Appendix F Traffic Study

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City of San Bernardino

General Plan Update: 2004

CIRCULATION IMPACT & MITIGATION MEASURES

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PREPARER'S CERTIFICATION

CIRCULATION IMPACT AND MITIGATION ANALYSIS SAN BERNARDINO GENERAL PLAN SAN BERNARDINO, CALIFORNIA

This is to certify that the above titled traffic study has been prepared under the supervision of M. Yunus Rahi, Ph.D, P.E, a California Registered Professional Engineer.

12-22-04

M. Yunus Rahi, Ph.D, P.E Date Professional Engineer's Stamp

CIRCULATION IMPACT AND MITIGATION ANALYSIS
SAN BERNARDINO GENERAL PLAN

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APPENDIX

Circulation Impact Analysis and Mitigation Measures
City of San Bernardino General Plan
Circulation Element Update

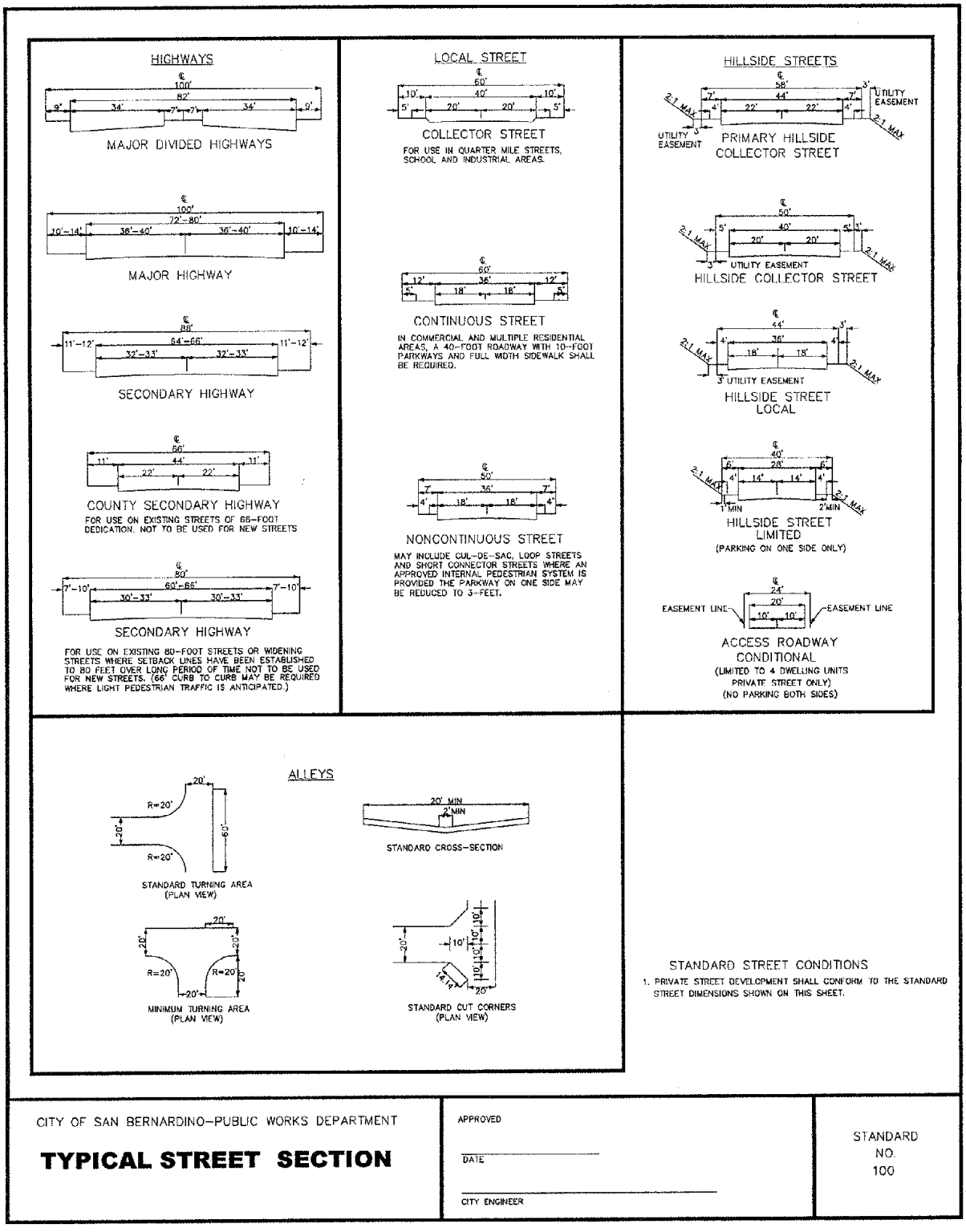
Introduction

The purpose of circulation impact analysis is to evaluate the City's existing transportation and traffic circulation conditions, estimate future transportation and circulation needs based on future anticipated developments and traffic growth, and identify circulation improvements that would be required to accommodate future traffic on its highways and street system. A city's circulation system consists of a network of transportation facilities that serve mobility and accessibility. Mobility is defined as the ability of the motorists to travel between their points of interest. Accessibility provides the motorists access to properties at their final destinations via site access driveways and parking facilities. Mobility and accessibility are inversely proportional, i.e., as mobility of a facility increases, its accessibility to adjacent properties decreases. For example a freeway provides the highest amount of mobility but no access to adjacent properties, only a limited access to arterial streets. On the other hand, a local street provides a very little mobility, but full direct access to adjacent properties via driveways. The following is a description of various highway and street facilities in terms of their mobility and accessibility, in the order of highest to lowest mobility or, lowest to highest accessibility):

Facility Type	Mobility/Accessibility
Freeway	High mobility with no land access and limited access to arterial streets
Expressway	Mobility similar to that of a freeway with more frequent access to arterial; streets, and no direct land access
Arterial Street	Mobility decreases as more accessibility is provided to collector streets, some local streets and major traffic generators
Collector Street	Balances mobility with accessibility by providing access between arterial streets and local streets as well as adjacent land uses.
Local Street	Mobility further decreases as direct access to adjacent land uses is provided

An efficient circulation system is designed and developed with the above hierarchy of roadways to achieve the goals of mobility and accessibility in an efficient manner. The definition of the facilities are known as functional classification of streets, and can be described in terms of their traffic carrying capacity, i.e., how many vehicles may travel during a 24-hour period. The City has developed standards for various types of facilities as shown in Figure 1.

Figure 1:
Street Cross-Section Standards



Regional Access

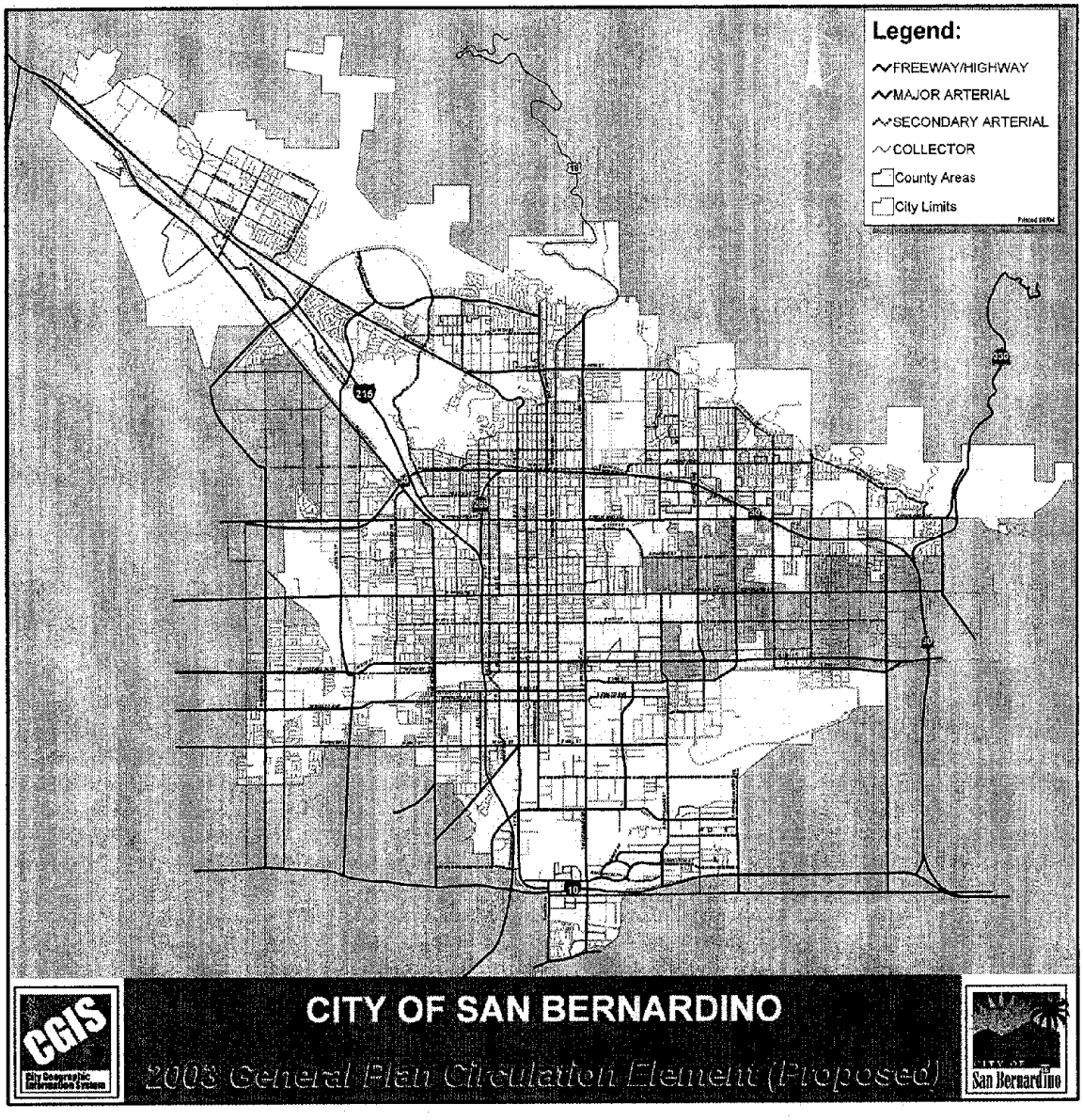
The City of San Bernardino enjoys regional and inter-regional access via a system of freeways, highways and arterial streets. The San Bernardino Freeway (I-10) is the major east-west freeway providing access west to Los Angeles and east to desert communities and beyond. I-215 Freeway provides north-south access to Riverside and San Diego counties to the south and the desert communities to the north. SR-30 Freeway currently provides access between I-215 and the eastern part of the City. The freeway is currently being extended to the west to connect with current terminus of SR-210 Freeway east of I-15 Freeway.SR-18 and SR-330 traverse north-south through the City and provide access to numerous mountain recreation areas north of the City throughout the year.

As the City of San Bernardino continues to grow as a regional center because of proximity to major regional freeways, its residential and economic growth is expected to experience significant traffic volumes on its circulation system.

Existing Circulation System

Figure 2 shows the City of San Bernardino's existing circulation system with proposed changes being analyzed as part of this circulation element update. Major east-west as well as north-south streets are shown with their functional classification. Local streets are not shown in this figure since they are not part of General Plan circulation element. The following is a list of the major streets:

Figure 2:
Circulation System Map



Freeways

Interstate 215 (Barstow Freeway)

Interstate 10 (San Bernardino Freeway)

State Route 30

State Route 18

State Route 330

Principal East-West Streets

40th Street

Highland Avenue

Base Line Street

9th Street

5th Street

Foothill Boulevard

4th Street

3rd Street

2nd Street

Rialto Avenue

Mill Street

Redlands Boulevard

Caroline Street

Hospitality Lane

Central Avenue

Court Street

Pacific Street

Marshall Boulevard

Lynwood Drive

Piedmont Drive

North Park Boulevard

Belmont Avenue

27th Street

6th Street

Principal North-South Streets

Rancho Avenue

Cajon Boulevard

Mount Vernon Avenue

Kendall Drive

Inland Center Drive

E Street

Sierra Way

Waterman Avenue

Tippecanoe Avenue

Sterling Avenue

Victoria Avenue

Palm Avenue

Creek Road/Boulder Avenue

Pepper Avenue

Meridian Avenue

University Parkway

Palm Avenue

Little League Drive

G Street

Auto Plaza Drive/Orange Show Road

Del Rosa Drive

Arrowhead Avenue

D Street

Mountain View Avenue

Orange Street

Hunts Lane

Pine Avenue

Study Methodology

a. Level of Service (LOS) and V/C Analysis

An important "standard" referred to throughout this document relates to the ability of a roadway and/or intersection to accommodate traffic. This level of service standard may be used to describe both existing and future traffic conditions. Level of service (LOS) is a qualitative ranking that characterizes traffic congestion on a scale of A to F with LOS A being a free-flow condition and LOS F representing extreme congestion.

In addition to the LOS definition, a volume to capacity ratio or V/C ratio is used to provide a more quantified description of traffic conditions at intersections. The V/C ratio is the ratio of existing or projected traffic volumes to an intersection's design capacity. A V/C ratio of 0.90 for an intersection means that the traffic volumes at the intersection represent 90 percent of its design capacity. The V/C ratio can also be related to the above LOS definitions. For example, an intersection with a V/C ratio exceeding 0.95 is handling traffic volumes that approach design capacity. The V/C ratio of 0.95 corresponds to LOS E, which indicates an unacceptable level of service at that particular

intersection. The following six levels of service definitions relate traffic conditions to traffic volumes and the design capacity of roadways and/or intersections.

- LOS A (V/C ratio 0.0 - 0.60). There are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
- LOS B (V/C ratio 0.61 - 0.70). Represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted within platoons of vehicles.
- LOS C (V/C ratio 0.71 - 0.80). Stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles.
- LOS D (V/C ratio 0.81 - 0.90). Encompasses a zone of increasing restriction approaching instability. Delays to approaching vehicles may be substantial during short peaks with the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
- LOS E (V/C ratio 0.91 - 1.00). Represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00), there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).
- LOS F (V/C ratio > 1.00). Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.

b. Roadway Capacity Standards and Passenger Car Equivalents

The following is a list of roadway capacity for various types of facilities, used in roadway capacity analysis:

4-lane Major Arterial:	40,000 vehicles per day
2-lane Major Arterial:	15,000 vehicles per day
4-lane Secondary Arterial:	30,000 vehicles per day
2-lane Secondary Arterial:	12,000 vehicles per day
4-lane Collector Street:	25,000 vehicles per day
2-lane Collector Street:	10,000 vehicles per day

Also, in determining passenger car equivalent (PCE) factors for various trucks, the following factors were used:

2-axle Trucks:	Equivalent to 2.0 passenger cars
3-axle Trucks:	Equivalent to 2.5 passenger cars
4- or more axle Trucks:	Equivalent to 3.0 passenger cars

c. Acceptable LOS and Significant Impact Thresholds

The thresholds of level of service for unsignalized and signalized intersections are shown in the following:

LEVEL OF SERVICE CRITERIA

Level of Service	Two-Way or All-Way Stop Controlled Intersection Average Delay per Vehicle (sec)	Signalized Intersection Average Delay per Vehicle (sec)
A	0-10	≤ 10
B	> 10 - 15	> 10 - 20
C	> 15 - 25	> 20 - 35
D	> 25 - 35	> 35 - 55
E	> 35 - 50	> 55 - 80
F	> 50	> 80 or a V/C ratio equal or greater than 1.0

LOS D is the minimum threshold at all key intersections in the City of San Bernardino. However, for roadways, the City's minimum threshold is LOS C. The traffic study guidelines require that traffic mitigation measures be identified to provide for operations at the minimum threshold levels.

For the study area intersections, the TRAFFIX computer software, Version 7.6 has been utilized to determine intersection levels of service. Levels of service are presented for the entire intersection, consistent with the HCM Operation Delay methodology.

While the level of service concepts and analysis methodology provide an indication of the performance of the entire intersection, the single letter grade A through F cannot

describe specific operational deficiencies at intersections. Progression, queue formation, and left-turn storage are examples of the operational issues that affect the performance of an intersection, but do not factor into the strict calculation of level of service. However, the TRAFFIX software does provide an output that quantifies operational features at intersections, such as vehicle clearance, queue formation, and left-turn storage requirements.

Existing Traffic Conditions

This section summarizes the existing circulation conditions in the City of San Bernardino. The analysis is based on existing amount of traffic volume on various street corridors and the capacity of the streets and intersections to carry traffic. The capacity measures the ability of the street system to meet and serve the demands from traffic. It is the most practical measure of determining the City's capability to provide mobility to its residents. The capacity of a roadway is affected by a number of factors, e.g., the street width, the number of travel lanes, the number of crossing streets, the type of traffic control devices, the presence of on-street parking, the number of access driveways, the streets horizontal and vertical alignments, etc.

a. Existing LOS and V/C Ratios

Existing traffic counts were conducted at various roadway segments and major intersections in 2003 to determine existing V/C and LOS at these facilities. The LOS of roadway segments is based on average daily traffic (ADT) volumes and their traffic handling capacities on a daily basis. The LOS of intersections is based on traffic volumes at the intersections during the AM and PM peak hours and the traffic handling capacity of the intersection's critical lane. The TRAFFIX intersection capacity software version 7.6, based on Highway Capacity Manual's Operation Delay methodology was used in intersection LOS calculations. The results are shown in Table 1 for intersections and Table 2 for roadway segments. Intersection peak hour volumes and LOS calculation sheets are shown in the Appendix.

Table 1

INTERSECTION LEVEL OF SERVICE SUMMARY
EXISTING (2003) CONDITIONS

No.	Intersection	Peak Hour	LOS	Delay, sec/veh	V/C Ratio	Mitigation Required?
1	30th Street @ Lynwood Drive	AM	B	11.3	-	
		PM	A	7.2	-	
2	Arden Avenue @ Highland Avenue	AM	D	39.1	0.687	
		PM	C	34.2	0.633	
3	Arden Avenue @ SR-30 EB Ramps	AM	B	16.5	0.339	
		PM	B	14.2	0.345	
4	Arden Avenue @ SR-30 WB Ramps	AM	A	0	-	
		PM	A	-	-	
5	Arrowhead Avenue @ Baseline Street	AM	B	14.7	0.724	
		PM	D	38.3	1.043	
6	Belmont Avenue @ Palm Avenue	AM	B	10.1	0.354	
		PM	A	8.5	0.232	
7	Boulder Avenue @ Highland Avenue	AM	C	33.8	0.245	
		PM	C	34.6	0.49	
8	Del Rosa Avenue @ Baseline Street	AM	C	21.4	0.395	
		PM	C	24.7	0.396	
9	Del Rosa Avenue @ Date Street	AM	B	20	0.38	
		PM	C	23	0.527	
10	Del Rosa Avenue @ Foothill Drive	AM	B	11.2	-	
		PM	B	11.5	-	
11	Del Rosa Avenue @ Lynwood Drive	AM	B	14.8	0.27	
		PM	B	13.9	0.339	
12	Del Rosa Avenue @ SR-30 EB Ramp	AM	C	24.4	0.579	
		PM	C	29	0.81	
13	Del Rosa Avenue @ SR-30 WB Ramp	AM	C	22.8	0.795	
		PM	C	27.4	0.855	
14	Del Rosa Avenue @ Third Street	AM	C	27.5	0.398	
		PM	C	31.1	0.469	
15	E Street @ 2nd Street	AM	C	24.3	0.505	
		PM	C	34.2	0.576	
16	E Street @ 30th Street	AM	B	14.8	0.476	
		PM	B	12.6	0.562	
17	E Street @ Baseline Street	AM	B	18	0.407	
		PM	B	19.4	0.566	
18	E Street @ Highland Avenue	AM	B	18.6	0.765	
		PM	C	21.7	0.4	
19	E Street @ Orange Show Road	AM	C	27.2	0.423	
		PM	D	37.5	0.631	
20	Harrison Street @ 40th Street	AM	B	12.1	-	
		PM	B	13.3	-	
21	Hospitality Lane @ Carnegie Drive	AM	C	27	0.536	
		PM	D	41.1	0.906	

22	Hunts Lane @ E Street	AM	F	OVL	-	Yes
		PM	F	OVL	-	Yes
23	I Street @ 2nd Street	AM	B	14.1	0.189	
		PM	B	13.6	0.221	
24	K Street @ 3rd Street	AM	A	9.8	-	
		PM	A	9.3	-	
25	Kendall Drive @ 40th Street	AM	C	21.7	0.169	
		PM	C	25.9	0.436	
26	Kendall Drive @ Palm Avenue	AM	C	26.2	0.572	
		PM	C	23.9	0.48	
27	Kendall Drive @ University Parkway	AM	C	32.2	0.49	
		PM	C	28.6	0.595	
28	Lena Road @ Mill Street	AM	B	18.1	0.178	
		PM	B	18	0.206	
29	Leroy/SR-30 WB ON Ramp @ 30th	AM	B	17.2	0.598	
		PM	B	17.4	0.401	
30	Meridian Avenue @ Rialto Avenue	AM	E	36.3	-	Yes
		PM	F	75.1	-	Yes
31	Mount Vernon Avenue @ Baseline	AM	C	20.1	0.458	
		PM	C	23.3	0.532	
32	Mount Vernon Avenue @ 2nd Street	AM	B	19.8	0.454	
		PM	C	30	0.643	
33	Mount Vernon Avenue @ 5th Street	AM	C	22.5	0.405	
		PM	C	22.5	0.489	
34	Mount Vernon Avenue @ Highland Ave	AM	C	27.8	0.617	
		PM	C	27.5	0.679	
35	Mount Vernon Avenue @ Mill Street	AM	C	30.4	0.52	
		PM	C	31.7	0.677	
36	Mount Vernon Avenue @ Rialto Avenue	AM	B	14.5	0.292	
		PM	B	14	0.384	
37	Mountain View Avenue @ San Bernardino	AM	B	12.9	0.535	
		PM	F	90.2	1.36	Yes
38	Northpark Boulevard @ Fairview Drive	AM	A	9	-	
		PM	A	9.6	-	
39	Northpark Boulevard @ Sierra Way	AM	B	10.4	-	
		PM	C	16.1	-	
40	Northpark Boulevard @ University Parkway	AM	C	21.4	0.284	
		PM	D	39.6	0.689	
41	Ohio Avenue @ Palm Avenue	AM	A	9.9		
		PM	A	9.6	-	
42	Palm Avenue @ Highland Avenue	AM	D	35.8	2.88	
		PM	C	32.4	0.52	
43	Pepper Avenue @ Mill Street	AM	C	33.1	0.465	
		PM	C	30.4	0.45	
44	Pepper Avenue @ Rialto Avenue	AM	B	14.6	0.366	
		PM	B	16.4	0.496	
45	Pepper Avenue @ Valley Boulevard	AM	C	31.2	0.746	

		PM	C	31.7	0.755	
46	Rancho Avenue @ 5th St/Foothill	AM	F	119.6	-	Yes
		PM	F	OVL	-	Yes
47	Sierra Way @ 30th Street	AM	B	15	0.255	
		PM	B	15	0.361	
48	Sierra Way @ 40th Street	AM	B	19	0.27	
		PM	C	21.3	0.432	
49	SR-30 EB Ramps @ Highland Avenue	AM	D	35.8	0.288	
		PM	B	18.5	0.464	
50	SR-30 WB Off Ramp @ 30th Street	AM	F	298.3	-	Yes
		PM	F	946.1	-	Yes
51	SR-30 WB Ramps @ Highland Avenue	AM	B	15.7	0.385	
		PM	B	14.2	0.469	
52	State Street @ Baseline Street	AM	B	15.4	0.48	
		PM	A	5.5	0.335	
53	State Street @ Highland Avenue	AM	A	8.7	0.499	
		PM	A	9.3	0.594	
54	Sterling Avenue @ Foothill Drive	AM	A	7.8	0.156	
		PM	A	7.9	0.131	
55	Sterling Avenue @ Highland Avenue	AM	C	29.6	0.328	
		PM	A	7.9	0.131	
56	Sterling Avenue @ Lynwood Drive	AM	B	12.5	0.463	
		PM	B	12.6	0.437	
57	Tippecanoe Avenue @ 3rd Street	AM	C	26.5	0.464	
		PM	C	32.5	0.698	
58	Tippecanoe Avenue @ Harry Shepard	AM	C	22.7	0.482	
		PM	C	20.2	0.828	
59	Tippecanoe Avenue @ Hospitality Lane	AM	B	12.2	-	
		PM	C	25.3	0.621	
60	Tippecanoe Avenue @ Mill Street	AM	B	13.4	0.454	
		PM	C	22.2	0.79	
61	Tippecanoe Avenue @ Rialto Avenue	AM	D	25.6	-	
		PM	F	102.6	-	Yes
62	Tippecanoe Avenue @ San Bernardino	AM	C	33.1	0.421	
		PM	D	42.1	0.828	
63	Valencia Avenue @ 30th Street	AM	B	14.7	0.233	
		PM	B	14.8	0.257	
64	Valencia Avenue @ 40th Street	AM	A	9.9	0.305	
		PM	B	11.5	0.412	
65	Victoria Avenue @ Highland Avenue	AM	D	36.1	0.602	
		PM	D	39.9	0.683	
66	Waterman Avenue @ 30th Street	AM	C	27.1	0.801	
		PM	C	23.4	0.654	
67	Waterman Avenue @ 34th Street	AM	D	26.2	-	
		PM	D	29.9	-	
68	Waterman Avenue @ 36th Street	AM	E	37.9	-	Yes
		PM	C	23.8	-	

69	Waterman Avenue @ 3rd Street	AM	D	35.3	0.841	
		PM	-	-	-	
70	Waterman Avenue @ 40th Street	AM	C	26.1	0.637	
		PM	C	24.8	0.506	
71	Waterman Avenue @ Barton Road	AM	C	25.7	0.663	
		PM	D	40.3	0.944	
72	Waterman Avenue @ Fifth Street	AM	E	63	1.081	Yes
		PM	F	256.2	1.593	Yes
73	Waterman Avenue @ Highland Avenue	AM	D	36.4	0.482	
		PM	D	39.2	0.65	
74	Waterman Avenue @ Hospitality Lane	AM	C	30.5	0.715	
		PM	D	46.8	0.984	
75	Waterman Avenue @ Marshall Blvd	AM	A	3.2	0.507	
		PM	A	4	0.451	
76	Waterman Avenue @ Mill Street	AM	C	29.8	0.354	
		PM	D	35.2	0.54	
77	Waterman Avenue @ Orange Show Rd	AM	C	38	0.425	
		PM	D	35.7	0.652	
78	Waterman Avenue @ Parkdale Avenue	AM	B	10.4	0.592	
		PM	B	11.1	0.501	
79	Waterman Avenue @ SR-30 EB Ramp	AM	C	32.3	0.852	
		PM	F	90.4	1.171	Yes
80	Waterman Avenue @ Vanderbilt Way	AM	B	19.6	0.358	
		PM	C	23.3		

Table 2

Existing 24 Hour Volumes and LOS On Roadway Segments

No.	Location	Date	Dir	2 axle	3 axle	4 axle	5 or more	Total Vol with PCE	No. of Lanes		Facility Type	V/C	LOS
1	Alabama St: S/O San Bernardino Ave	1/22/2002	NB	4569	70	2	322	12,133	4				
		1/22/2002	SB	5174	97	5	528						
2	Highland Ave: W/O 215 Freeway	1/24/2002	EB	12137	198	20	400	26,028	4	1	Major	0.65	B
		1/24/2002	WB	10869	201	49	514						
3	Baseline St: W/O Waterman Ave	1/24/2002	EB	10647	139	10	353	24,141	4	1	Major	0.60	A
		1/24/2002	WB	10886	227	28	440						
4	5th Street: W/O Mt. Vernon Ave	1/24/2002	EB	7626	180	19	130	16,500	4	1	Major	0.41	A
		1/24/2002	WB	7459	143	16	214						
5	3rd Street: W/O Tippecanoe Ave	1/22/2002	EB	4008	65	9	65	8,773	4	1	Major	0.22	A
		1/22/2002	WB	4132	43	10	108						
6	2nd Street: E/O 215 NB On Ramp	1/22/2002	EB	11324	182	16	336	25,136	4	1	Major	0.63	B
		1/22/2002	WB	10425	218	45	730						
7	Mill Street: E/O 215 NB On Ramp	1/22/2002	EB	7207	108	12	403	16,179	4	1	Major	0.40	A
		1/22/2002	WB	6679	169	18	324						
8	San Bernardino Ave: E/OTippecanoe	1/22/2002	EB	4864	65	5	227	11,200	4	1	Major	0.28	A
		1/22/2002	WB	5104	75	1	177						
9	Redlands Blvd: E/O I-10 Frwy Ramp	1/22/2002	EB	4151	135	18	238	14,554	4	1	Major	0.36	A
		1/22/2002	WB	8071	246	12	442						
10	40th Street: W/O Waterman Ave	1/22/2002	EB	9331	193	23	209	18,879	4	1	Major	0.47	A
		1/22/2002	WB	7673	119	8	329						
11	Inland Center Dr: E/O I-215 Ramps	1/22/2002	EB	6015	193	6	236	13,826	4	1	Major	0.35	A
		1/22/2002	WB	6277	97	11	190						
12	Del Rosa Ave: N/O Highland Ave	1/22/2002	NB	9595	135	15	362	21,158	4	2	Scndry	0.71	C
		1/22/2002	SB	9067	148	12	445						

13	Kendall Drive: S/O University Prkwy	1/22/2002	NB	9295	79	5	113	18,752	4	1	Major	0.47	A
		1/22/2002	SB	8325	111	7	216						
14	Rancho Ave: S/O Mill Street	1/24/2002	NB	5096	42	3	71	10,566	4	1	Major	0.26	A
		1/24/2002	SB	4829	39	4	131						
15	E Street: S/O Orange Show Rd	1/22/2002	NB	8217	117	9	326	18,134	4	1	Major	0.45	A
		1/22/2002	SB	7912	131	10	312						
16	Waterman Ave: N/O I-10 Frwy	1/22/2002	NB	8792	355	80	310	22,144	4	1	Major	0.55	A
		1/22/2002	SB	10006	200	48	593						
17	Tippecanoe Ave: S/O Hospitality Ln	1/22/2002	NB	14949	351	38	535	33,387	4	1	Major	0.83	D
		1/22/2002	SB	13450	523	48	867						
18	Mountain View Ave: S/O Lugonia Ave	1/22/2002	NB	4369	47	0	74	8,313	4	1	Major	0.21	A
		1/22/2002	SB	3447	65	2	56						
19	California St: S/O Lugonia Ave	1/22/2002	NB	2405	23	2	71	5,073	4	2	Scndry	0.17	A
		1/22/2002	SB	2309	46	2	28						
20	Mount Vernon Ave: N/O 2nd Street	1/24/2002	NB	8719	468	79	509	18,026	4	1	Major	0.45	A
		1/24/2002	SB	6069	262	20	269						
21	Kendall Drive: N/O Revere Ave	2/4/2003	NB	8372				16,967	4	1	Major	0.42	A
		2/4/2003	SB	8595									
22	Northpark Blvd: N/O University Prkwy	2/4/2003	NB	4221				8,327	4	1	Major	0.21	A
		2/4/2003	SB	4106									
23	University Prkwy: W/O Northpark Blvd	2/4/2003	EB	13761				28,400	4	1	Major	0.71	C
		2/4/2003	WB	14639									

As shown in Table 1, the following intersections are currently operating at an unacceptable LOS, i. e. the LOS at these intersections is worse than LOS D:

Hunts Lane @ E Street

Meridian Avenue @ Rialto Avenue

Mountain View Avenue @ San Bernardino Street

Rancho Avenue @ 5th St/Foothill Boulevard

SR-30 WB Off Ramp @ 30th Street

Tippecanoe Avenue @ Rialto Avenue

Waterman Avenue @ 36th Street

Waterman Avenue @ Fifth Street

Waterman Avenue @ SR-30 EB Ramp

Similarly, the following roadway segments show an unacceptable LOS (i.e., LOS is worse than LOS C) based on capacity analysis of 24-hour volumes:

Tippecanoe Avenue South of Hospitality Lane

Mitigation measures are required to improve the conditions at the above locations to an acceptable LOS.

Future Traffic Conditions

This section analyzes potential traffic conditions in the City of San Bernardino at a theoretical build-out of the plan.

a. Recommended Roadway Improvements

The City has identified a number of roadway improvements, reclassification and addition/deletion of certain roadway segments in order to improve its circulation conditions to handle existing as well as future traffic volumes. These improvements are listed in Table 3. For future traffic conditions analysis, these improvements have been assumed to be in place on the circulation system.

Table 3

RECOMMENDED GENERAL PLAN CIRCULATION IMPROVEMENTS

(Subject to Validation by EV Model) rev. 5/10/04

1) **Mt. View Avenue:** (joint jurisdiction with Redlands): I-10 Freeway to San Bernardino Avenue; Upgrade from Secondary to Major Arterial. This classification upgrade is consistent with the City of Redlands' General Plan Circulation Element and current intentions to construct the northbound lane portion of a proposed six-lane major arterial. This proposed roadway will accommodate projected growth and provide convenient freeway access to the Redlands designated East Valley Corridor Specific Plan area. City Development Services staff have held recent meetings with the City of Redlands consultants to discuss/determine the ultimate roadway street width and right-of-way for this project.

2) **Mt. View Avenue**: (joint jurisdiction with Redlands): Extend Mt. View Avenue over the Santa Ana River to Central Avenue with a Secondary Arterial designation between San Bernardino Avenue and Central; Avenue. This project proposes to construct a 4-lane arterial and bridge over the Santa Ana River.

3) **Central Avenue**: Extend Central Avenue easterly from Tippecanoe Avenue to the proposed Mt. View Avenue extension (item #2). This roadway will serve as an important east/west link between Arrowhead Avenue and Mt. View Avenue.

4) **Richardson Street**: Upgrade Richardson Street to a Collector street between Riverview Drive and the I-10 freeway. Richardson Street was previously designated as a local street, but should be upgraded to a local collector, since it connects the Riverview Industrial Park to Redlands Boulevard via a bridge over the I-10 Freeway. Richardson Elementary School is located on Richardson Street, and is used by the surrounding neighborhood as the primary school route by students, parents, and school buses.

5) **Rosewood Drive**: Delete Rosewood Drive between Orchard Drive and Tippecanoe Avenue to accommodate the Hub Development.

6) **Harriman Place Realignment**: Plot the Harriman Place realignment from Orchard Drive to Tippecanoe Avenue and designate as a Secondary Arterial.

7) **Carnegie Drive**: Upgrade Carnegie Drive between Brier Dive and Hospitality Lane to a Major Arterial to be consistent with the Tri-City Center Specific Plan for full build-out.

8) **Victoria Avenue**: Designate Victoria Avenue as a Secondary Arterial between Tippecanoe Avenue and Mt. View Avenue. The realignment of Lugonia Street by

the City of Redlands to meet Victoria Avenue at Mt. View Avenue will significantly increase traffic activity along Victoria Avenue.

9) **Coulston Street**: Designate Coulson Street as a future Secondary Arterial between Tippecanoe Avenue and Mt. View Avenue. Coulston Street provides convenient east/west access to patrons who frequent businesses along Hospitality Lane (Costco, Staples, etc) in the Tri City Center. Hospitality Lane becomes Coulston Street as it crosses Tippecanoe Avenue in an easterly direction.

10) **Lena Road Extension**: Delete the plot of Lena Road between Orange Show Road and Carnegie Drive. Lena Road is proposed to terminate at Orange Show Road and will not cross the Santa Ana River. The City is proposing to extend Mt. View Avenue across the Santa Ana River to serve as a secondary north/south access to the IVDA Airport property.

11) **Tippecanoe Avenue**: Extend the major arterial classification on Tippecanoe Avenue to include the street segment between Central Avenue and 3rd Street. This classification is more compatible with the proposed IVDA development of the former airport and will insure roadway classification uniformity along Tippecanoe Avenue between 3rd Street and the I-10 freeway.

12) **Mill Street**: Extend the Major Arterial classification of Mill Street to include the street segment between Lena Road and Tippecanoe Avenue to be consistent with the General Plan Circulation Element.

13) **Vanderbilt Way**: Plot Vanderbilt Way between Waterman Avenue and Carnegie Drive and designate as a Secondary Arterial to be consistent with the Tri-City Center Specific Plan.

14) **Riverview Drive**: Plot Riverview Drive and designate as a Collector Street between San Bernardino Avenue and Mt. View Avenue. Riverview Drive provides access to businesses located in the Riverview Industrial Park.

15) **Fairway Drive**: Plot Fairview Drive between Camino Real and South "E" Street, and designate as a Secondary Arterial. Fairway Drive is a major east/west southerly link between San Bernardino and Colton.

16) **Commercenter Drive East, Commercenter Drive West, Business Center Drive**: Plot these roadway segments that intersect Hospitality Lane and designate as Collector Streets.

17) **Caroline Street, Club Way, Club Center Drive, Commercial Road, Wier Road**: Plot these street segments between Hunts Lane and Waterman Avenue and designate as Collector Streets.

18) **Harry Sheppard Blvd.**: Plot Harry Sheppard Boulevard between Tippecanoe Avenue and Del Rosa Avenue, and designate as a Secondary Arterial to be consistent with the SBITC Specific Plan.

19) **Del Rosa Avenue**: Plot the missing link (city of Highland) street segment between 3rd Street and 6th Street. Designate the City of San Bernardino portion of Del Rosa Avenue as a Secondary Arterial between 3rd Street and Harry Sheppard Boulevard. Similar to item # 18, this roadway was classified as a local street in the 1989 Circulation Element.

20) **Sierra Way**: Downgrade Sierra Way between 5th Street and Mill Street from a Major Arterial to a Secondary Arterial. Staff is requesting this downgrade for classification consistency along the entire length of Sierra Way between Waterman Avenue and Mill Street.

21) **"D" Street**: Downgrade "D" Street between Rialto Avenue and Mill Street from a Secondary Arterial to a Collector Street. There is a significant decrease in traffic on "D" Street south of Rialto Avenue since there is no direct route between Rialto Avenue and Mill Street.

22) **"I" Street**: The reconfiguration of the I-215 Freeway off-ramps at 2nd Street/ "I" Street will necessitate the need for a cul-de-sac on "I" Street south of 3rd Street.

23) **3rd Street**: Delete 3rd Street segment between Viaduct/"K" Street and Mt. Vernon Avenue. 3rd Street will become the proposed access to the future Santa Fe Depot multi-modal complex parking structure.

24) **2nd Street**: Downgrade 2nd Street to a local street westerly of Mt. Vernon Avenue to Rialto Avenue. 2nd Street provides limited access to a few adjacent residences west of Mt. Vernon Avenue and Rialto Avenue.

25) **4th Street**: Designate 4th Street as a Collector Street between Arrowhead Avenue and "K" Street. Staff has agreed to this designation because of the limited linkage between the Santa Fe Depot and various governmental agencies on Arrowhead Avenue.

26) **Medical Center Drive**: Delete the plot of Medical Center Drive between Rialto Avenue and 5th Street. This street segment has only existed as a "paper street". The BNSF multi-modal facility occupies the land between Rialto Avenue and 5th Street.

26a) **4th Street**. Possible realignment of 4th Street to 5th Street to accommodate the new Mt. Vernon bridge alignment. The realignment route is pending.

27) **Crestview Avenue**: Delete the plot of Crestview Avenue between 21st Street and Highland Avenue. Crestview Avenue forms a "T" intersection at 21st Street. The

Saint Bernardine's Hospital complex will obstruct the extension of Crestview Avenue to Highland Avenue.

28) **Piedmont Drive**: Delete the plot of Piedmont Drive between Victoria Avenue and Arden Avenue. Piedmont Drive existed as a "paper street" for the past several decades. The development of the San Manuel casino complex will prevent the roadway from ever being constructed and street vacation proceedings have been finalized. Piedmont Drive is presently a cul-de-sac easterly of Victoria Avenue. Piedmont Drive between Highland Avenue and the cul-de-sac easterly of Victoria Avenue will be designated as a Collector Street.

29) **Meridian Avenue**: Meridian Avenue is not a continuous street between Mill Street and Rialto Avenue. The Metrolink railroad tracks are a barrier to the continuity of this roadway segment.

30) **16th Street**: Downgrade 16th Street, between Waterman Avenue and State Street, from a Secondary Arterial to a Collector Street. 16th Street is an excellent east/west collector street, midway between Base Line Street and Highland Avenue. 16th Street also runs predominantly through residential neighborhoods.

31) **Sepulveda Avenue**: Downgrade Sepulveda Avenue between 40th Street and the north City Limit Line from a Secondary Arterial to a Collector Street. Sepulveda Avenue is an excellent residential neighborhood collector that provides convenient north/south access to commercial development along 40th Street.

32) **"H" Street:** Downgrade "H" Street between Kendall Dr. and Northpark Boulevard from a Secondary Arterial to a Collector Street. "H" Street is an excellent collector street that provides local neighborhood access to 40th Street / Kendall Drive commercial development. A major portion of "H" Street is located in unincorporated (County) areas.

32a) **N. Arrowhead Avenue:** Arrowhead Avenue becomes a cul-de-sac at N. "E" Street. When "E" Street was widened to a four-lane roadway ten years ago, Arrowhead Avenue became a cul-de-sac for safety and access reasons. Therefore, there is no longer access to "E" Street off Arrowhead Avenue.

33) **Marshall Blvd.**: Marshall Blvd has been vacated between Rockford Drive and Victoria Avenue to accommodate the San Manuel casino expansion.

34) **48th Street**: Plot 48th Street westerly to intersect Kendall Drive. 48th Street is a major east/west Secondary Arterial located between 40th Street and Northpark Boulevard connecting Electric Avenue to Kendall Drive. The street runs partially through an unincorporated County neighborhood.

35) **Rte 30/210**: The City portion of the Rte 30/210 Freeway project is under construction and should be plotted on the Circulation Element along its westerly right-of-way path. Completion of this major east/west freeway will alter adjacent local street traffic patterns in the future.

36) **Campus Way**: Plot Campus Way along the north perimeter of the CSUSB campus and designate as a Collector Street. Future residential development (Paradise Hills) will not contribute significant volumes of traffic to warrant any additional upgrade to this proposed classification.

37) **Irvington Avenue**: Designate Irvington Avenue as a Collector Street between Pine Avenue and Magnolia Ave (extended). Residential development in the Verdemont community and the proposed construction of the Cesar Chavez Middle School on Belmont Avenue has created a need for this classification upgrade from a Local Street to a Collector Street.

38) **Magnolia Avenue**: Designate Magnolia Avenue as a Collector Street between Ohio Avenue and Irvington Avenue. The proposed construction of the Cesar Chavez Middle School at the intersection of Belmont Avenue at Magnolia Street necessitates the upgrade of Magnolia Street to a Collector Street.

39) **Little League Drive** (?): Delete this misidentified street segment as shown. This item is pending and is shown as Item #60.

40) **Harrison Street**: Plot Harrison Street as a Collector Street between Lynwood Drive and 40th Street. Harrison Street should be upgraded to a Collector Street since it carries unimpeded local residential traffic between Lynwood Drive and 40th Street.

41) **21st Street**: Plot 21st Street between Waterman Avenue and "H" Street, and classify as a Collector Street.

42) **Marshall Boulevard**: Extend Marshall Boulevard westerly from Ladera Street to Little Mountain Drive. Designate Marshall Boulevard as a Collector Street between Ladera Street and Little Mountain Drive.

43) **30th Street**: Upgrade 30th Street between Little Mountain Drive and Valencia Avenue to a Secondary Arterial. The entire length of 30th Street/Lynwood Drive should be classified as a Secondary Arterial since it is the major east/west arterial north of the Rte. 30/210 Freeway.

43a) Downgrade **Arrowhead Ave**. to a Collector Street between 30th Street and north terminus cul-de-sac. Since there is no longer direct access to "E" Street from Arrowhead Avenue, this street north of 30th Street essentially serves local surrounding residences.

44) **Valencia Drive: No change required**

45) **28th Street**: 28th Street continuity should be broken between Valencia Avenue and Golden Avenue, since the Twin Creek Flood Control Channel prevents this connection from becoming economically feasible.

46) **Orange Street**: Designate Orange Street as a Collector Street between Piedmont Drive and Base Line Street. A portion of this street is in the City of Highland. The residential traffic in the area travels on Orange Street.

47) **Pumalo Street**: Plot Pumalo Street as terminating easterly of Arden Avenue with no connection to Victoria Avenue. The San Creek Retention Basin is adjacent to Victoria Avenue, between Lynwood Drive and Highland Avenue, and makes this roadway extension economically unfeasible.

48) **Date Street**: Plot Date Street as ending easterly of Arden Avenue with no connection to Victoria Avenue. Same rationale as Item # 47.

49) **"H" Street**: Plot "H" Street as a Collector Street between Inland Center Drive and terminating as a cul-de-sac south of Mill Street. The I-215 freeway expansion project and off-ramp reconfiguration will alter local street traffic patterns in the area adjacent to the proposed Mill Street/I-215 ramps. Traffic circulation on "H" Street will be diverted along Huff Street and Crescent Street.

50) **Huff Street and Crescent Street**: Add these streets as Local Collectors between "H" Street and Mill Street. See item # 49.

51) **10th Street**: Downgrade 10th Street between I-215 freeway and Waterman Avenue to a local street. 9th Street is designated as a secondary east/west arterial and should relieve 10th Street of anything but local traffic.

52) **Miramonte Drive:** Plot Miramonte Drive as a Collector Street between 27th Street and Marshall Boulevard.

53) **6th Street: No Change**

54) **Arden Avenue: (No Change)** between Base Line Street and 3rd Street.

55) **Darby Street**: Downgrade Darby Street between June Street and Cajon Boulevard to a Collector Street. This area is strictly residential (a major portion lies within unincorporated County jurisdiction) with low traffic volumes.

56) **Martin Ranch Access Road**: Plot the Martin Ranch extension between Little League Drive and the freeway frontage road and designate as a Collector Street. The exact location of this roadway is pending. Plot Belmont Avenue between Pine Avenue and Little League Drive and designate as a Collector Street. The

westerly extension of Belmont Avenue shall be designated (Cable Canyon Road) and shall meander through the foothills to intersect the north terminus of (Paso Robles Rd?).

57) **Central Avenue**: Extend Central Avenue southerly to 3rd Street and reclassify as a Collector Street (3rd Street to Highland Avenue. The City portion of this street lies between Highland Avenue and Pacific Street only. The City of Highland has also classified Central Avenue as a Collector Street in their General Plan Circulation Element.

58) **Golden Avenue**: Downgrade Golden Avenue, between Lynwood Drive and 40th Street, from a Secondary Arterial to a Collector Street. Golden Avenue becomes a two-lane street that meanders through residential neighborhoods between Marshall Boulevard and 40th Street and is not suited as a Secondary Arterial.

59) **Evans Street (future street in Loma Linda):** Delete/ Not practical due to Hub development.

60) Plot new (collector) frontage road from Little League Drive to Devore Road (pending)

61) **6th Street**: Delete 6th Street west of "H" Street. Future I-215 Freeway ramp modifications will eliminate this street segment.

62) Sterling Avenue Extension: (No Change)

63) **North Lake Project**: Delete portions of "G" Street between 9th Street and Base Line Street; and 10th Street between "H" Street and "E" Street.

64) **3rd Street to 5th St. Realignment**: Realign 3rd Street to 5th Street at Sterling Avenue. Designate 3rd Street, between Sterling Avenue and Lankershim Avenue, as a Local Street.

b. Focused Travel Demand Model

As part of this circulation system analysis, a focused travel demand model was developed to analyze the traffic impacts of projected development within the City at "build-out" of the proposed General Plan land uses. The latest version of the RIVSAN CTP Model was obtained from SCAGs Inland Empire Office. This model currently has a year 2000 base-year and year 2030 as regional horizon year for the future. Approximately 564 traffic analysis zones (TAZs) in this model constitute the City of San Bernardino and the Sphere of Influence (study) area. These zones are disaggregated to approximately 1,450 TAZs to develop the East Valley Transportation Model for planning purposes. Approximately 1,249 of these EVTM zones are within the City of San Bernardino. These 1,249 zones include the zones of Arrowhead Springs anticipated to be incorporated within the City of San Bernardino.

For the purpose of its General Plan Update, the City of San Bernardino is considering rezoning 14 planning areas within the City including the Arrowhead Springs area. The rezoning is expected to cause a change in the socioeconomic data currently established for the respective TAZs.

In coordination with the General Plan team and City staff, land use quantities (in acres) were estimated for the Build-out conditions of the study area for each of the TAZs. These land use quantities were then converted to socio-economic data compatible with inputs to the CTP Model using sub-regionally acceptable average factors and mid-point densities for each land use type. These model input data include the number of single and multiple dwelling units, population, retail and total employment. The CTP model highway network was also obtained from SCAG and refined by adding secondary and collector streets and zonal connectors (per the City's recommended network modification/improvement list) to represent a more detailed network consistent with the finer zone system.

The model input data for the disaggregated TAZs were submitted to SCAG Inland Empire Office. From these data, SCAG generated trips for all study area zones and substituted for the original study area TAZs. The EVTM model was run using these new build-out trips in the project area. Trip generation, distribution and mode choice functions for the model were carried out and the four-period trip tables (AM, PM peak, mid-day and night-time) were provided to the General Plan team. The team performed traffic assignments for all four periods and combined them to generate total daily volumes. These daily volumes were assigned to the City of San Bernardino's future planned circulation network.

A comparison of total daily trips produced by and attracted to the San Bernardino TAZs were performed to assess whether the proposed General Plan including rezoning of certain planning areas and recommended network improvements would result in decreased traffic in the area. As anticipated, the comparison shows a significant decrease in San Bernardino's traffic generation under the proposed General Plan compared to the existing General Plan adopted in 1989. The following table shows this comparison:

	Existing (1989) General Plan	Proposed General Plan	Proposed GP - Existing GP
Build-out Trips from San Bernardino TAZs to All SCAG TAZs	822,375	793,557	-28,818
Build-out Trips to San Bernardino TAZs from All SCAG TAZs	826,451	797,888	-28,563
Total San Bernardino Build-out Trips Per Day	1,648,826	1,591,445	-57,381

c. Significant Traffic Impact Thresholds

A project's traffic impact is determined based upon whether or not traffic volume associated with the project deteriorates the level of service at an intersection location to an unacceptable LOS E or F.

According to the City of San Bernardino Traffic Impact Study Guidelines, traffic impacts at an intersection are to be considered "significant" when any of the following changes in the volume to capacity (V/C) ratios occur between the "without project" and the "with project" conditions:

LOS	V/C with Project Increases
C	> 0.0400
D	> 0.0200
E, F	> 0.0100

The LOS and V/C ratios above are based on the delay methodology outlined in the Highway Capacity Manual.

d. Build-out Traffic Forecasts and Operating Conditions

Based on the traffic volume data obtained from EVTM runs the future build-out traffic conditions within the City were analyzed. The traffic volume data were post-processed using the "B-Turns" program per SanBAG's requirement. The year 2030 was considered to determine the impacts of proposed General Plan by comparing with existing conditions.

Table 4 shows the results of intersection LOS analysis for 2030 under existing conditions and with proposed General Plan.

Table 5 shows the roadway segments LOS for 2030 under existing conditions and with the proposed General Plan. The projected volumes were divided by the assumed future capacities to identify the future volume/capacity ratios, LOS, potential future capacity deficiencies and expected congestion problems. Intersection peak hour volumes and LOS calculation sheets are shown in the Appendix.

The following illustrate the key observations from the analysis of projected traffic conditions for the proposed General Plan:

A number of intersections are expected to perform at an unacceptable level of service and show project impacts. These are:

Northpark Boulevard @ University Parkway

Hunts Lane @ E Street

Waterman Avenue @ 30th Street

Waterman Avenue @ SR-30 EB Ramps

SR-30 WB Off-ramp @ 30th Street

Harrison Street @ 40th Street

Waterman Avenue @ 36th Street

Waterman Avenue @ 34th Street

Valencia Avenue @ 40th Street

Tippecanoe Avenue @ Rialto Avenue

Rancho Avenue @ 5th Street/Foothill Boulevard

Mountain View Avenue @ San Bernardino Road

Table 5

INTERSECTION LEVEL OF SERVICE SUMMARY

FUTURE (2030) CONDITIONS

No.	Intersection	Peak Hour	Existing Conditions			Gen. Plan Conditions			Diff. in V/C	G.P. Impact
			LOS	Delay, sec/veh	V/C Ratio	LOS	Delay, sec/veh	V/C Ratio		
1	Pepper Avenue @ Rialto Avenue	AM	B	15.8	0.525	B	17.5	0.574	0.049	
		PM				C	20.6	0.728	0.728	
2	Pepper Avenue @ Mill Street	AM	D	36.1	0.521	D	37.1	0.525	0.004	
		PM				D	37.2	0.730	0.73	
3	Meridian Avenue @ Rialto Avenue	AM	C	14.2	0.000	C	16.5	0.000	0	
		PM				F	65.6	0.000	0	Yes
4	Northpark Boulevard @ University Parkway	AM	C	21.4	0.165	C	28.0	0.091	-0.074	
		PM	C	22.7	0.225	C	26.0	0.142	-0.083	
5	Kendall Drive @ University Parkway	AM	C	32.3	0.658	C	30.5	0.513	-0.145	
		PM	D	36.4	0.804	C	30.6	0.501	-0.303	
6	E Street @ Highland Avenue	AM	B	16.5	0.436	B	16.6	0.428	-0.008	
		PM	B	15.9	0.360	B	16.5	0.475	0.115	
7	Hunts Lane @ E Street	AM	F	OF	0.000	F	744.5	0.000	0	Yes
		PM	F	OF	0.000	F	OF	0.000	0	Yes
8	Waterman Avenue @ 3rd Street	AM				C	28.6	0.732	0.732	
		PM								
9	Waterman Avenue @ 5th Street	AM	D	35.4	0.682	D	36.6	0.797	0.115	
		PM	D	36.8	0.751	D	40.2	0.811	0.06	
10	E Street @ Base Line Street	AM	C	23.8	0.580	C	23.1	0.593	0.013	
		PM	C	24.7	0.68	C	24.9	0.686	0.006	
11	Arrowhead Avenue @ Base Line Street	AM	B	12.3	0.401	B	12.6	0.430	0.029	
		PM	B	16.0	0.529	B	16.5	0.531	0.002	
12	Mt. Vernon Avenue @ 2nd Street	AM	C	20.4	0.448	B	17.6	0.325	-0.123	
		PM	C	32.8	0.713	C	31.2	0.682	-0.031	
13	Mt Vernon Avenue @ Rialto Avenue	AM	B	16.9	0.415	B	16.6	0.355	-0.06	
		PM	B	16.8	0.478	B	17.0	0.502	0.024	
14	Mount Vernon Avenue @ 5th Street	AM	C	24.6	0.559	C	25.4	0.486	-0.073	
		PM	C	25.0	0.663	C	24.7	0.611	-0.052	
15	Waterman Avenue @ 30th Street	AM	F	97.9	1.134	F	138.9	1.215	0.081	Yes
		PM	F	86.4	1.147	F	96.5	1.180	0.033	Yes
16	Kendall Drive @ Palm Avenue	AM	C	20.1	0.177	B	177.0	0.071	-0.106	
		PM				B	17.7	0.072	0.072	
17	Belmont Avenue @ Palm Avenue	AM	A	8.9	0.301	A	8.1	0.178	-0.123	
		PM				A	7.9	0.147	0.147	
18	Sierra Way @ 30th Street	AM	B	11.4	0.468	B	13.9	0.530	0.062	
		PM	B	16.3	0.703	B	17.6	0.764	0.061	
19	Del Rosa Avenue @ Base Line Street	AM	C	29.4	0.792	D	36.2	0.869	0.077	
		PM	C	29.6	0.805	C	33.0	0.823	0.018	

20	Waterman Avenue @ SR-30 EB Ramps	AM	F	86.8	1.113	E	60.9	1.053	-0.060	Yes
		PM	F	119.5	1.290	F	127.9	1.288	-0.002	Yes
21	Leroy Street/SR-30 WB On-ramp @ 30th Street	AM	B	12.4	0.632	B	10.2	0.52	-0.112	
		PM	B	16.9	0.518	B	17.5	0.594	0.076	
22	SR-30 WB Off-ramp @ 30th Street	AM	F	350.4	0.000	F	465.7	0	0.000	Yes
		PM	F	OF	0.000	F	OF	0	0.000	Yes
23	Del Rosa Avenue @ Lynwood Drive	AM	B	18.2	0.618	B	16.6	0.558	-0.060	
		PM	B	14.8	0.656	B	12.7	0.612	-0.044	
24	Harrison Street @ 40th Street	AM	C	23.0	0.000	D	26.6	0	0.000	
		PM	F	769.4	0.000	F	OF	0	0.000	Yes
25	Sterling Avenue @ Highland Avenue	AM	C	31.0	0.436	C	28.8	0.58	0.144	
		PM	D	35.2	0.619	C	31.8	0.606	-0.013	
26	Waterman Avenue @ Marshall Boulevard	AM	A	4.4	0.601	A	4.6	0.626	0.025	
		PM	A	3.8	0.567	A	5.0	0.633	0.066	
27	Waterman Avenue @ 36th Street	AM	D	33.1	0.000	F	54.8	0	0.000	Yes
		PM	E	35.3	0.000	F	87.5	0	0.000	Yes
28	Sterling Avenue @ Lynwood Drive	AM	B	13.6	0.499	B	11.2	0.366	-0.133	
		PM	D	34.3	0.986	C	20.0	0.775	-0.211	
29	Sterling Avenue @ Foothill Drive	AM	A	8.0	0.229	A	8.1	0.245	0.016	
		PM	A	9.6	0.377	B	10.2	0.419	0.042	
30	Del Rosa Avenue @ Foothill Drive	AM	C	19.1	0.000	B	14.8	0	0.000	
		PM	F	279.9	0.000	C	17.5	0	0.000	
31	30th Street @ Lynwood Drive	AM				A	9.7	0	0.000	
		PM	A	1.4	0.000	B	11.5	0	0.000	
32	Waterman Avenue @ 40th Street	AM	C	27.7	0.782	C	28.5	0.82	0.038	
		PM	D	36.9	0.917	D	42.9	0.982	0.065	
33	Waterman Avenue @ 34th Street	AM	C	22.5	0.000	D	26.7	0	0.000	
		PM	F	61.1	0.000	F	110.6	0	0.000	Yes
34	Waterman Avenue @ Parkdale Avenue	AM	A	2.7	0.525	A	3.7	0.553	0.028	
		PM	A	7.3	0.624	A	5.3	0.651	0.027	
35	Valencia Avenue @ 30th Street	AM				A	1.0	0.137	0.137	
		PM	A	3.9	0.215	B	12.7	0.304	0.089	
36	Valencia Avenue @ 40th Street	AM	B	12.7	0.571	C	15.0	0.667	0.096	
		PM	E	40.3	0.956	F	72.4	1.129	0.173	Yes
37	Del Rosa Avenue @ SR-30 EB Ramps	AM	C	28.5	0.681	C	26.5	0.695	0.014	
		PM	C	32.2	0.837	C	28.5	0.748	-0.089	
38	Del Rosa Avenue @ SR-30 WB Ramps	AM				B	18.9	0.740		
		PM				E	57.0	1.088		
39	Sierra Way @ 40th Street	AM				C	26.0	0.626		
		PM				C	34.6	0.920		
40	Waterman Avenue @ Hospitality Lane	AM				C	30.7	0.637		
		PM				C	33.4	0.762		
41	Hospitality Lane @ Carnegie Drive	AM				C	28.9	0.565		
		PM				C	30.7	0.649		

42	Tippecanoe Avenue @ Rialto Avenue	AM				F	91.7	0.000		Yes
		PM				F	242.1	0.000		Yes
43	Tippecanoe Avenue @ Harry Sheppard Boulevard	AM				A	6.7	0.516		
		PM				B	11.6	0.683		
44	Tippecanoe Avenue @ 3rd Street	AM				C	30.8	0.573		
		PM				D	49.0	0.882		
45	Tippecanoe Avenue @ Mill Street	AM				C	24.0	0.629		
		PM				B	19.5	0.747		
46	Rancho Avenue @ 5th Street/Foothill Blvd	AM				F	OF	0.000		Yes
		PM				F	OF	0.000		Yes
47	Mt Vernon Avenue @ Mill Street	AM				C	34.7	0.673		
		PM				D	35.1	0.799		
48	Mountain View Avenue @ San Bernardino Rd	AM				F	107.1	1.372		Yes
		PM				F	308.8	2.440		Yes
49	Mt Vernon Avenue @ Highland Avenue	AM				C	22.0	0.488		
		PM				C	31.7	0.598		
50	State Street @ Highland Avenue	AM				B	15.2	0.539		
		PM				B	16.3	0.510		
51	Tippecanoe Avenue @ Hospitality Lane	AM				B	17.9	0.432		
		PM				C	24.5	0.505		
52	Tippecanoe Avenue @ San Bernardino Road	AM				D	37.6	0.698		
		PM				D	48.1	0.863		
53	Lena Road @ Mill Street	AM				C	22.2	0.377		
		PM				C	22.6	0.502		
54	Waterman Avenue @ Barton Road	AM				C	27.7	0.885		
		PM				C	31.7	0.972		
55	Boulder Avenue @ Highland Avenue	AM				C	25.0	0.320		
		PM				C	29.3	0.658		
56	Waterman Avenue @ Orange Show Road	AM				D	35.1	0.648		
		PM				D	40.1	0.832		
57	Del Rosa Avenue @ 3rd Street	AM				D	39.5	0.679		
		PM				D	47.4	0.839		
58	Waterman Avenue @ Vanderbilt Way	AM				B	10.3	0.391		
		PM				B	13.7	0.641		
59	Waterman Avenue @ Highland Avenue	AM				D	37.3	0.628		
		PM				D	40.0	0.707		
60	E Street @ Orange Show Road	AM				C	33.4	0.660		
		PM				D	49.7	0.945		
61	E Street @ 2nd Street	AM				C	29.5	0.654		
		PM				D	40.3	0.816		
62	State Street @ Base Line Street	AM				B	19.3	0.516		
		PM				B	19.2	0.560		
63	Kendall Drive @ 40th Street	AM				B	12.8	0.285		
		PM				B	18.2	0.542		

64	Mt Vernon Avenue @ Base Line Street	AM				C	22.0	0.527		
		PM				C	22.8	0.531		
65	Waterman Avenue @ Mill Street	AM				D	38.6	0.533		
		PM				D	47.2	0.889		
66	E Street @ 30th Street	AM				B	15.3	0.449		
		PM				B	14.8	0.754		
67	Ohio Avenue @ Palm Avenue	AM				A	9.3	0.000		
		PM				A	9.3	0.000		
68	Victoria Avenue @ Highland Avenue	AM				C	26.0	0.382		
		PM				C	31.6	0.610		
69	Palm Avenue @ Highland Avenue	AM				D	39.7	0.725		
		PM				D	42.0	0.665		
70	SR-30 EB Ramps @ Highland Avenue	AM				C	20.3	0.600		
		PM				C	20.8	0.625		
71	SR-30 WB ramps @ Highland Avenue	AM				B	13.5	0.317		
		PM				B	14.5	0.562		
72	Arden Avenue @ Highland Avenue	AM				C	34.9	0.707		
		PM				D	46.1	0.892		
73	Arden Avenue @ SR-30 WB Ramps	AM				A	0.0	0.000		
		PM				A	0.0	0.000		
74	Arden Avenue @ SR-30 EB Ramps	AM				B	15.7	0.417		
		PM				B	18.2	0.583		
75	I Street @ 2nd Street	AM				A	5.1	0.238		
		PM								

Table 5

FUTURE ROADWAY LOS WITH EXISTING AND PROPOSED GENERAL PLAN VOLUMES

No.	Roadway	Segment	CMP Street (Y/N)?	FUTURE CONDITIONS WITH EXISTING GP						FUTURE CONDITIONS WITH PROPOSED GP						
				Facility Type	No. of Lanes	Capacity (C)	Build-out ADT (V)	V/C	LOS	Facility Type	No. of Lanes	Capacity (C)	Build-out ADT (V)	V/C	LOS	Mitigation Required?
EAST-WEST STREETS																
1	4TH STREET	I-215 - Arrowhead	N	Major	4	40,000	-	0.000	A	Major	4	40,000	24,633	0.616	B	
2	5TH STREET	Pepper - I-215	N	Major	4	40,000	25,746	0.644	B	Major	4	40,000	19,238	0.481	A	
3	5TH STREET	I-215 - Waterman	N	Major	4	40,000	21,537	0.538	A	Major	4	40,000	24,007	0.600	A	
4	5TH STREET	Waterman - Victoria	Y	Major	2	15,000	15,332	1.022	E	Major	4	40,000	17,878	0.447	A	
5	5TH STREET	Victoria - Palm	Y	Major	4	40,000	9,150	0.229	A	Major	4	40,000	14,370	0.359	A	
6	9TH STREET	Medical Center - I-215	N	Secndry	2	12,000	3,700	0.308	A	Secndry	4	30,000	5,219	0.174	A	
7	9TH STREET	I-215 - Waterman	N	Secndry	4	30,000	6,757	0.225	A	Secndry	4	30,000	8,367	0.279	A	
8	9TH STREET	Waterman - Tippecanoe	N	Secndry	4	30,000	6,690	0.223	A	Secndry	4	30,000	5,927	0.198	A	
9	9TH STREET	Tippecanoe - Del Rosa	N	Secndry	2	12,000	3,960	0.330	A	Secndry	2	12,000	5,712	0.476	A	
10	40TH STREET	Valencia - Waterman	N	Major	4	40,000	16,897	0.422	A	Major	4	40,000	17,908	0.448	A	
11	40TH STREET	Waterman - Sierra	Y	Major	4	40,000	24,721	0.618	B	Major	4	40,000	22,625	0.566	A	
12	40TH STREET	Sierra - Mountain View	Y	Major	2	15,000	19,439	1.296	F	Major	4	40,000	31,279	0.782	C	
13	BASELINE STREET	SR-30 - Palm	Y	Major	2	15,000	19,232	1.282	F	Major	4	40,000	25,185	0.630	B	
14	BASELINE STREET	Palm - Valencia	Y	Major	4	40,000	19,071	0.477	A	Major	4	40,000	34,286	0.857	D	Yes
15	BASELINE STREET	Valencia - I-215	Y	Major	4	40,000	26,303	0.658	B	Major	4	40,000	23,585	0.590	A	
16	BASELINE STREET	I-215 - Riverside	Y	Major	4	40,000	18,615	0.465	A	Major	4	40,000	18,194	0.455	A	

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17	HIGHLAND AVENUE	Riverside - I-215	Y	Major	4	40,000	-	0.000	A	Major	4	40,000	8,447	0.211	A	
18	HIGHLAND AVENUE	I-215 - Victoria	Y	Major	4	40,000	18,473	0.462	A	Major	4	40,000	26,775	0.669	B	
19	HIGHLAND AVENUE	Victoria - SR-30	Y	Major	4	40,000	17,799	0.445	A	Major	4	40,000	27,788	0.695	B	
20	HIGHLAND AVENUE	SR-30 - E. City Limit	N	Major	2	15,000	10,288	0.686	B	Major	4	40,000	23,666	0.592	A	
21	HOSPITAILITY LANE	E St - Hunts	N	Secndry	4	30,000	15,474	0.516	A	Secndry	4	30,000	13,972	0.466	A	
22	HOSPITAILITY LANE	Hunts - Waterman	N	Secndry	4	30,000	25,082	0.836	D	Secndry	4	30,000	18,460	0.615	B	
23	MILL STREET	Tippecanoe - Waterman	N	Major	2	15,000	11,025	0.735	C	Major	4	40,000	19,150	0.479	A	
24	MILL STREET	Waterman - Mt Vernon	Y	Major	4	40,000	29,653	0.741	C	Major	4	40,000	30,155	0.754	C	
25	MILL STREET	Mt Vernon - Bordwell	Y	Major	4	40,000	20,697	0.517	A	Major	4	40,000	31,126	0.778	C	
26	REDLANDS BLVD	I-215 - Waterman	Y	Secndry	4	30,000	13,852	0.462	A	Secndry	4	30,000	18,011	0.600	A	
27	RIALTO AVENUE	Riverside - Rancho	N	Major	2	15,000	15,962	1.064	F	Major	4	40,000	16,287	0.407	A	
28	RIALTO AVENUE	Rancho - I St	N	Major	4	40,000	20,988	0.525	A	Major	4	40,000	16,970	0.424	A	
29	RIALTO AVENUE	I St - Sierra	N	Major	4	40,000	13,899	0.347	A	Major	4	40,000	8,628	0.216	A	
30	RIALTO AVENUE	Sierra - Tippecanoe	N	Major	2	15,000	8,131	0.542	A	Major	4	40,000	7,688	0.192	A	

NORTH-SOUTH STREETS

31	BOULDER AVENUE	Atlantic -Pacific	N	Major	2	15,000	12,653	0.844	D	Major	4	40,000	14,853	0.371	A	
32	DEL ROSA DRIVE	3rd St - Paloma	Y	Secndry	4	30,000	6,996	0.233	A	Secndry	4	30,000	14,877	0.496	A	
33	DEL ROSA DRIVE	Baseline - SR-30	Y	Secndry	4	30,000	12,875	0.429	A	Secndry	4	30,000	21,995	0.733	C	
34	DEL ROSA DRIVE	SR-30 - Quail Cyn	N	Secndry	4	30,000	9,792	0.326	A	Secndry	4	30,000	1,445	0.048	A	
35	E STREET	I-10- Fairway	Y	Major	2	15,000	18,446	1.230	F	Major	4	40,000	23,208	0.580	A	
36	E STREET	Fairway - 9th St	Y	Major	4	40,000	19,240	0.481	A	Major	4	40,000	18,814	0.470	A	
37	E STREET	9th St - Kendall	Y	Major	4	40,000	14,376	0.359	A	Major	4	40,000	35,103	0.878	D	Yes

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38	PALM AVENUE	Pacific - Highland	Y	Major	2	15,000	12,472	0.831	D	Major	4	40,000	19,826	0.496	A	
39	PEPPER AVENUE	I-10 - Foothill	Y	Major	4	40,000	24,627	0.616	B	Major	4	40,000	44,034	1.101	F	Yes
40	RANCHO AVENUE	I-10 - Mill	Y	Major	4	40,000	24,344	0.609	B	Major	4	40,000	21,870	0.547	A	
41	RANCHO AVENUE	Mill - Rialto	Y	Major	2	15,000	25,897	1.726	F	Major	4	40,000	23,685	0.592	A	
42	RANCHO AVENUE	Rialto - Foothill	Y	Major	4	40,000	19,788	0.495	A	Major	4	40,000	20,783	0.520	A	
43	SIERRA WAY	Waterman - 40th St	N	Major	4	40,000	36,324	0.908	E	Major	4	40,000	37,828	0.946	E	Yes
44	SIERRA WAY	40th St - 5th St	N	Major	2	15,000	5,720	0.381	A	Major	2	15,000	2,112	0.141	A	
45	SIERRA WAY	5th St - 2nd St	N	Major	4	40,000	7,290	0.182	A	Major	4	40,000	5,505	0.138	A	
46	SIERRA WAY	2nd St - Mill	N	Major	2	15,000	5,024	0.335	A	Major	4	40,000	5,789	0.145	A	
47	VICTORIA AVENUE	Lynwood - Baseline	N	Secndry	2	12,000	11,313	0.943	E	Secndry	4	30,000	9,412	0.314	A	
48	VICTORIA AVENUE	Baseline - 3rd St	Y	Secndry	4	30,000	8,942	0.298	A	Secndry	4	30,000	6,158	0.205	A	
49	WATERMAN AVENUE	I-10 - Highland	Y	Major	4	40,000	31,911	0.798	C	Major	6	60,000	26,590	0.443	A	
50	WATERMAN AVENUE	Highland - Sierra	Y/N	Major	4	40,000	41,634	1.041	E	Major	4	40,000	24,062	0.602	A	

Similarly, the following roadway segments are also projected to show unacceptable LOS:

Base Line Street between Palm Avenue and Valencia Avenue

E Street between 9th Street and Kendall Drive

Sierra Way between I-10 Freeway and Foothill Boulevard

Sierra Way between Waterman Avenue and 40th Street

Recommended System Improvements

Mitigation and improvement measures are required for intersections and roadway segments that show unacceptable LOS. Typically, improvements at intersections result in improvement in traffic conditions on its approaches and thereby mitigate impacts on roadway segments. Therefore, it is recommended that the following intersection improvements be implemented along with recommended network changes shown in Table 3:

San Bernardino General Plan Mitigation Measures at Intersections

1. **Signalize the intersection of Meridian Avenue @ Rialto Avenue.**

   The intersection will operate at LOS F during the PM peak hour under 2030 conditions. With signalization with permitted phasing the intersection will operate at LOS A during both peak hours.

2. **Signalize the intersection of Hunts Lane @ E Street**

   The intersection will operate at LOS F during both AM and PM peak hours under 2030 conditions. With signalization and protected phasing, and the addition of 1 NB left turn lane the intersection will operate at LOS B and C during the AM and PM peak hours, respectively.

3. **Add an additional westbound right-turn lane at the intersection of Waterman Avenue @ 30th Street**

   The intersection will operate at LOS F during both AM and PM peak hours under 2030 conditions. With 1 additional WB right turn lane the intersection will operate at LOS D and C during the AM and PM peak hours, respectively.

4. **Add an additional northbound right-turn lane at the intersection of Waterman Avenue @ SR-30 EB Ramps**

   The intersection will operate at LOS E and F during the AM and PM peak hours, respectively under 2030 conditions. With 1 additional NB right turn lane and 1

additional EB left turn lane the intersection will operate at LOS D during both peak hours.

5. **Signalize the intersection of SR-30 WB Off Ramp @ 30th Street**

   The intersection will operate at LOS F during both AM and PM peak hours under 2030 conditions. With signalization and protected phasing, the intersection will operate at LOS C during both peak hours.

6. **Signalize the intersection of Harrison Street @ 40th Street**

   The intersection will operate at LOS D and F during AM and PM peak hours, respectively under 2030 conditions. With signalization and permitted phasing the intersection will operate at LOS A and C during the AM and PM peak hours, respectively.

7. **Signalize the intersection of Waterman Avenue @ 36th Street**

   The intersection will operate at LOS F during both AM and PM peak hours under 2030 conditions. With signalization and permitted phasing the intersection will operate at LOS A and B during the AM and PM peak hours, respectively.

8. **Signalize the intersection of Waterman Avenue @ 34th Street**

   The intersection will operate at LOS D and F during AM and PM peak hours, respectively, under 2030 conditions. With signalization and permitted phasing the intersection will operate at LOS A during both peak hours.

9. **Signalize the intersection of Valencia Avenue @ 40th Street**

   The intersection will operate at LOS F during the PM peak hour under 2030 conditions. With signalization and permitted phasing the intersection will operate at LOS A during both peak periods.

10. **Add an additional westbound right-turn lane at the intersection of Del Rosa Avenue @ SR-30 WB Ramps**

    The intersection will operate at LOS E during the PM peak hour under 2030 conditions. With 1 additional WB right turn lane the intersection will operate at LOS B and C during AM and PM peak hours, respectively.

11. **Signalize the intersection of Tippecanoe Avenue @ Rialto Avenue**

The intersection will operate at LOS F during both AM and PM peak hours under 2030 conditions. With signalization and permitted phasing the intersection will operate at LOS A and B during AM and PM peak hours, respectively.

12. Signalize and add 1 northbound exclusive left-turn lane and 1 exclusive northbound right-turn lane at the intersection of Rancho Avenue @ 5th Street/Foothill Road

The intersection will operate at LOS F during both peak hours under 2030 conditions. With signalization with E/W protective phasing and N/S split phasing, 1 NB exclusive left turn lane and 1 NB exclusive right turn lane the intersection will operate at C and D during AM and PM peak hours, respectively.

13. Signalize and ad one additional through lane in each direction at the intersection of Mount View Avenue @ San Bernardino Road

The intersection will operate at LOS F during both peak periods under 2030 conditions. With signalization, protective phasing and 1 exclusive left, thru and right turn lane in each direction, and EB right turn overlap phasing the intersection will operate at LOS C and D during AM and PM peak hours, respectively.

The intersection LOS with above mitigation measures are shown in Table 6. Intersection peak hour volumes, geometrics/traffic controls (with mitigation) and LOS calculation sheets are shown in the Appendix.

