA FORA - MARINA 12.67% 1.28% 17 [FORA - MARINA FORA - MARINA 12.67% 1.28% 18 [FORA - MARINA GORA - SALINAS 3.19%	3	FORA - MARINA	APTOS HILLS-LARK	0.06%
S FORA - MARINA BEN LOMOND 0.007 6 FORA - MARINA BIG SUR COAST 0.0224 7 FORA - MARINA BORONDA 1.0496 9 FORA - MARINA CAPTOLA 0.3176 10 FORA - MARINA CARMEL 1.0097 11 FORA - MARINA CARMEL 1.0097 12 FORA - MARINA CARMEL VALLEY 1.7996 12 FORA - MARINA CARTROVILLE 1.1976 14 FORA - MARINA CORRALITOS 0.02296 15 FORA - MARINA CORRALITOS 0.0296 16 FORA - MARINA DEL MONTE FOREST 0.6776 17 FORA - MARINA DEL MONTE FOREST 0.0796 16 FORA - MARINA FELTON 0.0026 17 FORA - MARINA FORA - MARINA 12.6778 19 FORA - MARINA FORA - MARINA 12.678 19 FORA - MARINA FORA - MARINA 12.678 19 FORA - MARINA GORZA - SEASIDE 7.2896 19 FORA - MARINA GORZA - SEASIDE 7.2896 19 FORA - MARINA GREENFIELD 0.0178 19 FORA - M	4	FORA - MARINA	AROMAS	0.03%
BICORA - MARINA BIG SUR COAST 0.02% 8 FORA - MARINA BOCNDA 1.04% 8 FORA - MARINA CARMEL 0.00% 9 FORA - MARINA CARMEL 1.00% 11 FORA - MARINA CARMEL 1.00% 21 FORA - MARINA CARMEL VALLEY 1.79% 21 FORA - MARINA CARMEL VALLEY 1.79% 21 FORA - MARINA CORRALITOS 0.02% 4 FORA - MARINA CORRALITOS 0.02% 5 FORA - MARINA DEL MONTE FOREST 0.67% 6 FORA - MARINA DEL MONTE FOREST 0.67% 7 FORA - MARINA FELTON 0.00% 9 FORA - MARINA FORA - MARINA 12.78% 11 FORA - MARINA FORA - MARINA 12.78% 21 FORA - MARINA FORA - MARINA 12.78% 21 FORA - MARINA GILROY 0.10% 12 FORA - MARINA GILROY 0.10% 15 FORA - MARINA GILROY 0.10% 16 FORA - MARINA GREATER SALINAS 3.87% 16 FORA - MARINA GREATER SALINAS<	5	FORA - MARINA	BEN LOMOND	0.00%
IDDA MARINA IDURDA 1.047 IFORA - MARINA IDURDA 0.039 IFORA - MARINA CARMEL 1.009 IFORA - MARINA CARMEL 1.009 IFORA - MARINA CARMEL VALLEY 1.799 IFORA - MARINA CARMEL VALLEY 1.193 IFORA - MARINA CORRALITOS 0.02% IFORA - MARINA DEL MONTE FOREST 0.67% IFORA - MARINA DEL REY OAKS 0.10% IFORA - MARINA DEL REY OAKS 0.10% IFORA - MARINA DEL REY OAKS 0.02% IFORA - MARINA FORA - MARINA IELRY OAKS 0.02% IFORA - MARINA FORA - MARINA IELRY OAKS 0.02% IFORA - MARINA FORA - MARINA IELRY 1.19% IFORA - MARINA FORA - MARINA IELRY 1.00% IFORA - MARINA FORA - MARINA IELRY 0.02% IFORA - MARINA GOZALES 0.02% IFORA - MARINA GOZALES 0.02% IFORA - MARINA IEREDOM	57		BIG SUR COAST	0.02%
Sol Diversity Developing Diversity Diversity Diversity Sol FORA - MARINA CARMEL 1.009 Solar Marina CARMEL 1.009 Solar Marina CARMEL VALLEY 1.799 Solar Marina CARMEL VALLEY 1.799 Solar Marina CORRALITOS 0.029 FORA - MARINA CORRALITOS 0.029 FORA - MARINA DEL MONTE FOREST 0.679 FORA - MARINA DEL MONTE FOREST 0.029 FORA - MARINA DEL MONTE FOREST 0.0276 FORA - MARINA FEVOAKS 0.109 Solar Marina FEVOAKS 0.0276 Solar MARINA FORA - MARINA 12.679 Solar MARINA FORA - MARINA 12.679 Solar MARINA FORA - MARINA 12.679 Solar MARINA GREATER SALINAS 3.879 Solar MARINA GREATER SALINAS 3.879 Solar MARINA GREATER SALINAS 3.019 Solar MARINA GREATER SALINAS 3.029 Solar MARI	18		BORUNDA	1.04%
0 FORA - MARINA CARMEL 1.00% 11 FORA - MARINA CARMEL VALLEY 1.79% 12 FORA - MARINA CARMEL VALLEY 1.79% 13 FORA - MARINA CASTROVILLE 1.19% 14 FORA - MARINA CORRALITOS 0.02% 4 FORA - MARINA DEL MONTE FOREST 0.67% 5 FORA - MARINA DEL MONTE FOREST 0.67% 6 FORA - MARINA DEL REY OAKS 0.10% 6 FORA - MARINA FELTON 0.00% 10 FORA - MARINA FELTON 0.00% 11 FORA - MARINA FORA - MARINA 12.67% 12 FORA - MARINA FORA - MARINA 12.67% 14 FORA - MARINA FORA - MARINA 10.27% 15 FORA - MARINA GILROY 0.10% 16 FORA - MARINA GILROY 0.10% 16 FORA - MARINA GREENFIELD 0.01% 16 FORA - MARINA GREENFIELD	g	FORA - MARINA	CAPITOLA	0.31%
I FORA - MARINA CARMEL VALLEY 1.79% 21 FORA - MARINA CASTROVILLE 1.19% 31 FORA - MARINA COVALAR 0.02% 41 FORA - MARINA CORRALITOS 0.02% 42 FORA - MARINA DEL MONTE FOREST 0.07% 43 FORA - MARINA DEL MONTE FOREST 0.07% 44 FORA - MARINA DEL REY OAKS 0.10% 45 FORA - MARINA ELKHORN 0.07% 45 FORA - MARINA FORA - MARINA FORA - MARINA 45 FORA - MARINA FORA - MARINA 12.87% 25 FORA - MARINA FORA - MARINA 12.87% 25 FORA - MARINA FORA - MARINA 12.87% 25 FORA - MARINA GREEDOM 0.21% 55 FORA - MARINA GREENFIELD 0.01% 46 FORA - MARINA GREENFIELD 0.016% 5 FORA - MARINA GREENFIELD 0.016% 9 FORA - MARINA LINE CAK 0.21% 9 FORA - MARINA LOS ALTOS 0.04% 9 FORA - MARINA LOS ALTOS 0.04% 9 FOR	ō	FORA - MARINA	CARMEL	1.00%
12 FORA - MARINA CASTROVILLE 1.1996 13 FORA - MARINA CHUALAR 0.0296 14 FORA - MARINA DAY VALLEY 0.0176 15 FORA - MARINA DEL MONTE FOREST 0.6796 16 FORA - MARINA DEL REY OAKS 0.1076 16 FORA - MARINA ELKHORN 0.0276 17 FORA - MARINA FELTON 0.0076 10 FORA - MARINA FORA - MARINA 12.6778 11 FORA - MARINA FORA - SEASIDE 7.2896 12 FORA - MARINA FORA - SEASIDE 7.2896 13 FORA - MARINA GONZALES 0.0574 14 FORA - MARINA GREATER SALINAS 3.87% 15 FORA - MARINA GREATER SALINAS 3.87% 16 FORA - MARINA INTERLAKEN 0.0584 16 FORA - MARINA INTERLAKEN 0.0676 17 FORA - MARINA INTERLAKEN 0.0676 16 FORA - MARINA INT	1	FORA - MARINA	CARMEL VALLEY	1.79%
13] FORA - MARINA CHUALAR 0.02% 44 FORA - MARINA DAY VALLEY 0.01% 65 FORA - MARINA DAY VALLEY 0.01% 66 FORA - MARINA DEL MONTE FOREST 0.67% 76 FORA - MARINA DEL KEY OAKS 0.10% 87 FORA - MARINA FELTON 0.00% 97 FORA - MARINA FELTON 0.00% 97 FORA - MARINA FORA - MARINA FORA - MARINA 97 FORA - MARINA FORA - MARINA 1287% 19 FORA - MARINA FORA - MARINA 1287% 14 FORA - MARINA FORA - MARINA 1287% 14 FORA - MARINA GONZALES 0.05% 15 FORA - MARINA GONZALES 0.01% 16 FORA - MARINA GREENFIELD 0.01% 19 FORA - MARINA INTERLAKEN 0.08% 16 FORA - MARINA LOS ALTOS 0.01% 16 FORA - MARINA LOS ALTOS 0.01%	2	FORA - MARINA	CASTROVILLE	1.19%
14 FORA - MARINA CORRALITOS 0.02% 15 FORA - MARINA DAY VALLEY 0.01% 16 FORA - MARINA DEL MONTE FOREST 0.07% 17 FORA - MARINA DEL REY OAKS 0.10% 18 FORA - MARINA ELKHORN 0.02% 19 FORA - MARINA FELTON 0.00% 10 FORA - MARINA FORA - SEASIDE 7.28% 11 FORA - MARINA FORA - MARINA 12.67% 12 FORA - MARINA FORA - SEASIDE 7.28% 13 FORA - MARINA FORA - MARINA 12.67% 14 FORA - MARINA GUROY 0.10% 15 FORA - MARINA GUROY 0.10% 16 FORA - MARINA GUROY 0.01% 17 FORA - MARINA GUROY 0.01% 18 FORA - MARINA GREATER SALINAS 3.87% 19 FORA - MARINA INTERLAKEN 0.01% 19 FORA - MARINA INTERLAKEN 0.01% 19 FORA - MARINA INTERLAKEN 0.02% 19 FORA - MARINA LOS ALTOS 0.01% 19 FORA - MARINA LOS ALTOS <td>3</td> <td>FORA - MARINA</td> <td>CHUALAR</td> <td>0.02%</td>	3	FORA - MARINA	CHUALAR	0.02%
BFORA - MARINA UAY VALLEY 0.01% GFORA - MARINA DEL MONTE FOREST 0.67% 7 FORA - MARINA DEL REY OAKS 0.10% 9 FORA - MARINA ELKHORN 0.07% 9 FORA - MARINA FELTON 0.00% 10 FORA - MARINA FORA - MARINA 12.67% 12 FORA - MARINA FORA - SEASIDE 7.28% 12 FORA - MARINA FORA - MARINA 12.67% 12 FORA - MARINA FORA - MARINA 12.67% 14 FORA - MARINA GONZALES 0.05% 15 FORA - MARINA GREATER SALINAS 3.87% 16 FORA - MARINA GREATER SALINAS 3.87% 17 FORA - MARINA INTERLAKEN 0.06% 19 FORA - MARINA INTERLAKEN 0.01% 19 FORA - MARINA LINE OAK 0.21% 10 FORA - MARINA LOS ALTOS 0.01% 10 FORA - MARINA LOS ALTOS 0.01% <tr< td=""><td>4</td><td>FORA - MARINA</td><td>CORRALITOS</td><td>0.02%</td></tr<>	4	FORA - MARINA	CORRALITOS	0.02%
B FORA - MARINA DEL MONTE FOREST 0.167% 7 FORA - MARINA DEL MYONTE FOREST 0.107% 8 FORA - MARINA FELTON 0.007% 9 FORA - MARINA FORA - DRO 0.02% 11 FORA - MARINA FORA - MARINA 12.67% 12 FORA - MARINA FORA - MARINA 12.67% 14 FORA - MARINA FORA - MARINA 12.67% 15 FORA - MARINA FORA - UNINCORP 3.19% 44 FORA - MARINA GREATER SALINAS 0.021% 15 FORA - MARINA GILROY 0.10% 16 FORA - MARINA GORZALES 0.05% 17 FORA - MARINA GREATER SALINAS 3.87% 18 FORA - MARINA HOLLISTER 0.16% 19 FORA - MARINA HOLLISTER 0.01% 19 FORA - MARINA LOS ALTOS 0.01% 19 FORA - MARINA LOS ALTOS 0.01% 10 FORA - MARINA LOS ALTOS 0.01% 10 FORA - MARINA LOS ALTOS 0.01% 10 FORA - MARINA MORTEREY 18.64% 10 FORA - MARINA	5		DAY VALLEY	0.01%
a FORA - MARINA ELEKHORN 0.107 a FORA - MARINA ELKHORN 0.00% b FORA - MARINA FELTON 0.00% b FORA - MARINA FORA - DRO 0.02% c FORA - MARINA FORA - DRO 0.02% c FORA - MARINA FORA - MARINA 12.67% c FORA - MARINA FORA - MARINA 12.67% c FORA - MARINA FORA - MARINA 12.67% c FORA - MARINA FORA - MARINA 0.21% c FORA - MARINA GENZA - UNINCORP 3.19% c FORA - MARINA GENZA - MARINA 0.01% c FORA - MARINA GENZA - MARINA 10.01% c FORA - MARINA INTERLAKEN 0.06% c FORA - MARINA LOS ALTOS 0.01% c FORA - MARINA MONTEREY 18.46% c FORA - MARINA MONTEREY	7		DEL NONTE FOREST	0.07%
9 FORA - MARINA FELTON 0.00% 0 FORA - MARINA FORA - DRO 0.02% 11 FORA - MARINA FORA - ARRINA 12.67% 12 FORA - MARINA FORA - MARINA 12.67% 12 FORA - MARINA FORA - MARINA 12.67% 13 FORA - MARINA FORA - UNINCORP 3.19% 14 FORA - MARINA GILROY 0.10% 15 FORA - MARINA GOLZALES 0.05% 16 FORA - MARINA GREATER SALINAS 3.87% 18 FORA - MARINA HOLLISTER 0.16% 19 FORA - MARINA INTERLAKEN 0.08% 19 FORA - MARINA LIVE OAK 0.21% 21 FORA - MARINA LOS ALTOS 0.01% 21 FORA - MARINA LOS ALTOS 0.01% 21 FORA - MARINA LOS ALTOS 0.01% 21 FORA - MARINA MORGAN HILL 0.02% 21 FORA - MARINA MORTEREY 18.46	8		FLKHORN	0.10%
COMPA FORA PORA MARINA FORA MARINA I.2.67% 21 FORA MARINA FORA MARINA 12.67% 22 FORA MARINA FORA J.19% 21 FORA MARINA FORA J.19% 22 FORA MARINA FORA J.19% 23 FORA MARINA GREADE 7.28% 24 FORA MARINA GREADE 7.28% 25 FORA MARINA GILCOY 0.10% 26 FORA MARINA GREATER SALINAS 3.87% 26 FORA MARINA INTERLAKEN 0.01% 27 FORA MARINA INTERLAKEN 0.06% 27 FORA MARINA LOS ALTOS 0.01% 36 FORA MARINA LOS ALTOS 0.01% 47 FORA MARINA MOS ALTOS 0.01% 47 FORA MARINA MORGAN HILL	9	FORA - MARINA	FELTON	0.00%
IFORA - MARINA FORA - MARINA 12.67% 12 FORA - MARINA FORA - SEASIDE 7.28% 13 FORA - MARINA FORA - SEASIDE 7.28% 14 FORA - MARINA FREEDOM 0.21% 15 FORA - MARINA GILROY 0.10% 16 FORA - MARINA GONZALES 0.05% 17 FORA - MARINA GREATER SALINAS 3.87% 18 FORA - MARINA GREATER SALINAS 3.87% 19 FORA - MARINA INTERLAKEN 0.01% 19 FORA - MARINA HOLLISTER 0.16% 0 FORA - MARINA LIVE OAK 0.21% 14 FORA - MARINA LIVE OAK 0.21% 15 FORA - MARINA LOS ALTOS 0.01% 16 FORA - MARINA LOS ALTOS 0.01% 16 FORA - MARINA MARINA 9.77% 17 FORA - MARINA MARINA 9.77% 17 FORA - MARINA MARINA 9.77% 17 FORA - MARINA MONTEREY 18.46% 18 FORA - MARINA MORGAN HILL 0.02% 16 FORA - MARINA MORCGAN HILL	o	FORA - MARINA	FORA - DRO	0.02%
I2 ORA - MARINA FORA - SEASIDE 7.28% 31 FORA - MARINA FORA - UNINCORP 3.19% 44 FORA - MARINA FREEDOM 0.21% 45 FORA - MARINA GILROY 0.10% 45 FORA - MARINA GONZALES 0.05% 46 FORA - MARINA GREATER SALINAS 3.87% 47 FORA - MARINA GREATER SALINAS 3.87% 47 FORA - MARINA GREATER SALINAS 3.87% 47 FORA - MARINA INTERLAKEN 0.06% 47 FORA - MARINA LIVE OAK 0.21% 47 FORA - MARINA LOS ALTOS 0.01% 57 FORA - MARINA LOS ALTOS 0.01% 57 FORA - MARINA MARINA 9.77% 47 FORA - MARINA MORGAN HILL 0.02% 57 FORA - MARINA MORGAN HILL 0.23% 67 FORA - MARINA MORGAN HILL 0.23% 97 FORA - MARINA MORGAN HILL <t< td=""><td>1</td><td>FORA - MARINA</td><td>FORA - MARINA</td><td>12.67%</td></t<>	1	FORA - MARINA	FORA - MARINA	12.67%
13 FORA - MARINA FORA - UNINCORP 3.19% 14 FORA - MARINA FREEDOM 0.21% 15 FORA - MARINA GURQY 0.10% 16 FORA - MARINA GONZALES 0.05% 7 FORA - MARINA GREATER SALINAS 3.87% 19 FORA - MARINA GREENFIELD 0.01% 19 FORA - MARINA HOLLISTER 0.16% 19 FORA - MARINA HOLLISTER 0.16% 19 FORA - MARINA LIVE OAK 0.21% 2 FORA - MARINA LIVE OAK 0.21% 3 FORA - MARINA LOS ALTOS 0.01% 2 FORA - MARINA LOS ALTOS 0.01% 3 FORA - MARINA LOS ALTOS 0.01% 5 FORA - MARINA LOS ALTOS 0.01% 6 FORA - MARINA MONTEREY 18.46% 9 FORA - MARINA MONTEREY 18.46% 9 FORA - MARINA MORGAN HILL 0.02% 16 FORA - MARINA MORS LANDING 0.23% 16 FORA - MARINA PALJARO 0.10% 16 FORA - MARINA PALJARO 0.00% <td>2</td> <td>FORA - MARINA</td> <td>FORA - SEASIDE</td> <td>7.28%</td>	2	FORA - MARINA	FORA - SEASIDE	7.28%
14 FUKA - MARINA FREEDOM 0.21% 15 FORA - MARINA GILROY 0.10% 16 FORA - MARINA GONZALES 0.05% 17 FORA - MARINA GREATER SALINAS 3.87% 18 FORA - MARINA GREATER SALINAS 3.87% 19 FORA - MARINA INTERLAKEN 0.01% 19 FORA - MARINA INTERLAKEN 0.08% 1 FORA - MARINA LAS LOMAS 0.04% 2 FORA - MARINA LOS ALTOS 0.01% 3 FORA - MARINA LOS ALTOS 0.01% 4 FORA - MARINA LOS ALTOS 0.01% 5 FORA - MARINA LOS ALTOS 0.01% 5 FORA - MARINA MARINA 9.77% 6 FORA - MARINA MONTEREY 18.46% 9 FORA - MARINA MORGAN HILL 0.02% 1 FORA - MARINA MORGAN HILL 0.02% 2 FORA - MARINA MORGAN HILL 0.02% 3 FORA - MARINA PACIFIC GROVE 1.80% 4 FORA - MARINA PALIPFS 0.04% 1 FORA - MARINA PALIPF CO 0.02%	3	FORA - MARINA	FORA - UNINCORP	3.19%
5) FORA - MARINA GILROY 0.10% 6) FORA - MARINA GONZALES 0.05% 7) FORA - MARINA GREATER SALINAS 3.87% 8) FORA - MARINA GREENFIELD 0.01% 9) FORA - MARINA HOLLISTER 0.16% 0) FORA - MARINA INTERLAKEN 0.02% 1) FORA - MARINA KING CITY 0.00% 2) FORA - MARINA LIVE OAK 0.21% 4) FORA - MARINA LOS ALTOS 0.01% 2) FORA - MARINA LOS ALTOS 0.01% 4) FORA - MARINA LOS ALTOS 0.01% 5) FORA - MARINA MARINA 9.07% 6) FORA - MARINA MARINA 9.07% 7) FORA - MARINA MONTEREY 18.46% 6) FORA - MARINA MOSS LANDING 0.23% 1) FORA - MARINA MORSA HILL 0.02% 2) FORA - MARINA PALIFIC GROVE 1.85% 4) FORA - MARINA PALARO 0.10% 6) FORA - MARINA PALARO 0.10% 6) FORA - MARINA PALJARO 0.10% <td>4</td> <td>FORA - MARINA</td> <td>FREEDOM</td> <td>0.21%</td>	4	FORA - MARINA	FREEDOM	0.21%
BIORA - MARINA GONZALES 0.03% BEORA - MARINA GREATER SALINAS 3.87% BEORA - MARINA GREATER SALINAS 3.87% BEORA - MARINA INTERLAKEN 0.03% IFORA - MARINA INTERLAKEN 0.03% IFORA - MARINA LIXE CITY 0.00% IFORA - MARINA LAS LOMAS 0.04% IFORA - MARINA LOS ALTOS 0.01% IFORA - MARINA MARINA 9.77% IFORA - MARINA MARINA 9.77% IFORA - MARINA MONTEREY 18.46% IFORA - MARINA PALIFIC GROVE 1.85% IFORA - MARINA PALJARO 0.10% IFORA - MARINA PALJARO 0.00%	5		GILRUY	0.10%
Order Order District District District 9 FORA - MARINA INTERLAKEN 0.01% 9 FORA - MARINA INTERLAKEN 0.03% 1 FORA - MARINA INTERLAKEN 0.03% 1 FORA - MARINA LIVE OAK 0.01% 2 FORA - MARINA LIVE OAK 0.01% 3 FORA - MARINA LOS ALTOS 0.01% 4 FORA - MARINA LOS ALTOS 0.01% 5 FORA - MARINA LOS ALTOS 0.01% 6 FORA - MARINA MARINA 9.77% 7 FORA - MARINA MONTEREY 18.46% 9 FORA - MARINA MONTEREY CO 1.80% 1 FORA - MARINA PALCHER GROVE 1.85% 1 FORA - MARINA PALCHER GROVE 1.85%	7	FORA - MARINA	GREATER SALINAS	3.87%
9 FORA - MARINA HOLLISTER 0.16% 0 FORA - MARINA INTERLAKEN 0.08% 1 FORA - MARINA LAS LOMAS 0.04% 2 FORA - MARINA LIVE OAK 0.21% 3 FORA - MARINA LOS ALTOS 0.01% 4 FORA - MARINA LOS ALTOS 0.01% 5 FORA - MARINA LOS ALTOS 0.01% 6 FORA - MARINA MOS ALTOS HILLS 0.00% 8 FORA - MARINA MONTEREY 18.46% 9 FORA - MARINA MONTEREY 18.46% 9 FORA - MARINA MOSS LANDING 0.23% 1 FORA - MARINA MONTEREY 1.84% 9 FORA - MARINA PALCHFS 0.04% 1 FORA - MARINA PACIFIC GROVE 1.85% 1 FORA - MARINA PALCHFS 0.00% 1 FORA - MARINA SMONTEREY CO 0.00% 1 FORA - MARINA SALINAS 1.85%	8	FORA - MARINA	GREENFIELD	0.01%
0 FORA - MARINA INTERLAKEN 0.08% 1 FORA - MARINA KING CITY 0.00% 2 FORA - MARINA LAS LOMAS 0.04% 3 FORA - MARINA LIVE OAK 0.21% 4 FORA - MARINA LOS ALTOS 0.01% 5 FORA - MARINA LOS ALTOS HILLS 0.00% 6 FORA - MARINA MARINA 9.77% 7 FORA - MARINA MILPITAS 0.00% 8 FORA - MARINA MONTEREY 18.46% 9 FORA - MARINA MORGÁN HILL 0.02% 0 FORA - MARINA MOSS LANDING 0.23% 1 FORA - MARINA PAJARO 0.10% 2 FORA - MARINA PAJARO 0.10% 3 FORA - MARINA PAJARO 0.10% 4 FORA - MARINA PAJARO 0.10% 5 FORA - MARINA SMONTEREY CO 0.00% 6 FORA - MARINA SALINAS 1.854% 9 </td <td>9</td> <td>FORA - MARINA</td> <td>HOLLISTER</td> <td>0,16%</td>	9	FORA - MARINA	HOLLISTER	0,16%
1 FORA - MARINA KING CITY 0.00% 2 FORA - MARINA LAS LOMAS 0.04% 3 FORA - MARINA LIVE OAK 0.21% 4 FORA - MARINA LOS ALTOS 0.01% 5 FORA - MARINA LOS ALTOS HILLS 0.00% 6 FORA - MARINA MARINA 9.77% 7 FORA - MARINA MILPITAS 0.00% 8 FORA - MARINA MORGAN HILL 0.02% 0 FORA - MARINA MOSE LANDING 0.23% 0 FORA - MARINA MOSE LANDING 0.23% 0 FORA - MARINA PALSE 0.04% 2 FORA - MARINA PALSE 0.04% 3 FORA - MARINA PALCHIFES 0.04% 4 FORA - MARINA PALARO 0.10% 5 FORA - MARINA PALARO 0.06% 6 FORA - MARINA SAND CIFES 0.00% 6 FORA - MARINA SALINAS 18.54% 9 <td>٥Ì</td> <td>FORA - MARINA</td> <td>INTERLAKEN</td> <td>0.08%</td>	٥Ì	FORA - MARINA	INTERLAKEN	0.08%
2 FORA - MARINA LAS LOMAS 0.04% 3 FORA - MARINA LUVE OAK 0.21% 4 FORA - MARINA LOS ALTOS 0.01% 5 FORA - MARINA LOS ALTOS HILLS 0.00% 6 FORA - MARINA MARINA 9.77% 7 FORA - MARINA MARINA 9.77% 7 FORA - MARINA MONTEREY 18.46% 9 FORA - MARINA MONTEREY CO 1.80% 1 FORA - MARINA N MONTEREY CO 1.80% 2 FORA - MARINA PALCIFIC GROVE 1.85% 4 FORA - MARINA PALARO 0.10% 5 FORA - MARINA SMONTEREY CO 0.00% 6 FORA - MARINA SALINAS 18.54% 9 FORA - MARINA SALINAS 1.6%	1	FORA - MARINA	KING CITY	0.00%
31FORA - MARINA LUVE OAK 0.21% 41FORA - MARINA LOS ALTOS 0.01% 51FORA - MARINA LOS ALTOS HILLS 0.00% 61FORA - MARINA MARINA 9.77% 71FORA - MARINA MILPITAS 0.00% 81FORA - MARINA MONTEREY 18.46% 91FORA - MARINA MONTEREY 18.46% 91FORA - MARINA MOSS LANDING 0.23% 11FORA - MARINA MOSS LANDING 0.23% 12FORA - MARINA N MONTEREY CO 1.80% 21FORA - MARINA OPAL CLIFFS 0.04% 91FORA - MARINA PALIFIC GROVE 1.85% 41FORA - MARINA PALIFIC GROVE 1.85% 41FORA - MARINA PRUNEDALE 0.94% 61FORA - MARINA SMONTEREY CO 0.00% 61FORA - MARINA SMONTEREY CO 0.00% 61FORA - MARINA SALINAS 18.54% 91FORA - MARINA SALINAS 18.54% 91FORA - MARINA SAN JUAN BAUTIST 0.04% 91FORA - MARINA SAN JUAN BAUTIST <td>2</td> <td>FORA - MARINA</td> <td>LAS LOMAS</td> <td>0.04%</td>	2	FORA - MARINA	LAS LOMAS	0.04%
41 FORA - MARINA LOS ALTOS HILLS 0.01% 55 FORA - MARINA LOS ALTOS HILLS 0.00% 6 FORA - MARINA MARINA 9.77% 7 FORA - MARINA MILPITAS 0.00% 8 FORA - MARINA MONTEREY 18.46% 9 FORA - MARINA MORGAN HILL 0.02% 0 FORA - MARINA MORGAN HILL 0.02% 0 FORA - MARINA MONTEREY 18.46% 9 FORA - MARINA MOSS LANDING 0.23% 1 FORA - MARINA MONTEREY CO 1.80% 2 FORA - MARINA PALFIC GROVE 1.85% 4 FORA - MARINA PALARO 0.10% 5 FORA - MARINA PALARO 0.00% 6 FORA - MARINA SMONTEREY CO 0.00% 6 FORA - MARINA SALINAS 18.54% 9 FORA - MARINA SALINAS VALLEY 0.00% 1 FORA - MARINA SALINAS VALLEY	3	FORA - MARINA		0.21%
STORA - MARINA LUS ALTOS ALTOS MILLS 0.00% 6 FORA - MARINA MARINA 9.77% 7 FORA - MARINA MILPITAS 0.00% 8 FORA - MARINA MONTEREY 18.46% 9 FORA - MARINA MONTEREY CO 1.80% 1 FORA - MARINA PALFIC GROVE 1.85% 3 FORA - MARINA PALGIC GROVE 1.85% 4 FORA - MARINA PALARO 0.10% 5 FORA - MARINA RIO DEL MAR 0.06% 6 FORA - MARINA SALINAS 18.54% 9 FORA - MARINA SALINAS 18.54% 9 FORA - MARINA SALINAS VALLEY 0.00% 16 FORA - MARINA SAN JOSE 0.10% 16 FORA - MARINA SAN JOSE 0.00%	-	FORA - MARINA	LOS ALTOS	0.01%
0.1010.1 0.1010.1 0.1010.1 7 FORA - MARINA MILPITAS 0.00% 8 FORA - MARINA MONTEREY 18.46% 9 FORA - MARINA MORGAN HILL 0.02% 0 FORA - MARINA MOSS LANDING 0.23% 1 FORA - MARINA MOSS LANDING 0.23% 1 FORA - MARINA MONTEREY CO 1.80% 2 FORA - MARINA PALCIFIC GROVE 1.85% 3 FORA - MARINA PALCIFIC GROVE 1.85% 4 FORA - MARINA PALGIFIC GROVE 1.85% 5 FORA - MARINA PRUNEDALE 0.94% 6 FORA - MARINA S MONTEREY CO 0.00% 8 FORA - MARINA S MONTEREY CO 0.00% 9 FORA - MARINA S ALINAS 18.54% 9 FORA - MARINA S ALINAS 18.54% 9 FORA - MARINA S ALINAS 18.54% 9 FORA - MARINA S AN JUAN BAUTIST 0.00% 1 FORA - MARINA S AN JUAN BAUTIST 0.04% 2 FORA - MARINA S ANTA CLARA 0.03% 9 FORA - MARINA S ANTA	2		MARINA	0.00%
8 FORA - MARINA MONTEREY 18.46% 9 FORA - MARINA MORGAN HILL 0.02% 0 FORA - MARINA MOSS LANDING 0.23% 1 FORA - MARINA MOSS LANDING 0.23% 1 FORA - MARINA N MONTEREY CO 1.80% 2 FORA - MARINA OPAL CLIFFS 0.04% 3 FORA - MARINA PACIFIC GROVE 1.85% 4 FORA - MARINA PALOLIFFS 0.04% 5 FORA - MARINA PALORO 0.10% 5 FORA - MARINA PRUNEDALE 0.94% 6 FORA - MARINA SMONTEREY CO 0.00% 8 FORA - MARINA SALINAS 18.54% 9 FORA - MARINA SALINAS 18.54% 9 FORA - MARINA SALINAS 18.54% 9 FORA - MARINA SALINAS VALLEY 0.06% 1 FORA - MARINA SAN JOSE 0.10% 2 FORA - MARINA SAN MARTIN 0.00%	7	EORA - MARINA	MUPITAS	0.00%
FORA - MARINA MORGAN HILL 0.02% 0 FORA - MARINA MOSS LANDING 0.23% 1 FORA - MARINA N MONTEREY CO 1.80% 2 FORA - MARINA OPAL CLIFFS 0.04% 3 FORA - MARINA PACIFIC GROVE 1.85% 4 FORA - MARINA PALARO 0.10% 5 FORA - MARINA PALARO 0.00% 6 FORA - MARINA PRUNEDALE 0.94% 6 FORA - MARINA SALINAS 18.54% 9 FORA - MARINA SALINAS 18.54% 9 FORA - MARINA SALINAS VALLEY 0.06% 0 FORA - MARINA SALINAS VALLEY 0.16% 0 FORA - MARINA SAN JOSE 0.10% 0 FORA - MARINA SAN JOAN BAUTIST 0.04% 0 FORA - MARINA SAN MARTIN 0.00% 1 FORA - MARINA SANTA CLARA 0.03% 0 FORA - MARINA SANTA CLARA 0.03%	3	FORA - MARINA	MONTEREY	18,46%
0 FORA - MARINA MOSS LANDING 0.23% 1 FORA - MARINA N MONTEREY CO 1.80% 2 FORA - MARINA OPAL CLIFFS 0.04% 3 FORA - MARINA PACIFIC GROVE 1.85% 4 FORA - MARINA PALARO 0.10% 5 FORA - MARINA PALARO 0.01% 6 FORA - MARINA PRUNEDALE 0.94% 6 FORA - MARINA SMONTEREY CO 0.00% 6 FORA - MARINA SALINAS 18.54% 9 FORA - MARINA SALINAS 18.54% 9 FORA - MARINA SALINAS VALLEY 0.16% 0 FORA - MARINA SAN JOSE 0.10% 0 FORA - MARINA SAN JOSE 0.10% 1 FORA - MARINA SAN MARTIN 0.00% 2 FORA - MARINA SAN MARTIN 0.00% 3 FORA - MARINA SANTA CLARA 0.03% 3 FORA - MARINA SARATOGA 0.00% <tr< td=""><td>эĮ</td><td>FORA - MARINA</td><td>MORGAN HILL</td><td>0.02%</td></tr<>	эĮ	FORA - MARINA	MORGAN HILL	0.02%
1 FORA - MARINA N MONTEREY CO 1.80% 2 FORA - MARINA OPAL CLIFFS 0.04% 3 FORA - MARINA PACIFIC GROVE 1.85% 4 FORA - MARINA PALARO 0.10% 5 FORA - MARINA PRUNEDALE 0.94% 6 FORA - MARINA RIO DEL MAR 0.06% 7 FORA - MARINA S MONTEREY CO 0.00% 8 FORA - MARINA S ALINAS 18.54% 9 FORA - MARINA SALINAS VALLEY 0.16% 0 FORA - MARINA SALINAS VALLEY 0.16% 0 FORA - MARINA SAN JUAN BAUTIST 0.04% 0 FORA - MARINA SAN MARTIN 0.00% 1 FORA - MARINA SANTA CLARA 0.03% 1 FORA - MARINA SANTA CLARA 0.03% 2 FORA - MARINA SARATOGA 0.00% 3 FORA - MARINA SCOTTS VALLEY 0.04% 4 FORA - MARINA SOUEDAD 0.04%<	٥Į	FORA - MARINA	MOSS LANDING	0.23%
21 FORA - MARINA OPAL CLIFFS 0.04% 31 FORA - MARINA PACIFIC GROVE 1.85% 41 FORA - MARINA PALARO 0.10% 51 FORA - MARINA PRUNEDALE 0.94% 61 FORA - MARINA PRUNEDALE 0.94% 61 FORA - MARINA RIO DEL MAR 0.06% 71 FORA - MARINA SALINAS 18.54% 91 FORA - MARINA SAN JUAN BAUTIST 0.04% 91 FORA - MARINA SAN JUAN BAUTIST 0.04% 91 FORA - MARINA SAN MARTIN 0.00% 91 FORA - MARINA SANTA CLARA 0.03% 91 FORA - MARINA SARATOGA 0.00% 91 FORA - MARINA SARATOGA 0.00% 91 FORA - MARINA SCOTTS VALLEY 0.04% 91 FORA - MARINA SOUEDAD 0.04% 91 FORA - MARINA SOUEDAD	1	FORA - MARINA	N MONTEREY CO	1.80%
31 FORA - MARINA PAJARO 1.85% 4 FORA - MARINA PAJARO 0.10% 5 FORA - MARINA PRUNEDALE 0.94% 6 FORA - MARINA PRUNEDALE 0.94% 6 FORA - MARINA RIO DEL MAR 0.06% 7 FORA - MARINA S MONTEREY CO 0.00% 8 FORA - MARINA SALINAS 18.54% 9 FORA - MARINA SALINAS VALLEY 0.16% 0 FORA - MARINA SAN JOSE 0.10% 1 FORA - MARINA SAN JOSE 0.10% 2 FORA - MARINA SAN JOSE 0.10% 2 FORA - MARINA SAN MARTIN 0.00% 3 FORA - MARINA SAND CITY 2.69% 4 FORA - MARINA SANTA CLARA 0.03% 5 FORA - MARINA SANTA CLARA 0.03% 5 FORA - MARINA SARATOGA 0.00% 6 FORA - MARINA SARATOGA 0.00% 7 FORA - MARINA SOULEDAD 0.04% 8 FORA - MARINA SOULEDAD 0.04% 9 FORA - MARINA SUNNYVALE 0.02%	2	FORA - MARINA	IOPAL CLIFFS	0.04%
Indext PAARO 0.10% 5 FORA - MARINA PRUNEDALE 0.94% 6 FORA - MARINA RIO DEL MAR 0.06% 7 FORA - MARINA S MONTEREY CO 0.00% 8 FORA - MARINA S MONTEREY CO 0.00% 9 FORA - MARINA SALINAS 18.54% 9 FORA - MARINA SALINAS 18.54% 9 FORA - MARINA SAN JOSE 0.10% 1 FORA - MARINA SAN JOSE 0.10% 1 FORA - MARINA SAN JOSE 0.10% 2 FORA - MARINA SAN MARTIN 0.00% 2 FORA - MARINA SANTA CLARA 0.03% 5 FORA - MARINA SANTA CRUZ 0.49% 6 FORA - MARINA SARATOGA 0.00% 5 FORA - MARINA SACUTS VALLEY 0.04% 6 FORA - MARINA SOLEDAD 0.04% 9 FORA - MARINA SUNNYVALE 0.02% 16			PACIFIC GROVE	1.85%
GFORA - MARINA INDREDICE 0.97% GFORA - MARINA RIO DEL MAR 0.06% FORA - MARINA SID DEL MAR 0.06% FORA - MARINA SALINAS 18.54% SFORA - MARINA SALINAS 18.54% SFORA - MARINA SALINAS 18.54% SFORA - MARINA SALINAS VALLEY 0.16% FORA - MARINA SAN JOSE 0.10% FORA - MARINA SAN JOSE 0.10% SFORA - MARINA SAN JOSE 0.10% SFORA - MARINA SAN JUAN BAUTIST 0.04% SFORA - MARINA SAND ACTY 2.69% SFORA - MARINA SANTA CLARA 0.03% SFORA - MARINA SANTA CLARA 0.03% SFORA - MARINA SCOTTS VALLEY 0.49% SFORA - MARINA SOLEDAD 0.04% SFORA - MARINA SOLEDAD 0.04% <td< td=""><td></td><td></td><td></td><td>0.10%</td></td<>				0.10%
FORA - MARINA S MONTEREY CO 0.00% 8 FORA - MARINA SALINAS 18.54% 9 FORA - MARINA SALINAS 18.54% 9 FORA - MARINA SALINAS VALLEY 0.16% 0 FORA - MARINA SAN JOSE 0.10% 1 FORA - MARINA SAN JOSE 0.10% 1 FORA - MARINA SAN JUAN BAUTIST 0.04% 2 FORA - MARINA SAN MARTIN 0.00% 3 FORA - MARINA SANTA CLARA 0.03% 5 FORA - MARINA SANTA CLARA 0.03% 5 FORA - MARINA SCOTTS VALLEY 0.49% 6 FORA - MARINA SCOTTS VALLEY 0.04% 9 FORA - MARINA SOLEDAD 0.02% 1 FORA - MARINA SOLEDAD 0.02% 2 <td>ŝ</td> <td>FORA - MARINA</td> <td>RIO DEL MAR</td> <td>0.06%</td>	ŝ	FORA - MARINA	RIO DEL MAR	0.06%
B FORA - MARINA SALINAS 18,54% 9 FORA - MARINA SALINAS VALLEY 0.16% 0 FORA - MARINA SAN JOSE 0.10% 1 FORA - MARINA SAN JOSE 0.10% 1 FORA - MARINA SAN JOSE 0.00% 2 FORA - MARINA SAN JUAN BAUTIST 0.00% 3 FORA - MARINA SAND CITY 2.69% 4 FORA - MARINA SANTA CLARA 0.03% 5 FORA - MARINA SANTA CLARA 0.03% 5 FORA - MARINA SANTA CLARA 0.03% 6 FORA - MARINA SCOTTS VALLEY 0.49% 9 FORA - MARINA SOLEDAD 0.04% 9 FORA - MARINA SOLEDAD 0.04% 9 FORA - MARINA SOLUEL 0.02% 1 FORA - MARINA SOLUEL 0.02% 2 FORA - MARINA SUNNYVALE 0.02% 2 FORA - MARINA UNINCORP MON PEN 0.51% <t< td=""><td>7</td><td>FORA - MARINA</td><td>S MONTEREY CO</td><td>0.00%</td></t<>	7	FORA - MARINA	S MONTEREY CO	0.00%
FORA - MARINA SALINAS VALLEY 0.16% 0 FORA - MARINA SAN JOSE 0.10% 1 FORA - MARINA SAN JOSE 0.10% 2 FORA - MARINA SAN JOSE 0.04% 2 FORA - MARINA SAN JUAN BAUTIST 0.04% 3 FORA - MARINA SAN MARTIN 0.00% 3 FORA - MARINA SANTA CLARA 0.03% 5 FORA - MARINA SANTA CLARA 0.03% 5 FORA - MARINA SANTA CRUZ 0.49% 5 FORA - MARINA SARATOGA 0.00% 5 FORA - MARINA SCOTTS VALLEY 0.04% 9 FORA - MARINA SOLEDAD 0.04% 9 FORA - MARINA SOLEDAD 0.04% 9 FORA - MARINA SOUEL 0.05% 1 FORA - MARINA SOUEL 0.02% 2 FORA - MARINA SUNNYVALE 0.02% 2 FORA - MARINA TRES PINOS 0.00% 3 FORA - MARINA UNINCORP MON PEN 0.51% 5 FORA - MARINA UNINCORP MON PEN 0.51% 5 FORA - MARINA UNINCORP SET 0.0	зĮ	FORA - MARINA	SALINAS	18.54%
01 FORA - MARINA SAN JOSE 0.10% 1 FORA - MARINA SAN JUAN BAUTIST 0.04% 2 FORA - MARINA SAN JUAN BAUTIST 0.00% 3 FORA - MARINA SAN MARTIN 0.00% 3 FORA - MARINA SANTA CLARA 0.03% 4 FORA - MARINA SANTA CLARA 0.03% 5 FORA - MARINA SANTA CRUZ 0.49% 5 FORA - MARINA SARATOGA 0.00% 7 FORA - MARINA SCOTTS VALLEY 0.04% 8 FORA - MARINA SCOTTS VALLEY 0.04% 9 FORA - MARINA SOLEDAD 0.04% 9 FORA - MARINA SOLEDAD 0.05% 9 FORA - MARINA SOUEL 0.02% 1 FORA - MARINA SOUEL 0.02% 2 FORA - MARINA TRES PINOS 0.00% 3 FORA - MARINA UNINCORP MARINA 0.23% 4 FORA - MARINA UNINCORP MON PEN 0.51% 5 FORA - MARINA UNINCORP SET 0.10% 7 FORA - MARINA UNINCORP SCL 0.03% 5 FORA - MARINA UNINCORP SCL	ł	FORA - MARINA	SALINAS VALLEY	0.16%
1FORA - MARINA SAN JUAN BAD IIST 0.04% 2FORA - MARINA SAN MARTIN 0.00% 3FORA - MARINA SAND CITY 2.69% 4FORA - MARINA SANTA CLARA 0.03% 5FORA - MARINA SANTA CLARA 0.03% 5FORA - MARINA SANTA CRUZ 0.49% 5FORA - MARINA SARATOGA 0.00% 7FORA - MARINA SCOTTS VALLEY 0.04% 9FORA - MARINA SCOTTS VALLEY 0.04% 9FORA - MARINA SOLEDAD 0.04% 9FORA - MARINA SOLEDAD 0.04% 9FORA - MARINA SOUEL 0.05% 9FORA - MARINA SOULEDAD 0.04% 9FORA - MARINA SOULEDAD 0.04% 9FORA - MARINA SOULEDAD 0.05% 16FORA - MARINA SOUNNYVALE 0.02% 2FORA - MARINA UNINCORP MON PEN 0.51% 9FORA - MARINA UNINCORP SET 0.10% 9FORA - MARINA UNINCORP SCL 0.02% 9FORA - MARINA UNINCORP SCL 0.03% </td <td></td> <td>FORA - MARINA</td> <td>SAN JOSE</td> <td>0.10%</td>		FORA - MARINA	SAN JOSE	0.10%
ZIPORA - MARINA SAN MARTIN U.00% 3 FORA - MARINA SAN MARTIN U.00% 3 FORA - MARINA SANTA CLARA 0.03% 5 FORA - MARINA SANTA CLARA 0.03% 5 FORA - MARINA SANTA CLARA 0.03% 5 FORA - MARINA SANTA CRUZ 0.49% 6 FORA - MARINA SARATOGA 0.00% 7 FORA - MARINA SCOTTS VALLEY 0.04% 9 FORA - MARINA SOLEDAD 0.04% 9 FORA - MARINA SOLEDAD 0.04% 9 FORA - MARINA SOLEDAD 0.04% 9 FORA - MARINA SOUEL 0.05% 1 FORA - MARINA SUNNYVALE 0.02% 2 FORA - MARINA TRES PINOS 0.00% 3 FORA - MARINA TWIN LAKES 0.03% 4 FORA - MARINA UNINCORP MARINA 0.23% 5 FORA - MARINA UNINCORP SBT 0.10% 9 FORA - MARINA UNINCORP SCL 0.03% 3 FORA - MARINA UNINCORP SCL 0.03% 9 FORA - MARINA UNINCORP SCL 0.0			SAN JUAN BAUTIST	0.04%
Initial Initial <t< td=""><td></td><td></td><td>SAN MARTIN</td><td>0.00%</td></t<>			SAN MARTIN	0.00%
SANTA GENERAL SANTA CRUZ 0.49% FORA - MARINA SANTA CRUZ 0.49% FORA - MARINA SARTA CRUZ 0.00% FORA - MARINA SARTA CRUZ 0.00% FORA - MARINA SCOTTS VALLEY 0.04% FORA - MARINA SCOTTS VALLEY 0.04% FORA - MARINA SOQUEL 0.02% FORA - MARINA SOQUEL 0.02% I FORA - MARINA SUNNYVALE 0.02% 2 FORA - MARINA TRES PINOS 0.00% 3 FORA - MARINA TWIN LAKES 0.03% 4 FORA - MARINA UNINCORP MARINA 0.23% 5 FORA - MARINA UNINCORP MON PEN 0.51% 5 FORA - MARINA UNINCORP SBT 0.10% 7 FORA - MARINA UNINCORP SCL 0.08% 3 FORA - MARINA UNINCORP SCL 0.03% 4 FORA - MARINA UNINCORP SCL 0.37% 5 FORA - MARINA UNINCORP SCL 0.37% 6 FORA - MARINA UNINCORP SCL 0.37%		FORA - MARINA	SANTA CLARA	0.03%
FORA - MARINA SARATOGA 0.00% FORA - MARINA SCOTTS VALLEY 0.04% BFORA - MARINA SCOTTS VALLEY 0.04% PORA - MARINA SOLEDAD 0.04% FORA - MARINA SOLEDAD 0.04% FORA - MARINA SOQUEL 0.05% IFORA - MARINA SUNNYVALE 0.02% 2 FORA - MARINA TRES PINOS 0.00% 3 FORA - MARINA TRES PINOS 0.00% 4 FORA - MARINA UNINCORP MARINA 0.23% 5 FORA - MARINA UNINCORP MARINA 0.23% 5 FORA - MARINA UNINCORP SBT 0.10% 5 FORA - MARINA UNINCORP SBT 0.10% 5 FORA - MARINA UNINCORP SCL 0.08% 5 FORA - MARINA UNINCORP SCL 0.03% 5 FORA - MARINA UNINCORP SCL 0.03% 6 FORA - MARINA UNINCORP SCL 0.08% 7 FORA - MARINA UNINCORP SCL 0.37% 9 FORA - MARINA WATSONVILLE 1.95%		FORA - MARINA	SANTA CRUZ	0.49%
FORA - MARINA SCOTTS VALLEY 0.04% B FORA - MARINA SEASIDE 6.73% 9 FORA - MARINA SOLEDAD 0.04% 9 FORA - MARINA SOLEDAD 0.04% 9 FORA - MARINA SOQUEL 0.05% 1 FORA - MARINA SUNNYVALE 0.02% 2 FORA - MARINA TRES PINOS 0.00% 3 FORA - MARINA TRES PINOS 0.03% 4 FORA - MARINA UNINCORP MARINA 0.23% 5 FORA - MARINA UNINCORP MARINA 0.23% 5 FORA - MARINA UNINCORP SBT 0.10% 7 FORA - MARINA UNINCORP SCL 0.08% 8 FORA - MARINA UNINCORP SCL 0.03% 9 FORA - MARINA UNINCORP SCL 0.03% 9 FORA - MARINA UNINCORP SCL 0.08% 9 FORA - MARINA UNINCORP SCL 0.03% 9 FORA - MARINA UNINCORP SCL 0.08% 9 FORA - MARINA UNINCORP SCL 0.08% 9 FORA - MARINA UNINCORP SCL 0.37%		FORA - MARINA	SARATOGA	0.00%
FORA - MARINA SEASIDE 6.73% 9 FORA - MARINA SOLEDAD 0.04% 9 FORA - MARINA SOQUEL 0.05% 1 FORA - MARINA SUNNYVALE 0.02% 2 FORA - MARINA SUNNYVALE 0.02% 2 FORA - MARINA TRES PINOS 0.00% 3 FORA - MARINA TWIN LAKES 0.03% 4 FORA - MARINA UNINCORP MARINA 0.23% 5 FORA - MARINA UNINCORP MARINA 0.23% 5 FORA - MARINA UNINCORP SBT 0.10% 7 FORA - MARINA UNINCORP SCL 0.08% 9 FORA - MARINA UNINCORP SCL 0.08% 9 FORA - MARINA UNINCORP SCL 0.08% 9 FORA - MARINA UNINCORP SCL 0.37% 9 FORA - MARINA WATSONVILLE 1.95%	ſ	FORA - MARINA	SCOTTS VALLEY	0.04%
FORA - MARINA SOLEDAD 0.04% OFORA - MARINA SOQUEL 0.05% 1 FORA - MARINA SUNNYVALE 0.02% 2 FORA - MARINA TRES PINOS 0.00% 3 FORA - MARINA TWIN LAKES 0.03% 5 FORA - MARINA UNINCORP MARINA 0.23% 5 FORA - MARINA UNINCORP MARINA 0.23% 5 FORA - MARINA UNINCORP MON PEN 0.51% 5 FORA - MARINA UNINCORP SBT 0.10% 7 FORA - MARINA UNINCORP SCL 0.08% 8 FORA - MARINA UNINCORP SCL 0.03% 9 FORA - MARINA UNINCORP SCR 0.37% 9 FORA - MARINA UNINCORP SCR 0.37%	3	FORA - MARINA	SEASIDE	6.73%
OFFORA - MARINA ISOQUEL 0.05% 1 FORA - MARINA SUNNYVALE 0.02% 2 FORA - MARINA TRES PINOS 0.00% 3 FORA - MARINA TWIN LAKES 0.03% 4 FORA - MARINA UNINCORP MARINA 0.23% 5 FORA - MARINA UNINCORP MARINA 0.23% 5 FORA - MARINA UNINCORP MON PEN 0.51% 5 FORA - MARINA UNINCORP SBT 0.10% 7 FORA - MARINA UNINCORP SCL 0.08% 8 FORA - MARINA UNINCORP SCR 0.37% 9 FORA - MARINA WATSONVILLE 1.95%	ł	FORA - MARINA	SOLEDAD	0.04%
11 FORA - MARINA ISUNNYVALE 0.02% 2 FORA - MARINA TRES PINOS 0.00% 3 FORA - MARINA TWIN LAKES 0.03% 4 FORA - MARINA UNINCORP MARINA 0.23% 5 FORA - MARINA UNINCORP MARINA 0.23% 5 FORA - MARINA UNINCORP MON PEN 0.51% 5 FORA - MARINA UNINCORP SBT 0.10% 7 FORA - MARINA UNINCORP SCL 0.08% 8 FORA - MARINA UNINCORP SCR 0.37% 9 FORA - MARINA WATSONVILLE 1.95%	ľ	FORA - MARINA	SOQUEL	0.05%
ZFORA - WARINA I KES PINOS 0.00% FORA - MARINA TWIN LAKES 0.03% FORA - MARINA UNINCORP MARINA 0.23% FFORA - MARINA UNINCORP MON PEN 0.51% FFORA - MARINA UNINCORP SBT 0.10% FFORA - MARINA UNINCORP SCL 0.08% FFORA - MARINA UNINCORP SCL 0.08% FFORA - MARINA UNINCORP SCR 0.37% FFORA - MARINA WATSONVILLE 1.95%	l	FORA - MARINA		0.02%
FORA - WARINA I WIN LAKES 0.03% 4 FORA - MARINA UNINCORP MARINA 0.23% 5 FORA - MARINA UNINCORP MON PEN 0.51% 5 FORA - MARINA UNINCORP SBT 0.10% 7 FORA - MARINA UNINCORP SCL 0.08% 8 FORA - MARINA UNINCORP SCL 0.08% 9 FORA - MARINA UNINCORP SCR 0.37% 9 FORA - MARINA WATSONVILLE 1.95%	ł	FURA - MARINA	TAUNULAKES	0.00%
FORA - MARINA UNINCORP MON PEN 0.23% FFORA - MARINA UNINCORP SBT 0.10% FFORA - MARINA UNINCORP SET 0.08% FFORA - MARINA UNINCORP SCL 0.08% FFORA - MARINA UNINCORP SCR 0.37% FFORA - MARINA UNINCORP SCR 0.37% FFORA - MARINA UNINCORP SCR 0.37%	ł			0.03%
FORA - MARINA UNINCORP SBT 0.10% FORA - MARINA UNINCORP SCL 0.08% FORA - MARINA UNINCORP SCR 0.37% FORA - MARINA WATSONVILLE 1.95%	ł	FORA - MARINA	UNINCORP MON PEN	0.23%
FORA - MARINA UNINCORP SCL 0.05% FORA - MARINA UNINCORP SCR 0.37% FORA - MARINA WATSONVILLE 1.95%		FORA - MARINA	UNINCORP SBT	0.10%
BFORA - MARINA UNINCORP SCR 0.37% FORA - MARINA WATSONVILLE 1.95%	ĥ	FORA - MARINA	UNINCORP SCL	0.08%
9 FORA - MARINA WATSONVILLE 1.95%	ł	FORA - MARINA	UNINCORP SCR	0.37%
	۱Į	FORA - MARINA	WATSONVILLE	1.95%