Table 6

INTERSECTION LEVEL OF SERVICE SUMMARY
FUTURE (2030) CONDITIONS WITH MITIGATION

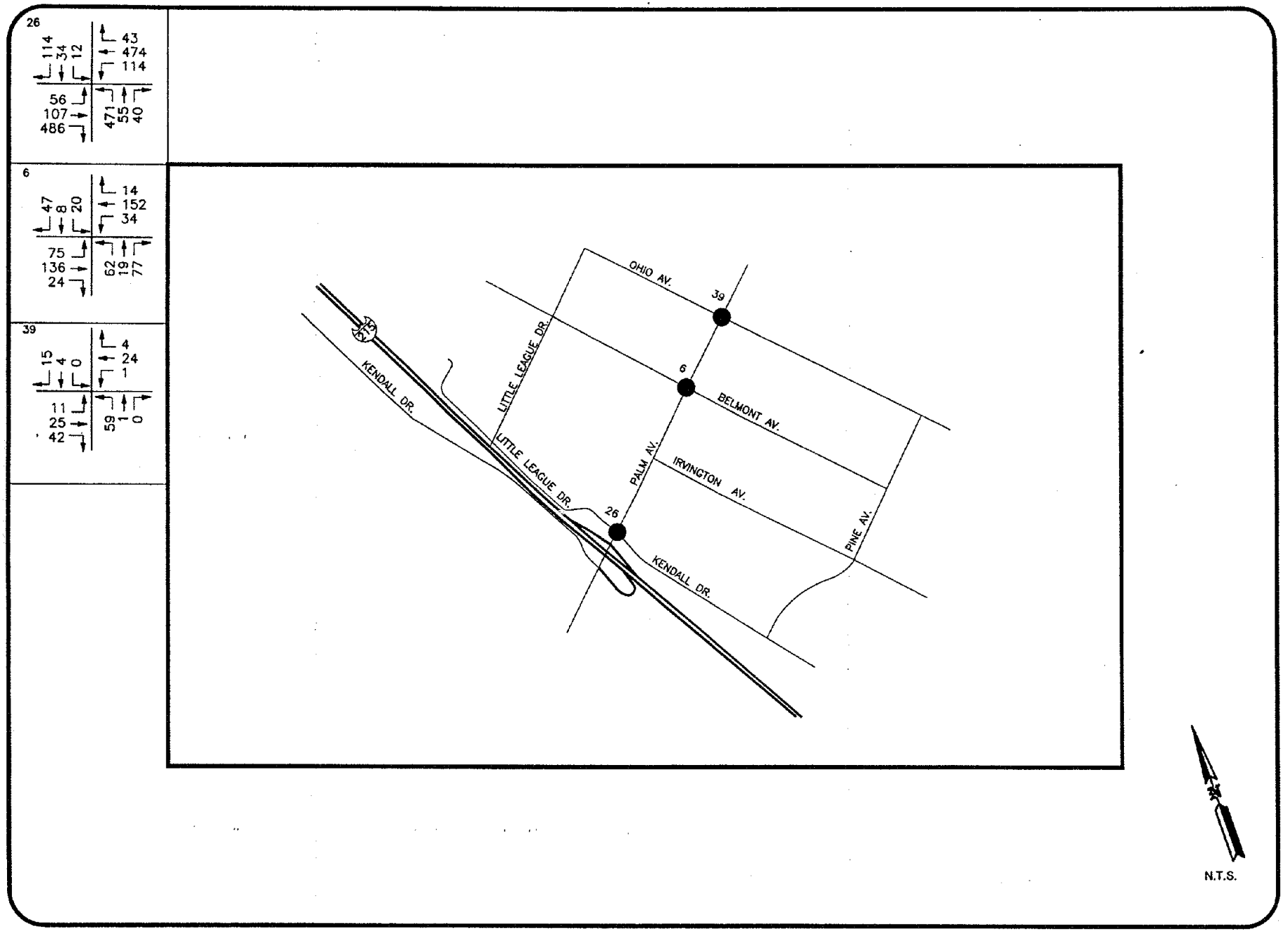
No.	Intersection	Peak Hour	LOS	Delay, sec/veh	V/C Ratio	LOS Acceptable?
1	Meridian Avenue @ Rialto Avenue	AM	A	2.5	0.440	Yes
		PM	A	2.5	0.595	Yes
2	Hunts Lane @ E Street	AM	B	10.2	0.323	Yes
		PM	C	21.6	0.765	Yes
3	Waterman Avenue @ 30th Street	AM	D	46.5	0.912	Yes
		PM	C	32.1	0.889	Yes
4	Waterman Avenue @ SR-30 EB Ramps	AM	D	41.5	0.944	Yes
		PM	D	38.0	0.897	Yes
5	SR-30 WB Off-ramp @ 30th Street	AM	C	26.1	0.836	Yes
		PM	C	30.8	0.875	Yes
6	Harrison Street @ 40th Street	AM	A	4.2	0.314	Yes
		PM	C	20.8	0.632	Yes
7	Waterman Avenue @ 36th Street	AM	A	3.4	0.661	Yes
		PM	B	11.9	0.782	Yes
8	Waterman Avenue @ 34th Street	AM	A	2.8	0.540	Yes
		PM	A	3.4	0.603	Yes
9	Valencia Avenue @ 40th Street	AM	A	2.9	0.289	Yes
		PM	A	4.2	0.449	Yes
10	Del Rosa Avenue @ SR-30 WB Ramps	AM	B	18.9	0.740	Yes
		PM	C	28.1	0.889	Yes
11	Tippecanoe Avenue @ Rialto Avenue	AM	A	5.2	0.363	Yes
		PM	B	12.0	0.410	Yes
12	Rancho Avenue @ 5th Street/Foothill Boulevard	AM	C	30.3	0.803	Yes
		PM	D	41.2	0.975	Yes
13	Mountain View Avenue @ San Bernardino Road	AM	C	34.3	0.697	Yes
		PM	D	48.6	0.969	Yes

Appendix To

CIRCULATION IMPACT & MITIGATION MEASURES

General Plan Update: 2004

INTERSECTION VOLUMES
EXISTING AM PEAK HOURS

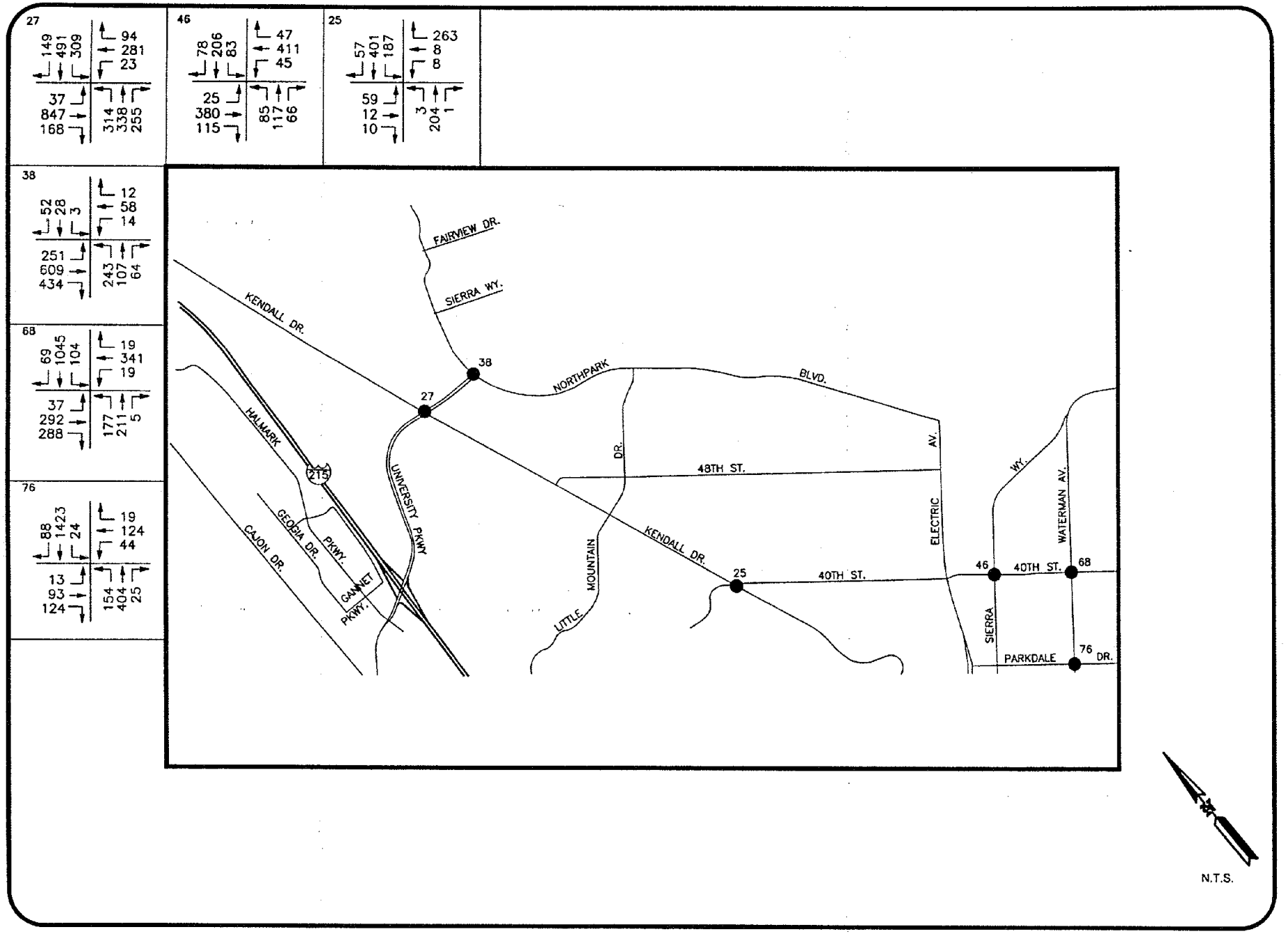


2003 AM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

transtech

Figure 1-A

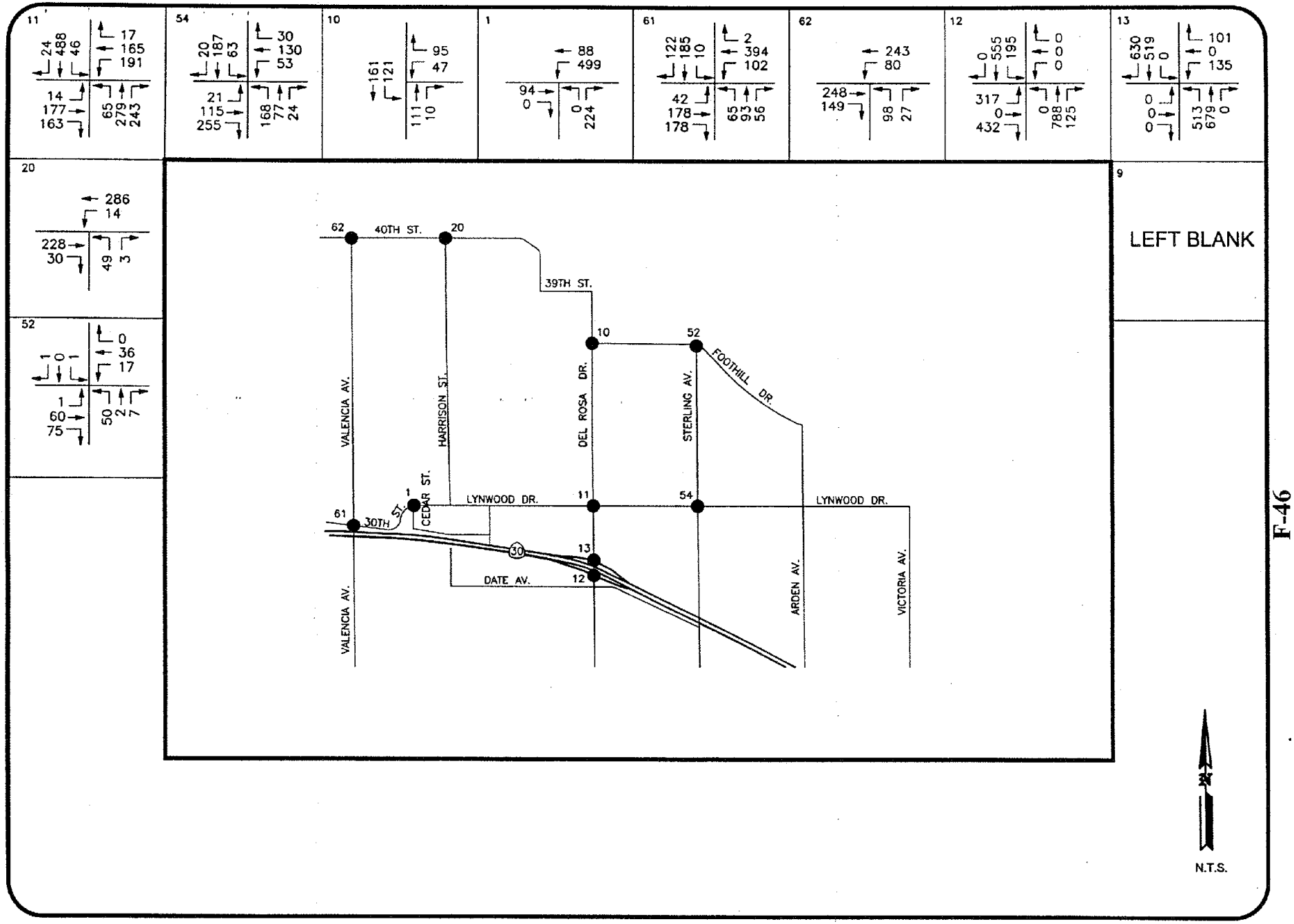


2003 AM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

transtech

Figure 1-B



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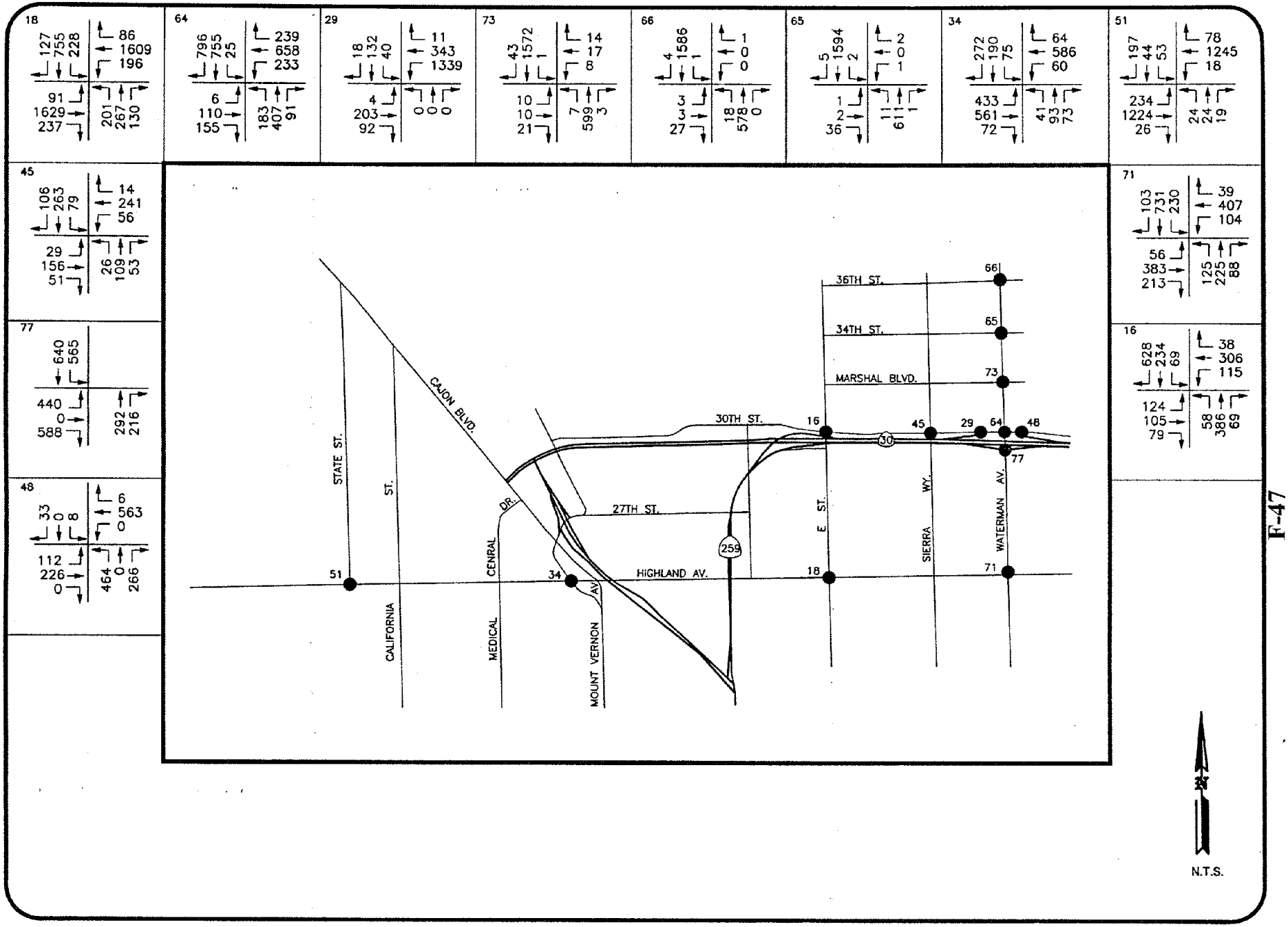
2003 AM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

transtech

Figure 1-C

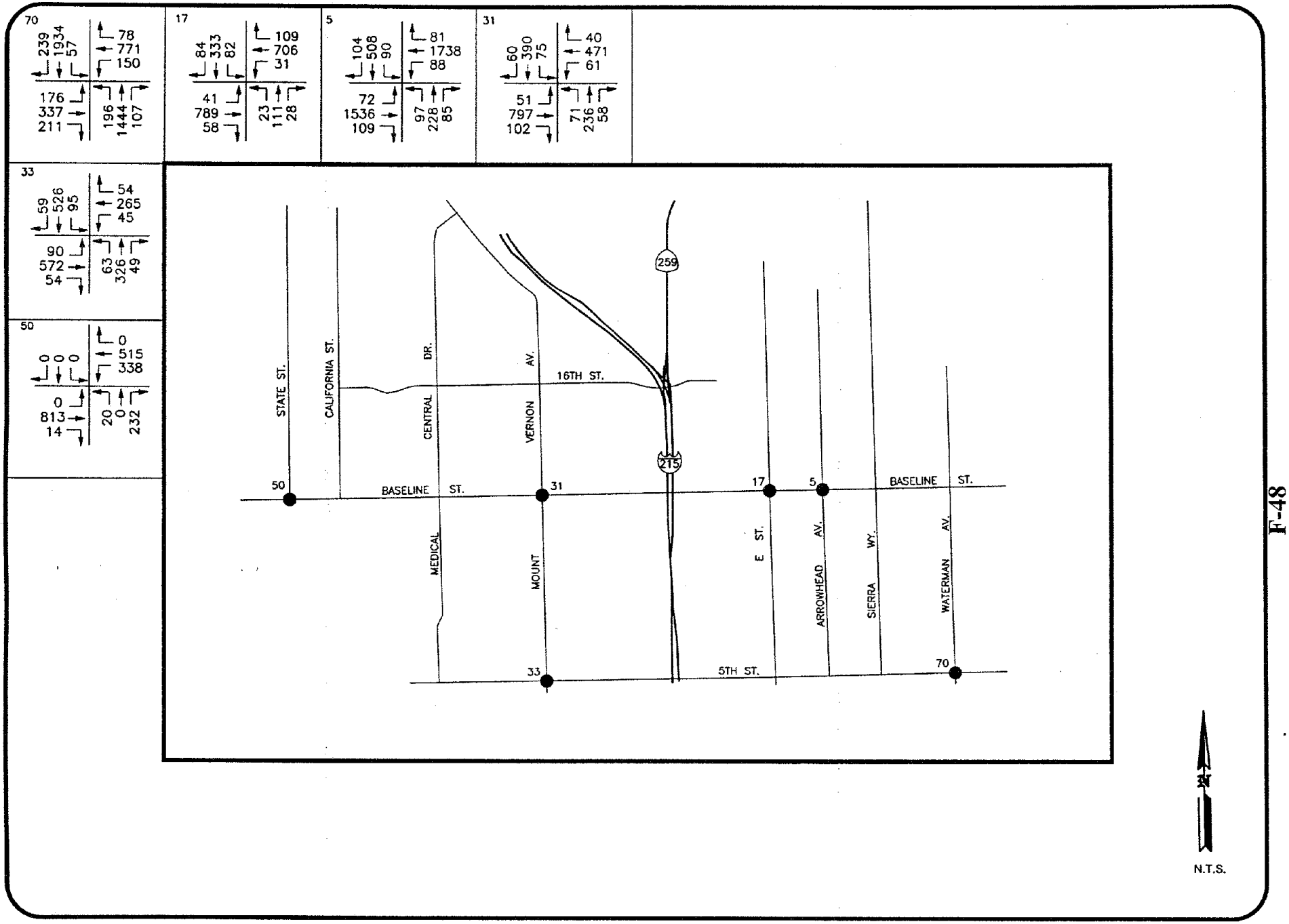


2003 AM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

transtech

Figure 1-D



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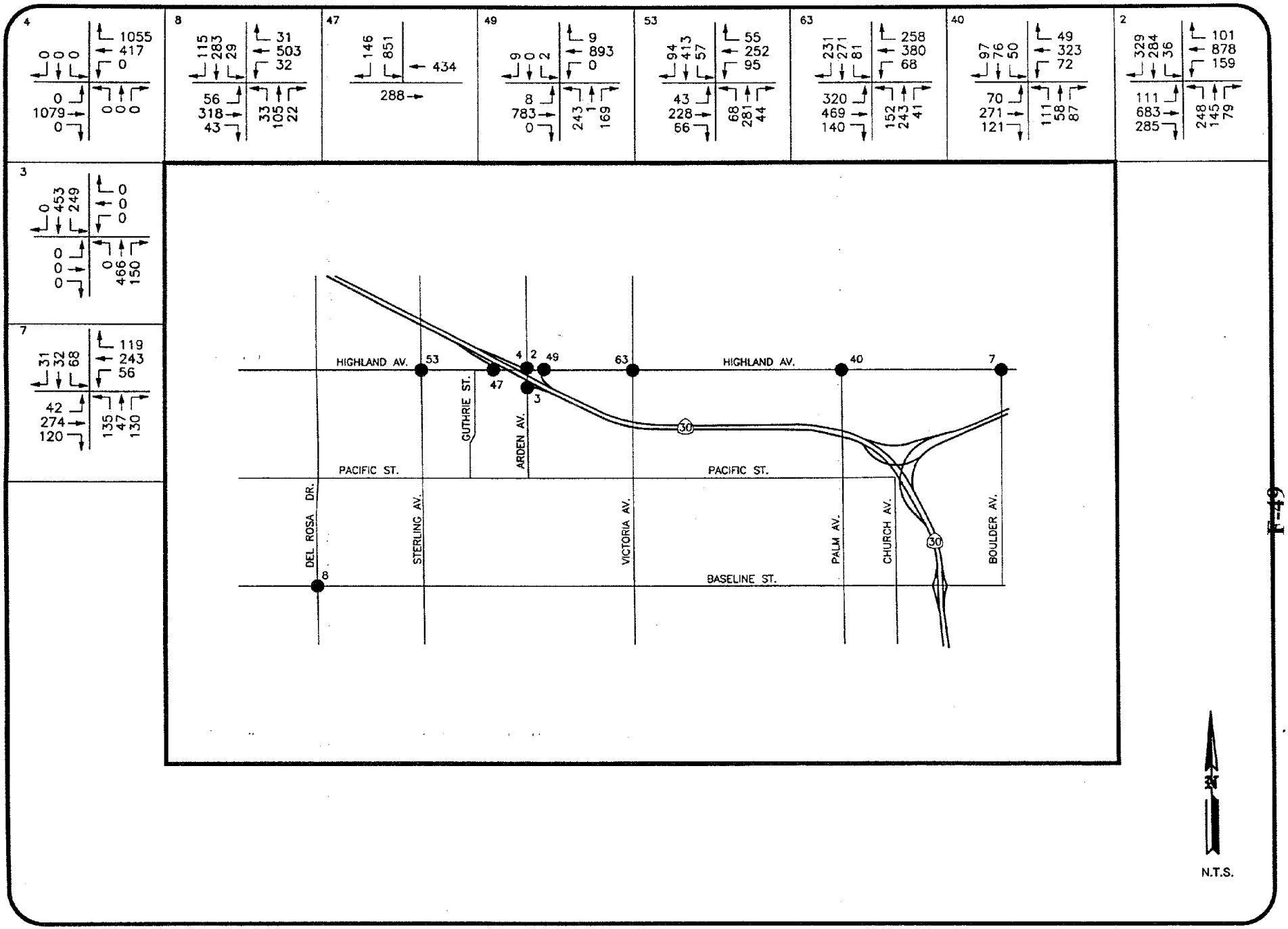
2003 AM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

transtec

Figure 1-E

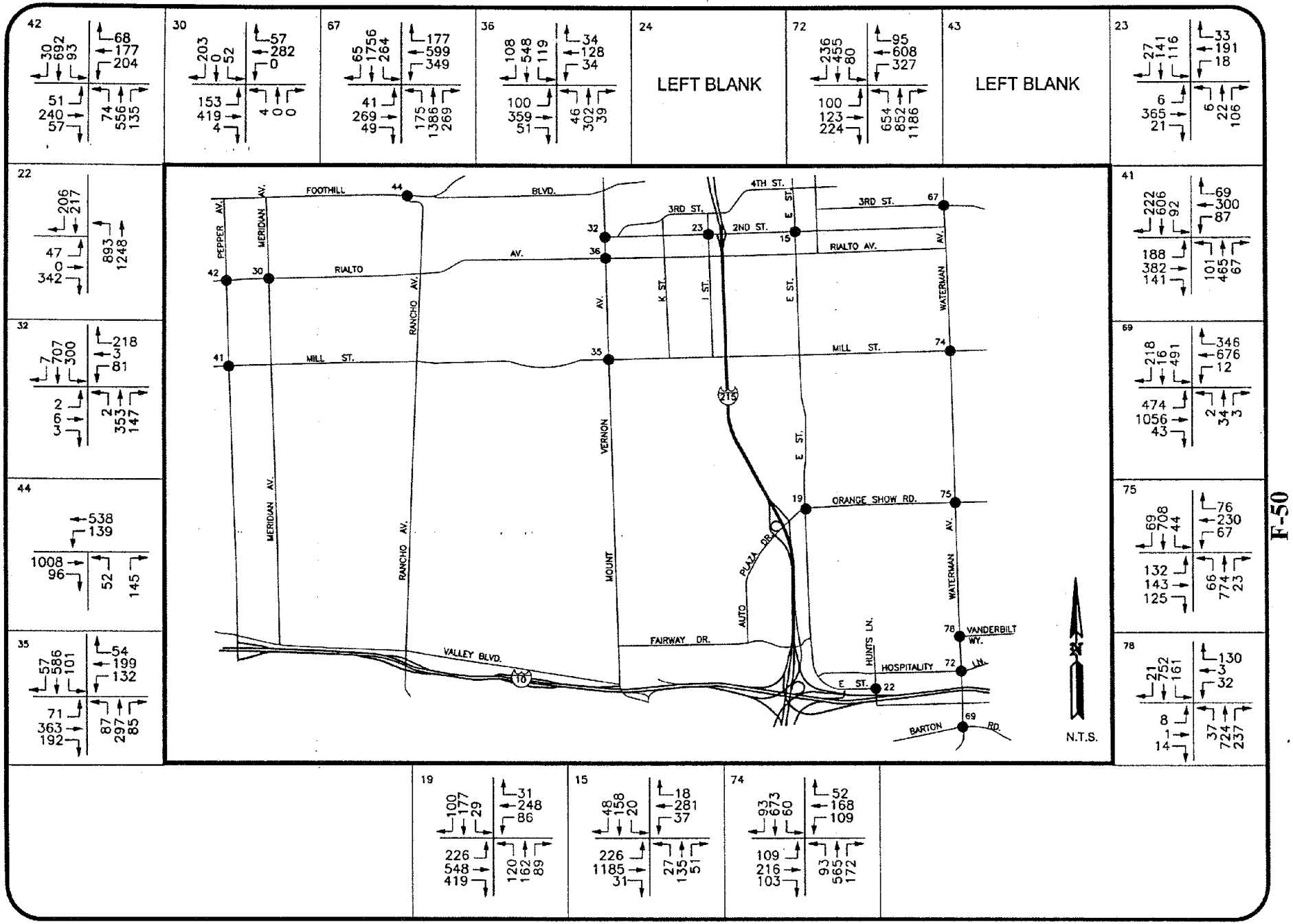


2003 AM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

transtec

Figure 1-F



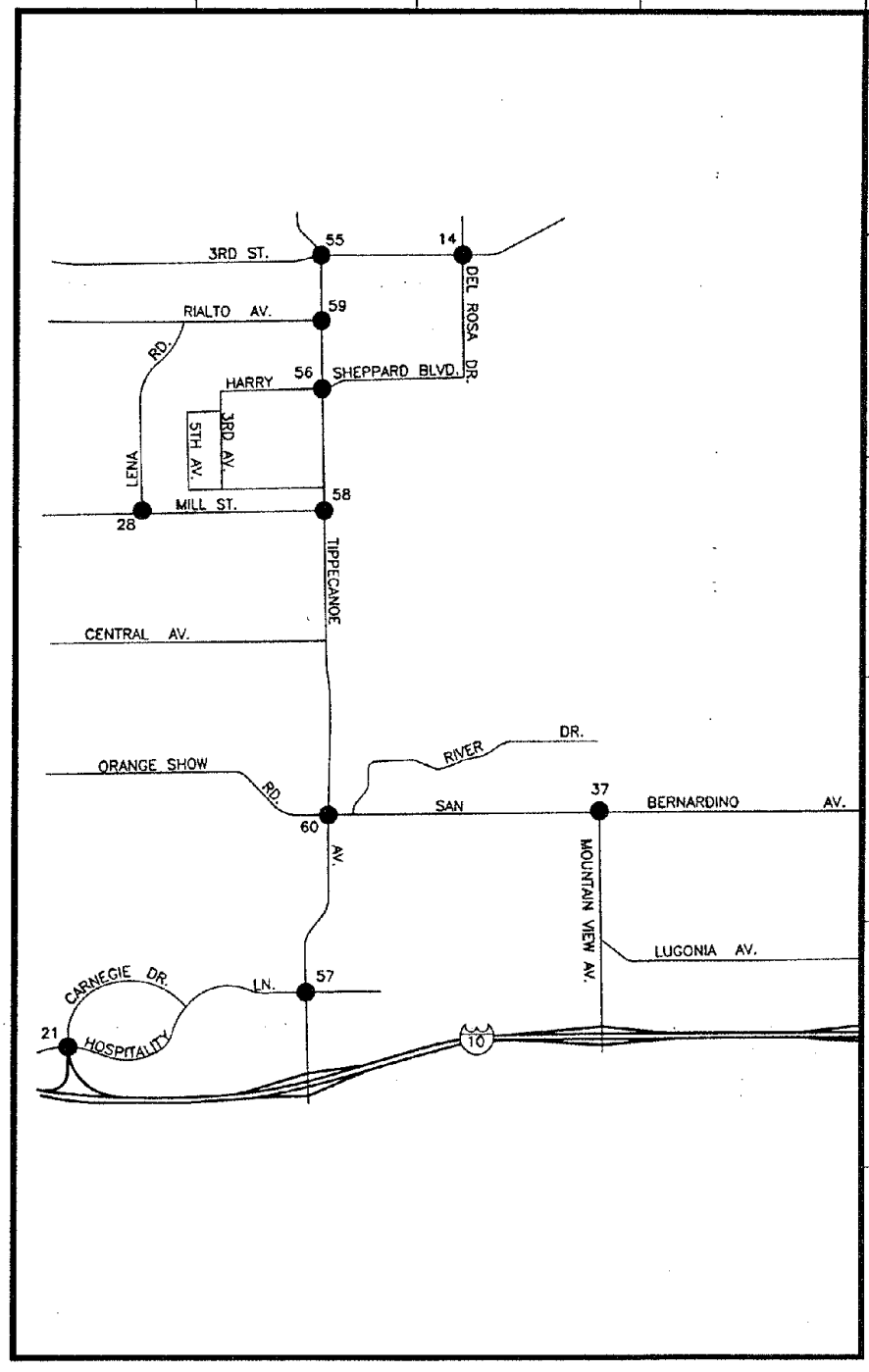
2003 AM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

transtech

Figure 1-G

F-50

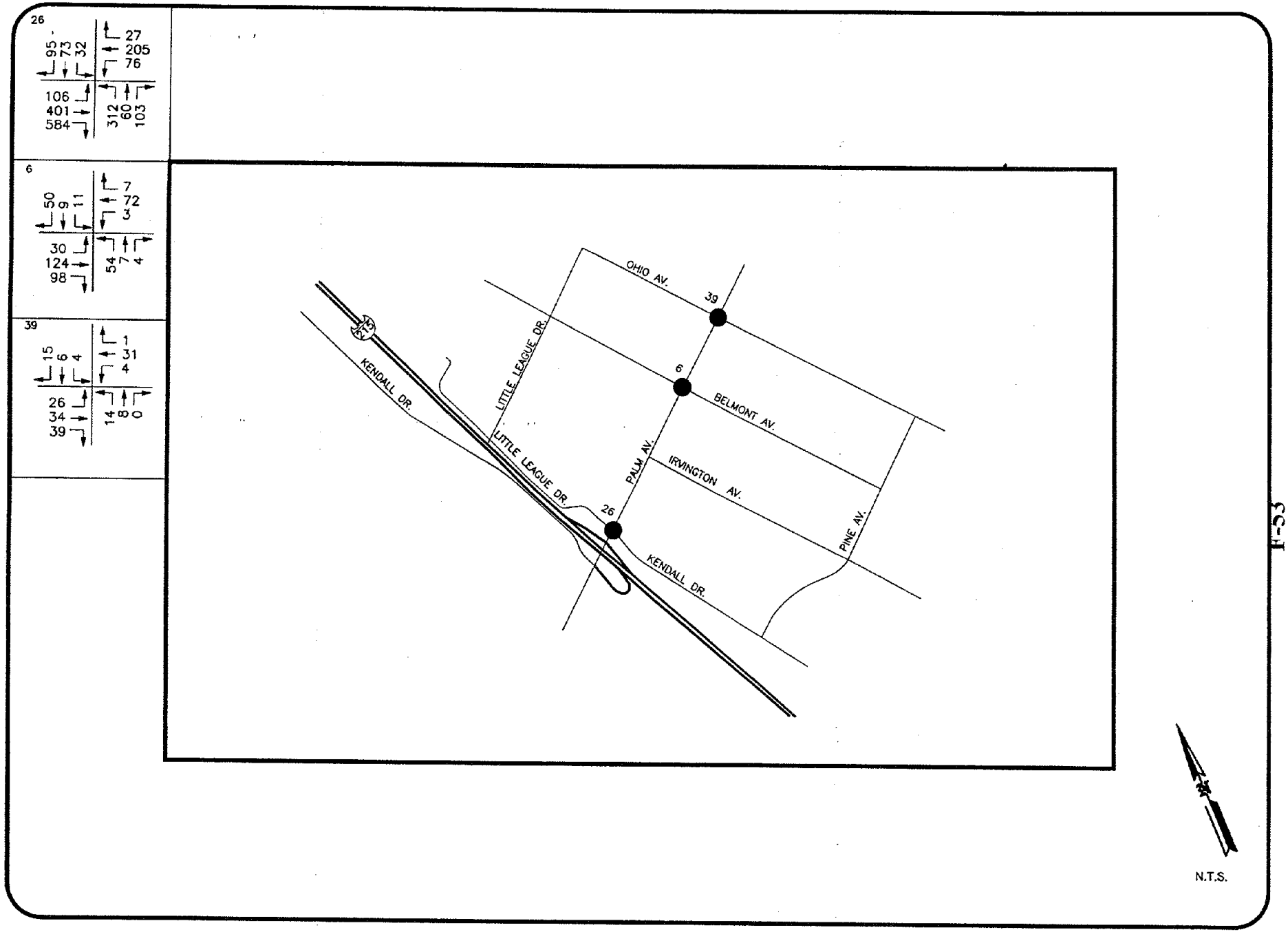


N.T.S.

2003 AM PEAK HOUR COUNTS

General Plan Update: 2004

INTERSECTION VOLUMES EXISTING PM PEAK HOURS

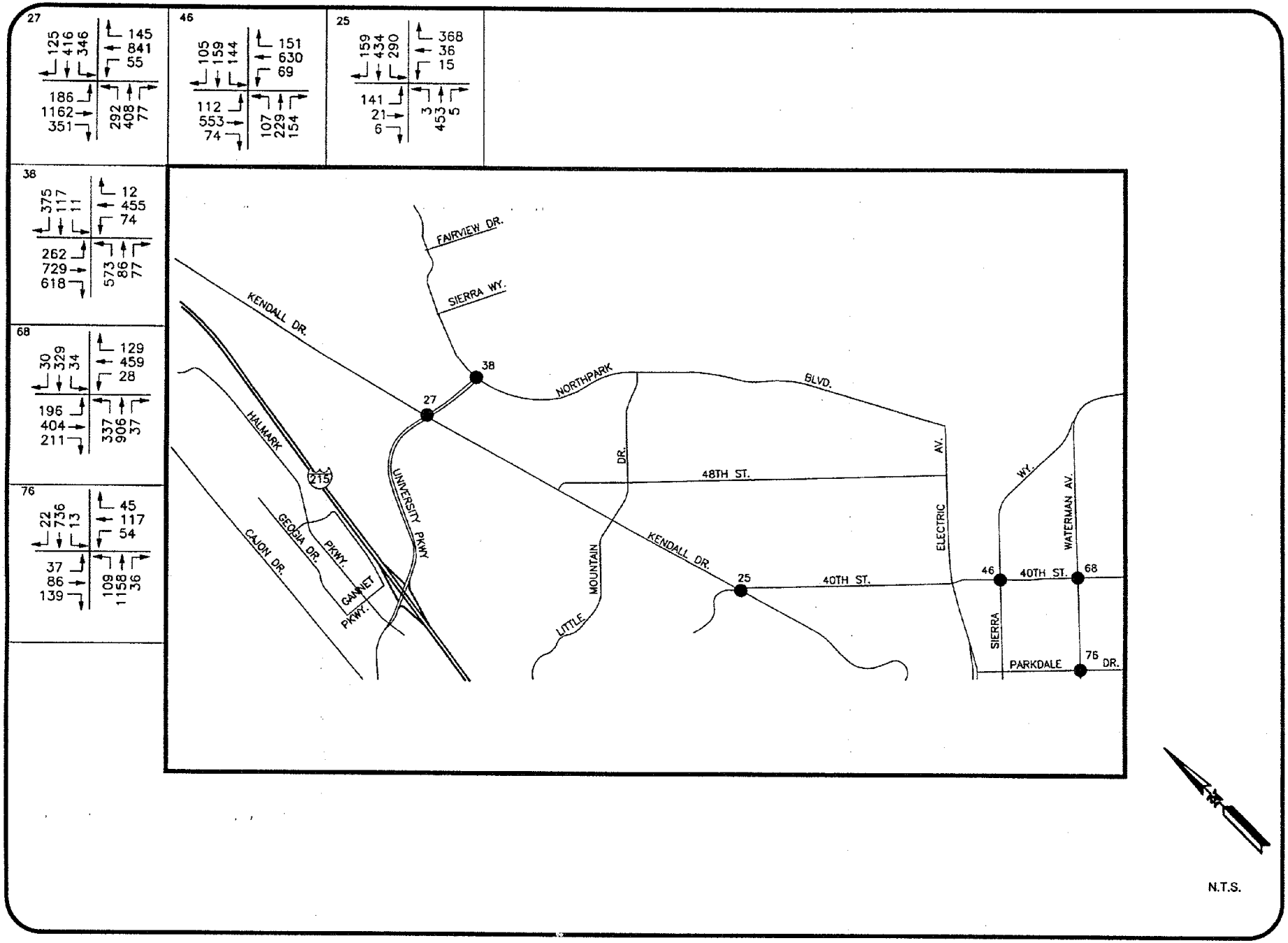


2003 PM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

transtech

Figure 2-A

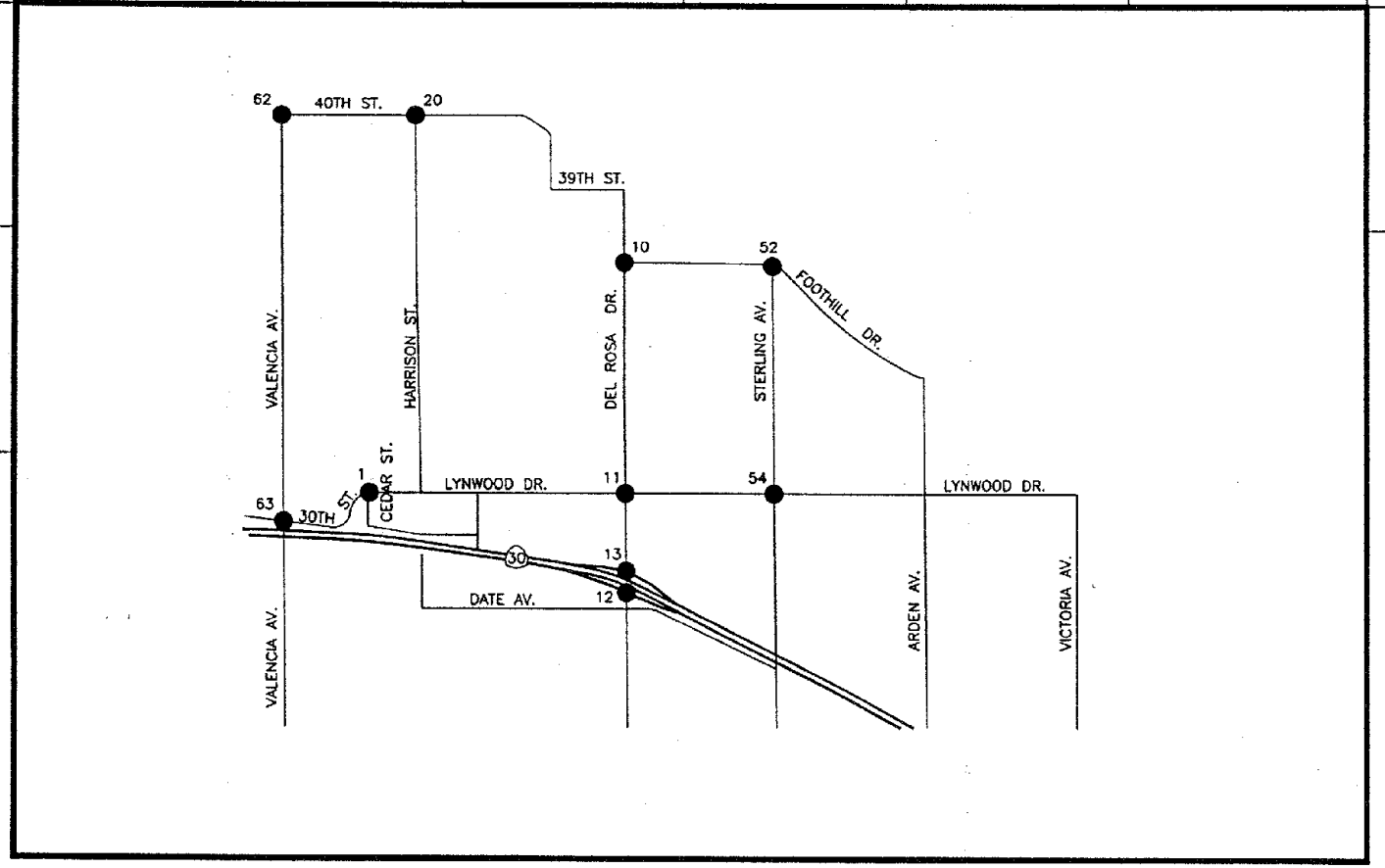


2003 PM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

transtech

Figure 2-B



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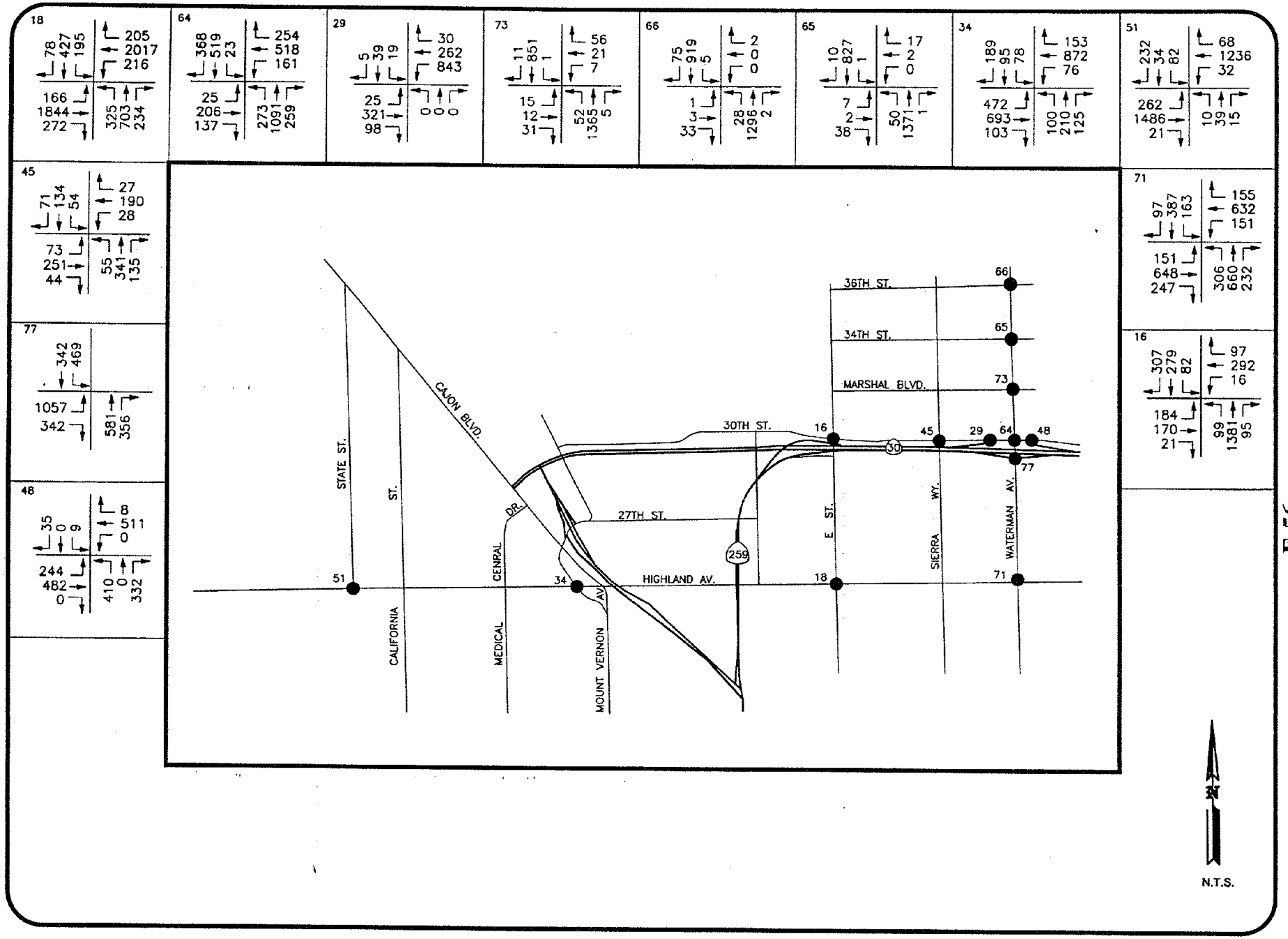
2003 PM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

Figure 2-C

transtech

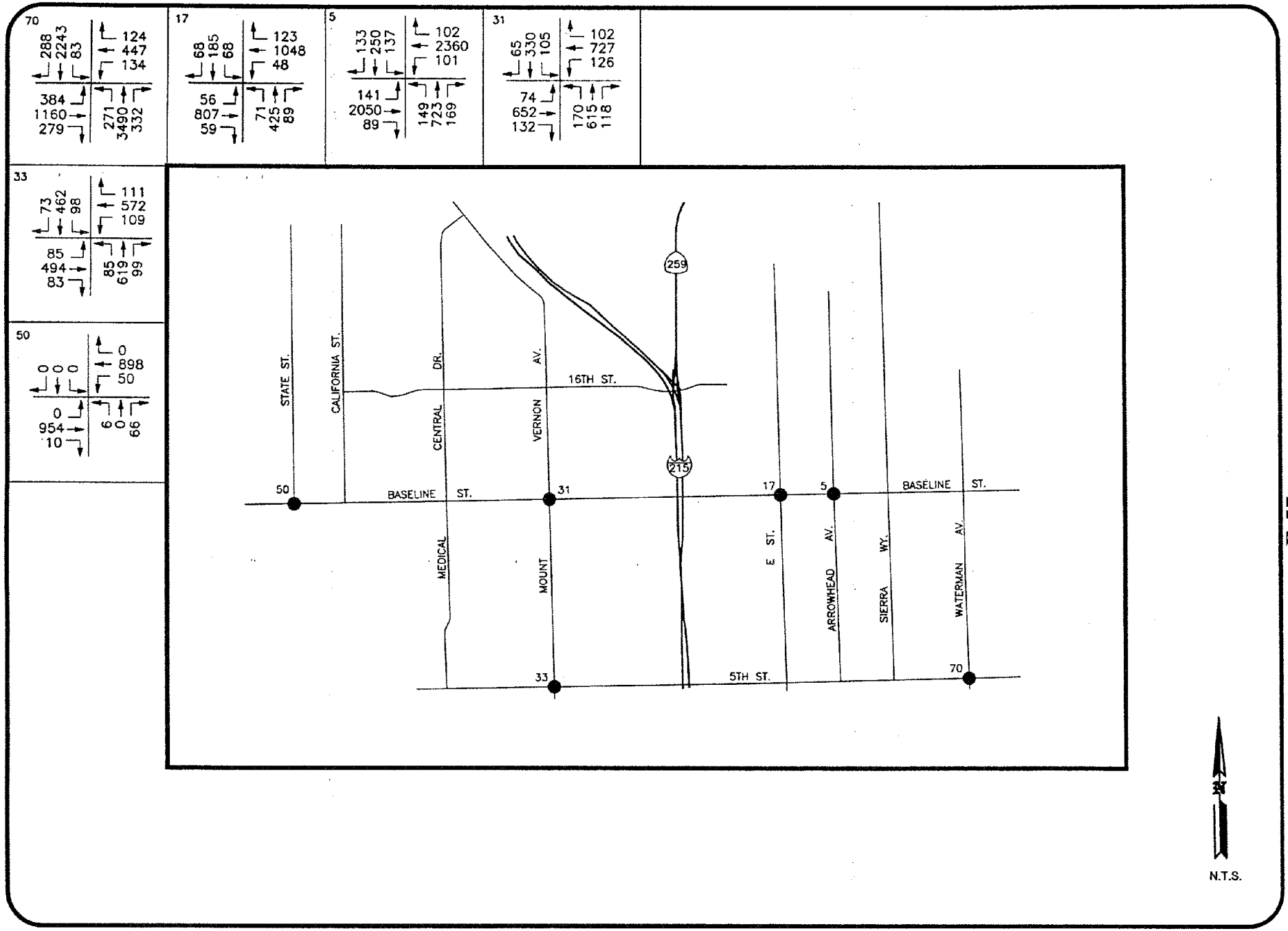


2003 PM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

transtech

Figure 2-D



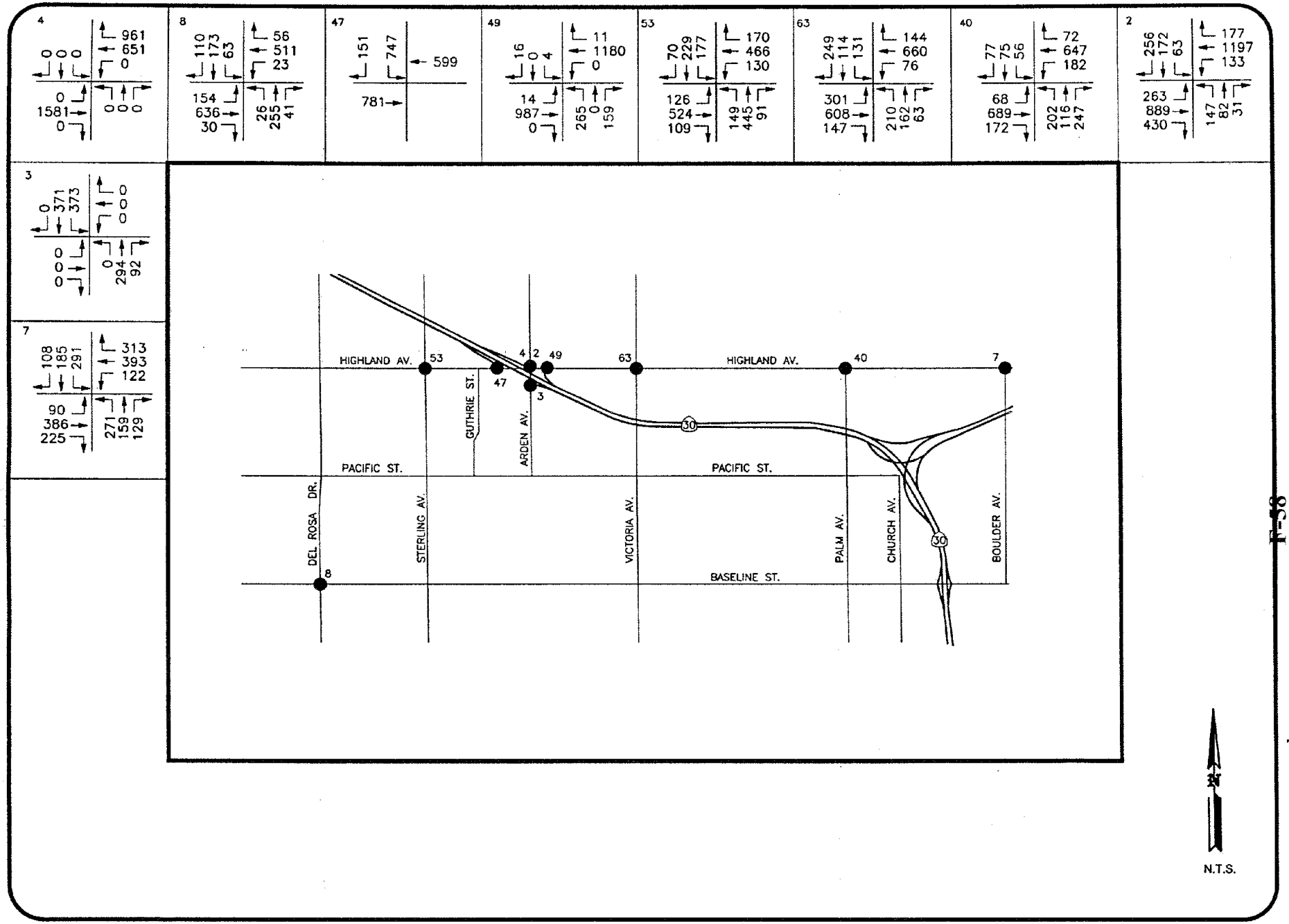
F-57

2003 PM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

Figure 2-E

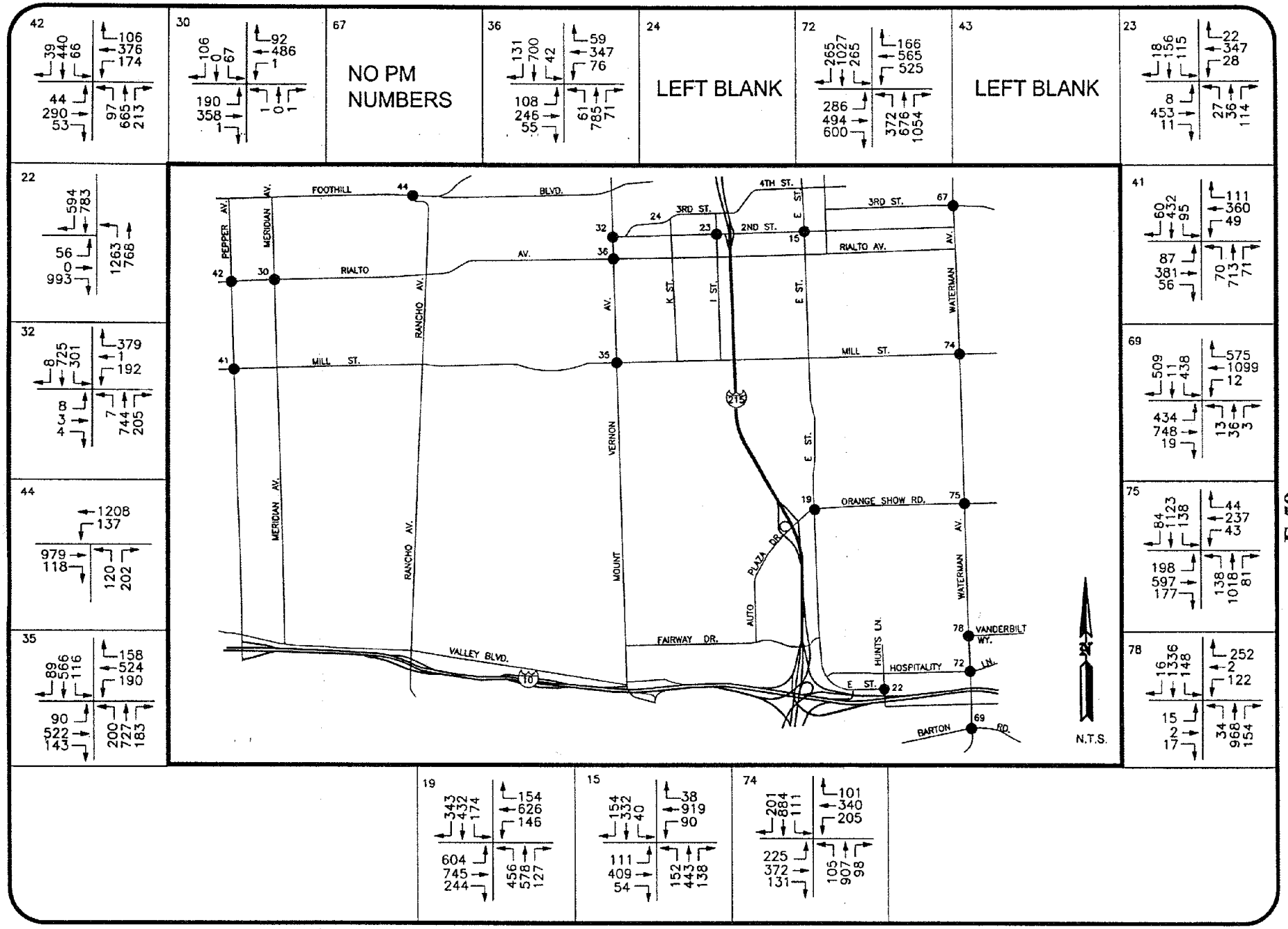
transtec



2003 PM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

Figure 2-F

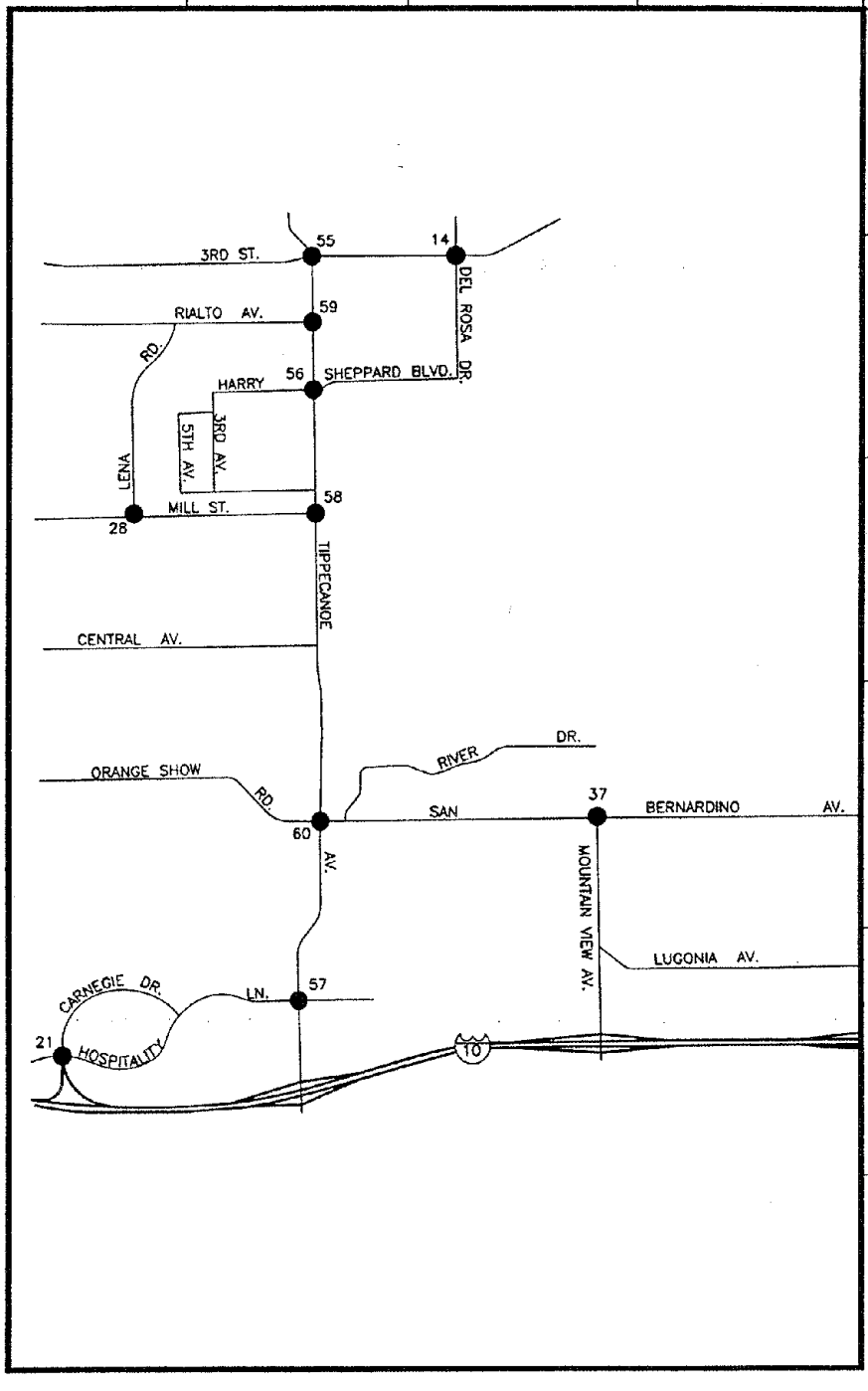


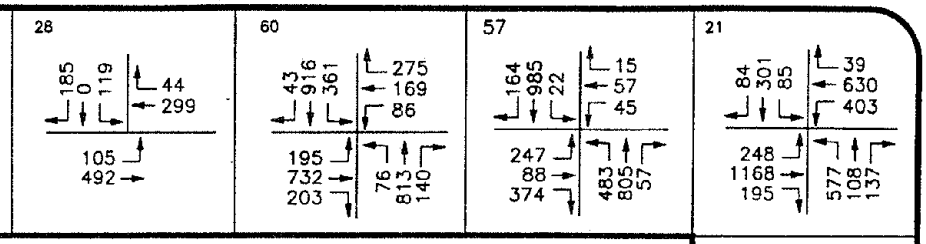
2003 PM PEAK HOUR COUNTS

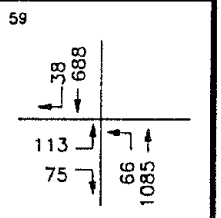
SAN BERNARDINO GENERAL PLAN

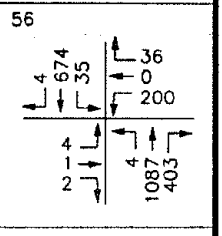
transtech

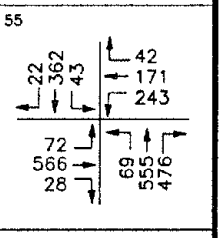
Figure 2-G

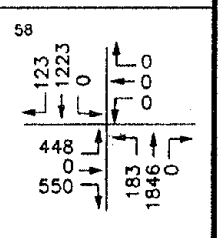


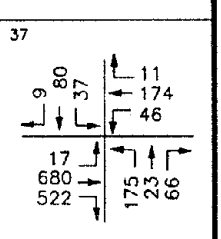












2003 PM PEAK HOUR COUNTS

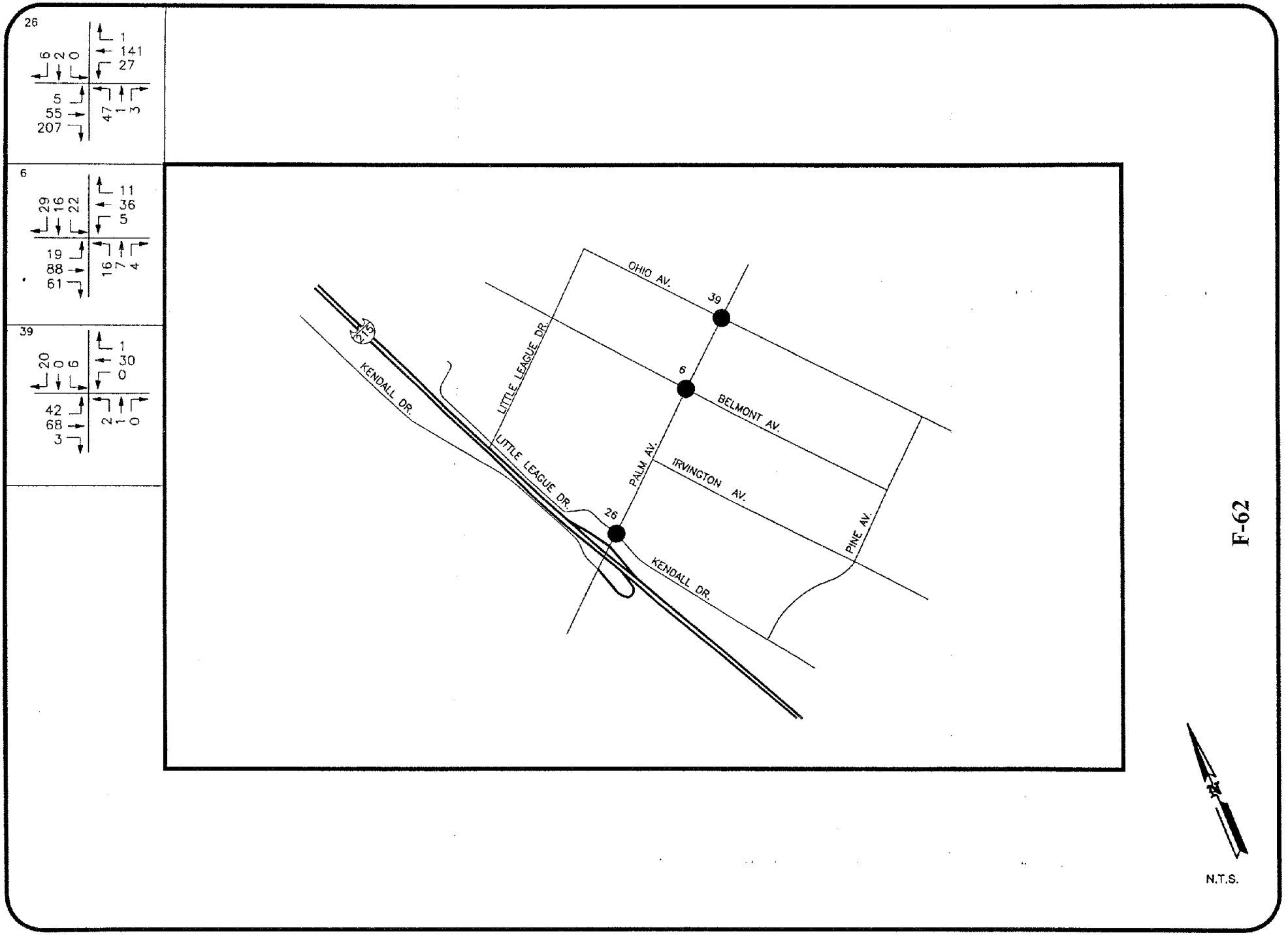
SAN BERNARDINO GENERAL PLAN F-60

Figure 2-H

transtech

General Plan Update: 2004

INTERSECTION VOLUMES
BUILD-OUT PM PEAK HOURS



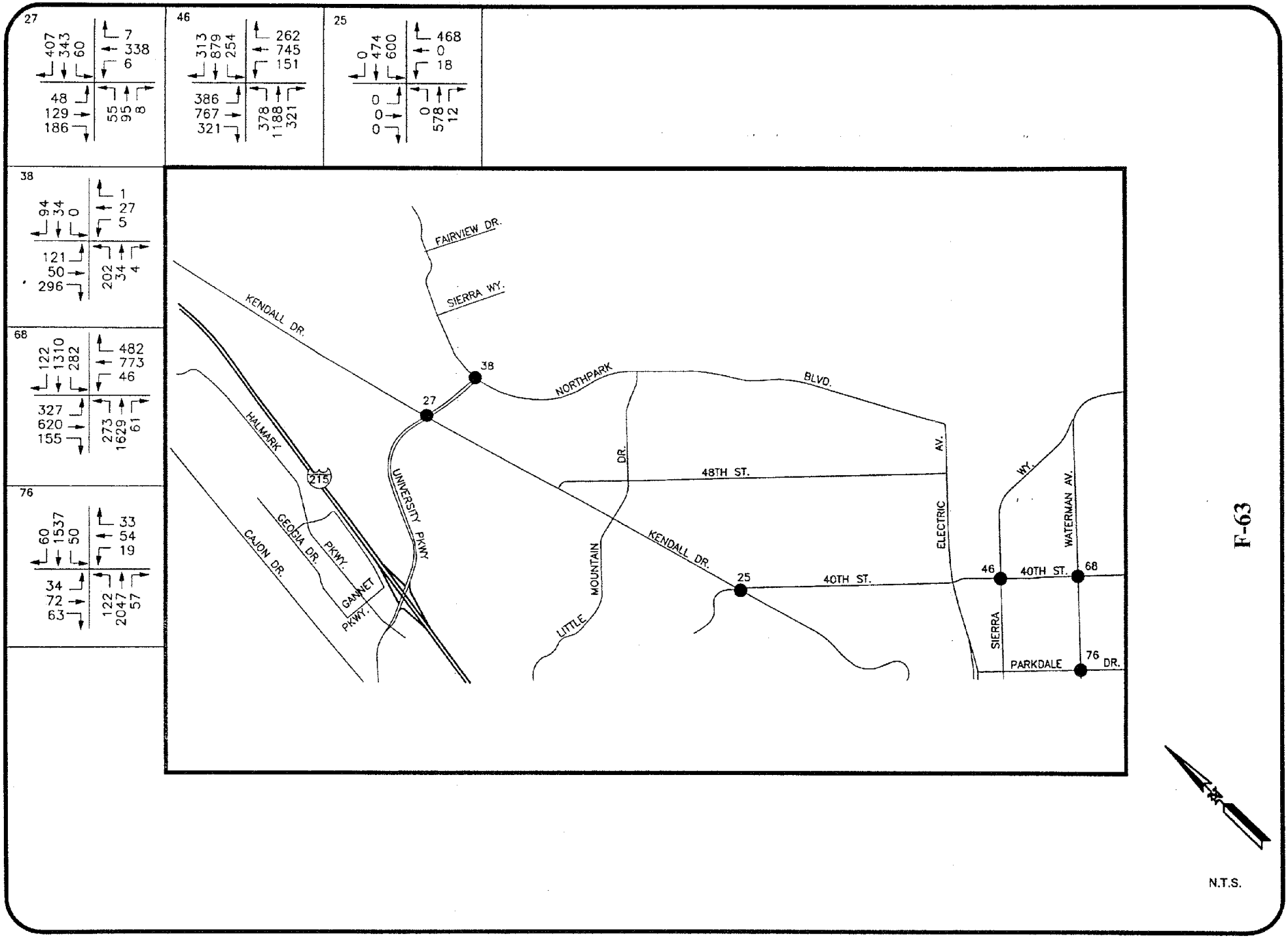
F-62

2030 PM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

Figure 4-A

transtec

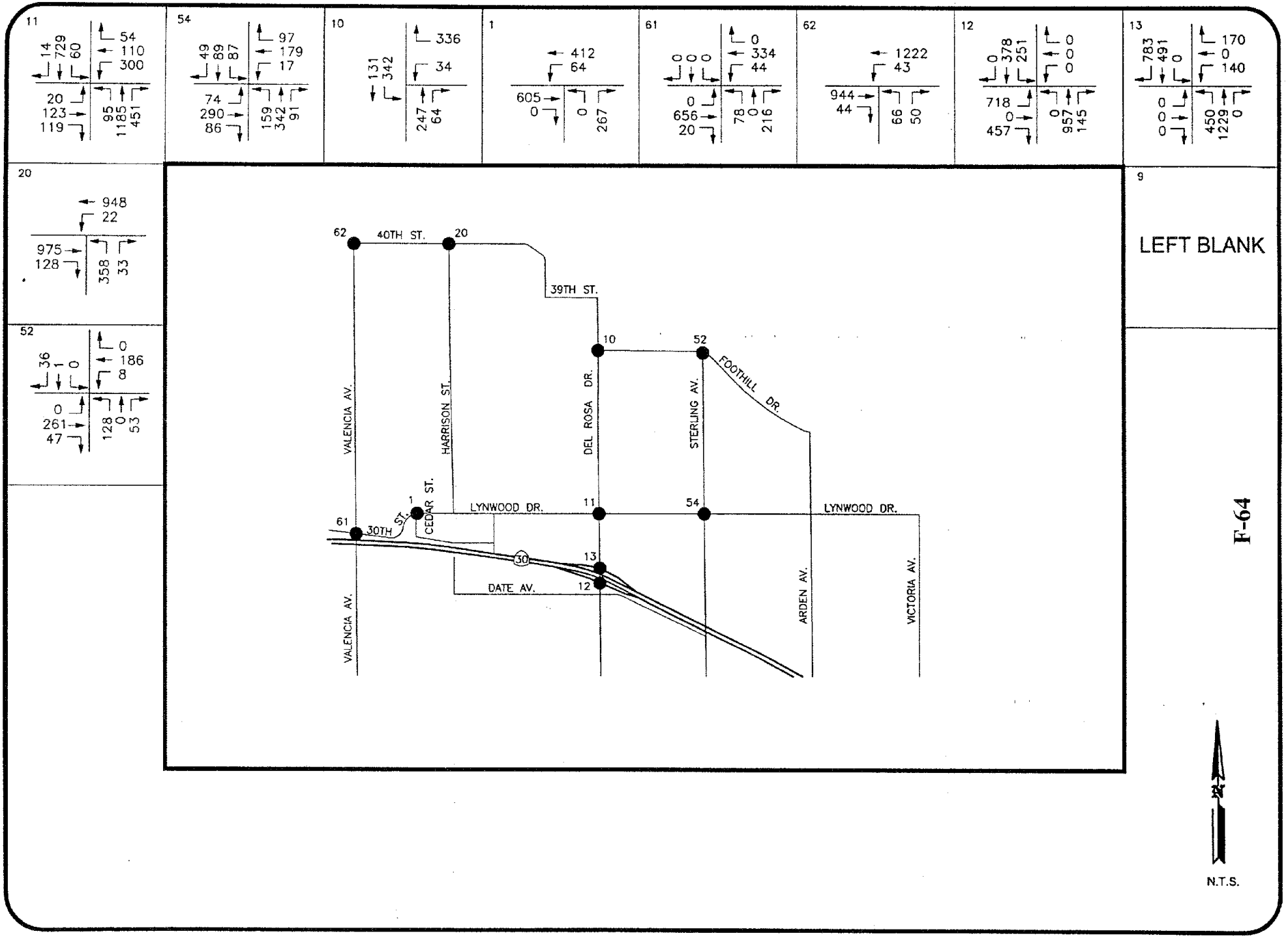


2030 PM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

transter

Figure 4-B



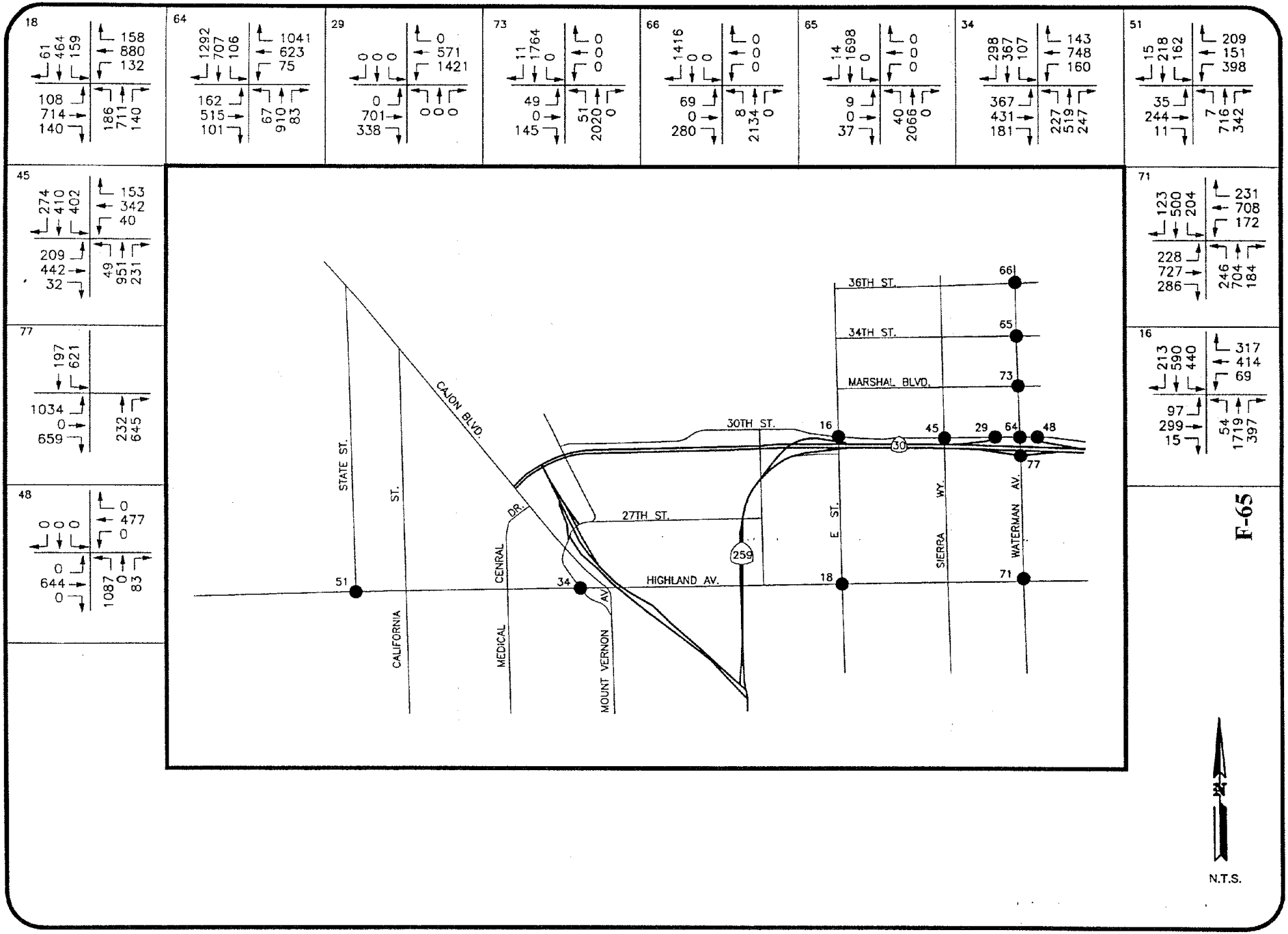
F-64

2030 PM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

transtec

Figure 4-C

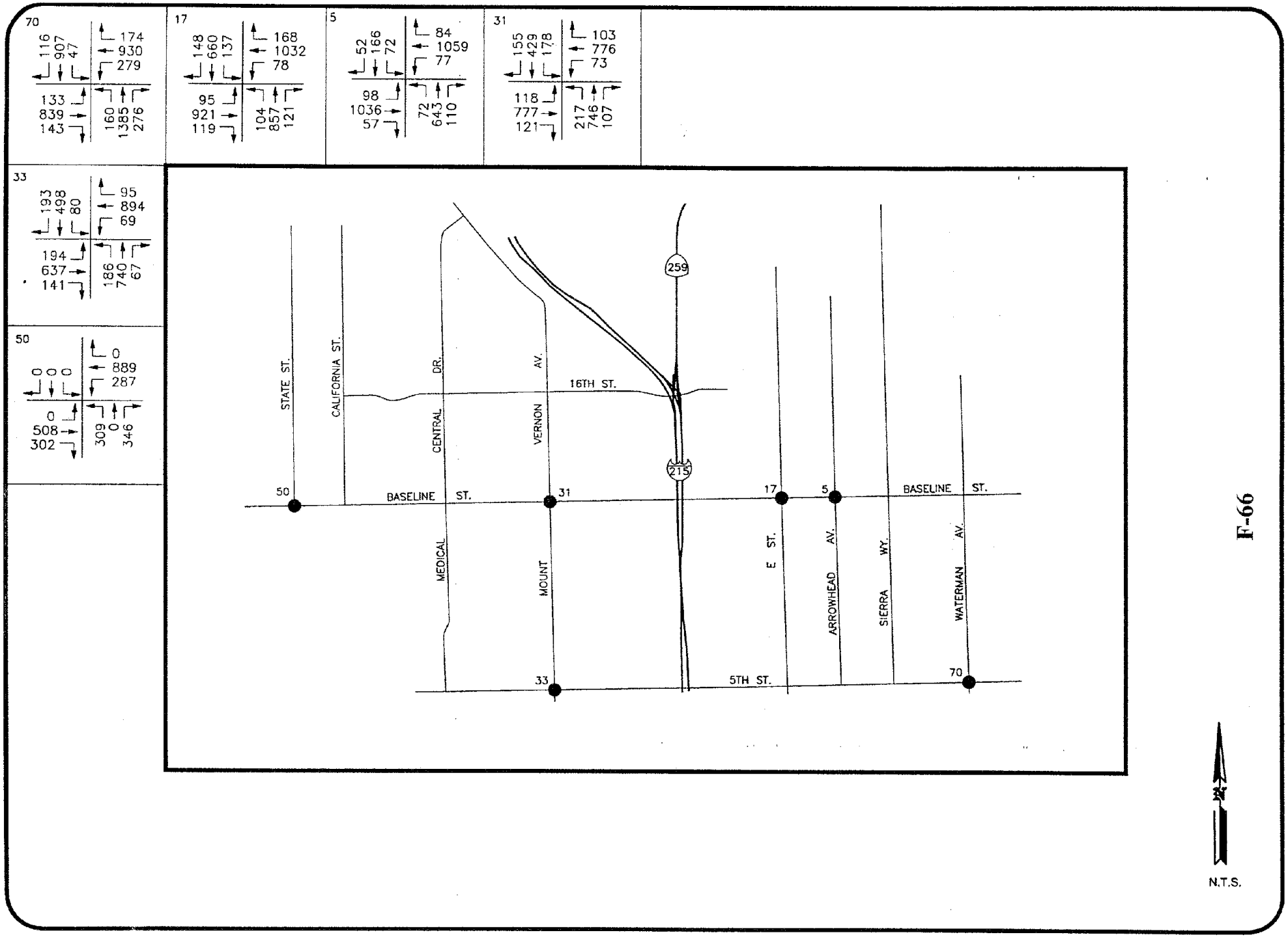


2030 PM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

transtech.

Figure 4-D



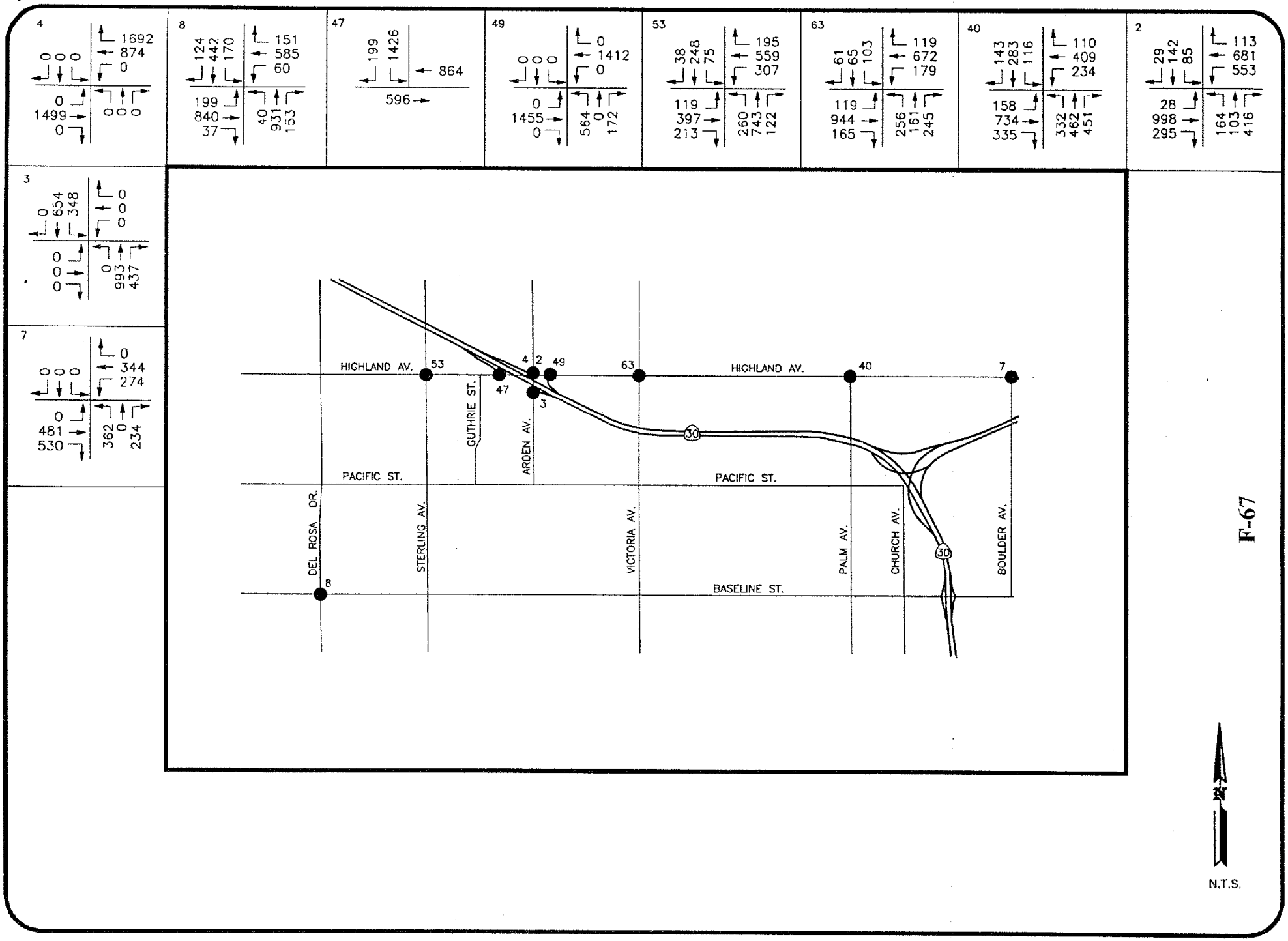
F-66

2030 PM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

transtec.