AMESTI	FORA - MARINA	0.12%
APTOS	FORA - MARINA	0.18%
APTOS HILLS-LARK	FORA - MARINA	0.14%
AROMAS	FORA - MARINA	0.18%
BEN LOMOND	FORA - MARINA	0.01%
BIG SUR COAST	FORA - MARINA	0.18%
BORONDA	FORA - MARINA	0.70%
BOULDER CREEK	FORA - MARINA	0.00%
CAPITOLA	FORA - MARINA	0.10%
CARMEL	FORA - MARINA	1.13%
CARMEL VALLEY	FORA - MARINA	2.53%
CASTROVILLE	FORA - MARINA	2.39%
CHUALAR	FORA - MARINA	0.09%
CORRALITOS	FORA - MARINA	0.07%
DAY VALLEY	FORA - MARINA	0.07%
DEL MONTE FOREST	FORA - MARINA	1,16%
DEL REY OAKS	FORA - MARINA	0.32%
ELKHORN	FORA - MARINA	0.25%
FELTON	FORA - MARINA	0.00%
FORA - DRO		0.00%
		0.03%
EODA SEASIDE	EODA MADINA	5.11%
FORA - GENOIDE		0.28%
FURA - UNINUURP	FORA - MAKINA	5,29%
	FORA - MARINA	0.39%
GILROY	FORA - MARINA	0.40%
GONZALES	FORA - MARINA	0.34%
GREATER SALINAS	FORA - MARINA	9.10%
GREENFIELD	FORA - MARINA	0,07%
HOLLISTER	FORA - MARINA	0.49%
INTERLAKEN	FORA - MARINA	0.22%
KING CITY	FORA - MARINA	0.01%
LASIOMAS	FORA - MARINA	0.18%
	FORA - MARINA	0.13%
	FORA - MARINA	0.01%
		0.00%
MADINA		14 1694
		14,10%
MILPHAS	FORA - MARINA	0.01%
MONTERET	FURA - MARINA	7.9270
MORGAN HILL	FORA - MARINA	0.07%
MOSS LANDING	FORA - MARINA	0.19%
N MONTEREY CO	FORA - MARINA	2.01%
OPAL CLIFFS	FORA - MARINA	0.05%
PACIFIC GROVE	FORA - MARINA	2.27%
PAJARO	FORA - MARINA	0.42%
PRUNEDALE	FORA - MARINA	2.10%
RIO DEL MAR	FORA - MARINA	0.27%
S MONTEREY CO	FORA - MARINA	0.01%
SALINAS	FORA - MARINA	13.73%
SALINAS VALLEY	FORA - MARINA	1 28%
SAN JOSE	FORA - MARINA	0.08%
CAN ULAN BALITIST	EODA MADINA	0.00%
CAN MADTIN		0.03%
		0.02%
	TORA - MARINA	0.67%
	TORA - MARINA	0.00%
SANTA CRUZ	FORA - MARINA	0.28%
SARATOGA	FORA - MARINA	0.01%
SCOTTS VALLEY	FORA - MARINA	0.04%
SEASIDE	FORA - MARINA	8.29%
SOLEDAD	FORA - MARINA	0.17%
SOQUEL	FORA - MARINA	0.06%
SUNNYVALE	FORA - MARINA	0.02%
TRES PINOS	FORA - MARINA	0.07%
TWINLAKES	FORA - MARINA	0.03%
	FORA - MARINA	n 10%
		4 3/0/
UNINCORF MUN FEN-	FORA - MARINA	1,34%
UNINCORF 381	CORA - MARINA	0.45%
UNINCORF SCL	IFORA - MARINA	0.19%
UNINCORP SCR	IFORA - MARINA	0.63%
WATSONVILLE	IFORA - MARINA	2.21%