Figure 4-E



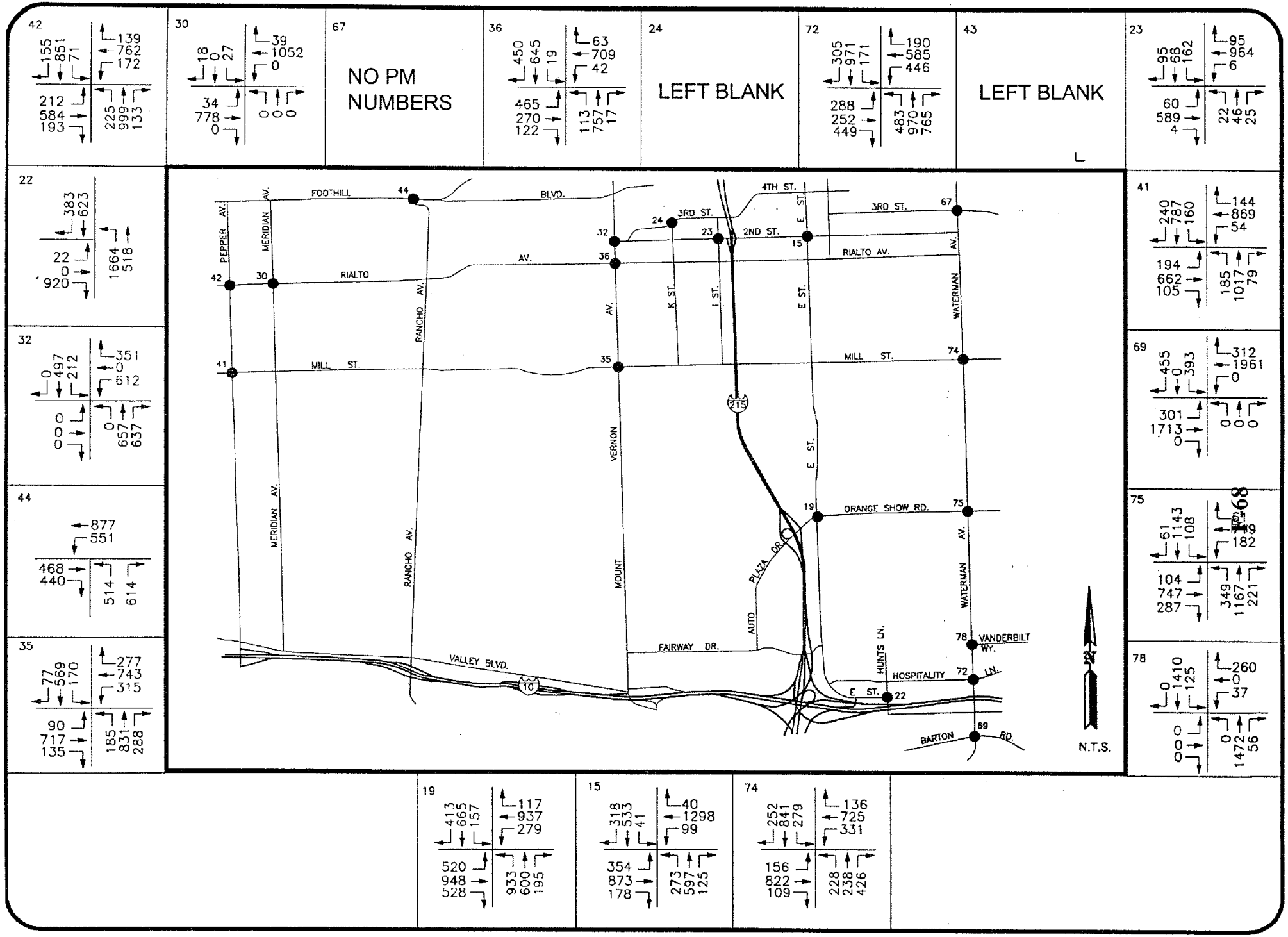
F-67

2030 PM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

transtech

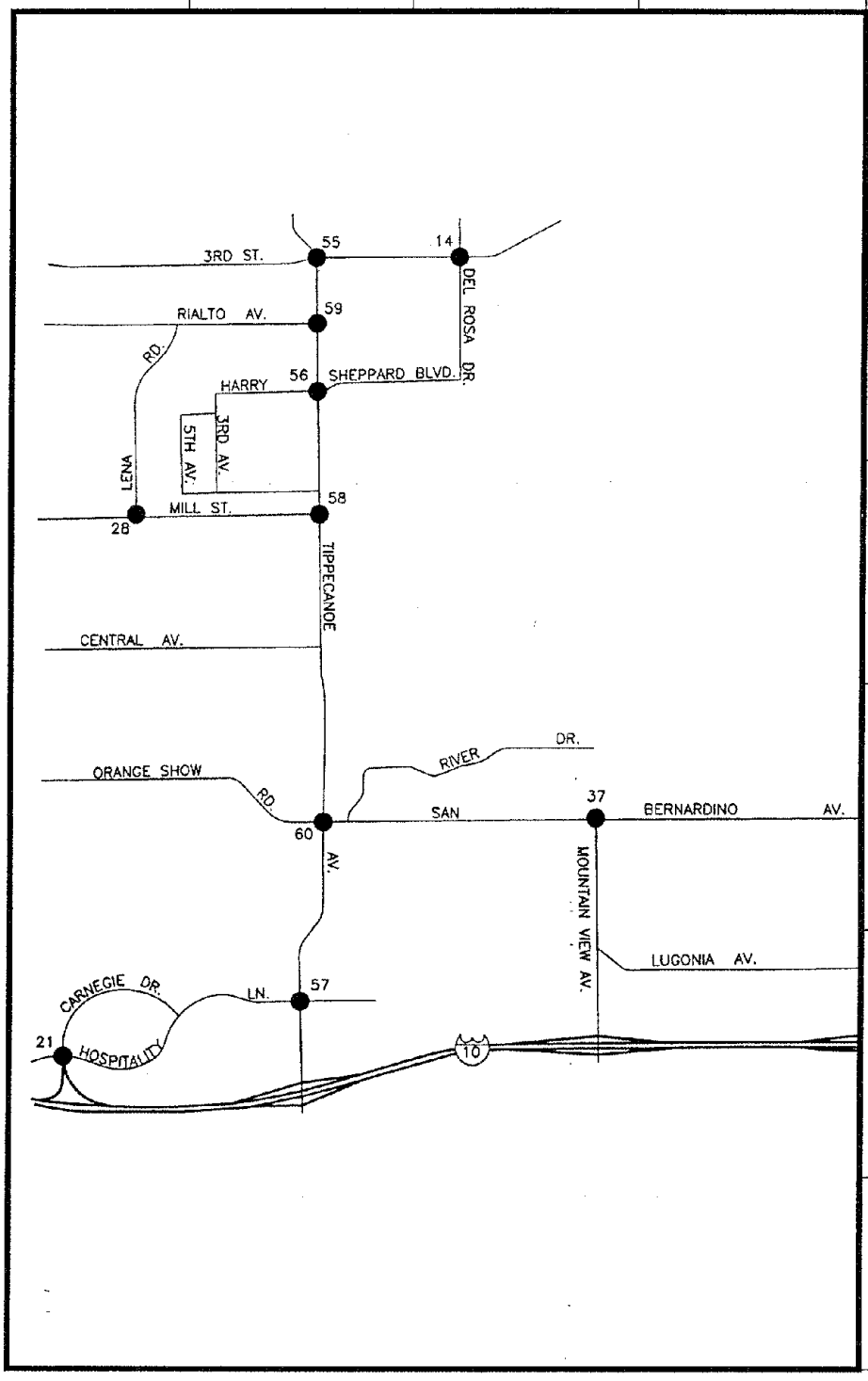
Figure 4-F

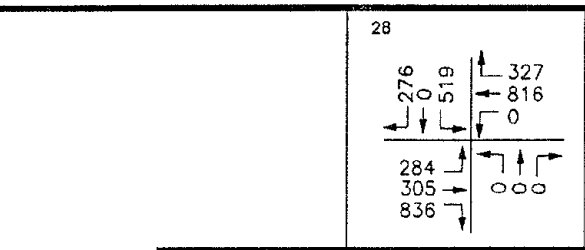


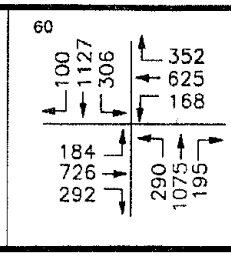
2030 PM PEAK HOUR COUNTS

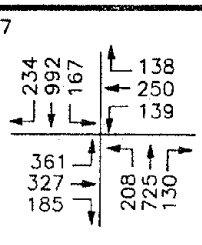
SAN BEI ARDINO GENERAL PLAN

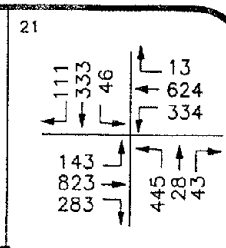
Figure 4-G

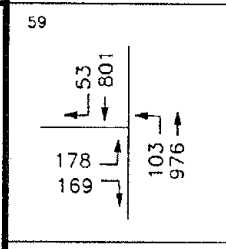


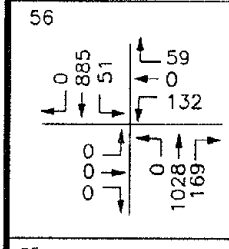


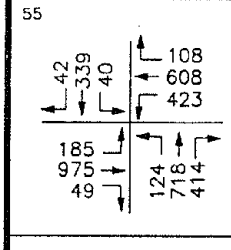


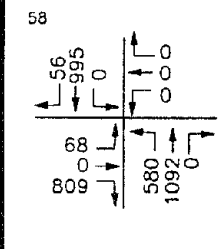


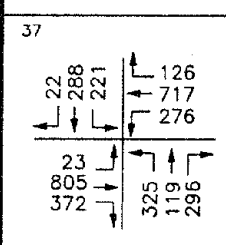


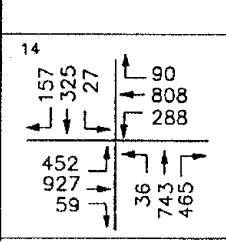












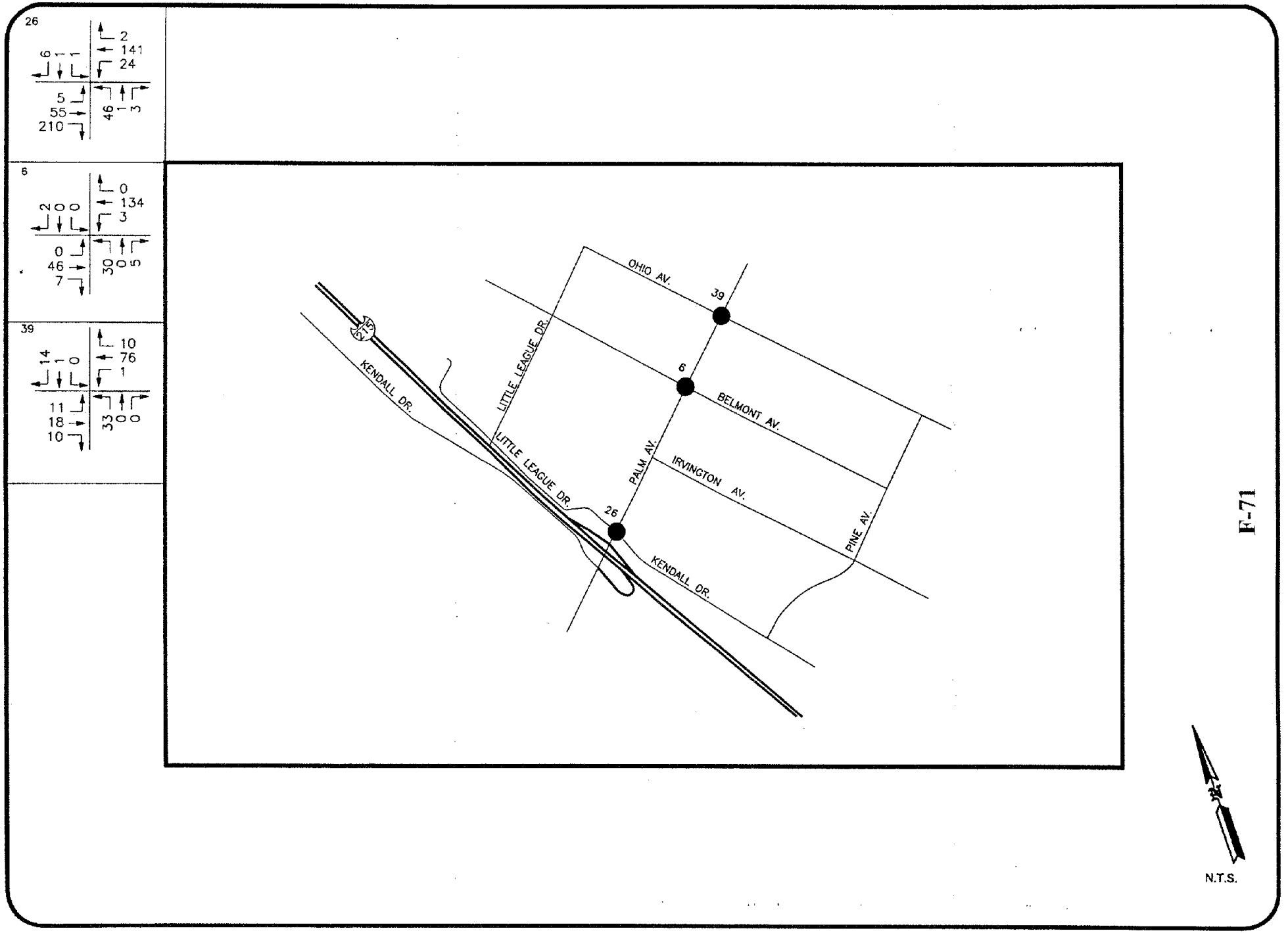
2030 PM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

Figure 4-H

General Plan Update: 2004

INTERSECTION VOLUMES BUILD-OUT AM PEAK HOURS



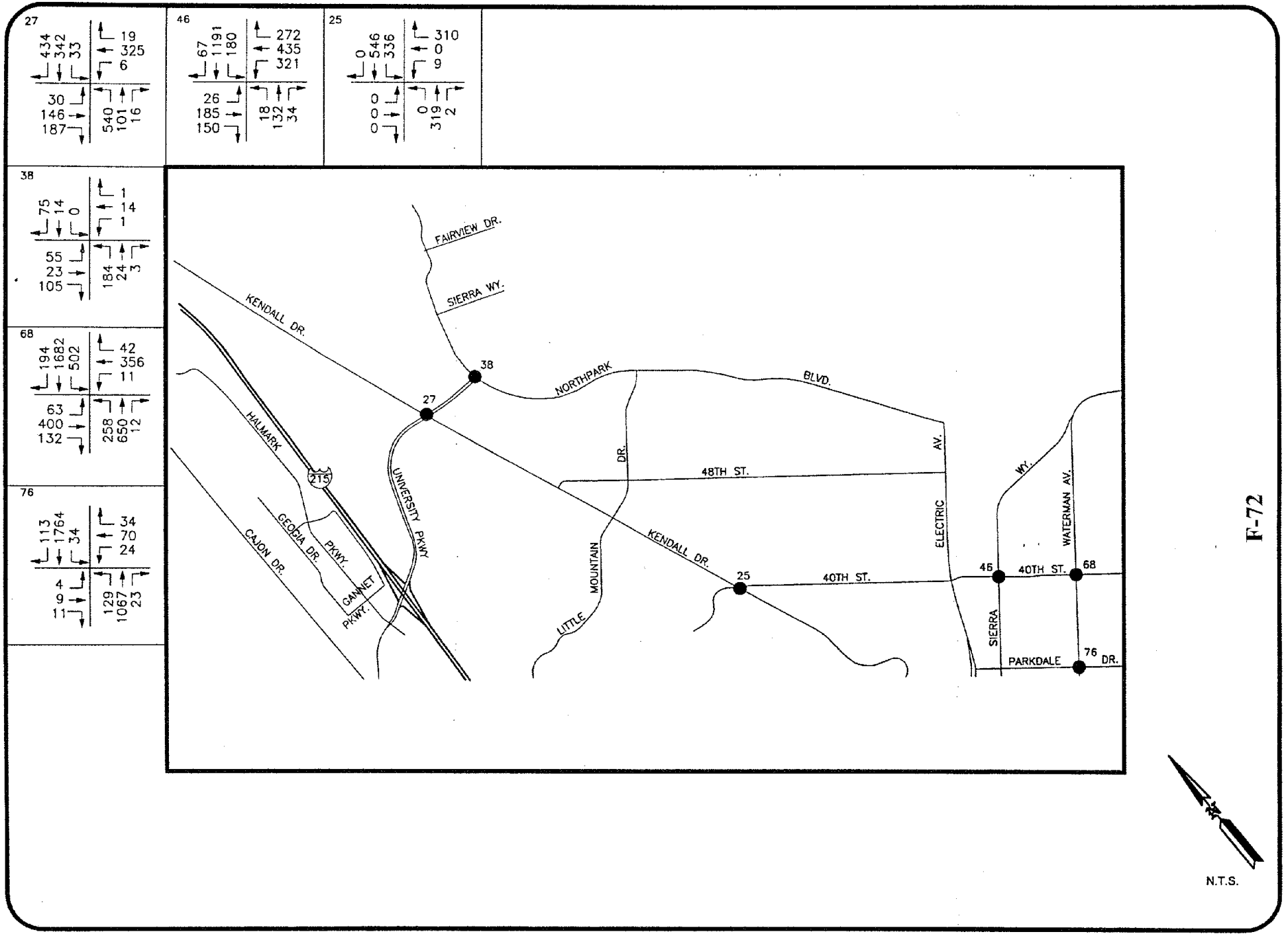
F-71

2030 AM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

Figure 3-A

transtec



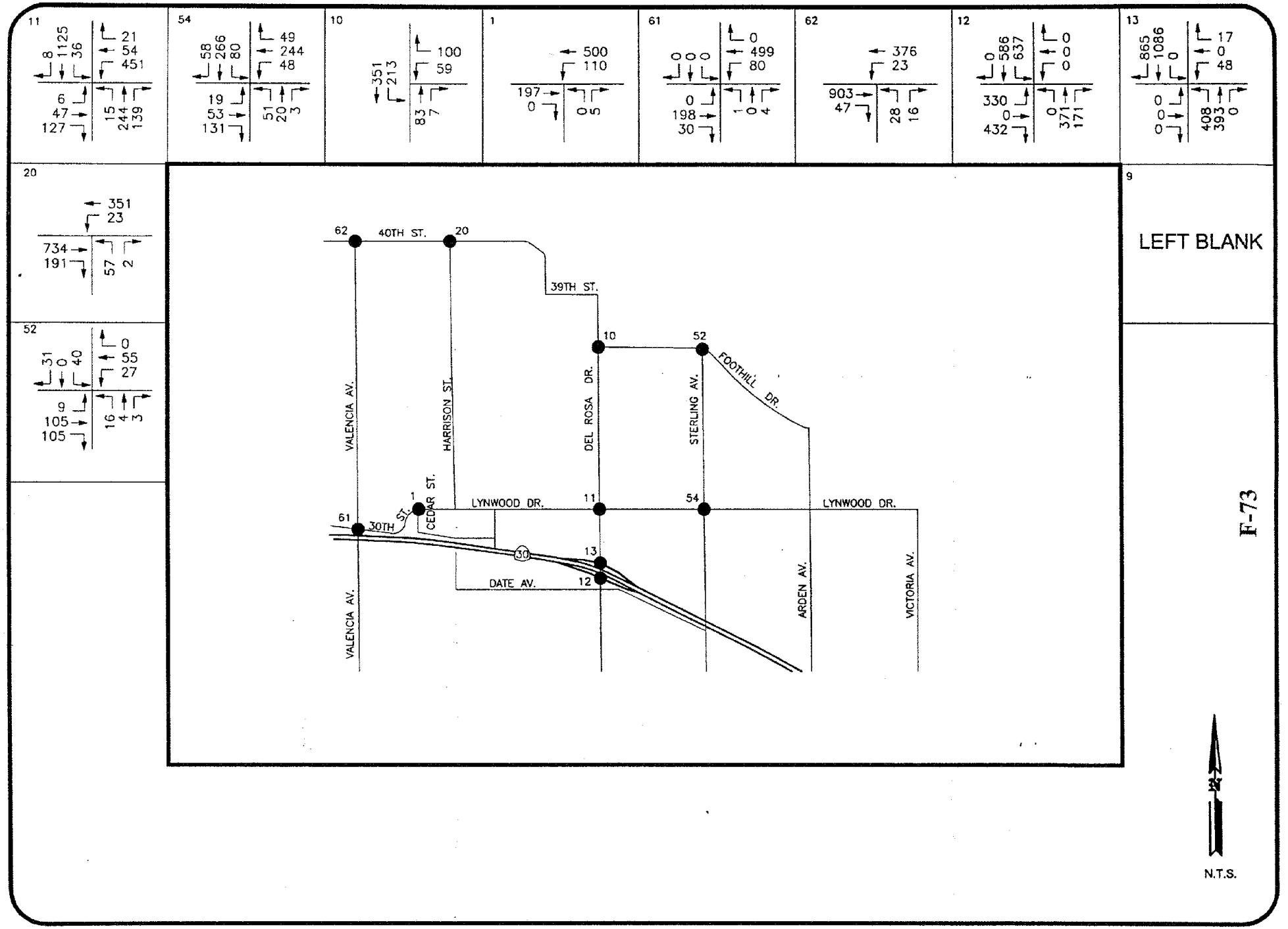
F-72

2030 AM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

transt

Figure 3-B



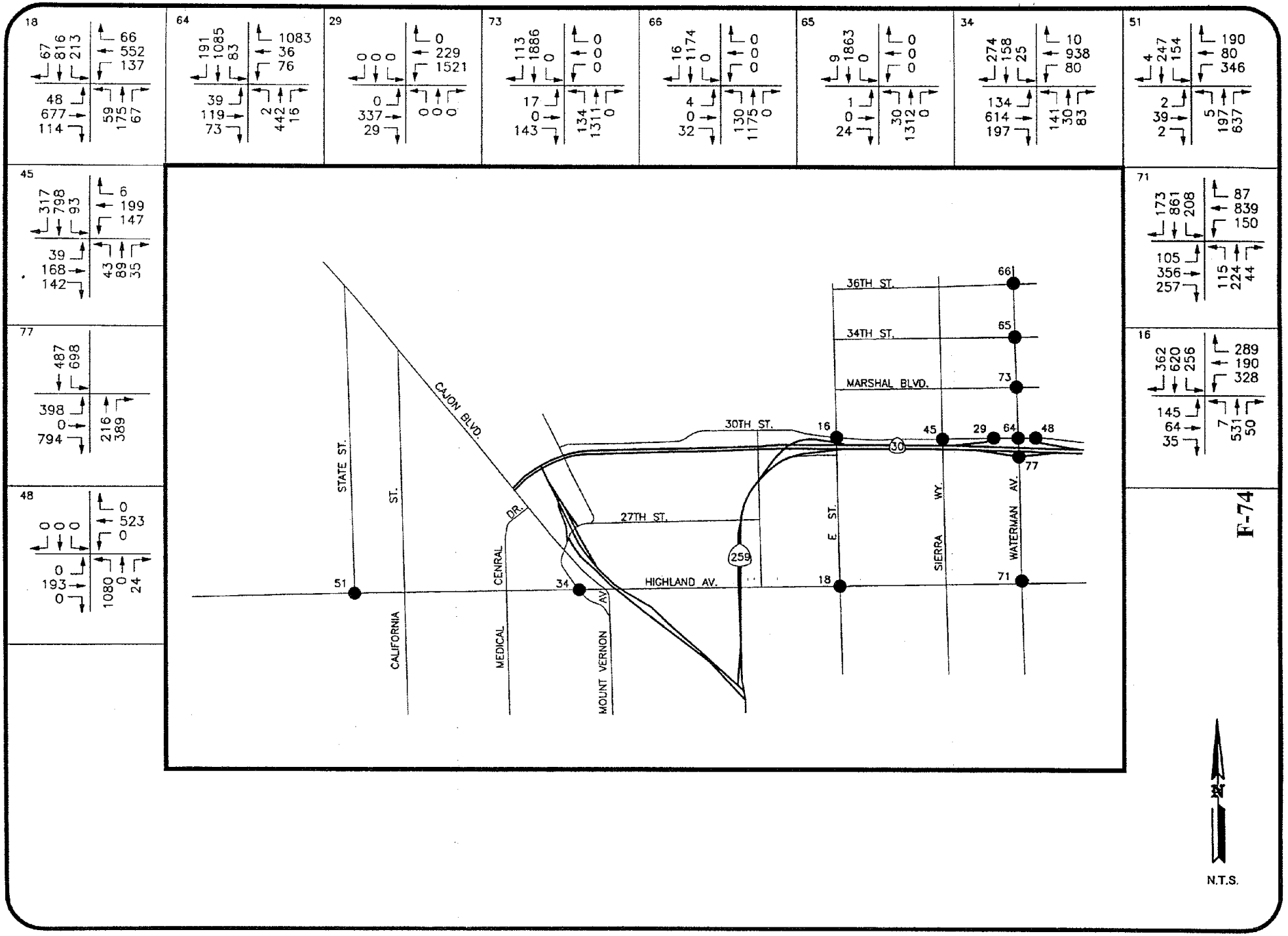
F-73

2030 AM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

Figure 3-C

transtel



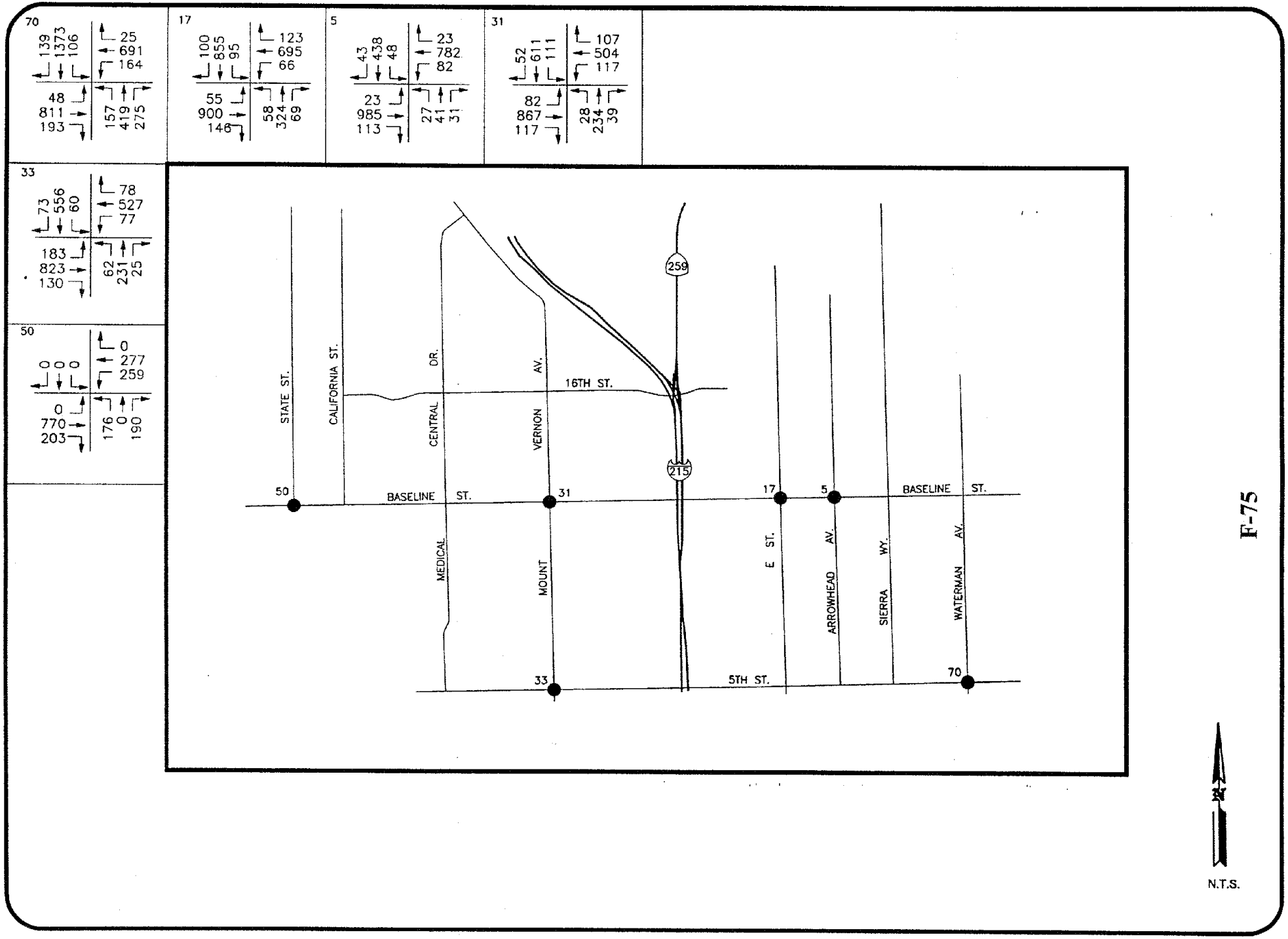
F-74

2030 AM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

transtec

Figure 3-D



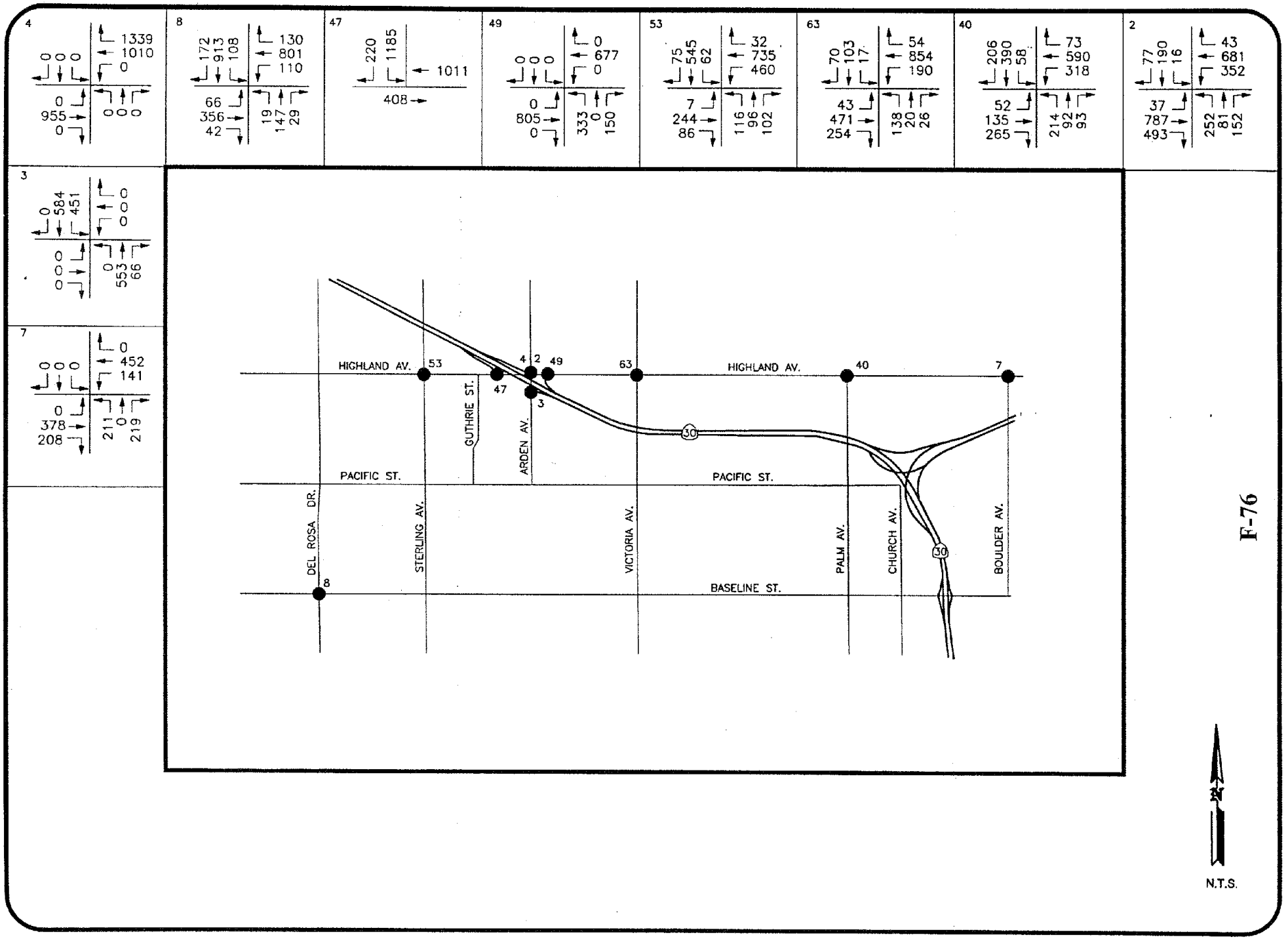
F-75

2030 AM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

transtec

Figure 3-E



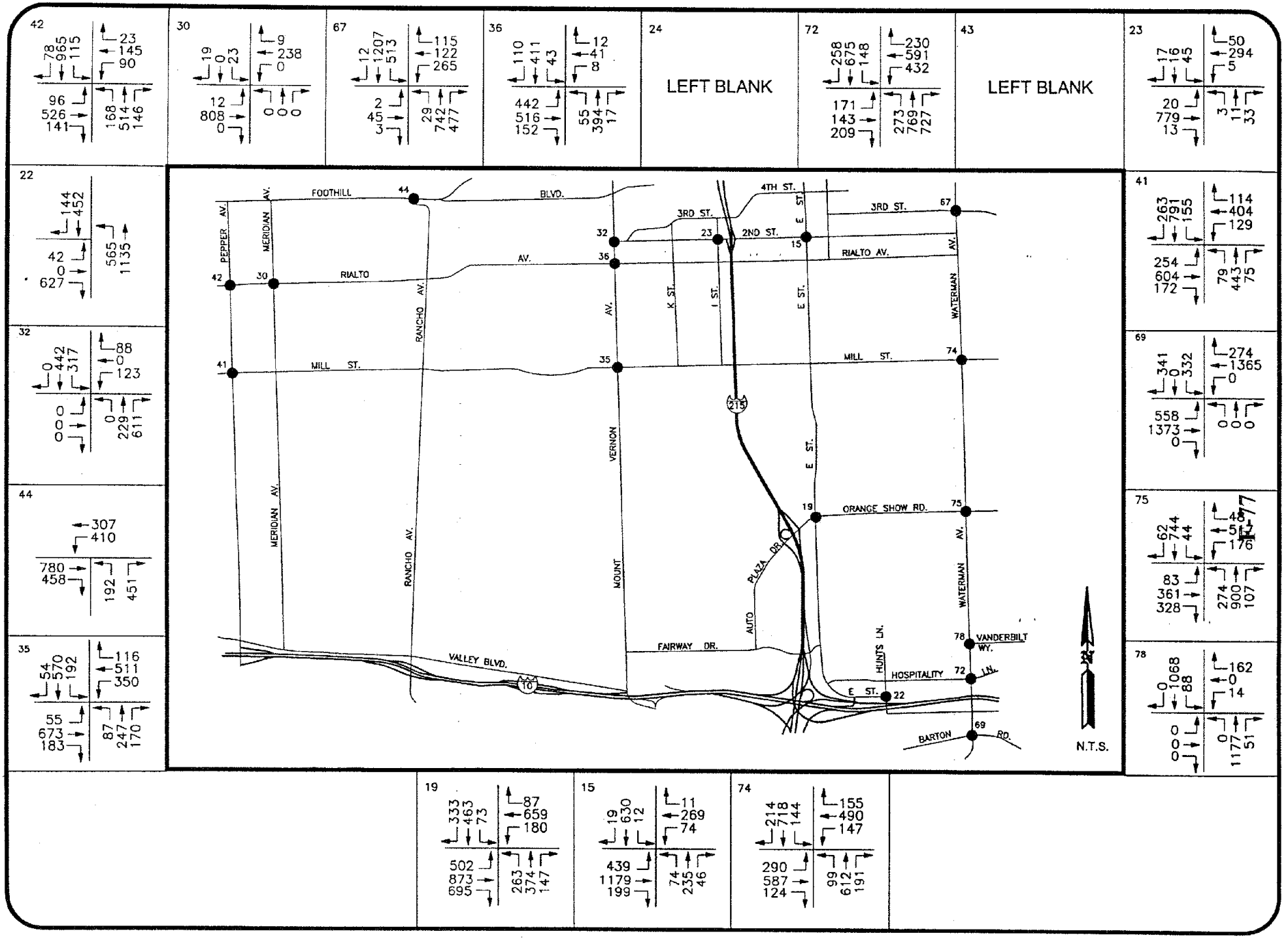
F-76

2030 AM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

transtec

Figure 3-F

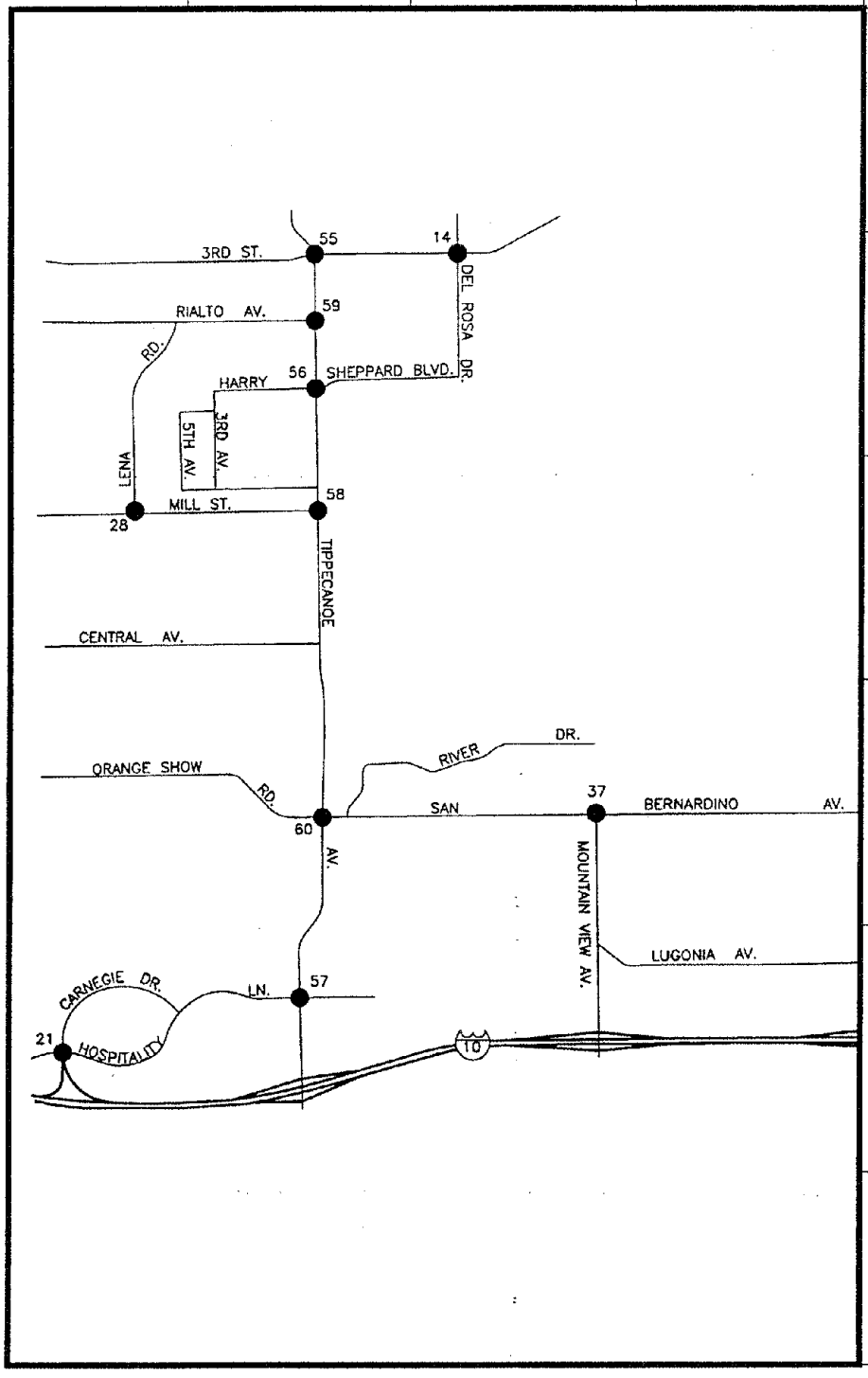


2030 AM PEAK HOUR COUNTS

SAN BERNARDINO GENERAL PLAN

transtec

Figure 3-G



N.T.S.

2030 AM PEAK HOUR COUNTS

Figure 3-H

SAN BERNARDINO GENERAL PLAN

General Plan Update: 2004

INTERSECTION LOS CALCULATION SHEETS EXISTING AM PEAK HOURS

City of San Bernardino General Plan
Existing Conditions
AM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Pepper Avenue @ Rialto Avenue	B	14.6	0.366	B	14.6	0.366	+ 0.000 D/V
# 2 Pepper Avenue @ Mill Street	C	33.1	0.465	C	33.1	0.465	+ 0.000 D/V
# 3 Meridian Avenue @ Rialto Avenu	E	36.3	0.000	E	36.3	0.000	+ 0.000 D/V
# 4 Northpark Boulevard @ Fairview	A	9.0	0.000	A	9.0	0.000	+ 0.000 D/V
# 5 Northpark Boulevard @ Universi	C	21.4	0.284	C	21.4	0.284	+ 0.000 D/V
# 6 Kendall Drive @ University Par	C	32.2	0.490	C	32.2	0.490	+ 0.000 D/V
# 7 Northpark Boulevard @ Sierra W	B	10.4	0.000	B	10.4	0.000	+ 0.000 D/V
# 8 E Street @ Highland Avenue	B	18.6	0.765	B	18.6	0.765	+ 0.000 D/V
# 9 Hunts Lane @ E Street	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 10 Waterman Avenue @ 3rd Street	D	35.3	0.841	D	35.3	0.841	+ 0.000 D/V
# 11 Waterman Avenue @ Fifth Street	E	63.0	1.081	E	63.0	1.081	+ 0.000 D/V
# 12 E Street @ Baseline Street	B	18.0	0.407	B	18.0	0.407	+ 0.000 D/V
# 13 Arrowhead Avenue @ Baseline St	B	14.7	0.724	B	14.7	0.724	+ 0.000 D/V
# 14 Mount Vernon Avenue @ 2nd Stre	B	19.8	0.454	B	19.8	0.454	+ 0.000 D/V
# 15 Mount Vernon Avenue @ Rialto A	B	14.5	0.292	B	14.5	0.292	+ 0.000 D/V
# 16 K Street @ 3rd Street	A	9.8	0.000	A	9.8	0.000	+ 0.000 D/V
# 17 Mount Vernon Avenue @ 5th Stre	C	22.5	0.405	C	22.5	0.405	+ 0.000 D/V
# 18 Waterman Avenue @ 30th Street	C	27.1	0.801	C	27.1	0.801	+ 0.000 D/V
# 19 Kendall Drive @ Palm Avenue	C	26.2	0.572	C	26.2	0.572	+ 0.000 D/V
# 20 Belmont Avenue @ Palm Avenue	B	10.1	0.354	B	10.1	0.354	+ 0.000 V/C
# 21 Sierra Way @ 30th Street	B	15.0	0.255	B	15.0	0.255	+ 0.000 D/V
# 22 Del Rosa Avenue @ Baseline Str	C	21.4	0.395	C	21.4	0.395	+ 0.000 D/V
# 23 Waterman Avenue @ SR-30 EB Ram	C	32.3	0.852	C	32.3	0.852	+ 0.000 D/V

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City of San Bernardino General Plan
Existing Conditions
AM Peak

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Leroy/SR-30 WB On Ramp @ 30th	B	17.2	0.598	B	17.2	0.598	+ 0.000 D/V
# 25 SR-30 WB Off Ramp @ 30th Stree	F	298.3	0.000	F	298.3	0.000	+ 0.000 D/V
# 26 Del Rosa Avenue @ Lynwood Driv	B	14.8	0.270	B	14.8	0.270	+ 0.000 D/V
# 27 Harrison Street @ 40th Street	B	12.1	0.000	B	12.1	0.000	+ 0.000 D/V
# 28 Sterling Avenue @ Highland Ave	C	29.6	0.328	C	29.6	0.328	+ 0.000 D/V
# 29 Waterman Avenue @ Marshall Bou	A	3.2	0.507	A	3.2	0.507	+ 0.000 D/V
# 30 Waterman Avenue @ 36th Street	E	37.9	0.000	E	37.9	0.000	+ 0.000 D/V
# 31 Sterling Avenue @ Lynwood Driv	B	12.5	0.463	B	12.5	0.463	+ 0.000 V/C
# 32 Sterling Avenue @ Foothill Dri	A	7.8	0.156	A	7.8	0.156	+ 0.000 V/C
# 33 Del Rosa Avenue @ Foothill Dri	B	11.2	0.000	B	11.2	0.000	+ 0.000 D/V
# 34 30th Street @ Lynwood Drive	B	11.3	0.000	B	11.3	0.000	+ 0.000 D/V
# 35 Waterman Avenue @ 40th Street	C	26.1	0.637	C	26.1	0.637	+ 0.000 D/V
# 36 Waterman Avenue @ 34th Street	D	26.2	0.000	D	26.2	0.000	+ 0.000 D/V
# 37 Waterman Avenue @ Parkdale Ave	B	10.4	0.592	B	10.4	0.592	+ 0.000 D/V
# 38 Valencia Avenue @ 30th Street	B	14.7	0.233	B	14.7	0.233	+ 0.000 D/V
# 39 Valencia Avenue @ 40th Street	A	9.9	0.305	A	9.9	0.305	+ 0.000 V/C
# 40 Del Rosa Avenue @ SR-30 EB Ram	C	24.4	0.579	C	24.4	0.579	+ 0.000 D/V
# 41 Del Rosa Avenue @ SR-30 WB Ram	C	22.8	0.795	C	22.8	0.795	+ 0.000 D/V
# 42 Sierra Way @ 40th Street	B	19.0	0.270	B	19.0	0.270	+ 0.000 D/V
# 43 Waterman Avenue @ Hospitality	C	30.5	0.715	C	30.5	0.715	+ 0.000 D/V
# 44 Hospitality Lane @ Carnegie Dr	C	27.0	0.536	C	27.0	0.536	+ 0.000 D/V
# 45 Tippecanoe Avenue @ Rialto Ave	D	25.6	0.000	D	25.6	0.000	+ 0.000 D/V
# 46 Tippecanoe Ave @ Harry Shepard	C	22.7	0.482	C	22.7	0.482	+ 0.000 D/V
# 47 Tippecanoe Avenue @ 3rd Street	C	26.5	0.464	C	26.5	0.464	+ 0.000 D/V
# 48 Tippecanoe Ave @ Mill Street	B	13.4	0.454	B	13.4	0.454	+ 0.000 D/V

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City of San Bernardino General Plan
Existing Conditions
AM Peak

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 49 Rancho Avenue @ 5th St/Foothil	F	119.6	0.000	F	119.6	0.000	+ 0.000 D/V
# 50 Mount Vernon Avenue @ Mill Str	C	30.4	0.520	C	30.4	0.520	+ 0.000 D/V
# 51 Mountain View Ave @ San Bernar	B	12.9	0.535	B	12.9	0.535	+ 0.000 V/C
# 52 Mount Vernon Avenue @ Highland	C	27.8	0.617	C	27.8	0.617	+ 0.000 D/V
# 53 State Street @ Highland Avenue	A	8.7	0.499	A	8.7	0.499	+ 0.000 D/V
# 54 Tippecanoe Ave @ Hospitality L	B	12.2	0.258	B	12.2	0.258	+ 0.000 D/V
# 55 Tippecanoe Ave @ San Bernardin	C	33.1	0.421	C	33.1	0.421	+ 0.000 D/V
# 56 Pepper Avenue @ Valley Bouleva	C	31.2	0.746	C	31.2	0.746	+ 0.000 D/V
# 57 Lena Road @ Mill Street	B	18.1	0.178	B	18.1	0.178	+ 0.000 D/V
# 58 Waterman Avenue @ Barton Road	C	25.7	0.663	C	25.7	0.663	+ 0.000 D/V
# 59 Boulder Avenue @ Highland Aven	C	33.8	0.245	C	33.8	0.245	+ 0.000 D/V
# 60 Waterman Avenue @ Orange Show	C	28.0	0.425	C	28.0	0.425	+ 0.000 D/V
# 61 Del Rosa Avenue @ Third Street	C	27.5	0.398	C	27.5	0.398	+ 0.000 D/V
# 62 Waterman Avenue @ Vanderbilt W	B	19.6	0.358	B	19.6	0.358	+ 0.000 D/V
# 63 Del Rosa Avenue @ Date Street	B	20.0	0.380	B	20.0	0.380	+ 0.000 D/V
# 64 Waterman Avenue @ Highland Ave	D	36.9	0.482	D	36.9	0.482	+ 0.000 D/V
# 65 E Street @ Orange Show Road	C	27.2	0.423	C	27.2	0.423	+ 0.000 D/V
# 66 E Street @ 2nd Street	C	24.3	0.505	C	24.3	0.505	+ 0.000 D/V
# 67 State Street @ Baseline Street	B	15.4	0.480	B	15.4	0.480	+ 0.000 D/V
# 68 Kendall Drive @ 40th Street	C	21.7	0.169	C	21.7	0.169	+ 0.000 D/V
# 69 Mount Vernon Avenue @ Baseline	C	20.1	0.458	C	20.1	0.458	+ 0.000 D/V
# 70 Waterman Avenue @ Mill Street	C	29.8	0.354	C	29.8	0.354	+ 0.000 D/V
# 71 E Street @ 30th Street	B	14.8	0.476	B	14.8	0.476	+ 0.000 D/V
# 72 Ohio Avenue @ Palm Avenue	A	9.9	0.000	A	9.9	0.000	+ 0.000 D/V

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 73 Victoria Avenue @ Highland Ave	D	36.1	0.602	D	36.1	0.602	+ 0.000 D/V
# 74 Palm Avenue @ Highland Avenue	D	35.8	0.288	D	35.8	0.288	+ 0.000 D/V
# 75 SR-30 EB Ramps @ Highland Aven	B	17.3	0.390	B	17.3	0.390	+ 0.000 D/V
# 76 SR-30 WB Ramps @ Highland Aven	B	15.7	0.385	B	15.7	0.385	+ 0.000 D/V
# 77 Arden Avenue @ Highland Avenue	D	39.1	0.687	D	39.1	0.687	+ 0.000 D/V
# 78 Arden Avenue @ SR-30 WB Ramps	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V
# 79 Arden Avenue @ SR-30 EB Ramps	B	16.5	0.339	B	16.5	0.339	+ 0.000 D/V
# 80 I Street @ 2nd Street	B	14.1	0.189	B	14.1	0.189	+ 0.000 D/V

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

Intersection #1 Pepper Avenue @ Rialto Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.366
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 24 Level Of Service: B

Street Name:	Pepper Avenue									Rialto Avenue					
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					
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10			
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1	1	0 1	0 1			
Volume Module: Existing AM Peak w/pce															
Base Vol:	74	556	135	93	692	30	51	240	57	204	177	68			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	74	556	135	93	692	30	51	240	57	204	177	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
PHF Volume:	78	585	142	98	728	32	54	253	60	215	186	72			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	78	585	142	98	728	32	54	253	60	215	186	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.:	78	585	142	98	728	32	54	253	60	215	186	72			
Saturation Flow Module:															
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800			
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	1.61	0.39	1.00	1.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00			
Final Sat.:	1800	2897	703	1800	3450	150	1800	1800	1800	1800	1800	1800			
Capacity Analysis Module:															
Vol/Sat:	0.04	0.20	0.20	0.05	0.21	0.21	0.03	0.14	0.03	0.12	0.10	0.04			
Crit Moves:					****			****							
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.38	0.38	0.38	0.38	0.38	0.38			
Volume/Cap:	0.08	0.35	0.35	0.09	0.37	0.37	0.08	0.37	0.09	0.31	0.27	0.10			
Delay/Veh:	9.4	11.3	11.3	9.5	11.5	11.5	19.6	22.4	19.7	21.8	21.4	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:	9.4	11.3	11.3	9.5	11.5	11.5	19.6	22.4	19.7	21.8	21.4	19.9			
HCM2kAvg:	1	6	6	1	6	6	1	6	1	5	4	1			

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Intersection #2 Pepper Avenue @ Mill Street

Cycle (sec):	120	Critical Vol./Cap. (X):	0.465
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	33.1
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Pepper Avenue						Mill Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: Existing AM Peak												
Base Vol:	101	465	67	92	606	222	188	382	141	87	300	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	465	67	92	606	222	188	382	141	87	300	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	106	489	71	97	638	234	198	402	148	92	316	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	489	71	97	638	234	198	402	148	92	316	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	489	71	97	638	234	198	402	148	92	316	73
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.04	0.05	0.18	0.13	0.11	0.11	0.08	0.05	0.09	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.42	0.42	0.08	0.38	0.38	0.24	0.34	0.34	0.08	0.19	0.19
Volume/Cap:	0.46	0.32	0.09	0.65	0.46	0.34	0.46	0.33	0.24	0.61	0.46	0.21
Delay/Veh:	50.1	23.1	20.7	62.6	28.2	26.7	40.1	29.4	28.5	60.3	43.8	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	23.1	20.7	62.6	28.2	26.7	40.1	29.4	28.5	60.3	43.8	41.5
HCM2kAvg:	4	6	2	5	9	6	7	5	4	4	6	2

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****

Intersection #3 Meridian Avenue @ Rialto Avenue

****

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: E[36.3]

****

Street Name:	Meridian Avenue						Rialto Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	0 0		0 0 1!	0 0		1 0 0	1 0		1 0 0	1 0	
Volume Module: AM Existing Peak w/pce												
Base Vol:	4	0	0	52	0	203	142	390	4	0	262	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	0	52	0	203	142	390	4	0	262	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	4	0	0	55	0	214	149	411	4	0	276	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	0	0	55	0	214	149	411	4	0	276	56
Critical Gap Module:												
Critical Gp:	7.1	xxxx	xxxxx	7.1	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1122	xxxx	xxxxx	1015	xxxx	304	332	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	185	xxxx	xxxxx	219	xxxx	741	1239	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	119	xxxx	xxxxx	198	xxxx	741	1239	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	0.28	xxxx	0.29	0.12	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	36.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	E	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	476	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	3.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	21.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:		36.3			21.9			xxxxxx			xxxxxx	
ApproachLOS:		E			C			*			*	

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Intersection #4 Northpark Boulevard @ Fairview Drive

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[9.0]

Street Name:	Northpark Boulevard						Fairview Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 0 1 0 0			0 0 0 0 0			1 0 0 0 0		
Volume Module: Existing AM Peak w pce												
Base Vol:	0	3	120	0	10	0	0	0	0	28	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	3	120	0	10	0	0	0	0	28	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:	0.95	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	3	126	0	11	0	0	0	0	29	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	3	126	0	11	0	0	0	0	29	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	77	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	931	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	931	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.0		
ApproachLOS:	*			*			*			A		

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Intersection #5 Northpark Boulevard @ University Parkway

Cycle (sec):	120	Critical Vol./Cap. (X):	0.284
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	21.4
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Northpark Boulevard						University Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 1	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: Existing AM Peak w pce												
Base Vol:	243	107	64	3	28	52	251	609	434	14	58	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	107	64	3	28	52	251	609	434	14	58	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	256	113	67	3	29	55	264	641	457	15	61	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	113	67	3	29	55	264	641	457	15	61	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.:	256	113	67	3	29	55	264	641	457	15	61	13
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3600	3600	1800	1800	3600	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.04	0.00	0.01	0.03	0.15	0.18	0.25	0.01	0.02	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.22	0.22	0.22	0.09	0.09	0.09	0.54	0.54	0.76	0.08	0.08	0.08
Volume/Cap:	0.33	0.14	0.17	0.02	0.09	0.33	0.27	0.33	0.34	0.10	0.20	0.08
Delay/Veh:	39.9	38.1	38.5	49.5	49.9	52.1	14.9	15.4	4.9	51.1	51.6	51.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	38.1	38.5	49.5	49.9	52.1	14.9	15.4	4.9	51.1	51.6	51.0
HCM2kAvg:	4	2	2	0	1	2	5	6	5	1	1	0

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Intersection #6 Kendall Drive @ University Parkway

Cycle (sec):	100	Critical Vol./Cap. (X):	0.490
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	32.2
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Kendall Drive						University Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 1	0	1 0	2 1	0
Volume Module: Existing AM Peak w pce												
Base Vol:	314	338	255	309	491	149	37	847	168	23	281	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	338	255	309	491	149	37	847	168	23	281	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	331	356	268	325	517	157	39	892	177	24	296	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	356	268	325	517	157	39	892	177	24	296	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.:	331	356	268	325	517	157	39	892	177	24	296	99
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.50	0.50	1.00	2.25	0.75
Final Sat.:	3600	3600	1800	3600	3600	1800	3600	4506	894	1800	4046	1354
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.15	0.09	0.14	0.09	0.01	0.20	0.20	0.01	0.07	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.28	0.28	0.17	0.35	0.35	0.24	0.37	0.37	0.10	0.24	0.40
Volume/Cap:	0.92	0.35	0.53	0.53	0.41	0.25	0.05	0.53	0.53	0.13	0.31	0.18
Delay/Veh:	72.4	29.0	31.6	38.8	25.0	23.4	29.6	24.9	24.9	41.4	31.7	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:	72.4	29.0	31.6	38.8	25.0	23.4	29.6	24.9	24.9	41.4	31.7	19.1
HCM2kAvg:	8	4	7	5	6	3	0	9	9	1	3	3

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Northpark Boulevard @ Sierra Way

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[10.4]

Street Name:	Northpark Boulevard									Sierra Way					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	0 0	2	1 0	1 0	3	0 0	0 0	0	0 0	1 0	0	0 1			
Volume Module: Existing AM Peak															
Base Vol:	0	118	220	3	35	0	0	0	0	47	0	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:	0	118	220	3	35	0	0	0	0	47	0	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:	0.95	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	124	232	3	37	0	0	0	0	49	0	1			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Final Vol.:	0	124	232	3	37	0	0	0	0	49	0	1			
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9			
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3			
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	xxxxx	356	xxxx	xxxxx	xxxx	xxxx	xxxxx	259	xxxx	157			
Potent Cap.:	xxxx	xxxx	xxxxx	1214	xxxx	xxxxx	xxxx	xxxx	xxxxx	714	xxxx	867			
Move Cap.:	xxxx	xxxx	xxxxx	1214	xxxx	xxxxx	xxxx	xxxx	xxxxx	712	xxxx	867			
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	0.00			
Level Of Service Module:															
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	0.0			
Stopped Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.4	xxxx	9.2			
LOS by Move:	*	*	*	A	*	*	*	*	*	B	*	A			
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.4					
ApproachLOS:	*			*			*			B					

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 E Street @ Highland Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.765
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 18.6
Optimal Cycle: 44 Level Of Service: B

Street Name:	E Street						Highland Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: Existing AM Peak												
Base Vol:	201	267	130	228	755	127	91	1629	237	196	1609	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	267	130	228	755	127	91	1629	237	196	1609	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	267	130	228	755	127	91	1629	237	196	1609	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	212	281	137	240	795	134	96	1715	249	206	1694	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	281	137	240	795	134	96	1715	249	206	1694	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	212	281	137	240	795	134	96	1715	249	206	1694	91
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.35	0.65	1.00	1.71	0.29	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	2421	1179	1800	3082	518	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.13	0.26	0.26	0.05	0.48	0.14	0.11	0.47	0.05
Crit Moves:					****			****				
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.35	0.34	0.34	0.40	0.76	0.76	0.09	0.76	0.22	0.18	0.76	0.08
Delay/Veh:	25.2	25.0	25.0	25.8	32.6	32.6	7.5	15.2	8.4	8.1	14.9	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	25.0	25.0	25.8	32.6	32.6	7.5	15.2	8.4	8.1	14.9	7.5
HCM2kAvg:	5	5	5	6	14	14	1	20	3	3	20	1

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****

Intersection #9 Hunts Lane @ E Street

****

Average Delay (sec/veh): 109.8 Worst Case Level Of Service: F[5682.2]

****

Street Name:	Hunts Lane									E Street								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign Ignore					Stop Sign Include				
Rights:	Include					Include														
Lanes:	1	0	2	0	0	0	0	2	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module: Existing AM Peak w pce																				
Base Vol:	893	1248		0		0	217		206		47		0		342	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:	893	1248		0		0	217		206		47		0		342	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		0.00	1.00		1.00		1.00
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95		0.95		0.00	0.95		0.95		0.95
PHF Volume:	940	1314		0		0	228		217		49		0		0	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	940	1314		0		0	228		217		49		0		0	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	445	xxxx	xxxxx	xxxx	xxxx	xxxxx					2765	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	1126	xxxx	xxxxx	xxxx	xxxx	xxxxx					16	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	1126	xxxx	xxxxx	xxxx	xxxx	xxxxx					5	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.84	xxxx	xxxx	xxxx	xxxx	xxxx					10.36	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																				
Queue:	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx					7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	21.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx					5682	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	C	*	*	*	*	*					F	*	*	*	*	*				
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	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*					*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx							5682.2					xxxxxx				
ApproachLOS:	*			*							F					*				

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Intersection #10 Waterman Avenue @ 3rd Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.841
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	35.3
Optimal Cycle:	76	Level Of Service:	D

Street Name:	Waterman Avenue						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module: Existing AM Peak												
Base Vol:	175	1386	269	264	1756	65	41	269	49	349	599	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	1386	269	264	1756	65	41	269	49	349	599	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	184	1459	283	278	1848	68	43	283	52	367	631	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	1459	283	278	1848	68	43	283	52	367	631	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	184	1459	283	278	1848	68	43	283	52	367	631	186
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.51	0.49	1.00	2.89	0.11	1.00	1.69	0.31	1.00	2.00	1.00
Final Sat.:	1800	4522	878	1800	5207	193	1800	3045	555	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.32	0.15	0.35	0.35	0.02	0.09	0.09	0.20	0.18	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.38	0.38	0.18	0.44	0.44	0.10	0.11	0.11	0.24	0.25	0.25
Volume/Cap:	0.81	0.84	0.84	0.84	0.81	0.81	0.24	0.84	0.84	0.84	0.69	0.41
Delay/Veh:	61.2	31.4	31.4	56.8	26.4	26.4	42.2	58.4	58.4	49.7	36.1	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	31.4	31.4	56.8	26.4	26.4	42.2	58.4	58.4	49.7	36.1	31.7
HCM2kAvg:	8	19	19	11	19	19	1	8	8	13	10	5

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Intersection #11 Waterman Avenue @ Fifth Street

Cycle (sec):	120	Critical Vol./Cap. (X):	1.081
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	63.0
Optimal Cycle:	130	Level Of Service:	E

Street Name:	Waterman Avenue						Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 1 Jan 2003 << Existing AM Peak												
Base Vol:	196	1444	107	57	1934	239	176	337	211	150	771	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	1444	107	57	1934	239	176	337	211	150	771	78
User Adj:	1.00	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:	206	1520	113	60	2036	252	185	355	222	158	812	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	1520	113	60	2036	252	185	355	222	158	812	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	206	1520	113	60	2036	252	185	355	222	158	812	82
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.42	0.06	0.03	0.57	0.14	0.10	0.10	0.12	0.09	0.23	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.55	0.55	0.08	0.52	0.52	0.10	0.18	0.18	0.13	0.21	0.21
Volume/Cap:	1.08	0.77	0.11	0.40	1.08	0.27	1.08	0.55	0.69	0.69	1.08	0.22
Delay/Veh:	141.8	23.4	13.2	53.9	74.9	16.0	146.1	46.1	52.8	59.2	104	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:	141.8	23.4	13.2	53.9	74.9	16.0	146.1	46.1	52.8	59.2	104	39.7
HCM2kAvg:	13	23	2	3	51	5	12	7	9	7	23	3

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Intersection #12 E Street @ Baseline Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.407
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	18.0
Optimal Cycle:	36	Level Of Service:	B

Street Name:	E Street						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: Existing AM Peak w pce												
Base Vol:	23	111	28	82	333	84	41	789	58	31	706	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	111	28	82	333	84	41	789	58	31	706	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	24	117	29	86	351	88	43	831	61	33	743	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	117	29	86	351	88	43	831	61	33	743	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	24	117	29	86	351	88	43	831	61	33	743	115
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.60	0.40	1.00	1.60	0.40	1.00	1.86	0.14	1.00	1.73	0.27
Final Sat.:	1800	2875	725	1800	2875	725	1800	3353	247	1800	3119	481
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.05	0.12	0.12	0.02	0.25	0.25	0.02	0.24	0.24
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.19	0.19	0.19	0.28	0.28	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.13	0.22	0.22	0.25	0.44	0.44	0.04	0.44	0.44	0.03	0.42	0.42
Delay/Veh:	41.4	34.5	34.5	35.0	30.1	30.1	9.8	12.9	12.9	9.7	12.7	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	34.5	34.5	35.0	30.1	30.1	9.8	12.9	12.9	9.7	12.7	12.7
HCM2kAvg:	1	2	2	2	6	6	1	8	8	0	8	8

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Intersection #13 Arrowhead Avenue @ Baseline Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.724
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: 45 Level Of Service: B

Street Name:	Arrowhead Avenue						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: Existing AM Peak w pce												
Base Vol:	97	228	85	90	508	104	72	1536	109	88	1738	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	228	85	90	508	104	72	1536	109	88	1738	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	102	240	89	95	535	109	76	1617	115	93	1829	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	240	89	95	535	109	76	1617	115	93	1829	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	102	240	89	95	535	109	76	1617	115	93	1829	85
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.46	0.54	1.00	2.00	1.00	1.00	1.87	0.13	1.00	1.91	0.09
Final Sat.:	1800	2622	978	1800	3600	1800	1800	3361	239	1800	3440	160
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.05	0.15	0.06	0.04	0.48	0.48	0.05	0.53	0.53
Crit Moves:					****						****	
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	0.28	0.45	0.45	0.26	0.72	0.30	0.06	0.65	0.65	0.07	0.72	0.72
Delay/Veh:	33.9	35.2	35.2	33.7	40.7	34.1	3.7	7.4	7.4	3.7	8.5	8.5
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:	33.9	35.2	35.2	33.7	40.7	34.1	3.7	7.4	7.4	3.7	8.5	8.5
HCM2kAvg:	3	5	5	3	9	3	1	14	14	1	18	17

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Intersection #14 Mount Vernon Avenue @ 2nd Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.454
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	19.8
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Mount Vernon Avenue						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	1	0 1	0 1	0	1 0	0 0	1!	0 0	0 1	1	0 1
Volume Module: Existing AM Peak w pce												
Base Vol:	2	353	147	300	707	7	2	6	3	81	3	218
Growth Adj:	1.00	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	353	147	300	707	7	2	6	3	81	3	218
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	2	372	0	316	744	7	2	6	3	85	3	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	372	0	316	744	7	2	6	3	85	3	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	2	372	0	316	744	7	2	6	3	85	3	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	1.99	1.00	0.59	1.40	0.01	0.18	0.55	0.27	1.00	1.00	1.00
Final Sat.:	20	3580	1800	1065	2510	25	327	982	491	1800	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.30	0.30	0.30	0.01	0.01	0.01	0.05	0.00	0.00
Crit Moves:		****			****		****			****		
Green/Cycle:	0.21	0.21	0.00	0.59	0.59	0.59	0.10	0.10	0.10	0.10	0.10	0.00
Volume/Cap:	0.50	0.50	0.00	0.50	0.50	0.50	0.06	0.06	0.06	0.47	0.02	0.00
Delay/Veh:	35.6	35.6	0.0	12.0	12.0	12.0	40.9	40.9	40.9	44.4	40.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	35.6	0.0	12.0	12.0	12.0	40.9	40.9	40.9	44.4	40.6	0.0
HCM2kAvg:	6	6	0	10	10	13	0	0	0	3	0	0

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Intersection #15 Mount Vernon Avenue @ Rialto Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.292
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	14.5
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Mount Vernon Avenue						Rialto Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: Existing AM Peak w pce												
Base Vol:	46	302	39	119	548	108	100	359	51	34	128	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:	46	302	39	119	548	108	100	359	51	34	128	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	48	318	41	125	577	114	105	378	54	36	135	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	318	41	125	577	114	105	378	54	36	135	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.:	48	318	41	125	577	114	105	378	54	36	135	36
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.77	0.23	1.00	2.00	1.00	1.00	1.75	0.25	1.00	1.58	0.42
Final Sat.:	1800	3188	412	1800	3600	1800	1800	3152	448	1800	2844	756
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.07	0.16	0.06	0.06	0.12	0.12	0.02	0.05	0.05
Crit Moves:					****			****				
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.05	0.18	0.18	0.13	0.29	0.12	0.14	0.29	0.29	0.05	0.12	0.12
Delay/Veh:	10.5	11.3	11.3	11.0	12.2	10.9	18.5	19.8	19.8	17.7	18.3	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	11.3	11.3	11.0	12.2	10.9	18.5	19.8	19.8	17.7	18.3	18.3
HCM2kAvg:	1	3	3	2	5	2	2	4	4	1	2	2

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

Intersection #16 K Street @ 3rd Street

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[9.8]

Street Name:	K Street						3rd Street					
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			Ignore			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 2	0	1	0 1 0	0	0
Volume Module: Existing AM Peak w pce												
Base Vol:	10	0	2	0	0	0	0	108	6	3	135	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	2	0	0	0	0	108	6	3	135	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	11	0	2	0	0	0	0	114	0	3	142	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	11	0	2	0	0	0	0	114	0	3	142	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	262	xxxx	57	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	114	xxxx	xxxxx
Potent Cap.:	731	xxxx	1015	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1488	xxxx	xxxxx
Move Cap.:	730	xxxx	1015	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1488	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	766	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.8			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

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Intersection #17 Mount Vernon Avenue @ 5th Street

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Cycle (sec):	100	Critical Vol./Cap. (X):	0.405
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	22.5
Optimal Cycle:	36	Level Of Service:	C

****

Street Name:	Mount Vernon Avenue						5th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: Existing AM Peak w pce												
Base Vol:	63	326	49	95	526	59	90	572	54	45	265	54
Growth Adj:	1.00	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	326	49	95	526	59	90	572	54	45	265	54
User Adj:	1.00	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:	66	343	52	100	554	62	95	602	57	47	279	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	343	52	100	554	62	95	602	57	47	279	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 Adj:	1.00	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	343	52	100	554	62	95	602	57	47	279	57
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.74	0.26	1.00	1.80	0.20	1.00	1.83	0.17	1.00	1.66	0.34
Final Sat.:	1800	3130	470	1800	3237	363	1800	3289	311	1800	2991	609
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.06	0.17	0.17	0.05	0.18	0.18	0.03	0.09	0.09
Crit Moves:					****			****		****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.27	0.43	0.43	0.10	0.27	0.27
Volume/Cap:	0.09	0.27	0.27	0.14	0.42	0.42	0.20	0.42	0.42	0.26	0.35	0.35
Delay/Veh:	18.4	19.9	19.9	18.8	21.5	21.5	28.6	19.8	19.8	42.4	29.8	29.8
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:	18.4	19.9	19.9	18.8	21.5	21.5	28.6	19.8	19.8	42.4	29.8	29.8
HCM2kAvg:	1	4	4	2	7	7	2	7	7	2	4	4

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Intersection #18 Waterman Avenue @ 30th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.801
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	27.1
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Waterman Avenue						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	0 1	1	1 0	2 0	1	1 0	2 0	1
Volume Module: Existing AM Peak w pce												
Base Vol:	183	407	91	25	755	796	6	110	155	233	658	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	407	91	25	755	796	6	110	155	233	658	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	193	428	96	26	795	838	6	116	163	245	693	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	428	96	26	795	838	6	116	163	245	693	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	193	428	96	26	795	838	6	116	163	245	693	252
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	0.97	1.03	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3600	1800	1800	1752	1848	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.05	0.01	0.45	0.45	0.00	0.03	0.09	0.14	0.19	0.14
Crit Moves:	****				****						****	
Green/Cycle:	0.13	0.60	0.60	0.10	0.57	0.57	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.80	0.20	0.09	0.15	0.80	0.80	0.01	0.13	0.38	0.57	0.80	0.58
Delay/Veh:	59.2	9.1	8.5	41.5	19.6	19.6	29.0	29.9	32.3	35.2	41.1	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	9.1	8.5	41.5	19.6	19.6	29.0	29.9	32.3	35.2	41.1	35.6
HCM2kAvg:	8	3	1	1	22	21	0	1	4	7	12	7

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Intersection #19 Kendall Drive @ Palm Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.572
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 26.2
Optimal Cycle: 48 Level Of Service: C

Street Name:	Kendall Drive						Palm Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: Existing AM Peak w pce												
Base Vol:	471	55	40	12	34	114	56	107	486	114	474	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	471	55	40	12	34	114	56	107	486	114	474	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	496	58	42	13	36	120	59	113	512	120	499	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	58	42	13	36	120	59	113	512	120	499	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	496	58	42	13	36	120	59	113	512	120	499	45
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	1.83	0.17
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	3600	1800	1800	3301	299
Capacity Analysis Module:												
Vol/Sat:	0.28	0.03	0.02	0.01	0.02	0.07	0.03	0.03	0.28	0.07	0.15	0.15
Crit Moves:	****					****	****				****	
Green/Cycle:	0.46	0.28	0.28	0.28	0.11	0.11	0.10	0.18	0.63	0.18	0.25	0.25
Volume/Cap:	0.60	0.11	0.08	0.02	0.18	0.60	0.33	0.18	0.45	0.38	0.60	0.60
Delay/Veh:	21.5	26.6	26.3	25.8	40.8	47.4	42.9	35.2	9.7	37.2	34.2	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	26.6	26.3	25.8	40.8	47.4	42.9	35.2	9.7	37.2	34.2	34.2
HCM2kAvg:	12	1	1	0	1	5	2	2	8	4	8	8

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2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #20 Belmont Avenue @ Palm Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.354
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 0 Level Of Service: B

Street Name:	Belmont Avenue						Palm Avenue					
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
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module: Existing AM Peak												
Base Vol:	62	19	77	20	8	47	75	136	24	34	152	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:	62	19	77	20	8	47	75	136	24	34	152	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	65	20	81	21	8	49	79	143	25	36	160	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	20	81	21	8	49	79	143	25	36	160	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	20	81	21	8	49	79	143	25	36	160	15
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
Lanes:	1.00	0.20	0.80	1.00	0.15	0.85	0.36	0.64	1.00	0.18	0.82	1.00
Final Sat.:	542	128	517	525	91	535	223	405	736	115	515	728
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.16	0.04	0.09	0.09	0.35	0.35	0.03	0.31	0.31	0.02
Crit Moves:		****			****			****			****	
Delay/Veh:	9.8	8.8	8.8	9.4	8.5	8.5	11.1	11.1	7.5	10.6	10.6	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:	9.8	8.8	8.8	9.4	8.5	8.5	11.1	11.1	7.5	10.6	10.6	7.5
LOS by Move:	A	A	A	A	A	A	B	B	A	B	B	A
ApproachDel:		9.2			8.7			10.8			10.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.2			8.7			10.8			10.4	
LOS by Appr:		A			A			B			B	

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Intersection #21 Sierra Way @ 30th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.255
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	15.0
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Sierra Way						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module: Existing AM Peak w pce												
Base Vol:	26	109	53	79	263	106	29	156	51	56	241	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:	26	109	53	79	263	106	29	156	51	56	241	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	115	56	83	277	112	31	164	54	59	254	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	115	56	83	277	112	31	164	54	59	254	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	115	56	83	277	112	31	164	54	59	254	15
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.00	1.00	1.00	1.89	0.11
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	3402	198
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.03	0.05	0.15	0.06	0.02	0.09	0.03	0.03	0.07	0.07
Crit Moves:					****			****				
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.03	0.11	0.05	0.08	0.26	0.10	0.05	0.26	0.08	0.09	0.21	0.21
Delay/Veh:	8.0	8.5	8.2	8.3	9.5	8.5	21.0	22.9	21.3	21.4	22.4	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	8.5	8.2	8.3	9.5	8.5	21.0	22.9	21.3	21.4	22.4	22.4
HCM2kAvg:	0	1	1	1	4	1	1	4	1	1	3	3

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Intersection #22 Del Rosa Avenue @ Baseline Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.395
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	21.4
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Del Rosa Avenue						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: Existing AM peak w pce												
Base Vol:	33	105	22	29	283	115	56	318	43	32	503	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	105	22	29	283	115	56	318	43	32	503	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	35	111	23	31	298	121	59	335	45	34	529	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	111	23	31	298	121	59	335	45	34	529	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	35	111	23	31	298	121	59	335	45	34	529	33
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.76	1.00	0.09	0.91	1.00	1.00	1.76	0.24	1.00	1.88	0.12
Final Sat.:	430	1370	1800	167	1633	1800	1800	3171	429	1800	3391	209
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.01	0.18	0.18	0.07	0.03	0.11	0.11	0.02	0.16	0.16
Crit Moves:					****		****				****	
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.10	0.39	0.39	0.10	0.39	0.39
Volume/Cap:	0.18	0.18	0.03	0.40	0.40	0.15	0.33	0.27	0.27	0.19	0.40	0.40
Delay/Veh:	16.4	16.4	15.2	18.7	18.7	16.1	42.9	21.1	21.1	41.8	22.4	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.4	16.4	15.2	18.7	18.7	16.1	42.9	21.1	21.1	41.8	22.4	22.4
HCM2kAvg:	3	3	0	7	7	2	2	4	4	1	6	6

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Intersection #23 Waterman Avenue @ SR-30 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.852
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	32.3
Optimal Cycle:	72	Level Of Service:	C

Street Name:	Waterman Avenue						SR-30 EB Ramps					
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	10	10	10	10	0	10	10	10	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module: Existing AM Peak w pce												
Base Vol:	0	292	216	565	640	0	440	0	588	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	292	216	565	640	0	440	0	588	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:	0.95	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	307	227	595	674	0	463	0	619	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	307	227	595	674	0	463	0	619	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.:	0	307	227	595	674	0	463	0	619	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1800	3600	0	1800	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.13	0.33	0.19	0.00	0.26	0.00	0.34	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.15	0.15	0.39	0.54	0.00	0.40	0.00	0.40	0.00	0.00	0.00
Volume/Cap:	0.00	0.58	0.85	0.85	0.35	0.00	0.64	0.00	0.85	0.00	0.00	0.00
Delay/Veh:	0.0	41.2	63.7	37.8	13.3	0.0	25.8	0.0	36.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.2	63.7	37.8	13.3	0.0	25.8	0.0	36.6	0.0	0.0	0.0
HCM2kAvg:	0	5	10	19	6	0	12	0	20	0	0	0

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Intersection #24 Leroy/SR-30 WB On Ramp @ 30th Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.598
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 36 Level Of Service: B

Street Name:	Leroy Street						30th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 1	1 1	0	1 0
Volume Module: Existing AM Peak w pce												
Base Vol:	0	0	0	40	132	18	4	203	92	1339	343	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	0	0	40	132	18	4	203	92	1339	343	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:	0.95	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	42	139	19	4	214	97	1409	361	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	42	139	19	4	214	97	1409	361	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	42	139	19	4	214	97	1409	361	12
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	0.00	0.00	0.21	0.70	0.09	1.00	2.00	1.00	2.00	0.97	0.03
Final Sat.:	0	0	0	379	1251	171	1800	3600	1800	3600	1744	56
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.11	0.00	0.06	0.05	0.39	0.21	0.21
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.19	0.19	0.19	0.10	0.10	0.10	0.65	0.65	0.65
Volume/Cap:	0.00	0.00	0.00	0.60	0.60	0.60	0.02	0.59	0.54	0.60	0.32	0.32
Delay/Veh:	0.0	0.0	0.0	40.3	40.3	40.3	40.6	45.7	46.0	10.2	7.6	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.3	40.3	40.3	40.6	45.7	46.0	10.2	7.6	7.6
HCM2kAvg:	0	0	0	6	6	7	0	4	4	13	5	5

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

****

Intersection #25 SR-30 WB Off Ramp @ 30th Street

****

Average Delay (sec/veh): 130.7 Worst Case Level Of Service: F[298.3]

****

Street Name:	SR-30 WB Off Ramp						30th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 1! 0 0			1 0 2 0 0			0 0 1 1 0		
Volume Module: Existing AM Peak												
Base Vol:	464	0	266	8	0	33	112	226	0	0	563	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:	464	0	266	8	0	33	112	226	0	0	563	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	488	0	280	8	0	35	118	238	0	0	593	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	488	0	280	8	0	35	118	238	0	0	593	6
Critical Gap Module:												
Critical Gp:	7.5	xxxx	6.9	7.5	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	770	xxxx	119	951	xxxx	299	599	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	294	xxxx	917	218	xxxx	703	988	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	254	xxxx	917	137	xxxx	703	988	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	1.93	xxxx	0.31	0.06	xxxx	0.05	0.12	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	34.6	xxxx	1.3	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	463.2	xxxx	10.6	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	B	*	*	*	A	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	390	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	15.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:		298.3			15.4			xxxxxx			xxxxxx	
ApproachLOS:		F			C			*			*	

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

Intersection #26 Del Rosa Avenue @ Lynwood Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.270
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 24 Level Of Service: B

Street Name:	Del Rosa Avenue						Lynwood Drive					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module: Existing AM Peak w pce												
Base Vol:	65	279	243	46	488	24	14	177	163	191	165	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:	65	279	243	46	488	24	14	177	163	191	165	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	68	294	256	48	514	25	15	186	172	201	174	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	294	256	48	514	25	15	186	172	201	174	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	68	294	256	48	514	25	15	186	172	201	174	18
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.07	0.93	1.00	1.91	0.09	0.08	1.00	0.92	1.00	0.91	0.09
Final Sat.:	1800	1924	1676	1800	3431	169	142	1800	1658	1800	1632	168
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.03	0.15	0.15	0.10	0.10	0.10	0.11	0.11	0.11
Crit Moves:		****									****	
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.07	0.27	0.27	0.05	0.26	0.26	0.26	0.26	0.26	0.28	0.27	0.27
Delay/Veh:	9.8	11.2	11.2	9.7	11.2	11.2	20.6	20.6	20.6	20.8	20.6	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	11.2	11.2	9.7	11.2	11.2	20.6	20.6	20.6	20.8	20.6	20.6
HCM2kAvg:	1	4	4	1	4	4	4	4	4	4	4	4

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

Intersection #27 Harrison Street @ 40th Street

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[12.1]

Street Name:	Harrison Street						40th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	0 1	1 0	0
Volume Module: Existing AM Peak w pce												
Base Vol:	49	0	3	0	0	0	0	228	30	14	286	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	0	3	0	0	0	0	228	30	14	286	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	0	3	0	0	0	0	228	30	14	286	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	0	3	0	0	0	0	240	32	15	301	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	52	0	3	0	0	0	0	240	32	15	301	0
Critical Gap Module:												
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 Module:												
Cnflict Vol:	436	xxxx	136	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	272	xxxx	xxxxx
Potent Cap.:	554	xxxx	894	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1303	xxxx	xxxxx
Move Cap.:	549	xxxx	894	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1303	xxxx	xxxxx
Volume/Cap:	0.09	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	562	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	12.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		12.1			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

Intersection #28 Sterling Avenue @ Highland Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.328
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 29.6
Optimal Cycle: 48 Level Of Service: C

Street Name:	Sterling Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: Existing AM Peak w pce												
Base Vol:	68	281	44	57	413	94	43	228	66	95	252	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	281	44	57	413	94	43	228	66	95	252	55
User Adj:	1.00	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:	72	296	46	60	435	99	45	240	69	100	265	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	296	46	60	435	99	45	240	69	100	265	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.:	72	296	46	60	435	99	45	240	69	100	265	58
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45	1.00	1.64	0.36
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	2792	808	1800	2955	645
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.03	0.03	0.12	0.05	0.03	0.09	0.09	0.06	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.24	0.24	0.24	0.37	0.37	0.22	0.26	0.26	0.17	0.22	0.22
Volume/Cap:	0.33	0.34	0.11	0.14	0.33	0.15	0.12	0.33	0.33	0.33	0.42	0.42
Delay/Veh:	41.1	31.3	29.4	29.7	22.9	21.2	31.7	30.0	30.0	37.2	34.2	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	31.3	29.4	29.7	22.9	21.2	31.7	30.0	30.0	37.2	34.2	34.2
HCM2kAvg:	2	4	1	1	5	2	1	4	4	3	5	5

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

Intersection #29 Waterman Avenue @ Marshall Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.507
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 3.2
Optimal Cycle: 24 Level Of Service: A

Street Name:	Waterman Avenue						Marshall Boulevard					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 1 Jan 2003 << Existing AM Peak w pce												
Base Vol:	7	599	3	1	1572	43	10	10	21	8	17	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:	7	599	3	1	1572	43	10	10	21	8	17	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	7	631	3	1	1655	45	11	11	22	8	18	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	631	3	1	1655	45	11	11	22	8	18	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	631	3	1	1655	45	11	11	22	8	18	15
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.99	0.01	1.00	1.95	0.05	0.50	0.50	1.00	0.32	0.68	1.00
Final Sat.:	1800	3582	18	1800	3504	96	900	900	1800	576	1224	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.00	0.47	0.47	0.01	0.01	0.01	0.01	0.01	0.01
Crit Moves:					****						****	
Green/Cycle:	0.86	0.86	0.86	0.86	0.86	0.86	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.00	0.20	0.20	0.00	0.55	0.55	0.12	0.12	0.12	0.15	0.15	0.08
Delay/Veh:	1.0	1.2	1.2	1.0	2.1	2.1	41.3	41.3	41.3	41.5	41.5	41.0
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:	1.0	1.2	1.2	1.0	2.1	2.1	41.3	41.3	41.3	41.5	41.5	41.0
HCM2kAvg:	0	2	2	0	7	8	1	1	1	1	1	0

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

Intersection #30 Waterman Avenue @ 36th Street

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: E[37.9]

Street Name:	Waterman Avenue									36th Street								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module: Existing AM Peak w pce																				
Base Vol:	18	578		0		1	1586		4		3		3		27	0		0		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:	18	578		0		1	1586		4		3		3		27	0		0		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:	0.95	0.95		0.95		0.95	0.95		0.95		0.95		0.95		0.95	0.95		0.95		0.95
PHF Volume:	19	608		0		1	1669		4		3		3		28	0		0		1
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	19	608		0		1	1669		4		3		3		28	0		0		1
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx			7.5		6.5		6.9	xxxxx	xxxx			6.9
FollowUpTim:	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx			3.5		4.0		3.3	xxxxx	xxxx			3.3
Capacity Module:																				
Cnflict Vol:	1674	xxxx	xxxxx			608	xxxx	xxxxx			2016		2320		837	xxxx	xxxx			304
Potent Cap.:	388	xxxx	xxxxx			980	xxxx	xxxxx			35		38		314	xxxx	xxxx			698
Move Cap.:	388	xxxx	xxxxx			980	xxxx	xxxxx			34		36		314	xxxx	xxxx			698
Volume/Cap:	0.05	xxxx	xxxx			0.00	xxxx	xxxx			0.09		0.09		0.09	xxxx	xxxx			0.00
Level Of Service Module:																				
Queue:	0.2	xxxx	xxxxx			0.0	xxxx	xxxxx			xxxxx	xxxx		0.3	xxxxx	xxxx		0.0		
Stopped Del:	14.7	xxxx	xxxxx			8.7	xxxx	xxxxx			xxxxx	xxxx		17.6	xxxxx	xxxx		10.2		
LOS by Move:	B	*		*		A	*		*		*		*		C	*		*		B
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			35	xxxx	xxxxx			0	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.6	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			129.5	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*		*	*		*		F	*		*		*		*		
ApproachDel:	xxxxxx					xxxxxx					37.9					10.2				
ApproachLOS:	*					*					E					B				

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #31 Sterling Avenue @ Lynwood Drive

Cycle (sec):	100	Critical Vol./Cap. (X):	0.463
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	12.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Sterling Avenue						Lynwood Drive					
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
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 1	0
Volume Module: Existing AM Peak w pce												
Base Vol:	168	77	24	63	187	20	21	115	255	53	130	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	77	24	63	187	20	21	115	255	53	130	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	177	81	25	66	197	21	22	121	268	56	137	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	81	25	66	197	21	22	121	268	56	137	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.:	177	81	25	66	197	21	22	121	268	56	137	32
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
Lanes:	1.00	0.82	0.18	0.47	1.38	0.15	0.15	0.85	1.00	0.50	1.22	0.28
Final Sat.:	476	426	92	227	694	76	79	434	580	237	602	142
Capacity Analysis Module:												
Vol/Sat:	0.37	0.19	0.27	0.29	0.28	0.28	0.28	0.28	0.46	0.24	0.23	0.22
Crit Moves:	****			****					****	****		
Delay/Veh:	13.9	11.7	11.7	12.5	12.1	11.8	11.9	11.9	13.4	11.9	11.5	11.2
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:	13.9	11.7	11.7	12.5	12.1	11.8	11.9	11.9	13.4	11.9	11.5	11.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	12.9			12.1			12.9			11.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.9			12.1			12.9			11.6		
LOS by Appr:	B			B			B			B		

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #32 Sterling Avenue @ Foothill Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.156
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 0 Level Of Service: A

Street Name:	Sterling Avenue						Foothill Drive					
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
Lanes:	0 1	0	1 0	0 0	1!	0 0	0 0	1!	0 0	0 1	0	0 0
Volume Module: Existing AM Peak w pce												
Base Vol:	50	2	7	1	0	1	1	60	75	17	36	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2	7	1	0	1	1	60	75	17	36	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	53	2	7	1	0	1	1	63	79	18	38	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	2	7	1	0	1	1	63	79	18	38	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.:	53	2	7	1	0	1	1	63	79	18	38	0
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
Lanes:	1.00	0.76	0.24	0.50	0.00	0.50	0.01	0.44	0.55	0.32	0.68	0.00
Final Sat.:	646	560	174	400	0	400	7	405	507	262	555	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.04	0.00	xxxx	0.00	0.16	0.16	0.16	0.07	0.07	xxxx
Crit Moves:	****			****			****				****	
Delay/Veh:	8.6	7.6	7.6	7.3	0.0	7.3	7.5	7.5	7.5	7.6	7.6	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
AdjDel/Veh:	8.6	7.6	7.6	7.3	0.0	7.3	7.5	7.5	7.5	7.6	7.6	0.0
LOS by Move:	A	A	A	A	*	A	A	A	A	A	A	*
ApproachDel:		8.2			7.3			7.5			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			7.3			7.5			7.6	
LOS by Appr:		A			A			A			A	

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

Intersection #33 Del Rosa Avenue @ Foothill Drive

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: B[11.2]

Street Name:	Del Rosa Avenue						Foothill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1	0	0 1	0	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module: >> Count Date: 1 Jan 2003 << Existing AM Peak												
Base Vol:	0	111	10	121	161	0	0	0	0	47	0	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	111	10	121	161	0	0	0	0	47	0	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	117	11	127	169	0	0	0	0	49	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	117	11	127	169	0	0	0	0	49	0	100
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	127	xxxx	xxxxx	xxxx	xxxx	xxxxx	546	xxxx	64
Potent Cap.:	xxxx	xxxx	xxxxx	1471	xxxx	xxxxx	xxxx	xxxx	xxxxx	502	xxxx	1006
Move Cap.:	xxxx	xxxx	xxxxx	1471	xxxx	xxxxx	xxxx	xxxx	xxxxx	466	xxxx	1006
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	0.10
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	727	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.2	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.2		
ApproachLOS:	*			*			*			B		

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2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #34 30th Street @ Lynwood Drive

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Average Delay (sec/veh): 9.7 Worst Case Level Of Service: B[11.3]

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Street Name:	30th Street						Lynwood Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Lanes:	0 0 1	0 1		0 0 0	0 0		0 0 1	0 0		1 0 1	0 0	
Volume Module: Existing AM Peak												
Base Vol:	0	0	224	0	0	0	0	94	0	499	88	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	224	0	0	0	0	94	0	499	88	0
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:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	99	0	525	93	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	99	0	525	93	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	xxxxx	7.1	6.5	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx	3.5	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	49	0	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	956	0	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	956	0	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.55	0.00	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	3.4	0.0	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	13.3	0.0	xxxxx
LOS by Move:	*	*	*	*	*	*	*	A	*	B	A	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			0.0			11.3		
ApproachLOS:	*			*			A			B		

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

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Intersection #35 Waterman Avenue @ 40th Street

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.637
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: 36 Level Of Service: C

****

Street Name:	Waterman Avenue						40th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module: Existing AM Peak												
Base Vol:	177	211	5	104	1045	69	37	292	288	19	341	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:	177	211	5	104	1045	69	37	292	288	19	341	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	186	222	5	109	1100	73	39	307	303	20	359	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	222	5	109	1100	73	39	307	303	20	359	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	186	222	5	109	1100	73	39	307	303	20	359	20
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.95	0.05	1.00	1.88	0.12	1.00	1.01	0.99	1.00	1.89	0.11
Final Sat.:	1800	3517	83	1800	3377	223	1800	1812	1788	1800	3410	190
Capacity Analysis Module:												
Vol/Sat:	0.10	0.06	0.06	0.06	0.33	0.33	0.02	0.17	0.17	0.01	0.11	0.11
Crit Moves:	****				****			****				
Green/Cycle:	0.16	0.34	0.34	0.34	0.51	0.51	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.64	0.19	0.19	0.18	0.64	0.64	0.08	0.64	0.64	0.04	0.40	0.40
Delay/Veh:	43.7	23.5	23.5	23.6	18.5	18.5	27.6	33.9	33.9	27.3	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	23.5	23.5	23.6	18.5	18.5	27.6	33.9	33.9	27.3	30.4	30.4
HCM2kAvg:	6	2	2	2	13	14	1	9	9	0	5	5

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

Intersection #36 Waterman Avenue @ 34th Street

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: D[26.2]

Street Name:	Waterman Avenue									34th Street					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:																				
Base Vol:	11	611		1		2	1594		5		1		2		36	1		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:	11	611		1		2	1594		5		1		2		36	1		0		2
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF 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:	12	643		1		2	1678		5		1		2		38	1		0		2
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	12	643		1		2	1678		5		1		2		38	1		0		2
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx			7.5		6.5		6.9	7.5	xxxx			6.9
FollowUpTim:	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx			3.5		4.0		3.3	3.5	xxxx			3.3
Capacity Module:																				
Cnflict Vol:	1683	xxxx	xxxxx			644	xxxx	xxxxx			2029		2352		842	1511	xxxx			322
Potent Cap.:	385	xxxx	xxxxx			950	xxxx	xxxxx			34		36		312	84	xxxx			680
Move Cap.:	385	xxxx	xxxxx			950	xxxx	xxxxx			33		35		312	69	xxxx			680
Volume/Cap:	0.03	xxxx	xxxx			0.00	xxxx	xxxx			0.03		0.06		0.12	0.02	xxxx			0.00
Level Of Service Module:																				
Queue:	0.1	xxxx	xxxxx			0.0	xxxx	xxxxx			xxxxx		xxxx		0.4	xxxxx	xxxx			0.0
Stopped Del:	14.6	xxxx	xxxxx			8.8	xxxx	xxxxx			xxxxx		xxxx		18.1	xxxxx	xxxx			10.3
LOS by Move:	B	*	*			A	*	*			*		*		C	*	*			B
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			35		xxxx		xxxxx	69	xxxx			xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.3		xxxx		xxxxx	0.0	xxxx			xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			119.4		xxxx		xxxxx	58.0	xxxx			xxxxx
Shared LOS:	*	*	*			*	*	*			F		*		*	F	*			*
ApproachDel:	xxxxxx					xxxxxx					25.9					26.2				
ApproachLOS:	*					*					D					D				

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

Intersection #37 Waterman Avenue @ Parkdale Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 27 Level Of Service: B

Street Name:	Waterman Avenue						Parkdale Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module: Existing AM Peak												
Base Vol:	154	404	25	24	1423	88	13	93	124	44	124	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:	154	404	25	24	1423	88	13	93	124	44	124	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	162	425	26	25	1498	93	14	98	131	46	131	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	425	26	25	1498	93	14	98	131	46	131	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	162	425	26	25	1498	93	14	98	131	46	131	20
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.88	0.12	1.00	1.88	0.12	1.00	0.43	0.57	1.00	1.00	1.00
Final Sat.:	1800	3390	210	1800	3390	210	1800	771	1029	1800	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.13	0.01	0.44	0.44	0.01	0.13	0.13	0.03	0.07	0.01
Crit Moves:					****			****				
Green/Cycle:	0.75	0.75	0.75	0.75	0.75	0.75	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.12	0.17	0.17	0.02	0.59	0.59	0.04	0.59	0.59	0.12	0.34	0.05
Delay/Veh:	3.6	3.7	3.7	3.3	6.1	6.1	31.1	37.8	37.8	31.8	33.8	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.6	3.7	3.7	3.3	6.1	6.1	31.1	37.8	37.8	31.8	33.8	31.3
HCM2kAvg:	1	2	2	0	12	11	0	7	7	1	4	0

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Intersection #38 Valencia Avenue @ 30th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.233
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	14.7
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Valencia Avenue						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1	1 0	1	1 0	
Volume Module: Existing AM Peak												
Base Vol:	65	93	56	10	185	122	42	178	178	102	394	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	93	56	10	185	122	42	178	178	102	394	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	98	59	11	195	128	44	187	187	107	415	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	98	59	11	195	128	44	187	187	107	415	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	68	98	59	11	195	128	44	187	187	107	415	2
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.00	1.00	1.00	1.99	0.01
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	3582	18
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.03	0.01	0.11	0.07	0.02	0.10	0.10	0.06	0.12	0.12
Crit Moves:					****						****	
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.08	0.12	0.07	0.01	0.23	0.15	0.05	0.21	0.21	0.12	0.23	0.23
Delay/Veh:	15.0	15.3	14.9	14.5	16.3	15.6	13.0	14.2	14.2	13.6	14.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	15.3	14.9	14.5	16.3	15.6	13.0	14.2	14.2	13.6	14.4	14.4
HCM2kAvg:	1	2	1	0	4	2	1	3	3	2	4	4

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2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #39 Valencia Avenue @ 40th Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.305
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 0 Level Of Service: A

Street Name:	Valencia Avenue						40th Street					
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
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 1	1 0	0	1 1	0 0
Volume Module: Existing AM Peak												
Base Vol:	98	0	27	0	0	0	0	248	149	80	243	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	0	27	0	0	0	0	248	149	80	243	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	103	0	28	0	0	0	0	261	157	84	256	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	0	28	0	0	0	0	261	157	84	256	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.:	103	0	28	0	0	0	0	261	157	84	256	0
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
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.25	0.75	0.50	1.50	0.00
Final Sat.:	514	0	617	0	0	0	0	857	558	314	983	0
Capacity Analysis Module:												
Vol/Sat:	0.20	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	0.30	0.28	0.27	0.26	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	10.8	0.0	8.4	0.0	0.0	0.0	0.0	10.1	9.2	10.2	9.9	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:	10.8	0.0	8.4	0.0	0.0	0.0	0.0	10.1	9.2	10.2	9.9	0.0
LOS by Move:	B	*	A	*	*	*	*	B	A	B	A	*
ApproachDel:		10.3			xxxxxx			9.7			10.0	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		10.3			xxxxxx			9.7			10.0	
LOS by Appr:		B			*			A			B	

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Del Rosa Avenue @ SR-30 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.579
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	24.4
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Del Rosa Avenue						SR-30 EB Ramps					
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		
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Lanes:	0 0	2	1 0	1 0	2	0 0	0 1	0	0 1	0 0	0	0 0
Volume Module: Existing AM Peak												
Base Vol:	0	788	125	195	555	0	317	0	432	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	788	125	195	555	0	317	0	432	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:	0.95	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	829	132	205	584	0	334	0	455	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	829	132	205	584	0	334	0	455	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.:	0	829	132	205	584	0	334	0	455	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.59	0.41	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	4661	739	1800	3600	0	1800	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.11	0.16	0.00	0.19	0.00	0.25	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.31	0.31	0.20	0.50	0.00	0.44	0.00	0.44	0.00	0.00	0.00
Volume/Cap:	0.00	0.58	0.58	0.58	0.32	0.00	0.43	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	29.7	29.7	38.8	14.8	0.0	19.9	0.0	22.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.7	29.7	38.8	14.8	0.0	19.9	0.0	22.4	0.0	0.0	0.0
HCM2kAvg:	0	9	9	6	5	0	7	0	11	0	0	0

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Intersection #41 Del Rosa Avenue @ SR-30 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.795
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	22.8
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Del Rosa Avenue						SR-30 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	0	0	10	10	0	0	0	10	0	10
Lanes:	1 0	2 0	0	0	0 2	0 1	0	0 0	0 0 0	1	0 0	0 1
Volume Module: Existing AM Peak												
Base Vol:	513	679	0	0	519	630	0	0	0	135	0	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	513	679	0	0	519	630	0	0	0	135	0	101
User Adj:	1.00	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:	540	715	0	0	546	663	0	0	0	142	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	715	0	0	546	663	0	0	0	142	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	540	715	0	0	546	663	0	0	0	142	0	106
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1800	3600	0	0	3600	1800	0	0	0	1800	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.30	0.20	0.00	0.00	0.15	0.37	0.00	0.00	0.00	0.08	0.00	0.06
Crit Moves:	****					****				****		
Green/Cycle:	0.38	0.84	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.80	0.24	0.00	0.00	0.33	0.80	0.00	0.00	0.00	0.79	0.00	0.59
Delay/Veh:	34.2	1.6	0.0	0.0	17.1	28.2	0.0	0.0	0.0	64.5	0.0	48.2
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:	34.2	1.6	0.0	0.0	17.1	28.2	0.0	0.0	0.0	64.5	0.0	48.2
HCM2kAvg:	17	2	0	0	5	19	0	0	0	6	0	4

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Intersection #42 Sierra Way @ 40th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.270
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	19.0
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Sierra Way						40th Street					
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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: Existing AM Peak												
Base Vol:	85	117	66	83	206	78	25	380	115	45	411	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:	85	117	66	83	206	78	25	380	115	45	411	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	89	123	69	87	217	82	26	400	121	47	433	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	123	69	87	217	82	26	400	121	47	433	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	89	123	69	87	217	82	26	400	121	47	433	49
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.28	0.72	1.00	1.45	0.55	1.00	1.54	0.46	1.00	1.79	0.21
Final Sat.:	1800	2302	1298	1800	2611	989	1800	2764	836	1800	3231	369
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.05	0.08	0.08	0.01	0.14	0.14	0.03	0.13	0.13
Crit Moves:					****			****		****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.10	0.53	0.53	0.10	0.53	0.53
Volume/Cap:	0.16	0.17	0.17	0.16	0.27	0.27	0.15	0.27	0.27	0.26	0.25	0.25
Delay/Veh:	25.5	25.5	25.5	25.4	26.4	26.4	41.5	12.8	12.8	42.4	12.6	12.6
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:	25.5	25.5	25.5	25.4	26.4	26.4	41.5	12.8	12.8	42.4	12.6	12.6
HCM2kAvg:	2	2	2	2	4	4	1	4	4	2	4	4

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Intersection #43 Waterman Avenue @ Hospitality Lane

Cycle (sec):	100	Critical Vol./Cap. (X):	0.715
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	30.5
Optimal Cycle:	50	Level Of Service:	C

Street Name:	Waterman Avenue						Hospitality Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	2 0	2	1 0	3 0	1	1 0	1 0	1	2 0	1 1	0
Volume Module: >> Count Date: 1 Jan 2003 << Existing AM Peak												
Base Vol:	654	852	1186	80	455	236	100	123	224	327	608	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	654	852	1186	80	455	236	100	123	224	327	608	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	688	897	1248	84	479	248	105	129	236	344	640	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	688	897	1248	84	479	248	105	129	236	344	640	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	688	897	1248	84	479	248	105	129	236	344	640	100
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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:	2.00	2.00	2.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	1.73	0.27
Final Sat.:	3600	3600	3600	1800	5400	1800	1800	1800	1800	3600	3114	486
Capacity Analysis Module:												
Vol/Sat:	0.19	0.25	0.35	0.05	0.09	0.14	0.06	0.07	0.13	0.10	0.21	0.21
Crit Moves:			****	****			****				****	
Green/Cycle:	0.45	0.45	0.45	0.10	0.10	0.20	0.10	0.18	0.64	0.18	0.27	0.27
Volume/Cap:	0.42	0.55	0.77	0.47	0.89	0.69	0.58	0.39	0.21	0.52	0.77	0.77
Delay/Veh:	18.7	20.4	25.2	44.4	60.7	42.7	47.9	36.6	7.7	37.6	37.5	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	20.4	25.2	44.4	60.7	42.7	47.9	36.6	7.7	37.6	37.5	37.5
HCM2kAvg:	7	10	17	3	8	8	4	4	3	5	12	12

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Intersection #44 Hospitality Lane @ Carnegie Drive

Cycle (sec):	100	Critical Vol./Cap. (X):	0.536
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	27.0
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Hospitality Lane						Carnegie Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 1	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: Existing AM Peak												
Base Vol:	883	236	66	18	49	27	278	459	115	102	170	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:	883	236	66	18	49	27	278	459	115	102	170	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	929	248	69	19	52	28	293	483	121	107	179	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	929	248	69	19	52	28	293	483	121	107	179	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	929	248	69	19	52	28	293	483	121	107	179	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.72	0.28
Final Sat.:	3600	1800	1800	1800	3600	1800	1800	3600	1800	1800	3091	509
Capacity Analysis Module:												
Vol/Sat:	0.26	0.14	0.04	0.01	0.01	0.02	0.16	0.13	0.07	0.06	0.06	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.44	0.44	0.44	0.10	0.10	0.10	0.28	0.28	0.72	0.10	0.10	0.10
Volume/Cap:	0.58	0.31	0.09	0.11	0.14	0.16	0.58	0.48	0.09	0.60	0.58	0.58
Delay/Veh:	21.4	18.1	16.3	41.2	41.3	41.6	32.9	30.5	4.2	48.4	45.3	45.3
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:	21.4	18.1	16.3	41.2	41.3	41.6	32.9	30.5	4.2	48.4	45.3	45.3
HCM2kAvg:	11	5	1	1	1	1	8	7	1	4	4	4

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #45 Tippecanoe Avenue @ Rialto Avenue

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: D[25.6]

Street Name:	Tippecanoe Avenue									Rialto Avenue								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	2	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module: Existing AM Peak																				
Base Vol:	79	488		0		0	740		53		48		0		42		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	
Initial Bse:	79	488		0		0	740		53		48		0		42		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	83	514		0		0	779		56		51		0		44		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
Final Vol.:	83	514		0		0	779		56		51		0		44		0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.8	xxxx			6.9	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx			3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	835	xxxx	xxxxx	xxxx	xxxx	xxxxx					1230	xxxx			417	xxxx	xxxx	xxxxx		
Potent Cap.:	807	xxxx	xxxxx	xxxx	xxxx	xxxxx					173	xxxx			590	xxxx	xxxx	xxxxx		
Move Cap.:	807	xxxx	xxxxx	xxxx	xxxx	xxxxx					159	xxxx			590	xxxx	xxxx	xxxxx		
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx					0.32	xxxx			0.07	xxxx	xxxx	xxxx		
Level Of Service Module:																				
Queue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx					1.3	xxxx			0.2	xxxxx	xxxx	xxxxx		
Stopped Del:	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx					37.8	xxxx			11.6	xxxxx	xxxx	xxxxx		
LOS by Move:	A	*		*	*	*					E	*			B	*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx					xxxxxx					25.6					xxxxxx				
ApproachLOS:	*					*					D					*				

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Intersection #46 Tippecanoe Ave @ Harry Shepard Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.482
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	22.7
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Tippecanoe Avenue						Harry Shepard Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 1	0	0 0	0 1	0	1 0	1 0	1
Volume Module: Existing AM Peak												
Base Vol:	3	457	149	37	894	5	0	1	3	261	1	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:	3	457	149	37	894	5	0	1	3	261	1	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	457	149	37	894	5	0	1	3	261	1	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	3	481	157	39	941	5	0	1	3	275	1	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	481	157	39	941	5	0	1	3	275	1	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	481	157	39	941	5	0	1	3	275	1	18
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.99	0.01	0.00	0.25	0.75	1.00	1.00	1.00
Final Sat.:	1800	1800	1800	1800	3580	20	0	450	1350	1800	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.09	0.02	0.26	0.26	0.00	0.00	0.00	0.15	0.00	0.01
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.46	0.46	0.10	0.46	0.46	0.00	0.10	0.10	0.26	0.36	0.36
Volume/Cap:	0.02	0.58	0.19	0.22	0.57	0.57	0.00	0.02	0.02	0.58	0.00	0.03
Delay/Veh:	40.6	21.1	16.2	42.0	20.4	20.4	0.0	40.6	40.6	34.0	20.4	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	21.1	16.2	42.0	20.4	20.4	0.0	40.6	40.6	34.0	20.4	20.6
HCM2kAvg:	0	11	3	1	11	12	0	0	0	8	0	0

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Intersection #47 Tippecanoe Avenue @ 3rd Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.464
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	26.5
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Tippecanoe Avenue						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module: Existing AM Peak												
Base Vol:	49	218	182	15	451	46	39	103	22	370	631	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	218	182	15	451	46	39	103	22	370	631	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	52	229	192	16	475	48	41	108	23	389	664	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	229	192	16	475	48	41	108	23	389	664	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	229	192	16	475	48	41	108	23	389	664	24
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.09	0.91	1.00	1.81	0.19	1.00	1.65	0.35	1.00	2.00	1.00
Final Sat.:	1800	1962	1638	1800	3267	333	1800	2966	634	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.01	0.15	0.15	0.02	0.04	0.04	0.22	0.18	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.29	0.29	0.10	0.29	0.29	0.10	0.10	0.10	0.43	0.43	0.43
Volume/Cap:	0.29	0.40	0.40	0.09	0.50	0.50	0.23	0.37	0.37	0.50	0.43	0.03
Delay/Veh:	42.6	28.9	28.9	41.1	29.9	29.9	42.1	42.7	42.7	21.2	20.1	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	28.9	28.9	41.1	29.9	29.9	42.1	42.7	42.7	21.2	20.1	16.4
HCM2kAvg:	2	5	5	0	7	7	1	2	2	9	7	0

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Intersection #48 Tippecanoe Ave @ Mill Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.454
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	13.4
Optimal Cycle:	38	Level Of Service:	B

Street Name:	Tippecanoe Avenue						Mill Street					
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			Ovl			Ovl			Include		
Min. Green:	10	10	0	10	10	10	10	0	10	0	0	0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	0 1	1 0	0	1 0
Volume Module: Existing AM Peak												
Base Vol:	183	579	0	2	901	183	81	0	133	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:	183	579	0	2	901	183	81	0	133	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	193	609	0	2	948	193	85	0	140	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	609	0	2	948	193	85	0	140	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.:	193	609	0	2	948	193	85	0	140	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	3.00	0.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1800	5400	0	1800	3600	1800	1800	1800	1800	1800	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.00	0.00	0.26	0.11	0.05	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.24	0.72	0.00	0.10	0.58	0.68	0.10	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	0.45	0.16	0.00	0.01	0.45	0.16	0.45	0.00	0.23	0.00	0.00	0.00
Delay/Veh:	33.5	4.6	0.0	40.6	12.1	5.6	43.9	0.0	23.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	4.6	0.0	40.6	12.1	5.6	43.9	0.0	23.8	0.0	0.0	0.0
HCM2kAvg:	5	2	0	0	8	2	3	0	3	0	0	0

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****

Intersection #49 Rancho Avenue @ 5th St/Foothill Blvd

****

Average Delay (sec/veh): 12.8 Worst Case Level Of Service: F[119.6]

****

Street Name:	Rancho Avenue						5th Street/Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 2	0	1	1 0 2	0	0
Volume Module: Existing AM Peak												
Base Vol:	52	0	145	0	0	0	0	1008	96	139	538	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	0	145	0	0	0	0	1008	96	139	538	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	55	0	153	0	0	0	0	1061	101	146	566	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	55	0	153	0	0	0	0	1061	101	146	566	0
Critical Gap Module:												
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 Module:												
Cnflict Vol:	1637	xxxx	531	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1162	xxxx	xxxxx
Potent Cap.:	93	xxxx	498	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	608	xxxx	xxxxx
Move Cap.:	76	xxxx	498	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	608	xxxx	xxxxx
Volume/Cap:	0.72	xxxx	0.31	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.9	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	202	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	120	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:		119.6			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		F			*			*			*	

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Intersection #50 Mount Vernon Avenue @ Mill Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.520
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	30.4
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Mount Vernon Avenue						Mill Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module: Existing AM Peak												
Base Vol:	87	297	85	101	586	57	71	363	192	132	199	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	297	85	101	586	57	71	363	192	132	199	54
User Adj:	1.00	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:	92	313	89	106	617	60	75	382	202	139	209	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	313	89	106	617	60	75	382	202	139	209	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 Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	313	89	106	617	60	75	382	202	139	209	57
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	1.82	0.18	1.00	1.31	0.69	1.00	2.00	1.00
Final Sat.:	1800	3600	1800	1800	3281	319	1800	2355	1245	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.05	0.06	0.19	0.19	0.04	0.16	0.16	0.08	0.06	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.23	0.23	0.23	0.36	0.36	0.23	0.31	0.31	0.15	0.23	0.23
Volume/Cap:	0.51	0.38	0.22	0.26	0.52	0.52	0.18	0.52	0.52	0.52	0.25	0.14
Delay/Veh:	45.1	32.7	31.4	31.8	25.6	25.6	31.2	28.8	28.8	41.2	31.7	30.8
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:	45.1	32.7	31.4	31.8	25.6	25.6	31.2	28.8	28.8	41.2	31.7	30.8
HCM2kAvg:	3	4	2	3	8	8	2	8	8	5	3	1

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2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 Mountain View Ave @ San Bernardino Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.535
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	12.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Mountain View Ave									San Bernardino Ave									
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		
Lanes:	0	1	0	0	1	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Volume Module: Existing AM Peak																				
Base Vol:	193	71	32			2	25	7			3	87	125			74	345	29		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	193	71	32			2	25	7			3	87	125			74	345	29		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	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:	203	75	34			2	26	7			3	92	132			78	363	31		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	203	75	34			2	26	7			3	92	132			78	363	31		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Final Vol.:	203	75	34			2	26	7			3	92	132			78	363	31		
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		
Lanes:	0.73	0.27	1.00			0.07	0.93	1.00			1.00	1.00	1.00			0.33	1.54	0.13		
Final Sat.:	380	140	606			36	447	534			474	509	566			189	903	77		
Capacity Analysis Module:																				
Vol/Sat:	0.54	0.54	0.06			0.06	0.06	0.01			0.01	0.18	0.23			0.41	0.40	0.40		
Crit Moves:		****					****						****			****				
Delay/Veh:	16.3	16.3	8.6			10.0	10.0	8.9			10.0	10.8	10.5			12.8	12.4	12.1		
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:	16.3	16.3	8.6			10.0	10.0	8.9			10.0	10.8	10.5			12.8	12.4	12.1		
LOS by Move:	C	C	A			A	A	A			A	B	B			B	B	B		
ApproachDel:		15.5					9.7					10.6					12.5			
Delay Adj:		1.00					1.00					1.00					1.00			
ApprAdjDel:		15.5					9.7					10.6					12.5			
LOS by Appr:		C					A					B					B			

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Intersection #52 Mount Vernon Avenue @ Highland Avenue

Cycle (sec):	110	Critical Vol./Cap. (X):	0.617
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	27.8
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Mount Vernon Avenue						Highland Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: Existing AM Peak												
Base Vol:	41	93	73	75	190	272	433	561	72	60	586	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	93	73	75	190	272	433	561	72	60	586	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	43	98	77	79	200	286	456	591	76	63	617	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	98	77	79	200	286	456	591	76	63	617	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	43	98	77	79	200	286	456	591	76	63	617	67
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3600	1800	1800	1800	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.04	0.04	0.11	0.16	0.25	0.16	0.04	0.04	0.17	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.41	0.60	0.60	0.09	0.28	0.28
Volume/Cap:	0.09	0.11	0.17	0.17	0.43	0.62	0.62	0.27	0.07	0.39	0.62	0.13
Delay/Veh:	31.1	31.2	31.8	31.9	34.4	37.5	27.2	10.8	9.4	48.6	35.8	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	31.2	31.8	31.9	34.4	37.5	27.2	10.8	9.4	48.6	35.8	29.9
HCM2kAvg:	1	1	2	2	6	9	13	5	1	2	10	2

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Intersection #53 State Street @ Highland Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.499
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	8.7
Optimal Cycle:	24	Level Of Service:	A

Street Name:	State Street									Highland Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: Existing AM Peak												
Base Vol:	24	24	19	53	44	197	234	1224	26	18	1245	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	24	19	53	44	197	234	1224	26	18	1245	78
User Adj:	1.00	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:	25	25	20	56	46	207	246	1288	27	19	1311	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	25	20	56	46	207	246	1288	27	19	1311	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	25	25	20	56	46	207	246	1288	27	19	1311	82
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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:	0.71	0.72	0.57	0.55	0.45	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1290	1290	1021	984	816	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.06	0.12	0.14	0.36	0.02	0.01	0.36	0.05
Crit Moves:						****					****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	0.08	0.08	0.08	0.25	0.25	0.50	0.19	0.49	0.02	0.01	0.50	0.06
Delay/Veh:	30.2	30.2	30.2	31.5	31.5	34.1	4.3	5.9	3.7	3.7	5.9	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:	30.2	30.2	30.2	31.5	31.5	34.1	4.3	5.9	3.7	3.7	5.9	3.9
HCM2kAvg:	1	1	1	3	3	6	2	8	0	0	9	1

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Intersection #54 Tippecanoe Ave @ Hospitality Lane

Cycle (sec):	100	Critical Vol./Cap. (X):	0.258
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	12.2
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Tippecanoe Avenue						Hospitality Lane					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	2 1	0	1 0	2 1	0	1 0	1 0	1	0 1	0 0	1
Volume Module: Existing AM Peak												
Base Vol:	145	955	32	2	658	91	56	13	45	52	32	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:	145	955	32	2	658	91	56	13	45	52	32	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	153	1005	34	2	693	96	59	14	47	55	34	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1005	34	2	693	96	59	14	47	55	34	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.:	153	1005	34	2	693	96	59	14	47	55	34	16
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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:	2.00	2.90	0.10	1.00	2.64	0.36	1.00	1.00	1.00	0.62	0.38	1.00
Final Sat.:	3600	5225	175	1800	4744	656	1800	1800	1800	1114	686	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.00	0.15	0.15	0.03	0.01	0.03	0.05	0.05	0.01
Crit Moves:		****		****							****	
Green/Cycle:	0.10	0.67	0.67	0.10	0.67	0.67	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.42	0.29	0.29	0.01	0.22	0.22	0.19	0.04	0.15	0.29	0.29	0.05
Delay/Veh:	43.1	6.8	6.8	40.6	6.4	6.4	35.8	34.7	35.5	36.7	36.7	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	6.8	6.8	40.6	6.4	6.4	35.8	34.7	35.5	36.7	36.7	34.7
HCM2kAvg:	3	4	4	0	3	3	2	0	1	3	3	0

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Intersection #55 Tippecanoe Ave @ San Bernardino Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.421
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 33.1
Optimal Cycle: 48 Level Of Service: C

Street Name:	Tippecanoe Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: Existing AM Peak												
Base Vol:	43	579	82	133	705	74	38	108	60	82	212	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	579	82	133	705	74	38	108	60	82	212	298
User Adj:	1.00	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:	45	609	86	140	742	78	40	114	63	86	223	314
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	609	86	140	742	78	40	114	63	86	223	314
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	45	609	86	140	742	78	40	114	63	86	223	314
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	2.00	1.00	1.00	1.29	0.71	1.00	1.00	1.00
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	2314	1286	1800	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.05	0.08	0.21	0.04	0.02	0.05	0.05	0.05	0.12	0.17
Crit Moves:	****				****		****					****
Green/Cycle:	0.08	0.42	0.42	0.08	0.42	0.42	0.08	0.22	0.22	0.22	0.35	0.35
Volume/Cap:	0.30	0.41	0.12	0.93	0.50	0.10	0.27	0.23	0.23	0.22	0.35	0.50
Delay/Veh:	52.9	24.9	21.6	108.4	26.1	21.5	52.5	38.8	38.8	38.9	29.0	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	24.9	21.6	108.4	26.1	21.5	52.5	38.8	38.8	38.9	29.0	30.9
HCM2kAvg:	2	8	2	8	10	2	2	3	3	3	6	9

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Intersection #56 Pepper Avenue @ Valley Boulevard

Cycle (sec):	100	Critical Vol./Cap. (X):	0.746
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	31.2
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Pepper Avenue						Valley Boulevard					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 1	0	1 0	0	1 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: Existing AM Peak												
Base Vol:	168	715	65	34	772	67	56	213	406	129	255	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:	168	715	65	34	772	67	56	213	406	129	255	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	177	753	68	36	813	71	59	224	427	136	268	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	753	68	36	813	71	59	224	427	136	268	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.:	177	753	68	36	813	71	59	224	427	136	268	36
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.83	0.17	0.08	1.92	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3300	300	152	3448	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.23	0.24	0.24	0.04	0.03	0.06	0.24	0.08	0.07	0.02
Crit Moves:		****			****				****			
Green/Cycle:	0.31	0.31	0.31	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.32	0.75	0.75	0.75	0.75	0.12	0.10	0.20	0.75	0.24	0.23	0.06
Delay/Veh:	26.8	33.6	33.6	33.4	33.4	24.4	24.1	24.9	35.8	25.3	25.2	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	33.6	33.6	33.4	33.4	24.4	24.1	24.9	35.8	25.3	25.2	23.8
HCM2kAvg:	4	13	13	14	13	2	1	3	13	3	3	1

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Intersection #57 Lena Road @ Mill Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.178
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	18.1
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Lena Road									Mill Street					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10			
Lanes:	0	0	0	0	1	0	0	1	1	1	0	2	0	0	0	0	2	1	0
Volume Module: Existing AM Peak															
Base Vol:	0	0	0	33	0	94	140	197	0	0	243	113			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	33	0	94	140	197	0	0	243	113			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	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	35	0	99	147	207	0	0	256	119			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	35	0	99	147	207	0	0	256	119			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	0	0	0	35	0	99	147	207	0	0	256	119			
Saturation Flow Module:															
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800			
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	0.00	0.00	1.00	0.00	2.00	1.00	2.00	0.00	0.00	2.05	0.95			
Final Sat.:	0	0	0	1800	0	3600	1800	3600	0	0	3686	1714			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.08	0.06	0.00	0.00	0.07	0.07			
Crit Moves:				****			****				****				
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.11	0.46	0.85	0.00	0.00	0.39	0.39			
Volume/Cap:	0.00	0.00	0.00	0.18	0.00	0.25	0.18	0.07	0.00	0.00	0.18	0.18			
Delay/Veh:	0.0	0.0	0.0	40.9	0.0	41.2	15.9	1.2	0.0	0.0	20.0	20.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0	40.9	0.0	41.2	15.9	1.2	0.0	0.0	20.0	20.0			
HCM2kAvg:	0	0	0	1	0	2	3	1	0	0	2	2			

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Intersection #58 Waterman Avenue @ Barton Road

Cycle (sec):	100	Critical Vol./Cap. (X):	0.663
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	25.7
Optimal Cycle:	38	Level Of Service:	C

Street Name:	Waterman Avenue						Barton Road					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module: Existing AM Peak												
Base Vol:	2	34	3	491	16	218	474	1056	43	12	676	346
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	34	3	491	16	218	474	1056	43	12	676	346
User Adj:	1.00	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:	2	36	3	517	17	229	499	1112	45	13	712	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	36	3	517	17	229	499	1112	45	13	712	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	2	36	3	517	17	229	499	1112	45	13	712	364
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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:	0.05	0.87	0.08	1.94	0.06	1.00	1.00	1.92	0.08	1.00	2.00	1.00
Final Sat.:	92	1569	138	3486	114	1800	1800	3459	141	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.15	0.15	0.13	0.28	0.32	0.32	0.01	0.20	0.20
Crit Moves:					****		****				****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.42	0.62	0.62	0.10	0.30	0.30
Volume/Cap:	0.10	0.10	0.10	0.66	0.66	0.57	0.66	0.52	0.52	0.07	0.66	0.68
Delay/Veh:	31.0	31.0	31.0	37.5	37.5	36.5	25.6	11.1	11.1	41.0	32.3	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	31.0	31.0	37.5	37.5	36.5	25.6	11.1	11.1	41.0	32.3	34.4
HCM2kAvg:	1	1	1	9	9	7	13	10	10	0	10	11

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Intersection #59 Boulder Avenue @ Highland Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.245
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 33.8
Optimal Cycle: 48 Level Of Service: C

Street Name:	Boulder Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: Existing AM Peak w pce												
Base Vol:	135	47	130	68	32	31	42	274	120	56	243	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	47	130	68	32	31	42	274	120	56	243	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	142	49	137	72	34	33	44	288	126	59	256	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	49	137	72	34	33	44	288	126	59	256	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	142	49	137	72	34	33	44	288	126	59	256	125
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.02	0.98	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1800	1800	1800	1829	1771	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.08	0.04	0.02	0.02	0.02	0.08	0.07	0.03	0.07	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.24	0.31	0.31	0.16	0.24	0.24	0.23	0.33	0.33	0.13	0.23	0.39
Volume/Cap:	0.33	0.09	0.24	0.24	0.08	0.08	0.11	0.24	0.21	0.24	0.31	0.18
Delay/Veh:	38.5	29.4	31.1	44.3	35.7	35.7	36.6	29.6	29.4	47.1	38.5	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	29.4	31.1	44.3	35.7	35.7	36.6	29.6	29.4	47.1	38.5	23.9
HCM2kAvg:	4	1	4	2	1	1	1	4	3	2	4	3

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Intersection #60 Waterman Avenue @ Orange Show Road

Cycle (sec):	120	Critical Vol./Cap. (X):	0.425
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	28.0
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Waterman Avenue						Orange Show Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: Existing AM Peak												
Base Vol:	66	774	23	44	708	69	132	143	125	67	230	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	774	23	44	708	69	132	143	125	67	230	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	69	815	24	46	745	73	139	151	132	71	242	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	815	24	46	745	73	139	151	132	71	242	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.:	69	815	24	46	745	73	139	151	132	71	242	80
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.01	0.03	0.21	0.04	0.08	0.04	0.07	0.04	0.07	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.52	0.52	0.08	0.52	0.52	0.18	0.17	0.17	0.17	0.15	0.15
Volume/Cap:	0.46	0.44	0.03	0.31	0.40	0.08	0.44	0.25	0.44	0.24	0.44	0.29
Delay/Veh:	54.7	18.1	14.1	52.9	17.7	14.5	45.0	43.8	46.1	43.9	46.6	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	18.1	14.1	52.9	17.7	14.5	45.0	43.8	46.1	43.9	46.6	45.5
HCM2kAvg:	3	9	0	2	8	1	5	3	5	2	4	3

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Intersection #61 Del Rosa Avenue @ Third Street

Cycle (sec):	120	Critical Vol./Cap. (X):	0.398
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	27.5
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Del Rosa Avenue						Third Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: Existing AM Peak												
Base Vol:	12	41	45	7	189	103	24	204	27	196	907	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:	12	41	45	7	189	103	24	204	27	196	907	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	43	47	7	199	108	25	215	28	206	955	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	43	47	7	199	108	25	215	28	206	955	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	43	47	7	199	108	25	215	28	206	955	12
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.29	0.71	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1800	1800	1800	2330	1270	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.03	0.00	0.09	0.09	0.01	0.06	0.02	0.11	0.27	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.14	0.14	0.14	0.19	0.19	0.08	0.08	0.08	0.58	0.58	0.58
Volume/Cap:	0.08	0.18	0.19	0.03	0.46	0.46	0.17	0.72	0.19	0.20	0.46	0.01
Delay/Veh:	51.0	46.2	46.3	45.1	43.9	43.9	51.7	61.6	51.8	12.1	14.6	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	46.2	46.3	45.1	43.9	43.9	51.7	61.6	51.8	12.1	14.6	10.7
HCM2kAvg:	0	1	2	0	5	5	1	5	1	4	10	0

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Intersection #62 Waterman Avenue @ Vanderbilt Way

Cycle (sec):	100	Critical Vol./Cap. (X):	0.358
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	19.6
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Waterman Avenue						Vanderbilt Way					
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:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module: Existing AM Peakl												
Base Vol:	37	724	237	161	752	21	8	1	14	32	3	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	724	237	161	752	21	8	1	14	32	3	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	39	762	249	169	792	22	8	1	15	34	3	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	762	249	169	792	22	8	1	15	34	3	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.:	39	762	249	169	792	22	8	1	15	34	3	137
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	2.92	0.08	0.35	0.04	0.61	1.83	0.17	1.00
Final Sat.:	1800	3600	1800	1800	5253	147	626	78	1096	3291	309	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.14	0.09	0.15	0.15	0.01	0.01	0.01	0.01	0.01	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.45	0.45	0.20	0.56	0.56	0.10	0.10	0.10	0.16	0.16	0.16
Volume/Cap:	0.22	0.47	0.30	0.47	0.27	0.27	0.13	0.13	0.13	0.06	0.06	0.47
Delay/Veh:	42.0	19.1	17.5	36.1	11.6	11.6	41.4	41.4	41.4	35.4	35.4	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	19.1	17.5	36.1	11.6	11.6	41.4	41.4	41.4	35.4	35.4	39.1
HCM2kAvg:	1	8	5	5	4	4	1	1	1	0	1	4

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Intersection #63 Del Rosa Avenue @ Date Street

Cycle (sec):	110	Critical Vol./Cap. (X):	0.380
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	20.0
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Del Rosa Avenue						Date Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module: Existing AM Peak												
Base Vol:	21	638	23	134	781	74	150	33	26	28	28	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	638	23	134	781	74	150	33	26	28	28	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	22	672	24	141	822	78	158	35	27	29	29	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	672	24	141	822	78	158	35	27	29	29	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	22	672	24	141	822	78	158	35	27	29	29	141
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.93	0.07	1.00	1.83	0.17	1.00	0.56	0.44	0.50	0.50	1.00
Final Sat.:	1800	3475	125	1800	3288	312	1800	1007	793	900	900	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.08	0.25	0.25	0.09	0.03	0.03	0.03	0.03	0.08
Crit Moves:	****				****		****					
Green/Cycle:	0.09	0.63	0.63	0.09	0.63	0.63	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.14	0.31	0.31	0.86	0.40	0.40	0.40	0.16	0.16	0.15	0.15	0.35
Delay/Veh:	46.4	9.3	9.3	83.8	10.0	10.0	37.0	34.5	34.5	34.5	34.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	9.3	9.3	83.8	10.0	10.0	37.0	34.5	34.5	34.5	34.5	36.5
HCM2kAvg:	1	5	5	7	7	8	5	2	2	2	2	4

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Intersection #64 Waterman Avenue @ Highland Avenue

****

Cycle (sec):	120	Critical Vol./Cap. (X):	0.482
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	36.9
Optimal Cycle:	48	Level Of Service:	D

****

Street Name:	Waterman Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: Existing AM Peak												
Base Vol:	125	225	88	230	731	103	56	383	213	104	407	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:	125	225	88	230	731	103	56	383	213	104	407	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	132	237	93	242	769	108	59	403	224	109	428	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	237	93	242	769	108	59	403	224	109	428	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.:	132	237	93	242	769	108	59	403	224	109	428	41
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	3285	315
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.05	0.13	0.21	0.06	0.03	0.11	0.12	0.06	0.13	0.13
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.08	0.08	0.50	0.44	0.44	0.08	0.27	0.27	0.08	0.27	0.27
Volume/Cap:	0.49	0.79	0.62	0.27	0.49	0.14	0.39	0.42	0.47	0.73	0.49	0.49
Delay/Veh:	48.3	67.1	60.7	17.4	24.6	20.4	53.8	36.7	37.7	70.3	37.6	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	67.1	60.7	17.4	24.6	20.4	53.8	36.7	37.7	70.3	37.6	37.6
HCM2kAvg:	5	6	4	5	10	2	2	6	7	6	8	8

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Intersection #65 E Street @ Orange Show Road

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.423
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 27.2
Optimal Cycle: 48 Level Of Service: C

****

Street Name:	E Street						Orange Show Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	1	1 0	2 0	2	0 1	2 0	1	1 0	2 0	2	0 1
Volume Module: Existing AM Peak												
Base Vol:	120	162	89	29	177	100	226	548	419	86	248	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	162	89	29	177	100	226	548	419	86	248	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	126	171	94	31	186	105	238	577	441	91	261	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	171	94	31	186	105	238	577	441	91	261	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	126	171	94	31	186	105	238	577	441	91	261	33
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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:	2.00	1.29	0.71	2.00	2.00	1.00	2.00	1.13	0.87	2.00	2.00	1.00
Final Sat.:	3600	2324	1276	3600	3600	1800	3600	2040	1560	3600	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.01	0.05	0.06	0.07	0.28	0.28	0.03	0.07	0.02
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.10	0.10	0.10	0.12	0.48	0.37	0.65	0.65	0.08	0.37	0.47
Volume/Cap:	0.42	0.73	0.73	0.08	0.44	0.12	0.18	0.44	0.44	0.30	0.20	0.04
Delay/Veh:	53.2	59.5	59.5	49.0	49.9	17.0	25.9	10.5	10.5	52.3	26.1	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	59.5	59.5	49.0	49.9	17.0	25.9	10.5	10.5	52.3	26.1	17.4
HCM2kAvg:	3	6	6	1	4	2	3	9	9	2	3	1

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Intersection #66 E Street @ 2nd Street

Cycle (sec):	110	Critical Vol./Cap. (X):	0.505
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	24.3
Optimal Cycle:	48	Level Of Service:	C

Street Name:	E Street						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1	1 0	1 0	2	1 0
Volume Module: Existing AM Peak												
Base Vol:	27	135	51	20	158	48	226	1185	31	37	281	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	135	51	20	158	48	226	1185	31	37	281	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	28	142	54	21	166	51	238	1247	33	39	296	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	142	54	21	166	51	238	1247	33	39	296	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.:	28	142	54	21	166	51	238	1247	33	39	296	19
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.00	1.00	1.95	0.05	1.00	2.82	0.18
Final Sat.:	1800	1800	1800	1800	3600	1800	1800	3508	92	1800	5075	325
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.03	0.01	0.05	0.03	0.13	0.36	0.36	0.02	0.06	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.14	0.14	0.09	0.11	0.72	0.61	0.61	0.61	0.09	0.09	0.09
Volume/Cap:	0.14	0.58	0.22	0.13	0.41	0.04	0.22	0.58	0.58	0.24	0.64	0.64
Delay/Veh:	44.3	48.2	42.8	46.3	46.0	4.3	9.7	13.4	13.4	47.2	51.1	51.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	48.2	42.8	46.3	46.0	4.3	9.7	13.4	13.4	47.2	51.1	51.1
HCM2kAvg:	1	5	2	1	3	0	4	13	13	1	5	5

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Intersection #67 State Street @ Baseline Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.480
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	15.4
Optimal Cycle:	36	Level Of Service:	B

Street Name:	State Street						Baseline Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Lanes:	1 0	0	0 1	0	0	0 0	0	0 1	1 0	1	0 2	0 0
Volume Module: Existing AM Peak												
Base Vol:	20	0	232	0	0	0	0	813	14	338	515	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	232	0	0	0	0	813	14	338	515	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	0	244	0	0	0	0	856	15	356	542	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	244	0	0	0	0	856	15	356	542	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.:	21	0	244	0	0	0	0	856	15	356	542	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	0.00	1.00	0.00	0.00	0.00	0.00	1.97	0.03	1.00	2.00	0.00
Final Sat.:	1800	0	1800	0	0	0	0	3539	61	1800	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.14	0.00	0.00	0.00	0.00	0.24	0.24	0.20	0.15	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.10	0.00	0.48	0.00	0.00	0.00	0.00	0.46	0.46	0.38	0.84	0.00
Volume/Cap:	0.12	0.00	0.28	0.00	0.00	0.00	0.00	0.52	0.52	0.52	0.18	0.00
Delay/Veh:	41.3	0.0	16.0	0.0	0.0	0.0	0.0	19.4	19.4	24.9	1.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	0.0	16.0	0.0	0.0	0.0	0.0	19.4	19.4	24.9	1.5	0.0
HCM2kAvg:	1	0	4	0	0	0	0	10	11	9	2	0

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

****

Intersection #68 Kendall Drive @ 40th Street

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.169
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 48 Level Of Service: C

****

Street Name:	Kendall Drive						40th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: Existing AM Peak												
Base Vol:	3	204	1	187	401	57	59	12	10	8	8	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	204	1	187	401	57	59	12	10	8	8	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	3	215	1	197	422	60	62	13	11	8	8	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	215	1	197	422	60	62	13	11	8	8	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	215	1	197	422	60	62	13	11	8	8	277
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.99	0.01	1.00	2.00	1.00	1.00	1.09	0.91	1.00	1.00	1.00
Final Sat.:	1800	3582	18	1800	3600	1800	1800	1964	1636	1800	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.11	0.12	0.03	0.03	0.01	0.01	0.00	0.00	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.08	0.08	0.59	0.59	0.59	0.17	0.13	0.13	0.13	0.08	0.68
Volume/Cap:	0.02	0.72	0.72	0.18	0.20	0.06	0.20	0.05	0.05	0.04	0.06	0.23
Delay/Veh:	50.6	61.8	61.8	11.3	11.3	10.3	42.7	45.9	45.9	45.8	50.7	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	61.8	61.8	11.3	11.3	10.3	42.7	45.9	45.9	45.8	50.7	7.6
HCM2kAvg:	0	5	5	3	3	1	2	0	0	0	0	4

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

****

Intersection #69 Mount Vernon Avenue @ Baseline Street

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.458
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	20.1
Optimal Cycle:	36	Level Of Service:	C

****

Street Name:	Mount Vernon Avenue						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: Existing AM Peak												
Base Vol:	71	236	58	75	390	60	51	797	102	61	471	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:	71	236	58	75	390	60	51	797	102	61	471	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	75	248	61	79	411	63	54	839	107	64	496	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	248	61	79	411	63	54	839	107	64	496	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	248	61	79	411	63	54	839	107	64	496	42
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.61	0.39	1.00	1.73	0.27	1.00	1.77	0.23	1.00	1.84	0.16
Final Sat.:	1800	2890	710	1800	3120	480	1800	3192	408	1800	3318	282
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.04	0.13	0.13	0.03	0.26	0.26	0.04	0.15	0.15
Crit Moves:					****			****		****		
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.10	0.56	0.56	0.10	0.56	0.56
Volume/Cap:	0.15	0.31	0.31	0.16	0.47	0.47	0.30	0.47	0.47	0.36	0.27	0.27
Delay/Veh:	27.2	28.5	28.5	27.2	30.2	30.2	42.7	13.3	13.3	43.2	11.5	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	28.5	28.5	27.2	30.2	30.2	42.7	13.3	13.3	43.2	11.5	11.5
HCM2kAvg:	2	4	4	2	6	6	2	9	9	2	4	4

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

Intersection #70 Waterman Avenue @ Mill Street

Cycle (sec): 120 Critical Vol./Cap. (X): 0.354
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 48 Level Of Service: C

Street Name:	Waterman Avenue						Mill Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: Existing AM Peak												
Base Vol:	93	565	172	60	673	93	109	216	103	109	168	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	565	172	60	673	93	109	216	103	109	168	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	98	595	181	63	708	98	115	227	108	115	177	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	595	181	63	708	98	115	227	108	115	177	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	595	181	63	708	98	115	227	108	115	177	55
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.30	0.70	1.00	2.64	0.36	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	4140	1260	1800	4744	656	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.04	0.15	0.15	0.06	0.06	0.06	0.06	0.05	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.49	0.49	0.08	0.42	0.42	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.35	0.29	0.29	0.42	0.35	0.35	0.36	0.35	0.34	0.35	0.27	0.17
Delay/Veh:	46.2	18.2	18.2	54.2	23.7	23.7	43.9	43.6	43.7	43.8	42.8	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	18.2	18.2	54.2	23.7	23.7	43.9	43.6	43.7	43.8	42.8	41.9
HCM2kAvg:	3	6	6	3	7	7	4	4	4	4	3	2

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Existing Conditions
AM Peak

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

****

Intersection #71 E Street @ 30th Street

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.476
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 24 Level Of Service: B

****

Street Name:	E Street						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module: Existing AM Peak												
Base Vol:	58	386	69	69	234	628	124	105	79	115	306	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	386	69	69	234	628	124	105	79	115	306	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	61	406	73	73	246	661	131	111	83	121	322	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	406	73	73	246	661	131	111	83	121	322	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.:	61	406	73	73	246	661	131	111	83	121	322	40
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.70	0.30	1.00	1.00	1.00	1.00	1.14	0.86	1.00	2.00	1.00
Final Sat.:	1800	3054	546	1800	1800	1800	1800	2054	1546	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.04	0.14	0.37	0.07	0.05	0.05	0.07	0.09	0.02
Crit Moves:						****					****	
Green/Cycle:	0.77	0.77	0.77	0.77	0.77	0.77	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.04	0.17	0.17	0.05	0.18	0.48	0.39	0.29	0.29	0.36	0.48	0.12
Delay/Veh:	2.7	3.0	3.0	2.7	3.0	4.3	36.3	35.1	35.1	36.0	36.7	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:	2.7	3.0	3.0	2.7	3.0	4.3	36.3	35.1	35.1	36.0	36.7	33.9
HCM2kAvg:	0	2	2	1	2	8	4	3	3	3	5	1

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

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Intersection #72 Ohio Avenue @ Palm Avenue

****

Average Delay (sec/veh): 7.7 Worst Case Level Of Service: A[9.9]

****

Street Name:	Ohio Avenue						Palm Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	1	0 1 0	0	1	0 1 0	0	1	0 1 0	0	1
Volume Module: Existing AM Peak												
Base Vol:	59	1	0	0	4	15	11	25	42	1	24	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:	59	1	0	0	4	15	11	25	42	1	24	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	1	0	0	4	15	11	25	42	1	24	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	62	1	0	0	4	16	12	26	44	1	25	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	62	1	0	0	4	16	12	26	44	1	25	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	20	xxxx	xxxxx	xxxx	xxxx	xxxxx	144	129	4	173	145	1
Potent Cap.:	1609	xxxx	xxxxx	xxxx	xxxx	xxxxx	829	765	1085	795	750	1089
Move Cap.:	1609	xxxx	xxxxx	xxxx	xxxx	xxxxx	780	734	1085	719	720	1089
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.04	0.04	0.00	0.04	0.00
Level Of Service Module:												
Queue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	0.0
Stopped Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.5	xxxxx	xxxx	8.3
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	748	xxxx	xxxxx	720	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd StpDel:	7.3	xxxx	xxxxx	0.0	xxxx	xxxxx	10.1	xxxx	xxxxx	10.2	xxxx	xxxxx
Shared LOS:	A	*	*	A	*	*	B	*	*	B	*	*
ApproachDel:	xxxxxx			xxxxxx			9.2			9.9		
ApproachLOS:	*			*			A			A		

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2000 HCM Operations Method (Base Volume Alternative)

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Intersection #73 Victoria Avenue @ Highland Avenue

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.602
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 36.1
Optimal Cycle: 48 Level Of Service: D

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Street Name:	Victoria Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 1	0 1	1 0	1 1	0	1 0	2 0	1
Volume Module: Existing AM Peak												
Base Vol:	152	243	41	81	271	231	320	469	140	68	380	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	243	41	81	271	231	320	469	140	68	380	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	160	256	43	85	285	243	337	494	147	72	400	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	256	43	85	285	243	337	494	147	72	400	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	160	256	43	85	285	243	337	494	147	72	400	272
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	xxxx	1.00	1.00	1.54	0.46	1.00	2.00	1.00
Final Sat.:	1800	1800	1800	1800	xxxx	1800	1800	2772	828	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.02	0.05	0.01	0.14	0.19	0.18	0.18	0.04	0.11	0.15
Crit Moves:	****					****	****					****
Green/Cycle:	0.15	0.29	0.29	0.08	0.22	0.22	0.31	0.48	0.48	0.08	0.25	0.25
Volume/Cap:	0.60	0.49	0.08	0.57	0.06	0.60	0.60	0.37	0.37	0.48	0.44	0.60
Delay/Veh:	51.7	36.1	31.2	58.0	36.6	44.3	36.9	20.0	20.0	54.9	38.3	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	36.1	31.2	58.0	36.6	44.3	36.9	20.0	20.0	54.9	38.3	42.0
HCM2kAvg:	6	8	1	4	1	9	11	7	7	3	6	9

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City of San Bernardino General Plan
Existing Conditions
AM Peak

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

Intersection #74 Palm Avenue @ Highland Avenue

Cycle (sec):	120	Critical Vol./Cap. (X):	0.288
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	35.8
Optimal Cycle:	48	Level Of Service:	D

Street Name:	Palm Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: Existing AM Peak												
Base Vol:	111	58	87	50	76	97	70	271	121	72	323	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	58	87	50	76	97	70	271	121	72	323	49
User Adj:	1.00	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:	117	61	92	53	80	102	74	285	127	76	340	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	61	92	53	80	102	74	285	127	76	340	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.:	117	61	92	53	80	102	74	285	127	76	340	52
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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:	2.00	1.00	1.00	1.00	0.44	0.56	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3600	1800	1800	1800	791	1009	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.05	0.03	0.10	0.10	0.04	0.08	0.07	0.04	0.09	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.23	0.23	0.23	0.35	0.35	0.14	0.23	0.23	0.23	0.33	0.33
Volume/Cap:	0.29	0.15	0.22	0.13	0.29	0.29	0.29	0.34	0.30	0.18	0.29	0.09
Delay/Veh:	49.2	36.8	37.6	36.6	28.4	28.4	46.7	38.4	38.2	36.9	30.1	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	36.8	37.6	36.6	28.4	28.4	46.7	38.4	38.2	36.9	30.1	28.0
HCM2kAvg:	2	2	3	2	5	5	3	4	4	2	5	1

City of San Bernardino General Plan
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AM Peak

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

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Intersection #75 SR-30 EB Ramps @ Highland Avenue

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Cycle (sec): 110 Critical Vol./Cap. (X): 0.390
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 24 Level Of Service: B

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Street Name:	SR-30 EB Ramps						Highland Avenue					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Lanes:	0 0	0	0 0	2 0	0	0 2	0 0	2	0 0	0 0	2	0 0
Volume Module: Existing AM Peak												
Base Vol:	0	0	0	851	0	146	0	288	0	0	434	0
Growth Adj:	1.00	1.00	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	851	0	146	0	288	0	0	434	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:	0.95	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	896	0	154	0	303	0	0	457	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	896	0	154	0	303	0	0	457	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	896	0	154	0	303	0	0	457	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	0.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	3600	0	3600	0	3600	0	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.04	0.00	0.08	0.00	0.00	0.13	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.64	0.00	0.64	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.07	0.00	0.26	0.00	0.00	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	9.7	0.0	7.5	0.0	27.4	0.0	0.0	28.9	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:	0.0	0.0	0.0	9.7	0.0	7.5	0.0	27.4	0.0	0.0	28.9	0.0
HCM2kAvg:	0	0	0	7	0	1	0	4	0	0	6	0

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City of San Bernardino General Plan
Existing Conditions
AM Peak

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

Intersection #76 SR-30 WB Ramps @ Highland Avenue

Cycle (sec):	110	Critical Vol./Cap. (X):	0.385
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	15.7
Optimal Cycle:	36	Level Of Service:	B

Street Name:	SR-30 WB Ramps						Highland Avenue					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	0	10	10	10	0	0	10	10
Lanes:	2 0	0 1	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module: Existing AM Peak												
Base Vol:	243	1	169	2	0	9	8	783	0	0	893	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:	243	1	169	2	0	9	8	783	0	0	893	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	256	1	178	2	0	9	8	824	0	0	940	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	1	178	2	0	9	8	824	0	0	940	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.:	256	1	178	2	0	9	8	824	0	0	940	9
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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:	2.00	0.01	0.99	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.98	0.02
Final Sat.:	3600	11	1789	1800	0	1800	1800	3600	0	0	3564	36
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.00	0.00	0.01	0.00	0.23	0.00	0.00	0.26	0.26
Crit Moves:			****	****							****	
Green/Cycle:	0.23	0.23	0.23	0.09	0.00	0.09	0.62	0.62	0.00	0.00	0.62	0.62
Volume/Cap:	0.30	0.42	0.42	0.01	0.00	0.06	0.01	0.37	0.00	0.00	0.42	0.42
Delay/Veh:	35.0	36.5	36.5	45.5	0.0	45.8	8.0	10.4	0.0	0.0	10.9	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	36.5	36.5	45.5	0.0	45.8	8.0	10.4	0.0	0.0	10.9	10.9
HCM2kAvg:	4	3	5	0	0	0	0	7	0	0	8	8

City of San Bernardino General Plan
Existing Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #77 Arden Avenue @ Highland Avenue

Cycle (sec):	120	Critical Vol./Cap. (X):	0.687
Loss Time (sec):	10 (Y+R = 3 sec)	Average Delay (sec/veh):	39.1
Optimal Cycle:	54	Level Of Service:	D

Street Name:	Arden Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	2	0 1	1 0	2	1 0
Volume Module: Existing AM Peak												
Base Vol:	248	145	79	36	284	329	111	683	285	159	878	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	145	79	36	284	329	111	683	285	159	878	101
User Adj:	1.00	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:	261	153	83	38	299	346	117	719	300	167	924	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	153	83	38	299	346	117	719	300	167	924	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	261	153	83	38	299	346	117	719	300	167	924	106
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.29	0.71	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.69	0.31
Final Sat.:	1800	2330	1270	1800	1800	1800	3600	3600	1800	1800	4843	557
Capacity Analysis Module:												
Vol/Sat:	0.15	0.07	0.07	0.02	0.17	0.19	0.03	0.20	0.17	0.09	0.19	0.19
Crit Moves:	****					****		****		****		
Green/Cycle:	0.21	0.25	0.25	0.25	0.28	0.28	0.08	0.29	0.29	0.14	0.34	0.34
Volume/Cap:	0.69	0.27	0.27	0.09	0.59	0.69	0.39	0.69	0.57	0.69	0.56	0.56
Delay/Veh:	48.9	36.7	36.7	35.0	38.2	40.7	52.9	39.7	37.8	57.5	32.4	32.4
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:	48.9	36.7	36.7	35.0	38.2	40.7	52.9	39.7	37.8	57.5	32.4	32.4
HCM2kAvg:	10	4	4	1	10	12	2	13	10	7	11	11

City of San Bernardino General Plan
Existing Conditions
AM Peak

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

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Intersection #78 Arden Avenue @ SR-30 WB Ramps

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

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Street Name:	Arden Avenue						SR-30 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 0	0 0		0 0 2	0 0		0 0 1	1 1	
Volume Module: Existing AM Peak												
Base Vol:	0	0	0	0	0	0	0	1079	0	0	417	1055
Growth Adj:	1.00	1.00	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	1079	0	0	417	1055
User Adj:	1.00	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	0	0	0	0	1136	0	0	439	1111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	1136	0	0	439	1111
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

City of San Bernardino General Plan
Existing Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #79 Arden Avenue @ SR-30 EB Ramps

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.339
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 24 Level Of Service: B

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Street Name:	Arden Avenue						SR-30 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	10	10	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module: Existing AM Peak												
Base Vol:	0	466	150	249	453	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	466	150	249	453	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	491	158	262	477	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	491	158	262	477	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	491	158	262	477	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.51	0.49	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	2723	877	1800	3600	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.15	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****								
Green/Cycle:	0.00	0.53	0.53	0.43	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.34	0.34	0.34	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.5	13.5	19.3	18.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.5	13.5	19.3	18.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	0	6	6	5	5	0	0	0	0	0	0	0

****

City of San Bernardino General Plan
Existing Conditions
AM Peak

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

Intersection #80 I Street @ 2nd Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.189
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	14.1
Optimal Cycle:	24	Level Of Service:	B

Street Name:	I Street						2nd Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	1	0 1	0 1	1	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module: Existing AM Peak												
Base Vol:	6	22	106	116	141	27	6	365	21	18	191	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	22	106	116	141	27	6	365	21	18	191	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	6	23	112	122	148	28	6	384	22	19	201	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	23	112	122	148	28	6	384	22	19	201	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.:	6	23	112	122	148	28	6	384	22	19	201	35
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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:	0.43	1.57	1.00	0.90	1.10	1.00	1.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	771	2829	1800	1625	1975	1800	1800	3600	1800	1800	3070	530
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.06	0.08	0.08	0.02	0.00	0.11	0.01	0.01	0.07	0.07
Crit Moves:					****			****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.02	0.02	0.16	0.19	0.19	0.04	0.01	0.19	0.02	0.02	0.12	0.12
Delay/Veh:	18.4	18.4	19.5	19.7	19.7	18.5	9.6	10.7	9.7	9.6	10.2	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	18.4	19.5	19.7	19.7	18.5	9.6	10.7	9.7	9.6	10.2	10.2
HCM2kAvg:	0	0	2	3	3	1	0	3	0	0	2	2

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General Plan Update: 2004

INTERSECTION LOS CALCULATION SHEETS BUILD-OUT AM PEAK HOURS

San Bernardino General Plan Update
2030 Conditions
AM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Pepper Avenue @ Rialto Avenue	B	17.5	0.574	B	17.5	0.574	+ 0.000 D/V
# 2 Pepper Avenue @ Mill Street	D	37.1	0.525	D	37.1	0.525	+ 0.000 D/V
# 3 Meridian Avenue @ Rialto Avenu	C	16.5	0.000	C	16.5	0.000	+ 0.000 D/V
# 5 Northpark Boulevard @ Universi	C	28.0	0.091	C	28.0	0.091	+ 0.000 D/V
# 6 Kendall Drive @ University Par	C	30.5	0.513	C	30.5	0.513	+ 0.000 D/V
# 8 E Street @ Highland Avenue	B	16.6	0.428	B	16.6	0.428	+ 0.000 D/V
# 9 Hunts Lane @ E Street	F	744.5	0.000	F	744.5	0.000	+ 0.000 D/V
# 11 Waterman Avenue @ Fifth Street	D	36.6	0.797	D	36.6	0.797	+ 0.000 D/V
# 12 E Street @ Baseline Street	C	23.1	0.593	C	23.1	0.593	+ 0.000 D/V
# 13 Arrowhead Avenue @ Baseline St	B	12.6	0.430	B	12.6	0.430	+ 0.000 D/V
# 14 Mount Vernon Avenue @ 2nd Stre	B	17.6	0.325	B	17.6	0.325	+ 0.000 D/V
# 15 Mount Vernon Avenue @ Rialto A	B	16.6	0.355	B	16.6	0.355	+ 0.000 D/V
# 17 Mount Vernon Avenue @ 5th Stre	C	25.4	0.486	C	25.4	0.486	+ 0.000 D/V
# 18 Waterman Avenue @ 30th Street	F	138.9	1.215	F	138.9	1.215	+ 0.000 D/V
# 19 Kendall Drive @ Palm Avenue	B	17.7	0.071	B	17.7	0.071	+ 0.000 D/V
# 20 Belmont Avenue @ Palm Avenue	A	8.1	0.178	A	8.1	0.178	+ 0.000 V/C
# 21 Sierra Way @ 30th Street	B	13.9	0.530	B	13.9	0.530	+ 0.000 D/V
# 22 Del Rosa Avenue @ Baseline Str	D	36.2	0.869	D	36.2	0.869	+ 0.000 D/V
# 23 Waterman Avenue @ SR-30 EB Ram	E	60.9	1.053	E	60.9	1.053	+ 0.000 D/V
# 24 Leroy/SR-30 WB On Ramp @ 30th	B	10.2	0.520	B	10.2	0.520	+ 0.000 D/V
# 25 SR-30 WB Off Ramp @ 30th Stree	F	465.7	0.000	F	465.7	0.000	+ 0.000 D/V
# 26 Del Rosa Avenue @ Lynwood Driv	B	16.6	0.558	B	16.6	0.558	+ 0.000 D/V
# 27 Harrison Street @ 40th Street	D	26.6	0.000	D	26.6	0.000	+ 0.000 D/V

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San Bernardino General Plan Update
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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 28 Sterling Avenue @ Highland Ave	C	28.8	0.580	C	28.8	0.580	+ 0.000 D/V
# 29 Waterman Avenue @ Marshall Bou	A	4.6	0.626	A	4.6	0.626	+ 0.000 D/V
# 30 Waterman Avenue @ 36th Street	F	54.8	0.000	F	54.8	0.000	+ 0.000 D/V
# 31 Sterling Avenue @ Lynwood Driv	B	11.2	0.366	B	11.2	0.366	+ 0.000 V/C
# 32 Sterling Avenue @ Foothill Dri	A	8.1	0.245	A	8.1	0.245	+ 0.000 V/C
# 33 Del Rosa Avenue @ Foothill Dri	B	14.8	0.000	B	14.8	0.000	+ 0.000 D/V
# 34 30th Street @ Lynwood Drive	A	9.7	0.000	A	9.7	0.000	+ 0.000 D/V
# 35 Waterman Avenue @ 40th Street	C	28.5	0.820	C	28.5	0.820	+ 0.000 D/V
# 36 Waterman Avenue @ 34th Street	D	26.7	0.000	D	26.7	0.000	+ 0.000 D/V
# 37 Waterman Avenue @ Parkdale Ave	A	3.7	0.553	A	3.7	0.553	+ 0.000 D/V
# 38 Valencia Avenue @ 30th Street	A	1.4	0.137	A	1.4	0.137	+ 0.000 D/V
# 39 Valencia Avenue @ 40th Street	C	15.0	0.667	C	15.0	0.667	+ 0.000 V/C
# 40 Del Rosa Avenue @ SR-30 EB Ram	C	26.5	0.695	C	26.5	0.695	+ 0.000 D/V
# 41 Del Rosa Avenue @ SR-30 WB Ram	B	18.9	0.740	B	18.9	0.740	+ 0.000 D/V
# 42 Sierra Way @ 40th Street	C	26.4	0.626	C	26.4	0.626	+ 0.000 D/V
# 43 Waterman Avenue @ Hospitality	C	30.7	0.637	C	30.7	0.637	+ 0.000 D/V
# 44 Hospitality Lane @ Carnegie Dr	C	28.9	0.565	C	28.9	0.565	+ 0.000 D/V
# 45 Tippecanoe Avenue @ Rialto Ave	F	91.7	0.000	F	91.7	0.000	+ 0.000 D/V
# 46 Tippecanoe Ave @ Harry Shepard	A	6.7	0.516	A	6.7	0.516	+ 0.000 D/V
# 47 Tippecanoe Avenue @ 3rd Street	C	30.8	0.573	C	30.8	0.573	+ 0.000 D/V
# 48 Tippecanoe Ave @ Mill Street	C	24.4	0.629	C	24.4	0.629	+ 0.000 D/V
# 49 Rancho Avenue @ 5th St/Foothil	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 50 Mount Vernon Avenue @ Mill Str	C	34.7	0.673	C	34.7	0.673	+ 0.000 D/V
# 51 Mountain View Ave @ San Bernar	F	107.1	1.372	F	107.1	1.372	+ 0.000 V/C
# 52 Mount Vernon Avenue @ Highland	C	22.0	0.488	C	22.0	0.488	+ 0.000 D/V

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San Bernardino General Plan Update
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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 53 State Street @ Highland Avenue	B	15.2	0.539	B	15.2	0.539	+ 0.000 D/V
# 54 Tippecanoe Ave @ Hospitality L	B	17.9	0.432	B	17.9	0.432	+ 0.000 D/V
# 55 Tippecanoe Ave @ San Bernardin	D	37.6	0.698	D	37.6	0.698	+ 0.000 D/V
# 57 Lena Road @ Mill Street	C	22.2	0.377	C	22.2	0.377	+ 0.000 D/V
# 58 Waterman Avenue @ Barton Road	C	27.7	0.885	C	27.7	0.885	+ 0.000 D/V
# 59 Boulder Avenue @ Highland Aven	C	25.0	0.320	C	25.0	0.320	+ 0.000 D/V
# 60 Waterman Avenue @ Orange Show	D	35.1	0.648	D	35.1	0.648	+ 0.000 D/V
# 61 Del Rosa Avenue @ Third Street	D	39.5	0.679	D	39.5	0.679	+ 0.000 D/V
# 62 Waterman Avenue @ Vanderbilt W	B	10.3	0.391	B	10.3	0.391	+ 0.000 D/V
# 64 Waterman Avenue @ Highland Ave	D	37.3	0.628	D	37.3	0.628	+ 0.000 D/V
# 65 E Street @ Orange Show Road	C	33.4	0.660	C	33.4	0.660	+ 0.000 D/V
# 66 E Street @ 2nd Street	C	29.5	0.654	C	29.5	0.654	+ 0.000 D/V
# 67 State Street @ Baseline Street	B	19.3	0.516	B	19.3	0.516	+ 0.000 D/V
# 68 Kendall Drive @ 40th Street	B	12.8	0.285	B	12.8	0.285	+ 0.000 D/V
# 69 Mount Vernon Avenue @ Baseline	C	22.0	0.527	C	22.0	0.527	+ 0.000 D/V
# 70 Waterman Avenue @ Mill Street	D	38.6	0.533	D	38.6	0.533	+ 0.000 D/V
# 71 E Street @ 30th Street	B	15.3	0.449	B	15.3	0.449	+ 0.000 D/V
# 72 Ohio Avenue @ Palm Avenue	A	9.3	0.000	A	9.3	0.000	+ 0.000 D/V
# 73 Victoria Avenue @ Highland Ave	C	26.0	0.382	C	26.0	0.382	+ 0.000 D/V
# 74 Palm Avenue @ Highland Avenue	D	39.7	0.725	D	39.7	0.725	+ 0.000 D/V
# 75 SR-30 EB Ramps @ Highland Aven	C	20.3	0.600	C	20.3	0.600	+ 0.000 D/V
# 76 SR-30 WB Ramps @ Highland Aven	B	13.5	0.317	B	13.5	0.317	+ 0.000 D/V
# 77 Arden Avenue @ Highland Avenue	C	34.9	0.707	C	34.9	0.707	+ 0.000 D/V
# 78 Arden Avenue @ SR-30 WB Ramps	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V

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San Bernardino General Plan Update
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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 79 Arden Avenue @ SR-30 EB Ramps	B	15.7	0.417	B	15.7	0.417	+ 0.000 D/V

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San Bernardino General Plan Update
2030 Conditions
AM Peak

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

Intersection #1 Pepper Avenue @ Rialto Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.574
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	17.5
Optimal Cycle:	26	Level Of Service:	B

Street Name:	Pepper Avenue						Rialto Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module: 2030 AM Peak												
Base Vol:	168	514	146	115	965	78	96	526	141	90	145	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	514	146	115	965	78	96	526	141	90	145	23
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:	168	514	146	115	965	78	96	526	141	90	145	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	514	146	115	965	78	96	526	141	90	145	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	514	146	115	965	78	96	526	141	90	145	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	168	514	146	115	965	78	96	526	141	90	145	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.56	0.44	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1900	2959	841	1900	3516	284	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.17	0.06	0.27	0.27	0.05	0.28	0.07	0.05	0.08	0.01
Crit Moves:					****			****				
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.19	0.36	0.36	0.13	0.57	0.57	0.10	0.57	0.15	0.10	0.16	0.03
Delay/Veh:	15.0	16.6	16.6	14.6	19.2	19.2	14.2	19.4	14.6	14.1	14.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	16.6	16.6	14.6	19.2	19.2	14.2	19.4	14.6	14.1	14.6	13.6
HCM2kAvg:	3	6	6	2	12	12	2	12	2	1	2	0

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San Bernardino General Plan Update
2030 Conditions
AM Peak

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

Intersection #2 Pepper Avenue @ Mill Street

Cycle (sec):	120	Critical Vol./Cap. (X):	0.525
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	37.1
Optimal Cycle:	48	Level Of Service:	D

Street Name:	Pepper Avenue						Mill Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 AM Peak												
Base Vol:	79	443	75	155	791	263	254	604	172	129	404	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	443	75	155	791	263	254	604	172	129	404	114
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:	79	443	75	155	791	263	254	604	172	129	404	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	443	75	155	791	263	254	604	172	129	404	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	443	75	155	791	263	254	604	172	129	404	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	443	75	155	791	263	254	604	172	129	404	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.04	0.08	0.21	0.14	0.13	0.16	0.09	0.07	0.11	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.39	0.39	0.08	0.39	0.39	0.25	0.37	0.37	0.08	0.20	0.20
Volume/Cap:	0.50	0.30	0.10	0.98	0.53	0.35	0.53	0.43	0.24	0.81	0.53	0.30
Delay/Veh:	55.1	25.0	22.9	119.9	28.1	25.8	39.7	28.4	26.2	80.7	43.5	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	25.0	22.9	119.9	28.1	25.8	39.7	28.4	26.2	80.7	43.5	41.1
HCM2kAvg:	3	5	2	9	11	7	8	8	4	7	7	4

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San Bernardino General Plan Update
2030 Conditions
AM Peak

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

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Intersection #3 Meridian Avenue @ Rialto Avenue

****

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[16.5]

****

Street Name:	Meridian Avenue									Rialto Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0	0 1	0	1	0	0 1	0	
Volume Module: 2030 AM Peak															
Base Vol:	0	0	0	23	0	19	12	808	0	0	238	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	0	0	23	0	19	12	808	0	0	238	9			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	23	0	19	12	808	0	0	238	9			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	23	0	19	12	808	0	0	238	9			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Final Vol.:	0	0	0	23	0	19	12	808	0	0	238	9			
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	xxxxx	1075	xxxx	242	247	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	245	xxxx	801	1331	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	244	xxxx	801	1331	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:															
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxx	0	xxxxx	xxxx	356	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	16.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			16.5			xxxxxx			xxxxxx					
ApproachLOS:	*			C			*			*					

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Intersection #5 Northpark Boulevard @ University Parkway

Cycle (sec):	120	Critical Vol./Cap. (X):	0.091
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	28.0
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Northpark Boulevard						University Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 1	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 AM Peak												
Base Vol:	184	24	3	0	14	75	55	23	105	1	14	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:	184	24	3	0	14	75	55	23	105	1	14	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	24	3	0	14	75	55	23	105	1	14	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:	184	24	3	0	14	75	55	23	105	1	14	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	24	3	0	14	75	55	23	105	1	14	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.:	184	24	3	0	14	75	55	23	105	1	14	1
Saturation Flow Module:												
Sat/Lane:	1900 1900	1900		1900 1900	1900		1900 1900	1900		1900 1900	1900	
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:	2.00 2.00	1.00		1.00 2.00	1.00		1.00 2.00	1.00		1.00 2.00	1.00	
Final Sat.:	3800 3800	1900		1900 3800	1900		1900 3800	1900		1900 3800	1900	
Capacity Analysis Module:												
Vol/Sat:	0.05 0.01	0.00		0.00 0.00	0.04		0.03 0.01	0.06		0.00 0.00	0.00	
Crit Moves:	****			****			****			****		
Green/Cycle:	0.35 0.35	0.35		0.00 0.29	0.29		0.21 0.15	0.50		0.15 0.08	0.08	
Volume/Cap:	0.14 0.02	0.00		0.00 0.01	0.14		0.14 0.04	0.11		0.00 0.04	0.01	
Delay/Veh:	26.5 25.3	25.2		0.0 30.6	31.9		38.7 44.0	16.0		43.7 50.7	50.5	
User DelAdj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	26.5 25.3	25.2		0.0 30.6	31.9		38.7 44.0	16.0		43.7 50.7	50.5	
HCM2kAvg:	2	0	0	0	0	2	2	0	2	0	0	0

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Intersection #6 Kendall Drive @ University Parkway