100.00%

AREA	OUTBOUND	INBOUND	AVERAGE
Hwy 1 North	7.40%	12.42%	9.91%
Unincorporated Marina	0.23%	0.19%	0.21%
Marina	9.77%	14.16%	11.96%
FOR A - Marina	12.67%	9.11%	10.89%
FORA - Seaside	7.28%	5.28%	6.28%
Hwy 1 South	33.21%	24.14%	28.68%
General Jim Moore	3.82%	6.98%	5.40%
East	25.62%	27.72%	26.67%
Total	100.00%	100.00%	100.00%

Project Trip Distribution by Area

Appendix T

Cumulative Projects Trip Distribution by Area

Marina University Villages - Cumulative Trip Distribution								
AREA	OUTBOUND	INBOUND	AVERAGE					
Hwy 1 North	5.04%	2.91%	3.98%					
Unincorporated Marina	0.07%	0.09%	0.08%					
Marina	7.25%	6.20%	6.73%					
FOR A - Marina	15.85%	21.82%	18.83%					
FORA - Seaside	18.10%	23.46%	20.78%					
Hwy 1 South	18.24%	17.19%	17.72%					
General Jim Moore	20.68%	15.57%	18.13%					
East	14.76%	12.76%	13.76%					
Total	100.00%	100.00%	100.00%					

FORA - DRO FORA - MARINA FORA - SEASIDE FORA - UNINCORP

APPENDIX G

EXISTING PLUS PROJECT/CUMULATIVE CALINE 4 CO CONCENTRATION MODELING RESULTS

Project Number: 10886-00 Project Title: University Villages

Background Information

Nearest Air Monitoring Station measuring CO:Carmel Valley / Ford Road StationBackground 1-hour CO Concentration (ppm):0.0Background 8-hour CO Concentration (ppm):1.6Persistence Factor:0.6Analysis Year:2007

Roadway Data

Intersection:	2nd Ave / Imjin Pkwy					
Analysis Condition:	Existing Plus Project Conditions					

		Roadway Type	Lanes	A.M.	P.M.	
North-South Roadway:	2nd Ave.	At Grade	6	5	5	
East-West Roadway:	Imjin Pkwy	At Grade	6	5	5	
A.M. Peak Hour Traffic	Volumes	P.M. Peak Hour Tr	affic Volu	mes		
N		N		-		
5	0 10	40	0	5	-	
<u>W</u> < v	> <u>E</u>	<u> </u>	v	>	E	
60 ^	<u>^ 1</u>	20 *			040	
655 >	< 1,323	1,356 >		<	843	
138_v	v <u>26</u>	758 v		v	6/3	
< ^		<	^	>		
54	0 40	836	0	524		
S		S				
Highest Traffic Volumes	(Vehicles per Hour)					
N-S Road:	258	N-S Road:	2,791			
F-W Road: 2	235	E-W Road:	3.853			

No. of

Average Speed

Roadway CO Contributions and Concentrations

Emissions = $(A \times B \times C) / 100,000^{1}$

A ₁	A ₂	A ₃	В	С			
Reference	CO Cond	centrations	Traffic	Emission	Estimated	d CO Cond	entrations
25 Feet	50 Feet	100 Feet	Volume	Factors ²	25 Feet	50 Feet	100 Feet
2.3	2.0	1.7	258	10.47	0.06	0.05	0.05
6.1	4.9	3.5	2,235	10.47	1.43	1.15	0.82
2.3	2.0	1.7	2,791	10.47	0.67	0.58	0.50
6.1	4.9	3.5	3,853	10.47	2.46	1.98	1.41
	A ₁ Reference 25 Feet 2.3 6.1 2.3 6.1	A1 A2 Reference CO Cond 25 Feet 50 2.3 2.0 6.1 4.9 2.3 2.0 6.1 4.9	A1 A2 A3 Reference CO Concentrations 25 Feet 50 Feet 100 Feet 2.3 2.0 1.7 6.1 4.9 3.5 2.3 2.0 1.7 6.1 4.9 3.5	A1 A2 A3 B Reference CO Concentrations Traffic 25 Feet 50 Feet 100 Feet Volume 2.3 2.0 1.7 258 6.1 4.9 3.5 2,235 2.3 2.0 1.7 2,791 6.1 4.9 3.5 3,853	A1 A2 A3 B C Reference CO Concentrations Traffic Emission 25 Feet 50 Feet 100 Feet Volume Factors ² 2.3 2.0 1.7 258 10.47 6.1 4.9 3.5 2,235 10.47 2.3 2.0 1.7 2,791 10.47 6.1 4.9 3.5 3,853 10.47	A1 A2 A3 B C Reference CO Concentrations Traffic Emission Estimated 25 Feet 50 Feet 100 Feet Volume Factors ² 25 Feet 2.3 2.0 1.7 258 10.47 0.06 6.1 4.9 3.5 2,235 10.47 1.43 2.3 2.0 1.7 2,791 10.47 0.67 6.1 4.9 3.5 3,853 10.47 2.46	A1 A2 A3 B C Reference CO Concentrations Traffic Emission Estimated CO Concentrations 25 Feet 50 Feet 100 Feet Volume Factors ² 25 Feet 50 Feet 2.3 2.0 1.7 258 10.47 0.06 0.05 6.1 4.9 3.5 2,235 10.47 1.43 1.15 2.3 2.0 1.7 2,791 10.47 0.67 0.58 6.1 4.9 3.5 3,853 10.47 2.46 1.98

¹ Methodology from Bay Area Air Quality Management District BAAQMD CEQA Guidelines (1996).
 ² Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration²

8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration²

	A.M.	P.M.	
	Peak Hour	Peak Hour	8-Hour
25 Feet from Roadway Edge	1.5	3.1	3.5
50 Feet from Roadway Edge	1.2	2.6	3.2
100 Feet from Roadway Edge	0.9	1.9	2.8

Project Number: 10886-00 Project Title: University Villages

Background Information

Nearest Air Monitoring Station measuring CO:	Carmel Valley / Ford Road Station
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	1.6
Persistence Factor:	0.6
Analysis Year:	2007

Roadway Data

W

Intersection:	4th Ave. / 3rd Street				
Analysis Condition:	Existing Plus Project Conditions				

				and the second sec
	Roadway Type	Lanes	A.M.	P.M.
orth-South Roadway: 4th Avenue	At Grade	6	5	5
ast-West Roadway: 3rd Street	At Grade	6	5	5
M. Peak Hour Traffic Volumes	P.M. Peak Hour Tra	fic Volun	nes	
N	N			
55 498 106	50	238	70	
< v > <u>E</u>	<	v	>	E
5 ^ 34	32 ^		^	105
30 > < 72	142 >		<	144
16 v v 75	45 v		V	8
< ^ >	<	٨	>	
61 184 48	31	329	97	
s	S			
ighest Traffic Volumes (Vehicles per Hour)				
N-S Road: 882	N-S Road:	827		
E-W Road: 365	E-W Road:	645		

No. of Average Speed

Roadway CO Contributions and Concentrations

Emissions = $(A \times B \times C) / 100,000^{1}$

	A ₁	A ₂	A ₃	В	С			
	Reference	e CO Cond	entrations	Traffic	Emission	Estimated	d CO Cond	entrations
Roadway	25 Feet	50 Feet	100 Feet	Volume	Factors ²	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	6.1	4.9	3.5	882	10.47	0.56	0.45	0.32
East-West Road	2.3	2.0	1.7	365	10.47	0.09	0.08	0.06
P.M. Peak Traffic Hour								
North-South Road	6.1	4.9	3.5	827	10.47	0.53	0.42	0.30
East-West Road	2.3	2.0	1.7	645	10.47	0.16	0.14	0.11

¹ Methodology from Bay Area Air Quality Management District BAAQMD CEQA Guidelines (1996).

² Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration² 8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration²

	A.M.	P.M.	
	Peak Hour	Peak Hour	8-Hour
25 Feet from Roadway Edge	0.7	0.7	2.0

0.5

0.4

² Methodology from Bay Area A	Quality Management District	BAAQMD CEQA Guidelines	(1996).
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50 Feet from Roadway Edge 100 Feet from Roadway Edge 0.6

0.4

2.0

1.9

Project Number: 10886-00 Project Title: University Villages

Background Information

Nearest Air Monitoring Station measuring CO: Carmel Valley / Ford Road Station Background 1-hour CO Concentration (ppm): 0.0 Background 8-hour CO Concentration (ppm): 1.6 Persistence Factor: 0.6 Analysis Year: 2007

Roadway Data

Intersection:	Abrams Drive / Imjin Road
Analysis Condition:	Existing Plus Project Conditions

		No. of	Average Speed	
	Roadway Type	Lanes	A.M.	P.M.
Jorth-South Roadway: Abrams Drive	At Grade	6	10	10
East-West Roadway: Imjin Road	At Grade	6	10	10
.M. Peak Hour Traffic Volumes	P.M. Peak Hour T	raffic Volu	mes	
N	N			1
137 35 101	37	35	82	
<u>V < v > E</u>	W <	v	>	E
20 ^ 71	86 ^		۸	158
767 > <1,270	1,860 >		<	1,408
<u>18 v v117</u>	94 v		v	207
< ^ >	<	٨	>	
89 19 169	73	43	170	
s	S			
ighest Traffic Volumes (Vehicles per Hour)				
N-S Road: 447	N-S Road:	622		
E-W Road: 2.495	E-W Road	3 885		

Roadway CO Contributions and Concentrations

Emissions = $(A \times B \times C) / 100,000^{1}$

	A ₁	A ₂	A ₃	В	С			
	Reference	CO Cond	centrations	Traffic	Emission	Estimated	CO Conc	entrations
Roadway	25 Feet	50 Feet	100 Feet	Volume	Factors ²	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.3	2.0	1.7	447	8.38	0.09	0.07	0.06
East-West Road	6.1	4.9	3.5	2,495	8.38	1.27	1.02	0.73
P.M. Peak Traffic Hour								
North-South Road	2.3	2.0	1.7	622	8.38	0.12	0 10	0.09
East-West Road	6.1	4.9	3.5	3,885	8.38	1.99	1.59	1.14

¹ Methodology from Bay Area Air Quality Management District BAAQMD CEQA Guidelines (1996).

² Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration²

8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration²

E-W Road:

3,885

	A.M.	P.M.	
	Peak Hour	Peak Hour	8-Hour
25 Feet from Roadway Edge	1.4	2.1	2.9
50 Feet from Roadway Edge	1.1	1.7	2.7
100 Feet from Roadway Edge	0.8	1.2	2.4

Project Number: 10886-00 Project Title: University Villages

Background Information

Nearest Air Monitoring Station measuring CO:Carmel Valley / Ford Road StationBackground 1-hour CO Concentration (ppm):0.0Background 8-hour CO Concentration (ppm):1.6Persistence Factor:0.6Analysis Year:2007

Roadway Data

Intersection:	California Ave / Reservation Road
Analysis Condition:	Existing Plus Project Conditions

North-South Roadway: East-West Roadway: Reservation RoadCalifornia Reservation RoadRoadway Type LanesLanes $\overline{A.M.}$ $\overline{P.M.}$ At Grade655A.M. Peak Hour Traffic VolumesP.M. Peak Hour Traffic Volumes W 0 0 0 W 3 0 1 $\overline{775}$ $<$ $\overline{823}$ $\overline{83}$ v $\overline{165}$ $\overline{88}$ 0 80 W 2 v v 165 100 0 113 $\overline{88}$ 0 $\overline{88}$ $\overline{165}$ $\overline{100}$ 118 Highest Traffic Volumes (Vehicles per Hour) N -S Road: $1,847$ $\overline{847}$ $\overline{503}$ $\overline{847}$				No. of	Averag	e Speed
North-South Roadway: East-West Roadway:California Reservation RoadAt Grade655A.M. Peak Hour Traffic VolumesP.M. Peak Hour Traffic VolumesP.M. Peak Hour Traffic Volumes M 000 M 301 W $< v$ $>$ E M 3 01 W $< v$ $>$ E M 0 0 M $< v$ $>$ E 0 0 0 W $< v$ $>$ V 0 0 113 M $< v$ 2 0 100 0 118 M M M M M N N M			Roadway Type	Lanes	A.M.	P.M.
East-West Roadway:Reservation RoadAt Grade455A.M. Peak Hour Traffic VolumesP.M. Peak Hour Traffic Volumes W 0 0 0 0 0 W 3 0 1 0 V 0 0 0 0 W 3 0 1 0 0 0 0 W 3 0 1 0 <t< td=""><td>North-South Roadway:</td><td>California</td><td>At Grade</td><td>6</td><td>5</td><td>5</td></t<>	North-South Roadway:	California	At Grade	6	5	5
A.M. Peak Hour Traffic VolumesP.M. Peak Hour Traffic Volumes M 0 0 0 W 3 0 1 3^{\wedge} 4 0^{\wedge} 0 775 < 823 0^{\wedge} 83^{\vee} $\sqrt{165}$ 984 3^{\vee} $\sqrt{165}$ 172^{\vee} 88 0 80 Highest Traffic Volumes (Vehicles per Hour) 100 N-S Road: $1,847$ N-S Road: 503 E-W Road: $1,847$	East-West Roadway:	Reservation Road	At Grade	4	5	5
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	A.M. Peak Hour Traffic	Volumes	P.M. Peak Hour Tr	affic Volu	mes	
W 0 0 0 E W 3 0 1 E 3^{A} A 4 0^{A} A 0^{A} A 0^{A} A 0^{A} A 0^{A} </td <td>N</td> <td></td> <td>N</td> <td></td> <td></td> <td></td>	N		N			
W E W E 3^{\wedge} 4° 4° 0^{\wedge} $*^{\wedge}$ 0° $*^{\wedge}$ 0° 775 $< \frac{823}{83}$ 984 $< \frac{921}{921}$ 2° 921 83° v 165 172° v 113 88° 0° 80° 100° 0° 113° Highest Traffic Volumes (Vehicles per Hour) N -S Road: 503° E -W Road: 503°	0	0 0	3	0	1	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	<u>vv</u> < v	> <u>E</u>	<u> </u>	V	>	E
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	3 ^	^4	^		۸	0
83 v v 165 172 v v 113 100 0 113 Highest Traffic Volumes (Vehicles per Hour) N-S Road: 416 N-S Road: 503 E-W Road: 1,847 E-W Road: 2,180	>	<823	984 >		<	921
Image: style="text-align: center;"> Image: style="text-align: center;"> Image: style="text-align: center;">	83 V	v <u>165</u>	172 v		v	113
88 0 80 100 0 118 Highest Traffic Volumes (Vehicles per Hour) S Image: S </td <td></td> <td>></td> <td><</td> <td>۸</td> <td>></td> <td></td>		>	<	۸	>	
SI SI Highest Traffic Volumes (Vehicles per Hour) N-S Road: 416 E-W Road: 1,847 E-W Road: 2,180	88	0 80	100	0	118	
Highest Traffic Volumes (Vehicles per Hour) N-S Road: 416 N-S Road: 503 E-W Road: 1,847 E-W Road: 2,180	S		S			
N-S Road: 416 N-S Road: 503 E-W Road: 1,847 E-W Road: 2,180	Highest Traffic Volumes	(Vehicles per Hour)				
N-S Road: 416 N-S Road: 503 E-W Road: 1,847 E-W Road: 2,180	N.C.D.e.d.	440	1.7212			
E-W Road: 1,847 E-W Road: 2,180	IN-5 Road:	416	N-S Road:	503		
	E-W Road: 1,	847	E-W Road:	2,180		

Roadway CO Contributions and Concentrations

Emissions = $(A \times B \times C) / 100,000^{1}$

	A ₁	A ₂	A ₃	В	С			
	Reference	e CO Cono	entrations	Traffic	Emission	Estimated	d CO Cond	entrations
Roadway	25 Feet	50 Feet	100 Feet	Volume	Factors ²	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.3	2.0	1.7	416	10.47	0.10	0.09	0.07
East-West Road	7.0	5.4	3.8	1,847	10.47	1.35	1.04	0.73
P.M. Peak Traffic Hour								
North-South Road	2.3	2.0	1.7	503	10.47	0.12	0.11	0.09
East-West Road	7.0	5.4	3.8	2,180	10.47	1.60	1.23	0.87

¹ Methodology from Bay Area Air Quality Management District BAAQMD CEQA Guidelines (1996).

² Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration²

8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration²

	A.M.	P.M.	
	Peak Hour	Peak Hour	8-Hour
25 Feet from Roadway Edge	1.5	1.7	2.7
50 Feet from Roadway Edge	1.1	1.3	2.4
100 Feet from Roadway Edge	0.8	1.0	2.2

Project Number: 10886-00 Project Title: University Villages

Background Information

Nearest Air Monitoring Station measuring CO:	Carmel Valley / Ford Road Station
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	1.6
Persistence Factor:	0.6
Analysis Year:	2007

Roadway Data

Intersection:	General Jim Moore Blvd. / Broadway Ave.
Analysis Condition:	Existing Plus Project Conditions

	N	o. of	Average	Speed
	Roadway Type La	ines	A.M.	P.M.
North-South Roadway: Gen Jim Moore	At Grade	4	5	5
East-West Roadway: Broadway	At Grade	2	5	5
A.M. Peak Hour Traffic Volumes	P.M. Peak Hour Traffic	: Volur	nes	
N	N		•	
333 452 0	236	189	0	
<u>W</u> < · v > E	W <	v	>	E
273 ^ 0	261 ^		^	0
> < 0	0 >		<	0
264 v v0	63 v		v	C
< ^ >	<	٨	>	
58 101 0	204	446	0	
S	S			
Highest Traffic Volumes (Vehicles per Hour)				
N-S Road: 1,159	N-S Road:	1,132		
E-W Road: 928	E-W Road:	764		

Roadway CO Contributions and Concentrations

Emissions = $(A \times B \times C) / 100,000^{1}$

	A ₁	A ₂	A ₃	В	С			
	Reference	e CO Cond	centrations	Traffic	Emission	Estimated	d CO Conc	entrations
Roadway	25 Feet	50 Feet	100 Feet	Volume	Factors ²	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,159	10 47	0.85	0.66	0.46
East-West Road	2.7	2.2	1.7	928	10.47	0.26	0.21	0.17
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1.132	10.47	0.83	0.64	0.45
East-West Road	2.7	2.2	1.7	764	10.47	0.22	0.18	0.14

¹ Methodology from Bay Area Air Quality Management District BAAQMD CEQA Guidelines (1996).

² Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration²

8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration²

	A.M.	P.M.	
	Peak Hour	Peak Hour	8-Hour
25 Feet from Roadway Edge	1.1	1.0	23
50 Feet from Roadway Edge	0.9	0.8	2.2
100 Feet from Roadway Edge	0.6	0.6	2.0

Project Number: 10886-00 Project Title: University Villages

Background Information

Nearest Air Monitoring Station measuring CO:	Carmel Valley / Ford Road Station
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	1.6
Persistence Factor:	0.6
Analysis Year:	2007

Roadway Data

Intersection:	Gen. Jim Moore Blvd / Coe Rd - Eucalyptus
Analysis Condition:	Existing Plus Project Conditions

					No. of	Averag	e Speed
			Roadwa	ау Туре	Lanes	A.M.	P.M.
North-South Roadway:	Gen J	Jim Moore	At G	rade	6	5	5
East-West Roadway:	Coe /	Eucalyptus	At G	rade	6	15	15
A.M. Peak Hour Traffic	/olumes		P.M. Pea	k Hour Tr	affic Volu	mes	
N			N	407	274		
96	669	5	14/	107	3/4	~ ~	
<u>70</u> ~ V			80	^	v	- 1	<u> </u>
16 >		< 6	15	>		<	2
114 v		v 2	42	v		1	/
< ^	>			<	۸	>	
91	277	5		71	632	Ę	5
S			S				1

N-S Road:	1,158	N-S Road:	1,205	
E-W Road:	402	E-W Road:	340	

Roadway CO Contributions and Concentrations

Emissions = $(A \times B \times C) / 100,000^{1}$

	A ₁	A ₂	A ₃	в	С			
	Reference	CO Con	entrations	Traffic	Emission	Estimated	d CO Cond	entrations
Roadway	25 Feet	50 Feet	100 Feet	Volume	Factors ²	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	6.1	4.9	3.5	1,158	10.47	0.74	0.59	0.42
East-West Road	2.3	2.0	1.7	402	6.97	0.06	0.06	0.05
P.M. Peak Traffic Hour								
North-South Road	6.1	4.9	3.5	1,205	10.47	0.77	0.62	0.44
East-West Road	2.3	2.0	1.7	340	6.97	0.05	0.05	0.04

¹ Methodology from Bay Area Air Quality Management District BAAQMD CEQA Guidelines (1996).

² Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration²

8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration²

	A.M.	P.M.	
	Peak Hour	Peak Hour	8-Hour
25 Feet from Roadway Edge	0.8	0.8	2.1
50 Feet from Roadway Edge	0.6	0.7	2.0
100 Feet from Roadway Edge	0.5	0.5	1.9

Project Number: 10886-00 Project Title: University Villages

Background Information

Nearest Air Monitoring Station measuring CO:Carmel Valley / Ford Road StationBackground 1-hour CO Concentration (ppm):0.0Background 8-hour CO Concentration (ppm):1.6Persistence Factor:0.6Analysis Year:2007

Roadway Data

Intersection:	Imjin Road / Imjin Pkwy				
Analysis Condition:	Existing Plus Project Conditions				

	IN	0.01	Average	e Speed
	Roadway Type L	anes	A.M.	P.M.
North-South Roadway: Imjin Road	At Grade	2	5	5
East-West Roadway: Imjin Pkwy	At Grade	6	10	10
A.M. Peak Hour Traffic Volumes	P.M. Peak Hour Traffic	c Volur	nes	
N	N			
	0	0	0	_
	<u></u> <	V	>	E
552 >	1621		Ĵ.	1 01 1
78 y 615	1,031 2		<	1,214
		٨	~ V	215
18 0 136	01	0	111	
s	S 94	0	411	
Highest Traffic Volumes (Vehicles per Hour)				
N-S Road: 847	N-S Road:	783		
E-W Road: 2,212	E-W Road:	3,471		

Roadway CO Contributions and Concentrations

Emissions = $(A \times B \times C) / 100,000^{1}$

	A ₁	A ₂	A ₃	в	С			
	Reference	e CO Cond	centrations	Traffic	Emission	Estimated	d CO Cond	entrations
Roadway	25 Feet	50 Feet	100 Feet	Volume	Factors ²	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.7	2.2	1.7	847	10.47	0.24	0.20	0.15
East-West Road	6.1	4.9	3.5	2,212	8.38	1.13	0.91	0.65
P.M. Peak Traffic Hour								
North-South Road	2.7	2.2	1.7	783	10.47	0.22	0.18	0 14
East-West Road	6.1	4.9	3.5	3,471	8.38	1.77	1.42	1.02

¹ Methodology from Bay Area Air Quality Management District BAAQMD CEQA Guidelines (1996).

² Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration²

8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration²

No of Average Count

	A.M.	P.M.	
	Peak Hour	Peak Hour	8-Hour
25 Feet from Roadway Edge	1.4	2.0	2.8
50 Feet from Roadway Edge	1.1	1.6	2.6
100 Feet from Roadway Edge	0.8	1.2	2.3

Project Number: 10886-00 Project Title: University Villages

Background Information

Nearest Air Monitoring Station measuring CO: Carmel Valley / Ford Road Station Background 1-hour CO Concentration (ppm): 0.0 Background 8-hour CO Concentration (ppm): 1.6 Persistence Factor: 0.6 Analysis Year: 2007

Roadway Data

123 v

S

ntersection: Imjin Road / Reservation Analysis Condition: Existing Plus Project Co		tion Road Conditions	
		Roadway Type	No. of <u>A</u> Lanes A
North-South Roadway:	Imjin Road	At Grade	6
East-West Roadway:	Reservation Road	At Grade	2
A.M. Peak Hour Traffic V	olumes	P.M. Peak Hour T	affic Volumes
N		N	
1	5 2	31	8
22 ^		<u> </u>	v
618 >	< 691	704 >	

1,320

-

929

Highest Traffic Volumes (Vehicles per Hour)

11

N-S	Road:	2,536
E-W	Road:	3,565

148

N-S Road: 3,867 E-W Road: 4,797

222

290 v

S

8

Average Speed

P.M.

10

10

F 1 735

1,498

A.M.

10

10

>

1,84

Roadway CO Contributions and Concentrations

Emissions = $(A \times B \times C) / 100,000^{1}$

	A ₁	A ₂	A ₃	В	С				
	Reference CO Concentrations			Traffic	Emission	Estimated	Estimated CO Concentrations		
Roadway	25 Feet	50 Feet	100 Feet	Volume	Factors ²	25 Feet	50 Feet	100 Feet	
A.M. Peak Traffic Hour									
North-South Road	2.3	2.0	1.7	2.536	8.38	0.49	0 42	0.36	
East-West Road	7.6	5.7	4.0	3,565	8.38	2.27	1.70	1.19	
P.M. Peak Traffic Hour									
North-South Road	2.3	2.0	1.7	3.867	8.38	0.75	0.65	0.55	
East-West Road	7.6	5.7	4.0	4,797	8.38	3.05	2.29	1.61	

¹ Methodology from Bay Area Air Quality Management District BAAQMD CEQA Guidelines (1996). ² Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration²

8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration²

	A.M.	P.M.	
	Peak Hour	Peak Hour	8-Hour
25 Feet from Roadway Edge	2.8	3.8	3.9
50 Feet from Roadway Edge	2.1	2.9	3.4
100 Feet from Roadway Edge	1.6	2.2	2.9

Project Number: 10886-00 Project Title: University Villages

Background Information

Nearest Air Monitoring Station measuring CO:Carmel Valley / Ford Road StationBackground 1-hour CO Concentration (ppm):0.0Background 8-hour CO Concentration (ppm):1.6Persistence Factor:0.6Analysis Year:2007

Roadway Data

 Intersection:
 NB Hwy 1 / 12th St. - Imjin Pkwy

 Analysis Condition:
 Existing Plus Project Conditions

			No. of	Average Speed	
		Roadway Type	Lanes	A.M.	P.M.
North-South Roadway:	NB Ramps	At Grade	2	5	5
East-West Roadway:	12th Street - Imjin Pkwy	At Grade	2	10	10
A.M. Peak Hour Traffic V	olumes	P.M. Peak Hour T	raffic Volu	mes	
N		N	0	0	



Highest Traffic Volumes (Vehicles per Hour)

N-S Road: 713 E-W Road: 2,216 N-S Road: E-W Road:

519 >

0 v

S

477

1,242

1,615

0

1,616

3,853

0

Roadway CO Contributions and Concentrations

Emissions = $(A \times B \times C) / 100,000^{1}$

	A ₁	A ₂	A ₃	В	С			
	Reference CO Concentrations		Traffic	Emission	Estimated CO Concentrations			
Roadway	25 Feet	50 Feet	100 Feet	Volume	Factors ²	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.7	2.2	1.7	713	10.47	0.20	0.16	0.13
East-West Road	7.6	5.7	4.0	2,216	8.38	1.41	1.06	0.74
P.M. Peak Traffic Hour								
North-South Road	2.7	2.2	1.7	1,616	10.47	0.46	0.37	0.29
East-West Road	7.6	5.7	4.0	3,853	8.38	2.45	1.84	1.29

¹ Methodology from Bay Area Air Quality Management District BAAQMD CEQA Guidelines (1996).
² Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration² 8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration²

	A.M.	P.M.	
	Peak Hour	Peak Hour	8-Hour
25 Feet from Roadway Edge	1.6	2.9	3.4
50 Feet from Roadway Edge	1.2	2.2	3.0
100 Feet from Roadway Edge	0.9	1.6	2.6
Project Number: 10886-00 Project Title: University Villages

Background Information

Nearest Air Monitoring Station measuring CO:Carmel Valley / Ford Road StationBackground 1-hour CO Concentration (ppm):0.0Background 8-hour CO Concentration (ppm):1.6Persistence Factor:0.6Analysis Year:2007

Roadway Data

Intersection:	SB Hwy 1 / 12th St Imjin Pkwy
Analysis Condition:	Existing Plus Project Conditions

			No. of	Averag	e Speed
		Roadway Type	Lanes	A.M.	P.M.
North-South Roadway:	SB Ramps	At Grade	2	10	10
East-West Roadway:	12th Street - Imjin Pkwy	At Grade	2	• 5	5
A.M. Peak Hour Traffic Volumes		P.M. Peak Hour Ti	raffic Volu	mes	
N		N			1





Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,200	N-S Road:	1,762
E-W Road:	1,352	E-W Road:	1,242

Roadway CO Contributions and Concentrations

Emissions = $(A \times B \times C) / 100,000^{1}$

	A ₁	A ₂	A ₃	В	С			
	Reference CO Concentrations		Traffic	Emission	Estimated CO Concentrations			
Roadway	25 Feet	50 Feet	100 Feet	Volume	Factors ²	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.7	2.2	1.7	1,200	8.38	0.27	0.22	0.17
East-West Road	7.6	5.7	4.0	1,352	10.47	1.08	0.81	0.57
P.M. Peak Traffic Hour								
North-South Road	7.6	5.7	4.0	1,762	8.38	1.12	0.84	0.59
East-West Road	2.7	2.2	1.7	1,242	10.47	0.35	0.29	0.22

¹ Methodology from Bay Area Air Quality Management District BAAQMD CEQA Guidelines (1996).

² Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration²

8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration²

	A.M.	P.M.	
	Peak Hour	Peak Hour	8-Hour
25 Feet from Roadway Edge	1.3	1.5	2.5
50 Feet from Roadway Edge	1.0	1.1	2.3
100 Feet from Roadway Edge	0.7	0.8	2.1

Project Number: 10886-00 Project Title: University Villages

Background Information

Nearest Air Monitoring Station measuring CO:Carmel Valley / Ford Road StationBackground 1-hour CO Concentration (ppm):0.0Background 8-hour CO Concentration (ppm):1.6Persistence Factor:0.6Analysis Year:2025

Roadway Data

Intersection Analysis Co	: ondition:		2nd Ave / Imjin Pk Cumulative Condi	wy tions			
				Bo	adway Type	No. of	A
North-South	n Roadwa	y:	2nd Ave.		At Grade	6	
East-West	Roadway:		Imjin Pkwy		At Grade	6	
A.M. Peak I	Hour Traff	fic Volur	mes	P.M.	Peak Hour Tr	affic Volu	mes
N	01	74			N		
w	91	/1	00	14/	278	211	
175 ^		v	102	<u></u>	262 4	v	
1,176 >			< 1 580	1	203		
964 v			v 942		130 v		
	<	^	>		<	٨	
	611	81	507		1,449	218	
s			1		s		
Highest Tra	ffic Volum	nes (Vel	nicles per Hour)				
N-S	Road:	3,176			N-S Road:	5.539	

Roadway CO Contributions and Concentrations

4,606

Emissions = $(A \times B \times C) / 100,000^{1}$

E-W Road:

	A ₁	A ₂	A ₃	В	С			
	Reference	e CO Cond	centrations	Traffic	Emission	Estimated	d CO Cond	entrations
Roadway	25 Feet	50 Feet	100 Feet	Volume	Factors ²	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.3	2.0	1.7	3.176	2.09	0.15	0.13	0.11
East-West Road	6.1	4.9	3.5	4,606	2.09	0.59	0.47	0.34
P.M. Peak Traffic Hour								
North-South Road	2.3	2.0	1.7	5.539	2.09	0.27	0.23	0.20
East-West Road	6.1	4.9	3.5	6,491	2.09	0.83	0.66	0.47

¹ Methodology from Bay Area Air Quality Management District BAAQMD CEQA Guidelines (1996).

² Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration²

8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration²

E-W Road:

6,491

Average Speed A.M. P.M.

5

5

F

220 1,461 1,202

A.M. 5

5

216

>

1,329

	A.M.	P.M.	
	Peak Hour	Peak Hour	8-Hour
25 Feet from Roadway Edge	0.7	1.1	2.3
50 Feet from Roadway Edge	0.6	0.9	2.2
100 Feet from Roadway Edge	0.4	0.7	2.0

Project Number: 10886-00 Project Title: University Villages

Background Information

Nearest Air Monitoring Station measuring CO: Background 1-hour CO Concentration (ppm): Background 8-hour CO Concentration (ppm): Persistence Factor:	Carmel Valley / Ford Road Station 0.0 1.6 0.6 2025
Analysis Year:	2025

Roadway Data

Intersection: Analysis Condition:	4th Ave. / 3rd Street Cumulative Conditions				
		Roadway Type	No. of Lanes	Average A.M.	P.M.
North-South Roadway: East-West Roadway:	4th Avenue 3rd Street	At Grade At Grade	6 6	5 5	5 5
A.M. Peak Hour Traffic Vo	olumes	P.M. Peak Hour T	raffic Volu	mes	
	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	N = 81 $M = 57$ $S = 74$	706 v 4 765	92 ^ < v 5 253	E 126 325 272
N-S Road: 1, E-W Road: 1,	684 030	N-S Road E-W Road	i: 2,16 i: 1,42	5 2	

Roadway CO Contributions and Concentrations

Emissions = $(A \times B \times C) / 100,000^{1}$

	A ₁		A ₃	B	C Emission	Estimated	i CO Conc	entrations
Roadway	25 Feet	50 Feet	100 Feet	Volume	Factors ²	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour North-South Road East-West Road	6.1 2.3	4.9 2.0	3.5 1.7	1,684 1,030	2.09 2.09	0.21 0.05	0.17 0.04	0.12 0.04
P.M. Peak Traffic Hour North-South Road East-West Road	6.1 2.3	4.9 2.0	3.5 1.7	2,165 1,422	2.09 2.09	0.28 0.07	0.22 0.06	0.16 0.05

¹ Methodology from Bay Area Air Quality Management District BAAQMD CEQA Guidelines (1996).

² Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration² 8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration²

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
of Full from Deadway Edge	0.3	0.3	1.8
25 Feet from Roadway Edge	0.2	0.3	1.8
50 Feet from Roadway Edge 100 Feet from Roadway Edge	0.2	0.2	1.8

Project Number: 10886-00 Project Title: University Villages

Background Information

Nearest Air Monitoring Station measuring CO:	Carmel Valley / Ford Road Station
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	1.6
Persistence Factor:	0.6
Analysis Year:	2025

Roadway Data

Intersection: Analysis Condition:	Abrams Drive / Imjin Road Cumulative Conditions				
		Boodwoy Time	No. of	Average A M	Speed P.M.
North-South Roadway: East-West Roadway:	Abrams Drive Imjin Road	At Grade At Grade	6 6	10 10	10 10
A.M. Peak Hour Traffic Volu	umes	P.M. Peak Hour Tra	affic Volu	mes	
	$\begin{array}{c c} 5 & 101 \\ \hline \\ & & \\ $	N 66 W < 3,514 > 140 v < 115 S	35 V ^ 83	82 > ^ < v > 309	E 158 3,020 489
N-S Road: 83 E-W Road: 5,20	1 6	N-S Road E-W Road	1,17 7,57	1 2	

Roadway CO Contributions and Concentrations

Emissions = $(A \times B \times C) / 100,000^{1}$

	A ₁		A ₃	B Traffic	C Emission	Estimated	CO Conc	entrations
Roadway	25 Feet	50 Feet	100 Feet	Volume	Factors ²	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour North-South Road East-West Road	2.3 6.1	2.0 4.9	1.7 3.5	831 5,206	• 1.77 1.77	0.03 0.56	0.03 0.45	0.03 0.32
P.M. Peak Traffic Hour North-South Road East-West Road	2.3 6.1	2.0 4.9	1.7 3.5	1,171 7,572	1.77 1.77	0.05 0.82	0.04 0.66	0.04 0.47

¹ Methodology from Bay Area Air Quality Management District BAAQMD CEQA Guidelines (1996).

² Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration² 8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration²

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
05 Fast from Boodway Edge	0.6	0.9	2.2
25 Feet from Roadway Edge	0.5	0.7	2.1
100 Feet from Roadway Edge	0.3	0.5	1.9

Project Number: 10886-00 Project Title: University Villages

Background Information

Nearest Air Monitoring Station measuring CO: Carmel Valley / Ford Road Station Background 1-hour CO Concentration (ppm): 0.0 Background 8-hour CO Concentration (ppm): 1.6 Persistence Factor: 0.6 2025 Analysis Year:

Roadway Data

Intersection:	California Ave / Reservation Road
Analysis Condition:	Cumulative Conditions

			No. of	Average	e Speed
		Roadway Type	Lanes	A.M.	P.M.
North-South Roadway:	California	At Grade	6	5	5
East-West Roadway:	Reservation Road	At Grade	4	5	5
A.M. Peak Hour Traffic Volumes		P.M. Peak Hour T	raffic Volu	mes	





Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	695	N-S Road:	893
E-W Road:	1,477	E-W Road:	3,247

Roadway CO Contributions and Concentrations

Emissions = $(A \times B \times C) / 100,000^{1}$

	A ₁	A ₂	A ₃	В	С			
	Reference	e CO Cond	entrations	Traffic	Emission	Estimated	d CO Conc	entrations
Roadway	25 Feet	50 Feet	100 Feet	Volume	Factors ²	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.3	2.0	1.7	695	2.09	0.03	0.03	0.02
East-West Road	7.0	5.4	3.8	1,477	2.09	0.22	0.17	0.12
P.M. Peak Traffic Hour								
North-South Road	2.3	2.0	1.7	893	2.09	0.04	0.04	0.03
East-West Road	7.0	5.4	3.8	3,247	2.09	0.47	0.37	0.26

¹ Methodology from Bay Area Air Quality Management District BAAQMD CEQA Guidelines (1996). ² Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration²

8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration²

	A.M.	P.M.	
	Peak Hour	Peak Hour	8-Hour
25 Feet from Roadway Edge	0.2	0.5	2.0
50 Feet from Roadway Edge	0.2	0.4	1.9
100 Feet from Roadway Edge	0.1	0.3	1.8

Project Number: 10886-00 Project Title: University Villages

Background Information

Nearest Air Monitoring Station measuring CO:Carmel Valley / Ford Road StationBackground 1-hour CO Concentration (ppm):0.0Background 8-hour CO Concentration (ppm):1.6Persistence Factor:0.6Analysis Year:2025

Roadway Data

Intersection:	General Jim Moore Blvd. / Broadway Ave
Analysis Condition:	Cumulative Conditions

			No. of	Averag	e Speed
		Roadway Type	Lanes	A.M.	P.M.
North-South Roadway:	Gen Jim Moore	At Grade	4	5	5
East-West Roadway:	Broadway	At Grade	2	5	5
A.M. Peak Hour Traffic Vol	umes	P.M. Peak Hour T	raffic Volu	mes	
N		N			1
4/6 /5	0 0	571	741	0	
<u></u> < v		<u>W</u> <	V	>	E
519 %	^ <u>0</u>	523 ^		^	0
	< 0	< 0 >		<	0
	V 0	67 v		v	0
50 50	2	<	^	>	
59 58	1 0	207	966	0	
5		S			
Highest Traffic Volumes (V	ehicles per Hour)				
N-S Road: 2,320	6	N-S Road:	2.801		
E-W Road: 1,31	9	E-W Road:	1,368		

Roadway CO Contributions and Concentrations

Emissions = $(A \times B \times C) / 100,000^{1}$

	A ₁	A ₂	A ₃	В	С			
	Reference	e CO Cond	entrations	Traffic	Emission	Estimated	CO Cond	entrations
Roadway	25 Feet	50 Feet	100 Feet	Volume	Factors ²	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	2.326	2.09	0.34	0.26	0.18
East-West Road	2.7	2.2	1.7	1,319	2.09	0.07	0.06	0.05
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	2.801	2.09	0.41	0.32	0.22
East-West Road	2.7	2.2	1.7	1,368	2.09	0.08	0.06	0.05

¹ Methodology from Bay Area Air Quality Management District BAAQMD CEQA Guidelines (1996).

² Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration²

8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration²

	A.M.	P.M.	
	Peak Hour	Peak Hour	8-Hour
25 Feet from Roadway Edge	0.4	0.5	1.9
50 Feet from Roadway Edge	0.3	0.4	1.9
100 Feet from Roadway Edge	0.2	0.3	1.8

Project Number: 10886-00 Project Title: University Villages

Background Information

Nearest Air Monitoring Station measuring CO:	Carmel Valley / Ford Road Station
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	1.6
Persistence Factor:	0.6
Analysis Year:	2025

Roadway Data

Intersection:	Gen. Jim Moore Blvd / Coe Rd - Eucalyptus
Analysis Condition:	Cumulative Conditions

			No. of	Average	e Speed
		Roadway Type	Lanes	A.M.	P.M.
North-South Roadway:	Gen Jim Moore	At Grade	6	5	5
East-West Roadway:	Coe / Eucalyptus	At Grade	6	15	15
A.M. Peak Hour Traffic V	olumes	P.M. Peak Hour T	raffic Volu	mes	





2,911

753

N-S Road:

E-W Road:

Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	2,326
E-W Road:	629

Roadway CO Contributions and Concentrations

Emissions = $(A \times B \times C) / 100,000^{1}$

	A ₁	A ₂	A ₃	В	С			
	Reference	e CO Cono	entrations	Traffic	Emission	Estimated	d CO Cond	entrations
Roadway	25 Feet	50 Feet	100 Feet	Volume	Factors ²	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	6.1	4.9	3.5	2,326	2.09	0.30	0.24	0.17
East-West Road	2.3	2.0	1.7	629	1.54	0.02	0.02	0.02
P.M. Peak Traffic Hour								
North-South Road	6.1	4.9	3.5	2,911	2.09	0.37	0.30	0.21
East-West Road	2.3	2.0	1.7	753	1.54	0.03	0.02	0.02

¹ Methodology from Bay Area Air Quality Management District BAAQMD CEQA Guidelines (1996).

² Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration² 8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration²

	A.M.	P.M.	
	Peak Hour	Peak Hour	8-Hour
25 Feet from Roadway Edge	0.3	0.4	1.9
50 Feet from Roadway Edge	0.3	0.3	1.8
100 Feet from Roadway Edge	0.2	0.2	1.8

Project Number: 10886-00 Project Title: University Villages

Background Information

Nearest Air Monitoring Station measuring CO:Carmel Valley / Ford Road StationBackground 1-hour CO Concentration (ppm):0.0Background 8-hour CO Concentration (ppm):1.6Persistence Factor:0.6Analysis Year:2025

Roadway Data

Intersection:	Imjin Road / Imjin Pkwy
Analysis Condition:	Cumulative Conditions

			No. of	Average	e Speed
		Roadway Type	Lanes	A.M.	P.M.
North-South Roadway:	Imjin Road	At Grade	2	5	5
East-West Roadway:	Imjin Pkwy	At Grade	6	10	10
A.M. Peak Hour Traffic Vo	olumes	P.M. Peak Hour T	raffic Volu	mes	
N	1	N			1
0	0 0	0	0	0	
<u>W</u> < v	> E	W <	v	>	E
0 ^	^ 0	0 ^		^	0
1,482 >	< 2,100	3,108 >		<	2,453
193_v	v 842	125 v		v	660
< ^	>	<	۸	>	
69	0 325	189	0	680	
S		S			

Highest Traffic Volumes (Vehicles per Hour)

N-S Road: 1,429 E-W Road: 4,749 N-S Road: 1,654 E-W Road: 6,901

Roadway CO Contributions and Concentrations

Emissions = $(A \times B \times C) / 100,000^{1}$

	A ₁	A ₂	A ₃	в	С			
	Reference	O Conc	centrations	Traffic	Emission	Estimated	d CO Cond	entrations
Roadway	25 Feet	50 Feet	100 Feet	Volume	Factors ²	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.7	2.2	1.7	1,429	2.09	0.08	0.07	0.05
East-West Road	6.1	4.9	3.5	4,749	1.77	0.51	0.41	0.29
P.M. Peak Traffic Hour								
North-South Road	2.7	2.2	1.7	1,654	2.09	0.09	0.08	0.06
East-West Road	6.1	4.9	3.5	6,901	1.77	0.75	0.60	0.43

¹ Methodology from Bay Area Air Quality Management District BAAQMD CEQA Guidelines (1996).

² Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration²

8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration²

	A.M.	P.M.	
	Peak Hour	Peak Hour	8-Hour
25 Feet from Roadway Edge	0.6	0.8	2.1
50 Feet from Roadway Edge	0.5	0.7	2.0
100 Feet from Roadway Edge	0.3	0.5	1.9

Project Number: 10886-00 Project Title: University Villages

Background Information

Nearest Air Monitoring Station measuring CO: Carmel Valley / Ford Road Station Background 1-hour CO Concentration (ppm): 0.0 Background 8-hour CO Concentration (ppm): 1.6 Persistence Factor: 0.6 Analysis Year: 2025

Roadway Data

Intersection: Analysis Condition:	Imjin Road / Reservation Road Cumulative Conditions
	Roadway Type

Imjin Road

Reservation Road

East-West Roadway:

North-South Roadway:

A.M. Peak Hour Traffic Volumes



98

223

At Grade

At Grade

N

40 ^

1,160 >

292

S

No. of

Lanes

6

2

364

٨

183

Average Speed

P.M.

10

10

E

11

1,170

3,101

A.M

10

10

30

3,430



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	5,200	N-S Road:	7,593
E-W Road:	6,631	E-W Road:	8,902

Roadway CO Contributions and Concentrations

Emissions = $(A \times B \times C) / 100,000^{1}$

	A ₁	A ₂	A ₃	в	С			
	Reference CO Concentrations		Traffic	Emission	Estimated	CO Conc	entrations	
Roadway	25 Feet	50 Feet	100 Feet	Volume	Factors ²	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.3	2.0	1.7	5,200	1.77	0.21	0.18	0.16
East-West Road	7.6	5.7	4.0	6,631	1.77	0.89	0.67	0.47
P.M. Peak Traffic Hour								
North-South Road	2.3	2.0	1.7	7,593	1.77	0.31	0.27	0.23
East-West Road	7.6	5.7	4.0	8,902	1.77	1.20	0.90	0.63

¹ Methodology from Bay Area Air Quality Management District BAAQMD CEQA Guidelines (1996). ² Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration²

8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration²

	A.M.	P.M.	
	Peak Hour	Peak Hour	8-Hour
25 Feet from Roadway Edge	1.1	1.5	2.5
50 Feet from Roadway Edge	0.9	1.2	2.3
100 Feet from Roadway Edge	0.6	0.9	2.2

Project Number: 10886-00 Project Title: University Villages

Background Information

Nearest Air Monitoring Station measuring CO:Carmel Valley / Ford Road StationBackground 1-hour CO Concentration (ppm):0.0Background 8-hour CO Concentration (ppm):1.6Persistence Factor:0.6Analysis Year:2025

Roadway Data

Intersection:	NB Hwy 1 / 12th St Imjin Pkwy
Analysis Condition:	Cumulative Conditions

			No. of	Average Speed		
		Roadway Type	Lanes	A.M.	P.M.	
North-South Roadway:	NB Ramps	At Grade	2	5	5	
East-West Roadway:	12th Street - Imjin Pkwy	At Grade	2	10	10	

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes

N-S Road:

E-W Road:



2,322

6,491

Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,528	
E-W Road:	4,585	

Roadway CO Contributions and Concentrations

Emissions = $(A \times B \times C) / 100,000^{1}$

	A ₁	A ₂	A ₃	В	С			
	Reference CO Concentrations		Traffic	Emission	Estimated	d CO Conc	entrations	
Roadway	25 Feet	50 Feet	100 Feet	Volume	Factors ²	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.7	2.2	1.7	1.528	2.09	0.09	0.07	0.05
East-West Road	7.6	5.7	4.0	4,585	1.77	0.62	0.46	0.32
P.M. Peak Traffic Hour								
North-South Road	2.7	2.2	1.7	2,322	2.09	0.13	0.11	0.08
East-West Road	7.6	5.7	4.0	6,491	1.77	0.87	0.66	0.46

¹ Methodology from Bay Area Air Quality Management District BAAQMD CEQA Guidelines (1996).
² Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration²

8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration²

	A.M.	P.M.	
	Peak Hour	Peak Hour	8-Hour
25 Feet from Roadway Edge	0.7	1.0	2.2
50 Feet from Roadway Edge	0.5	0.8	2.1
100 Feet from Roadway Edge	0.4	0.5	2.0

Project Number: 10886-00 Project Title: University Villages

Background Information

Nearest Air Monitoring Station measuring CO:	Carmel Valley / Ford Road Station
Background 1-hour CO Concentration (ppm):	0.0
Background 8-bour CO Concentration (ppm):	1.6
Persistence Factor:	0.6
Analysis Year:	2025

Roadway Data

Intersection: Analysis Condition:	SB Hwy 1 / 12th St Imjin Pkwy Cumulative Conditions	

			No. of			
		Roadway Type	Lanes	A.M.	P.M.	
	SB Ramos	At Grade	2	10	10	
East-West Roadway:	12th Street - Imjin Pkwy	At Grade	2	5	5	

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



2,633

Highest Traffic Volumes (Vehicles per Hour)

1,715 N-S Road: 2,514 E-W Road:

E-W Road: 3,096

N-S Road:

Roadway CO Contributions and Concentrations

Emissions = $(A \times B \times C) / 100,000^{1}$

	A ₁	A ₂	A ₃	B	C	Estimated	d CO Conc	entrations
Roadway	25 Feet 50 Feet 100 Feet			Volume	Factors ²	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour North-South Road East-West Road	2.7 7.6	2.2 5.7	1.7 4.0	1,715 2,514	1.77 2.09	0.08 0.40	0.07 0.30	0.05 0.21
P.M. Peak Traffic Hour North-South Road East-West Road	2.7 7.6	2.2 5.7	1.7 4.0	2,633 3,096	1.77 2.09	0.13 0.49	0.10 0.37	0.08 0.26

¹ Methodology from Bay Area Air Quality Management District BAAQMD CEQA Guidelines (1996).

² Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration² 8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration²

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
	0.5	0.6	2.0
25 Feet from Roadway Edge	0.5	0.5	1.9
50 Feet from Roadway Edge	0.3	0.3	1.8
100 Feet from Roadway Edge	0.0		

URBEMIS 2002 For Windows 7.5.0

File Name:	P:\Projects - All Employees\10886-00 University Villages\Matt J\URBEMIS\Phase 1 Construction
Project Name:	University Villages Phase 1
Project Location:	North Central Coast (Monterey area)

On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

Construction Start Month and Year: June, 2005 Construction Duration: 36 Total Land Use Area to be Developed: 106.3 acres Maximum Acreage Disturbed Per Day: 26.5 acres Single Family Units: 200 Multi-Family Units: 408 Retail/Office/Institutional/Industrial Square Footage: 1000000

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

					D3/1 0	DN1 0	72110
Source *** 2005***	ROG	NOx	CO	S02	TOTAL	EXHAUST	DUST
Phase 1 - Demolition Emissio	ons				240 70		040 50
Off-Road Diesel	0 00	0.00	0 00		240.79	0 00	240.79
On-Road Diesel	55 07	0.00	206.25	12 10	0.00	0.00	0.00
Worker Trips	. 55.07	957.39	206.25	13.19	28.34	24.97	3.37
Morrimum lbs (dour	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum ibs/day	55.07	957.39	206.25	13.19	269.13	24.97	244.16
Phase 2 - Site Grading Emiss	sions						
Fugitive Dust		-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00		0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construct	ion						
Bldg Const Off-Road Diesel	0 00	0 00	0 00		0 00	0 00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0 00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Warker Think	0.00		-	-			
Arch coachigs worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	1.17		-	-	-	:=
Asphalt OII-Road Diesel	0.00	0.00	0.00	2.25	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	55.07	957.39	206.25	13.19	269.13	24.97	244.16
*** 2006***							
*** 2006***							
Phase 1 - Demolition Emissic	ns						
Fugitive Dust		-		-	240.79	-	240.79
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	51.77	896.57	193.34	13.19	25.61	22.24	3.37
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0 00
Maximum lbs/day	51.77	896.57	193.34	13.19	266.40	22.24	244.16
Phase 2 - Site Grading Emiss	ions						
Fugitive Dust		-	_		265 00		265 00
Off-Road Diesel	43 30	322 14	326 13		205.00	14 20	265.00
On-Road Diesel	0.00	0.00	0.00	0 00	14.28	14.28	0.00
Worker Trips	0.00	0.00	1.07	0.00	0.00	0.00	0.00
Maximum lbs/day	43.48	322.22	328.40	0.00	279.31	0.00	0.03
Dhage 2 Duilli					0,0101	11.20	203.05
Place 3 - Building Construct	lon	the surgery state					
Bidg Const Off-Road Diesel	195.30	1,518.63	1,422.06		68.84	68.84	0.00
Bldg Const Worker Trips	4.33	2.46	52.00	0.01	0.67	0.04	0.63
Arcn Coatings Off-Gas	0.00	-	-		_		
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	2000-000 		-
Asphalt Off-Road Diesel	0.00	0.00	0.00		0.00	0 00	0 00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0 00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum 1bs/day	199.64	1,521.08	1,474.05	0.01	69.52	68.89	0.63
Max lbs/day all phases	100 64	1 501 00	1 474 05	12 10	222.05		
the instant art phases	199.04	1,521.08	1,4/4.05	13.19	333.92	68.89	265.03

*** 2007***

Phase I - Demolition Emiss	lons						
Off-Road Diesel	0 00	- 0.00	0 00	-	0.00		0.00
On-Road Diesel	0.00	0.00	0.00	0 00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emi	ssions						
Fugitive Dust		-	-	-	0.00		0.00
Off-Road Diesel	0.00	0.00	0.00	200 015/ 1000404	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
					0.00	0.00	0.00
Phase 3 - Building Construe	ction		4 4 5 6 5 5			22	6 10/3
Bldg Const Worker Trips	195.30	1,451.61	1,470.35	0 01	62.98	62.98	0.00
Arch Coatings Off-Gas	1.095.53	2.51	40.09	0.01	0.07	0.04	0.63
Arch Coatings Worker Trips	4.03	2.31	48.89	0.01	0.67	0.04	0.63
Asphalt Off-Gas	2.11	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt Worker Trips	0.47	8.06	1.76	0.01	0.21	0.20	0.01
Maximum lbs/day	1.298.90	1 461 98	1 568 13	0.00	64 49	63 23	1.26
	1,250.50	1,101.90	1,000.10	0.02	04.45	05.25	1.20
Max lbs/day all phases	1,298.90	1,461.98	1,568.13	0.02	64.49	63.23	1.26
*** 2000***							
Phase 1 - Demolition Emiss	ions						
Fugitive Dust	-			12	0.00		0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Haximum 108/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emis	ssions						
Fugitive Dust			-	-	0.00	_	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construct	stion						
Bldg Const Off-Road Diesel	195.30	1,384,60	1,516,92	-	57.12	57 12	0 00
Bldg Const Worker Trips	3.71	2.15	45.57	0.01	0.67	0.04	0.63
Arch Coatings Off-Gas	0.00	-		-	-	2-11	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Road Diesel	0.00	0 00	0 00		0 00		
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	199.01	1,386.75	1,562.49.	0.01	57.80	57.17	0.63
Max lbs/day all phases	199.01	1,386.75	1,562.49	0.01	57.80	57.17	0.63
Phase 1 - Demolition Assump Start Month/Year for Phase Phase 1 Duration: 13 months Building Volume Total (cubi Building Volume Daily (cubi On-Road Truck Travel (VMT): Off-Road Equipment	otions 1: Jun '05 c feet): 1 c feet): 5 31851	2075290020 73300	800				
No. Type		Но	rsepower	Load Factor	Hour	cs/Day	
Phase 2 - Site Grading Assu Start Month/Year for Phase Phase 2 Duration: 2.4 month On-Road Truck Travel (VMT): Off-Road Equipment No. Type 3 Crawler Tractors 4 Graders	mptions 2: Jul '06 s 0	Но	rsepower 143 174	Load Factor 0.575 0.575	Hour 8	rs/Day 3.0	
6 Rubber Tired Doze	rs		352	0.590	2	3.0	
3 Rubber Tired Load	ers		165	0.465	8	3.0	
6 Tractor/Loaders/B	ackhoes		79	0.465	8	3.0	

-		
Pac	· 91	4
~ ~ ~	<u> </u>	

2 Trenchers			82	0.695		8.0	
Phase 3 - Building Constru Start Month/Year for Phase Phase 3 Duration: 20.6 mon Start Month/Year for Sub SubPhase Building Durati Off-Road Equipment	ction Assum 3: Sep '00 ths Phase Build on: 15.5 mo	mptions 5 ling: Oct onths	06				
No. Type 29 Concrete/Industr. 68 Other Equipment 29 Rough Terrain Fo: Start Month/Year for Sub SubPhase Architectural Co Start Month/Year for Sub SubPhase Asphalt Duration	ial saws rklifts Phase Archi patings Dur Phase Aspha n: 1.5 mont	Ho tectural (ration: 3 r alt: May '(chs	orsepower 84 190 94 Coatings: Fo nonths 07	Load Fact 0.730 0.620 0.475 eb '07	or Ho	1rs/Day 8.0 8.0 8.0 8.0	
Off-Road Equipment No. Type		Но	orsepower	Load Fact	cor Hou	urs/Day	
CONSTRUCTION EMISSION ESTIN	MATES MITIC	GATED (lbs,	(day)		1 נאס	DM1 0	DM1.0
Source *** 2005***	ROG	NOx	CO	S02	TOTAL	EXHAUST	DUST
Phase 1 - Demolition Emiss: Fugitive Dust Off-Road Diesel On-Road Diesel Worker Trips Maximum lbs/day	ions 0.00 55.07 0.00 55.07	0.00 957.39 0.00 957.39	0.00 206.25 0.00 206.25	- 13.19 0.00 13.19	240.79 0.00 28.34 0.00 269.13	0.00 24.97 0.00 24.97	240.79 0.00 3.37 0.00 244.16
Phase 2 - Site Grading Emis Fugitive Dust Off-Road Diesel On-Road Diesel	ssions - 0.00 0.00	0.00	0.00		0.00 0.00 0.00	0.00	0.00 0.00 0.00
Worker Trips Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construct Bldg Const Off-Road Diesel Bldg Const Worker Trips Arch Coatings Off-Gas Arch Coatings Worker Trips	ction 0.00 0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00	0.00	0.00 0.00 0.00	0.00 0.00 -
Asphalt Off-Gas Asphalt Off-Road Diesel Asphalt On-Road Diesel Asphalt Worker Trips Maximum lbs/day	0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00	- 0.00 0.00 0.00	0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00
Max lbs/day all phases	55.07	957.39	206.25	13.19	269.13	24.97	244.16
*** 2006*** Phase 1 - Demolition Emiss Fugitive Dust	ions -	-	-	_	240.79	_	240.79
Off-Road Diesel On-Road Diesel Worker Trips Maximum lbs/day	0.00 51.77 0.00 51.77	0.00 896.57 0.00 896.57	0.00 193.34 0.00 193.34	13.19 0.00 13.19	0.00 25.61 0.00 266.40	0.00 22.24 0.00 22.24	0.00 3.37 0.00 244.16
Phase 2 - Site Grading Emis Fugitive Dust Off-Road Diesel On-Road Diesel Worker Trips Maximum lbs/day	43.30 43.30 0.00 0.18 43.48		326.43 0.00 1.97 328.40	0.00 0.00 0.00	48.85 14.28 0.00 0.03 63.16	14.28 0.00 0.00 14.28	48.85 0.00 0.00 0.03 48.88
Phase 3 - Building Construct Bldg Const Off-Road Diesel Bldg Const Worker Trips Arch Coatings Off-Cos	tion 195.30 4.33	1,518.63 2.46	1,422.06 52.00	0.01	68.84 0.67	68.84 0.04	0.00 0.63
Arch Coatings Worker Trips Asphalt Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt On-Road Diesel Asphalt On-Road Diesel Asphalt Worker Trips Maximum lbs/day	0.00 0.00 199.64	0.00 0.00 1,521.08	0.00 0.00 0.00 1,474.05	0.00 0.00 0.01	0.00 0.00 69.52	0.00 0.00 68.89	0.00 0.00 0.00 0.63

Max lbs/day all phases	199.64	1,521.08	1,474.05	13.19	313.05	68.89	244.16
*** 2007***							
Phage 1 Demolition Emigri	6 m G						
Phase I - Demolition Emissi	ons				0 00		0 00
Fugitive Dust	-	-	-	-	0.00	0 00	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emis	sions						
Fugitive Dust	-	-	-	T .	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construct	tion						
Bldg Const Off-Road Diesel	195.30	1,451,61	1,470,35		62.98	62.98	0.00
Bldg Const Worker Trips	4 03	2 31	48 89	0 01	0.67	0.04	0.63
Arch Coatings Off-Gas	1 095 53		-	-	-		_
Arch Costings Worker Tring	1,055.55	2 21	10 00	0 01	0 67	0 04	0 63
Arch Coacings worker mips	2.05	2.51	40.05	0.01	0.07	0.04	0.05
Asphalt Off Bas 2 Diver	2.11	0 00	0 00	-	0 00	0 00	0 00
Asphalt OII-Road Diesel	0.00	0.00	0.00	0 01	0.00	0.00	0.00
Asphalt On-Road Diesel	0.47	8.06	1.76	0.01	0.21	0.20	0.01
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	1,298.90	1,461.98	1,568.13	0.02	64.49	63.23	1.26
Max lbs/day all phases	1,298.90	1,461.98	1,568.13	0.02	64.49	63.23	1.26
*** 2008***							
Phase 1 - Demolition Emissi	one						
Fugitive Duct	0115				0 00		0 00
Pugicive Dusc	0 00	0 00	0 00	774	0.00	0 00	0.00
OII-ROAD Diesel	0.00	0.00	0.00		0.00	0.00	0.00
Un-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emis	sions						
Fugitive Dust		-			0.00		0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	. 0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construct	tion						
Bldg Const Off-Road Diesel	195.30	1,384.60	1,516.92		57.12	57.12	0.00
Bldg Const Worker Trips	3.71	2.15	45.57	0.01	0.67	0.04	0.63
Arch Coatings Off-Gas	0.00				_	-	-
Arch Coatings Worker Trips	0.00	0 00	0 00	0 00	0 00	0 00	0 00
Achalt Off-Gag	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Apphalt Off-Bood Diogol	0.00	0 00	0 00	-	0.00	0.00	0 00
Asphalt On Bood Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt Virkoad Diesei	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Aspnalt worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum 1bs/day	199.01	1,386.75	1,562.49	0.01	57.80	57.17	0.63
Max lbs/day all phases	199.01	1,386.75	1,562.49	0.01	57.80	57.17	0.63