Cycle (sec):	100	Critical Vol./Cap. (X):	0.513
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	30.5
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Kendall Drive						University Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 1	0	1 0	2 1	0
Volume Module: 2030 AM Peak												
Base Vol:	540	101	16	33	342	434	30	146	187	6	325	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:	540	101	16	33	342	434	30	146	187	6	325	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:	540	101	16	33	342	434	30	146	187	6	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	101	16	33	342	434	30	146	187	6	325	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	101	16	33	342	434	30	146	187	6	325	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.:	540	101	16	33	342	434	30	146	187	6	325	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.83	0.17
Final Sat.:	3800	3800	1900	3800	3800	1900	3800	3800	1900	1900	5385	315
Capacity Analysis Module:												
Vol/Sat:	0.14	0.03	0.01	0.01	0.09	0.23	0.01	0.04	0.10	0.00	0.06	0.06
Crit Moves:	****					****			****	****		
Green/Cycle:	0.25	0.32	0.32	0.32	0.40	0.40	0.14	0.17	0.17	0.10	0.14	0.46
Volume/Cap:	0.57	0.08	0.03	0.03	0.23	0.57	0.06	0.22	0.57	0.03	0.44	0.13
Delay/Veh:	33.8	23.5	23.1	23.1	19.9	24.4	37.7	35.7	39.4	40.7	40.1	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:	33.8	23.5	23.1	23.1	19.9	24.4	37.7	35.7	39.4	40.7	40.1	15.5
HCM2kAvg:	8	1	0	0	3	11	0	2	6	0	4	2

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Intersection #8 E Street @ Highland Avenue

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.428
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 24 Level Of Service: B

****

Street Name:	E Street						Highland Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: 2030 AM Peak												
Base Vol:	59	175	67	213	816	67	48	677	114	137	552	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	175	67	213	816	67	48	677	114	137	552	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	175	67	213	816	67	48	677	114	137	552	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	175	67	213	816	67	48	677	114	137	552	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	175	67	213	816	67	48	677	114	137	552	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	59	175	67	213	816	67	48	677	114	137	552	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.45	0.55	1.00	1.85	0.15	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	2748	1052	1900	3512	288	1900	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.11	0.23	0.23	0.03	0.18	0.06	0.07	0.15	0.03
Crit Moves:					****			****				
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.06	0.12	0.12	0.21	0.43	0.43	0.06	0.43	0.14	0.17	0.35	0.08
Delay/Veh:	10.8	11.2	11.2	11.8	13.7	13.7	17.5	20.9	18.2	18.4	20.0	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	11.2	11.2	11.8	13.7	13.7	17.5	20.9	18.2	18.4	20.0	17.7
HCM2kAvg:	1	2	2	3	8	8	1	7	2	3	6	1

****

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Intersection #9 Hunts Lane @ E Street

****

Average Delay (sec/veh): 16.6 Worst Case Level Of Service: F[744.5]

****

Street Name:	Hunts Lane						E Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Ignore			Include		
Lanes:	1 0 2	0	0	0 0 2	0	1	1 0 0	0	1	0 0 0	0	0
Volume Module: 2030 AM Peak												
Base Vol:	565 1135	0		0 452	144		42	0	627	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:	565 1135	0		0 452	144		42	0	627	0	0	0
Added Vol:	0 0	0		0 0	0		0	0	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	565 1135	0		0 452	144		42	0	627	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	565 1135	0		0 452	144		42	0	0	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Final Vol.:	565 1135	0		0 452	144		42	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		xxxxx xxxx	xxxxx		6.8	xxxx	xxxxx	xxxxx xxxx	xxxxx	
FollowUpTim:	2.2 xxxx	xxxxx		xxxxx xxxx	xxxxx		3.5	xxxx	xxxxx	xxxxx xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	596 xxxx	xxxxx		xxxx xxxx	xxxxx		2150	xxxx	xxxxx	xxxx xxxx	xxxxx	
Potent Cap.:	990 xxxx	xxxxx		xxxx xxxx	xxxxx		42	xxxx	xxxxx	xxxx xxxx	xxxxx	
Move Cap.:	990 xxxx	xxxxx		xxxx xxxx	xxxxx		23	xxxx	xxxxx	xxxx xxxx	xxxxx	
Volume/Cap:	0.57 xxxx	xxxx		xxxx xxxx	xxxx		1.81	xxxx	xxxx	xxxx xxxx	xxxx	
Level Of Service Module:												
Queue:	3.7 xxxx	xxxxx		xxxxx xxxx	xxxxx		5.3	xxxx	xxxxx	xxxxx xxxx	xxxxx	
Stopped Del:	13.3 xxxx	xxxxx		xxxxx xxxx	xxxxx		744.5	xxxx	xxxxx	xxxxx xxxx	xxxxx	
LOS by Move:	B	*	*	*	*	*	F	*	*	*	*	*
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	xxxx	xxxxx	xxxxx xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			744.5			xxxxxx		
ApproachLOS:	*			*			F			*		

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Intersection #11 Waterman Avenue @ Fifth Street

Cycle (sec):	120	Critical Vol./Cap. (X):	0.797
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	36.6
Optimal Cycle:	67	Level Of Service:	D

Street Name:	Waterman Avenue						Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 1 Jan 2003 << 2030 AM Peak												
Base Vol:	157	419	275	106	1373	139	48	811	193	164	691	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	419	275	106	1373	139	48	811	193	164	691	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	419	275	106	1373	139	48	811	193	164	691	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	419	275	106	1373	139	48	811	193	164	691	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	419	275	106	1373	139	48	811	193	164	691	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	157	419	275	106	1373	139	48	811	193	164	691	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.14	0.06	0.36	0.07	0.03	0.21	0.10	0.09	0.18	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.47	0.47	0.08	0.45	0.45	0.08	0.27	0.27	0.11	0.29	0.29
Volume/Cap:	0.80	0.23	0.31	0.67	0.80	0.16	0.30	0.80	0.38	0.80	0.62	0.04
Delay/Veh:	72.4	18.7	19.6	64.0	30.7	19.4	52.8	45.4	36.3	71.4	37.8	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.4	18.7	19.6	64.0	30.7	19.4	52.8	45.4	36.3	71.4	37.8	30.4
HCM2kAvg:	8	4	6	5	23	3	2	16	6	8	12	1

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Intersection #12 E Street @ Baseline Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.593
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	23.1
Optimal Cycle:	36	Level Of Service:	C

Street Name:	E Street						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 AM Peak												
Base Vol:	58	324	69	95	855	100	55	900	146	66	695	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	324	69	95	855	100	55	900	146	66	695	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	324	69	95	855	100	55	900	146	66	695	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	324	69	95	855	100	55	900	146	66	695	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	324	69	95	855	100	55	900	146	66	695	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	324	69	95	855	100	55	900	146	66	695	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.65	0.35	1.00	1.79	0.21	1.00	1.72	0.28	1.00	1.70	0.30
Final Sat.:	1900	3133	667	1900	3402	398	1900	3270	530	1900	3229	571
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.05	0.25	0.25	0.03	0.28	0.28	0.03	0.22	0.22
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.40	0.40	0.10	0.40	0.40	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.31	0.26	0.26	0.50	0.63	0.63	0.07	0.63	0.63	0.08	0.49	0.49
Delay/Veh:	42.7	20.1	20.1	44.7	24.8	24.8	16.2	22.5	22.5	16.3	20.3	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	20.1	20.1	44.7	24.8	24.8	16.2	22.5	22.5	16.3	20.3	20.3
HCM2kAvg:	2	4	4	3	12	12	1	13	13	1	9	9

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Intersection #13 Arrowhead Avenue @ Baseline Street

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.430
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	12.6
Optimal Cycle:	26	Level Of Service:	B

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Street Name:	Arrowhead Avenue						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 AM Peak												
Base Vol:	27	41	31	48	438	43	23	985	113	82	782	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	41	31	48	438	43	23	985	113	82	782	23
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:	27	41	31	48	438	43	23	985	113	82	782	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	41	31	48	438	43	23	985	113	82	782	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	41	31	48	438	43	23	985	113	82	782	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	41	31	48	438	43	23	985	113	82	782	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.14	0.86	1.00	2.00	1.00	1.00	1.79	0.21	1.00	1.94	0.06
Final Sat.:	1900	2164	1636	1900	3800	1900	1900	3409	391	1900	3691	109
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.03	0.12	0.02	0.01	0.29	0.29	0.04	0.21	0.21
Crit Moves:					****			****				
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.05	0.07	0.07	0.09	0.43	0.08	0.02	0.43	0.43	0.06	0.32	0.32
Delay/Veh:	27.2	27.3	27.3	27.6	30.6	27.5	5.5	7.7	7.7	5.6	6.9	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	27.3	27.3	27.6	30.6	27.5	5.5	7.7	7.7	5.6	6.9	6.9
HCM2kAvg:	1	1	1	1	6	1	0	8	8	1	5	5

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Intersection #14 Mount Vernon Avenue @ 2nd Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.325
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	17.6
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Mount Vernon Avenue						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	1	0 1	0 1	0 1	0	0 0	1!	0 0	0 1	1	0 1
Volume Module: 2030 AM Peak												
Base Vol:	0	229	611	317	442	0	0	0	0	123	0	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	229	611	317	442	0	0	0	0	123	0	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	229	611	317	442	0	0	0	0	123	0	88
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	229	0	317	442	0	0	0	0	123	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	229	0	317	442	0	0	0	0	123	0	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	229	0	317	442	0	0	0	0	123	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.84	1.16	0.00	0.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	0	3800	1900	1587	2213	0	0	1900	0	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.20	0.20	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.19	0.00	0.62	0.62	0.00	0.00	0.00	0.00	0.20	0.00	0.00
Volume/Cap:	0.00	0.32	0.00	0.32	0.32	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Delay/Veh:	0.0	35.6	0.0	9.3	9.3	0.0	0.0	0.0	0.0	34.8	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	35.6	0.0	9.3	9.3	0.0	0.0	0.0	0.0	34.8	0.0	0.0
HCM2kAvg:	0	3	0	6	6	0	0	0	0	3	0	0

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Intersection #15 Mount Vernon Avenue @ Rialto Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.355
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	16.6
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Mount Vernon Avenue						Rialto Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 AM Peak												
Base Vol:	55	394	17	43	411	110	442	516	152	8	41	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	394	17	43	411	110	442	516	152	8	41	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	394	17	43	411	110	442	516	152	8	41	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	394	17	43	411	110	442	516	152	8	41	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	394	17	43	411	110	442	516	152	8	41	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	55	394	17	43	411	110	442	516	152	8	41	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.92	0.08	1.00	2.00	1.00	1.00	1.54	0.46	1.00	1.55	0.45
Final Sat.:	1900	3643	157	1900	3800	1900	1900	2935	865	1900	2940	860
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.02	0.11	0.06	0.23	0.18	0.18	0.00	0.01	0.01
Crit Moves:		****					****					
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.66	0.66	0.66	0.66	0.66	0.66
Volume/Cap:	0.10	0.35	0.35	0.07	0.35	0.19	0.35	0.27	0.27	0.01	0.02	0.02
Delay/Veh:	25.0	27.3	27.3	24.8	27.3	25.8	7.9	7.3	7.3	6.0	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	27.3	27.3	24.8	27.3	25.8	7.9	7.3	7.3	6.0	6.0	6.0
HCM2kAvg:	1	5	5	1	5	2	6	4	4	0	0	0

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Intersection #17 Mount Vernon Avenue @ 5th Street

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.486
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: 36 Level Of Service: C

****

Street Name:	Mount Vernon Avenue						5th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 AM Peak												
Base Vol:	62	231	25	60	556	73	183	823	130	77	527	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	231	25	60	556	73	183	823	130	77	527	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	231	25	60	556	73	183	823	130	77	527	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	231	25	60	556	73	183	823	130	77	527	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	231	25	60	556	73	183	823	130	77	527	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	62	231	25	60	556	73	183	823	130	77	527	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.80	0.20	1.00	1.77	0.23	1.00	1.73	0.27	1.00	1.74	0.26
Final Sat.:	1900	3429	371	1900	3359	441	1900	3282	518	1900	3310	490
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.03	0.17	0.17	0.10	0.25	0.25	0.04	0.16	0.16
Crit Moves:					****			****		****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.10	0.51	0.51	0.10	0.51	0.51
Volume/Cap:	0.10	0.20	0.20	0.09	0.50	0.50	0.96	0.50	0.50	0.41	0.31	0.31
Delay/Veh:	23.0	23.9	23.9	23.0	26.9	26.9	99.2	16.5	16.5	43.6	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	23.9	23.9	23.0	26.9	26.9	99.2	16.5	16.5	43.6	14.6	14.6
HCM2kAvg:	1	3	3	1	8	8	9	10	10	3	5	5

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Intersection #18 Waterman Avenue @ 30th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	1.215
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	138.9
Optimal Cycle:	130	Level Of Service:	F

Street Name:	Waterman Avenue						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	0 1	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 AM Peak												
Base Vol:	2	442	16	83	1085	191	39	119	73	76	36	1083
Growth Adj:	1.00	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	442	16	83	1085	191	39	119	73	76	36	1083
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	442	16	83	1085	191	39	119	73	76	36	1083
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	442	16	83	1085	191	39	119	73	76	36	1083
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	442	16	83	1085	191	39	119	73	76	36	1083
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	442	16	83	1085	191	39	119	73	76	36	1083
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3800	1900	1900	1900	1900	1900	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.01	0.04	0.57	0.10	0.02	0.03	0.04	0.04	0.01	0.57
Crit Moves:	****				****							****
Green/Cycle:	0.10	0.42	0.42	0.10	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.01	0.28	0.02	0.44	1.36	0.24	0.05	0.07	0.09	0.10	0.02	1.36
Delay/Veh:	40.6	19.1	17.0	44.0	197	18.7	17.2	17.4	17.6	17.6	17.0	198.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	19.1	17.0	44.0	197	18.7	17.2	17.4	17.6	17.6	17.0	198.4
HCM2kAvg:	0	4	0	3	69	4	1	1	1	1	0	69

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Intersection #19 Kendall Drive @ Palm Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.071
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	17.7
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Kendall Drive						Palm Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: 2030 AM Peak												
Base Vol:	46	1	3	1	1	6	5	55	210	24	141	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:	46	1	3	1	1	6	5	55	210	24	141	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	1	3	1	1	6	5	55	210	24	141	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	1	3	1	1	6	5	55	210	24	141	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1	3	1	1	6	5	55	210	24	141	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	1	3	1	1	6	5	55	210	24	141	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	1.00	1.00	1.97	0.03
Final Sat.:	1900	1900	1900	1900	1900	1900	1900	3800	1900	1900	3747	53
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.11	0.01	0.04	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.28	0.19	0.19	0.19	0.10	0.10	0.10	0.27	0.55	0.27	0.44	0.44
Volume/Cap:	0.09	0.00	0.01	0.00	0.01	0.03	0.03	0.05	0.20	0.05	0.09	0.09
Delay/Veh:	26.5	32.7	32.8	32.7	40.5	40.7	40.7	27.1	11.4	27.1	16.4	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	32.7	32.8	32.7	40.5	40.7	40.7	27.1	11.4	27.1	16.4	16.4
HCM2kAvg:	1	0	0	0	0	0	0	1	3	1	1	1

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Intersection #20 Belmont Avenue @ Palm Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.178
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Belmont Avenue						Palm Avenue					
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
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module: 2030 AM Peak												
Base Vol:	30	0	5	0	0	2	0	46	7	3	134	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	5	0	0	2	0	46	7	3	134	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	5	0	0	2	0	46	7	3	134	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	0	5	0	0	2	0	46	7	3	134	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	5	0	0	2	0	46	7	3	134	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.:	30	0	5	0	0	2	0	46	7	3	134	0
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
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.02	0.98	1.00
Final Sat.:	642	0	816	0	0	808	0	760	892	17	753	0
Capacity Analysis Module:												
Vol/Sat:	0.05	xxxx	0.01	xxxx	xxxx	0.00	xxxx	0.06	0.01	0.18	0.18	xxxx
Crit Moves:	****					****		****			****	
Delay/Veh:	8.4	0.0	7.0	0.0	0.0	7.0	0.0	7.7	6.7	8.3	8.3	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:	8.4	0.0	7.0	0.0	0.0	7.0	0.0	7.7	6.7	8.3	8.3	0.0
LOS by Move:	A	*	A	*	*	A	*	A	A	A	A	*
ApproachDel:		8.2			7.0			7.6			8.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			7.0			7.6			8.3	
LOS by Appr:		A			A			A			A	

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Intersection #21 Sierra Way @ 30th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.530
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	13.9
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Sierra Way						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module: 2030 AM Peak												
Base Vol:	43	89	35	93	798	317	39	168	142	47	199	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:	43	89	35	93	798	317	39	168	142	47	199	6
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:	43	89	35	93	798	317	39	168	142	47	199	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	89	35	93	798	317	39	168	142	47	199	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	89	35	93	798	317	39	168	142	47	199	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.:	43	89	35	93	798	317	39	168	142	47	199	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	1.00	1.00	1.94	0.06
Final Sat.:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	3689	111
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.02	0.05	0.42	0.17	0.02	0.09	0.07	0.02	0.05	0.05
Crit Moves:					****			****				
Green/Cycle:	0.79	0.79	0.79	0.79	0.79	0.79	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.03	0.06	0.02	0.06	0.53	0.21	0.12	0.53	0.45	0.15	0.32	0.32
Delay/Veh:	2.2	2.3	2.2	2.3	4.1	2.6	35.6	39.8	38.5	35.8	37.0	37.0
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:	2.2	2.3	2.2	2.3	4.1	2.6	35.6	39.8	38.5	35.8	37.0	37.0
HCM2kAvg:	0	1	0	1	9	2	1	5	4	1	3	3

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Intersection #22 Del Rosa Avenue @ Baseline Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.869
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	36.2
Optimal Cycle:	79	Level Of Service:	D

Street Name:	Del Rosa Avenue						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 AM Peak												
Base Vol:	19	147	29	108	913	172	66	356	42	110	801	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	147	29	108	913	172	66	356	42	110	801	130
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:	19	147	29	108	913	172	66	356	42	110	801	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	147	29	108	913	172	66	356	42	110	801	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	147	29	108	913	172	66	356	42	110	801	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.:	19	147	29	108	913	172	66	356	42	110	801	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	0.11	0.89	1.00	0.11	0.89	1.00	1.00	1.79	0.21	1.00	1.72	0.28
Final Sat.:	217	1683	1900	201	1699	1900	1900	3399	401	1900	3269	531
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.02	0.54	0.54	0.09	0.03	0.10	0.10	0.06	0.24	0.25
Crit Moves:					****		****					****
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.10	0.26	0.26	0.10	0.26	0.26
Volume/Cap:	0.15	0.15	0.03	0.93	0.93	0.16	0.35	0.40	0.40	0.58	0.93	0.93
Delay/Veh:	9.9	9.9	9.1	33.1	33.1	9.9	43.1	30.6	30.6	47.4	50.7	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	9.1	33.1	33.1	9.9	43.1	30.6	30.6	47.4	50.7	50.7
HCM2kAvg:	2	2	0	32	34	2	2	5	5	4	18	18

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Intersection #23 Waterman Avenue @ SR-30 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	1.053
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	60.9
Optimal Cycle:	130	Level Of Service:	E

Street Name:	Waterman Avenue						SR-30 EB Ramps					
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	10	10	10	10	0	10	10	10	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module: 2030 AM Peak												
Base Vol:	0	216	389	698	487	0	398	0	794	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	216	389	698	487	0	398	0	794	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	216	389	698	487	0	398	0	794	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	216	389	698	487	0	398	0	794	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	216	389	698	487	0	398	0	794	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.:	0	216	389	698	487	0	398	0	794	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1900	1900	3800	0	1900	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.20	0.37	0.13	0.00	0.21	0.00	0.42	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.19	0.19	0.35	0.54	0.00	0.40	0.00	0.40	0.00	0.00	0.00
Volume/Cap:	0.00	0.29	1.05	1.05	0.24	0.00	0.53	0.00	1.05	0.00	0.00	0.00
Delay/Veh:	0.0	34.6	101.8	82.3	12.0	0.0	23.7	0.0	77.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.6	101.8	82.3	12.0	0.0	23.7	0.0	77.8	0.0	0.0	0.0
HCM2kAvg:	0	3	19	31	4	0	10	0	35	0	0	0

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Intersection #24 Leroy/SR-30 WB On Ramp @ 30th Street

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.520
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 28 Level Of Service: B

****

Street Name:	Leroy Street						30th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 1	1 1	0	1 0
Volume Module: 2030 AM Peak												
Base Vol:	0	0	0	0	0	0	0	337	29	1521	229	0
Growth Adj:	1.00	1.00	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	337	29	1521	229	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	337	29	1521	229	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	337	29	1521	229	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	337	29	1521	229	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	0	0	0	0	337	29	1521	229	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	0	0	0	0	1900	0	1900	3800	1900	3800	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.02	0.40	0.12	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.17	0.77	0.77	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52	0.09	0.52	0.16	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.5	35.1	4.6	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.5	35.1	4.6	3.0	0.0
HCM2kAvg:	0	0	0	0	0	0	0	5	1	9	2	0

****

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Intersection #25 SR-30 WB Off Ramp @ 30th Street

****

Average Delay (sec/veh): 282.5 Worst Case Level Of Service: F[465.7]

****

Street Name:	SR-30 WB Off Ramp									30th Street								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled								
Rights:	Include			Include			Include			Include								
Lanes:	1	0	0	0	1	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module: 2030 AM Peak																				
Base Vol:	1080		0		24	0		0		0	0		193		0	0		523		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	1080		0		24	0		0		0	0		193		0	0		523		0
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	1080		0		24	0		0		0	0		193		0	0		523		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	1080		0		24	0		0		0	0		193		0	0		523		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Final Vol.:	1080		0		24	0		0		0	0		193		0	0		523		0
Critical Gap Module:																				
Critical Gp:	6.8	xxxx			6.9	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	455	xxxx			97	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	539	xxxx			947	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	539	xxxx			947	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	2.00	xxxx			0.03	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
Queue:	73.1	xxxx			0.1	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Stopped Del:	475.8	xxxx			8.9	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	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		0	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:		465.7					xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:		F					*					*					*			

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Intersection #26 Del Rosa Avenue @ Lynwood Drive

Cycle (sec):	100	Critical Vol./Cap. (X):	0.558
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	16.6
Optimal Cycle:	25	Level Of Service:	B

Street Name:	Del Rosa Avenue						Lynwood Drive					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module: 2030 AM Peak												
Base Vol:	15	244	139	36	1125	8	6	47	127	451	54	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	244	139	36	1125	8	6	47	127	451	54	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	244	139	36	1125	8	6	47	127	451	54	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	244	139	36	1125	8	6	47	127	451	54	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	244	139	36	1125	8	6	47	127	451	54	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.:	15	244	139	36	1125	8	6	47	127	451	54	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.27	0.73	1.00	1.99	0.01	0.11	0.89	1.00	1.00	0.72	0.28
Final Sat.:	1900	2421	1379	1900	3773	27	215	1685	1900	1900	1368	532
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.10	0.02	0.30	0.30	0.03	0.03	0.07	0.24	0.04	0.04
Crit Moves:					****					****		
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.01	0.19	0.19	0.04	0.56	0.56	0.07	0.07	0.16	0.56	0.09	0.09
Delay/Veh:	10.9	12.1	12.1	11.1	15.8	15.8	17.0	17.0	17.7	22.4	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	12.1	12.1	11.1	15.8	15.8	17.0	17.0	17.7	22.4	17.2	17.2
HCM2kAvg:	0	3	3	1	12	16	1	1	2	11	1	1

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Intersection #27 Harrison Street @ 40th Street

****

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: D[26.6]

****

Street Name:	Harrison Street						40th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		0 0 0	0 0		0 0 1	1 0		0 1	1 0 0	
Volume Module: 2030 AM Peak												
Base Vol:	57	0	2	0	0	0	0	734	191	23	351	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	0	2	0	0	0	0	734	191	23	351	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	0	2	0	0	0	0	734	191	23	351	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	0	2	0	0	0	0	734	191	23	351	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	57	0	2	0	0	0	0	734	191	23	351	0
Critical Gap Module:												
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 Module:												
Cnflict Vol:	1051	xxxx	463	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	925	xxxx	xxxxx
Potent Cap.:	226	xxxx	552	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	747	xxxx	xxxxx
Move Cap.:	220	xxxx	552	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	747	xxxx	xxxxx
Volume/Cap:	0.26	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	225	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd StpDel:	xxxxx	26.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	A	*	*
ApproachDel:		26.6			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		D			*			*			*	

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Intersection #28 Sterling Avenue @ Highland Avenue

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.580
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 28.8
Optimal Cycle: 48 Level Of Service: C

****

Street Name:	Sterling Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: 2030 AM Peak												
Base Vol:	116	96	102	62	545	75	7	244	86	460	739	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	96	102	62	545	75	7	244	86	460	739	32
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:	116	96	102	62	545	75	7	244	86	460	739	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:	116	96	102	62	545	75	7	244	86	460	739	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	96	102	62	545	75	7	244	86	460	739	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.:	116	96	102	62	545	75	7	244	86	460	739	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	1.00	1.00	2.00	1.00	1.00	1.48	0.52	1.00	1.92	0.08
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	2810	990	1900	3642	158
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.05	0.03	0.14	0.04	0.00	0.09	0.09	0.24	0.20	0.20
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.18	0.18	0.18	0.25	0.25	0.10	0.15	0.15	0.42	0.47	0.47
Volume/Cap:	0.58	0.14	0.30	0.19	0.58	0.16	0.04	0.58	0.58	0.58	0.43	0.43
Delay/Veh:	46.8	34.9	36.4	35.3	34.0	29.6	40.7	41.1	41.1	23.5	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:	46.8	34.9	36.4	35.3	34.0	29.6	40.7	41.1	41.1	23.5	18.0	18.0
HCM2kAvg:	4	1	3	2	8	2	0	6	6	11	8	8

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Intersection #29 Waterman Avenue @ Marshall Boulevard

****

Cycle (sec):	100		Critical Vol./Cap. (X):	0.626
Loss Time (sec):	4 (Y+R = 3 sec)		Average Delay (sec/veh):	4.6
Optimal Cycle:	29		Level Of Service:	A

****

Street Name:	Waterman Avenue						Marshall Boulevard					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 1 Jan 2003 << 2030 AM Peak												
Base Vol:	134	1311	0	0	1886	113	17	0	143	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:	134	1311	0	0	1886	113	17	0	143	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	1311	0	0	1886	113	17	0	143	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	1311	0	0	1886	113	17	0	143	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1311	0	0	1886	113	17	0	143	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.:	134	1311	0	0	1886	113	17	0	143	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.89	0.11	1.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1900	3800	0	1900	3585	215	1900	0	1900	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.00	0.00	0.53	0.53	0.01	0.00	0.08	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.84	0.84	0.00	0.00	0.84	0.84	0.12	0.00	0.12	0.00	0.00	0.00
Volume/Cap:	0.08	0.41	0.00	0.00	0.63	0.63	0.07	0.00	0.63	0.00	0.00	0.00
Delay/Veh:	1.4	2.0	0.0	0.0	3.1	3.1	39.2	0.0	47.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.4	2.0	0.0	0.0	3.1	3.1	39.2	0.0	47.3	0.0	0.0	0.0
HCM2kAvg:	1	5	0	0	11	11	0	0	5	0	0	0

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Intersection #30 Waterman Avenue @ 36th Street

****

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: F[54.8]

****

Street Name:	Waterman Avenue									36th Street									
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module: 2030 AM Peak																				
Base Vol:	130	1175	0			0	1774	16			4	0	32			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:	130	1175	0			0	1774	16			4	0	32			0	0	0		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	130	1175	0			0	1774	16			4	0	32			0	0	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	130	1175	0			0	1774	16			4	0	32			0	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	130	1175	0			0	1774	16			4	0	32			0	0	0		
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.8	xxxx		6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx		3.3	xxxxx	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	1790	xxxx	xxxxx	xxxx	xxxx	xxxxx					2630	xxxx		895	xxxx	xxxx	xxxxx			
Potent Cap.:	350	xxxx	xxxxx	xxxx	xxxx	xxxxx					20	xxxx		288	xxxx	xxxx	xxxxx			
Move Cap.:	350	xxxx	xxxxx	xxxx	xxxx	xxxxx					14	xxxx		288	xxxx	xxxx	xxxxx			
Volume/Cap:	0.37	xxxx	xxxx	xxxx	xxxx	xxxx					0.28	xxxx		0.11	xxxx	xxxx	xxxx			
Level Of Service Module:																				
Queue:	1.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx			0.4	xxxxx	xxxx	xxxxx						
Stopped Del:	21.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx			19.1	xxxxx	xxxx	xxxxx						
LOS by Move:	C	*	*	*	*	*	*	*			C	*	*	*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					14	xxxx	xxxxx			0	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					340.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*					F	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx							54.8			xxxxxx						
ApproachLOS:	*			*							F			*						

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #31 Sterling Avenue @ Lynwood Drive

Cycle (sec):	100	Critical Vol./Cap. (X):	0.366
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	11.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Sterling Avenue						Lynwood Drive					
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
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 1	0
Volume Module: 2030 AM Peak												
Base Vol:	51	20	3	80	266	58	19	53	131	48	244	49
Growth Adj:	1.00	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	20	3	80	266	58	19	53	131	48	244	49
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:	51	20	3	80	266	58	19	53	131	48	244	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	20	3	80	266	58	19	53	131	48	244	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	20	3	80	266	58	19	53	131	48	244	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	51	20	3	80	266	58	19	53	131	48	244	49
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
Lanes:	1.00	0.92	0.08	0.39	1.32	0.29	0.26	0.74	1.00	0.28	1.43	0.29
Final Sat.:	480	476	42	219	753	169	139	389	603	155	811	167
Capacity Analysis Module:												
Vol/Sat:	0.11	0.04	0.07	0.37	0.35	0.34	0.14	0.14	0.22	0.31	0.30	0.29
Crit Moves:	****			****					****	****		
Delay/Veh:	10.5	9.6	9.6	12.4	11.9	11.5	10.1	10.1	9.8	11.6	11.3	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:	10.5	9.6	9.6	12.4	11.9	11.5	10.1	10.1	9.8	11.6	11.3	11.0
LOS by Move:	B	A	A	B	B	B	B	B	A	B	B	B
ApproachDel:	10.2			11.9			9.9			11.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.2			11.9			9.9			11.3		
LOS by Appr:	B			B			A			B		

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #32 Sterling Avenue @ Foothill Drive

Cycle (sec):	100	Critical Vol./Cap. (X):	0.245
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Sterling Avenue						Foothill Drive					
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
Lanes:	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0	0 0
Volume Module: 2030 AM Peak												
Base Vol:	16	4	3	40	0	31	9	105	105	27	55	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	4	3	40	0	31	9	105	105	27	55	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	4	3	40	0	31	9	105	105	27	55	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	4	3	40	0	31	9	105	105	27	55	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	4	3	40	0	31	9	105	105	27	55	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.:	16	4	3	40	0	31	9	105	105	27	55	0
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
Lanes:	1.00	0.74	0.26	0.56	0.00	0.44	0.04	0.48	0.48	0.33	0.67	0.00
Final Sat.:	603	504	178	426	0	330	37	429	429	262	533	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.02	0.09	xxxx	0.09	0.24	0.24	0.24	0.10	0.10	xxxx
Crit Moves:	****			****			****				****	
Delay/Veh:	8.5	7.8	7.8	7.9	0.0	7.9	8.2	8.2	8.2	7.9	7.9	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:	8.5	7.8	7.8	7.9	0.0	7.9	8.2	8.2	8.2	7.9	7.9	0.0
LOS by Move:	A	A	A	A	*	A	A	A	A	A	A	*
ApproachDel:		8.2			7.9			8.2			7.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			7.9			8.2			7.9	
LOS by Appr:		A			A			A			A	

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2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #33 Del Rosa Avenue @ Foothill Drive

****

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: B[14.8]

****

Street Name:	Del Rosa Avenue						Foothill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 1 Jan 2003 << 2030 AM Peak												
Base Vol:	0	83	7	213	351	0	0	0	0	59	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	83	7	213	351	0	0	0	0	59	0	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	83	7	213	351	0	0	0	0	59	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	83	7	213	351	0	0	0	0	59	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	83	7	213	351	0	0	0	0	59	0	100
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	90	xxxx	xxxxx	xxxx	xxxx	xxxxx	864	xxxx	45
Potent Cap.:	xxxx	xxxx	xxxxx	1518	xxxx	xxxxx	xxxx	xxxx	xxxxx	327	xxxx	1031
Move Cap.:	xxxx	xxxx	xxxxx	1518	xxxx	xxxxx	xxxx	xxxx	xxxxx	287	xxxx	1031
Volume/Cap:	xxxx	xxxx	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	0.21	xxxx	0.10
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	526	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.8		
ApproachLOS:	*			*			*			B		

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2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #34 30th Street @ Lynwood Drive

****

Average Delay (sec/veh): 9.6 Worst Case Level Of Service: A[9.7]

****

Street Name:	30th Street						Lynwood Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Lanes:	0 0 1	0 1		0 0 0	0 0		0 0 1	0 0		1 0 1	0 0	
Volume Module: 2030 AM Peak												
Base Vol:	0	0	197	0	0	0	0	5	0	500	110	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	197	0	0	0	0	5	0	500	110	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	197	0	0	0	0	5	0	500	110	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	5	0	500	110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	5	0	500	110	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	xxxxx	7.1	6.5	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx	3.5	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	3	0	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	1025	0	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	1025	0	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.49	0.00	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	2.7	0.0	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	11.8	0.0	xxxxx
LOS by Move:	*	*	*	*	*	*	*	A	*	B	A	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			0.0			9.7		
ApproachLOS:	*			*			A			A		

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Waterman Avenue @ 40th Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.820
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 28.5
Optimal Cycle: 63 Level Of Service: C

Street Name:	Waterman Avenue						40th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 AM Peak												
Base Vol:	258	650	12	502	1688	194	63	400	132	11	356	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	650	12	502	1688	194	63	400	132	11	356	42
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:	258	650	12	502	1688	194	63	400	132	11	356	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	650	12	502	1688	194	63	400	132	11	356	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	650	12	502	1688	194	63	400	132	11	356	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	258	650	12	502	1688	194	63	400	132	11	356	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.96	0.04	1.00	1.79	0.21	1.00	1.50	0.50	1.00	1.79	0.21
Final Sat.:	1900	3731	69	1900	3408	392	1900	2857	943	1900	3399	401
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.17	0.26	0.50	0.50	0.03	0.14	0.14	0.01	0.10	0.10
Crit Moves:	****				****			****				
Green/Cycle:	0.17	0.31	0.31	0.46	0.60	0.60	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.82	0.57	0.57	0.57	0.82	0.82	0.19	0.82	0.82	0.03	0.61	0.61
Delay/Veh:	55.9	29.9	29.9	20.4	18.0	18.0	35.9	48.2	48.2	34.6	40.2	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.9	29.9	29.9	20.4	18.0	18.0	35.9	48.2	48.2	34.6	40.2	40.2
HCM2kAvg:	10	9	8	11	25	24	2	10	10	0	7	7

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Intersection #36 Waterman Avenue @ 34th Street

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: D[26.7]

****

Street Name:	Waterman Avenue								34th Street							
Approach:	North Bound					South Bound					East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module: 2030 AM Peak																				
Base Vol:	30	1312		0		0	1863		9		1		0		24	0		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	30	1312		0		0	1863		9		1		0		24	0		0		0
Added Vol:	0	0		0		0	0		0		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	30	1312		0		0	1863		9		1		0		24	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	30	1312		0		0	1863		9		1		0		24	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	30	1312		0		0	1863		9		1		0		24	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.8	xxxx		6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx		3.3	xxxxx	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	1872	xxxx	xxxxx	xxxx	xxxx	xxxxx					2584	xxxx		936	xxxx	xxxx	xxxxx			
Potent Cap.:	326	xxxx	xxxxx	xxxx	xxxx	xxxxx					21	xxxx		270	xxxx	xxxx	xxxxx			
Move Cap.:	326	xxxx	xxxxx	xxxx	xxxx	xxxxx					20	xxxx		270	xxxx	xxxx	xxxxx			
Volume/Cap:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx					0.05	xxxx		0.09	xxxx	xxxx	xxxx			
Level Of Service Module:																				
Queue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		0.3	xxxxx	xxxx	xxxxx							
Stopped Del:	17.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		19.6	xxxxx	xxxx	xxxxx							
LOS by Move:	C	*	*	*	*	*	*	*		C	*	*	*							
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					20	xxxx	xxxxx			0	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					195.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*					F	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx							26.7			xxxxxx						
ApproachLOS:	*			*							D			*						

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Intersection #37 Waterman Avenue @ Parkdale Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.553
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 3.7
Optimal Cycle: 25 Level Of Service: A

Street Name:	Waterman Avenue						Parkdale Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module: 2030 AM Peak												
Base Vol:	129	1067	23	34	1764	113	4	9	11	24	70	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:	129	1067	23	34	1764	113	4	9	11	24	70	34
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:	129	1067	23	34	1764	113	4	9	11	24	70	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1067	23	34	1764	113	4	9	11	24	70	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1067	23	34	1764	113	4	9	11	24	70	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.:	129	1067	23	34	1764	113	4	9	11	24	70	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.96	0.04	1.00	1.88	0.12	1.00	0.45	0.55	1.00	1.00	1.00
Final Sat.:	1900	3720	80	1900	3571	229	1900	855	1045	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.02	0.49	0.49	0.00	0.01	0.01	0.01	0.04	0.02
Crit Moves:					****						****	
Green/Cycle:	0.86	0.86	0.86	0.86	0.86	0.86	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.08	0.33	0.33	0.02	0.57	0.57	0.02	0.11	0.11	0.13	0.37	0.18
Delay/Veh:	1.1	1.4	1.4	1.0	2.2	2.2	40.6	41.2	41.2	41.3	43.3	41.7
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:	1.1	1.4	1.4	1.0	2.2	2.2	40.6	41.2	41.2	41.3	43.3	41.7
HCM2kAvg:	1	3	4	0	9	9	0	1	1	1	2	1

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Intersection #38 Valencia Avenue @ 30th Street

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.137
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 1.4
Optimal Cycle: 24 Level Of Service: A

****

Street Name:	Valencia Avenue						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 AM Peak												
Base Vol:	1	0	4	0	0	0	0	198	30	80	499	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	4	0	0	0	0	198	30	80	499	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	4	0	0	0	0	198	30	80	499	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	4	0	0	0	0	198	30	80	499	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	4	0	0	0	0	198	30	80	499	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	0	4	0	0	0	0	198	30	80	499	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	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	1.74	0.26	1.00	2.00	0.00
Final Sat.:	1900	1900	1900	1900	1900	1900	1900	3300	500	1900	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.06	0.04	0.13	0.00
Crit Moves:	****										****	
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.86	0.86	0.86	0.86	0.00
Volume/Cap:	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.07	0.07	0.05	0.15	0.00
Delay/Veh:	40.5	0.0	40.6	0.0	0.0	0.0	0.0	1.1	1.1	1.0	1.1	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:	40.5	0.0	40.6	0.0	0.0	0.0	0.0	1.1	1.1	1.0	1.1	0.0
HCM2kAvg:	0	0	0	0	0	0	0	1	1	0	1	0

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Intersection #39 Valencia Avenue @ 40th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.667
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	15.0
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Valencia Avenue						40th Street					
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
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 1	1 0	0	1 1	0 0
Volume Module: 2030 AM Peak												
Base Vol:	28	0	16	0	0	0	0	903	47	23	376	0
Growth Adj:	1.00	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	0	16	0	0	0	0	903	47	23	376	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	0	16	0	0	0	0	903	47	23	376	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	0	16	0	0	0	0	903	47	23	376	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	16	0	0	0	0	903	47	23	376	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.:	28	0	16	0	0	0	0	903	47	23	376	0
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
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.90	0.10	0.12	1.88	0.00
Final Sat.:	449	0	526	0	0	0	0	1355	71	71	1171	0
Capacity Analysis Module:												
Vol/Sat:	0.06	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	0.67	0.66	0.32	0.32	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	10.6	0.0	9.2	0.0	0.0	0.0	0.0	17.0	16.7	11.0	10.9	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:	10.6	0.0	9.2	0.0	0.0	0.0	0.0	17.0	16.7	11.0	10.9	0.0
LOS by Move:	B	*	A	*	*	*	*	C	C	B	B	*
ApproachDel:		10.1			xxxxxx			17.0			10.9	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		10.1			xxxxxx			17.0			10.9	
LOS by Appr:		B			*			C			B	

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Intersection #40 Del Rosa Avenue @ SR-30 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.695
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	26.5
Optimal Cycle:	41	Level Of Service:	C

Street Name:	Del Rosa Avenue						SR-30 EB Ramps					
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		
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Lanes:	0 0	2	1 0	1 0	2	0 0	0 1	0	0 1	0 0	0	0 0
Volume Module: 2030 AM Peak												
Base Vol:	0	371	171	637	586	0	330	0	423	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	371	171	637	586	0	330	0	423	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	371	171	637	586	0	330	0	423	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	371	171	637	586	0	330	0	423	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	371	171	637	586	0	330	0	423	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.:	0	371	171	637	586	0	330	0	423	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.05	0.95	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3902	1798	1900	3800	0	1900	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.34	0.15	0.00	0.17	0.00	0.22	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.14	0.14	0.48	0.62	0.00	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.69	0.69	0.69	0.25	0.00	0.54	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	0.0	43.9	43.9	22.5	8.6	0.0	28.9	0.0	33.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	43.9	43.9	22.5	8.6	0.0	28.9	0.0	33.2	0.0	0.0	0.0
HCM2kAvg:	0	7	7	16	4	0	9	0	12	0	0	0

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Intersection #41 Del Rosa Avenue @ SR-30 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.740
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	18.9
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Del Rosa Avenue						SR-30 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	0	0	10	10	0	0	0	10	0	10
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module: 2030 AM Peak												
Base Vol:	408	393	0	0	1086	865	0	0	0	48	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	408	393	0	0	1086	865	0	0	0	48	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	408	393	0	0	1086	865	0	0	0	48	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	408	393	0	0	1086	865	0	0	0	48	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	393	0	0	1086	865	0	0	0	48	0	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.:	408	393	0	0	1086	865	0	0	0	48	0	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1900	3800	0	0	3800	1900	0	0	0	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.21	0.10	0.00	0.00	0.29	0.46	0.00	0.00	0.00	0.03	0.00	0.01
Crit Moves:	****					****				****		
Green/Cycle:	0.27	0.84	0.00	0.00	0.57	0.57	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.80	0.12	0.00	0.00	0.50	0.80	0.00	0.00	0.00	0.25	0.00	0.09
Delay/Veh:	42.6	1.4	0.0	0.0	13.1	21.1	0.0	0.0	0.0	42.3	0.0	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	1.4	0.0	0.0	13.1	21.1	0.0	0.0	0.0	42.3	0.0	41.1
HCM2kAvg:	14	1	0	0	10	22	0	0	0	2	0	1

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Intersection #42 Sierra Way @ 40th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.626
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	26.4
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Sierra Way						40th Street					
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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 AM Peak												
Base Vol:	18	132	34	180	1191	67	26	185	150	321	435	272
Growth Adj:	1.00	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	132	34	180	1191	67	26	185	150	321	435	272
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:	18	132	34	180	1191	67	26	185	150	321	435	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	132	34	180	1191	67	26	185	150	321	435	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	132	34	180	1191	67	26	185	150	321	435	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	132	34	180	1191	67	26	185	150	321	435	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.59	0.41	1.00	1.89	0.11	1.00	1.10	0.90	1.00	1.23	0.77
Final Sat.:	1900	3022	778	1900	3598	202	1900	2099	1701	1900	2338	1462
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.09	0.33	0.33	0.01	0.09	0.09	0.17	0.19	0.19
Crit Moves:					****		****				****	
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.10	0.10	0.10	0.30	0.30	0.30
Volume/Cap:	0.02	0.08	0.08	0.18	0.62	0.62	0.14	0.88	0.88	0.56	0.62	0.62
Delay/Veh:	10.8	11.2	11.2	11.9	16.5	16.5	41.4	65.0	65.0	30.5	30.9	30.9
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:	10.8	11.2	11.2	11.9	16.5	16.5	41.4	65.0	65.0	30.5	30.9	30.9
HCM2kAvg:	0	1	1	3	14	13	1	8	8	9	10	10

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Intersection #43 Waterman Avenue @ Hospitality Lane

Cycle (sec):	100	Critical Vol./Cap. (X):	0.637
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	30.7
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Waterman Avenue						Hospitality Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	2 0	2	1 0	3 0	1	1 0	1 0	1	2 0	1	1 0
Volume Module: >> Count Date: 1 Jan 2003 << 2030 AM Peak												
Base Vol:	237	769	727	148	675	258	171	143	209	432	591	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	769	727	148	675	258	171	143	209	432	591	230
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:	237	769	727	148	675	258	171	143	209	432	591	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	769	727	148	675	258	171	143	209	432	591	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	769	727	148	675	258	171	143	209	432	591	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	237	769	727	148	675	258	171	143	209	432	591	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	2.00	2.00	2.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	1.44	0.56
Final Sat.:	3800	3800	3800	1900	5700	1900	1900	1900	1900	3800	2735	1065
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.19	0.08	0.12	0.14	0.09	0.08	0.11	0.11	0.22	0.22
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.32	0.32	0.12	0.34	0.48	0.14	0.10	0.20	0.38	0.34	0.34
Volume/Cap:	0.62	0.64	0.60	0.64	0.35	0.28	0.64	0.75	0.55	0.30	0.64	0.64
Delay/Veh:	46.4	30.3	29.7	47.6	24.8	15.8	45.5	59.3	37.7	21.8	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	30.3	29.7	47.6	24.8	15.8	45.5	59.3	37.7	21.8	28.9	28.9
HCM2kAvg:	5	11	10	5	5	5	6	6	6	5	11	11

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Intersection #44 Hospitality Lane @ Carnegie Drive

Cycle (sec):	100	Critical Vol./Cap. (X):	0.565
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	28.9
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Hospitality Lane						Carnegie Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 1	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: 2030 AM Peak												
Base Vol:	923	121	26	23	57	89	343	440	105	60	286	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	923	121	26	23	57	89	343	440	105	60	286	23
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:	923	121	26	23	57	89	343	440	105	60	286	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	923	121	26	23	57	89	343	440	105	60	286	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	923	121	26	23	57	89	343	440	105	60	286	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	923	121	26	23	57	89	343	440	105	60	286	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.85	0.15
Final Sat.:	3800	1900	1900	1900	3800	1900	1900	3800	1900	1900	3517	283
Capacity Analysis Module:												
Vol/Sat:	0.24	0.06	0.01	0.01	0.02	0.05	0.18	0.12	0.06	0.03	0.08	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.39	0.39	0.39	0.10	0.10	0.10	0.29	0.33	0.72	0.10	0.13	0.13
Volume/Cap:	0.62	0.16	0.03	0.12	0.15	0.47	0.62	0.36	0.08	0.32	0.62	0.62
Delay/Veh:	24.9	19.6	18.6	41.3	41.3	44.3	32.5	25.9	4.2	42.8	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:	24.9	19.6	18.6	41.3	41.3	44.3	32.5	25.9	4.2	42.8	43.3	43.3
HCM2kAvg:	12	2	0	1	1	3	10	5	1	2	5	5

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Intersection #45 Tippecanoe Avenue @ Rialto Avenue

****

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: F[91.7]

****

Street Name:	Tippecanoe Avenue						Rialto Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	1 0 0	0	1	0 0 0	0	0
Volume Module: 2030 AM Peak												
Base Vol:	143	678	0	0	935	94	72	0	59	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:	143	678	0	0	935	94	72	0	59	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	678	0	0	935	94	72	0	59	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	678	0	0	935	94	72	0	59	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	143	678	0	0	935	94	72	0	59	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1029	xxxx	xxxxx	xxxx	xxxx	xxxxx	1607	xxxx	514	xxxx	xxxx	xxxxx
Potent Cap.:	683	xxxx	xxxxx	xxxx	xxxx	xxxxx	98	xxxx	510	xxxx	xxxx	xxxxx
Move Cap.:	683	xxxx	xxxxx	xxxx	xxxx	xxxxx	82	xxxx	510	xxxx	xxxx	xxxxx
Volume/Cap:	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	0.88	xxxx	0.12	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.6	xxxx	0.4	xxxxx	xxxx	xxxxx
Stopped Del:	11.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	156.2	xxxx	13.0	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			91.7			xxxxxx		
ApproachLOS:	*			*			F			*		

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Intersection #46 Tippecanoe Ave @ Harry Shepard Blvd

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 6.7
Optimal Cycle: 38 Level Of Service: A

****

Street Name:	Tippecanoe Avenue						Harry Shepard Blvd					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1	1 0	0 0	1! 0	0	1 0	1 0	1
Volume Module: 2030 AM Peak												
Base Vol:	0	811	153	69	874	0	0	0	0	35	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	811	153	69	874	0	0	0	0	35	0	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	811	153	69	874	0	0	0	0	35	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	811	153	69	874	0	0	0	0	35	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	811	153	69	874	0	0	0	0	35	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	811	153	69	874	0	0	0	0	35	0	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.00	1.00	1.00	1.00
Final Sat.:	1900	1900	1900	1900	3800	0	0	1900	0	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.08	0.04	0.23	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.77	0.77	0.08	0.85	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.56	0.11	0.44	0.27	0.00	0.00	0.00	0.00	0.22	0.00	0.04
Delay/Veh:	0.0	6.2	3.6	54.2	1.8	0.0	0.0	0.0	0.0	52.1	0.0	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.2	3.6	54.2	1.8	0.0	0.0	0.0	0.0	52.1	0.0	50.7
HCM2kAvg:	0	12	1	3	3	0	0	0	0	1	0	0

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Intersection #47 Tippecanoe Avenue @ 3rd Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.573
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	30.8
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Tippecanoe Avenue						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module: 2030 AM Peak												
Base Vol:	62	228	404	58	731	102	76	424	38	382	894	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:	62	228	404	58	731	102	76	424	38	382	894	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	228	404	58	731	102	76	424	38	382	894	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	228	404	58	731	102	76	424	38	382	894	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	228	404	58	731	102	76	424	38	382	894	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.:	62	228	404	58	731	102	76	424	38	382	894	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.76	0.24	1.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1900	1900	1900	1900	3335	465	1900	3487	313	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.21	0.03	0.22	0.22	0.04	0.12	0.12	0.20	0.24	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.35	0.35	0.10	0.35	0.35	0.10	0.18	0.18	0.29	0.37	0.37
Volume/Cap:	0.33	0.35	0.61	0.31	0.63	0.63	0.40	0.68	0.68	0.68	0.63	0.04
Delay/Veh:	42.9	24.3	28.1	42.7	28.3	28.3	43.6	41.3	41.3	34.6	26.7	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	24.3	28.1	42.7	28.3	28.3	43.6	41.3	41.3	34.6	26.7	20.0
HCM2kAvg:	2	5	11	2	11	11	3	8	8	11	12	1

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Intersection #48 Tippecanoe Ave @ Mill Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.629
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	24.4
Optimal Cycle:	41	Level Of Service:	C

Street Name:	Tippecanoe Avenue						Mill Street					
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			Ovl			Ovl			Include		
Min. Green:	10	10	0	10	10	10	10	0	10	0	0	0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	0 1	1 0	0	1 0
Volume Module: 2030 AM Peak												
Base Vol:	648	907	0	793	789	4	5	0	665	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:	648	907	0	793	789	4	5	0	665	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	648	907	0	793	789	4	5	0	665	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	648	907	0	793	789	4	5	0	665	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	648	907	0	793	789	4	5	0	665	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.:	648	907	0	793	789	4	5	0	665	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1900	5700	0	1900	3800	1900	1900	1900	1900	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.16	0.00	0.42	0.21	0.00	0.00	0.00	0.35	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.51	0.23	0.00	0.59	0.31	0.41	0.10	0.00	0.61	0.00	0.00	0.00
Volume/Cap:	0.67	0.70	0.00	0.70	0.67	0.01	0.03	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	20.1	37.4	0.0	16.2	31.5	17.4	40.7	0.0	12.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	37.4	0.0	16.2	31.5	17.4	40.7	0.0	12.4	0.0	0.0	0.0
HCM2kAvg:	15	10	0	18	11	0	0	0	12	0	0	0

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

****

Intersection #49 Rancho Avenue @ 5th St/Foothill Blvd

****

Average Delay (sec/veh): 656.7 Worst Case Level Of Service: F[2636.8]

****

Street Name:	Rancho Avenue						5th Street/Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module: 2030 AM Peak												
Base Vol:	192	0	451	0	0	0	0	780	458	410	307	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	0	451	0	0	0	0	780	458	410	307	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	0	451	0	0	0	0	780	458	410	307	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	0	451	0	0	0	0	780	458	410	307	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	192	0	451	0	0	0	0	780	458	410	307	0
Critical Gap Module:												
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 Module:												
Cnflict Vol:	1754	xxxx	390	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1238	xxxx	xxxxx
Potent Cap.:	78	xxxx	614	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	570	xxxx	xxxxx
Move Cap.:	32	xxxx	614	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	570	xxxx	xxxxx
Volume/Cap:	5.94	xxxx	0.73	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.72	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	5.9	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	25.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	D	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	96	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	71.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	2637	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	2636.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #50 Mount Vernon Avenue @ Mill Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.673
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	34.7
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Mount Vernon Avenue						Mill Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module: 2030 AM Peak												
Base Vol:	87	247	170	192	570	54	55	673	183	350	511	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	247	170	192	570	54	55	673	183	350	511	116
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:	87	247	170	192	570	54	55	673	183	350	511	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	247	170	192	570	54	55	673	183	350	511	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	247	170	192	570	54	55	673	183	350	511	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	87	247	170	192	570	54	55	673	183	350	511	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	1.00	1.00	1.83	0.17	1.00	1.57	0.43	1.00	2.00	1.00
Final Sat.:	1900	3800	1900	1900	3471	329	1900	2988	812	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.09	0.10	0.16	0.16	0.03	0.23	0.23	0.18	0.13	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.10	0.10	0.23	0.23	0.23	0.10	0.32	0.32	0.26	0.49	0.49
Volume/Cap:	0.46	0.65	0.89	0.43	0.70	0.70	0.29	0.70	0.70	0.70	0.28	0.13
Delay/Veh:	44.2	47.3	81.9	33.2	37.5	37.5	42.6	31.5	31.5	37.6	15.4	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	47.3	81.9	33.2	37.5	37.5	42.6	31.5	31.5	37.6	15.4	14.2
HCM2kAvg:	3	5	8	5	10	10	2	13	12	11	5	2

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2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #51 Mountain View Ave @ San Bernardino Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	1.372
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	107.1
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Mountain View Ave						San Bernardino Ave					
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
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	1	0 1	0 1	0	1 0
Volume Module: 2030 AM Peak												
Base Vol:	391	201	165	12	43	12	4	298	119	165	780	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	391	201	165	12	43	12	4	298	119	165	780	92
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:	391	201	165	12	43	12	4	298	119	165	780	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	391	201	165	12	43	12	4	298	119	165	780	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	201	165	12	43	12	4	298	119	165	780	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	391	201	165	12	43	12	4	298	119	165	780	92
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
Lanes:	0.66	0.34	1.00	0.22	0.78	1.00	1.00	1.00	1.00	0.32	1.50	0.18
Final Sat.:	285	146	488	82	292	408	371	393	424	145	701	84
Capacity Analysis Module:												
Vol/Sat:	1.37	1.37	0.34	0.15	0.15	0.03	0.01	0.76	0.28	1.14	1.11	1.09
Crit Moves:		****		****				****		****		
Delay/Veh:	205.1	205	13.7	13.7	13.7	11.5	12.4	35.2	14.4	111.2	103	96.1
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:	205.1	205	13.7	13.7	13.7	11.5	12.4	35.2	14.4	111.2	103	96.1
LOS by Move:	F	F	B	B	B	B	B	E	B	F	F	F
ApproachDel:		163.4			13.3			29.1			103.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		163.4			13.3			29.1			103.7	
LOS by Appr:		F			B			D			F	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #52 Mount Vernon Avenue @ Highland Avenue

Cycle (sec):	110	Critical Vol./Cap. (X):	0.488
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	22.0
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Mount Vernon Avenue						Highland Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 AM Peak												
Base Vol:	141	30	83	25	158	274	134	614	197	80	938	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:	141	30	83	25	158	274	134	614	197	80	938	10
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:	141	30	83	25	158	274	134	614	197	80	938	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	30	83	25	158	274	134	614	197	80	938	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	30	83	25	158	274	134	614	197	80	938	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.:	141	30	83	25	158	274	134	614	197	80	938	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3800	1900	1900	1900	1900	1900	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.04	0.01	0.08	0.14	0.07	0.16	0.10	0.04	0.25	0.01
Crit Moves:						****	****				****	
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.14	0.56	0.56	0.09	0.51	0.51
Volume/Cap:	0.25	0.03	0.15	0.04	0.28	0.49	0.49	0.29	0.19	0.46	0.49	0.01
Delay/Veh:	29.7	27.5	28.7	27.7	29.9	32.3	44.7	12.8	12.0	49.4	18.0	13.5
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:	29.7	27.5	28.7	27.7	29.9	32.3	44.7	12.8	12.0	49.4	18.0	13.5
HCM2kAvg:	4	0	2	1	4	8	5	5	3	3	10	0

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Intersection #53 State Street @ Highland Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.539
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 24 Level Of Service: B

Street Name:	State Street						Highland Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 AM Peak												
Base Vol:	5	197	637	154	247	4	2	39	2	347	80	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	197	637	154	247	4	2	39	2	347	80	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	197	637	154	247	4	2	39	2	347	80	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	197	637	154	247	4	2	39	2	347	80	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	197	637	154	247	4	2	39	2	347	80	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	197	637	154	247	4	2	39	2	347	80	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	0.02	0.98	1.00	0.76	1.22	0.02	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	47	1853	1900	1445	2318	38	1900	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.34	0.11	0.11	0.11	0.00	0.01	0.00	0.18	0.02	0.10
Crit Moves:			****							****		
Green/Cycle:	0.62	0.62	0.62	0.62	0.62	0.62	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.17	0.17	0.54	0.17	0.17	0.17	0.00	0.03	0.00	0.54	0.06	0.30
Delay/Veh:	8.0	8.0	11.2	8.1	8.1	8.1	21.9	22.1	21.9	27.7	22.4	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	8.0	11.2	8.1	8.1	8.1	21.9	22.1	21.9	27.7	22.4	24.6
HCM2kAvg:	3	3	11	3	3	3	0	0	0	9	1	4

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Intersection #54 Tippecanoe Ave @ Hospitality Lane

Cycle (sec):	100	Critical Vol./Cap. (X):	0.432
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	17.9
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Tippecanoe Avenue						Hospitality Lane					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	2 1	0	1 0	2 1	0	1 0	1 0	1	0 1	0 0	1
Volume Module: 2030 AM Peak												
Base Vol:	117	1162	205	49	863	279	75	92	17	109	157	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1162	205	49	863	279	75	92	17	109	157	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	1162	205	49	863	279	75	92	17	109	157	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	1162	205	49	863	279	75	92	17	109	157	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1162	205	49	863	279	75	92	17	109	157	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	117	1162	205	49	863	279	75	92	17	109	157	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	2.00	2.55	0.45	1.00	2.27	0.73	1.00	1.00	1.00	0.41	0.59	1.00
Final Sat.:	3800	4845	855	1900	4307	1393	1900	1900	1900	779	1121	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.03	0.20	0.20	0.04	0.05	0.01	0.14	0.14	0.06
Crit Moves:		****		****							****	
Green/Cycle:	0.10	0.53	0.53	0.10	0.53	0.53	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.31	0.45	0.45	0.26	0.38	0.38	0.13	0.16	0.03	0.45	0.45	0.19
Delay/Veh:	42.2	14.6	14.6	42.3	13.9	13.9	24.9	25.2	24.1	28.3	28.3	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	14.6	14.6	42.3	13.9	13.9	24.9	25.2	24.1	28.3	28.3	25.5
HCM2kAvg:	2	9	9	2	7	7	2	2	0	7	7	2

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Intersection #55 Tippecanoe Ave @ San Bernardino Ave

Cycle (sec):	120	Critical Vol./Cap. (X):	0.698
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	37.6
Optimal Cycle:	49	Level Of Service:	D

Street Name:	Tippecanoe Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: 2030 AM Peak												
Base Vol:	143	973	117	121	1053	157	59	143	130	162	596	423
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	973	117	121	1053	157	59	143	130	162	596	423
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:	143	973	117	121	1053	157	59	143	130	162	596	423
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	973	117	121	1053	157	59	143	130	162	596	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	973	117	121	1053	157	59	143	130	162	596	423
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	143	973	117	121	1053	157	59	143	130	162	596	423
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	1.00	1.00	2.00	1.00	1.00	1.05	0.95	1.00	1.17	0.83
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	1990	1810	1900	2223	1577
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.06	0.06	0.28	0.08	0.03	0.07	0.07	0.09	0.27	0.27
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.40	0.40	0.08	0.38	0.38	0.08	0.08	0.08	0.37	0.37	0.37
Volume/Cap:	0.73	0.64	0.15	0.76	0.73	0.22	0.37	0.86	0.86	0.23	0.73	0.73
Delay/Veh:	65.3	30.0	23.2	73.4	33.9	25.3	53.5	75.1	75.1	26.4	34.8	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.3	30.0	23.2	73.4	33.9	25.3	53.5	75.1	75.1	26.4	34.8	34.8
HCM2kAvg:	7	15	3	6	18	4	2	7	7	4	17	17

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Intersection #57 Lena Road @ Mill Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.377
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	22.2
Optimal Cycle:	34	Level Of Service:	C

Street Name:	Lena Road						Mill Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Lanes:	0 0	0	0 0	1	0 0	1 1	1	0 2	0 0	0	0 2	1 0
Volume Module: 2030 AM Peak												
Base Vol:	0	0	0	120	0	388	375	529	0	0	409	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	120	0	388	375	529	0	0	409	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	120	0	388	375	529	0	0	409	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	120	0	388	375	529	0	0	409	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	388	375	529	0	0	409	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	120	0	388	375	529	0	0	409	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.00	0.00	1.00	0.00	2.00	1.00	2.00	0.00	0.00	2.13	0.87
Final Sat.:	0	0	0	1900	0	3800	1900	3800	0	0	4047	1653
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.10	0.20	0.14	0.00	0.00	0.10	0.10
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.52	0.79	0.00	0.00	0.27	0.27
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.61	0.38	0.18	0.00	0.00	0.38	0.38
Delay/Veh:	0.0	0.0	0.0	37.7	0.0	40.3	14.4	2.5	0.0	0.0	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.7	0.0	40.3	14.4	2.5	0.0	0.0	29.9	29.9
HCM2kAvg:	0	0	0	4	0	6	7	2	0	0	5	5

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Intersection #58 Waterman Avenue @ Barton Road

Cycle (sec):	100	Critical Vol./Cap. (X):	0.885
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	27.7
Optimal Cycle:	86	Level Of Service:	C

Street Name:	Waterman Avenue						Barton Road					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module: 2030 AM Peak												
Base Vol:	0	0	0	332	0	341	558	1373	0	0	1365	274
Growth Adj:	1.00	1.00	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	332	0	341	558	1373	0	0	1365	274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	332	0	341	558	1373	0	0	1365	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	332	0	341	558	1373	0	0	1365	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	332	0	341	558	1373	0	0	1365	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	332	0	341	558	1373	0	0	1365	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	3800	0	1900	1900	3800	0	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.18	0.29	0.36	0.00	0.00	0.36	0.14
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.33	0.74	0.00	0.00	0.41	0.41
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.89	0.89	0.49	0.00	0.00	0.89	0.36
Delay/Veh:	0.0	0.0	0.0	35.2	0.0	59.7	45.8	5.5	0.0	0.0	34.1	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.2	0.0	59.7	45.8	5.5	0.0	0.0	34.1	20.9
HCM2kAvg:	0	0	0	5	0	14	20	9	0	0	23	6

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Intersection #59 Boulder Avenue @ Highland Avenue

Cycle (sec):	120	Critical Vol./Cap. (X):	0.320
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	25.0
Optimal Cycle:	38	Level Of Service:	C

Street Name:	Boulder Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: 2030 AM Peak												
Base Vol:	211	0	219	0	0	0	0	378	208	141	452	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	211	0	219	0	0	0	0	378	208	141	452	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	0	219	0	0	0	0	378	208	141	452	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	211	0	219	0	0	0	0	378	208	141	452	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	0	219	0	0	0	0	378	208	141	452	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.:	211	0	219	0	0	0	0	378	208	141	452	0
Saturation Flow Module:												
Sat/Lane:	1900 1900	1900		1900 1900	1900		1900 1900	1900		1900 1900	1900	
Adjustment:	1.00 1.00	1.00		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		1.00 2.00	1.00		1.00 2.00	1.00	
Final Sat.:	1900 1900	1900		1900 3800	0		1900 3800	1900		1900 3800	1900	
Capacity Analysis Module:												
Vol/Sat:	0.11 0.00	0.12		0.00 0.00	0.00		0.00 0.10	0.11		0.07 0.12	0.00	
Crit Moves:		****						****		****		
Green/Cycle:	0.36 0.00	0.36		0.00 0.00	0.00		0.00 0.34	0.34		0.23 0.57	0.00	
Volume/Cap:	0.31 0.00	0.32		0.00 0.00	0.00		0.00 0.29	0.32		0.32 0.21	0.00	
Delay/Veh:	27.9 0.0	28.1		0.0 0.0	0.0		0.0 29.0	29.5		38.7 12.4	0.0	
User DelAdj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	27.9 0.0	28.1		0.0 0.0	0.0		0.0 29.0	29.5		38.7 12.4	0.0	
HCM2kAvg:	6 0	6		0 0	0		0 5	6		4 4	0	

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Intersection #60 Waterman Avenue @ Orange Show Road

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.648
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 35.1
Optimal Cycle: 48 Level Of Service: D

****

Street Name:	Waterman Avenue						Orange Show Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 2	0	1	1 0 2	0	1
Volume Module: 2030 AM Peak												
Base Vol:	274	900	107	44	744	62	83	361	328	176	517	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	900	107	44	744	62	83	361	328	176	517	48
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:	274	900	107	44	744	62	83	361	328	176	517	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	900	107	44	744	62	83	361	328	176	517	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	900	107	44	744	62	83	361	328	176	517	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	274	900	107	44	744	62	83	361	328	176	517	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.06	0.02	0.20	0.03	0.04	0.10	0.17	0.09	0.14	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.22	0.44	0.44	0.08	0.30	0.30	0.08	0.27	0.27	0.14	0.33	0.33
Volume/Cap:	0.65	0.54	0.13	0.28	0.65	0.11	0.52	0.36	0.65	0.65	0.42	0.08
Delay/Veh:	45.9	24.9	19.9	52.6	37.7	30.3	55.9	35.9	42.0	54.0	31.8	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	24.9	19.9	52.6	37.7	30.3	55.9	35.9	42.0	54.0	31.8	28.0
HCM2kAvg:	10	12	2	2	12	2	4	5	11	7	7	1

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Intersection #61 Del Rosa Avenue @ Third Street

Cycle (sec):	120	Critical Vol./Cap. (X):	0.679
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	39.5
Optimal Cycle:	48	Level Of Service:	D

Street Name:	Del Rosa Avenue						Third Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: 2030 AM Peak												
Base Vol:	15	94	93	32	861	287	76	579	75	381	1078	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	94	93	32	861	287	76	579	75	381	1078	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	94	93	32	861	287	76	579	75	381	1078	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	94	93	32	861	287	76	579	75	381	1078	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	94	93	32	861	287	76	579	75	381	1078	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	94	93	32	861	287	76	579	75	381	1078	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.01	0.99	1.00	1.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	1910	1890	1900	2850	950	1900	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.05	0.02	0.30	0.30	0.04	0.15	0.04	0.20	0.28	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.24	0.24	0.24	0.40	0.40	0.08	0.20	0.20	0.26	0.37	0.37
Volume/Cap:	0.09	0.21	0.21	0.07	0.76	0.76	0.48	0.78	0.20	0.78	0.76	0.03
Delay/Veh:	51.1	36.6	36.6	35.4	33.8	33.8	54.8	50.9	40.6	48.9	35.7	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	36.6	36.6	35.4	33.8	33.8	54.8	50.9	40.6	48.9	35.7	24.0
HCM2kAvg:	1	3	3	1	19	19	3	12	2	15	19	1

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Intersection #62 Waterman Avenue @ Vanderbilt Way

Cycle (sec):	100	Critical Vol./Cap. (X):	0.391
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	10.3
Optimal Cycle:	38	Level Of Service:	B

Street Name:	Waterman Avenue						Vanderbilt Way					
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:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module: 2030 AM Peak												
Base Vol:	0	1177	51	88	1068	0	0	0	0	14	0	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1177	51	88	1068	0	0	0	0	14	0	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1177	51	88	1068	0	0	0	0	14	0	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1177	51	88	1068	0	0	0	0	14	0	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1177	51	88	1068	0	0	0	0	14	0	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1177	51	88	1068	0	0	0	0	14	0	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	1.00	1.00	3.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00
Final Sat.:	1900	3800	1900	1900	5700	0	0	1900	0	3800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.03	0.05	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.64	0.64	0.10	0.74	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Volume/Cap:	0.00	0.48	0.04	0.46	0.25	0.00	0.00	0.00	0.00	0.02	0.00	0.48
Delay/Veh:	0.0	9.4	6.6	44.3	4.1	0.0	0.0	0.0	0.0	34.0	0.0	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.4	6.6	44.3	4.1	0.0	0.0	0.0	0.0	34.0	0.0	38.1
HCM2kAvg:	0	9	1	3	3	0	0	0	0	0	0	5

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Intersection #64 Waterman Avenue @ Highland Avenue

Cycle (sec):	120	Critical Vol./Cap. (X):	0.628
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	37.3
Optimal Cycle:	48	Level Of Service:	D

Street Name:	Waterman Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: 2030 AM Peak												
Base Vol:	115	224	44	208	861	173	105	356	257	150	839	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	224	44	208	861	173	105	356	257	150	839	87
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:	115	224	44	208	861	173	105	356	257	150	839	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	224	44	208	861	173	105	356	257	150	839	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	224	44	208	861	173	105	356	257	150	839	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	224	44	208	861	173	105	356	257	150	839	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	3800	1900	1900	3443	357
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.02	0.11	0.23	0.09	0.06	0.09	0.14	0.08	0.24	0.24
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.08	0.08	0.37	0.36	0.36	0.09	0.39	0.39	0.08	0.39	0.39
Volume/Cap:	0.63	0.71	0.28	0.29	0.63	0.25	0.63	0.24	0.34	0.95	0.63	0.63
Delay/Veh:	58.9	60.7	52.6	26.6	32.6	27.2	60.2	24.5	25.9	110.6	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	60.7	52.6	26.6	32.6	27.2	60.2	24.5	25.9	110.6	30.6	30.6
HCM2kAvg:	5	5	2	5	13	4	5	4	7	9	14	14

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Intersection #65 E Street @ Orange Show Road

Cycle (sec):	120	Critical Vol./Cap. (X):	0.660
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	33.4
Optimal Cycle:	48	Level Of Service:	C

Street Name:	E Street						Orange Show Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	1	1 0	2 0	2	0 1	2 0	1	1 0	2 0	2	0 1
Volume Module: 2030 AM Peak												
Base Vol:	263	374	147	73	463	333	502	873	695	180	659	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	374	147	73	463	333	502	873	695	180	659	87
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:	263	374	147	73	463	333	502	873	695	180	659	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	263	374	147	73	463	333	502	873	695	180	659	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	374	147	73	463	333	502	873	695	180	659	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	263	374	147	73	463	333	502	873	695	180	659	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	2.00	1.44	0.56	2.00	2.00	1.00	2.00	1.11	0.89	2.00	2.00	1.00
Final Sat.:	3800	2728	1072	3800	3800	1900	3800	2116	1684	3800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.02	0.12	0.18	0.13	0.41	0.41	0.05	0.17	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.19	0.19	0.08	0.19	0.48	0.28	0.58	0.58	0.08	0.37	0.46
Volume/Cap:	0.83	0.72	0.72	0.23	0.64	0.37	0.46	0.72	0.72	0.57	0.46	0.10
Delay/Veh:	70.8	48.9	48.9	51.8	46.6	20.2	35.7	19.6	19.6	55.4	28.7	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.8	48.9	48.9	51.8	46.6	20.2	35.7	19.6	19.6	55.4	28.7	18.6
HCM2kAvg:	7	10	10	1	9	8	8	21	21	4	9	2

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Intersection #66 E Street @ 2nd Street

Cycle (sec):	110	Critical Vol./Cap. (X):	0.654
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	29.5
Optimal Cycle:	48	Level Of Service:	C

Street Name:	E Street						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1	1 0	1 0	2	1 0
Volume Module: 2030 AM Peak												
Base Vol:	74	235	46	12	630	91	439	1179	199	74	269	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:	74	235	46	12	630	91	439	1179	199	74	269	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:	74	235	46	12	630	91	439	1179	199	74	269	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	235	46	12	630	91	439	1179	199	74	269	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	235	46	12	630	91	439	1179	199	74	269	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	235	46	12	630	91	439	1179	199	74	269	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	1.00	1.71	0.29	1.00	2.88	0.12
Final Sat.:	1900	1900	1900	1900	3800	1900	1900	3251	549	1900	5476	224
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.02	0.01	0.17	0.05	0.23	0.36	0.36	0.04	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.23	0.23	0.09	0.23	0.75	0.51	0.51	0.51	0.09	0.09	0.09
Volume/Cap:	0.43	0.53	0.10	0.07	0.71	0.06	0.45	0.71	0.71	0.43	0.54	0.54
Delay/Veh:	49.0	38.0	33.2	45.9	41.4	3.8	17.4	21.8	21.8	49.0	49.0	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	38.0	33.2	45.9	41.4	3.8	17.4	21.8	21.8	49.0	49.0	49.0
HCM2kAvg:	3	7	1	0	11	1	9	18	18	3	4	4

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Intersection #67 State Street @ Baseline Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: 36 Level Of Service: B

Street Name:	State Street						Baseline Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0 1	1 0	1	0 2	0 0
Volume Module: 2030 AM Peak												
Base Vol:	176	0	190	0	0	0	0	770	203	259	277	0
Growth Adj:	1.00	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	190	0	0	0	0	770	203	259	277	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	0	190	0	0	0	0	770	203	259	277	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	0	190	0	0	0	0	770	203	259	277	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	0	190	0	0	0	0	770	203	259	277	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.:	176	0	190	0	0	0	0	770	203	259	277	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.58	0.42	1.00	2.00	0.00
Final Sat.:	1900	0	1900	0	0	0	0	3007	793	1900	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.10	0.00	0.00	0.00	0.00	0.26	0.26	0.14	0.07	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.18	0.00	0.44	0.00	0.00	0.00	0.00	0.50	0.50	0.26	0.76	0.00
Volume/Cap:	0.52	0.00	0.23	0.00	0.00	0.00	0.00	0.52	0.52	0.52	0.10	0.00
Delay/Veh:	38.5	0.0	17.3	0.0	0.0	0.0	0.0	17.3	17.3	32.3	3.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	0.0	17.3	0.0	0.0	0.0	0.0	17.3	17.3	32.3	3.1	0.0
HCM2kAvg:	5	0	4	0	0	0	0	10	10	7	1	0

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Intersection #68 Kendall Drive @ 40th Street

Cycle (sec):	120	Critical Vol./Cap. (X):	0.285
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	12.8
Optimal Cycle:	38	Level Of Service:	B

Street Name:	Kendall Drive						40th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 AM Peak												
Base Vol:	0	319	2	336	546	0	0	0	0	9	0	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	319	2	336	546	0	0	0	0	9	0	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	319	2	336	546	0	0	0	0	9	0	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	319	2	336	546	0	0	0	0	9	0	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	319	2	336	546	0	0	0	0	9	0	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	319	2	336	546	0	0	0	0	9	0	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.99	0.01	1.00	2.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00
Final Sat.:	1900	3776	24	1900	3800	1900	1900	3800	0	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.18	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.16
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.27	0.27	0.58	0.85	0.00	0.00	0.00	0.00	0.08	0.00	0.66
Volume/Cap:	0.00	0.31	0.31	0.31	0.17	0.00	0.00	0.00	0.00	0.06	0.00	0.25
Delay/Veh:	0.0	34.6	34.6	13.3	1.6	0.0	0.0	0.0	0.0	50.8	0.0	8.5
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	34.6	34.6	13.3	1.6	0.0	0.0	0.0	0.0	50.8	0.0	8.5
HCM2kAvg:	0	5	6	6	2	0	0	0	0	0	0	5

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Intersection #69 Mount Vernon Avenue @ Baseline Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.527
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	22.0
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Mount Vernon Avenue						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 AM Peak												
Base Vol:	28	234	39	111	611	52	82	867	117	117	504	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	234	39	111	611	52	82	867	117	117	504	107
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:	28	234	39	111	611	52	82	867	117	117	504	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	234	39	111	611	52	82	867	117	117	504	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	234	39	111	611	52	82	867	117	117	504	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	234	39	111	611	52	82	867	117	117	504	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.71	0.29	1.00	1.84	0.16	1.00	1.76	0.24	1.00	1.65	0.35
Final Sat.:	1900	3257	543	1900	3502	298	1900	3348	452	1900	3135	665
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.06	0.17	0.17	0.04	0.26	0.26	0.06	0.16	0.16
Crit Moves:					****			****		****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.10	0.49	0.49	0.12	0.51	0.51
Volume/Cap:	0.04	0.22	0.22	0.18	0.53	0.53	0.43	0.53	0.53	0.53	0.32	0.32
Delay/Veh:	22.7	24.2	24.2	23.9	27.5	27.5	43.9	17.7	17.7	43.9	14.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	24.2	24.2	23.9	27.5	27.5	43.9	17.7	17.7	43.9	14.5	14.5
HCM2kAvg:	1	3	3	2	9	8	3	10	10	4	5	5

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Intersection #70 Waterman Avenue @ Mill Street

Cycle (sec):	120	Critical Vol./Cap. (X):	0.533
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	38.6
Optimal Cycle:	48	Level Of Service:	D

Street Name:	Waterman Avenue						Mill Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: 2030 AM Peak												
Base Vol:	99	612	181	144	718	214	290	587	124	147	490	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	612	181	144	718	214	290	587	124	147	490	155
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:	99	612	181	144	718	214	290	587	124	147	490	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	612	181	144	718	214	290	587	124	147	490	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	612	181	144	718	214	290	587	124	147	490	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	99	612	181	144	718	214	290	587	124	147	490	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.32	0.68	1.00	2.31	0.69	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	4399	1301	1900	4391	1309	1900	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.08	0.16	0.16	0.15	0.15	0.07	0.08	0.13	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.32	0.32	0.08	0.31	0.31	0.29	0.45	0.45	0.08	0.24	0.24
Volume/Cap:	0.53	0.43	0.43	0.91	0.53	0.53	0.53	0.35	0.15	0.93	0.53	0.34
Delay/Veh:	54.5	32.3	32.3	100.5	34.8	34.8	37.1	22.0	19.8	105.4	40.2	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	32.3	32.3	100.5	34.8	34.8	37.1	22.0	19.8	105.4	40.2	38.0
HCM2kAvg:	4	8	8	8	10	10	9	7	3	9	8	5

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Intersection #71 E Street @ 30th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.449
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	15.3
Optimal Cycle:	24	Level Of Service:	B

Street Name:	E Street						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module: 2030 AM Peak												
Base Vol:	7	531	50	256	620	362	145	64	35	328	190	289
Growth Adj:	1.00	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	531	50	256	620	362	145	64	35	328	190	289
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:	7	531	50	256	620	362	145	64	35	328	190	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	531	50	256	620	362	145	64	35	328	190	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	531	50	256	620	362	145	64	35	328	190	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	531	50	256	620	362	145	64	35	328	190	289
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.83	0.17	1.00	1.26	0.74	1.00	1.29	0.71	1.00	2.00	1.00
Final Sat.:	1900	3473	327	1900	2399	1401	1900	2457	1343	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.13	0.26	0.26	0.08	0.03	0.03	0.17	0.05	0.15
Crit Moves:					****					****		
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.01	0.27	0.27	0.23	0.45	0.45	0.20	0.07	0.07	0.45	0.13	0.40
Delay/Veh:	9.0	10.7	10.7	10.5	12.3	12.3	20.6	19.5	19.5	23.3	20.0	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	10.7	10.7	10.5	12.3	12.3	20.6	19.5	19.5	23.3	20.0	22.7
HCM2kAvg:	0	4	4	4	9	9	3	1	1	8	2	6

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Intersection #72 Ohio Avenue @ Palm Avenue

****

Average Delay (sec/veh): 7.9 Worst Case Level Of Service: A[9.3]

****

Street Name:	Ohio Avenue									Palm Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T - R	L	-	T - R	L	-	T - R	L	-	T - R			
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	0	1	0 0 1	0	1	0 0 1	0	1	0 0 1	0	1	0 0 1			
Volume Module: 2030 AM Peak															
Base Vol:	33	0	0	0	1	14	11	18	10	1	76	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:	33	0	0	0	1	14	11	18	10	1	76	10			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	33	0	0	0	1	14	11	18	10	1	76	10			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	33	0	0	0	1	14	11	18	10	1	76	10			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Final Vol.:	33	0	0	0	1	14	11	18	10	1	76	10			
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3			
Capacity Module:															
Cnflict Vol:	15	xxxx	xxxxx	xxxx	xxxx	xxxxx	110	67	1	88	81	0			
Potent Cap.:	1616	xxxx	xxxxx	xxxx	xxxx	xxxxx	873	828	1090	902	813	0			
Move Cap.:	1616	xxxx	xxxxx	xxxx	xxxx	xxxxx	797	810	1090	865	796	0			
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.02	0.01	0.00	0.10	0.00			
Level Of Service Module:															
Queue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	0.0			
Stopped Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.3	xxxxx	xxxx	0.0			
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	A			
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT					
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	805	xxxx	xxxxx	797	xxxx	xxxxx			
SharedQueue:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx			
Shrd StpDel:	7.3	xxxx	xxxxx	0.0	xxxx	xxxxx	9.6	xxxx	xxxxx	10.0	xxxx	xxxxx			
Shared LOS:	A	*	*	A	*	*	A	*	*	A	*	*			
ApproachDel:	xxxxxx			xxxxxx			9.3			8.9					
ApproachLOS:	*			*			A			A					

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Intersection #73 Victoria Avenue @ Highland Avenue

Cycle (sec):	120	Critical Vol./Cap. (X):	0.382
Loss Time (sec):	8 (Y+R = 4 sec)	Average Delay (sec/veh):	26.0
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Victoria Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	11 0	1	1 0	1	1 0	1 0	2 0	1
Volume Module: 2030 AM Peak												
Base Vol:	138	20	26	17	103	70	43	471	254	190	854	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	20	26	17	103	70	43	471	254	190	854	54
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:	138	20	26	17	103	70	43	471	254	190	854	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	20	26	17	103	70	43	471	254	190	854	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	20	26	17	103	70	43	471	254	190	854	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	138	20	26	17	103	70	43	471	254	190	854	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	xxxx	1.00	1.00	1.30	0.70	1.00	2.00	1.00
Final Sat.:	1900	1900	1900	1900	xxxx	1900	1900	2469	1331	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.01	0.01	0.00	0.04	0.02	0.19	0.19	0.10	0.22	0.03
Crit Moves:	****					****	****				****	
Green/Cycle:	0.18	0.14	0.14	0.14	0.09	0.09	0.08	0.43	0.43	0.23	0.57	0.57
Volume/Cap:	0.39	0.08	0.10	0.06	0.05	0.39	0.27	0.44	0.44	0.44	0.39	0.05
Delay/Veh:	43.7	45.1	45.2	45.0	49.5	52.6	52.5	24.3	24.3	40.8	14.3	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	45.1	45.2	45.0	49.5	52.6	52.5	24.3	24.3	40.8	14.3	11.4
HCM2kAvg:	5	1	1	1	0	3	2	9	9	6	9	1