Construction-Related Mitigation Measures

Phase 2: Soil Disturbance: Apply soil stabilizers to inactive areas Percent Reduction(ROG 0.0% NOX 0.0% CO 0.0% SO2 0.0% PM10 30.0%) Phase 2: Soil Disturbance: Water exposed surfaces - 3x daily Percent Reduction(ROG 0.0% NOX 0.0% CO 0.0% SO2 0.0% PM10 50.0%) Phase 2: Stockpiles: Cover all stock piles with tarps Percent Reduction(ROG 0.0% NOX 0.0% CO 0.0% SO2 0.0% PM10 9.5%) Phase 2: Unpaved Roads: Water all haul roads 2x daily Percent Reduction(ROG 0.0% NOX 0.0% CO 0.0% SO2 0.0% PM10 3.0%) Phase 2: Unpaved Roads: Reduce speed on unpaved roads to < 15 mph Percent Reduction(ROG 0.0% NOX 0.0% CO 0.0% SO2 0.0% PM10 3.0%) Phase 1 - Demolition Assumptions Start Month/Year for Phase 1: Jun '05 Phase 1 Duration: 13 months

Building Volume Total (cubic feet): 120752 Building Volume Daily (cubic feet): 573300 On-Road Truck Travel (VMT): 31851 Off-Road Equipment	90020800		
No. Type	Horsepower	Load Factor	Hours/Day
Phase 2 - Site Grading Assumptions Start Month/Year for Phase 2: Jul '06 Phase 2 Duration: 2.4 months On-Road Truck Travel (VMT): 0 Off-Road Equipment			
No. Type	Horsepower	Load Factor	Hours/Dav
3 Crawler Tractors	143	0.575	8.0
4 Graders	174	0.575	8.0
6 Rubber Tired Dozers	352	0.590	8.0
3 Rubber Tired Loaders	165	0.465	8.0
6 Tractor/Loaders/Backhoes	79	0.465	8.0
2 Trenchers	82	0.695	8.0
Phase 3 - Building Construction Assumption Start Month/Year for Phase 3: Sep '06 Phase 3 Duration: 20.6 months Start Month/Year for SubPhase Building: SubPhase Building Duration: 15.5 months Off-Road Equipment	s Oct '06		
No. Type	Horsepower	Load Factor	Hours/Day
29 Concrete/Industrial saws	84	0.730	8.0
68 Other Equipment	190	0.620	8.0
29 Rough Terrain Forklifts	94	0.475	8.0
Start Month/Year for SubPhase Architectu SubPhase Architectural Coatings Duration Start Month/Year for SubPhase Asphalt: M SubPhase Asphalt Duration: 1.5 months Acres to be Paved: 26.6 Off-Road Equipment	ral Coatings: F : 3 months ay '07	eb '07	
No. Type	Horsepower	Load Factor	Hours/Day

URBEMIS 2002 For Windows 7.5.0

 File Name:
 P:\Projects - All Employees\10886-00 University Villages\Matt J\URBEMIS\Phase 1 Operational.

 Project Name:
 University Villages Operational

 Project Location:
 North Central Coast (Monterey area)

 On-Road Motor Vehicle Emissions
 Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES	(Summer	Pounds per	Day, Unmiti	gated)	
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	2.11	28.21	11.63	-	0.05
Wood Stoves - No summer emiss	ions				
Fireplaces - No summer emissi	ons				
Landscaping	1.74	0.17	14.21	0.31	0.03
Consumer Prdcts	60.57	-	-	-	-
TOTALS(lbs/day,unmitigated)	64.42	28.38	25.84	0.31	0.08

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Single family housing	92.63	81.11	941.58	0.58	66.66
Apartments low rise	12.00	10.51	121.96	0.07	8.63
Condo/townhouse general	22.18	18.50	214.70	0.13	15.20
Hotel	50.85	47.63	506.75	0.33	41.38
Regnl shop. center	183.76	180.64	1,919.07	1.24	155.53
Strip mall	83.43	76.70	817.38	0.52	64.66
Supermarket	171.86	160.36	1,708.99	1.08	135.20
General office building	85.44	84.13	914.71	0.59	73.90
TOTAL EMISSIONS (lbs/day)	702.17	659.58	7,145.15	4.55	561.17

Includes correction for passby trips. Includes a double counting reduction for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2004 Temperature (F): 75 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size Total Trips
Single family housing	8.75 trips / dwelling unit	s 830.00 7,262.50
Apartments low rise	8.71 trips / dwelling unit	ts 108.00 940.68
Condo/townhouse general	5.52 trips / dwelling unit	s 300.00 1,656.00
Hotel	8.21 trips / rooms	500.00 4,105.00
Regnl shop. center	41.56 trips / 1000 sq. ft.	400.00 16,624.00
Strip mall	40.00 trips / 1000 sq. ft.	200.00 8,000.00
Supermarket	111.51 trips / 1000 sq. ft.	150.00 16,726.50
General office building	8.29 trips / 1000 sq. ft.	760.00 6,300.40

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	61.33	2.70	96.80	0.50
Light Truck < 3,750 lb	s 16.51	4.60	92.70	2.70
Light Truck 3,751- 5,75	0 17.05	2.60	96.20	1.20
Med Truck 5,751-8,50	0 1.11	2.90	94.20	2.90
Lite-Heavy 8,501-10,00	0 0.16	0.00	80.00	20.00
Lite-Heavy 10,001-14,00	0 0.05	0.00	66.70	33.30
Med-Heavy 14,001-33,00	0 0.16	10.00	20.00	70.00
Heavy-Heavy 33,001-60,00	0 0.13	0.00	12.50	87.50
Line Haul > 60,000 1b:	s 0.00	0.00	0.00	100.00
Urban Bus	0.11	0.00	0.00	100.00
Motorcycle	1.75	87.50	12.50	0.00
School Bus	0.22	0.00	0.00	100.00
Motor Home	1.42	15.40	76.90	7.70

Travel Conditions

	Residential		Commercial			
	Home-	Home-	Home-			
	Work	Shop	Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.0	5.0	6.5	9.6	9.6	9.6
Rural Trip Length (miles)	10.0	5.0	6.5	9.6	9.6	9.6
Trip Speeds (mph)	30.0	20.0	25.0	30.0	30.0	30.0
% of Trips - Residential	22.6	27.4	50.0			
% of Trips - Commercial (by land	use)				
Hotel				5.0	2.5	92.5
Regnl shop. center				2.0	1.0	97.0
Strip mall				2.0	1.0	97.0
Supermarket				2.0	1.0	97.0
General office building				35.0	17.5	47.5

MITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	S02	PM10
Single family housing	90.72	79.28	920.31	0.57	65.15
Apartments low rise	11.76	10.27	119.20	0.07	8.44
Condo/townhouse general	21.75	18.08	209.85	0.13	14.86
Hotel	49.43	46.16	491.09	0.32	40.10
Regnl shop. center	178.13	174.99	1,859.02	1.20	150.66
Strip mall	80.88	74.30	791.81	0.50	62.64
Supermarket	166.53	155.34	1,655.52	1.05	130.97
General office building	83.33	81.85	889.97	0.58	71.89
TOTAL EMISSIONS (lbs/day)	682.53	640.26	6,936.76	4.42	544.70

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2004 Temperature (F): 75 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate		Size	Total Trips
Single family housing	8.75 trips / dv	welling units	830.00	7,262.50
Apartments low rise	8.71 trips / du	welling units	108.00	940.68
Condo/townhouse general	5.52 trips / du	welling units	300.00	1,656.00
Hotel	8.21 trips / ro	ooms	500.00	4,105.00
Regnl shop. center	41.56 trips / 10	000 sq. ft.	400.00	16,624.00
Strip mall	40.00 trips / 10	000 sq. ft.	200.00	8,000.00
Supermarket	111.51 trips / 10	000 sq. ft.	150.00	16,726.50
General office building	8.29 trips / 10)00 sq. ft.	760.00	6,300.40

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	9	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto		61.33	2.70	96.80	0.50
Light Truck	< 3,750 lbs	16.51	4.60	92.70	2.70
Light Truck	3,751- 5,750	17.05	2.60	96.20	1.20
Med Truck	5,751- 8,500) 1.11	2.90	94.20	2.90
Lite-Heavy	8,501-10,000	0.16	0.00	80.00	20.00
Lite-Heavy	10,001-14,000	0.05	0.00	66.70	33.30
Med-Heavy	14,001-33,000	0.16	10.00	20.00	70.00
Heavy-Heavy	33,001-60,000	0.13	0.00	12.50	87.50
Line Haul >	60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus		0.11	0.00	0.00	100.00
Motorcycle		1.75	87.50	12.50	0.00
School Bus		0.22	0.00	0.00	100.00
Motor Home		1.42	15.40	76.90	7.70

Travel Conditions

	Residential		Commercial		1	
	Home-	Home-	Home-			
	Work	Shop	Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.0	5.0	6.5	9.6	9.6	9.6
Rural Trip Length (miles)	10.0	5.0	6.5	9.6	9.6	9.6
Trip Speeds (mph)	30.0	20.0	25.0	30.0	30.0	30.0
% of Trips - Residential	22.6	27.4	50.0			
% of Trips - Commercial (1	by land	use)				
Hotel				5.0	2.5	92.5
Regnl shop. center				2.0	1.0	97.0
Strip mall				2.0	1.0	97.0
Supermarket				2.0	1.0	97.0
General office building				35.0	17.5	47.5

ENVIRONMENTAL FACTORS APPLICABLE TO THE PROJECT

Pedestrian Environment

2.0	Side Walks/Paths: Most Destinations Covered
1.0	Street Trees Provide Shade: Moderate Coverage
0.0	Pedestrian Circulation Access: No Destinations
3.0	Visually Interesting Uses: Moderate Number and Variety
0.0	Street System Enhances Safety: No Streets
0.0	Pedestrian Safety from Crime: No Degree of Safety
0.0	Visually Interesting Walking Routes: No Visual Interest

- 6.0 <- Pedestrian Environmental Credit 6.0 /19 = 0.3 <- Pedestrian Effectiveness Factor</pre>

Transit Service

0.0 Transit Service: Dial-A-Ride or No Transit Service

- 0.0 <- Transit Effectiveness Credit 6.0 <- Pedestrian Factor 6.0 <-Total 6.0 /110 = 0.1 <-Transit Effect

- <-Transit Effectiveness Factor

Bicycle Environment

0.0	Interconnected Bikeways: No Bikeway Coverage
2.0	Bike Routes Provide Paved Shoulders: Some Routes
0.0	Safe Vehicle Speed Limits: No Routes Provided
0.0	Safe School Routes: No Schools
1.0	Uses w/in Cycling Distance: Some Uses

1.0 Bike Parking Ordinance: Requires Unprotected Bike Racks

4.0 <- Bike Environmental Credit 4.0 /20 = 0.2 <- Bike Effectiveness Factor

MITIGATION MEASURES SELECTED FOR THIS PROJECT (All mitigation measures are printed, even if the selected land uses do not constitute a mixed use.) Transit Infrastructure Measures % Trips Reduced Measure 15.0 Credit for Existing or Planned Community Transit Service 2.0 Provide Transit Shelters Benches Provide Transit Shelters Benches 0.5 Provide Street Lighting Provide Bus Turnouts 1.0 18.5 <- Totals Pedestrian Enhancing Infrastructure Measures (Residential) % Trips Reduced Measure Credit for Surrounding Pedestrian Environment 2.0 1.0 Provide Sidewalks and/or Pedestrian Paths 0.5 Provide Street Lighting 3.5 <- Totals Pedestrian Enhancing Infrastructure Measures (Non-Residential) % Trips Reduced Measure 2.0 Credit for Surrounding Pedestrian Environment 0.5 Provide Street Lighting 0.5 Project Provides Shade Trees to Shade Sidewalks 3.0 <- Totals Bicycle Enhancing Infratructure Measures (Residential) % Trips Reduced Measure 7.0 Credit for Surrounding Bicycle Environment <- Totals 7.0 Bike Enhancing Infrastructure Measures (Non-Residential) % Trips Reduced Measure 5.0 Credit for Surrounding Area Bike Environment 1.0 Provide Securre Bicycle Parking 6.0 <- Totals Operational Measures (Applying to Commute Trips) % Trips Reduced Measure 1.5 Preferential Carpool/Vanpool Parking <- Totals 1.5 Operational Measures (Applying to Employee Non-Commute Trips) % Trips Reduced Measure <- Totals 0.0 Operational Measures (Applying to Customer Trips) % Trips Reduced Measure 0.0 <- Totals Measures Reducing VMT (Non-Residential) VMT Reduced Measure Park and Ride Lots 0.0 0.0 <- Totals Measures Reducing VMT (Residential) VMT Reduced 0.0

Measure <- Totals

	Total Percer	ntage Trip Reduct	ion
wit	h Environmental Fa	actors and Mitiga	ation Measures
Travel Mode	Home-Work Trips	Home-Shop Trips	Home-Other Trips
Pedestrian	0.12	0.49	0.49
Transit	1.01	0.22	0.27
Bicycle	1.40	1.40	1.40
Totals	0.00	0.00	0.00
Travel Mode	Work Trips Emp	ployee Trips	Customer Trips
Pedestrian	0.10	0.95	0.95
Transit	1.01	0.02	1.01
Bicycle	1.20	1.20	1.20
Other	0.09	0.00	0.00
Totals	0.00	0.00	0.00

Page: 7

Changes made to the default values for Land Use Trip Percentages Changes made to the default values for Construction Phase 2 mitigation measure Soil Disturbance: Apply soil stabilizers to inactive areas has been changed from off to on. Phase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 3x daily has been changed from off to on. Phase 2 mitigation measure Stockpiles: Cover all stock piles with tarps has been changed from off to on. Phase 2 mitigation measure Unpaved Roads: Water all haul roads 2x daily has been changed from off to on. Phase 2 mitigation measure Unpaved Roads: Reduce speed on unpaved roads to < 15 mph has been changed from off to on. Changes made to the default values for Area The wood stove option switch changed from on to off. Changes made to the default values for Operations The pass by trips option switch changed from off to on. The light auto percentage changed from 56.1 to 61.33. The light truck < 3750 lbs percentage changed from 15.1 to 16.51. The light truck 3751-5750 percentage changed from 15.6 to 17.05. The med truck 5751-8500 percentage changed from 6.9 to 1.11. The lite-heavy truck 8501-10000 percentage changed from 1.0 to 0.16. The lite-heavy truck 10001-14000 percentage changed from 0.3 to 0.05. The med-heavy truck 14001-33000 percentage changed from 1.0 to 0.16. The heavy-heavy truck 33001-60000 percentage changed from 0.8 to 0.13. The urban bus percentage changed from 0.1 to 0.11. The motorcycle percentage changed from 1.6 to 1.75. The school bus percentage changed from 0.2 to 0.22. The motorhome percentage changed from 1.3 to 1.42. The double counting internal work trip limit changed from to 2228.17468. The double counting shopping trip limit changed from to 1618.7. The double counting other trip limit changed from to 4929.59. The travel mode environment settings changed from both to: both The default/nodefault travel setting changed from nodefault to: nodefault Side Walks/Paths: No Sidewalks changed to: Side Walks/Paths: Most Destinations Covered Street Trees Provide Shade: No Coverage changed to:Street Trees Provide Shade: Moderate Coverage Visually Interesting Uses: No Uses Within Walking Distance changed to: Visually Interesting Uses: Moderate Number and Variety Bike Routes Provide Paved Shoulders: No Routes changed to: Bike Routes Provide Paved Shoulders: Some Routes Uses w/in Cycling Distance: No Uses w/in Cycling Distance changed to:Uses w/in Cycling Distance: Some Uses Bike Parking Ordinance: No Ordinance or Unenforceable changed to: Bike Parking Ordinance: Requires Unprotected Bike Racks Mitigation measure Provide Transit Shelters Benches:2 has been changed from off to on. Mitigation measure Provide Street Lighting:0.5 has been changed from off to on. Mitigation measure Provide Bus Turnouts:1 has been changed from off to on. Mitigation measure Provide Sidewalks and/or Pedestrian Paths:1 has been changed from off to on. Mitigation measure Provide Street Lighting:0.5 has been changed from off to on. Mitigation measure Provide Street Lighting:0.5 has been changed from off to on. Mitigation measure Project Provides Shade Trees to Shade Sidewalks:0.5 has been changed from off to on. Mitigation measure Provide Securre Bicycle Parking:1 has been changed from off to on. Mitigation measure Preferential Carpool/Vanpool Parking:1.5 has been changed from off to on.