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Intersection #74 Palm Avenue @ Highland Avenue

Cycle (sec):	120	Critical Vol./Cap. (X):	0.725
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	39.7
Optimal Cycle:	53	Level Of Service:	D

Street Name:	Palm Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 AM Peak												
Base Vol:	214	92	93	58	390	206	52	135	265	318	590	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	92	93	58	390	206	52	135	265	318	590	73
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:	214	92	93	58	390	206	52	135	265	318	590	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	92	93	58	390	206	52	135	265	318	590	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	92	93	58	390	206	52	135	265	318	590	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	214	92	93	58	390	206	52	135	265	318	590	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	2.00	1.00	1.00	1.00	0.65	0.35	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3800	1900	1900	1900	1243	657	1900	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.03	0.31	0.31	0.03	0.04	0.14	0.17	0.16	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.26	0.26	0.26	0.43	0.43	0.08	0.19	0.19	0.23	0.34	0.34
Volume/Cap:	0.68	0.19	0.19	0.12	0.73	0.73	0.33	0.19	0.73	0.73	0.46	0.11
Delay/Veh:	59.1	35.0	35.1	34.3	31.8	31.8	53.1	40.8	53.0	49.0	31.5	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.1	35.0	35.1	34.3	31.8	31.8	53.1	40.8	53.0	49.0	31.5	27.5
HCM2kAvg:	5	3	3	2	19	19	2	2	11	12	9	2

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Intersection #75 SR-30 EB Ramps @ Highland Avenue

Cycle (sec):	110	Critical Vol./Cap. (X):	0.600
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	20.3
Optimal Cycle:	27	Level Of Service:	C

Street Name:	SR-30 EB Ramps						Highland Avenue					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Lanes:	0 0	0	0 0	2 0	0	0 2	0 0	2	0 0	0 0	2	0 0
Volume Module: 2030 AM Peak												
Base Vol:	0	0	0	1185	0	220	0	408	0	0	1011	0
Growth Adj:	1.00	1.00	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	1185	0	220	0	408	0	0	1011	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1185	0	220	0	408	0	0	1011	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1185	0	220	0	408	0	0	1011	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1185	0	220	0	408	0	0	1011	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	1185	0	220	0	408	0	0	1011	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	3800	0	3800	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.06	0.00	0.11	0.00	0.00	0.27	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.52	0.00	0.52	0.00	0.44	0.00	0.00	0.44	0.00
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.11	0.00	0.24	0.00	0.00	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	18.9	0.0	13.5	0.0	19.1	0.0	0.0	23.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.9	0.0	13.5	0.0	19.1	0.0	0.0	23.8	0.0
HCM2kAvg:	0	0	0	14	0	2	0	4	0	0	13	0

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Intersection #76 SR-30 WB Ramps @ Highland Avenue

Cycle (sec):	110	Critical Vol./Cap. (X):	0.317
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	13.5
Optimal Cycle:	26	Level Of Service:	B

Street Name:	SR-30 WB Ramps						Highland Avenue					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	0	10	10	10	0	0	10	10
Lanes:	2 0	0 1	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module: 2030 AM Peak												
Base Vol:	333	0	150	0	0	0	0	805	0	0	677	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	333	0	150	0	0	0	0	805	0	0	677	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	333	0	150	0	0	0	0	805	0	0	677	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	333	0	150	0	0	0	0	805	0	0	677	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	0	150	0	0	0	0	805	0	0	677	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.:	333	0	150	0	0	0	0	805	0	0	677	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3800	0	1900	1900	0	1900	1900	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.08	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.18	0.00
Crit Moves:	****							****				
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.67	0.00	0.00	0.67	0.00
Volume/Cap:	0.32	0.00	0.29	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.27	0.00
Delay/Veh:	31.7	0.0	31.5	0.0	0.0	0.0	0.0	7.7	0.0	0.0	7.4	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:	31.7	0.0	31.5	0.0	0.0	0.0	0.0	7.7	0.0	0.0	7.4	0.0
HCM2kAvg:	4	0	4	0	0	0	0	6	0	0	5	0

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Intersection #77 Arden Avenue @ Highland Avenue

Cycle (sec):	120	Critical Vol./Cap. (X):	0.707
Loss Time (sec):	10 (Y+R = 3 sec)	Average Delay (sec/veh):	34.9
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Arden Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	2	0 1	1 0	2	1 0
Volume Module: 2030 AM Peak												
Base Vol:	252	81	152	16	190	77	37	787	493	352	681	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	81	152	16	190	77	37	787	493	352	681	43
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:	252	81	152	16	190	77	37	787	493	352	681	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:	252	81	152	16	190	77	37	787	493	352	681	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	81	152	16	190	77	37	787	493	352	681	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.:	252	81	152	16	190	77	37	787	493	352	681	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.42	0.58	2.00	2.00	1.00	1.00	2.82	0.18
Final Sat.:	1900	1900	1900	1900	2704	1096	3800	3800	1900	1900	5361	339
Capacity Analysis Module:												
Vol/Sat:	0.13	0.04	0.08	0.01	0.07	0.07	0.01	0.21	0.26	0.19	0.13	0.13
Crit Moves:	****				****				****	****		
Green/Cycle:	0.19	0.14	0.14	0.14	0.10	0.10	0.08	0.37	0.37	0.26	0.55	0.55
Volume/Cap:	0.71	0.30	0.56	0.06	0.71	0.71	0.12	0.56	0.71	0.71	0.23	0.23
Delay/Veh:	52.0	46.2	49.5	44.5	58.4	58.4	51.1	30.8	35.8	44.7	14.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	46.2	49.5	44.5	58.4	58.4	51.1	30.8	35.8	44.7	14.2	14.2
HCM2kAvg:	10	3	6	1	6	6	1	12	16	13	4	4

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San Bernardino General Plan Update
2030 Conditions
AM Peak

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

****

Intersection #78 Arden Avenue @ SR-30 WB Ramps

****

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

****

Street Name:	Arden Avenue						SR-30 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 0	0 0		0 0 2	0 0		0 0 1	1 1	
Volume Module: 2030 AM Peak												
Base Vol:	0	0	0	0	0	0	0	955	0	0	1010	1339
Growth Adj:	1.00	1.00	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	955	0	0	1010	1339
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	955	0	0	1010	1339
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	955	0	0	1010	1339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	955	0	0	1010	1339
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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San Bernardino General Plan Update
2030 Conditions
AM Peak

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

Intersection #79 Arden Avenue @ SR-30 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.417
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	15.7
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Arden Avenue						SR-30 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	10	10	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module: 2030 AM Peak												
Base Vol:	0	553	66	451	584	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	553	66	451	584	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	553	66	451	584	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	553	66	451	584	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	553	66	451	584	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	553	66	451	584	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	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	1.79	0.21	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3395	405	1900	3800	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.24	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.39	0.39	0.57	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.42	0.42	0.42	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.4	22.4	12.4	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.4	22.4	12.4	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	0	7	7	8	4	0	0	0	0	0	0	0

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General Plan Update: 2004

INTERSECTION LOS CALCULATION SHEETS EXISTING PM PEAK HOURS

City of San Bernardino General Plan
Existing Conditions
PM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Pepper Avenue @ Rialto Avenue	B	16.4	0.496	B	16.4	0.496	+ 0.000 D/V
# 2 Pepper Avenue @ Mill Street	C	30.4	0.450	C	30.4	0.450	+ 0.000 D/V
# 3 Meridian Avenue @ Rialto Avenu	F	75.1	0.000	F	75.1	0.000	+ 0.000 D/V
# 4 Northpark Boulevard @ Fairview	A	9.6	0.000	A	9.6	0.000	+ 0.000 D/V
# 5 Northpark Boulevard @ Universi	D	39.6	0.689	D	39.6	0.689	+ 0.000 D/V
# 6 Kendall Drive @ University Par	C	28.6	0.595	C	28.6	0.595	+ 0.000 D/V
# 7 Northpark Boulevard @ Sierra W	C	16.1	0.000	C	16.1	0.000	+ 0.000 D/V
# 8 E Street @ Highland Avenue	C	21.7	0.900	C	21.7	0.900	+ 0.000 D/V
# 9 Hunts Lane @ E Street	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 11 Waterman Avenue @ Fifth Street	F	256.2	1.593	F	256.2	1.593	+ 0.000 D/V
# 12 E Street @ Baseline Street	B	19.4	0.566	B	19.4	0.566	+ 0.000 D/V
# 13 Arrowhead Avenue @ Baseline St	D	38.3	1.043	D	38.3	1.043	+ 0.000 D/V
# 14 Mount Vernon Avenue @ 2nd Stre	C	30.0	0.643	C	30.0	0.643	+ 0.000 D/V
# 15 Mount Vernon Avenue @ Rialto A	B	14.0	0.384	B	14.0	0.384	+ 0.000 D/V
# 16 K Street @ 3rd Street	A	9.3	0.000	A	9.3	0.000	+ 0.000 D/V
# 17 Mount Vernon Avenue @ 5th Stre	C	22.5	0.489	C	22.5	0.489	+ 0.000 D/V
# 18 Waterman Avenue @ 30th Street	C	23.4	0.654	C	23.4	0.654	+ 0.000 D/V
# 19 Kendall Drive @ Palm Avenue	C	23.9	0.480	C	23.9	0.480	+ 0.000 D/V
# 20 Belmont Avenue @ Palm Avenue	A	8.5	0.232	A	8.5	0.232	+ 0.000 V/C
# 21 Sierra Way @ 30th Street	B	15.0	0.361	B	15.0	0.361	+ 0.000 D/V
# 22 Del Rosa Avenue @ Baseline Str	C	24.7	0.396	C	24.7	0.396	+ 0.000 D/V
# 23 Waterman Avenue @ SR-30 EB Ram	F	90.4	1.171	F	90.4	1.171	+ 0.000 D/V
# 24 Leroy/SR-30 WB On Ramp @ 30th	B	17.4	0.401	B	17.4	0.401	+ 0.000 D/V

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City of San Bernardino General Plan
Existing Conditions
PM Peak

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 25 SR-30 WB Off Ramp @ 30th Stree	F	946.1	0.000	F	946.1	0.000	+ 0.000 D/V
# 26 Del Rosa Avenue @ Lynwood Driv	B	13.9	0.334	B	13.9	0.334	+ 0.000 D/V
# 27 Harrison Street @ 40th Street	B	13.3	0.000	B	13.3	0.000	+ 0.000 D/V
# 28 Sterling Avenue @ Highland Ave	C	31.4	0.538	C	31.4	0.538	+ 0.000 D/V
# 29 Waterman Avenue @ Marshall Bou	A	4.0	0.451	A	4.0	0.451	+ 0.000 D/V
# 30 Waterman Avenue @ 36th Street	C	23.8	0.000	C	23.8	0.000	+ 0.000 D/V
# 31 Sterling Avenue @ Lynwood Driv	B	12.6	0.437	B	12.6	0.437	+ 0.000 V/C
# 32 Sterling Avenue @ Foothill Dri	A	7.9	0.131	A	7.9	0.131	+ 0.000 V/C
# 33 Del Rosa Avenue @ Foothill Dri	B	11.5	0.000	B	11.5	0.000	+ 0.000 D/V
# 34 30th Street @ Lynwood Drive	A	7.2	0.000	A	7.2	0.000	+ 0.000 D/V
# 35 Waterman Avenue @ 40th Street	C	24.8	0.506	C	24.8	0.506	+ 0.000 D/V
# 36 Waterman Avenue @ 34th Street	D	29.9	0.000	D	29.9	0.000	+ 0.000 D/V
# 37 Waterman Avenue @ Parkdale Ave	B	11.1	0.501	B	11.1	0.501	+ 0.000 D/V
# 38 Valencia Avenue @ 30th Street	B	14.8	0.257	B	14.8	0.257	+ 0.000 D/V
# 39 Valencia Avenue @ 40th Street	B	11.5	0.412	B	11.5	0.412	+ 0.000 V/C
# 40 Del Rosa Avenue @ SR-30 EB Ram	C	29.0	0.810	C	29.0	0.810	+ 0.000 D/V
# 41 Del Rosa Avenue @ SR-30 WB Ram	C	27.4	0.855	C	27.4	0.855	+ 0.000 D/V
# 42 Sierra Way @ 40th Street	C	21.3	0.432	C	21.3	0.432	+ 0.000 D/V
# 43 Waterman Avenue @ Hospitality	D	46.8	0.984	D	46.8	0.984	+ 0.000 D/V
# 44 Hospitality Lane @ Carnegie Dr	D	41.1	0.906	D	41.1	0.906	+ 0.000 D/V
# 45 Tippecanoe Avenue @ Rialto Ave	F	102.6	0.000	F	102.6	0.000	+ 0.000 D/V
# 46 Tippecanoe Ave @ Harry Shepard	C	20.2	0.828	C	20.2	0.828	+ 0.000 D/V
# 47 Tippecanoe Avenue @ 3rd Street	C	32.5	0.698	C	32.5	0.698	+ 0.000 D/V
# 48 Tippecanoe Ave @ Mill Street	C	22.2	0.790	C	22.2	0.790	+ 0.000 D/V
# 49 Rancho Avenue @ 5th St/Foothil	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V

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City of San Bernardino General Plan
Existing Conditions
PM Peak

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 50 Mount Vernon Avenue @ Mill Str	C	31.7	0.667	C	31.7	0.667	+ 0.000 D/V
# 51 Mountain View Ave @ San Bernar	F	90.2	1.360	F	90.2	1.360	+ 0.000 V/C
# 52 Mount Vernon Avenue @ Highland	C	27.5	0.679	C	27.5	0.679	+ 0.000 D/V
# 53 State Street @ Highland Avenue	A	9.3	0.594	A	9.3	0.594	+ 0.000 D/V
# 54 Tippecanoe Ave @ Hospitality L	C	25.3	0.621	C	25.3	0.621	+ 0.000 D/V
# 55 Tippecanoe Ave @ San Bernardin	D	42.1	0.828	D	42.1	0.828	+ 0.000 D/V
# 56 Pepper Avenue @ Valley Bouleva	C	31.7	0.755	C	31.7	0.755	+ 0.000 D/V
# 57 Lena Road @ Mill Street	B	18.0	0.206	B	18.0	0.206	+ 0.000 D/V
# 58 Waterman Avenue @ Barton Road	D	40.3	0.944	D	40.3	0.944	+ 0.000 D/V
# 59 Boulder Avenue @ Highland Aven	C	34.6	0.490	C	34.6	0.490	+ 0.000 D/V
# 60 Waterman Avenue @ Orange Show	D	35.7	0.652	D	35.7	0.652	+ 0.000 D/V
# 61 Del Rosa Avenue @ Third Street	C	31.1	0.469	C	31.1	0.469	+ 0.000 D/V
# 62 Waterman Avenue @ Vanderbilt W	C	23.3	0.584	C	23.3	0.584	+ 0.000 D/V
# 63 Del Rosa Avenue @ Date Street	C	23.0	0.527	C	23.0	0.527	+ 0.000 D/V
# 64 Waterman Avenue @ Highland Ave	D	39.2	0.650	D	39.2	0.650	+ 0.000 D/V
# 65 E Street @ Orange Show Road	D	37.5	0.631	D	37.5	0.631	+ 0.000 D/V
# 66 E Street @ 2nd Street	C	34.2	0.576	C	34.2	0.576	+ 0.000 D/V
# 67 State Street @ Baseline Street	A	5.5	0.335	A	5.5	0.335	+ 0.000 D/V
# 68 Kendall Drive @ 40th Street	C	25.9	0.436	C	25.9	0.436	+ 0.000 D/V
# 69 Mount Vernon Avenue @ Baseline	C	23.3	0.532	C	23.3	0.532	+ 0.000 D/V
# 70 Waterman Avenue @ Mill Street	D	35.2	0.540	D	35.2	0.540	+ 0.000 D/V
# 71 E Street @ 30th Street	B	12.6	0.562	B	12.6	0.562	+ 0.000 D/V
# 72 Ohio Avenue @ Palm Avenue	A	9.6	0.000	A	9.6	0.000	+ 0.000 D/V
# 73 Victoria Avenue @ Highland Ave	D	39.9	0.683	D	39.9	0.683	+ 0.000 D/V

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City of San Bernardino General Plan
Existing Conditions
PM Peak

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 74 Palm Avenue @ Highland Avenue	C	32.4	0.520	C	32.4	0.520	+ 0.000 D/V
# 75 SR-30 EB Ramps @ Highland Aven	B	18.5	0.464	B	18.5	0.464	+ 0.000 D/V
# 76 SR-30 WB Ramps @ Highland Aven	B	14.2	0.469	B	14.2	0.469	+ 0.000 D/V
# 77 Arden Avenue @ Highland Avenue	C	34.2	0.633	C	34.2	0.633	+ 0.000 D/V
# 78 Arden Avenue @ SR-30 WB Ramps	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V
# 79 Arden Avenue @ SR-30 EB Ramps	B	14.2	0.345	B	14.2	0.345	+ 0.000 D/V
# 80 I Street @ 2nd Street	B	13.6	0.221	B	13.6	0.221	+ 0.000 D/V

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City of San Bernardino General Plan
Existing Conditions
PM Peak

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

Intersection #1 Pepper Avenue @ Rialto Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.496
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	16.4
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Pepper Avenue						Rialto Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module: Existing PM Peak												
Base Vol:	97	665	213	66	440	39	44	290	53	174	376	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	665	213	66	440	39	44	290	53	174	376	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	102	700	224	69	463	41	46	305	56	183	396	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	700	224	69	463	41	46	305	56	183	396	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	102	700	224	69	463	41	46	305	56	183	396	112
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.51	0.49	1.00	1.84	0.16	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	2727	873	1800	3307	293	1800	1800	1800	1800	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.04	0.14	0.14	0.03	0.17	0.03	0.10	0.22	0.06
Crit Moves:		****									****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.11	0.50	0.50	0.07	0.27	0.27	0.06	0.38	0.07	0.23	0.50	0.14
Delay/Veh:	12.4	15.9	15.9	12.2	13.6	13.6	16.0	19.0	16.1	17.4	20.4	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	15.9	15.9	12.2	13.6	13.6	16.0	19.0	16.1	17.4	20.4	16.6
HCM2kAvg:	2	9	9	1	4	4	1	6	1	3	9	2

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City of San Bernardino General Plan
Existing Conditions
PM Peak

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

Intersection #11 Waterman Avenue @ Fifth Street

Cycle (sec):	120	Critical Vol./Cap. (X):	1.593
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	256.2
Optimal Cycle:	130	Level Of Service:	F

Street Name:	Waterman Avenue						Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: Existing PM Peak												
Base Vol:	271	3490	332	83	2243	288	384	1160	279	134	447	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	3490	332	83	2243	288	384	1160	279	134	447	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	285	3674	349	87	2361	303	404	1221	294	141	471	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	3674	349	87	2361	303	404	1221	294	141	471	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	285	3674	349	87	2361	303	404	1221	294	141	471	131
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.16	1.02	0.19	0.05	0.66	0.17	0.22	0.34	0.16	0.08	0.13	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.58	0.58	0.08	0.53	0.53	0.17	0.19	0.19	0.08	0.10	0.10
Volume/Cap:	1.24	1.77	0.34	0.58	1.24	0.32	1.29	1.77	0.85	0.94	1.29	0.72
Delay/Veh:	190.1	376	13.6	58.7	139	16.1	203.6	402	65.1	110.4	205	65.2
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:	190.1	376	13.6	58.7	139	16.1	203.6	402	65.1	110.4	205	65.2
HCM2kAvg:	20	164	7	4	72	6	28	56	13	8	18	6

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

Intersection #3 Meridian Avenue @ Rialto Avenue

Average Delay (sec/veh): 11.4 Worst Case Level Of Service: F[75.1]

Street Name:	Meridian Avenue						Rialto Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 0 1 0			1 0 0 1 0		
Volume Module: Existing PM Peak												
Base Vol:	1	0	1	67	0	106	190	358	1	1	486	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	1	67	0	106	190	358	1	1	486	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	1	0	1	71	0	112	200	377	1	1	512	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	0	1	71	0	112	200	377	1	1	512	97
Critical Gap Module:												
Critical Gp:	7.1	xxxx	6.2	7.1	xxxx	6.2	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:	1395	xxxx	377	1340	xxxx	560	608	xxxx	xxxxx	378	xxxx	xxxxx
Potent Cap.:	120	xxxx	674	131	xxxx	532	980	xxxx	xxxxx	1192	xxxx	xxxxx
Move Cap.:	80	xxxx	674	110	xxxx	532	980	xxxx	xxxxx	1192	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	0.00	0.64	xxxx	0.21	0.20	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	143	xxxxx	xxxx	214	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	6.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	30.6	xxxxx	xxxxx	75.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	F	*	*	*	*	*	*	*
ApproachDel:		30.6			75.1			xxxxxx			xxxxxx	
ApproachLOS:		D			F			*			*	

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2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #4 Northpark Boulevard @ Fairview Drive

****

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: A[9.6]

****

Street Name:	Northpark Boulevard						Fairview Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module: Existing PM Peak												
Base Vol:	0	12	98	1	11	0	0	0	0	139	0	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:	0	12	98	1	11	0	0	0	0	139	0	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:	0.95	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	13	103	1	12	0	0	0	0	146	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	13	103	1	12	0	0	0	0	146	0	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	116	xxxx	xxxxx	xxxx	xxxx	xxxxx	78	xxxx	64
Potent Cap.:	xxxx	xxxx	xxxxx	1486	xxxx	xxxxx	xxxx	xxxx	xxxxx	930	xxxx	1006
Move Cap.:	xxxx	xxxx	xxxxx	1486	xxxx	xxxxx	xxxx	xxxx	xxxxx	929	xxxx	1006
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	0.00
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	930	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.6		
ApproachLOS:	*			*			*			A		

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Intersection #5 Northpark Boulevard @ University Parkway

Cycle (sec):	120	Critical Vol./Cap. (X):	0.689
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	39.6
Optimal Cycle:	48	Level Of Service:	D

Street Name:	Northpark Boulevard						University Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 1	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: Existing PM Peak												
Base Vol:	573	86	77	11	117	375	262	729	618	74	455	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	573	86	77	11	117	375	262	729	618	74	455	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	603	91	81	12	123	395	276	767	651	78	479	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	603	91	81	12	123	395	276	767	651	78	479	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.:	603	91	81	12	123	395	276	767	651	78	479	13
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3600	3600	1800	1800	3600	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.17	0.03	0.05	0.01	0.03	0.22	0.15	0.21	0.36	0.04	0.13	0.01
Crit Moves:	****					****		****		****		
Green/Cycle:	0.24	0.24	0.24	0.31	0.31	0.31	0.21	0.30	0.54	0.08	0.18	0.18
Volume/Cap:	0.71	0.11	0.19	0.02	0.11	0.71	0.74	0.71	0.67	0.52	0.74	0.04
Delay/Veh:	44.3	35.8	36.8	28.7	29.6	40.6	52.5	39.3	21.8	55.9	51.3	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	35.8	36.8	28.7	29.6	40.6	52.5	39.3	21.8	55.9	51.3	40.8
HCM2kAvg:	11	1	2	0	2	14	11	14	18	3	10	0

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Intersection #6 Kendall Drive @ University Parkway

Cycle (sec):	100	Critical Vol./Cap. (X):	0.595
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	28.6
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Kendall Drive						University Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 1	0	1 0	2 1	0
Volume Module: Existing PM Peak												
Base Vol:	292	408	77	346	416	125	186	1162	351	55	841	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	408	77	346	416	125	186	1162	351	55	841	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	307	429	81	364	438	132	196	1223	369	58	885	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	429	81	364	438	132	196	1223	369	58	885	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	307	429	81	364	438	132	196	1223	369	58	885	153
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.30	0.70	1.00	2.56	0.44
Final Sat.:	3600	3600	1800	3600	3600	1800	3600	4147	1253	1800	4606	794
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.05	0.10	0.12	0.07	0.05	0.29	0.29	0.03	0.19	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.19	0.19	0.16	0.25	0.25	0.10	0.47	0.47	0.10	0.47	0.63
Volume/Cap:	0.85	0.63	0.24	0.63	0.49	0.29	0.54	0.63	0.63	0.32	0.41	0.30
Delay/Veh:	61.9	39.1	34.7	41.4	32.4	30.6	44.5	20.5	20.5	42.9	17.5	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	39.1	34.7	41.4	32.4	30.6	44.5	20.5	20.5	42.9	17.5	8.5
HCM2kAvg:	7	7	2	6	6	3	4	13	13	2	7	5

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Intersection #7 Northpark Boulevard @ Sierra Way

****

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: C[16.1]

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Street Name:	Northpark Boulevard									Sierra Way								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module: Existing PM Peak																				
Base Vol:	0	106	215			3	143	0			0	0	0			352	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	106	215			3	143	0			0	0	0			352	0	2		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF 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	112	226			3	151	0			0	0	0			371	0	2		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	0	112	226			3	151	0			0	0	0			371	0	2		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx			6.8	xxxx	6.9		
FollowUpTim:	xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx			3.5	xxxx	3.3		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			338	xxxx	xxxxx			xxxx	xxxx	xxxxx			281	xxxx	150		
Potent Cap.:	xxxx	xxxx	xxxxx			1233	xxxx	xxxxx			xxxx	xxxx	xxxxx			691	xxxx	875		
Move Cap.:	xxxx	xxxx	xxxxx			1233	xxxx	xxxxx			xxxx	xxxx	xxxxx			690	xxxx	875		
Volume/Cap:	xxxx	xxxx	xxxx			0.00	xxxx	xxxx			xxxx	xxxx	xxxx			0.54	xxxx	0.00		
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx			0.0	xxxx	xxxxx			xxxxx	xxxx	xxxxx			3.2	xxxx	0.0		
Stopped Del:	xxxxx	xxxx	xxxxx			7.9	xxxx	xxxxx			xxxxx	xxxx	xxxxx			16.1	xxxx	9.1		
LOS by Move:	*	*	*			A	*	*			*	*	*			C	*	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	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					16.1				
ApproachLOS:	*					*					*					C				

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Intersection #8 E Street @ Highland Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.900
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	21.7
Optimal Cycle:	85	Level Of Service:	C

Street Name:	E Street						Highland Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: Existing PM Peak												
Base Vol:	325	703	234	195	427	78	166	1844	272	216	2017	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	703	234	195	427	78	166	1844	272	216	2017	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	342	740	246	205	449	82	175	1941	286	227	2123	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	740	246	205	449	82	175	1941	286	227	2123	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	342	740	246	205	449	82	175	1941	286	227	2123	216
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.50	0.50	1.00	1.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	2701	899	1800	3044	556	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.19	0.27	0.27	0.11	0.15	0.15	0.10	0.54	0.16	0.13	0.59	0.12
Crit Moves:		****									****	
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.66	0.66	0.66	0.66	0.66	0.66
Volume/Cap:	0.62	0.90	0.90	0.37	0.48	0.48	0.15	0.82	0.24	0.19	0.90	0.18
Delay/Veh:	32.1	43.4	43.4	27.7	28.7	28.7	6.6	15.3	7.2	6.9	19.6	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	43.4	43.4	27.7	28.7	28.7	6.6	15.3	7.2	6.9	19.6	6.8
HCM2kAvg:	10	18	18	5	7	7	2	24	4	3	31	3

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

****

Intersection #9 Hunts Lane @ E Street

****

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

****

Street Name:	Hunts Lane						E Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Ignore			Include		
Lanes:	1 0 2	0	0	0 0 2	0	1	1 0 0	0	1	0 0 0	0	0
Volume Module: Existing PM Peak												
Base Vol:	1263	768	0	0	783	594	56	0	993	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:	1263	768	0	0	783	594	56	0	993	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	1329	808	0	0	824	625	59	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1329	808	0	0	824	625	59	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1449	xxxx	xxxxx	xxxx	xxxx	xxxxx	3887	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	473	xxxx	xxxxx	xxxx	xxxx	xxxxx	3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	473	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	2.81	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	111.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	838.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
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	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			*		

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Intersection #11 Waterman Avenue @ Fifth Street

Cycle (sec):	120	Critical Vol./Cap. (X):	1.593
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	256.2
Optimal Cycle:	130	Level Of Service:	F

Street Name:	Waterman Avenue						Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: Existing PM Peak												
Base Vol:	271	3490	332	83	2243	288	384	1160	279	134	447	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	3490	332	83	2243	288	384	1160	279	134	447	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	285	3674	349	87	2361	303	404	1221	294	141	471	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	3674	349	87	2361	303	404	1221	294	141	471	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	285	3674	349	87	2361	303	404	1221	294	141	471	131
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.16	1.02	0.19	0.05	0.66	0.17	0.22	0.34	0.16	0.08	0.13	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.58	0.58	0.08	0.53	0.53	0.17	0.19	0.19	0.08	0.10	0.10
Volume/Cap:	1.24	1.77	0.34	0.58	1.24	0.32	1.29	1.77	0.85	0.94	1.29	0.72
Delay/Veh:	190.1	376	13.6	58.7	139	16.1	203.6	402	65.1	110.4	205	65.2
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:	190.1	376	13.6	58.7	139	16.1	203.6	402	65.1	110.4	205	65.2
HCM2kAvg:	20	164	7	4	72	6	28	56	13	8	18	6

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Intersection #12 E Street @ Baseline Street

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 19.4
Optimal Cycle: 36 Level Of Service: B

****

Street Name:	E Street						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: Existing PM Peak												
Base Vol:	71	425	89	68	185	68	56	807	59	48	1048	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	425	89	68	185	68	56	807	59	48	1048	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	75	447	94	72	195	72	59	849	62	51	1103	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	447	94	72	195	72	59	849	62	51	1103	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	447	94	72	195	72	59	849	62	51	1103	129
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.65	0.35	1.00	1.46	0.54	1.00	1.86	0.14	1.00	1.79	0.21
Final Sat.:	1800	2977	623	1800	2632	968	1800	3355	245	1800	3222	378
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.04	0.07	0.07	0.03	0.25	0.25	0.03	0.34	0.34
Crit Moves:		****		****							****	
Green/Cycle:	0.18	0.26	0.26	0.10	0.18	0.18	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.23	0.59	0.59	0.40	0.42	0.42	0.06	0.43	0.43	0.05	0.59	0.59
Delay/Veh:	35.6	33.5	33.5	43.6	36.9	36.9	9.0	11.7	11.7	8.9	13.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	33.5	33.5	43.6	36.9	36.9	9.0	11.7	11.7	8.9	13.6	13.6
HCM2kAvg:	2	8	8	2	4	4	1	8	8	1	12	12

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Intersection #13 Arrowhead Avenue @ Baseline Street

Cycle (sec): 100 Critical Vol./Cap. (X): 1.043
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 38.3
Optimal Cycle: 130 Level Of Service: D

Street Name:	Arrowhead Avenue						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: Existing PM Peak												
Base Vol:	149	723	169	137	250	133	141	2050	89	101	2360	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	723	169	137	250	133	141	2050	89	101	2360	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	157	761	178	144	263	140	148	2158	94	106	2484	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	761	178	144	263	140	148	2158	94	106	2484	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	157	761	178	144	263	140	148	2158	94	106	2484	107
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.62	0.38	1.00	2.00	1.00	1.00	1.92	0.08	1.00	1.92	0.08
Final Sat.:	1800	2918	682	1800	3600	1800	1800	3450	150	1800	3451	149
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.26	0.08	0.07	0.08	0.08	0.63	0.63	0.06	0.72	0.72
Crit Moves:		****									****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.69	0.69	0.69	0.69	0.69	0.69
Volume/Cap:	0.35	1.04	1.04	0.32	0.29	0.31	0.12	0.91	0.91	0.09	1.04	1.04
Delay/Veh:	31.3	79.4	79.4	31.0	30.5	30.9	5.3	18.1	18.1	5.1	46.1	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	79.4	79.4	31.0	30.5	30.9	5.3	18.1	18.1	5.1	46.1	46.1
HCM2kAvg:	4	22	22	4	3	4	2	32	34	1	52	54

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Intersection #14 Mount Vernon Avenue @ 2nd Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.643
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	30.0
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Mount Vernon Avenue						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	1 0	1	0 1	0 1	0	0 0	1! 0	0	0 1	1 0	1
Volume Module: Existing PM Peak												
Base Vol:	7	744	205	301	725	8	8	3	4	192	1	379
Growth Adj:	1.00	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	744	205	301	725	8	8	3	4	192	1	379
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	7	783	0	317	763	8	8	3	4	202	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	783	0	317	763	8	8	3	4	202	1	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	7	783	0	317	763	8	8	3	4	202	1	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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:	0.02	1.98	1.00	0.58	1.40	0.02	0.53	0.20	0.27	1.00	1.00	1.00
Final Sat.:	34	3566	1800	1048	2524	28	960	360	480	1800	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.00	0.30	0.30	0.30	0.01	0.01	0.01	0.11	0.00	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.31	0.31	0.00	0.43	0.43	0.43	0.10	0.10	0.10	0.16	0.16	0.00
Volume/Cap:	0.70	0.70	0.00	0.70	0.70	0.70	0.09	0.09	0.09	0.70	0.00	0.00
Delay/Veh:	32.4	32.4	0.0	24.9	24.9	24.9	41.1	41.1	41.1	47.5	35.4	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:	32.4	32.4	0.0	24.9	24.9	24.9	41.1	41.1	41.1	47.5	35.4	0.0
HCM2kAvg:	11	12	0	15	15	12	0	0	0	7	0	0

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Intersection #15 Mount Vernon Avenue @ Rialto Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.384
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	14.0
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Mount Vernon Avenue						Rialto Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: Existing PM Peak												
Base Vol:	61	785	71	42	700	131	108	246	55	76	347	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	785	71	42	700	131	108	246	55	76	347	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	64	826	75	44	737	138	114	259	58	80	365	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	826	75	44	737	138	114	259	58	80	365	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	64	826	75	44	737	138	114	259	58	80	365	62
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.83	0.17	1.00	2.00	1.00	1.00	1.63	0.37	1.00	1.71	0.29
Final Sat.:	1800	3301	299	1800	3600	1800	1800	2942	658	1800	3077	523
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.02	0.20	0.08	0.06	0.09	0.09	0.04	0.12	0.12
Crit Moves:		****									****	
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.05	0.38	0.38	0.04	0.31	0.12	0.20	0.28	0.28	0.14	0.38	0.38
Delay/Veh:	6.3	8.2	8.2	6.3	7.7	6.6	25.7	26.3	26.3	25.1	27.3	27.3
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:	6.3	8.2	8.2	6.3	7.7	6.6	25.7	26.3	26.3	25.1	27.3	27.3
HCM2kAvg:	1	6	6	0	5	2	3	4	4	2	5	5

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

Intersection #16 K Street @ 3rd Street

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[9.3]

Street Name:	K Street						3rd Street					
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			Ignore			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 2	0	1	0 1 0	0	0
Volume Module: Existing PM Peak												
Base Vol:	4	0	17	0	0	0	0	176	39	18	199	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	17	0	0	0	0	176	39	18	199	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	4	0	18	0	0	0	0	185	0	19	209	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	0	18	0	0	0	0	185	0	19	209	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	433	xxxx	93	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	185	xxxx	xxxxx
Potent Cap.:	584	xxxx	970	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1402	xxxx	xxxxx
Move Cap.:	578	xxxx	970	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1402	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	859	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.3			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

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

Intersection #17 Mount Vernon Avenue @ 5th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.489
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	22.5
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Mount Vernon Avenue						5th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: Existing PM Peak												
Base Vol:	85	619	99	98	462	73	85	494	83	109	572	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	619	99	98	462	73	85	494	83	109	572	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	89	652	104	103	486	77	89	520	87	115	602	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	652	104	103	486	77	89	520	87	115	602	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	89	652	104	103	486	77	89	520	87	115	602	117
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.72	0.28	1.00	1.73	0.27	1.00	1.71	0.29	1.00	1.67	0.33
Final Sat.:	1800	3104	496	1800	3109	491	1800	3082	518	1800	3015	585
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.06	0.16	0.16	0.05	0.17	0.17	0.06	0.20	0.20
Crit Moves:		****					****				****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.10	0.41	0.41	0.10	0.41	0.41
Volume/Cap:	0.12	0.49	0.49	0.13	0.36	0.36	0.49	0.41	0.41	0.64	0.49	0.49
Delay/Veh:	17.2	20.8	20.8	17.3	19.4	19.4	44.5	21.1	21.1	50.7	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	20.8	20.8	17.3	19.4	19.4	44.5	21.1	21.1	50.7	22.1	22.1
HCM2kAvg:	2	9	8	2	6	6	3	7	7	5	8	8

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

Intersection #18 Waterman Avenue @ 30th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.654
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	23.4
Optimal Cycle:	37	Level Of Service:	C

Street Name:	Waterman Avenue						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	0 1	1	1 0	2 0	1	1 0	2 0	1
Volume Module: Existing PM Peak												
Base Vol:	273	1091	259	23	519	368	25	206	137	161	518	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	1091	259	23	519	368	25	206	137	161	518	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	287	1148	273	24	546	387	26	217	144	169	545	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	1148	273	24	546	387	26	217	144	169	545	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	287	1148	273	24	546	387	26	217	144	169	545	267
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3600	1800	1800	1800	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.16	0.32	0.15	0.01	0.30	0.22	0.01	0.06	0.08	0.09	0.15	0.15
Crit Moves:	****				****						****	
Green/Cycle:	0.24	0.61	0.61	0.10	0.46	0.46	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.65	0.52	0.25	0.13	0.65	0.46	0.06	0.26	0.35	0.41	0.65	0.64
Delay/Veh:	37.5	11.5	9.2	41.4	21.7	18.5	30.0	31.6	32.6	33.2	36.7	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	11.5	9.2	41.4	21.7	18.5	30.0	31.6	32.6	33.2	36.7	38.0
HCM2kAvg:	9	10	4	1	13	8	1	3	4	5	9	8

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

Intersection #19 Kendall Drive @ Palm Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.480
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	23.9
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Kendall Drive						Palm Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: Existing PM Peak												
Base Vol:	312	60	103	32	73	95	106	401	584	76	205	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:	312	60	103	32	73	95	106	401	584	76	205	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	328	63	108	34	77	100	112	422	615	80	216	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	63	108	34	77	100	112	422	615	80	216	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.:	328	63	108	34	77	100	112	422	615	80	216	28
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	1.77	0.23
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	3600	1800	1800	3181	419
Capacity Analysis Module:												
Vol/Sat:	0.18	0.04	0.06	0.02	0.04	0.06	0.06	0.12	0.34	0.04	0.07	0.07
Crit Moves:	****					****			****	****		
Green/Cycle:	0.38	0.25	0.25	0.25	0.11	0.11	0.21	0.33	0.71	0.10	0.21	0.21
Volume/Cap:	0.48	0.14	0.25	0.08	0.37	0.48	0.29	0.36	0.48	0.44	0.32	0.32
Delay/Veh:	24.3	29.6	30.6	29.1	42.1	43.3	33.3	25.7	6.9	44.1	33.4	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	29.6	30.6	29.1	42.1	43.3	33.3	25.7	6.9	44.1	33.4	33.4
HCM2kAvg:	8	2	3	1	3	3	3	5	9	3	3	3

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #20 Belmont Avenue @ Palm Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.232
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	8.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Belmont Avenue						Palm Avenue					
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
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module: Existing PM Peak												
Base Vol:	54	7	4	11	9	50	30	124	98	3	72	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	7	4	11	9	50	30	124	98	3	72	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	57	7	4	12	9	53	32	131	103	3	76	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	7	4	12	9	53	32	131	103	3	76	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	7	4	12	9	53	32	131	103	3	76	7
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
Lanes:	1.00	0.64	0.36	1.00	0.15	0.85	0.19	0.81	1.00	0.04	0.96	1.00
Final Sat.:	583	422	241	582	108	600	136	562	825	27	656	789
Capacity Analysis Module:												
Vol/Sat:	0.10	0.02	0.02	0.02	0.09	0.09	0.23	0.23	0.13	0.12	0.12	0.01
Crit Moves:	****					****		****			****	
Delay/Veh:	9.2	7.9	7.9	8.7	7.9	7.9	9.2	9.2	7.5	8.5	8.5	7.1
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:	9.2	7.9	7.9	8.7	7.9	7.9	9.2	9.2	7.5	8.5	8.5	7.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.0			8.0			8.6			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.0			8.0			8.6			8.4	
LOS by Appr:		A			A			A			A	

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

Intersection #21 Sierra Way @ 30th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.361
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	15.0
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Sierra Way						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module: Existing PM Peak												
Base Vol:	55	341	135	54	134	71	73	251	44	28	190	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:	55	341	135	54	134	71	73	251	44	28	190	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	58	359	142	57	141	75	77	264	46	29	200	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	359	142	57	141	75	77	264	46	29	200	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.:	58	359	142	57	141	75	77	264	46	29	200	28
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.00	1.00	1.00	1.75	0.25
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	3152	448
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.08	0.03	0.08	0.04	0.04	0.15	0.03	0.02	0.06	0.06
Crit Moves:		****						****				
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.06	0.36	0.14	0.06	0.14	0.08	0.10	0.36	0.06	0.04	0.16	0.16
Delay/Veh:	10.3	12.7	10.9	10.3	10.9	10.5	18.4	20.9	18.1	17.9	18.8	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	12.7	10.9	10.3	10.9	10.5	18.4	20.9	18.1	17.9	18.8	18.8
HCM2kAvg:	1	6	2	1	2	1	1	6	1	1	2	2

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Intersection #22 Del Rosa Avenue @ Baseline Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.396
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	24.7
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Del Rosa Avenue						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: Existing PM Peak												
Base Vol:	26	255	41	63	173	110	154	636	30	23	511	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	255	41	63	173	110	154	636	30	23	511	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	27	268	43	66	182	116	162	669	32	24	538	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	268	43	66	182	116	162	669	32	24	538	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	268	43	66	182	116	162	669	32	24	538	59
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	0.91	1.00	0.27	0.73	1.00	1.00	1.91	0.09	1.00	1.80	0.20
Final Sat.:	167	1633	1800	481	1319	1800	1800	3438	162	1800	3244	356
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.02	0.14	0.14	0.06	0.09	0.19	0.19	0.01	0.17	0.17
Crit Moves:		****						****		****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.10	0.46	0.46	0.10	0.46	0.46
Volume/Cap:	0.43	0.43	0.06	0.36	0.36	0.17	0.90	0.43	0.43	0.13	0.36	0.36
Delay/Veh:	23.1	23.1	19.4	22.3	22.3	20.4	84.7	18.6	18.6	41.4	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	23.1	19.4	22.3	22.3	20.4	84.7	18.6	18.6	41.4	17.9	17.9
HCM2kAvg:	7	7	1	5	6	2	8	7	7	1	6	6

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Intersection #23 Waterman Avenue @ SR-30 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	1.171
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	90.4
Optimal Cycle:	130	Level Of Service:	F

Street Name:	Waterman Avenue						SR-30 EB Ramps					
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	10	10	10	10	0	10	10	10	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module: existing PM peak												
Base Vol:	0	581	356	469	342	0	1057	0	342	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	581	356	469	342	0	1057	0	342	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:	0.95	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	612	375	494	360	0	1113	0	360	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	612	375	494	360	0	1113	0	360	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.:	0	612	375	494	360	0	1113	0	360	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1800	3600	0	1800	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.21	0.27	0.10	0.00	0.62	0.00	0.20	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.18	0.18	0.23	0.41	0.00	0.53	0.00	0.53	0.00	0.00	0.00
Volume/Cap:	0.00	0.96	1.17	1.17	0.24	0.00	1.17	0.00	0.38	0.00	0.00	0.00
Delay/Veh:	0.0	65.7	146.2	137.8	19.3	0.0	111.8	0.0	14.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	65.7	146.2	137.8	19.3	0.0	111.8	0.0	14.2	0.0	0.0	0.0
HCM2kAvg:	0	14	21	27	4	0	57	0	7	0	0	0

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Intersection #24 Leroy/SR-30 WB On Ramp @ 30th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.401
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	17.4
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Leroy Street						30th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 1	1 1	0	1 0
Volume Module: existing PM Peak												
Base Vol:	0	0	0	19	39	5	25	321	98	843	262	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	19	39	5	25	321	98	843	262	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	20	41	5	26	338	103	887	276	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	41	5	26	338	103	887	276	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	0	0	20	41	5	26	338	103	887	276	32
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	0.00	0.00	0.30	0.62	0.08	1.00	2.00	1.00	2.00	0.90	0.10
Final Sat.:	0	0	0	543	1114	143	1800	3600	1800	3600	1615	185
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.04	0.01	0.09	0.06	0.25	0.17	0.17
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.10	0.10	0.10	0.23	0.23	0.23	0.61	0.61	0.61
Volume/Cap:	0.00	0.00	0.00	0.37	0.37	0.37	0.06	0.41	0.25	0.41	0.28	0.28
Delay/Veh:	0.0	0.0	0.0	43.3	43.3	43.3	30.0	32.9	31.6	10.3	9.3	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:	0.0	0.0	0.0	43.3	43.3	43.3	30.0	32.9	31.6	10.3	9.3	9.3
HCM2kAvg:	0	0	0	2	2	2	1	5	3	7	4	5

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Intersection #25 SR-30 WB Off Ramp @ 30th Street

Average Delay (sec/veh): 347.4 Worst Case Level Of Service: F[946.1]

Street Name:	SR-30 WB Off Ramp						30th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	0	1	0 0	1! 0	0	1 0	2	0 0	0 0	1	1 0
Volume Module: Existing PM Peak												
Base Vol:	410	0	332	9	0	35	244	482	0	0	511	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:	410	0	332	9	0	35	244	482	0	0	511	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	432	0	349	9	0	37	257	507	0	0	538	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	432	0	349	9	0	37	257	507	0	0	538	8
Critical Gap Module:												
Critical Gp:	7.5	xxxx	6.9	7.5	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1290	xxxx	254	1309	xxxx	273	546	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	123	xxxx	752	119	xxxx	731	1033	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	94	xxxx	752	51	xxxx	731	1033	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	4.58	xxxx	0.46	0.18	xxxx	0.05	0.25	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	45.7	xxxx	2.5	xxxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	1701	xxxx	13.9	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	B	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	197	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	28.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:		946.1			28.8			xxxxxx			xxxxxx	
ApproachLOS:		F			D			*			*	

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Intersection #26 Del Rosa Avenue @ Lynwood Drive

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.334
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	13.9
Optimal Cycle:	24	Level Of Service:	B

****

Street Name:	Del Rosa Avenue						Lynwood Drive					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module: Existing PM Peak												
Base Vol:	178	539	192	32	367	33	30	175	161	108	184	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	539	192	32	367	33	30	175	161	108	184	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	187	567	202	34	386	35	32	184	169	114	194	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	567	202	34	386	35	32	184	169	114	194	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	187	567	202	34	386	35	32	184	169	114	194	23
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.47	0.53	1.00	1.84	0.16	0.16	0.96	0.88	0.69	1.17	0.14
Final Sat.:	1800	2654	946	1800	3303	297	295	1721	1584	1238	2110	252
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.21	0.02	0.12	0.12	0.11	0.11	0.11	0.09	0.09	0.09
Crit Moves:		****						****				
Green/Cycle:	0.64	0.64	0.64	0.64	0.64	0.64	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.16	0.33	0.33	0.03	0.18	0.18	0.33	0.33	0.33	0.29	0.29	0.29
Delay/Veh:	7.3	8.3	8.3	6.6	7.4	7.4	26.0	26.0	26.0	25.6	25.6	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.3	8.3	8.3	6.6	7.4	7.4	26.0	26.0	26.0	25.6	25.6	25.6
HCM2kAvg:	2	5	5	0	3	3	5	5	5	4	4	4

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Intersection #27 Harrison Street @ 40th Street

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Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[13.3]

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Street Name:	Harrison Street						40th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			0 1 1 0 0		
Volume Module: Existing PM Peak												
Base Vol:	56	0	6	0	0	0	0	341	44	7	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	0	6	0	0	0	0	341	44	7	257	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	59	0	6	0	0	0	0	359	46	7	271	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	59	0	6	0	0	0	0	359	46	7	271	0
Critical Gap Module:												
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 Module:												
Cnflict Vol:	532	xxxx	203	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	405	xxxx	xxxxx
Potent Cap.:	482	xxxx	811	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1164	xxxx	xxxxx
Move Cap.:	480	xxxx	811	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1164	xxxx	xxxxx
Volume/Cap:	0.12	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	500	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	13.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		13.3			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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Intersection #28 Sterling Avenue @ Highland Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.538
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	31.4
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Sterling Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: Existing PM Peak												
Base Vol:	149	445	91	177	229	70	126	524	109	130	466	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	445	91	177	229	70	126	524	109	130	466	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	157	468	96	186	241	74	133	552	115	137	491	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	468	96	186	241	74	133	552	115	137	491	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	157	468	96	186	241	74	133	552	115	137	491	179
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	2.00	1.00	1.00	1.66	0.34	1.00	1.47	0.53
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	2980	620	1800	2638	962
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.05	0.10	0.07	0.04	0.07	0.19	0.19	0.08	0.19	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.22	0.24	0.24	0.19	0.22	0.22	0.10	0.34	0.34	0.14	0.39	0.39
Volume/Cap:	0.40	0.54	0.22	0.54	0.31	0.19	0.74	0.54	0.54	0.54	0.48	0.48
Delay/Veh:	34.2	33.7	30.6	38.0	33.1	32.2	58.5	26.9	26.9	42.2	23.5	23.5
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:	34.2	33.7	30.6	38.0	33.1	32.2	58.5	26.9	26.9	42.2	23.5	23.5
HCM2kAvg:	4	7	2	6	3	2	6	9	9	5	8	8

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

****

Intersection #29 Waterman Avenue @ Marshall Boulevard

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.451
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 4.0
Optimal Cycle: 24 Level Of Service: A

****

Street Name:	Waterman Avenue						Marshall Boulevard					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module: Existing PM Peak												
Base Vol:	52	1365	5	1	851	11	15	12	31	7	21	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	1365	5	1	851	11	15	12	31	7	21	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	55	1437	5	1	896	12	16	13	33	7	22	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1437	5	1	896	12	16	13	33	7	22	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	55	1437	5	1	896	12	16	13	33	7	22	59
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.99	0.01	1.00	1.97	0.03	0.56	0.44	1.00	0.25	0.75	1.00
Final Sat.:	1800	3587	13	1800	3554	46	1000	800	1800	450	1350	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.00	0.25	0.25	0.02	0.02	0.02	0.02	0.02	0.03
Crit Moves:		****										****
Green/Cycle:	0.86	0.86	0.86	0.86	0.86	0.86	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.04	0.47	0.47	0.00	0.29	0.29	0.16	0.16	0.18	0.16	0.16	0.33
Delay/Veh:	1.0	1.7	1.7	1.0	1.4	1.4	41.6	41.6	41.7	41.6	41.6	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.0	1.7	1.7	1.0	1.4	1.4	41.6	41.6	41.7	41.6	41.6	42.9
HCM2kAvg:	0	6	4	0	3	2	1	1	1	1	1	2

****

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

****

Intersection #30 Waterman Avenue @ 36th Street

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[23.8]

****

Street Name:	Waterman Avenue						36th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1	0	1 0 1	1	0	0 1 0	0	1	0 1 0	0	1
Volume Module: Existing PM Peak												
Base Vol:	28 1296		2	5	919	5	1	3	33	0	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:	28 1296		2	5	919	5	1	3	33	0	0	2
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF 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:	29 1364		2	5	967	5	1	3	35	0	0	2
Reduct Vol:	0 0	0		0	0	0	0	0	0	0	0	0
Final Vol.:	29 1364		2	5	967	5	1	3	35	0	0	2
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		4.1 xxxx	xxxxx		7.5	6.5	6.9	xxxxx	xxxx	6.9
FollowUpTim:	2.2 xxxx	xxxxx		2.2 xxxx	xxxxx		3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	973 xxxx	xxxxx		1366 xxxx	xxxxx		1722	2406	486	xxxx	xxxx	683
Potent Cap.:	717 xxxx	xxxxx		509 xxxx	xxxxx		59	34	532	xxxx	xxxx	396
Move Cap.:	717 xxxx	xxxxx		509 xxxx	xxxxx		56	32	532	xxxx	xxxx	396
Volume/Cap:	0.04 xxxx	xxxx		0.01 xxxx	xxxx		0.02	0.10	0.07	xxxx	xxxx	0.01
Level Of Service Module:												
Queue:	0.1 xxxx	xxxxx		0.0 xxxx	xxxxx		xxxxx xxxx		0.2	xxxxx	xxxx	0.0
Stopped Del:	10.2 xxxx	xxxxx		12.1 xxxx	xxxxx		xxxxx xxxx		12.2	xxxxx	xxxx	14.1
LOS by Move:	B	*	*	B	*	*	*	*	B	*	*	B
Movement:	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		36 xxxx	xxxxx		0 xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		0.4 xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd StpDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		118.9 xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* *	*		* *	*		F	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			23.8			14.1		
ApproachLOS:	*			*			C			B		

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #31 Sterling Avenue @ Lynwood Drive

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.437
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 0 Level Of Service: B

****

Street Name:	Sterling Avenue						Lynwood Drive					
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
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 1	0
Volume Module: Existing PM peak												
Base Vol:	123	227	70	39	134	22	34	154	154	43	136	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:	123	227	70	39	134	22	34	154	154	43	136	63
User Adj:	1.00	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:	129	239	74	41	141	23	36	162	162	45	143	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	239	74	41	141	23	36	162	162	45	143	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	129	239	74	41	141	23	36	162	162	45	143	66
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
Lanes:	0.59	1.08	0.33	0.40	1.37	0.23	0.18	0.82	1.00	0.36	1.12	0.52
Final Sat.:	296	573	182	190	671	113	91	413	566	171	560	271
Capacity Analysis Module:												
Vol/Sat:	0.44	0.42	0.41	0.22	0.21	0.21	0.39	0.39	0.29	0.26	0.26	0.24
Crit Moves:	****			****				****		****		
Delay/Veh:	14.6	13.7	13.1	11.7	11.4	11.1	13.7	13.7	11.0	12.2	11.8	11.2
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:	14.6	13.7	13.1	11.7	11.4	11.1	13.7	13.7	11.0	12.2	11.8	11.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		13.8			11.4			12.5			11.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.8			11.4			12.5			11.7	
LOS by Appr:		B			B			B			B	

****

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #32 Sterling Avenue @ Foothill Drive

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.131
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: 0 Level Of Service: A

****

Street Name:	Sterling Avenue						Foothill Drive					
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
Lanes:	0 1	0 1	0	0	0 0	1 0	0	0 0	1 0	0	1 0	0 0
Volume Module: Existing PM Peak												
Base Vol:	82	0	27	0	1	5	0	32	62	16	46	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	0	27	0	1	5	0	32	62	16	46	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	86	0	28	0	1	5	0	34	65	17	48	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	0	28	0	1	5	0	34	65	17	48	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.:	86	0	28	0	1	5	0	34	65	17	48	0
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
Lanes:	1.00	0.50	0.50	0.00	0.17	0.83	0.00	0.34	0.66	0.26	0.74	0.00
Final Sat.:	657	393	386	0	143	717	0	302	584	204	587	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.07	xxxx	0.01	0.01	xxxx	0.11	0.11	0.08	0.08	xxxx
Crit Moves:	****				****				****		****	
Delay/Veh:	8.8	7.5	7.5	0.0	7.0	7.0	0.0	7.4	7.4	7.8	7.8	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:	8.8	7.5	7.5	0.0	7.0	7.0	0.0	7.4	7.4	7.8	7.8	0.0
LOS by Move:	A	A	A	*	A	A	*	A	A	A	A	*
ApproachDel:		8.3			7.0			7.4			7.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.3			7.0			7.4			7.8	
LOS by Appr:		A			A			A			A	

****

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

****

Intersection #33 Del Rosa Avenue @ Foothill Drive

****

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: B[11.5]

****

Street Name:	Del Rosa Avenue									Foothill Drive								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign								
Rights:	Include			Include			Include			Include								
Lanes:	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module: Existing PM Peak																				
Base Vol:	0	165	58	89	132	0	0	0	0		52	0	99							
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
Initial Bse:	0	165	58	89	132	0	0	0	0		52	0	99							
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
PHF Adj:	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	174	61	94	139	0	0	0	0		55	0	104							
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
Final Vol.:	0	174	61	94	139	0	0	0	0		55	0	104							
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2							
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3							
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	235	xxxx	xxxxx	xxxx	xxxx	xxxxx		531	xxxx	117							
Potent Cap.:	xxxx	xxxx	xxxxx	1344	xxxx	xxxxx	xxxx	xxxx	xxxxx		513	xxxx	940							
Move Cap.:	xxxx	xxxx	xxxxx	1344	xxxx	xxxxx	xxxx	xxxx	xxxxx		484	xxxx	940							
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx		0.11	xxxx	0.11							
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Stopped Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
LOS by Move:	*	*	*	A	*	*	*	*	*		*	*	*							
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	710	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	0.9	xxxxx							
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	11.5	xxxxx							
Shared LOS:	*	*	*	A	*	*	*	*	*		*	B	*							
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				11.5									
ApproachLOS:	*			*			*				B									

City of San Bernardino General Plan
Existing Conditions
PM Peak

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

****

Intersection #34 30th Street @ Lynwood Drive

****

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: A[7.2]

****

Street Name:	30th Street						Lynwood Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Lanes:	0 0 1	0 1		0 0 0	0 0		0 0 1	0 0		1 0	1 0	
Volume Module: Existing PM Peak												
Base Vol:	0	0	496	0	0	0	0	72	0	295	130	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	496	0	0	0	0	72	0	295	130	0
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:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	76	0	311	137	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	76	0	311	137	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	xxxxx	7.1	6.5	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx	3.5	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	38	0	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	972	0	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	972	0	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.32	0.00	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	1.4	0.0	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	10.4	0.0	xxxxx
LOS by Move:	*	*	*	*	*	*	*	A	*	B	A	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			0.0			7.2		
ApproachLOS:	*			*			A			A		

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City of San Bernardino General Plan
Existing Conditions
PM Peak

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

****

Intersection #35 Waterman Avenue @ 40th Street

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.506
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: 36 Level Of Service: C

****

Street Name:	Waterman Avenue						40th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module: Existing PM Peak												
Base Vol:	337	906	37	34	329	30	196	404	211	28	459	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	337	906	37	34	329	30	196	404	211	28	459	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	355	954	39	36	346	32	206	425	222	29	483	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	954	39	36	346	32	206	425	222	29	483	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	355	954	39	36	346	32	206	425	222	29	483	136
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.92	0.08	1.00	1.83	0.17	1.00	1.31	0.69	1.00	1.56	0.44
Final Sat.:	1800	3459	141	1800	3299	301	1800	2365	1235	1800	2810	790
Capacity Analysis Module:												
Vol/Sat:	0.20	0.28	0.28	0.02	0.10	0.10	0.11	0.18	0.18	0.02	0.17	0.17
Crit Moves:		****		****				****				
Green/Cycle:	0.40	0.51	0.51	0.10	0.21	0.21	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.50	0.54	0.54	0.20	0.50	0.50	0.35	0.54	0.54	0.05	0.52	0.52
Delay/Veh:	23.2	17.0	17.0	41.9	35.2	35.2	25.6	27.8	27.8	22.7	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	17.0	17.0	41.9	35.2	35.2	25.6	27.8	27.8	22.7	27.4	27.4
HCM2kAvg:	8	11	10	1	6	5	5	8	8	1	8	8

****

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City of San Bernardino General Plan
Existing Conditions
PM Peak

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

****

Intersection #36 Waterman Avenue @ 34th Street

****

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: D[29.9]

****

Street Name:	Waterman Avenue						34th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 1 0	0 1		0 1 0	0 1	
Volume Module: Existing PM Peak												
Base Vol:	50 1371	1		1 827	10		7	2	38	0	2	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:	50 1371	1		1 827	10		7	2	38	0	2	17
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	53 1443	1		1 871	11		7	2	40	0	2	18
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Final Vol.:	53 1443	1		1 871	11		7	2	40	0	2	18
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx			4.1 xxxx xxxxx			7.5	6.5	6.9	xxxxx	6.5	6.9
FollowUpTim:	2.2 xxxx xxxxx			2.2 xxxx xxxxx			3.5	4.0	3.3	xxxxx	4.0	3.3
Capacity Module:												
Cnflict Vol:	881 xxxx xxxxx			1444 xxxx xxxxx			1706	2427	441	xxxx	2432	722
Potent Cap.:	776 xxxx xxxxx			476 xxxx xxxxx			60	33	570	xxxx	32	374
Move Cap.:	776 xxxx xxxxx			476 xxxx xxxxx			51	30	570	xxxx	30	374
Volume/Cap:	0.07 xxxx xxxx			0.00 xxxx xxxx			0.14	0.07	0.07	xxxx	0.07	0.05
Level Of Service Module:												
Queue:	0.2 xxxx xxxxx			0.0 xxxx xxxxx			xxxxx	xxxx	0.2	xxxxx	xxxx	0.2
Stopped Del:	10.0 xxxx xxxxx			12.6 xxxx xxxxx			xxxxx	xxxx	11.8	xxxxx	xxxx	15.1
LOS by Move:	A * *			B * *			*	*	B	*	*	C
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			45	xxxx	xxxxx	30	xxxx	xxxxx
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			0.7	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd StpDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			106.5	xxxx	xxxxx	133.7	xxxx	xxxxx
Shared LOS:	* * *			* * *			F	*	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			29.9			27.6		
ApproachLOS:	*			*			D			D		

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City of San Bernardino General Plan
Existing Conditions
PM Peak

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

Intersection #37 Waterman Avenue @ Parkdale Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.501
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	11.1
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Waterman Avenue						Parkdale Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module: Existing PM Peak												
Base Vol:	109	1158	36	13	736	22	37	86	139	54	117	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	1158	36	13	736	22	37	86	139	54	117	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	115	1219	38	14	775	23	39	91	146	57	123	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1219	38	14	775	23	39	91	146	57	123	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	115	1219	38	14	775	23	39	91	146	57	123	47
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.94	0.06	1.00	1.94	0.06	1.00	0.38	0.62	1.00	1.00	1.00
Final Sat.:	1800	3491	109	1800	3496	104	1800	688	1112	1800	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.35	0.01	0.22	0.22	0.02	0.13	0.13	0.03	0.07	0.03
Crit Moves:		****						****				
Green/Cycle:	0.70	0.70	0.70	0.70	0.70	0.70	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.09	0.50	0.50	0.01	0.32	0.32	0.08	0.50	0.50	0.12	0.26	0.10
Delay/Veh:	4.9	7.2	7.2	4.6	6.0	6.0	27.9	32.1	32.1	28.2	29.5	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.9	7.2	7.2	4.6	6.0	6.0	27.9	32.1	32.1	28.2	29.5	28.0
HCM2kAvg:	1	9	9	0	5	5	1	7	7	1	3	1

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City of San Bernardino General Plan
Existing Conditions
PM Peak

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

****

Intersection #38 Valencia Avenue @ 30th Street

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.257
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 24 Level Of Service: B

****

Street Name:	Valencia Avenue						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: Existing PM Peak												
Base Vol:	150	204	101	7	94	38	88	365	70	49	245	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:	150	204	101	7	94	38	88	365	70	49	245	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	158	215	106	7	99	40	93	384	74	52	258	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	215	106	7	99	40	93	384	74	52	258	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	158	215	106	7	99	40	93	384	74	52	258	2
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.68	0.32	1.00	1.98	0.02
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	3021	579	1800	3571	29
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.06	0.00	0.05	0.02	0.05	0.13	0.13	0.03	0.07	0.07
Crit Moves:		****						****				
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.19	0.26	0.13	0.01	0.12	0.05	0.10	0.26	0.26	0.06	0.15	0.15
Delay/Veh:	15.8	16.4	15.3	14.4	15.2	14.7	13.5	14.7	14.7	13.1	13.8	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:	15.8	16.4	15.3	14.4	15.2	14.7	13.5	14.7	14.7	13.1	13.8	13.8
HCM2kAvg:	3	4	2	0	2	1	1	4	4	1	2	2

****

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City of San Bernardino General Plan
Existing Conditions
PM Peak

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #39 Valencia Avenue @ 40th Street

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.412
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 0 Level Of Service: B

****

Street Name:	Valencia Avenue						40th Street					
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
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	1 1 0	0	1	1 0 0
Volume Module: Existing PM Peak												
Base Vol:	200	0	77	0	0	0	0	294	98	38	299	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	0	77	0	0	0	0	294	98	38	299	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	211	0	81	0	0	0	0	309	103	40	315	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	0	81	0	0	0	0	309	103	40	315	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.:	211	0	81	0	0	0	0	309	103	40	315	0
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
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.50	0.50	0.23	1.77	0.00
Final Sat.:	511	0	612	0	0	0	0	917	318	131	1043	0
Capacity Analysis Module:												
Vol/Sat:	0.41	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	0.34	0.32	0.30	0.30	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	13.8	0.0	9.1	0.0	0.0	0.0	0.0	11.2	10.7	11.2	11.1	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
AdjDel/Veh:	13.8	0.0	9.1	0.0	0.0	0.0	0.0	11.2	10.7	11.2	11.1	0.0
LOS by Move:	B	*	A	*	*	*	*	B	B	B	B	*
ApproachDel:	12.5			xxxxxx			11.1			11.1		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	12.5			xxxxxx			11.1			11.1		
LOS by Appr:	B			*			B			B		

****

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City of San Bernardino General Plan
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PM Peak

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

****

Intersection #40 Del Rosa Avenue @ SR-30 EB Ramps

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.810
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 60 Level Of Service: C

****

Street Name:	Del Rosa Avenue						SR-30 EB Ramps					
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		
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Lanes:	0 0	2	1 0	1 0	2	0 0	0 1	0	0 1	0 0	0	0 0
Volume Module: existing PM peak												
Base Vol:	0	1065	177	151	514	0	466	0	737	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	1065	177	151	514	0	466	0	737	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:	0.95	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	1121	186	159	541	0	491	0	776	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1121	186	159	541	0	491	0	776	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.:	0	1121	186	159	541	0	491	0	776	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.57	0.43	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	4630	770	1800	3600	0	1800	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.09	0.15	0.00	0.27	0.00	0.43	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.30	0.30	0.11	0.41	0.00	0.53	0.00	0.53	0.00	0.00	0.00
Volume/Cap:	0.00	0.81	0.81	0.81	0.37	0.00	0.51	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	0.0	35.6	35.6	65.2	20.8	0.0	15.5	0.0	24.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.6	35.6	65.2	20.8	0.0	15.5	0.0	24.5	0.0	0.0	0.0
HCM2kAvg:	0	15	15	7	6	0	10	0	21	0	0	0

****

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City of San Bernardino General Plan
Existing Conditions
PM Peak

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

Intersection #41 Del Rosa Avenue @ SR-30 WB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.855
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 74 Level Of Service: C

Street Name:	Del Rosa Avenue						SR-30 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	0	0	10	10	0	0	0	10	0	10
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module: Existing PM peak												
Base Vol:	758	979	0	0	487	390	0	0	0	188	0	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	758	979	0	0	487	390	0	0	0	188	0	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	798	1031	0	0	513	411	0	0	0	198	0	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	798	1031	0	0	513	411	0	0	0	198	0	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	798	1031	0	0	513	411	0	0	0	198	0	239
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1800	3600	0	0	3600	1800	0	0	0	1800	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.44	0.29	0.00	0.00	0.14	0.23	0.00	0.00	0.00	0.11	0.00	0.13
Crit Moves:	****					****						****
Green/Cycle:	0.52	0.78	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.16	0.00	0.16
Volume/Cap:	0.86	0.36	0.00	0.00	0.53	0.86	0.00	0.00	0.00	0.71	0.00	0.86
Delay/Veh:	28.7	3.3	0.0	0.0	31.9	48.9	0.0	0.0	0.0	48.2	0.0	63.1
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:	28.7	3.3	0.0	0.0	31.9	48.9	0.0	0.0	0.0	48.2	0.0	63.1
HCM2kAvg:	24	5	0	0	7	15	0	0	0	7	0	10

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

****

Intersection #42 Sierra Way @ 40th Street

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.432
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 36 Level Of Service: C

****

Street Name:	Sierra Way						40th Street					
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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: Existing PM Peak												
Base Vol:	107	229	154	144	159	105	112	553	74	69	630	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	229	154	144	159	105	112	553	74	69	630	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	113	241	162	152	167	111	118	582	78	73	663	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	241	162	152	167	111	118	582	78	73	663	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	113	241	162	152	167	111	118	582	78	73	663	159
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.20	0.80	1.00	1.20	0.80	1.00	1.76	0.24	1.00	1.61	0.39
Final Sat.:	1800	2152	1448	1800	2168	1432	1800	3175	425	1800	2904	696
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.08	0.08	0.08	0.07	0.18	0.18	0.04	0.23	0.23
Crit Moves:		****					****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.15	0.58	0.58	0.10	0.53	0.53
Volume/Cap:	0.24	0.43	0.43	0.32	0.30	0.30	0.43	0.32	0.32	0.40	0.43	0.43
Delay/Veh:	29.5	31.2	31.2	30.4	29.9	29.9	39.6	10.9	10.9	43.7	14.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	31.2	31.2	30.4	29.9	29.9	39.6	10.9	10.9	43.7	14.5	14.5
HCM2kAvg:	3	5	5	4	4	3	4	5	5	3	8	8

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

****

Intersection #43 Waterman Avenue @ Hospitality Lane

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.984
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 46.8
Optimal Cycle: 130 Level Of Service: D

****

Street Name:	Waterman Avenue						Hospitality Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	2 0	2	1 0	3 0	1	1 0	1 0	1	2 0	1 1	0
Volume Module: Existing PM Peak												
Base Vol:	372	676	1054	265	1027	265	286	494	600	525	565	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	676	1054	265	1027	265	286	494	600	525	565	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	392	712	1109	279	1081	279	301	520	632	553	595	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	712	1109	279	1081	279	301	520	632	553	595	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	392	712	1109	279	1081	279	301	520	632	553	595	175
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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:	2.00	2.00	2.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	1.55	0.45
Final Sat.:	3600	3600	3600	1800	5400	1800	1800	1800	1800	3600	2782	818
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.31	0.15	0.20	0.15	0.17	0.29	0.35	0.15	0.21	0.21
Crit Moves:			****	****				****		****		
Green/Cycle:	0.17	0.31	0.31	0.16	0.30	0.50	0.20	0.29	0.46	0.16	0.25	0.25
Volume/Cap:	0.66	0.63	0.98	0.98	0.66	0.31	0.85	0.98	0.76	0.98	0.85	0.85
Delay/Veh:	41.7	30.6	57.1	91.0	31.2	14.9	55.8	70.1	26.8	75.9	43.1	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	30.6	57.1	91.0	31.2	14.9	55.8	70.1	26.8	75.9	43.1	43.1
HCM2kAvg:	7	10	23	13	10	5	12	22	18	13	14	14

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

Intersection #44 Hospitality Lane @ Carnegie Drive

Cycle (sec):	100	Critical Vol./Cap. (X):	0.906
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	41.1
Optimal Cycle:	104	Level Of Service:	D

Street Name:	Hospitality Lane						Carnegie Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 1	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: Existinf PM peak												
Base Vol:	577	108	137	85	301	84	248	1168	195	403	630	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:	577	108	137	85	301	84	248	1168	195	403	630	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	607	114	144	89	317	88	261	1229	205	424	663	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	607	114	144	89	317	88	261	1229	205	424	663	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.:	607	114	144	89	317	88	261	1229	205	424	663	41
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	3600	1800	1800	1800	3600	1800	1800	3600	1800	1800	3390	210
Capacity Analysis Module:												
Vol/Sat:	0.17	0.06	0.08	0.05	0.09	0.05	0.15	0.34	0.11	0.24	0.20	0.20
Crit Moves:	****				****			****		****		
Green/Cycle:	0.19	0.19	0.19	0.10	0.10	0.10	0.27	0.38	0.56	0.26	0.36	0.36
Volume/Cap:	0.91	0.34	0.43	0.50	0.88	0.49	0.54	0.91	0.20	0.91	0.54	0.54
Delay/Veh:	54.3	35.5	37.0	44.8	65.7	44.7	32.3	38.9	11.0	57.6	25.6	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	35.5	37.0	44.8	65.7	44.7	32.3	38.9	11.0	57.6	25.6	25.6
HCM2kAvg:	13	3	4	3	8	3	7	22	3	17	9	9

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Existing Conditions
PM Peak

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

****

Intersection #45 Tippecanoe Avenue @ Rialto Avenue

****

Average Delay (sec/veh): 9.6 Worst Case Level Of Service: F[102.6]

****

Street Name:	Tippecanoe Avenue								Rialto Avenue							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module: Existing PM peak																
Base Vol:	66	1085		0	0	688		38	113		0	75	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:	66	1085		0	0	688		38	113		0	75	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:	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95	0.95
PHF Volume:	69	1142		0	0	724		40	119		0	79	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Final Vol.:	69	1142		0	0	724		40	119		0	79	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8	xxxx		6.9	xxxxx	xxxx		xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3	xxxxx	xxxx		xxxxx	
Capacity Module:																
Cnflict Vol:	764	xxxx	xxxxx	xxxx	xxxx	xxxxx		1454	xxxx		382	xxxx	xxxx		xxxxx	
Potent Cap.:	858	xxxx	xxxxx	xxxx	xxxx	xxxxx		123	xxxx		622	xxxx	xxxx		xxxxx	
Move Cap.:	858	xxxx	xxxxx	xxxx	xxxx	xxxxx		116	xxxx		622	xxxx	xxxx		xxxxx	
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx		1.03	xxxx		0.13	xxxx	xxxx		xxxx	
Level Of Service Module:																
Queue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.9	xxxx		0.4	xxxxx	xxxx		xxxxx	
Stopped Del:	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx		162.9	xxxx		11.6	xxxxx	xxxx		xxxxx	
LOS by Move:	A	*		*	*	*		F	*		B	*	*		*	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*	*	*		*	*		*	*	*		*	
ApproachDel:	xxxxxx			xxxxxx				102.6				xxxxxx				
ApproachLOS:	*			*				F				*				

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

Intersection #46 Tippecanoe Ave @ Harry Shepard Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.828
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	20.2
Optimal Cycle:	76	Level Of Service:	C

Street Name:	Tippecanoe Avenue						Harry Shepard Blvd					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 1	0	0 0	1! 0	0	1 0	1 0	1
Volume Module: Existing PM Peak												
Base Vol:	4	1087	403	35	674	4	4	1	2	200	0	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1087	403	35	674	4	4	1	2	200	0	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	4	1144	424	37	709	4	4	1	2	211	0	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1144	424	37	709	4	4	1	2	211	0	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	1144	424	37	709	4	4	1	2	211	0	38
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.99	0.01	0.57	0.14	0.29	1.00	1.00	1.00
Final Sat.:	1800	1800	1800	1800	3579	21	1029	257	514	1800	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.64	0.24	0.02	0.20	0.20	0.00	0.00	0.00	0.12	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.08	0.72	0.72	0.08	0.72	0.72	0.13	0.13	0.13	0.13	0.00	0.13
Volume/Cap:	0.03	0.89	0.33	0.25	0.28	0.28	0.03	0.03	0.03	0.89	0.00	0.16
Delay/Veh:	50.6	20.8	6.4	52.3	6.0	6.0	45.4	45.4	45.4	81.3	0.0	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	20.8	6.4	52.3	6.0	6.0	45.4	45.4	45.4	81.3	0.0	46.5
HCM2kAvg:	0	35	6	1	5	5	0	0	0	11	0	1

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City of San Bernardino General Plan
Existing Conditions
PM Peak

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

****

Intersection #47 Tippecanoe Avenue @ 3rd Street

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.698
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	32.5
Optimal Cycle:	48	Level Of Service:	C

****

Street Name:	Tippecanoe Avenue						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module: Existing PM Peak												
Base Vol:	69	555	476	43	362	22	72	566	28	243	171	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	555	476	43	362	22	72	566	28	243	171	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	73	584	501	45	381	23	76	596	29	256	180	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	584	501	45	381	23	76	596	29	256	180	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	1.00	1.00	1.00
Final Vol.:	73	584	501	45	381	23	76	596	29	256	180	44
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.08	0.92	1.00	1.89	0.11	1.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	1800	1938	1662	1800	3394	206	1800	3430	170	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.03	0.11	0.11	0.04	0.17	0.17	0.14	0.05	0.02
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.40	0.40	0.10	0.40	0.40	0.21	0.23	0.23	0.19	0.21	0.21
Volume/Cap:	0.40	0.75	0.75	0.25	0.28	0.28	0.20	0.75	0.75	0.75	0.24	0.12
Delay/Veh:	43.7	28.0	28.0	42.3	20.4	20.4	32.9	39.7	39.7	47.5	33.0	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	28.0	28.0	42.3	20.4	20.4	32.9	39.7	39.7	47.5	33.0	32.1
HCM2kAvg:	3	16	16	1	4	4	2	11	11	9	2	1

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City of San Bernardino General Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 Tippecanoe Ave @ Mill Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.790
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	22.2
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Tippecanoe Avenue						Mill Street					
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			Ovl			Ovl			Include		
Min. Green:	10	10	0	10	10	10	10	0	10	0	0	0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	0 1	1 0	0	1 0
Volume Module: Existing PM Peak												
Base Vol:	183	1846	0	0	1223	123	448	0	550	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:	183	1846	0	0	1223	123	448	0	550	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	193	1943	0	0	1287	129	472	0	579	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	1943	0	0	1287	129	472	0	579	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.:	193	1943	0	0	1287	129	472	0	579	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	3.00	0.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1800	5400	0	1800	3600	1800	1800	1800	1800	1800	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.00	0.00	0.36	0.07	0.26	0.00	0.32	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.14	0.59	0.00	0.00	0.45	0.78	0.33	0.00	0.47	0.00	0.00	0.00
Volume/Cap:	0.79	0.61	0.00	0.00	0.79	0.09	0.79	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	57.7	13.6	0.0	0.0	26.0	2.5	37.3	0.0	23.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	13.6	0.0	0.0	26.0	2.5	37.3	0.0	23.3	0.0	0.0	0.0
HCM2kAvg:	8	13	0	0	18	1	15	0	15	0	0	0

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City of San Bernardino General Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #49 Rancho Avenue @ 5th St/Foothill Blvd

****

Average Delay (sec/veh): 121.2 Worst Case Level Of Service: F[1035.0]

****

Street Name:	Rancho Avenue									5th Street/Foothill Boulevard									
Approach:	North Bound						South Bound						East Bound					West Bound				
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign						Stop Sign						Uncontrolled					Uncontrolled				
Rights:	Include						Include						Include					Include				
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	2	0	1	1	0	2	0	0
Volume Module: Existing PM Peak																						
Base Vol:	120		0		202		0		0		0		0		979		118	137		1208		0
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	120		0		202		0		0		0		0		979		118	137		1208		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:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	0.95		0.95		0.95
PHF Volume:	126		0		213		0		0		0		0		1031		124	144		1272		0
Reduct Vol:	0		0		0		0		0		0		0		0		0	0		0		0
Final Vol.:	126		0		213		0		0		0		0		1031		124	144		1272		0
Critical Gap Module:																						
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 Module:																						
Cnflict Vol:	1955	xxxx		515		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1155	xxxx	xxxxx							
Potent Cap.:	57	xxxx		510		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		612	xxxx	xxxxx							
Move Cap.:	47	xxxx		510		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		612	xxxx	xxxxx							
Volume/Cap:	2.70	xxxx		0.42		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.24	xxxx	xxxx							
Level Of Service Module:																						
Queue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		0.9	xxxx	xxxxx							
Stopped Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		12.7	xxxx	xxxxx							
LOS by Move:	*		*		*		*		*		*		B		*		*					
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		109		xxxxx		xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx		32.6		xxxxx		xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx		1035		xxxxx		xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*		F		*		*		*				*		*			*		*		
ApproachDel:	1035.0						xxxxxx						xxxxxx					xxxxxx				
ApproachLOS:	F						*						*					*				

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City of San Bernardino General Plan
Existing Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #50 Mount Vernon Avenue @ Mill Street

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.667
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	31.7
Optimal Cycle:	48	Level Of Service:	C

****

Street Name:	Mount Vernon Avenue						Mill Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module: Existing PM Peak												
Base Vol:	200	727	183	116	566	89	90	522	143	190	524	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	727	183	116	566	89	90	522	143	190	524	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	211	765	193	122	596	94	95	549	151	200	552	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	765	193	122	596	94	95	549	151	200	552	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	211	765	193	122	596	94	95	549	151	200	552	166
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	1.73	0.27	1.00	1.57	0.43	1.00	2.00	1.00
Final Sat.:	1800	3600	1800	1800	3111	489	1800	2826	774	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.11	0.07	0.19	0.19	0.05	0.19	0.19	0.11	0.15	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.36	0.36	0.10	0.29	0.29	0.10	0.29	0.29	0.17	0.36	0.36
Volume/Cap:	0.67	0.59	0.30	0.68	0.67	0.67	0.53	0.67	0.67	0.67	0.43	0.26
Delay/Veh:	43.9	26.5	23.0	53.4	33.1	33.1	45.6	32.8	32.8	44.7	24.6	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	26.5	23.0	53.4	33.1	33.1	45.6	32.8	32.8	44.7	24.6	22.9
HCM2kAvg:	7	10	4	5	10	10	4	10	10	7	7	4

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City of San Bernardino General Plan
Existing Conditions
PM Peak

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #51 Mountain View Ave @ San Bernardino Ave

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.360
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 90.2
Optimal Cycle: 0 Level Of Service: F

****

Street Name:	Mountain View Ave						San Bernardino Ave					
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
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	1	0 1	0 1	0	1 0
Volume Module: Existing PM Peak												
Base Vol:	175	23	66	37	80	9	17	680	522	46	174	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:	175	23	66	37	80	9	17	680	522	46	174	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	184	24	69	39	84	9	18	716	549	48	183	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	24	69	39	84	9	18	716	549	48	183	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	184	24	69	39	84	9	18	716	549	48	183	12
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
Lanes:	0.88	0.12	1.00	0.32	0.68	1.00	1.00	1.00	1.00	0.40	1.51	0.09
Final Sat.:	386	51	504	137	296	480	478	526	585	183	707	45
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.14	0.28	0.28	0.02	0.04	1.36	0.94	0.26	0.26	0.26
Crit Moves:		****		****				****		****		
Delay/Veh:	17.9	17.9	10.8	14.0	14.0	10.1	10.3	194	47.5	13.0	12.8	12.6
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:	17.9	17.9	10.8	14.0	14.0	10.1	10.3	194	47.5	13.0	12.8	12.6
LOS by Move:	C	C	B	B	B	B	B	F	E	B	B	B
ApproachDel:		16.1			13.7			128.8			12.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.1			13.7			128.8			12.8	
LOS by Appr:		C			B			F			B	

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City of San Bernardino General Plan
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PM Peak

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

Intersection #52 Mount Vernon Avenue @ Highland Avenue

Cycle (sec):	110	Critical Vol./Cap. (X):	0.679
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	27.5
Optimal Cycle:	40	Level Of Service:	C

Street Name:	Mount Vernon Avenue						Highland Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: Existing PM Peak												
Base Vol:	100	210	125	78	95	189	472	693	103	76	872	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	210	125	78	95	189	472	693	103	76	872	153
User Adj:	1.00	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:	105	221	132	82	100	199	497	729	108	80	918	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	221	132	82	100	199	497	729	108	80	918	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	221	132	82	100	199	497	729	108	80	918	161
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3600	1800	1800	1800	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.07	0.05	0.06	0.11	0.28	0.20	0.06	0.04	0.25	0.09
Crit Moves:						****	****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.41	0.69	0.69	0.09	0.38	0.38
Volume/Cap:	0.36	0.38	0.45	0.28	0.34	0.68	0.68	0.29	0.09	0.49	0.68	0.24
Delay/Veh:	41.7	41.5	42.7	40.9	41.0	47.6	29.3	6.6	5.6	49.9	30.2	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	41.5	42.7	40.9	41.0	47.6	29.3	6.6	5.6	49.9	30.2	23.7
HCM2kAvg:	3	4	4	3	3	8	14	5	1	3	14	4

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Intersection #53 State Street @ Highland Avenue

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.594
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: 27 Level Of Service: A

****

Street Name:	State Street									Highland Avenue					
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					
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10			
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	2 0	1	1 0	2 0	1			
Volume Module: Existing PM Peak															
Base Vol:	10	39	15	82	34	232	262	1486	21	32	1236	68			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	10	39	15	82	34	232	262	1486	21	32	1236	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
PHF Volume:	11	41	16	86	36	244	276	1564	22	34	1301	72			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	11	41	16	86	36	244	276	1564	22	34	1301	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.:	11	41	16	86	36	244	276	1564	22	34	1301	72			
Saturation Flow Module:															
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800			
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:	0.31	1.22	0.47	0.71	0.29	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	563	2194	844	1272	528	1800	1800	3600	1800	1800	3600	1800			
Capacity Analysis Module:															
Vol/Sat:	0.02	0.02	0.02	0.07	0.07	0.14	0.15	0.43	0.01	0.02	0.36	0.04			
Crit Moves:						****		****							
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.73	0.73	0.73	0.73	0.73	0.73			
Volume/Cap:	0.08	0.08	0.08	0.30	0.30	0.59	0.21	0.59	0.02	0.03	0.49	0.05			
Delay/Veh:	30.4	30.4	30.4	32.1	32.1	36.0	4.3	6.7	3.7	3.7	5.8	3.8			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	30.4	30.4	30.4	32.1	32.1	36.0	4.3	6.7	3.7	3.7	5.8	3.8			
HCM2kAvg:	1	1	1	3	3	7	3	12	0	0	9	1			

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Intersection #54 Tippecanoe Ave @ Hospitality Lane

Cycle (sec):	100	Critical Vol./Cap. (X):	0.621
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	25.3
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Tippecanoe Avenue						Hospitality Lane					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	2 1	0	1 0	2 1	0	1 0	1 0	1	0 1	0 0	1
Volume Module: Existing PM Peak												
Base Vol:	483	805	57	22	985	164	247	88	374	45	57	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:	483	805	57	22	985	164	247	88	374	45	57	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	508	847	60	23	1037	173	260	93	394	47	60	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	508	847	60	23	1037	173	260	93	394	47	60	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.:	508	847	60	23	1037	173	260	93	394	47	60	16
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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:	2.00	2.80	0.20	1.00	2.57	0.43	1.00	1.00	1.00	0.44	0.56	1.00
Final Sat.:	3600	5043	357	1800	4629	771	1800	1800	1800	794	1006	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.17	0.01	0.22	0.22	0.14	0.05	0.22	0.06	0.06	0.01
Crit Moves:	****				****				****			
Green/Cycle:	0.23	0.49	0.49	0.10	0.36	0.36	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.62	0.34	0.34	0.13	0.62	0.62	0.41	0.15	0.62	0.17	0.17	0.02
Delay/Veh:	36.2	15.8	15.8	41.4	27.0	27.0	25.0	22.2	28.8	22.4	22.4	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	15.8	15.8	41.4	27.0	27.0	25.0	22.2	28.8	22.4	22.4	21.2
HCM2kAvg:	8	6	6	1	11	11	6	2	11	2	2	0

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Intersection #55 Tippecanoe Ave @ San Bernardino Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.828
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 42.1
Optimal Cycle: 76 Level Of Service: D

Street Name:	Tippecanoe Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: Existing PM Peak												
Base Vol:	76	813	140	361	916	43	195	732	203	86	169	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	813	140	361	916	43	195	732	203	86	169	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	80	856	147	380	964	45	205	771	214	91	178	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	856	147	380	964	45	205	771	214	91	178	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	856	147	380	964	45	205	771	214	91	178	289
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	2.00	1.00	1.00	1.57	0.43	1.00	1.00	1.00
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	2818	782	1800	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.08	0.21	0.27	0.03	0.11	0.27	0.27	0.05	0.10	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.28	0.28	0.25	0.44	0.44	0.17	0.32	0.32	0.08	0.24	0.24
Volume/Cap:	0.53	0.85	0.29	0.85	0.60	0.06	0.68	0.85	0.85	0.60	0.42	0.68
Delay/Veh:	56.4	47.8	34.2	57.2	25.9	19.0	53.0	44.1	44.1	59.9	39.0	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:	56.4	47.8	34.2	57.2	25.9	19.0	53.0	44.1	44.1	59.9	39.0	44.4
HCM2kAvg:	4	17	4	16	14	1	8	19	20	4	6	11

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Intersection #56 Pepper Avenue @ Valley Boulevard

Cycle (sec):	100	Critical Vol./Cap. (X):	0.755
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	31.7
Optimal Cycle:	50	Level Of Service:	C

Street Name:	Pepper Avenue						Valley Boulevard					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 1	0	1 0	0 1	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: Existing PM Peak												
Base Vol:	250	926	114	39	808	116	91	357	270	80	336	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	926	114	39	808	116	91	357	270	80	336	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	263	975	120	41	851	122	96	376	284	84	354	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	975	120	41	851	122	96	376	284	84	354	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	263	975	120	41	851	122	96	376	284	84	354	127
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.78	0.22	0.09	1.91	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3205	395	166	3434	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.15	0.30	0.30	0.25	0.25	0.07	0.05	0.10	0.16	0.05	0.10	0.07
Crit Moves:		****		****					****			
Green/Cycle:	0.40	0.40	0.40	0.33	0.33	0.33	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.36	0.75	0.75	0.75	0.75	0.21	0.25	0.50	0.75	0.22	0.47	0.34
Delay/Veh:	20.9	27.5	27.5	32.8	32.8	24.4	33.4	35.4	45.6	33.1	35.1	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	27.5	27.5	32.8	32.8	24.4	33.4	35.4	45.6	33.1	35.1	34.2
HCM2kAvg:	6	16	16	14	14	3	3	6	10	2	5	4

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Intersection #57 Lena Road @ Mill Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.206
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	18.0
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Lena Road						Mill Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Lanes:	0 0	0	0 0	1	0 0	1 1	1	0 2	0 0	0	0 2	1 0
Volume Module: Existing PM Peak												
Base Vol:	0	0	0	119	0	185	105	492	0	0	299	44
Growth Adj:	1.00	1.00	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	119	0	185	105	492	0	0	299	44
User Adj:	1.00	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	125	0	195	111	518	0	0	315	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	195	111	518	0	0	315	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.:	0	0	0	125	0	195	111	518	0	0	315	46
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	0.00	0.00	1.00	0.00	2.00	1.00	2.00	0.00	0.00	2.62	0.38
Final Sat.:	0	0	0	1800	0	3600	1800	3600	0	0	4707	693
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.05	0.06	0.14	0.00	0.00	0.07	0.07
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.34	0.00	0.34	0.30	0.62	0.00	0.00	0.32	0.32
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.16	0.21	0.23	0.00	0.00	0.21	0.21
Delay/Veh:	0.0	0.0	0.0	23.7	0.0	23.3	26.4	8.4	0.0	0.0	24.5	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.7	0.0	23.3	26.4	8.4	0.0	0.0	24.5	24.5
HCM2kAvg:	0	0	0	3	0	2	3	3	0	0	3	3

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Intersection #58 Waterman Avenue @ Barton Road

Cycle (sec):	100	Critical Vol./Cap. (X):	0.944
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	40.3
Optimal Cycle:	128	Level Of Service:	D

Street Name:	Waterman Avenue						Barton Road					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module: Existing PM Peak												
Base Vol:	13	36	3	438	11	509	434	748	19	12	1099	575
Growth Adj:	1.00	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	36	3	438	11	509	434	748	19	12	1099	575
User Adj:	1.00	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:	14	38	3	461	12	536	457	787	20	13	1157	605
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	38	3	461	12	536	457	787	20	13	1157	605
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	38	3	461	12	536	457	787	20	13	1157	605
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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:	0.25	0.69	0.06	1.95	0.05	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	450	1246	104	3512	88	1800	1800	3511	89	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.13	0.13	0.30	0.25	0.22	0.22	0.01	0.32	0.34
Crit Moves:						****	****					****
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.27	0.52	0.52	0.10	0.36	0.36
Volume/Cap:	0.10	0.10	0.10	0.42	0.42	0.94	0.94	0.43	0.43	0.07	0.90	0.94
Delay/Veh:	24.3	24.3	24.3	27.2	27.2	58.1	63.3	14.7	14.7	41.0	39.6	54.0
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	24.3	24.3	27.2	27.2	58.1	63.3	14.7	14.7	41.0	39.6	54.0
HCM2kAvg:	1	1	1	6	6	21	18	8	8	0	21	23

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Intersection #59 Boulder Avenue @ Highland Avenue

Cycle (sec):	120	Critical Vol./Cap. (X):	0.490
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	34.6
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Boulder Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: Existing PM Peak												
Base Vol:	271	159	129	291	185	108	90	386	225	122	393	313
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	159	129	291	185	108	90	386	225	122	393	313
User Adj:	1.00	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:	285	167	136	306	195	114	95	406	237	128	414	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	167	136	306	195	114	95	406	237	128	414	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	285	167	136	306	195	114	95	406	237	128	414	329
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.10	0.90	1.00	1.26	0.74	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1988	1612	1800	2273	1327	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.16	0.08	0.08	0.17	0.09	0.09	0.05	0.11	0.13	0.07	0.11	0.18
Crit Moves:		****		****					****	****		
Green/Cycle:	0.34	0.17	0.17	0.35	0.18	0.18	0.08	0.27	0.27	0.15	0.33	0.68
Volume/Cap:	0.47	0.49	0.49	0.49	0.47	0.47	0.63	0.42	0.49	0.49	0.35	0.27
Delay/Veh:	31.9	45.5	45.5	31.4	44.4	44.4	61.6	36.5	37.8	48.6	30.5	7.7
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:	31.9	45.5	45.5	31.4	44.4	44.4	61.6	36.5	37.8	48.6	30.5	7.7
HCM2kAvg:	8	6	5	9	5	5	4	6	8	5	6	5

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Intersection #60 Waterman Avenue @ Orange Show Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.652
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 35.7
Optimal Cycle: 48 Level Of Service: D

Street Name:	Waterman Avenue						Orange Show Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: Existing PM Peak												
Base Vol:	138	1018	81	138	1123	84	198	597	177	43	237	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	1018	81	138	1123	84	198	597	177	43	237	44
User Adj:	1.00	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:	145	1072	85	145	1182	88	208	628	186	45	249	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1072	85	145	1182	88	208	628	186	45	249	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.:	145	1072	85	145	1182	88	208	628	186	45	249	46
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.05	0.08	0.33	0.05	0.12	0.17	0.10	0.03	0.07	0.03
Crit Moves:	****				****			****			****	
Green/Cycle:	0.12	0.51	0.51	0.08	0.48	0.48	0.25	0.25	0.25	0.08	0.08	0.08
Volume/Cap:	0.69	0.58	0.09	0.97	0.69	0.10	0.46	0.69	0.41	0.30	0.83	0.31
Delay/Veh:	59.9	20.8	15.0	118.6	25.5	17.2	38.5	42.6	37.8	52.9	71.7	52.9
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:	59.9	20.8	15.0	118.6	25.5	17.2	38.5	42.6	37.8	52.9	71.7	52.9
HCM2kAvg:	6	14	2	9	17	2	7	11	6	2	7	2

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Intersection #61 Del Rosa Avenue @ Third Street

Cycle (sec):	120	Critical Vol./Cap. (X):	0.469
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	31.1
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Del Rosa Avenue						Third Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: Existing PM Peak												
Base Vol:	12	140	284	16	79	50	114	758	20	69	255	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:	12	140	284	16	79	50	114	758	20	69	255	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	13	147	299	17	83	53	120	798	21	73	268	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	147	299	17	83	53	120	798	21	73	268	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.:	13	147	299	17	83	53	120	798	21	73	268	17
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.22	0.78	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1800	1800	1800	2205	1395	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.17	0.01	0.04	0.04	0.07	0.22	0.01	0.04	0.07	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.21	0.33	0.33	0.08	0.21	0.21	0.26	0.44	0.44	0.08	0.26	0.26
Volume/Cap:	0.03	0.25	0.51	0.11	0.18	0.18	0.26	0.51	0.03	0.48	0.29	0.04
Delay/Veh:	38.1	29.5	32.9	51.2	39.4	39.4	35.4	24.6	19.2	55.0	35.6	33.1
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:	38.1	29.5	32.9	51.2	39.4	39.4	35.4	24.6	19.2	55.0	35.6	33.1
HCM2kAvg:	0	4	9	1	2	2	4	11	0	3	4	0

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Intersection #62 Waterman Avenue @ Vanderbilt Way

Cycle (sec):	100	Critical Vol./Cap. (X):	0.584
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	23.3
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Waterman Avenue						Vanderbilt Way					
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:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2	1 0	0 0	1! 0	0	1	1 0	0 1
Volume Module: Existing PM Peak												
Base Vol:	34	968	154	148	1336	16	15	2	17	122	2	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	968	154	148	1336	16	15	2	17	122	2	252
User Adj:	1.00	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:	36	1019	162	156	1406	17	16	2	18	128	2	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1019	162	156	1406	17	16	2	18	128	2	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	36	1019	162	156	1406	17	16	2	18	128	2	265
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	2.96	0.04	0.44	0.06	0.50	1.97	0.03	1.00
Final Sat.:	1800	3600	1800	1800	5336	64	794	106	900	3542	58	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.09	0.09	0.26	0.26	0.02	0.02	0.02	0.04	0.04	0.15
Crit Moves:		****		****			****					****
Green/Cycle:	0.10	0.45	0.45	0.14	0.49	0.49	0.10	0.10	0.10	0.23	0.23	0.23
Volume/Cap:	0.20	0.63	0.20	0.63	0.54	0.54	0.20	0.20	0.20	0.16	0.16	0.63
Delay/Veh:	41.9	22.0	16.8	45.9	18.2	18.2	41.9	41.9	41.9	30.5	30.5	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	22.0	16.8	45.9	18.2	18.2	41.9	41.9	41.9	30.5	30.5	37.5
HCM2kAvg:	1	13	3	6	10	9	1	1	1	2	2	8

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Intersection #63 Del Rosa Avenue @ Date Street

Cycle (sec):	110	Critical Vol./Cap. (X):	0.527
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	23.0
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Del Rosa Avenue						Date Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module: Existing PM Peak												
Base Vol:	60	925	70	223	858	125	103	64	41	55	77	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	925	70	223	858	125	103	64	41	55	77	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	63	974	74	235	903	132	108	67	43	58	81	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	974	74	235	903	132	108	67	43	58	81	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	974	74	235	903	132	108	67	43	58	81	258
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	0.99	0.62	0.39	0.42	0.58	1.00
Final Sat.:	1800	3347	253	1800	3142	458	1783	1108	710	750	1050	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.13	0.29	0.29	0.06	0.06	0.06	0.08	0.08	0.14
Crit Moves:		****		****								****
Green/Cycle:	0.09	0.49	0.49	0.22	0.61	0.61	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.39	0.60	0.60	0.60	0.47	0.47	0.25	0.25	0.25	0.32	0.32	0.60
Delay/Veh:	48.6	21.0	21.0	41.2	11.6	11.6	34.0	34.0	34.0	34.6	34.6	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	21.0	21.0	41.2	11.6	11.6	34.0	34.0	34.0	34.6	34.6	38.6
HCM2kAvg:	2	13	13	8	9	10	3	3	3	4	4	8

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Intersection #64 Waterman Avenue @ Highland Avenue

Cycle (sec):	120	Critical Vol./Cap. (X):	0.650
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	39.2
Optimal Cycle:	48	Level Of Service:	D

Street Name:	Waterman Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module: Existing PM Peak												
Base Vol:	306	660	232	163	387	97	151	648	247	151	632	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	660	232	163	387	97	151	648	247	151	632	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	322	695	244	172	407	102	159	682	260	159	665	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	695	244	172	407	102	159	682	260	159	665	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	322	695	244	172	407	102	159	682	260	159	665	163
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.61	0.39
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	2891	709
Capacity Analysis Module:												
Vol/Sat:	0.18	0.19	0.14	0.10	0.11	0.06	0.09	0.19	0.14	0.09	0.23	0.23
Crit Moves:		****		****			****				****	
Green/Cycle:	0.27	0.30	0.30	0.15	0.17	0.17	0.14	0.33	0.33	0.16	0.35	0.35
Volume/Cap:	0.66	0.65	0.46	0.65	0.66	0.33	0.65	0.57	0.43	0.57	0.65	0.65
Delay/Veh:	42.1	38.2	34.9	53.9	49.0	44.3	55.2	33.5	31.6	49.6	33.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	38.2	34.9	53.9	49.0	44.3	55.2	33.5	31.6	49.6	33.7	33.7
HCM2kAvg:	11	12	7	7	8	3	7	11	7	6	13	13

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****

Intersection #65 E Street @ Orange Show Road

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.631
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 37.5
Optimal Cycle: 48 Level Of Service: D

****

Street Name:	E Street						Orange Show Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2	0 1	1 0	2	0 2	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module: Existing PM Peak												
Base Vol:	456	578	127	174	432	343	604	745	244	146	626	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	456	578	127	174	432	343	604	745	244	146	626	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	480	608	134	183	455	361	636	784	257	154	659	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	608	134	183	455	361	636	784	257	154	659	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	480	608	134	183	455	361	636	784	257	154	659	162
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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:	2.00	1.64	0.36	2.00	2.00	1.00	2.00	1.51	0.49	2.00	2.00	1.00
Final Sat.:	3600	2951	649	3600	3600	1800	3600	2712	888	3600	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.21	0.05	0.13	0.20	0.18	0.29	0.29	0.04	0.18	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.21	0.32	0.32	0.08	0.20	0.46	0.26	0.45	0.45	0.08	0.27	0.35
Volume/Cap:	0.65	0.65	0.65	0.61	0.65	0.44	0.68	0.65	0.65	0.51	0.68	0.25
Delay/Veh:	45.5	36.3	36.3	56.8	46.5	22.5	41.8	26.7	26.7	54.2	41.0	27.8
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:	45.5	36.3	36.3	56.8	46.5	22.5	41.8	26.7	26.7	54.2	41.0	27.8
HCM2kAvg:	9	12	12	4	9	9	11	15	15	3	12	4

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****

Intersection #66 E Street @ 2nd Street

****

Cycle (sec): 110 Critical Vol./Cap. (X): 0.576
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 34.2
Optimal Cycle: 48 Level Of Service: C

****

Street Name:	E Street						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1	0 1	0 1	1	0 2	0 1	1	0 1	1 0	1	0 2	1 0
Volume Module: Existing PM Peak												
Base Vol:	152	443	138	40	332	154	111	409	54	90	919	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	443	138	40	332	154	111	409	54	90	919	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	160	466	145	42	349	162	117	431	57	95	967	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	466	145	42	349	162	117	431	57	95	967	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.:	160	466	145	42	349	162	117	431	57	95	967	40
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.00	1.00	1.77	0.23	1.00	2.88	0.12
Final Sat.:	1800	1800	1800	1800	3600	1800	1800	3180	420	1800	5186	214
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.08	0.02	0.10	0.09	0.06	0.14	0.14	0.05	0.19	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.42	0.42	0.09	0.42	0.53	0.11	0.32	0.32	0.09	0.31	0.31
Volume/Cap:	0.98	0.61	0.19	0.26	0.23	0.17	0.61	0.42	0.42	0.58	0.61	0.61
Delay/Veh:	113.4	26.0	19.9	47.4	20.3	13.4	52.6	29.6	29.6	53.1	33.3	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.4	26.0	19.9	47.4	20.3	13.4	52.6	29.6	29.6	53.1	33.3	33.3
HCM2kAvg:	9	13	3	2	4	3	5	7	7	4	10	10

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Intersection #67 State Street @ Baseline Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.335
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	5.5
Optimal Cycle:	36	Level Of Service:	A

Street Name:	State Street						Baseline Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 1	1 0	1	0 2	0 0
Volume Module: Existing PM Peak												
Base Vol:	6	0	66	0	0	0	0	954	10	50	898	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	66	0	0	0	0	954	10	50	898	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	6	0	69	0	0	0	0	1004	11	53	945	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	69	0	0	0	0	1004	11	53	945	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.:	6	0	69	0	0	0	0	1004	11	53	945	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	0.00	1.00	0.00	0.00	0.00	0.00	1.98	0.02	1.00	2.00	0.00
Final Sat.:	1800	0	1800	0	0	0	0	3563	37	1800	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.28	0.28	0.03	0.26	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.10	0.00	0.20	0.00	0.00	0.00	0.00	0.74	0.74	0.10	0.84	0.00
Volume/Cap:	0.04	0.00	0.19	0.00	0.00	0.00	0.00	0.38	0.38	0.29	0.31	0.00
Delay/Veh:	40.7	0.0	33.5	0.0	0.0	0.0	0.0	4.8	4.8	42.6	1.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	0.0	33.5	0.0	0.0	0.0	0.0	4.8	4.8	42.6	1.8	0.0
HCM2kAvg:	0	0	2	0	0	0	0	6	6	2	3	0

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Intersection #68 Kendall Drive @ 40th Street

Cycle (sec):	120	Critical Vol./Cap. (X):	0.436
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	25.9
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Kendall Drive						40th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: Existing PM Peak												
Base Vol:	3	453	5	290	434	159	141	21	6	15	36	368
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	453	5	290	434	159	141	21	6	15	36	368
User Adj:	1.00	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:	3	477	5	305	457	167	148	22	6	16	38	387
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	477	5	305	457	167	148	22	6	16	38	387
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	477	5	305	457	167	148	22	6	16	38	387
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.98	0.02	1.00	2.00	1.00	1.00	1.56	0.44	1.00	1.00	1.00
Final Sat.:	1800	3561	39	1800	3600	1800	1800	2800	800	1800	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.17	0.13	0.09	0.08	0.01	0.01	0.01	0.02	0.22
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.29	0.29	0.37	0.59	0.59	0.18	0.13	0.13	0.13	0.08	0.46
Volume/Cap:	0.02	0.45	0.45	0.45	0.22	0.16	0.45	0.06	0.06	0.07	0.25	0.47
Delay/Veh:	50.6	34.7	34.7	28.9	11.9	11.5	44.8	45.6	45.6	45.7	51.6	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:	50.6	34.7	34.7	28.9	11.9	11.5	44.8	45.6	45.6	45.7	51.6	22.9
HCM2kAvg:	0	7	8	8	4	3	5	0	0	1	2	10

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Intersection #69 Mount Vernon Avenue @ Baseline Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.532
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: 36 Level Of Service: C

Street Name:	Mount Vernon Avenue						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: Existing PM Peak												
Base Vol:	170	615	118	105	330	65	74	652	132	126	727	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	615	118	105	330	65	74	652	132	126	727	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	179	647	124	111	347	68	78	686	139	133	765	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	647	124	111	347	68	78	686	139	133	765	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	179	647	124	111	347	68	78	686	139	133	765	107
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.68	0.32	1.00	1.67	0.33	1.00	1.66	0.34	1.00	1.75	0.25
Final Sat.:	1800	3020	580	1800	3008	592	1800	2994	606	1800	3157	443
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.21	0.06	0.12	0.12	0.04	0.23	0.23	0.07	0.24	0.24
Crit Moves:		****					****				****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.10	0.45	0.45	0.10	0.45	0.45
Volume/Cap:	0.25	0.54	0.54	0.16	0.29	0.29	0.43	0.51	0.51	0.74	0.54	0.54
Delay/Veh:	20.6	23.8	23.8	19.7	20.9	20.9	44.0	20.2	20.2	58.5	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.6	23.8	23.8	19.7	20.9	20.9	44.0	20.2	20.2	58.5	20.7	20.7
HCM2kAvg:	4	9	9	2	4	4	3	9	9	6	10	10

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Intersection #70 Waterman Avenue @ Mill Street

Cycle (sec):	120	Critical Vol./Cap. (X):	0.540
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	35.2
Optimal Cycle:	48	Level Of Service:	D

Street Name:	Waterman Avenue						Mill Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: Existing PM Peak												
Base Vol:	105	907	98	111	884	201	225	372	131	205	340	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	907	98	111	884	201	225	372	131	205	340	101
User Adj:	1.00	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:	111	955	103	117	931	212	237	392	138	216	358	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	955	103	117	931	212	237	392	138	216	358	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	955	103	117	931	212	237	392	138	216	358	106
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.71	0.29	1.00	2.44	0.56	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	4873	527	1800	4400	1000	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.06	0.21	0.21	0.13	0.11	0.08	0.12	0.10	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.42	0.42	0.08	0.39	0.39	0.24	0.20	0.20	0.22	0.18	0.18
Volume/Cap:	0.54	0.46	0.46	0.78	0.54	0.54	0.54	0.53	0.38	0.53	0.54	0.32
Delay/Veh:	53.1	25.1	25.1	76.4	28.4	28.4	40.9	43.5	41.9	42.4	45.2	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	25.1	25.1	76.4	28.4	28.4	40.9	43.5	41.9	42.4	45.2	43.0
HCM2kAvg:	5	9	9	6	11	11	8	7	5	7	7	4

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

Intersection #71 E Street @ 30th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.562
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	12.6
Optimal Cycle:	25	Level Of Service:	B

Street Name:	E Street						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module: Existing PM Peak												
Base Vol:	99	1381	95	82	279	307	184	170	21	16	292	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	1381	95	82	279	307	184	170	21	16	292	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	104	1454	100	86	294	323	194	179	22	17	307	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1454	100	86	294	323	194	179	22	17	307	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	104	1454	100	86	294	323	194	179	22	17	307	102
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.87	0.13	1.00	1.00	1.00	1.00	1.78	0.22	1.00	2.00	1.00
Final Sat.:	1800	3368	232	1800	1800	1800	1800	3204	396	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.43	0.43	0.05	0.16	0.18	0.11	0.06	0.06	0.01	0.09	0.06
Crit Moves:		****					****					
Green/Cycle:	0.77	0.77	0.77	0.77	0.77	0.77	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.08	0.56	0.56	0.06	0.21	0.23	0.56	0.29	0.29	0.05	0.45	0.30
Delay/Veh:	2.9	5.0	5.0	2.8	3.2	3.3	38.7	34.8	34.8	33.0	36.2	35.1
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:	2.9	5.0	5.0	2.8	3.2	3.3	38.7	34.8	34.8	33.0	36.2	35.1
HCM2kAvg:	1	10	10	1	3	3	6	3	3	0	5	3

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

Intersection #72 Ohio Avenue @ Palm Avenue

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: A[9.6]

Street Name:	Ohio Avenue						Palm Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	1	0 1 0	0	1	0 1 0	0	1	0 1 0	0	1
Volume Module: Existing PM Peak												
Base Vol:	14	8	0	4	6	15	26	34	39	4	31	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
Initial Bse:	14	8	0	4	6	15	26	34	39	4	31	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
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	0.95 0.95	0.95	0.95
PHF Volume:	15	8	0	4	6	16	27	36	41	4	33	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	15	8	0	4	6	16	27	36	41	4	33	1
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:	22 xxxx	xxxxx		8 xxxx	xxxxx		69	53	6	99	68	8
Potent Cap.:	1606 xxxx	xxxxx		1625 xxxx	xxxxx		927	843	1082	888	826	1079
Move Cap.:	1606 xxxx	xxxxx		1625 xxxx	xxxxx		890	833	1082	818	816	1079
Volume/Cap:	0.01 xxxx	xxxx		0.00 xxxx	xxxx		0.03	0.04	0.04	0.01	0.04	0.00
Level Of Service Module:												
Queue:	0.0 xxxx	xxxxx		0.0 xxxx	xxxxx		xxxxx	xxxx	0.1	xxxxx	xxxx	0.0
Stopped Del:	7.3 xxxx	xxxxx		7.2 xxxx	xxxxx		xxxxx	xxxx	8.5	xxxxx	xxxx	8.3
LOS by Move:	A	*	*	A	*	*	*	*	A	*	*	A
Movement:	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		857	xxxx	xxxxx	817	xxxx	xxxxx
SharedQueue:	0.0 xxxx	xxxxx		0.0 xxxx	xxxxx		0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd StpDel:	7.3 xxxx	xxxxx		7.2 xxxx	xxxxx		9.5	xxxx	xxxxx	9.6	xxxx	xxxxx
Shared LOS:	A	*	*	A	*	*	A	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			9.1			9.6		
ApproachLOS:	*			*			A			A		

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

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Intersection #73 Victoria Avenue @ Highland Avenue

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Cycle (sec): 120 Critical Vol./Cap. (X): 0.683
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 39.9
Optimal Cycle: 48 Level Of Service: D

****

Street Name:	Victoria Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	11 0	1	1 0	1	1 0	1 0	2 0	1
Volume Module: Existing PM Peak												
Base Vol:	210	162	63	131	114	249	301	608	147	76	660	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	162	63	131	114	249	301	608	147	76	660	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	221	171	66	138	120	262	317	640	155	80	695	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	171	66	138	120	262	317	640	155	80	695	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	221	171	66	138	120	262	317	640	155	80	695	152
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	xxxx	1.00	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1800	1800	1800	1800	xxxx	1800	1800	2899	701	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.04	0.08	0.01	0.15	0.18	0.22	0.22	0.04	0.19	0.08
Crit Moves:	****					****	****				****	
Green/Cycle:	0.18	0.31	0.31	0.08	0.21	0.21	0.26	0.46	0.46	0.08	0.28	0.28
Volume/Cap:	0.68	0.31	0.12	0.92	0.03	0.68	0.68	0.48	0.48	0.53	0.68	0.30
Delay/Veh:	51.9	31.9	29.8	104.7	37.4	48.5	44.3	22.9	22.9	56.4	40.2	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	31.9	29.8	104.7	37.4	48.5	44.3	22.9	22.9	56.4	40.2	34.1
HCM2kAvg:	9	5	2	8	0	10	11	10	10	4	12	4

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

Intersection #74 Palm Avenue @ Highland Avenue

Cycle (sec):	120	Critical Vol./Cap. (X):	0.520
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	32.4
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Palm Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: Existing PM Peak												
Base Vol:	202	116	247	56	75	77	68	689	172	182	647	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	116	247	56	75	77	68	689	172	182	647	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	213	122	260	59	79	81	72	725	181	192	681	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	122	260	59	79	81	72	725	181	192	681	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	213	122	260	59	79	81	72	725	181	192	681	76
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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:	2.00	1.00	1.00	1.00	0.49	0.51	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3600	1800	1800	1800	888	912	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.14	0.03	0.09	0.09	0.04	0.20	0.10	0.11	0.19	0.04
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.27	0.27	0.08	0.27	0.27	0.08	0.38	0.38	0.20	0.50	0.50
Volume/Cap:	0.71	0.25	0.53	0.39	0.33	0.33	0.48	0.53	0.27	0.53	0.38	0.09
Delay/Veh:	61.2	34.4	38.4	53.8	35.4	35.4	54.9	29.4	26.0	44.5	19.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	34.4	38.4	53.8	35.4	35.4	54.9	29.4	26.0	44.5	19.0	16.0
HCM2kAvg:	5	4	8	2	5	5	3	11	5	7	8	1

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

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Intersection #75 SR-30 EB Ramps @ Highland Avenue

****

Cycle (sec): 110 Critical Vol./Cap. (X): 0.464
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: 24 Level Of Service: B

****

Street Name:	SR-30 EB Ramps						Highland Avenue					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Lanes:	0 0	0	0 0	2	0 0	0 2	0	0 2	0 0	0	0 2	0 0
Volume Module: >> Count Date: 1 Jan 2003 << Existing PM Peak												
Base Vol:	0	0	0	747	0	151	0	781	0	0	599	0
Growth Adj:	1.00	1.00	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	747	0	151	0	781	0	0	599	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:	0.95	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	786	0	159	0	822	0	0	631	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	786	0	159	0	822	0	0	631	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	786	0	159	0	822	0	0	631	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	0.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	3600	0	3600	0	3600	0	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.04	0.00	0.23	0.00	0.00	0.18	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.47	0.00	0.49	0.00	0.00	0.49	0.00
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.09	0.00	0.46	0.00	0.00	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	19.9	0.0	16.1	0.0	18.5	0.0	0.0	17.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.9	0.0	16.1	0.0	18.5	0.0	0.0	17.3	0.0
HCM2kAvg:	0	0	0	9	0	1	0	9	0	0	6	0

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

****

Intersection #77 Arden Avenue @ Highland Avenue

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 10 (Y+R = 3 sec) Average Delay (sec/veh): 34.2
Optimal Cycle: 50 Level Of Service: C

****

Street Name:	Arden Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	2	0 1	1 0	2	1 0
Volume Module: Existing PM Peak												
Base Vol:	147	82	31	63	172	256	263	889	430	133	1197	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	82	31	63	172	256	263	889	430	133	1197	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	155	86	33	66	181	269	277	936	453	140	1260	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	86	33	66	181	269	277	936	453	140	1260	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	155	86	33	66	181	269	277	936	453	140	1260	186
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.45	0.55	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.61	0.39
Final Sat.:	1800	2612	988	1800	1800	1800	3600	3600	1800	1800	4704	696
Capacity Analysis Module:												
Vol/Sat:	0.09	0.03	0.03	0.04	0.10	0.15	0.08	0.26	0.25	0.08	0.27	0.27
Crit Moves:	****					****	****				****	
Green/Cycle:	0.14	0.19	0.19	0.19	0.24	0.24	0.12	0.46	0.46	0.08	0.42	0.42
Volume/Cap:	0.63	0.18	0.18	0.20	0.43	0.63	0.63	0.56	0.55	0.93	0.63	0.63
Delay/Veh:	54.4	41.2	41.2	41.6	39.2	43.0	53.2	24.0	24.0	108.4	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	41.2	41.2	41.6	39.2	43.0	53.2	24.0	24.0	108.4	27.9	27.9
HCM2kAvg:	6	2	2	2	6	10	6	13	12	8	14	14

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City of San Bernardino General Plan
Existing Conditions
PM Peak

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

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Intersection #78 Arden Avenue @ SR-30 WB Ramps

****

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

****

Street Name:	Arden Avenue						SR-30 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 0	0 0		0 0 2	0 0		0 0 1	1 1	
Volume Module: Existing PM Peak												
Base Vol:	0	0	0	0	0	0	0	1581	0	0	651	961
Growth Adj:	1.00	1.00	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	1581	0	0	651	961
User Adj:	1.00	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	0	0	0	0	1664	0	0	685	1012
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	1664	0	0	685	1012
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

City of San Bernardino General Plan
Existing Conditions
PM Peak

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

Intersection #79 Arden Avenue @ SR-30 EB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.345
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 24 Level Of Service: B

Street Name:	Arden Avenue						SR-30 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	10	10	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module: Existing PM												
Base Vol:	0	294	92	373	371	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	294	92	373	371	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	309	97	393	391	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	309	97	393	391	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	309	97	393	391	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.52	0.48	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	2742	858	1800	3600	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.22	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.33	0.33	0.63	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.34	0.34	0.34	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	25.7	25.7	8.8	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.7	25.7	8.8	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	0	5	5	6	2	0	0	0	0	0	0	0

City of San Bernardino General Plan
Existing Conditions
PM Peak

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

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Intersection #80 I Street @ 2nd Street

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.221
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 24 Level Of Service: B

****

Street Name:	I Street						2nd Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	1 0	1	0 1	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: Existing PM Peak												
Base Vol:	27	36	114	115	156	18	8	453	11	28	347	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	36	114	115	156	18	8	453	11	28	347	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	28	38	120	121	164	19	8	477	12	29	365	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	38	120	121	164	19	8	477	12	29	365	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	38	120	121	164	19	8	477	12	29	365	23
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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:	0.86	1.14	1.00	0.85	1.15	1.00	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1543	2057	1800	1528	2072	1800	1800	3600	1800	1800	3385	215
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.07	0.08	0.08	0.01	0.00	0.13	0.01	0.02	0.11	0.11
Crit Moves:					****			****				
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.05	0.05	0.19	0.22	0.22	0.03	0.01	0.22	0.01	0.03	0.18	0.18
Delay/Veh:	20.9	20.9	22.1	22.4	22.4	20.8	8.0	9.2	8.0	8.1	9.0	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	20.9	22.1	22.4	22.4	20.8	8.0	9.2	8.0	8.1	9.0	9.0
HCM2kAvg:	1	1	3	3	3	0	0	3	0	0	3	3

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General Plan Update: 2004

INTERSECTION LOS CALCULATION SHEETS BUILD-OUT PM PEAK HOURS

San Bernardino General Plan Update
2030 Conditions
PM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Pepper Avenue @ Rialto Avenue	C	20.6	0.728	C	20.6	0.728	+ 0.000 D/V
# 2 Pepper Avenue @ Mill Street	D	37.2	0.730	D	37.2	0.730	+ 0.000 D/V
# 3 Meridian Avenue @ Rialto Avenu	F	65.6	0.000	F	65.6	0.000	+ 0.000 D/V
# 5 Northpark Boulevard @ Universi	C	26.0	0.142	C	26.0	0.142	+ 0.000 D/V
# 6 Kendall Drive @ University Par	C	30.6	0.501	C	30.6	0.501	+ 0.000 D/V
# 8 E Street @ Highland Avenue	B	16.5	0.475	B	16.5	0.475	+ 0.000 D/V
# 9 Hunts Lane @ E Street	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 11 Waterman Avenue @ Fifth Street	D	40.2	0.811	D	40.2	0.811	+ 0.000 D/V
# 12 E Street @ Baseline Street	C	24.9	0.686	C	24.9	0.686	+ 0.000 D/V
# 13 Arrowhead Avenue @ Baseline St	B	16.5	0.531	B	16.5	0.531	+ 0.000 D/V
# 14 Mount Vernon Avenue @ 2nd Stre	C	31.2	0.682	C	31.2	0.682	+ 0.000 D/V
# 15 Mount Vernon Avenue @ Rialto A	B	17.0	0.502	B	17.0	0.502	+ 0.000 D/V
# 17 Mount Vernon Avenue @ 5th Stre	C	24.7	0.611	C	24.7	0.611	+ 0.000 D/V
# 18 Waterman Avenue @ 30th Street	F	96.5	1.180	F	96.5	1.180	+ 0.000 D/V
# 19 Kendall Drive @ Palm Avenue	B	17.7	0.072	B	17.7	0.072	+ 0.000 D/V
# 20 Belmont Avenue @ Palm Avenue	A	7.9	0.147	A	7.9	0.147	+ 0.000 V/C
# 21 Sierra Way @ 30th Street	B	17.6	0.764	B	17.6	0.764	+ 0.000 D/V
# 22 Del Rosa Avenue @ Baseline Str	C	33.0	0.823	C	33.0	0.823	+ 0.000 D/V
# 23 Waterman Avenue @ SR-30 EB Ram	F	127.9	1.288	F	127.9	1.288	+ 0.000 D/V
# 24 Leroy/SR-30 WB On Ramp @ 30th	B	17.5	0.594	B	17.5	0.594	+ 0.000 D/V
# 25 SR-30 WB Off Ramp @ 30th Stree	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 26 Del Rosa Avenue @ Lynwood Driv	B	12.7	0.612	B	12.7	0.612	+ 0.000 D/V
# 27 Harrison Street @ 40th Street	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V

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San Bernardino General Plan Update
2030 Conditions
PM Peak

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 28 Sterling Avenue @ Highland Ave	C	31.8	0.606	C	31.8	0.606	+ 0.000 D/V
# 29 Waterman Avenue @ Marshall Bou	A	5.0	0.633	A	5.0	0.633	+ 0.000 D/V
# 30 Waterman Avenue @ 36th Street	F	87.5	0.000	F	87.5	0.000	+ 0.000 D/V
# 31 Sterling Avenue @ Lynwood Driv	C	20.0	0.775	C	20.0	0.775	+ 0.000 V/C
# 32 Sterling Avenue @ Foothill Dri	B	10.2	0.419	B	10.2	0.419	+ 0.000 V/C
# 33 Del Rosa Avenue @ Foothill Dri	C	17.5	0.000	C	17.5	0.000	+ 0.000 D/V
# 34 30th Street @ Lynwood Drive	B	11.5	0.000	B	11.5	0.000	+ 0.000 D/V
# 35 Waterman Avenue @ 40th Street	D	42.9	0.982	D	42.9	0.982	+ 0.000 D/V
# 36 Waterman Avenue @ 34th Street	F	110.6	0.000	F	110.6	0.000	+ 0.000 D/V
# 37 Waterman Avenue @ Parkdale Ave	A	5.3	0.651	A	5.3	0.651	+ 0.000 D/V
# 38 Valencia Avenue @ 30th Street	B	12.7	0.304	B	12.7	0.304	+ 0.000 D/V
# 39 Valencia Avenue @ 40th Street	F	72.4	1.129	F	72.4	1.129	+ 0.000 V/C
# 40 Del Rosa Avenue @ SR-30 EB Ram	C	28.5	0.748	C	28.5	0.748	+ 0.000 D/V
# 41 Del Rosa Avenue @ SR-30 WB Ram	E	57.0	1.088	E	57.0	1.088	+ 0.000 D/V
# 42 Sierra Way @ 40th Street	C	34.6	0.920	C	34.6	0.920	+ 0.000 D/V
# 43 Waterman Avenue @ Hospitality	C	33.4	0.762	C	33.4	0.762	+ 0.000 D/V
# 44 Hospitality Lane @ Carnegie Dr	C	30.7	0.649	C	30.7	0.649	+ 0.000 D/V
# 45 Tippecanoe Avenue @ Rialto Ave	F	242.1	0.000	F	242.1	0.000	+ 0.000 D/V
# 46 Tippecanoe Ave @ Harry Shepard	B	11.6	0.683	B	11.6	0.683	+ 0.000 D/V
# 47 Tippecanoe Avenue @ 3rd Street	D	49.0	0.882	D	49.0	0.882	+ 0.000 D/V
# 48 Tippecanoe Ave @ Mill Street	B	19.5	0.747	B	19.5	0.747	+ 0.000 D/V
# 49 Rancho Avenue @ 5th St/Foothil	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 50 Mount Vernon Avenue @ Mill Str	D	35.1	0.799	D	35.1	0.799	+ 0.000 D/V
# 51 Mountain View Ave @ San Bernar	F	308.8	2.440	F	308.8	2.440	+ 0.000 V/C
# 52 Mount Vernon Avenue @ Highland	C	31.7	0.598	C	31.7	0.598	+ 0.000 D/V

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San Bernardino General Plan Update
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PM Peak

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 53 State Street @ Highland Avenue	B	16.3	0.510	B	16.3	0.510	+ 0.000 D/V
# 54 Tippecanoe Ave @ Hospitality L	C	24.5	0.505	C	24.5	0.505	+ 0.000 D/V
# 55 Tippecanoe Ave @ San Bernardin	D	48.1	0.863	D	48.1	0.863	+ 0.000 D/V
# 57 Lena Road @ Mill Street	C	22.6	0.502	C	22.6	0.502	+ 0.000 D/V
# 58 Waterman Avenue @ Barton Road	C	31.7	0.972	C	31.7	0.972	+ 0.000 D/V
# 59 Boulder Avenue @ Highland Aven	C	29.3	0.658	C	29.3	0.658	+ 0.000 D/V
# 60 Waterman Avenue @ Orange Show	D	40.1	0.832	D	40.1	0.832	+ 0.000 D/V
# 61 Del Rosa Avenue @ Third Street	D	47.4	0.839	D	47.4	0.839	+ 0.000 D/V
# 62 Waterman Avenue @ Vanderbilt W	B	13.7	0.641	B	13.7	0.641	+ 0.000 D/V
# 64 Waterman Avenue @ Highland Ave	D	40.0	0.707	D	40.0	0.707	+ 0.000 D/V
# 65 E Street @ Orange Show Road	D	49.7	0.945	D	49.7	0.945	+ 0.000 D/V
# 66 E Street @ 2nd Street	D	40.3	0.816	D	40.3	0.816	+ 0.000 D/V
# 67 State Street @ Baseline Street	B	19.2	0.560	B	19.2	0.560	+ 0.000 D/V
# 68 Kendall Drive @ 40th Street	B	18.2	0.542	B	18.2	0.542	+ 0.000 D/V
# 69 Mount Vernon Avenue @ Baseline	C	22.8	0.531	C	22.8	0.531	+ 0.000 D/V
# 70 Waterman Avenue @ Mill Street	D	47.2	0.889	D	47.2	0.889	+ 0.000 D/V
# 71 E Street @ 30th Street	B	14.8	0.754	B	14.8	0.754	+ 0.000 D/V
# 72 Ohio Avenue @ Palm Avenue	A	9.3	0.000	A	9.3	0.000	+ 0.000 D/V
# 73 Victoria Avenue @ Highland Ave	C	31.6	0.610	C	31.6	0.610	+ 0.000 D/V
# 74 Palm Avenue @ Highland Avenue	D	42.0	0.665	D	42.0	0.665	+ 0.000 D/V
# 75 SR-30 EB Ramps @ Highland Aven	C	20.8	0.625	C	20.8	0.625	+ 0.000 D/V
# 76 SR-30 WB Ramps @ Highland Aven	B	14.5	0.562	B	14.5	0.562	+ 0.000 D/V
# 77 Arden Avenue @ Highland Avenue	D	46.1	0.892	D	46.1	0.892	+ 0.000 D/V
# 78 Arden Avenue @ SR-30 WB Ramps	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V

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San Bernardino General Plan Update
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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 79 Arden Avenue @ SR-30 EB Ramps	B	18.2	0.583	B	18.2	0.583	+ 0.000 D/V

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San Bernardino General Plan Update
2030 Conditions
PM Peak

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

Intersection #1 Pepper Avenue @ Rialto Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.728
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: 39 Level Of Service: C

Street Name:	Pepper Avenue						Rialto Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module: 2030 PM Peak												
Base Vol:	225	999	133	71	851	155	212	584	193	172	762	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	999	133	71	851	155	212	584	193	172	762	139
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:	225	999	133	71	851	155	212	584	193	172	762	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	999	133	71	851	155	212	584	193	172	762	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	999	133	71	851	155	212	584	193	172	762	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	225	999	133	71	851	155	212	584	193	172	762	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.77	0.23	1.00	1.69	0.31	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1900	3354	446	1900	3215	585	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.30	0.04	0.26	0.26	0.11	0.31	0.10	0.09	0.40	0.07
Crit Moves:		****									****	
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.29	0.73	0.73	0.09	0.65	0.65	0.20	0.56	0.18	0.16	0.73	0.13
Delay/Veh:	20.0	26.6	26.6	18.2	24.7	24.7	11.5	15.2	11.3	11.2	19.5	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	26.6	26.6	18.2	24.7	24.7	11.5	15.2	11.3	11.2	19.5	10.9
HCM2kAvg:	5	16	16	1	13	13	3	12	3	3	18	2

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Intersection #2 Pepper Avenue @ Mill Street

Cycle (sec):	120	Critical Vol./Cap. (X):	0.730
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	37.2
Optimal Cycle:	54	Level Of Service:	D

Street Name:	Pepper Avenue						Mill Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 PM Peak												
Base Vol:	185	1017	79	160	787	240	194	662	105	54	864	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	1017	79	160	787	240	194	662	105	54	864	144
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:	185	1017	79	160	787	240	194	662	105	54	864	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	1017	79	160	787	240	194	662	105	54	864	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	1017	79	160	787	240	194	662	105	54	864	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	185	1017	79	160	787	240	194	662	105	54	864	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.04	0.08	0.21	0.13	0.10	0.17	0.06	0.03	0.23	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.37	0.37	0.12	0.33	0.33	0.14	0.37	0.37	0.08	0.31	0.31
Volume/Cap:	0.63	0.73	0.11	0.73	0.63	0.39	0.73	0.47	0.15	0.34	0.73	0.24
Delay/Veh:	52.0	34.9	25.2	63.1	35.2	31.4	59.3	29.3	25.5	53.2	39.2	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	34.9	25.2	63.1	35.2	31.4	59.3	29.3	25.5	53.2	39.2	31.0
HCM2kAvg:	7	17	2	7	13	7	8	9	3	2	15	4

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Intersection #3 Meridian Avenue @ Rialto Avenue

****

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: F[65.6]

****

Street Name:	Meridian Avenue						Rialto Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 0 1 0			1 0 0 1 0		
Volume Module: 2030 PM Peak												
Base Vol:	0	0	0	27	0	18	34	778	0	0	1052	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:	0	0	0	27	0	18	34	778	0	0	1052	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	27	0	18	34	778	0	0	1052	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	27	0	18	34	778	0	0	1052	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	27	0	18	34	778	0	0	1052	39
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1918	xxxx	1071	1091	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	75	xxxx	271	647	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	72	xxxx	271	647	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.37	xxxx	0.07	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	102	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	65.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			65.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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Intersection #5 Northpark Boulevard @ University Parkway

Cycle (sec):	120	Critical Vol./Cap. (X):	0.142
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	26.0
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Northpark Boulevard						University Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 1	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 PM Peak												
Base Vol:	202	34	4	0	34	94	121	50	296	5	27	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:	202	34	4	0	34	94	121	50	296	5	27	1
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:	202	34	4	0	34	94	121	50	296	5	27	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:	202	34	4	0	34	94	121	50	296	5	27	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	34	4	0	34	94	121	50	296	5	27	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.:	202	34	4	0	34	94	121	50	296	5	27	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3800	3800	1900	1900	3800	1900	1900	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.00	0.00	0.01	0.05	0.06	0.01	0.16	0.00	0.01	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.27	0.27	0.27	0.00	0.25	0.25	0.33	0.33	0.60	0.08	0.08	0.08
Volume/Cap:	0.20	0.03	0.01	0.00	0.04	0.20	0.20	0.04	0.26	0.03	0.09	0.01
Delay/Veh:	33.7	32.1	31.9	0.0	33.8	35.4	29.3	27.7	11.7	50.6	50.9	50.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	32.1	31.9	0.0	33.8	35.4	29.3	27.7	11.7	50.6	50.9	50.5
HCM2kAvg:	3	0	0	0	0	3	3	1	5	0	1	0

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Intersection #6 Kendall Drive @ University Parkway

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.501
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	30.6
Optimal Cycle:	48	Level Of Service:	C

****

Street Name:	Kendall Drive						University Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 2	1 0	1	0 2	1 0
Volume Module: 2030 PM Peak												
Base Vol:	555	95	8	60	343	407	48	129	186	6	338	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	555	95	8	60	343	407	48	129	186	6	338	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	555	95	8	60	343	407	48	129	186	6	338	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	555	95	8	60	343	407	48	129	186	6	338	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	555	95	8	60	343	407	48	129	186	6	338	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	555	95	8	60	343	407	48	129	186	6	338	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.94	0.06
Final Sat.:	3800	3800	1900	3800	3800	1900	3800	3800	1900	1900	5584	116
Capacity Analysis Module:												
Vol/Sat:	0.15	0.03	0.00	0.02	0.09	0.21	0.01	0.03	0.10	0.00	0.06	0.06
Crit Moves:	****					****			****	****		
Green/Cycle:	0.26	0.32	0.32	0.32	0.38	0.38	0.14	0.18	0.18	0.10	0.14	0.46
Volume/Cap:	0.56	0.08	0.01	0.05	0.24	0.56	0.09	0.19	0.56	0.03	0.44	0.13
Delay/Veh:	32.7	23.6	23.1	23.3	21.0	25.2	37.7	35.3	39.0	40.7	40.0	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	23.6	23.1	23.3	21.0	25.2	37.7	35.3	39.0	40.7	40.0	15.5
HCM2kAvg:	8	1	0	1	4	10	1	2	6	0	4	2

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Intersection #8 E Street @ Highland Avenue

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.475
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 24 Level Of Service: B

****

Street Name:	E Street						Highland Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: 2030 PM peak												
Base Vol:	186	711	140	159	464	61	108	714	140	132	880	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	711	140	159	464	61	108	714	140	132	880	158
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:	186	711	140	159	464	61	108	714	140	132	880	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	711	140	159	464	61	108	714	140	132	880	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	711	140	159	464	61	108	714	140	132	880	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	186	711	140	159	464	61	108	714	140	132	880	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.67	0.33	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3175	625	1900	3358	442	1900	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.22	0.08	0.14	0.14	0.06	0.19	0.07	0.07	0.23	0.08
Crit Moves:		****									****	
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.21	0.47	0.47	0.18	0.29	0.29	0.12	0.38	0.15	0.14	0.47	0.17
Delay/Veh:	15.6	18.2	18.2	15.3	16.3	16.3	14.0	16.3	14.2	14.2	17.2	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.6	18.2	18.2	15.3	16.3	16.3	14.0	16.3	14.2	14.2	17.2	14.4
HCM2kAvg:	3	9	9	3	5	5	2	7	2	2	9	3

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Intersection #9 Hunts Lane @ E Street

****

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

****

Street Name:	Hunts Lane						E Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Ignore			Include		
Lanes:	1 0 2	0	0	0 0 2	0	1	1 0 0	0	1	0 0 0	0	0
Volume Module: 2030 PM Peak												
Base Vol:	1664	518	0	0	623	383	22	0	920	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:	1664	518	0	0	623	383	22	0	920	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1664	518	0	0	623	383	22	0	920	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1664	518	0	0	623	383	22	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1664	518	0	0	623	383	22	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1006	xxxx	xxxxx	xxxx	xxxx	xxxxx	4210	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	697	xxxx	xxxxx	xxxx	xxxx	xxxxx	2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	697	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	2.39	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	125.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	643.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
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	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			*		

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Intersection #11 Waterman Avenue @ Fifth Street

****

Cycle (sec):	120	Critical Vol./Cap. (X):	0.811
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	40.2
Optimal Cycle:	71	Level Of Service:	D

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Street Name:	Waterman Avenue						Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 PM Peak												
Base Vol:	160	1385	276	47	907	116	133	839	143	279	930	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1385	276	47	907	116	133	839	143	279	930	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	1385	276	47	907	116	133	839	143	279	930	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	1385	276	47	907	116	133	839	143	279	930	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1385	276	47	907	116	133	839	143	279	930	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	160	1385	276	47	907	116	133	839	143	279	930	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.15	0.02	0.24	0.06	0.07	0.22	0.08	0.15	0.24	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.42	0.42	0.08	0.37	0.37	0.08	0.26	0.26	0.17	0.34	0.34
Volume/Cap:	0.64	0.86	0.34	0.30	0.64	0.16	0.84	0.86	0.29	0.86	0.71	0.27
Delay/Veh:	54.7	36.4	23.6	52.7	31.8	25.1	85.2	50.5	36.2	68.7	36.1	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	36.4	23.6	52.7	31.8	25.1	85.2	50.5	36.2	68.7	36.1	28.7
HCM2kAvg:	7	26	7	2	14	3	7	18	4	13	16	5

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Intersection #12 E Street @ Baseline Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.686
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	24.9
Optimal Cycle:	41	Level Of Service:	C

Street Name:	E Street						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module: 2030 PM Peak												
Base Vol:	104	857	121	137	660	148	95	921	119	78	1032	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	857	121	137	660	148	95	921	119	78	1032	168
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:	104	857	121	137	660	148	95	921	119	78	1032	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	857	121	137	660	148	95	921	119	78	1032	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	857	121	137	660	148	95	921	119	78	1032	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	104	857	121	137	660	148	95	921	119	78	1032	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.75	0.25	1.00	1.63	0.37	1.00	1.77	0.23	1.00	1.72	0.28
Final Sat.:	1900	3330	470	1900	3104	696	1900	3365	435	1900	3268	532
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.07	0.21	0.21	0.05	0.27	0.27	0.04	0.32	0.32
Crit Moves:		****		****							****	
Green/Cycle:	0.10	0.37	0.37	0.11	0.38	0.38	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.55	0.69	0.69	0.69	0.56	0.56	0.11	0.59	0.59	0.09	0.69	0.69
Delay/Veh:	46.2	27.7	27.7	52.7	24.9	24.9	15.4	20.6	20.6	15.2	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:	46.2	27.7	27.7	52.7	24.9	24.9	15.4	20.6	20.6	15.2	22.5	22.5
HCM2kAvg:	4	13	13	5	10	10	2	12	12	1	15	15

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Intersection #13 Arrowhead Avenue @ Baseline Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.531
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	16.5
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Arrowhead Avenue						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 PM Peak												
Base Vol:	72	643	110	72	166	52	98	1036	57	77	1059	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:	72	643	110	72	166	52	98	1036	57	77	1059	84
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:	72	643	110	72	166	52	98	1036	57	77	1059	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	643	110	72	166	52	98	1036	57	77	1059	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	643	110	72	166	52	98	1036	57	77	1059	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	643	110	72	166	52	98	1036	57	77	1059	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.71	0.29	1.00	2.00	1.00	1.00	1.90	0.10	1.00	1.85	0.15
Final Sat.:	1900	3245	555	1900	3800	1900	1900	3602	198	1900	3521	279
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.04	0.04	0.03	0.05	0.29	0.29	0.04	0.30	0.30
Crit Moves:		****									****	
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.10	0.53	0.53	0.10	0.12	0.07	0.09	0.51	0.51	0.07	0.53	0.53
Delay/Veh:	20.5	24.9	24.9	20.5	20.6	20.2	9.9	13.4	13.4	9.8	13.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	24.9	24.9	20.5	20.6	20.2	9.9	13.4	13.4	9.8	13.7	13.7
HCM2kAvg:	1	9	9	1	2	1	1	10	11	1	11	11

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Intersection #14 Mount Vernon Avenue @ 2nd Street

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.682
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	31.2
Optimal Cycle:	72	Level Of Service:	C

****

Street Name:	Mount Vernon Avenue						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	1	0 1	0 1	0	1 0	0 0	1!	0 0	0 1	1	0 1
Volume Module: 2030 PM Peak												
Base Vol:	0	657	637	212	497	0	0	0	0	612	0	351
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	657	637	212	497	0	0	0	0	612	0	351
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	657	637	212	497	0	0	0	0	612	0	351
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	657	0	212	497	0	0	0	0	612	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	657	0	212	497	0	0	0	0	612	0	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	657	0	212	497	0	0	0	0	612	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.60	1.40	0.00	0.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	0	3800	1900	1136	2664	0	0	1900	0	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.19	0.19	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Crit Moves:		****			****					****		
Green/Cycle:	0.00	0.25	0.00	0.27	0.27	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Volume/Cap:	0.00	0.68	0.00	0.68	0.68	0.00	0.00	0.00	0.00	0.68	0.00	0.00
Delay/Veh:	0.0	35.7	0.0	34.3	34.3	0.0	0.0	0.0	0.0	22.7	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.7	0.0	34.3	34.3	0.0	0.0	0.0	0.0	22.7	0.0	0.0
HCM2kAvg:	0	10	0	11	11	0	0	0	0	15	0	0

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Intersection #15 Mount Vernon Avenue @ Rialto Avenue

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.502
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	17.0
Optimal Cycle:	24	Level Of Service:	B

****

Street Name:	Mount Vernon Avenue						Rialto Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 PM Peak												
Base Vol:	113	757	17	19	645	450	465	270	122	42	709	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:	113	757	17	19	645	450	465	270	122	42	709	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	757	17	19	645	450	465	270	122	42	709	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	757	17	19	645	450	465	270	122	42	709	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	757	17	19	645	450	465	270	122	42	709	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	113	757	17	19	645	450	465	270	122	42	709	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.96	0.04	1.00	2.00	1.00	1.00	1.38	0.62	1.00	1.84	0.16
Final Sat.:	1900	3717	83	1900	3800	1900	1900	2617	1183	1900	3490	310
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.01	0.17	0.24	0.24	0.10	0.10	0.02	0.20	0.20
Crit Moves:						****	****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.13	0.43	0.43	0.02	0.36	0.50	0.50	0.21	0.21	0.05	0.42	0.42
Delay/Veh:	14.9	17.7	17.7	14.1	16.9	18.7	17.8	14.7	14.7	13.4	16.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	17.7	17.7	14.1	16.9	18.7	17.8	14.7	14.7	13.4	16.6	16.6
HCM2kAvg:	2	8	9	0	6	10	10	3	3	1	8	8

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Intersection #17 Mount Vernon Avenue @ 5th Street

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.611
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	24.7
Optimal Cycle:	36	Level Of Service:	C

****

Street Name:	Mount Vernon Avenue						5th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 PM Peak												
Base Vol:	186	740	67	80	498	193	194	637	141	69	894	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	740	67	80	498	193	194	637	141	69	894	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	740	67	80	498	193	194	637	141	69	894	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	740	67	80	498	193	194	637	141	69	894	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	740	67	80	498	193	194	637	141	69	894	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	186	740	67	80	498	193	194	637	141	69	894	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.83	0.17	1.00	1.44	0.56	1.00	1.64	0.36	1.00	1.81	0.19
Final Sat.:	1900	3485	315	1900	2739	1061	1900	3111	689	1900	3435	365
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.21	0.04	0.18	0.18	0.10	0.20	0.20	0.04	0.26	0.26
Crit Moves:		****					****				****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.17	0.49	0.49	0.10	0.43	0.43
Volume/Cap:	0.28	0.61	0.61	0.12	0.52	0.52	0.61	0.42	0.42	0.36	0.61	0.61
Delay/Veh:	23.8	27.9	27.9	22.3	26.4	26.4	42.1	16.3	16.3	43.2	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	27.9	27.9	22.3	26.4	26.4	42.1	16.3	16.3	43.2	23.0	23.0
HCM2kAvg:	4	11	11	2	9	9	6	8	8	2	12	12

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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #18 Waterman Avenue @ 30th Street

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.180
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 96.5
Optimal Cycle: 130 Level Of Service: F

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Street Name:	Waterman Avenue						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	0 1	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 PM Peak												
Base Vol:	67	910	83	106	707	1292	162	515	101	75	623	1041
Growth Adj:	1.00	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	910	83	106	707	1292	162	515	101	75	623	1041
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:	67	910	83	106	707	1292	162	515	101	75	623	1041
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	910	83	106	707	1292	162	515	101	75	623	1041
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	910	83	106	707	1292	162	515	101	75	623	1041
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	910	83	106	707	1292	162	515	101	75	623	1041
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	1.00	1.00	0.71	1.29	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3800	1900	1900	1344	2456	1900	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.04	0.06	0.53	0.53	0.09	0.14	0.05	0.04	0.16	0.55
Crit Moves:	****				****							****
Green/Cycle:	0.10	0.41	0.41	0.10	0.41	0.41	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.35	0.58	0.11	0.56	1.28	1.28	0.20	0.32	0.12	0.09	0.38	1.28
Delay/Veh:	43.1	23.3	18.2	46.6	160	159.8	18.0	19.0	17.3	17.0	19.7	163.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	23.3	18.2	46.6	160	159.8	18.0	19.0	17.3	17.0	19.7	163.3
HCM2kAvg:	2	11	2	4	59	59	3	5	2	1	7	61

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Intersection #19 Kendall Drive @ Palm Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.072
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	17.7
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Kendall Drive						Palm Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: 2030 PM Peak												
Base Vol:	47	1	3	0	2	6	5	55	207	27	141	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:	47	1	3	0	2	6	5	55	207	27	141	1
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:	47	1	3	0	2	6	5	55	207	27	141	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:	47	1	3	0	2	6	5	55	207	27	141	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1	3	0	2	6	5	55	207	27	141	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.:	47	1	3	0	2	6	5	55	207	27	141	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1900	1900	1900	1900	1900	1900	1900	3800	1900	1900	3773	27
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.11	0.01	0.04	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.29	0.39	0.39	0.00	0.10	0.10	0.10	0.27	0.55	0.27	0.43	0.43
Volume/Cap:	0.09	0.00	0.00	0.00	0.01	0.03	0.03	0.05	0.20	0.05	0.09	0.09
Delay/Veh:	26.1	18.8	18.8	0.0	40.6	40.7	40.7	27.3	11.3	27.3	16.7	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	18.8	18.8	0.0	40.6	40.7	40.7	27.3	11.3	27.3	16.7	16.7
HCM2kAvg:	1	0	0	0	0	0	0	1	3	1	1	2

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2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Belmont Avenue @ Palm Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.147
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	7.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Belmont Avenue						Palm Avenue					
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
Lanes:	1 0	0	1 0	1 0	0	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module: 2030 PM Peak												
Base Vol:	16	7	4	22	16	29	19	88	61	5	36	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:	16	7	4	22	16	29	19	88	61	5	36	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:	16	7	4	22	16	29	19	88	61	5	36	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	7	4	22	16	29	19	88	61	5	36	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	7	4	22	16	29	19	88	61	5	36	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	7	4	22	16	29	19	88	61	5	36	11
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
Lanes:	1.00	0.64	0.36	1.00	0.36	0.64	0.18	0.82	1.00	0.12	0.88	1.00
Final Sat.:	625	458	261	631	269	488	129	600	866	87	629	845
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.03	0.06	0.06	0.15	0.15	0.07	0.06	0.06	0.01
Crit Moves:	****				****			****			****	
Delay/Veh:	8.4	7.6	7.6	8.4	7.6	7.6	8.4	8.4	7.1	7.9	7.9	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:	8.4	7.6	7.6	8.4	7.6	7.6	8.4	8.4	7.1	7.9	7.9	6.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.1			7.8			7.9			7.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.1			7.8			7.9			7.7	
LOS by Appr:		A			A			A			A	

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Intersection #21 Sierra Way @ 30th Street

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Cycle (sec):	100	Critical Vol./Cap. (X):	0.764
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	17.6
Optimal Cycle:	43	Level Of Service:	B

****

Street Name:	Sierra Way						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module: 2030 PM Peak												
Base Vol:	49	951	231	402	410	274	209	442	32	40	342	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	951	231	402	410	274	209	442	32	40	342	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	951	231	402	410	274	209	442	32	40	342	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	951	231	402	410	274	209	442	32	40	342	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	951	231	402	410	274	209	442	32	40	342	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	49	951	231	402	410	274	209	442	32	40	342	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	1.00	1.00	1.38	0.62
Final Sat.:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2625	1175
Capacity Analysis Module:												
Vol/Sat:	0.03	0.50	0.12	0.21	0.22	0.14	0.11	0.23	0.02	0.02	0.13	0.13
Crit Moves:		****						****				
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.04	0.76	0.19	0.32	0.33	0.22	0.36	0.76	0.06	0.07	0.43	0.43
Delay/Veh:	6.1	14.8	6.8	7.7	7.7	7.0	27.6	37.5	24.6	24.7	28.1	28.1
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:	6.1	14.8	6.8	7.7	7.7	7.0	27.6	37.5	24.6	24.7	28.1	28.1
HCM2kAvg:	1	21	3	5	5	3	5	14	1	1	6	6

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Intersection #22 Del Rosa Avenue @ Baseline Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.823
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	33.0
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Del Rosa Avenue						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 PM Peak												
Base Vol:	40	931	153	170	442	124	199	840	37	60	585	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	931	153	170	442	124	199	840	37	60	585	151
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:	40	931	153	170	442	124	199	840	37	60	585	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	931	153	170	442	124	199	840	37	60	585	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	931	153	170	442	124	199	840	37	60	585	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	931	153	170	442	124	199	840	37	60	585	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.96	1.00	0.28	0.72	1.00	1.00	1.92	0.08	1.00	1.59	0.41
Final Sat.:	78	1822	1900	528	1372	1900	1900	3640	160	1900	3020	780
Capacity Analysis Module:												
Vol/Sat:	0.51	0.51	0.08	0.32	0.32	0.07	0.10	0.23	0.23	0.03	0.19	0.19
Crit Moves:		****						****		****		
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.13	0.26	0.26	0.10	0.23	0.23
Volume/Cap:	0.88	0.88	0.14	0.56	0.56	0.11	0.83	0.88	0.88	0.32	0.83	0.83
Delay/Veh:	26.8	26.8	9.7	13.7	13.7	9.5	62.9	44.9	44.9	42.8	42.7	42.7
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:	26.8	26.8	9.7	13.7	13.7	9.5	62.9	44.9	44.9	42.8	42.7	42.7
HCM2kAvg:	30	29	2	12	12	2	8	16	17	2	13	13

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****

Intersection #23 Waterman Avenue @ SR-30 EB Ramps

****

Cycle (sec):	100	Critical Vol./Cap. (X):	1.288
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	127.9
Optimal Cycle:	130	Level Of Service:	F

****

Street Name:	Waterman Avenue						SR-30 EB Ramps					
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	10	10	10	10	0	10	10	10	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module: 2030 PM Peak												
Base Vol:	0	232	645	621	197	0	1034	0	659	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	232	645	621	197	0	1034	0	659	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	232	645	621	197	0	1034	0	659	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	232	645	621	197	0	1034	0	659	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	232	645	621	197	0	1034	0	659	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.:	0	232	645	621	197	0	1034	0	659	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1900	1900	3800	0	1900	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.34	0.33	0.05	0.00	0.54	0.00	0.35	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.26	0.26	0.25	0.52	0.00	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.00	0.23	1.29	1.29	0.10	0.00	1.29	0.00	0.82	0.00	0.00	0.00
Delay/Veh:	0.0	29.0	180.8	181.8	12.3	0.0	167.7	0.0	32.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.0	180.8	181.8	12.3	0.0	167.7	0.0	32.3	0.0	0.0	0.0
HCM2kAvg:	0	3	40	38	2	0	62	0	20	0	0	0

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****

Intersection #24 Leroy/SR-30 WB On Ramp @ 30th Street

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.594
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	17.5
Optimal Cycle:	33	Level Of Service:	B

****

Street Name:	Leroy Street						30th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 1	1 1	0	1 0
Volume Module: 2030 PM Peak												
Base Vol:	0	0	0	0	0	0	25	701	338	1421	571	0
Growth Adj:	1.00	1.00	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	25	701	338	1421	571	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	25	701	338	1421	571	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	25	701	338	1421	571	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	25	701	338	1421	571	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	0	0	0	25	701	338	1421	571	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	0	0	0	0	1900	0	1900	3800	1900	3800	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.18	0.18	0.37	0.30	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.31	0.31	0.63	0.63	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.59	0.57	0.59	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	24.1	30.0	30.3	11.3	9.9	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:	0.0	0.0	0.0	0.0	0.0	0.0	24.1	30.0	30.3	11.3	9.9	0.0
HCM2kAvg:	0	0	0	0	0	0	1	10	9	13	9	0

****

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Intersection #25 SR-30 WB Off Ramp @ 30th Street

****

Average Delay (sec/veh): 605.3 Worst Case Level Of Service: F[1185.3]

****

Street Name:	SR-30 WB Off Ramp						30th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 1! 0 0			1 0 2 0 0			0 0 1 1 0		
Volume Module: 2030 PM Peak												
Base Vol:	1087	0	83	0	0	0	0	644	0	0	477	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1087	0	83	0	0	0	0	644	0	0	477	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1087	0	83	0	0	0	0	644	0	0	477	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1087	0	83	0	0	0	0	644	0	0	477	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1087	0	83	0	0	0	0	644	0	0	477	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	882	xxxx	322	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	289	xxxx	680	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	289	xxxx	680	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	3.76	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	103.6	xxxx	0.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	1275	xxxx	11.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	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:	1185.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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Intersection #26 Del Rosa Avenue @ Lynwood Drive

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.612	
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	12.7	
Optimal Cycle:	28	Level Of Service:	B	

****

Street Name:	Del Rosa Avenue						Lynwood Drive					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module: 2030 PM Peak												
Base Vol:	95	1183	451	60	729	14	20	123	119	300	110	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	1183	451	60	729	14	20	123	119	300	110	54
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:	95	1183	451	60	729	14	20	123	119	300	110	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1183	451	60	729	14	20	123	119	300	110	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1183	451	60	729	14	20	123	119	300	110	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1183	451	60	729	14	20	123	119	300	110	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.45	0.55	1.00	1.96	0.04	0.15	0.94	0.91	1.00	0.67	0.33
Final Sat.:	1900	2751	1049	1900	3728	72	290	1784	1726	1900	1274	626
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.03	0.20	0.20	0.07	0.07	0.07	0.16	0.09	0.09
Crit Moves:		****								****		
Green/Cycle:	0.70	0.70	0.70	0.70	0.70	0.70	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.07	0.61	0.61	0.04	0.28	0.28	0.27	0.27	0.27	0.61	0.33	0.33
Delay/Veh:	4.7	8.2	8.2	4.6	5.6	5.6	29.7	29.7	29.7	34.2	30.3	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.7	8.2	8.2	4.6	5.6	5.6	29.7	29.7	29.7	34.2	30.3	30.3
HCM2kAvg:	1	13	13	1	4	4	3	3	3	9	4	4

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Intersection #27 Harrison Street @ 40th Street

****

Average Delay (sec/veh): 195.6 Worst Case Level Of Service: F[1232.0]

****

Street Name:	Harrison Street						40th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			0 1 1 0 0		
Volume Module: 2030 PM Peak												
Base Vol:	358	0	33	0	0	0	0	975	128	22	948	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	0	33	0	0	0	0	975	128	22	948	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	0	33	0	0	0	0	975	128	22	948	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	358	0	33	0	0	0	0	975	128	22	948	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	358	0	33	0	0	0	0	975	128	22	948	0
Critical Gap Module:												
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 Module:												
Cnflict Vol:	1557	xxxx	552	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1103	xxxx	xxxxx
Potent Cap.:	105	xxxx	483	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	640	xxxx	xxxxx
Move Cap.:	103	xxxx	483	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	640	xxxx	xxxxx
Volume/Cap:	3.49	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	110	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	38.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd StpDel:	xxxxx	1232	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	B	*	*
ApproachDel:		1232.0			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		F			*			*			*	

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Intersection #28 Sterling Avenue @ Highland Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.606
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	31.8
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Sterling Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module: 2030 PM Peak												
Base Vol:	260	743	122	75	248	38	119	397	213	307	559	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	743	122	75	248	38	119	397	213	307	559	195
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:	260	743	122	75	248	38	119	397	213	307	559	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	743	122	75	248	38	119	397	213	307	559	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	743	122	75	248	38	119	397	213	307	559	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	260	743	122	75	248	38	119	397	213	307	559	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	1.00	1.00	2.00	1.00	1.00	1.30	0.70	1.00	1.48	0.52
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	2473	1327	1900	2817	983
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.06	0.04	0.07	0.02	0.06	0.16	0.16	0.16	0.20	0.20
Crit Moves:		****		****				****		****		
Green/Cycle:	0.31	0.31	0.31	0.10	0.10	0.10	0.10	0.25	0.25	0.26	0.41	0.41
Volume/Cap:	0.44	0.63	0.21	0.39	0.65	0.20	0.63	0.63	0.63	0.63	0.48	0.48
Delay/Veh:	28.1	30.7	25.6	43.5	47.4	41.8	49.7	34.5	34.5	35.7	21.9	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:	28.1	30.7	25.6	43.5	47.4	41.8	49.7	34.5	34.5	35.7	21.9	21.9
HCM2kAvg:	7	10	3	3	5	1	5	9	9	9	9	9

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

****

Intersection #29 Waterman Avenue @ Marshall Boulevard

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 5.0
Optimal Cycle: 30 Level Of Service: A

****

Street Name:	Waterman Avenue						Marshall Boulevard					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module: 2030 PM Peak												
Base Vol:	51	2020	0	0	1764	11	49	0	145	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	2020	0	0	1764	11	49	0	145	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	2020	0	0	1764	11	49	0	145	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	2020	0	0	1764	11	49	0	145	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	2020	0	0	1764	11	49	0	145	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.:	51	2020	0	0	1764	11	49	0	145	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.99	0.01	1.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1900	3800	0	1900	3776	24	1900	0	1900	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.53	0.00	0.00	0.47	0.47	0.03	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.84	0.84	0.00	0.00	0.84	0.84	0.12	0.00	0.12	0.00	0.00	0.00
Volume/Cap:	0.03	0.63	0.00	0.00	0.56	0.56	0.21	0.00	0.63	0.00	0.00	0.00
Delay/Veh:	1.3	3.2	0.0	0.0	2.6	2.6	40.2	0.0	47.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.3	3.2	0.0	0.0	2.6	2.6	40.2	0.0	47.6	0.0	0.0	0.0
HCM2kAvg:	0	11	0	0	9	10	1	0	5	0	0	0

****

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2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #30 Waterman Avenue @ 36th Street

****

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: F[87.5]

****

Street Name:	Waterman Avenue									36th Street								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module: 2030 PM Peak																				
Base Vol:	8	2134		0		0	1416		69		29		0		280	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:	8	2134		0		0	1416		69		29		0		280	0		0		0
Added Vol:	0	0		0		0	0		0		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	8	2134		0		0	1416		69		29		0		280	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	8	2134		0		0	1416		69		29		0		280	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	8	2134		0		0	1416		69		29		0		280	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx		xxxx	xxxxx				6.8	xxxx			6.9	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx		xxxx	xxxxx				3.5	xxxx			3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	1485	xxxx	xxxxx	xxxx		xxxx	xxxxx				2534	xxxx			743	xxxx	xxxx	xxxxx		
Potent Cap.:	459	xxxx	xxxxx	xxxx		xxxx	xxxxx				23	xxxx			362	xxxx	xxxx	xxxxx		
Move Cap.:	459	xxxx	xxxxx	xxxx		xxxx	xxxxx				23	xxxx			362	xxxx	xxxx	xxxxx		
Volume/Cap:	0.02	xxxx	xxxx	xxxx		xxxx	xxxx				1.27	xxxx			0.77	xxxx	xxxx	xxxx		
Level Of Service Module:																				
Queue:	0.1	xxxx	xxxxx	xxxxx		xxxx	xxxxx				xxxxx	xxxx			6.3	xxxxx	xxxx	xxxxx		
Stopped Del:	13.0	xxxx	xxxxx	xxxxx		xxxx	xxxxx				xxxxx	xxxx			41.7	xxxxx	xxxx	xxxxx		
LOS by Move:	B	*		*		*	*		*		*	*			E	*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			23	xxxx	xxxxx			0	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			3.7	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			530.3	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*		*	*		*		F	*			*	*	*	*		
ApproachDel:	xxxxxx					xxxxxx					87.5					xxxxxx				
ApproachLOS:	*					*					F					*				

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #31 Sterling Avenue @ Lynwood Drive

Cycle (sec):	100	Critical Vol./Cap. (X):	0.775
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	20.0
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Sterling Avenue						Lynwood Drive					
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
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 1	0
Volume Module: 2030 PM Peak												
Base Vol:	159	342	91	87	89	49	74	290	86	17	179	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	342	91	87	89	49	74	290	86	17	179	97
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:	159	342	91	87	89	49	74	290	86	17	179	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	342	91	87	89	49	74	290	86	17	179	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	342	91	87	89	49	74	290	86	17	179	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	159	342	91	87	89	49	74	290	86	17	179	97
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
Lanes:	0.54	1.15	0.31	0.77	0.79	0.44	0.20	0.80	1.00	0.12	1.22	0.66
Final Sat.:	251	561	153	319	346	195	95	374	516	51	548	311
Capacity Analysis Module:												
Vol/Sat:	0.63	0.61	0.59	0.27	0.26	0.25	0.78	0.78	0.17	0.33	0.33	0.31
Crit Moves:	****			****			****			****		
Delay/Veh:	21.9	20.3	19.2	13.9	13.0	12.7	30.7	30.7	10.7	14.2	13.9	13.1
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:	21.9	20.3	19.2	13.9	13.0	12.7	30.7	30.7	10.7	14.2	13.9	13.1
LOS by Move:	C	C	C	B	B	B	D	D	B	B	B	B
ApproachDel:		20.6			13.3			26.9			13.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		20.6			13.3			26.9			13.6	
LOS by Appr:		C			B			D			B	

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #32 Sterling Avenue @ Foothill Drive

Cycle (sec):	100	Critical Vol./Cap. (X):	0.419
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	10.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Sterling Avenue						Foothill Drive					
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
Lanes:	0 1	0 1	0	0 0	0 1	0	0 0	0 1	0	0 1	0 0	0
Volume Module: 2030 PM Peak												
Base Vol:	128	0	53	0	1	36	0	261	47	8	186	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	0	53	0	1	36	0	261	47	8	186	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	0	53	0	1	36	0	261	47	8	186	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	0	53	0	1	36	0	261	47	8	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	0	53	0	1	36	0	261	47	8	186	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.:	128	0	53	0	1	36	0	261	47	8	186	0
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
Lanes:	1.00	0.41	0.59	0.00	0.03	0.97	0.00	0.85	0.15	0.04	0.96	0.00
Final Sat.:	551	265	374	0	18	634	0	623	112	29	667	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.14	xxxx	0.06	0.06	xxxx	0.42	0.42	0.28	0.28	xxxx
Crit Moves:	****				****			****		****		
Delay/Veh:	10.7	8.8	8.8	0.0	8.2	8.2	0.0	10.9	10.9	9.8	9.8	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:	10.7	8.8	8.8	0.0	8.2	8.2	0.0	10.9	10.9	9.8	9.8	0.0
LOS by Move:	B	A	A	*	A	A	*	B	B	A	A	*
ApproachDel:		9.9			8.2			10.9			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.9			8.2			10.9			9.8	
LOS by Appr:		A			A			B			A	

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

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Intersection #33 Del Rosa Avenue @ Foothill Drive

****

Average Delay (sec/veh): 8.2 Worst Case Level Of Service: C[17.5]

****

Street Name:	Del Rosa Avenue						Foothill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module: 2030 PM Peak												
Base Vol:	0	247	64	342	131	0	0	0	0	34	0	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	247	64	342	131	0	0	0	0	34	0	336
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	247	64	342	131	0	0	0	0	34	0	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	247	64	342	131	0	0	0	0	34	0	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	247	64	342	131	0	0	0	0	34	0	336
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	311	xxxx	xxxxx	xxxx	xxxx	xxxxx	1094	xxxx	156
Potent Cap.:	xxxx	xxxx	xxxxx	1261	xxxx	xxxxx	xxxx	xxxx	xxxxx	239	xxxx	896
Move Cap.:	xxxx	xxxx	xxxxx	1261	xxxx	xxxxx	xxxx	xxxx	xxxxx	178	xxxx	896
Volume/Cap:	xxxx	xxxx	xxxx	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	xxxx	0.38
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	653	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.6	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			17.5		
ApproachLOS:	*			*			*			C		

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

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Intersection #34 30th Street @ Lynwood Drive

****

Average Delay (sec/veh): 7.4 Worst Case Level Of Service: B[11.5]

****

Street Name:	30th Street						Lynwood Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Lanes:	0 0 1	0 1		0 0	0 0 0		0 0	1 0	0	1 0	1 0	0
Volume Module: 2030 PM Peak												
Base Vol:	0 0	605		0 0	0		0	267	0	412	64	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 0	605		0 0	0		0	267	0	412	64	0
Added Vol:	0 0	0		0 0	0		0	0	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	0 0	605		0 0	0		0	267	0	412	64	0
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0 0	0		0 0	0		0	267	0	412	64	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Final Vol.:	0 0	0		0 0	0		0	267	0	412	64	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	6.5	xxxxx	7.1	6.5	xxxxx
FollowUpTim:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	4.0	xxxxx	3.5	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	0	xxxxx	134	0	xxxxx
Potent Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	0	xxxxx	843	0	xxxxx
Move Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	0	xxxxx	843	0	xxxxx
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx	0.00	xxxx	0.49	0.00	xxxx
Level Of Service Module:												
Queue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	0.0	xxxxx	2.7	0.0	xxxxx
Stopped Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	0.0	xxxxx	13.3	0.0	xxxxx
LOS by Move:	* *	*		* *	*		*	A	*	B	A	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	* *	*		* *	*		*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			0.0			11.5		
ApproachLOS:	*			*			A			B		

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

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Intersection #35 Waterman Avenue @ 40th Street

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.982
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 42.9
Optimal Cycle: 130 Level Of Service: D

****

Street Name:	Waterman Avenue						40th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 PM Peak												
Base Vol:	273	1629	61	282	1310	122	327	620	155	46	773	482
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	1629	61	282	1310	122	327	620	155	46	773	482
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:	273	1629	61	282	1310	122	327	620	155	46	773	482
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	1629	61	282	1310	122	327	620	155	46	773	482
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	1629	61	282	1310	122	327	620	155	46	773	482
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	273	1629	61	282	1310	122	327	620	155	46	773	482
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.93	0.07	1.00	1.83	0.17	1.00	1.60	0.40	1.00	1.23	0.77
Final Sat.:	1900	3663	137	1900	3476	324	1900	3040	760	1900	2341	1459
Capacity Analysis Module:												
Vol/Sat:	0.14	0.44	0.44	0.15	0.38	0.38	0.17	0.20	0.20	0.02	0.33	0.33
Crit Moves:		****		****							****	
Green/Cycle:	0.17	0.45	0.45	0.15	0.44	0.44	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.86	0.98	0.98	0.98	0.86	0.86	0.51	0.61	0.61	0.07	0.98	0.98
Delay/Veh:	61.3	44.6	44.6	90.4	30.3	30.3	27.3	28.5	28.5	22.6	53.8	53.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.3	44.6	44.6	90.4	30.3	30.3	27.3	28.5	28.5	22.6	53.8	53.8
HCM2kAvg:	11	32	33	13	23	23	8	10	10	1	25	25

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

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Intersection #36 Waterman Avenue @ 34th Street

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Average Delay (sec/veh): 1.5 Worst Case Level Of Service: F[110.6]

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Street Name:	Waterman Avenue									34th Street									
Approach:	North Bound					South Bound				East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module: 2030 PM Peak																				
Base Vol:	40	2066		0		0	1698		14		9		0		37	0		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	40	2066		0		0	1698		14		9		0		37	0		0		0
Added Vol:	0	0		0		0	0		0		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	40	2066		0		0	1698		14		9		0		37	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	40	2066		0		0	1698		14		9		0		37	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	40	2066		0		0	1698		14		9		0		37	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.8	xxxx			6.9	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx			3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	1712	xxxx	xxxxx	xxxx	xxxx	xxxxx					2818	xxxx			856	xxxx	xxxx	xxxxx		
Potent Cap.:	376	xxxx	xxxxx	xxxx	xxxx	xxxxx					15	xxxx			305	xxxx	xxxx	xxxxx		
Move Cap.:	376	xxxx	xxxxx	xxxx	xxxx	xxxxx					13	xxxx			305	xxxx	xxxx	xxxxx		
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx					0.67	xxxx			0.12	xxxx	xxxx	xxxx		
Level Of Service Module:																				
Queue:	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx			0.4	xxxxx	xxxx	xxxxx						
Stopped Del:	15.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx			18.4	xxxxx	xxxx	xxxxx						
LOS by Move:	C	*	*	*	*	*	*	*			C	*	*	*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					13	xxxx	xxxxx			0	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					1.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					489.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*					F	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx							110.6			xxxxxx						
ApproachLOS:	*			*							F			*						

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

Intersection #37 Waterman Avenue @ Parkdale Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.651
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	5.3
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Waterman Avenue						Parkdale Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module: 2030 PM Peak												
Base Vol:	122	2047	57	50	1537	60	34	72	63	19	54	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	2047	57	50	1537	60	34	72	63	19	54	33
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:	122	2047	57	50	1537	60	34	72	63	19	54	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	2047	57	50	1537	60	34	72	63	19	54	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	2047	57	50	1537	60	34	72	63	19	54	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	122	2047	57	50	1537	60	34	72	63	19	54	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.95	0.05	1.00	1.92	0.08	1.00	0.53	0.47	1.00	1.00	1.00
Final Sat.:	1900	3697	103	1900	3657	143	1900	1013	887	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.55	0.55	0.03	0.42	0.42	0.02	0.07	0.07	0.01	0.03	0.02
Crit Moves:		****						****				
Green/Cycle:	0.85	0.85	0.85	0.85	0.85	0.85	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.08	0.65	0.65	0.03	0.49	0.49	0.16	0.65	0.65	0.09	0.26	0.16
Delay/Veh:	1.2	3.0	3.0	1.2	2.0	2.0	40.8	49.8	49.8	40.3	41.5	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:	1.2	3.0	3.0	1.2	2.0	2.0	40.8	49.8	49.8	40.3	41.5	40.7
HCM2kAvg:	1	12	12	0	7	6	1	5	5	1	2	1

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

Intersection #38 Valencia Avenue @ 30th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.304
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	12.7
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Valencia Avenue						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 PM Peak												
Base Vol:	78	0	216	0	0	0	0	656	20	44	334	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	0	216	0	0	0	0	656	20	44	334	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	0	216	0	0	0	0	656	20	44	334	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	0	216	0	0	0	0	656	20	44	334	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	0	216	0	0	0	0	656	20	44	334	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.:	78	0	216	0	0	0	0	656	20	44	334	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	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	1.94	0.06	1.00	2.00	0.00
Final Sat.:	1900	1900	1900	1900	1900	1900	1900	3688	112	1900	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.11	0.00	0.00	0.00	0.00	0.18	0.18	0.02	0.09	0.00
Crit Moves:			****					****				
Green/Cycle:	0.37	0.00	0.37	0.00	0.00	0.00	0.00	0.59	0.59	0.59	0.59	0.00
Volume/Cap:	0.11	0.00	0.30	0.00	0.00	0.00	0.00	0.30	0.30	0.04	0.15	0.00
Delay/Veh:	20.5	0.0	22.3	0.0	0.0	0.0	0.0	10.5	10.5	8.8	9.4	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:	20.5	0.0	22.3	0.0	0.0	0.0	0.0	10.5	10.5	8.8	9.4	0.0
HCM2kAvg:	2	0	5	0	0	0	0	5	5	1	2	0

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #39 Valencia Avenue @ 40th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	1.129
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	72.4
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Valencia Avenue						40th Street					
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
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 1	1 0	0	1 1	0 0
Volume Module: 2030 PM Peak												
Base Vol:	66	0	50	0	0	0	0	944	44	43	1222	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	0	50	0	0	0	0	944	44	43	1222	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	0	50	0	0	0	0	944	44	43	1222	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	0	50	0	0	0	0	944	44	43	1222	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	0	50	0	0	0	0	944	44	43	1222	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.:	66	0	50	0	0	0	0	944	44	43	1222	0
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
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.91	0.09	0.07	1.93	0.00
Final Sat.:	390	0	447	0	0	0	0	1050	49	38	1086	0
Capacity Analysis Module:												
Vol/Sat:	0.17	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	0.90	0.89	1.13	1.13	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	13.4	0.0	11.5	0.0	0.0	0.0	0.0	42.8	42.0	102.1	101	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:	13.4	0.0	11.5	0.0	0.0	0.0	0.0	42.8	42.0	102.1	101	0.0
LOS by Move:	B	*	B	*	*	*	*	E	E	F	F	*
ApproachDel:		12.6			xxxxxx			42.8			101.0	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		12.6			xxxxxx			42.8			101.0	
LOS by Appr:		B			*			E			F	

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Intersection #40 Del Rosa Avenue @ SR-30 EB Ramps

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Cycle (sec):	100	Critical Vol./Cap. (X):	0.748
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	28.5
Optimal Cycle:	49	Level Of Service:	C

****

Street Name:	Del Rosa Avenue						SR-30 EB Ramps					
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		
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Lanes:	0 0	2	1 0	1	0 2	0 0	0	1 0	0 1	0	0 0	0 0 0
Volume Module: 2030 PM Peak												
Base Vol:	0	957	145	251	378	0	718	0	457	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	957	145	251	378	0	718	0	457	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	957	145	251	378	0	718	0	457	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	957	145	251	378	0	718	0	457	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	957	145	251	378	0	718	0	457	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.:	0	957	145	251	378	0	718	0	457	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.61	0.39	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	4950	750	1900	3800	0	1900	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.13	0.10	0.00	0.38	0.00	0.24	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.26	0.26	0.18	0.43	0.00	0.51	0.00	0.51	0.00	0.00	0.00
Volume/Cap:	0.00	0.75	0.75	0.75	0.23	0.00	0.75	0.00	0.48	0.00	0.00	0.00
Delay/Veh:	0.0	36.3	36.3	48.0	17.8	0.0	23.0	0.0	16.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.3	36.3	48.0	17.8	0.0	23.0	0.0	16.5	0.0	0.0	0.0
HCM2kAvg:	0	12	12	9	4	0	19	0	9	0	0	0

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Intersection #41 Del Rosa Avenue @ SR-30 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	1.088
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	57.0
Optimal Cycle:	130	Level Of Service:	E

Street Name:	Del Rosa Avenue						SR-30 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	0	0	10	10	0	0	0	10	0	10
Lanes:	1 0	2 0	0	0	0	2 0 1	0	0	0 0 0	1	0 0	0 1
Volume Module: 2030 PM Peak												
Base Vol:	450	1229	0	0	491	783	0	0	0	140	0	710
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1229	0	0	491	783	0	0	0	140	0	710
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:	450	1229	0	0	491	783	0	0	0	140	0	710
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	1229	0	0	491	783	0	0	0	140	0	710
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	1229	0	0	491	783	0	0	0	140	0	710
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	450	1229	0	0	491	783	0	0	0	140	0	710
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1900	3800	0	0	3800	1900	0	0	0	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.24	0.32	0.00	0.00	0.13	0.41	0.00	0.00	0.00	0.07	0.00	0.37
Crit Moves:	****					****						****
Green/Cycle:	0.22	0.60	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.34	0.00	0.34
Volume/Cap:	1.09	0.54	0.00	0.00	0.34	1.09	0.00	0.00	0.00	0.21	0.00	1.09
Delay/Veh:	109.1	12.3	0.0	0.0	22.3	91.0	0.0	0.0	0.0	23.4	0.0	94.3
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:	109.1	12.3	0.0	0.0	22.3	91.0	0.0	0.0	0.0	23.4	0.0	94.3
HCM2kAvg:	23	11	0	0	5	36	0	0	0	3	0	33

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Intersection #42 Sierra Way @ 40th Street

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.920
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	34.6
Optimal Cycle:	107	Level Of Service:	C

****

Street Name:	Sierra Way						40th Street					
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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 PM Peak												
Base Vol:	378	1188	321	254	879	313	386	767	321	151	745	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	378	1188	321	254	879	313	386	767	321	151	745	262
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:	378	1188	321	254	879	313	386	767	321	151	745	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	378	1188	321	254	879	313	386	767	321	151	745	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	378	1188	321	254	879	313	386	767	321	151	745	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	378	1188	321	254	879	313	386	767	321	151	745	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.57	0.43	1.00	1.47	0.53	1.00	1.41	0.59	1.00	1.48	0.52
Final Sat.:	1900	2992	808	1900	2802	998	1900	2679	1121	1900	2811	989
Capacity Analysis Module:												
Vol/Sat:	0.20	0.40	0.40	0.13	0.31	0.31	0.20	0.29	0.29	0.08	0.27	0.26
Crit Moves:		****					****				****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.22	0.41	0.41	0.10	0.29	0.29
Volume/Cap:	0.46	0.92	0.92	0.31	0.73	0.73	0.92	0.70	0.70	0.79	0.92	0.92
Delay/Veh:	20.6	35.7	35.7	18.9	25.2	25.2	63.5	26.0	26.0	64.2	46.9	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.6	35.7	35.7	18.9	25.2	25.2	63.5	26.0	26.0	64.2	46.9	46.9
HCM2kAvg:	8	26	26	5	16	16	16	15	15	7	19	19

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Intersection #43 Waterman Avenue @ Hospitality Lane

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.762
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	33.4
Optimal Cycle:	57	Level Of Service:	C

****

Street Name:	Waterman Avenue						Hospitality Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2	0 2	0 2	1	0 3	0 1	1	0 1	0 1	2	0 1	1 0
Volume Module: 2030 PM Peak												
Base Vol:	483	970	765	171	971	305	288	252	449	446	585	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	483	970	765	171	971	305	288	252	449	446	585	190
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:	483	970	765	171	971	305	288	252	449	446	585	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	483	970	765	171	971	305	288	252	449	446	585	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	483	970	765	171	971	305	288	252	449	446	585	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	483	970	765	171	971	305	288	252	449	446	585	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	2.00	2.00	2.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	1.51	0.49
Final Sat.:	3800	3800	3800	1900	5700	1900	1900	1900	1900	3800	2868	932
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.20	0.09	0.17	0.16	0.15	0.13	0.24	0.12	0.20	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.34	0.34	0.12	0.26	0.46	0.20	0.25	0.44	0.22	0.27	0.27
Volume/Cap:	0.66	0.76	0.60	0.76	0.66	0.35	0.76	0.54	0.54	0.54	0.76	0.76
Delay/Veh:	39.4	32.4	28.5	56.9	34.1	17.7	46.6	33.8	21.1	35.2	37.1	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	32.4	28.5	56.9	34.1	17.7	46.6	33.8	21.1	35.2	37.1	37.1
HCM2kAvg:	8	15	10	7	10	6	10	7	10	7	13	13

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Intersection #44 Hospitality Lane @ Carnegie Drive

Cycle (sec):	100	Critical Vol./Cap. (X):	0.649
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	30.7
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Hospitality Lane						Carnegie Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 1	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: 2030 PM Peak												
Base Vol:	445	28	43	46	333	111	143	823	283	334	624	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	28	43	46	333	111	143	823	283	334	624	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	445	28	43	46	333	111	143	823	283	334	624	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	445	28	43	46	333	111	143	823	283	334	624	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	28	43	46	333	111	143	823	283	334	624	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.:	445	28	43	46	333	111	143	823	283	334	624	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3800	1900	1900	1900	3800	1900	1900	3800	1900	1900	3722	78
Capacity Analysis Module:												
Vol/Sat:	0.12	0.01	0.02	0.02	0.09	0.06	0.08	0.22	0.15	0.18	0.17	0.17
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.18	0.18	0.14	0.14	0.14	0.10	0.33	0.51	0.27	0.50	0.50
Volume/Cap:	0.65	0.08	0.13	0.18	0.65	0.43	0.75	0.65	0.29	0.65	0.33	0.33
Delay/Veh:	40.1	34.1	34.5	38.7	43.9	40.9	59.3	29.5	14.0	35.2	14.8	14.8
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:	40.1	34.1	34.5	38.7	43.9	40.9	59.3	29.5	14.0	35.2	14.8	14.8
HCM2kAvg:	7	1	1	1	6	4	6	11	5	10	6	6

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2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #45 Tippecanoe Avenue @ Rialto Avenue

****

Average Delay (sec/veh): 37.3 Worst Case Level Of Service: F[242.1]

****

Street Name:	Tippecanoe Avenue						Rialto Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2 0 0			0 0 1 1 0			1 0 0 0 1			0 0 0 0 0		
Volume Module: 2030 PM Peak												
Base Vol:	103	976	0	0	801	53	178	0	169	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:	103	976	0	0	801	53	178	0	169	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	976	0	0	801	53	178	0	169	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	976	0	0	801	53	178	0	169	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	103	976	0	0	801	53	178	0	169	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	854	xxxx	xxxxx	xxxx	xxxx	xxxxx	1522	xxxx	427	xxxx	xxxx	xxxxx
Potent Cap.:	794	xxxx	xxxxx	xxxx	xxxx	xxxxx	111	xxxx	582	xxxx	xxxx	xxxxx
Move Cap.:	794	xxxx	xxxxx	xxxx	xxxx	xxxxx	100	xxxx	582	xxxx	xxxx	xxxxx
Volume/Cap:	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	1.78	xxxx	0.29	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.4	xxxx	1.2	xxxxx	xxxx	xxxxx
Stopped Del:	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	458.9	xxxx	13.7	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			242.1			xxxxxx		
ApproachLOS:	*			*			F			*		

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

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Intersection #46 Tippecanoe Ave @ Harry Shepard Blvd

****

Cycle (sec):	120	Critical Vol./Cap. (X):	0.683
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	11.6
Optimal Cycle:	47	Level Of Service:	B

****

Street Name:	Tippecanoe Avenue						Harry Shepard Blvd					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1	1 0	0 0	1! 0	0	1 0	1 0	1
Volume Module: 2030 PM Peak												
Base Vol:	0	1028	169	51	885	0	0	0	0	132	0	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1028	169	51	885	0	0	0	0	132	0	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1028	169	51	885	0	0	0	0	132	0	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1028	169	51	885	0	0	0	0	132	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1028	169	51	885	0	0	0	0	132	0	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1028	169	51	885	0	0	0	0	132	0	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.00	1.00	1.00	1.00
Final Sat.:	1900	1900	1900	1900	3800	0	0	1900	0	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.09	0.03	0.23	0.00	0.00	0.00	0.00	0.07	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.75	0.75	0.08	0.84	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.72	0.12	0.32	0.28	0.00	0.00	0.00	0.00	0.72	0.00	0.32
Delay/Veh:	0.0	9.7	4.0	53.0	2.1	0.0	0.0	0.0	0.0	65.4	0.0	51.5
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	9.7	4.0	53.0	2.1	0.0	0.0	0.0	0.0	65.4	0.0	51.5
HCM2kAvg:	0	21	2	2	4	0	0	0	0	6	0	2

****

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San Bernardino General Plan Update
2030 Conditions
PM Peak

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

Intersection #47 Tippecanoe Avenue @ 3rd Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.882
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	49.0
Optimal Cycle:	91	Level Of Service:	D

Street Name:	Tippecanoe Avenue						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module: 2030 PM Peak												
Base Vol:	124	718	414	40	339	42	185	975	49	423	608	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	718	414	40	339	42	185	975	49	423	608	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	718	414	40	339	42	185	975	49	423	608	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	718	414	40	339	42	185	975	49	423	608	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	718	414	40	339	42	185	975	49	423	608	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	124	718	414	40	339	42	185	975	49	423	608	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.27	0.73	1.00	1.78	0.22	1.00	1.90	0.10	1.00	2.00	1.00
Final Sat.:	1900	2410	1390	1900	3381	419	1900	3618	182	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.30	0.02	0.10	0.10	0.10	0.27	0.27	0.22	0.16	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.31	0.31	0.10	0.31	0.31	0.10	0.28	0.28	0.23	0.41	0.41
Volume/Cap:	0.65	0.96	0.96	0.21	0.32	0.32	0.97	0.96	0.96	0.96	0.39	0.14
Delay/Veh:	51.2	52.1	52.1	41.9	26.7	26.7	102.3	54.8	54.8	71.5	20.8	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	52.1	52.1	41.9	26.7	26.7	102.3	54.8	54.8	71.5	20.8	18.5
HCM2kAvg:	5	23	23	1	5	5	10	21	20	18	7	2

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San Bernardino General Plan Update
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #48 Tippecanoe Ave @ Mill Street

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.747
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 55 Level Of Service: B

****

Street Name:	Tippecanoe Avenue						Mill Street					
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			Ovl			Ovl			Include		
Min. Green:	10	10	0	10	10	10	10	0	10	0	0	0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	0 1	1 0	0	1 0
Volume Module: 2030 PM Peak												
Base Vol:	580	1092	0	0	995	56	68	0	809	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:	580	1092	0	0	995	56	68	0	809	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	580	1092	0	0	995	56	68	0	809	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	580	1092	0	0	995	56	68	0	809	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	580	1092	0	0	995	56	68	0	809	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.:	580	1092	0	0	995	56	68	0	809	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1900	5700	0	1900	3800	1900	1900	1900	1900	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.19	0.00	0.00	0.26	0.03	0.04	0.00	0.43	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.41	0.76	0.00	0.00	0.35	0.51	0.16	0.00	0.57	0.00	0.00	0.00
Volume/Cap:	0.75	0.25	0.00	0.00	0.75	0.06	0.22	0.00	0.75	0.00	0.00	0.00
Delay/Veh:	29.2	3.6	0.0	0.0	31.0	12.3	36.8	0.0	19.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	3.6	0.0	0.0	31.0	12.3	36.8	0.0	19.0	0.0	0.0	0.0
HCM2kAvg:	16	3	0	0	15	1	2	0	20	0	0	0

****

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San Bernardino General Plan Update
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #49 Rancho Avenue @ 5th St/Foothill Blvd

****

Average Delay (sec/veh): 3533.7 Worst Case Level Of Service: F[10841.4

****

Street Name:	Rancho Avenue						5th Street/Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 2	0	1	1 0 2	0	0
Volume Module: 2030 PM Peak												
Base Vol:	514	0	614	0	0	0	0	468	440	551	877	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	514	0	614	0	0	0	0	468	440	551	877	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	514	0	614	0	0	0	0	468	440	551	877	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	514	0	614	0	0	0	0	468	440	551	877	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	514	0	614	0	0	0	0	468	440	551	877	0
Critical Gap Module:												
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 Module:												
Cnflict Vol:	2009	xxxx	234	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	908	xxxx	xxxxx
Potent Cap.:	53	xxxx	774	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	758	xxxx	xxxxx
Move Cap.:	21	xxxx	774	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	758	xxxx	xxxxx
Volume/Cap:	23.93	xxxx	0.79	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.73	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	46	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	138	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:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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San Bernardino General Plan Update
2030 Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #50 Mount Vernon Avenue @ Mill Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.799
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	35.1
Optimal Cycle:	65	Level Of Service:	D

Street Name:	Mount Vernon Avenue						Mill Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module: 2030 PM Peak												
Base Vol:	185	831	288	170	569	77	90	717	135	315	743	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	831	288	170	569	77	90	717	135	315	743	277
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:	185	831	288	170	569	77	90	717	135	315	743	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	195	875	303	179	599	81	95	755	142	332	782	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	875	303	179	599	81	95	755	142	332	782	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.:	195	875	303	179	599	81	95	755	142	332	782	292
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	1.00	1.00	1.76	0.24	1.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	1900	3800	1900	1900	3347	453	1900	3198	602	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.16	0.09	0.18	0.18	0.05	0.24	0.24	0.17	0.21	0.15
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.29	0.29	0.12	0.26	0.26	0.10	0.30	0.30	0.22	0.41	0.41
Volume/Cap:	0.69	0.80	0.55	0.80	0.69	0.69	0.50	0.80	0.80	0.80	0.50	0.37
Delay/Veh:	47.7	37.1	31.4	61.0	35.7	35.7	44.7	36.6	36.6	47.5	21.9	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	37.1	31.4	61.0	35.7	35.7	44.7	36.6	36.6	47.5	21.9	20.6
HCM2kAvg:	7	14	8	8	11	11	3	15	15	12	9	6

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San Bernardino General Plan Update
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #51 Mountain View Ave @ San Bernardino Ave

****

Cycle (sec):	100	Critical Vol./Cap. (X):	2.440
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	308.8
Optimal Cycle:	0	Level Of Service:	F

****

Street Name:	Mountain View Ave						San Bernardino Ave					
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
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	1	0 1	0 1	0	1 0
Volume Module: 2030 PM Peak												
Base Vol:	325	119	296	221	288	22	23	805	372	276	717	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:	325	119	296	221	288	22	23	805	372	276	717	126
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:	325	119	296	221	288	22	23	805	372	276	717	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	119	296	221	288	22	23	805	372	276	717	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	119	296	221	288	22	23	805	372	276	717	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.:	325	119	296	221	288	22	23	805	372	276	717	126
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
Lanes:	0.73	0.27	1.00	0.43	0.57	1.00	1.00	1.00	1.00	0.49	1.28	0.23
Final Sat.:	260	95	398	143	187	355	314	330	353	180	479	85
Capacity Analysis Module:												
Vol/Sat:	1.25	1.25	0.74	1.54	1.54	0.06	0.07	2.44	1.06	1.54	1.50	1.47
Crit Moves:		****			****			****			****	
Delay/Veh:	162.3	162	33.8	286.1	286	13.4	15.0	680	96.1	279.8	263	251.8
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:	162.3	162	33.8	286.1	286	13.4	15.0	680	96.1	279.8	263	251.8
LOS by Move:	F	F	D	F	F	B	C	F	F	F	F	F
ApproachDel:		110.9			274.8			486.0			265.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		110.9			274.8			486.0			265.8	
LOS by Appr:		F			F			F			F	

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Intersection #52 Mount Vernon Avenue @ Highland Avenue

****

Cycle (sec): 110 Critical Vol./Cap. (X): 0.598
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 31.7
Optimal Cycle: 36 Level Of Service: C

****

Street Name:	Mount Vernon Avenue						Highland Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 PM Peak												
Base Vol:	227	519	247	107	367	298	367	431	181	160	748	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	519	247	107	367	298	367	431	181	160	748	143
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:	227	519	247	107	367	298	367	431	181	160	748	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	519	247	107	367	298	367	431	181	160	748	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	519	247	107	367	298	367	431	181	160	748	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	227	519	247	107	367	298	367	431	181	160	748	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	1.00	1.00	1.10	0.90	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3800	1900	1900	2097	1703	1900	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.13	0.06	0.17	0.18	0.19	0.11	0.10	0.08	0.20	0.08
Crit Moves:						****	****				****	
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.32	0.56	0.56	0.09	0.33	0.33
Volume/Cap:	0.41	0.47	0.44	0.19	0.60	0.60	0.60	0.20	0.17	0.93	0.60	0.23
Delay/Veh:	31.7	32.2	32.2	29.3	34.2	34.2	32.8	12.0	11.8	97.1	31.6	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	32.2	32.2	29.3	34.2	34.2	32.8	12.0	11.8	97.1	31.6	26.9
HCM2kAvg:	6	7	7	3	10	10	11	4	3	9	11	3

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Intersection #53 State Street @ Highland Avenue

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 24 Level Of Service: B

****

Street Name:	State Street						Highland Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 PM Peak												
Base Vol:	7	716	342	162	218	15	35	244	11	398	151	209
Growth Adj:	1.00	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	716	342	162	218	15	35	244	11	398	151	209
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:	7	716	342	162	218	15	35	244	11	398	151	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	716	342	162	218	15	35	244	11	398	151	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	716	342	162	218	15	35	244	11	398	151	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	716	342	162	218	15	35	244	11	398	151	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	1.35	0.64	0.82	1.10	0.08	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	25	2555	1220	1558	2097	144	1900	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.10	0.10	0.10	0.02	0.06	0.01	0.21	0.04	0.11
Crit Moves:		****								****		
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.51	0.51	0.51	0.19	0.19	0.19	0.04	0.16	0.01	0.51	0.10	0.27
Delay/Veh:	14.3	14.3	14.3	11.4	11.4	11.4	17.7	18.6	17.5	22.5	18.1	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.3	14.3	11.4	11.4	11.4	17.7	18.6	17.5	22.5	18.1	19.7
HCM2kAvg:	13	10	10	3	3	3	1	2	0	9	1	4

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Intersection #54 Tippecanoe Ave @ Hospitality Lane

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.505
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	24.5
Optimal Cycle:	36	Level Of Service:	C

****

Street Name:	Tippecanoe Avenue						Hospitality Lane					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	2 1	0	1 0	2 1	0	1 0	1 0	1	0 1	0 0	1
Volume Module: 2030 PM Peak												
Base Vol:	208	725	130	167	992	234	361	327	185	139	250	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	725	130	167	992	234	361	327	185	139	250	138
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:	208	725	130	167	992	234	361	327	185	139	250	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	725	130	167	992	234	361	327	185	139	250	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	725	130	167	992	234	361	327	185	139	250	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	208	725	130	167	992	234	361	327	185	139	250	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	2.00	2.54	0.46	1.00	2.43	0.57	1.00	1.00	1.00	0.36	0.64	1.00
Final Sat.:	3800	4833	867	1900	4612	1088	1900	1900	1900	679	1221	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.09	0.22	0.22	0.19	0.17	0.10	0.20	0.20	0.07
Crit Moves:	****				****						****	
Green/Cycle:	0.11	0.43	0.43	0.10	0.43	0.43	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.50	0.35	0.35	0.88	0.50	0.50	0.47	0.42	0.24	0.50	0.50	0.18
Delay/Veh:	43.1	18.9	18.9	78.5	21.2	21.2	22.3	21.7	19.7	22.8	22.8	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:	43.1	18.9	18.9	78.5	21.2	21.2	22.3	21.7	19.7	22.8	22.8	19.2
HCM2kAvg:	4	6	6	8	9	9	8	7	4	9	9	3

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Intersection #55 Tippecanoe Ave @ San Bernardino Ave

Cycle (sec):	120	Critical Vol./Cap. (X):	0.863
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	48.1
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Tippecanoe Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: 2030 PM Peak												
Base Vol:	290	1075	195	306	1127	100	184	726	292	168	625	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1075	195	306	1127	100	184	726	292	168	625	325
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:	290	1075	195	306	1127	100	184	726	292	168	625	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	1075	195	306	1127	100	184	726	292	168	625	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1075	195	306	1127	100	184	726	292	168	625	325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	290	1075	195	306	1127	100	184	726	292	168	625	325
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	1.00	1.00	2.00	1.00	1.00	1.43	0.57	1.00	1.32	0.68
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	2710	1090	1900	2500	1300
Capacity Analysis Module:												
Vol/Sat:	0.15	0.28	0.10	0.16	0.30	0.05	0.10	0.27	0.27	0.09	0.25	0.25
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.33	0.33	0.19	0.34	0.34	0.12	0.31	0.31	0.10	0.30	0.30
Volume/Cap:	0.86	0.85	0.31	0.85	0.86	0.15	0.84	0.86	0.86	0.86	0.84	0.84
Delay/Veh:	67.9	43.2	30.1	64.6	42.9	27.4	76.1	45.7	45.7	83.5	45.2	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.9	43.2	30.1	64.6	42.9	27.4	76.1	45.7	45.7	83.5	45.2	45.2
HCM2kAvg:	13	21	5	14	22	2	9	20	20	9	19	19

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Intersection #57 Lena Road @ Mill Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.502
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	22.6
Optimal Cycle:	34	Level Of Service:	C

Street Name:	Lena Road						Mill Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Lanes:	0 0	0	0 0	1	0 0	1 1	1	0 2	0 0	0	0 2	1 0
Volume Module: 2030 PM Peak												
Base Vol:	0	0	0	177	0	422	417	647	0	0	670	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	177	0	422	417	647	0	0	670	194
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	177	0	422	417	647	0	0	670	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	177	0	422	417	647	0	0	670	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	177	0	422	417	647	0	0	670	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	177	0	422	417	647	0	0	670	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.00	0.00	1.00	0.00	2.00	1.00	2.00	0.00	0.00	2.33	0.67
Final Sat.:	0	0	0	1900	0	3800	1900	3800	0	0	4420	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.11	0.22	0.17	0.00	0.00	0.15	0.15
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.44	0.74	0.00	0.00	0.30	0.30
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.50	0.50	0.23	0.00	0.00	0.50	0.50
Delay/Veh:	0.0	0.0	0.0	34.1	0.0	34.6	20.8	4.2	0.0	0.0	29.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.1	0.0	34.6	20.8	4.2	0.0	0.0	29.0	29.0
HCM2kAvg:	0	0	0	5	0	6	9	3	0	0	8	8

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Intersection #58 Waterman Avenue @ Barton Road

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.972	
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	31.7	
Optimal Cycle:	130	Level Of Service:	C	

****

Street Name:	Waterman Avenue						Barton Road					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module: 2030 PM Peak												
Base Vol:	0	0	0	393	0	455	301	1713	0	0	1961	312
Growth Adj:	1.00	1.00	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	393	0	455	301	1713	0	0	1961	312
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	393	0	455	301	1713	0	0	1961	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	393	0	455	301	1713	0	0	1961	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	393	0	455	301	1713	0	0	1961	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	393	0	455	301	1713	0	0	1961	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	3800	0	1900	1900	3800	0	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.24	0.16	0.45	0.00	0.00	0.52	0.16
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.16	0.69	0.00	0.00	0.53	0.53
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.97	0.97	0.65	0.00	0.00	0.97	0.31
Delay/Veh:	0.0	0.0	0.0	32.0	0.0	71.7	85.1	9.1	0.0	0.0	36.8	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.0	0.0	71.7	85.1	9.1	0.0	0.0	36.8	13.3
HCM2kAvg:	0	0	0	5	0	19	14	15	0	0	36	5

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Intersection #59 Boulder Avenue @ Highland Avenue

Cycle (sec):	120	Critical Vol./Cap. (X):	0.658
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	29.3
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Boulder Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: 2030 PM Peak												
Base Vol:	362	0	234	0	0	0	0	481	530	274	344	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	0	234	0	0	0	0	481	530	274	344	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	362	0	234	0	0	0	0	481	530	274	344	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	362	0	234	0	0	0	0	481	530	274	344	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	0	234	0	0	0	0	481	530	274	344	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.:	362	0	234	0	0	0	0	481	530	274	344	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	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	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	1900	1900	1900	3800	0	1900	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.12	0.00	0.00	0.00	0.00	0.13	0.28	0.14	0.09	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.42	0.42	0.22	0.64	0.00
Volume/Cap:	0.66	0.00	0.43	0.00	0.00	0.00	0.00	0.30	0.66	0.66	0.14	0.00
Delay/Veh:	40.3	0.0	35.0	0.0	0.0	0.0	0.0	22.9	29.6	46.5	8.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	0.0	35.0	0.0	0.0	0.0	0.0	22.9	29.6	46.5	8.4	0.0
HCM2kAvg:	12	0	7	0	0	0	0	6	16	10	2	0

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Intersection #60 Waterman Avenue @ Orange Show Road

Cycle (sec):	120	Critical Vol./Cap. (X):	0.832
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	40.1
Optimal Cycle:	77	Level Of Service:	D

Street Name:	Waterman Avenue						Orange Show Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 PM Peak												
Base Vol:	349	1167	221	108	1143	61	104	747	287	182	719	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	349	1167	221	108	1143	61	104	747	287	182	719	61
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:	349	1167	221	108	1143	61	104	747	287	182	719	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	349	1167	221	108	1143	61	104	747	287	182	719	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	1167	221	108	1143	61	104	747	287	182	719	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	349	1167	221	108	1143	61	104	747	287	182	719	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.18	0.31	0.12	0.06	0.30	0.03	0.05	0.20	0.15	0.10	0.19	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.22	0.50	0.50	0.08	0.36	0.36	0.08	0.24	0.24	0.12	0.27	0.27
Volume/Cap:	0.83	0.62	0.23	0.68	0.83	0.09	0.66	0.83	0.64	0.83	0.71	0.12
Delay/Veh:	57.9	22.4	17.2	65.0	39.5	25.3	63.0	50.3	44.3	74.9	42.0	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:	57.9	22.4	17.2	65.0	39.5	25.3	63.0	50.3	44.3	74.9	42.0	33.3
HCM2kAvg:	15	16	4	5	21	1	5	15	10	9	13	2

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Intersection #61 Del Rosa Avenue @ Third Street

****

Cycle (sec):	120	Critical Vol./Cap. (X):	0.839
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	47.4
Optimal Cycle:	79	Level Of Service:	D

****

Street Name:	Del Rosa Avenue						Third Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: 2030 PM Peak												
Base Vol:	36	743	465	27	325	157	452	927	59	288	808	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	743	465	27	325	157	452	927	59	288	808	90
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:	36	743	465	27	325	157	452	927	59	288	808	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	743	465	27	325	157	452	927	59	288	808	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	743	465	27	325	157	452	927	59	288	808	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.:	36	743	465	27	325	157	452	927	59	288	808	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.23	0.77	1.00	1.35	0.65	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	2337	1463	1900	2562	1238	1900	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.01	0.13	0.13	0.24	0.24	0.03	0.15	0.21	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.35	0.35	0.08	0.35	0.35	0.26	0.31	0.31	0.19	0.24	0.24
Volume/Cap:	0.23	0.90	0.90	0.17	0.36	0.36	0.90	0.79	0.10	0.79	0.90	0.20
Delay/Veh:	52.1	45.9	45.9	51.7	29.1	29.1	62.5	41.9	29.8	57.7	57.0	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	45.9	45.9	51.7	29.1	29.1	62.5	41.9	29.8	57.7	57.0	37.1
HCM2kAvg:	1	25	25	1	7	7	20	17	2	12	18	3

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Intersection #62 Waterman Avenue @ Vanderbilt Way

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.641
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 42 Level Of Service: B

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Street Name:	Waterman Avenue									Vanderbilt Way					
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:	10	10	10	10	10	10	10	10	10	10	10	10			
Lanes:	1 0	2 0	1	1 0	2	1 0	0 0	1!	0 0	1	1	0 0	1		
Volume Module: 2030 PM Peak															
Base Vol:	0	1472	56	125	1410	0	0	0	0	37	0	260			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	1472	56	125	1410	0	0	0	0	37	0	260			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	1472	56	125	1410	0	0	0	0	37	0	260			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	1472	56	125	1410	0	0	0	0	37	0	260			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	1472	56	125	1410	0	0	0	0	37	0	260			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	0	1472	56	125	1410	0	0	0	0	37	0	260			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
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	2.00	1.00	1.00	3.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00			
Final Sat.:	1900	3800	1900	1900	5700	0	0	1900	0	3800	0	1900			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.39	0.03	0.07	0.25	0.00	0.00	0.00	0.00	0.01	0.00	0.14			
Crit Moves:		****		****								****			
Green/Cycle:	0.00	0.60	0.60	0.10	0.71	0.00	0.00	0.00	0.00	0.21	0.00	0.21			
Volume/Cap:	0.00	0.64	0.05	0.64	0.35	0.00	0.00	0.00	0.00	0.05	0.00	0.64			
Delay/Veh:	0.0	13.4	8.1	50.2	5.8	0.0	0.0	0.0	0.0	31.3	0.0	39.3			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	13.4	8.1	50.2	5.8	0.0	0.0	0.0	0.0	31.3	0.0	39.3			
HCM2kAvg:	0	15	1	5	6	0	0	0	0	0	0	8			

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Intersection #64 Waterman Avenue @ Highland Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.707
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 40.0
Optimal Cycle: 51 Level Of Service: D

Street Name:	Waterman Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: 2030 PM Peak												
Base Vol:	246	704	184	204	500	123	228	727	286	172	708	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	704	184	204	500	123	228	727	286	172	708	231
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:	246	704	184	204	500	123	228	727	286	172	708	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	704	184	204	500	123	228	727	286	172	708	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	704	184	204	500	123	228	727	286	172	708	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	246	704	184	204	500	123	228	727	286	172	708	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.51	0.49
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	3800	1900	1900	2865	935
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.10	0.11	0.13	0.06	0.12	0.19	0.15	0.09	0.25	0.25
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.26	0.26	0.15	0.21	0.21	0.17	0.35	0.35	0.17	0.35	0.35
Volume/Cap:	0.63	0.71	0.37	0.71	0.63	0.31	0.71	0.54	0.43	0.54	0.71	0.71
Delay/Veh:	46.8	42.5	36.6	56.2	44.9	40.6	54.0	31.6	30.0	47.7	35.5	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	42.5	36.6	56.2	44.9	40.6	54.0	31.6	30.0	47.7	35.5	35.5
HCM2kAvg:	9	13	6	8	9	4	9	11	8	6	16	16

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****

Intersection #65 E Street @ Orange Show Road

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.945
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 49.7
Optimal Cycle: 130 Level Of Service: D

****

Street Name:	E Street						Orange Show Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	1	1 0	2 0	2	0 1	2 0	1	1 0	2 0	2	0 1
Volume Module: 2030 PM Peak												
Base Vol:	933	600	195	157	665	413	520	948	528	279	937	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	933	600	195	157	665	413	520	948	528	279	937	117
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:	933	600	195	157	665	413	520	948	528	279	937	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	933	600	195	157	665	413	520	948	528	279	937	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	933	600	195	157	665	413	520	948	528	279	937	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	933	600	195	157	665	413	520	948	528	279	937	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	2.00	1.51	0.49	2.00	2.00	1.00	2.00	1.28	0.72	2.00	2.00	1.00
Final Sat.:	3800	2868	932	3800	3800	1900	3800	2441	1359	3800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.25	0.21	0.21	0.04	0.17	0.22	0.14	0.39	0.39	0.07	0.25	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.26	0.36	0.36	0.08	0.18	0.36	0.18	0.41	0.41	0.08	0.32	0.40
Volume/Cap:	0.95	0.58	0.58	0.50	0.95	0.61	0.78	0.95	0.95	0.88	0.78	0.15
Delay/Veh:	62.0	31.9	31.9	53.8	71.3	33.0	53.2	47.5	47.5	78.1	40.6	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.0	31.9	31.9	53.8	71.3	33.0	53.2	47.5	47.5	78.1	40.6	23.2
HCM2kAvg:	22	12	12	3	16	13	11	31	31	8	17	3

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Intersection #66 E Street @ 2nd Street

****

Cycle (sec): 110 Critical Vol./Cap. (X): 0.816
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 40.3
Optimal Cycle: 71 Level Of Service: D

****

Street Name:	E Street						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0
Volume Module: 2030 PM Peak												
Base Vol:	273	597	125	41	533	318	354	873	178	99	1298	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:	273	597	125	41	533	318	354	873	178	99	1298	40
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:	273	597	125	41	533	318	354	873	178	99	1298	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	597	125	41	533	318	354	873	178	99	1298	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	597	125	41	533	318	354	873	178	99	1298	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.:	273	597	125	41	533	318	354	873	178	99	1298	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	1.00	1.66	0.34	1.00	2.91	0.09
Final Sat.:	1900	1900	1900	1900	3800	1900	1900	3156	644	1900	5530	170
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.07	0.02	0.14	0.17	0.19	0.28	0.28	0.05	0.23	0.23
Crit Moves:		****		****			****				****	
Green/Cycle:	0.23	0.36	0.36	0.09	0.22	0.43	0.21	0.39	0.39	0.09	0.27	0.27
Volume/Cap:	0.63	0.88	0.18	0.24	0.63	0.39	0.88	0.71	0.71	0.57	0.88	0.88
Delay/Veh:	41.5	45.7	24.4	47.2	40.4	21.5	61.3	30.1	30.1	52.6	44.8	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	45.7	24.4	47.2	40.4	21.5	61.3	30.1	30.1	52.6	44.8	44.8
HCM2kAvg:	9	22	3	1	9	7	15	16	16	4	18	18

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Intersection #67 State Street @ Baseline Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.560
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	19.2
Optimal Cycle:	36	Level Of Service:	B

Street Name:	State Street						Baseline Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Lanes:	1 0	0	0 1	0	0	0 0	0	0	1 1 0	1	0 2	0 0
Volume Module: 2030 PM Peak												
Base Vol:	309	0	346	0	0	0	0	508	302	287	889	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	309	0	346	0	0	0	0	508	302	287	889	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	309	0	346	0	0	0	0	508	302	287	889	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	309	0	346	0	0	0	0	508	302	287	889	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	0	346	0	0	0	0	508	302	287	889	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.:	309	0	346	0	0	0	0	508	302	287	889	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.25	0.75	1.00	2.00	0.00
Final Sat.:	1900	0	1900	0	0	0	0	2383	1417	1900	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.18	0.00	0.00	0.00	0.00	0.21	0.21	0.15	0.23	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.29	0.00	0.56	0.00	0.00	0.00	0.00	0.38	0.38	0.27	0.65	0.00
Volume/Cap:	0.56	0.00	0.33	0.00	0.00	0.00	0.00	0.56	0.56	0.56	0.36	0.00
Delay/Veh:	31.4	0.0	12.0	0.0	0.0	0.0	0.0	24.9	24.9	32.8	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:	31.4	0.0	12.0	0.0	0.0	0.0	0.0	24.9	24.9	32.8	8.1	0.0
HCM2kAvg:	9	0	6	0	0	0	0	10	10	8	6	0

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Intersection #68 Kendall Drive @ 40th Street

Cycle (sec):	120	Critical Vol./Cap. (X):	0.542
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	18.2
Optimal Cycle:	38	Level Of Service:	B

Street Name:	Kendall Drive						40th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 PM Peak												
Base Vol:	0	578	12	600	474	0	0	0	0	18	0	468
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	578	12	600	474	0	0	0	0	18	0	468
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	578	12	600	474	0	0	0	0	18	0	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:	0.95	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	608	13	632	499	0	0	0	0	19	0	493
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	608	13	632	499	0	0	0	0	19	0	493
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	608	13	632	499	0	0	0	0	19	0	493
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.96	0.04	1.00	2.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00
Final Sat.:	1900	3723	77	1900	3800	1900	1900	3800	0	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.33	0.13	0.00	0.00	0.00	0.00	0.01	0.00	0.26
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.28	0.28	0.57	0.85	0.00	0.00	0.00	0.00	0.08	0.00	0.65
Volume/Cap:	0.00	0.58	0.58	0.58	0.15	0.00	0.00	0.00	0.00	0.12	0.00	0.40
Delay/Veh:	0.0	38.0	38.0	17.4	1.6	0.0	0.0	0.0	0.0	51.3	0.0	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	38.0	38.0	17.4	1.6	0.0	0.0	0.0	0.0	51.3	0.0	10.0
HCM2kAvg:	0	10	10	15	2	0	0	0	0	1	0	8

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Intersection #69 Mount Vernon Avenue @ Baseline Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.531
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	22.8
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Mount Vernon Avenue						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 PM Peak												
Base Vol:	217	746	107	178	429	155	118	777	121	73	776	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	746	107	178	429	155	118	777	121	73	776	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	746	107	178	429	155	118	777	121	73	776	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:	217	746	107	178	429	155	118	777	121	73	776	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	746	107	178	429	155	118	777	121	73	776	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.:	217	746	107	178	429	155	118	777	121	73	776	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.75	0.25	1.00	1.47	0.53	1.00	1.73	0.27	1.00	1.77	0.23
Final Sat.:	1900	3323	477	1900	2791	1009	1900	3288	512	1900	3355	445
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.22	0.09	0.15	0.15	0.06	0.24	0.24	0.04	0.23	0.23
Crit Moves:		****						****		****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.10	0.43	0.43	0.10	0.43	0.43
Volume/Cap:	0.28	0.55	0.55	0.23	0.38	0.38	0.62	0.55	0.55	0.38	0.54	0.54
Delay/Veh:	19.9	22.9	22.9	19.4	20.8	20.8	49.4	21.6	21.6	43.4	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	22.9	22.9	19.4	20.8	20.8	49.4	21.6	21.6	43.4	21.4	21.4
HCM2kAvg:	4	10	10	4	6	6	5	10	10	2	10	10

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Intersection #70 Waterman Avenue @ Mill Street

Cycle (sec):	120	Critical Vol./Cap. (X):	0.889
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	47.2
Optimal Cycle:	101	Level Of Service:	D

Street Name:	Waterman Avenue						Mill Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: 2030 PM Peak												
Base Vol:	228	1238	426	279	841	252	156	822	109	331	725	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	1238	426	279	841	252	156	822	109	331	725	136
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:	228	1238	426	279	841	252	156	822	109	331	725	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	1238	426	279	841	252	156	822	109	331	725	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	1238	426	279	841	252	156	822	109	331	725	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	228	1238	426	279	841	252	156	822	109	331	725	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	2.23	0.77	1.00	2.31	0.69	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	4241	1459	1900	4386	1314	1900	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.29	0.15	0.19	0.19	0.08	0.22	0.06	0.17	0.19	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.19	0.33	0.33	0.17	0.30	0.30	0.08	0.24	0.24	0.20	0.36	0.36
Volume/Cap:	0.63	0.89	0.89	0.89	0.63	0.63	0.99	0.89	0.24	0.89	0.54	0.20
Delay/Veh:	48.3	43.9	43.9	74.0	36.7	36.7	121.8	54.4	36.7	69.0	31.2	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	43.9	43.9	74.0	36.7	36.7	121.8	54.4	36.7	69.0	31.2	26.9
HCM2kAvg:	9	23	23	13	12	12	9	18	3	15	11	3

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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #71 E Street @ 30th Street

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.754
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	14.8
Optimal Cycle:	42	Level Of Service:	B

****

Street Name:	E Street						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module: 2030 PM Peak												
Base Vol:	54	1719	397	440	590	213	97	299	15	69	414	317
Growth Adj:	1.00	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	1719	397	440	590	213	97	299	15	69	414	317
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:	54	1719	397	440	590	213	97	299	15	69	414	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	1719	397	440	590	213	97	299	15	69	414	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1719	397	440	590	213	97	299	15	69	414	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	54	1719	397	440	590	213	97	299	15	69	414	317
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.62	0.38	1.00	1.47	0.53	1.00	1.90	0.10	1.00	2.00	1.00
Final Sat.:	1900	3087	713	1900	2792	1008	1900	3618	182	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.56	0.56	0.23	0.21	0.21	0.05	0.08	0.08	0.04	0.11	0.17
Crit Moves:		****										****
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.04	0.75	0.75	0.31	0.29	0.29	0.23	0.37	0.37	0.16	0.49	0.75
Delay/Veh:	3.5	8.9	8.9	4.6	4.4	4.4	32.2	33.3	33.3	31.6	34.5	43.9
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:	3.5	8.9	8.9	4.6	4.4	4.4	32.2	33.3	33.3	31.6	34.5	43.9
HCM2kAvg:	0	20	20	5	4	4	3	4	4	2	6	11

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2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #72 Ohio Avenue @ Palm Avenue

****

Average Delay (sec/veh): 8.1 Worst Case Level Of Service: A[9.3]

****

Street Name:	Ohio Avenue						Palm Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		0 1 0	0 1		0 1 0	0 1		0 1 0	0 1	
Volume Module: 2030 PM Peak												
Base Vol:	2 1 0	6	0	20	42	68	3	0	30	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:	2 1 0	6	0	20	42	68	3	0	30	1		
Added Vol:	0 0 0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0 0 0	0	0	0	0	0	0	0	0	0		
Initial Fut:	2 1 0	6	0	20	42	68	3	0	30	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:	2 1 0	6	0	20	42	68	3	0	30	1		
Reduct Vol:	0 0 0	0	0	0	0	0	0	0	0	0		
Final Vol.:	2 1 0	6	0	20	42	68	3	0	30	1		
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	6.5	6.2		
FollowUpTim:	2.2 xxxx xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	3.3		
Capacity Module:												
Cnflict Vol:	20 xxxx xxxxx	1	xxxx	xxxxx	33	17	0	xxxx	37	1		
Potent Cap.:	1609 xxxx xxxxx	1635	xxxx	xxxxx	980	881	0	xxxx	859	1090		
Move Cap.:	1609 xxxx xxxxx	1635	xxxx	xxxxx	949	877	0	xxxx	855	1090		
Volume/Cap:	0.00 xxxx xxxx	0.00	xxxx	xxxx	0.04	0.08	0.00	xxxx	0.04	0.00		
Level Of Service Module:												
Queue:	0.0 xxxx xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	0.0		
Stopped Del:	7.2 xxxx xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	8.3		
LOS by Move:	A * *	A	*	*	*	*	A	*	*	A		
Movement:	LT - LTR - RT	LT -	LTR	- RT	LT -	LTR	- RT	LT -	LTR	- RT		
Shared Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx	903	xxxx	xxxxx	855	xxxx	xxxxx		
SharedQueue:	0.0 xxxx xxxxx	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	0.1	xxxx	xxxxx		
Shrd StpDel:	7.2 xxxx xxxxx	7.2	xxxx	xxxxx	9.5	xxxx	xxxxx	9.4	xxxx	xxxxx		
Shared LOS:	A * *	A	*	*	A	*	*	A	*	*		
ApproachDel:	xxxxxx	xxxxxx			9.3			9.3				
ApproachLOS:	*	*			A			A				

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Intersection #73 Victoria Avenue @ Highland Avenue

Cycle (sec):	120	Critical Vol./Cap. (X):	0.610
Loss Time (sec):	8 (Y+R = 4 sec)	Average Delay (sec/veh):	31.6
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Victoria Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1	0 1	0 1	1	0 11	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module: 2030 PM Peak												
Base Vol:	256	161	245	103	65	61	119	944	165	179	672	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	161	245	103	65	61	119	944	165	179	672	119
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:	256	161	245	103	65	61	119	944	165	179	672	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	161	245	103	65	61	119	944	165	179	672	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	161	245	103	65	61	119	944	165	179	672	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	256	161	245	103	65	61	119	944	165	179	672	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	xxxx	1.00	1.00	1.70	0.30	1.00	2.00	1.00
Final Sat.:	1900	1900	1900	1900	xxxx	1900	1900	3235	565	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.08	0.13	0.05	0.00	0.03	0.06	0.29	0.29	0.09	0.18	0.06
Crit Moves:			****	****				****		****		
Green/Cycle:	0.22	0.21	0.21	0.09	0.08	0.08	0.08	0.48	0.48	0.15	0.55	0.55
Volume/Cap:	0.62	0.40	0.61	0.61	0.04	0.39	0.75	0.61	0.61	0.61	0.32	0.11
Delay/Veh:	45.4	41.4	45.6	59.0	50.6	53.6	71.9	23.6	23.6	51.1	14.9	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	41.4	45.6	59.0	50.6	53.6	71.9	23.6	23.6	51.1	14.9	13.0
HCM2kAvg:	9	5	9	5	0	3	6	15	15	7	7	2

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Intersection #74 Palm Avenue @ Highland Avenue

Cycle (sec):	120	Critical Vol./Cap. (X):	0.665
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	42.0
Optimal Cycle:	48	Level Of Service:	D

Street Name:	Palm Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 PM Peak												
Base Vol:	332	462	451	116	283	143	158	734	335	234	409	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	332	462	451	116	283	143	158	734	335	234	409	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	332	462	451	116	283	143	158	734	335	234	409	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	332	462	451	116	283	143	158	734	335	234	409	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	462	451	116	283	143	158	734	335	234	409	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	332	462	451	116	283	143	158	734	335	234	409	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	2.00	1.00	1.00	1.00	0.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3800	1900	1900	1900	1262	638	1900	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.06	0.22	0.22	0.08	0.19	0.18	0.12	0.11	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.37	0.37	0.09	0.33	0.33	0.08	0.29	0.29	0.19	0.39	0.39
Volume/Cap:	0.68	0.66	0.65	0.66	0.68	0.68	1.00	0.66	0.61	0.66	0.27	0.15
Delay/Veh:	53.9	34.3	33.8	62.0	37.9	37.9	125.8	39.0	38.6	50.2	24.9	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	34.3	33.8	62.0	37.9	37.9	125.8	39.0	38.6	50.2	24.9	23.6
HCM2kAvg:	7	15	14	5	14	14	10	13	11	9	5	3

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Intersection #75 SR-30 EB Ramps @ Highland Avenue

****

Cycle (sec):	110	Critical Vol./Cap. (X):	0.625
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	20.8
Optimal Cycle:	29	Level Of Service:	C

****

Street Name:	SR-30 EB Ramps						Highland Avenue					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Lanes:	0 0	0	0 0	2	0 0	0 2	0	0 2	0 0	0	0 2	0 0
Volume Module: >> Count Date: 1 Jan 2003 << 2030 PM Peak												
Base Vol:	0	0	0	1426	0	199	0	596	0	0	864	0
Growth Adj:	1.00	1.00	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	1426	0	199	0	596	0	0	864	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1426	0	199	0	596	0	0	864	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1426	0	199	0	596	0	0	864	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1426	0	199	0	596	0	0	864	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	1426	0	199	0	596	0	0	864	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	3800	0	3800	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.05	0.00	0.16	0.00	0.00	0.23	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.60	0.00	0.60	0.00	0.36	0.00	0.00	0.36	0.00
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.09	0.00	0.43	0.00	0.00	0.63	0.00
Delay/Veh:	0.0	0.0	0.0	14.6	0.0	9.3	0.0	26.6	0.0	0.0	29.7	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:	0.0	0.0	0.0	14.6	0.0	9.3	0.0	26.6	0.0	0.0	29.7	0.0
HCM2kAvg:	0	0	0	16	0	1	0	8	0	0	12	0

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Intersection #76 SR-30 WB Ramps @ Highland Avenue

Cycle (sec): 110 Critical Vol./Cap. (X): 0.562
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 31 Level Of Service: B

Street Name:	SR-30 WB Ramps						Highland Avenue					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	0	10	10	10	0	0	10	10
Lanes:	2 0	0 1	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module: 2030 PM Peak												
Base Vol:	564	0	172	0	0	0	14	1455	0	0	1412	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	564	0	172	0	0	0	14	1455	0	0	1412	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	564	0	172	0	0	0	14	1455	0	0	1412	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	564	0	172	0	0	0	14	1455	0	0	1412	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	564	0	172	0	0	0	14	1455	0	0	1412	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.:	564	0	172	0	0	0	14	1455	0	0	1412	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3800	0	1900	1900	0	1900	1900	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.09	0.00	0.00	0.00	0.01	0.38	0.00	0.00	0.37	0.00
Crit Moves:	****							****				
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.68	0.68	0.00	0.00	0.68	0.00
Volume/Cap:	0.56	0.00	0.34	0.00	0.00	0.00	0.01	0.56	0.00	0.00	0.55	0.00
Delay/Veh:	35.7	0.0	33.2	0.0	0.0	0.0	5.6	9.3	0.0	0.0	9.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	0.0	33.2	0.0	0.0	0.0	5.6	9.3	0.0	0.0	9.1	0.0
HCM2kAvg:	9	0	5	0	0	0	0	13	0	0	12	0

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

Intersection #77 Arden Avenue @ Highland Avenue

Cycle (sec):	120	Critical Vol./Cap. (X):	0.892
Loss Time (sec):	10 (Y+R = 3 sec)	Average Delay (sec/veh):	46.1
Optimal Cycle:	110	Level Of Service:	D

Street Name:	Arden Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	2	0 1	1 0	2	1 0
Volume Module: 2030 PM Peak												
Base Vol:	164	103	416	85	142	29	28	998	295	553	681	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	103	416	85	142	29	28	998	295	553	681	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	103	416	85	142	29	28	998	295	553	681	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	103	416	85	142	29	28	998	295	553	681	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	103	416	85	142	29	28	998	295	553	681	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	164	103	416	85	142	29	28	998	295	553	681	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.66	0.34	2.00	2.00	1.00	1.00	2.57	0.43
Final Sat.:	1900	1900	1900	1900	3156	644	3800	3800	1900	1900	4889	811
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.22	0.04	0.04	0.05	0.01	0.26	0.16	0.29	0.14	0.14
Crit Moves:			****	****				****		****		
Green/Cycle:	0.24	0.24	0.24	0.08	0.08	0.08	0.08	0.28	0.28	0.31	0.51	0.51
Volume/Cap:	0.37	0.23	0.93	0.54	0.54	0.54	0.09	0.93	0.55	0.93	0.27	0.27
Delay/Veh:	38.8	37.1	66.6	56.4	54.7	54.7	50.9	55.2	37.7	60.6	16.5	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	37.1	66.6	56.4	54.7	54.7	50.9	55.2	37.7	60.6	16.5	16.5
HCM2kAvg:	5	3	19	4	4	4	1	22	10	24	5	5

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

****

Intersection #78 Arden Avenue @ SR-30 WB Ramps

****

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

****

Street Name:	Arden Avenue						SR-30 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 0	0 0		0 0 2	0 0		0 0 1	1 1	
Volume Module: 2030 PM Peak												
Base Vol:	0	0	0	0	0	0	0	1499	0	0	874	1692
Growth Adj:	1.00	1.00	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	1499	0	0	874	1692
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1499	0	0	874	1692
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1499	0	0	874	1692
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	1499	0	0	874	1692
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Intersection #79 Arden Avenue @ SR-30 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.583
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	18.2
Optimal Cycle:	26	Level Of Service:	B

Street Name:	Arden Avenue						SR-30 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	10	10	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module: 2030 AM Peak												
Base Vol:	0	993	437	348	654	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	993	437	348	654	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	993	437	348	654	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	993	437	348	654	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	993	437	348	654	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	993	437	348	654	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	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	1.39	0.61	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	2639	1161	1900	3800	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.18	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****								
Green/Cycle:	0.00	0.65	0.65	0.31	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.58	0.58	0.58	0.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.4	10.4	30.3	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.4	10.4	30.3	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	0	13	13	9	9	0	0	0	0	0	0	0

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Pepper Avenue @ Rialto Avenue	B	15.8	0.525	B	15.8	0.525	+ 0.000 D/V
# 2 Pepper Avenue @ Mill Street	D	36.1	0.521	D	36.1	0.521	+ 0.000 D/V
# 3 Meridian Avenue @ Rialto Avenu	B	14.2	0.000	B	14.2	0.000	+ 0.000 D/V
# 5 Northpark Boulevard @ Universi	C	21.4	0.165	C	21.4	0.165	+ 0.000 D/V
# 6 Kendall Drive @ University Par	C	32.3	0.658	C	32.3	0.658	+ 0.000 D/V
# 8 E Street @ Highland Avenue	B	16.5	0.436	B	16.5	0.436	+ 0.000 D/V
# 9 Hunts Lane @ E Street	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 11 Waterman Avenue @ Fifth Street	D	35.4	0.682	D	35.4	0.682	+ 0.000 D/V
# 12 E Street @ Baseline Street	C	23.8	0.580	C	23.8	0.580	+ 0.000 D/V
# 13 Arrowhead Avenue @ Baseline St	B	12.3	0.401	B	12.3	0.401	+ 0.000 D/V
# 14 Mount Vernon Avenue @ 2nd Stre	C	20.4	0.448	C	20.4	0.448	+ 0.000 D/V
# 15 Mount Vernon Avenue @ Rialto A	B	16.9	0.415	B	16.9	0.415	+ 0.000 D/V
# 17 Mount Vernon Avenue @ 5th Stre	C	24.6	0.559	C	24.6	0.559	+ 0.000 D/V
# 18 Waterman Avenue @ 30th Street	F	97.9	1.134	F	97.9	1.134	+ 0.000 D/V
# 19 Kendall Drive @ Palm Avenue	C	20.1	0.177	C	20.1	0.177	+ 0.000 D/V
# 20 Belmont Avenue @ Palm Avenue	A	8.9	0.301	A	8.9	0.301	+ 0.000 V/C
# 21 Sierra Way @ 30th Street	B	11.4	0.468	B	11.4	0.468	+ 0.000 D/V
# 22 Del Rosa Avenue @ Baseline Str	C	29.4	0.792	C	29.4	0.792	+ 0.000 D/V
# 23 Waterman Avenue @ SR-30 EB Ram	F	86.8	1.113	F	86.8	1.113	+ 0.000 D/V
# 24 Leroy/SR-30 WB On Ramp @ 30th	B	12.4	0.632	B	12.4	0.632	+ 0.000 D/V
# 25 SR-30 WB Off Ramp @ 30th Stree	F	350.4	0.000	F	350.4	0.000	+ 0.000 D/V
# 26 Del Rosa Avenue @ Lynwood Driv	B	18.2	0.618	B	18.2	0.618	+ 0.000 D/V
# 27 Harrison Street @ 40th Street	C	23.0	0.000	C	23.0	0.000	+ 0.000 D/V

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 28 Sterling Avenue @ Highland Ave	C	31.0	0.436	C	31.0	0.436	+ 0.000 D/V
# 29 Waterman Avenue @ Marshall Bou	A	4.4	0.601	A	4.4	0.601	+ 0.000 D/V
# 30 Waterman Avenue @ 36th Street	D	33.1	0.000	D	33.1	0.000	+ 0.000 D/V
# 31 Sterling Avenue @ Lynwood Driv	B	13.6	0.499	B	13.6	0.499	+ 0.000 V/C
# 32 Sterling Avenue @ Foothill Dri	A	8.0	0.229	A	8.0	0.229	+ 0.000 V/C
# 33 Del Rosa Avenue @ Foothill Dri	C	19.1	0.000	C	19.1	0.000	+ 0.000 D/V
# 35 Waterman Avenue @ 40th Street	C	27.7	0.782	C	27.7	0.782	+ 0.000 D/V
# 36 Waterman Avenue @ 34th Street	C	22.5	0.000	C	22.5	0.000	+ 0.000 D/V
# 37 Waterman Avenue @ Parkdale Ave	A	2.7	0.525	A	2.7	0.525	+ 0.000 D/V
# 39 Valencia Avenue @ 40th Street	B	12.7	0.571	B	12.7	0.571	+ 0.000 V/C
# 40 Del Rosa Avenue @ SR-30 EB Ram	C	28.5	0.681	C	28.5	0.681	+ 0.000 D/V
# 41 Del Rosa Avenue @ SR-30 WB Ram	F	82.8	1.156	F	82.8	1.156	+ 0.000 D/V
# 42 Sierra Way @ 40th Street	E	72.5	1.090	E	72.5	1.090	+ 0.000 D/V
# 43 Waterman Avenue @ Hospitality	C	32.1	0.553	C	32.1	0.553	+ 0.000 D/V
# 44 Hospitality Lane @ Carnegie Dr	C	26.2	0.434	C	26.2	0.434	+ 0.000 D/V
# 45 Tippecanoe Avenue @ Rialto Ave	D	25.5	0.000	D	25.5	0.000	+ 0.000 D/V
# 46 Tippecanoe Ave @ Harry Shepard	A	3.4	0.389	A	3.4	0.389	+ 0.000 D/V
# 47 Tippecanoe Avenue @ 3rd Street	C	31.0	0.589	C	31.0	0.589	+ 0.000 D/V
# 48 Tippecanoe Ave @ Mill Street	C	29.2	0.807	C	29.2	0.807	+ 0.000 D/V
# 49 Rancho Avenue @ 5th St/Foothil	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 50 Mount Vernon Avenue @ Mill Str	D	37.6	0.663	D	37.6	0.663	+ 0.000 D/V
# 51 Mountain View Ave @ San Bernar	F	96.9	1.249	F	96.9	1.249	+ 0.000 V/C
# 52 Mount Vernon Avenue @ Highland	C	26.4	0.571	C	26.4	0.571	+ 0.000 D/V
# 53 State Street @ Highland Avenue	B	15.3	0.404	B	15.3	0.404	+ 0.000 D/V
# 54 Tippecanoe Ave @ Hospitality L	B	19.7	0.441	B	19.7	0.441	+ 0.000 D/V

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 55 Tippecanoe Ave @ San Bernardin	C	34.7	0.675	C	34.7	0.675	+ 0.000 D/V
# 57 Lena Road @ Mill Street	C	22.3	0.337	C	22.3	0.337	+ 0.000 D/V
# 58 Waterman Avenue @ Barton Road	F	288.6	1.790	F	288.6	1.790	+ 0.000 D/V
# 59 Boulder Avenue @ Highland Aven	C	21.9	0.155	C	21.9	0.155	+ 0.000 D/V
# 60 Waterman Avenue @ Orange Show	D	35.0	0.480	D	35.0	0.480	+ 0.000 D/V
# 61 Del Rosa Avenue @ Third Street	D	38.2	0.693	D	38.2	0.693	+ 0.000 D/V
# 62 Waterman Avenue @ Vanderbilt W	A	5.2	0.296	A	5.2	0.296	+ 0.000 D/V
# 64 Waterman Avenue @ Highland Ave	D	35.8	0.587	D	35.8	0.587	+ 0.000 D/V
# 65 E Street @ Orange Show Road	C	34.5	0.635	C	34.5	0.635	+ 0.000 D/V
# 66 E Street @ 2nd Street	C	32.7	0.573	C	32.7	0.573	+ 0.000 D/V
# 67 State Street @ Baseline Street	C	21.1	0.561	C	21.1	0.561	+ 0.000 D/V
# 68 Kendall Drive @ 40th Street	B	11.4	0.315	B	11.4	0.315	+ 0.000 D/V
# 69 Mount Vernon Avenue @ Baseline	C	22.7	0.543	C	22.7	0.543	+ 0.000 D/V
# 70 Waterman Avenue @ Mill Street	D	36.1	0.533	D	36.1	0.533	+ 0.000 D/V
# 71 E Street @ 30th Street	B	15.5	0.436	B	15.5	0.436	+ 0.000 D/V
# 72 Ohio Avenue @ Palm Avenue	B	10.4	0.000	B	10.4	0.000	+ 0.000 D/V
# 73 Victoria Avenue @ Highland Ave	C	27.2	0.397	C	27.2	0.397	+ 0.000 D/V
# 74 Palm Avenue @ Highland Avenue	D	38.3	0.501	D	38.3	0.501	+ 0.000 D/V
# 75 SR-30 EB Ramps @ Highland Aven	B	19.2	0.524	B	19.2	0.524	+ 0.000 D/V
# 76 SR-30 WB Ramps @ Highland Aven	B	17.7	0.493	B	17.7	0.493	+ 0.000 D/V
# 77 Arden Avenue @ Highland Avenue	C	33.4	0.566	C	33.4	0.566	+ 0.000 D/V
# 78 Arden Avenue @ SR-30 WB Ramps	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V
# 79 Arden Avenue @ SR-30 EB Ramps	B	16.4	0.424	B	16.4	0.424	+ 0.000 D/V
# 80 I Street @ 2nd Street	A	5.2	0.238	A	5.2	0.238	+ 0.000 D/V

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in

City of San Bernardino
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Pepper Avenue @ Rialto Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.525
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	15.8
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Pepper Avenue						Rialto Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module: 2030 OLD GP AM												
Base Vol:	155	531	146	99	1014	62	79	420	138	116	141	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	531	146	99	1014	62	79	420	138	116	141	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	531	146	99	1014	62	79	420	138	116	141	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	531	146	99	1014	62	79	420	138	116	141	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	531	146	99	1014	62	79	420	138	116	141	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	155	531	146	99	1014	62	79	420	138	116	141	25
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	2981	819	1800	3581	219	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.18	0.06	0.28	0.28	0.04	0.22	0.07	0.06	0.07	0.01
Crit Moves:					****			****				
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.16	0.33	0.33	0.10	0.53	0.53	0.10	0.53	0.17	0.15	0.18	0.03
Delay/Veh:	11.7	13.0	13.0	11.3	15.1	15.1	17.6	22.2	18.2	18.0	18.2	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:	11.7	13.0	13.0	11.3	15.1	15.1	17.6	22.2	18.2	18.0	18.2	17.0
HCM2kAvg:	2	6	6	1	11	10	1	10	3	2	3	0

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Intersection #2 Pepper Avenue @ Mill Street

Cycle (sec):	120	Critical Vol./Cap. (X):	0.521
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	36.1
Optimal Cycle:	48	Level Of Service:	D

Street Name:	Pepper Avenue						Mill Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 OLD GP AM												
Base Vol:	51	450	71	177	859	201	241	537	146	169	373	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	450	71	177	859	201	241	537	146	169	373	166
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:	51	450	71	177	859	201	241	537	146	169	373	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	450	71	177	859	201	241	537	146	169	373	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	450	71	177	859	201	241	537	146	169	373	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	51	450	71	177	859	201	241	537	146	169	373	166
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.04	0.10	0.23	0.11	0.13	0.14	0.08	0.09	0.10	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.27	0.27	0.23	0.42	0.42	0.25	0.26	0.26	0.17	0.18	0.18
Volume/Cap:	0.34	0.43	0.14	0.43	0.54	0.25	0.54	0.55	0.30	0.55	0.54	0.48
Delay/Veh:	53.2	36.1	32.9	40.4	26.5	22.8	40.4	39.0	36.1	47.5	45.4	45.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	36.1	32.9	40.4	26.5	22.8	40.4	39.0	36.1	47.5	45.4	45.0
HCM2kAvg:	2	7	2	6	12	5	8	9	4	6	7	6

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2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #3 Meridian Avenue @ Rialto Avenue

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Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[14.2]

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Street Name:	Meridian Avenue						Rialto Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 0 1 0			1 0 0 1 0		
Volume Module: 2030 OLD GP AM												
Base Vol:	0	0	0	15	0	17	10	683	0	0	265	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	0	15	0	17	10	683	0	0	265	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	15	0	17	10	683	0	0	265	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	0	17	10	683	0	0	265	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	15	0	17	10	683	0	0	265	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	972	xxxx	269	273	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	282	xxxx	775	1302	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	281	xxxx	775	1302	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	425	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	14.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			14.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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Intersection #5 Northpark Boulevard @ University Parkway

Cycle (sec): 120 Critical Vol./Cap. (X): 0.165
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 38 Level Of Service: C

Street Name:	Northpark Boulevard						University Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 1	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 OLD GP AM												
Base Vol:	256	27	0	0	4	54	147	0	149	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:	256	27	0	0	4	54	147	0	149	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	27	0	0	4	54	147	0	149	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	27	0	0	4	54	147	0	149	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	27	0	0	4	54	147	0	149	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.:	256	27	0	0	4	54	147	0	149	0	0	0
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3600	3800	1900	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.00	0.00	0.00	0.03	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.37	0.37	0.00	0.00	0.15	0.15	0.42	0.00	0.79	0.00	0.00	0.00
Volume/Cap:	0.19	0.02	0.00	0.00	0.01	0.19	0.19	0.00	0.10	0.00	0.00	0.00
Delay/Veh:	26.0	24.3	0.0	0.0	43.8	45.3	22.1	0.0	3.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	24.3	0.0	0.0	43.8	45.3	22.1	0.0	3.0	0.0	0.0	0.0
HCM2kAvg:	3	0	0	0	0	2	3	0	1	0	0	0

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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #6 Kendall Drive @ University Parkway

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.658
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 32.3
Optimal Cycle: 48 Level Of Service: C

****

Street Name:	Kendall Drive						University Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 1	0	1 0	2 1	0
Volume Module: 2030 OLD GP AM												
Base Vol:	537	198	16	45	356	599	103	252	246	4	276	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	198	16	45	356	599	103	252	246	4	276	32
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:	537	198	16	45	356	599	103	252	246	4	276	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:	537	198	16	45	356	599	103	252	246	4	276	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	537	198	16	45	356	599	103	252	246	4	276	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.:	537	198	16	45	356	599	103	252	246	4	276	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.69	0.31
Final Sat.:	3400	3800	1900	3400	3800	1900	3400	3800	1900	1800	5108	592
Capacity Analysis Module:												
Vol/Sat:	0.16	0.05	0.01	0.01	0.09	0.32	0.03	0.07	0.13	0.00	0.05	0.05
Crit Moves:	****					****			****	****		
Green/Cycle:	0.21	0.32	0.32	0.32	0.43	0.43	0.14	0.18	0.18	0.10	0.14	0.46
Volume/Cap:	0.73	0.16	0.03	0.04	0.22	0.73	0.22	0.38	0.73	0.02	0.39	0.12
Delay/Veh:	40.5	24.3	23.2	23.3	18.1	27.3	38.5	36.5	43.2	40.6	39.6	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:	40.5	24.3	23.2	23.3	18.1	27.3	38.5	36.5	43.2	40.6	39.6	15.4
HCM2kAvg:	9	2	0	0	3	16	2	4	9	0	3	2

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Intersection #8 E Street @ Highland Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.436
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	16.5
Optimal Cycle:	24	Level Of Service:	B

Street Name:	E Street						Highland Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: 2030 OLD GP AM												
Base Vol:	79	175	59	135	809	65	36	440	116	182	716	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	175	59	135	809	65	36	440	116	182	716	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	175	59	135	809	65	36	440	116	182	716	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	175	59	135	809	65	36	440	116	182	716	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	175	59	135	809	65	36	440	116	182	716	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	175	59	135	809	65	36	440	116	182	716	64
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.50	0.50	1.00	1.85	0.15	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	2842	958	1800	3517	283	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.08	0.23	0.23	0.02	0.12	0.06	0.10	0.19	0.03
Crit Moves:					****						****	
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.08	0.12	0.12	0.14	0.44	0.44	0.05	0.27	0.14	0.23	0.44	0.08
Delay/Veh:	11.7	11.9	11.9	12.1	14.6	14.6	16.5	18.3	17.2	18.1	20.0	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:	11.7	11.9	11.9	12.1	14.6	14.6	16.5	18.3	17.2	18.1	20.0	16.7
HCM2kAvg:	1	2	2	2	8	8	1	4	2	3	8	1

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2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #9 Hunts Lane @ E Street

****

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

****

Street Name:	Hunts Lane						E Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Ignore			Include		
Lanes:	1 0 2	0	0	0 0 2	0	1	1 0 0	0	1	0 0 0	0	0
Volume Module: 2030 OLD GP AM												
Base Vol:	1239	288	0	0	475	166	6	0	656	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:	1239	288	0	0	475	166	6	0	656	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1239	288	0	0	475	166	6	0	656	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1239	288	0	0	475	166	6	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1239	288	0	0	475	166	6	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	641	xxxx	xxxxx	xxxx	xxxx	xxxxx	3097	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	953	xxxx	xxxxx	xxxx	xxxx	xxxxx	9	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	953	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	1.30	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	45.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	158.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
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	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			*		

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****

Intersection #11 Waterman Avenue @ Fifth Street

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 35.4
Optimal Cycle: 48 Level Of Service: D

****

Street Name:	Waterman Avenue						Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 OLD GP AM												
Base Vol:	103	439	151	106	1263	165	61	543	120	148	808	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:	103	439	151	106	1263	165	61	543	120	148	808	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	439	151	106	1263	165	61	543	120	148	808	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	439	151	106	1263	165	61	543	120	148	808	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	439	151	106	1263	165	61	543	120	148	808	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	103	439	151	106	1263	165	61	543	120	148	808	47
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.08	0.06	0.33	0.09	0.03	0.14	0.06	0.08	0.21	0.02
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.47	0.47	0.08	0.47	0.47	0.08	0.30	0.30	0.08	0.30	0.30
Volume/Cap:	0.69	0.25	0.17	0.71	0.71	0.19	0.41	0.48	0.21	0.99	0.71	0.08
Delay/Veh:	66.0	19.3	18.6	67.9	26.8	18.7	54.0	34.7	31.6	124.2	39.6	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	19.3	18.6	67.9	26.8	18.7	54.0	34.7	31.6	124.2	39.6	30.3
HCM2kAvg:	5	5	3	5	19	3	3	8	3	9	14	1

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****

Intersection #12 E Street @ Baseline Street

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.580
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 23.8
Optimal Cycle: 36 Level Of Service: C

****

Street Name:	E Street						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 OLD GP AM												
Base Vol:	80	248	91	89	839	98	25	685	116	83	879	87
Growth Adj:	1.00	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	248	91	89	839	98	25	685	116	83	879	87
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:	80	248	91	89	839	98	25	685	116	83	879	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	248	91	89	839	98	25	685	116	83	879	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	248	91	89	839	98	25	685	116	83	879	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	248	91	89	839	98	25	685	116	83	879	87
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.46	0.54	1.00	1.79	0.21	1.00	1.71	0.29	1.00	1.82	0.18
Final Sat.:	1800	2780	1020	1800	3403	397	1800	3250	550	1800	3458	342
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.05	0.25	0.25	0.01	0.21	0.21	0.05	0.25	0.25
Crit Moves:	****				****						****	
Green/Cycle:	0.10	0.26	0.26	0.26	0.41	0.41	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.44	0.35	0.35	0.19	0.60	0.60	0.03	0.49	0.49	0.11	0.60	0.60
Delay/Veh:	44.1	30.5	30.5	29.3	23.5	23.5	16.7	21.1	21.1	17.3	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	30.5	30.5	29.3	23.5	23.5	16.7	21.1	21.1	17.3	22.7	22.7
HCM2kAvg:	3	4	4	2	12	12	0	9	9	2	12	12

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Intersection #13 Arrowhead Avenue @ Baseline Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.401
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 26 Level Of Service: B

Street Name:	Arrowhead Avenue						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 OLD GP AM												
Base Vol:	26	22	31	41	424	35	10	793	103	123	994	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:	26	22	31	41	424	35	10	793	103	123	994	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	22	31	41	424	35	10	793	103	123	994	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	22	31	41	424	35	10	793	103	123	994	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	22	31	41	424	35	10	793	103	123	994	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.:	26	22	31	41	424	35	10	793	103	123	994	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	1.00	1.77	0.23	1.00	1.97	0.03
Final Sat.:	1900	1900	1900	1900	3800	1900	1900	3363	437	1900	3740	60
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.02	0.11	0.02	0.01	0.24	0.24	0.06	0.27	0.27
Crit Moves:					****						****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.66	0.66	0.66	0.66	0.66	0.66
Volume/Cap:	0.05	0.04	0.06	0.08	0.40	0.07	0.01	0.36	0.36	0.10	0.40	0.40
Delay/Veh:	26.5	26.4	26.5	26.7	29.6	26.6	5.7	7.6	7.6	6.1	7.9	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	26.4	26.5	26.7	29.6	26.6	5.7	7.6	7.6	6.1	7.9	7.9
HCM2kAvg:	1	0	1	1	5	1	0	6	6	1	7	7

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Intersection #14 Mount Vernon Avenue @ 2nd Street

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.448
Loss Time (sec): 3 (Y+R = 4 sec) Average Delay (sec/veh): 20.4
Optimal Cycle: 33 Level Of Service: C

****

Street Name:	Mount Vernon Avenue						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	1 0	1	0 1	0 1	0	0 0	1! 0	0	0 1	1 0	1
Volume Module: 2030 OLD GP AM												
Base Vol:	0	212	601	349	593	0	0	0	0	248	0	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	212	601	349	593	0	0	0	0	248	0	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	212	601	349	593	0	0	0	0	248	0	136
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	212	0	349	593	0	0	0	0	248	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	212	0	349	593	0	0	0	0	248	0	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	212	0	349	593	0	0	0	0	248	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.74	1.26	0.00	0.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	0	3800	1900	1408	2392	0	0	1900	0	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Crit Moves:		****			****					****		
Green/Cycle:	0.00	0.12	0.00	0.55	0.55	0.00	0.00	0.00	0.00	0.29	0.00	0.00
Volume/Cap:	0.00	0.45	0.00	0.45	0.45	0.00	0.00	0.00	0.00	0.45	0.00	0.00
Delay/Veh:	0.0	41.3	0.0	13.4	13.4	0.0	0.0	0.0	0.0	29.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.3	0.0	13.4	13.4	0.0	0.0	0.0	0.0	29.4	0.0	0.0
HCM2kAvg:	0	4	0	9	9	0	0	0	0	6	0	0

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Intersection #15 Mount Vernon Avenue @ Rialto Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.415
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	16.9
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Mount Vernon Avenue						Rialto Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 OLD GP AM												
Base Vol:	55	347	10	44	604	194	455	355	149	9	58	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:	55	347	10	44	604	194	455	355	149	9	58	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	347	10	44	604	194	455	355	149	9	58	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	347	10	44	604	194	455	355	149	9	58	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	347	10	44	604	194	455	355	149	9	58	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	55	347	10	44	604	194	455	355	149	9	58	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.94	0.06	1.00	2.00	1.00	1.00	1.41	0.59	1.00	1.59	0.41
Final Sat.:	1900	3694	106	1900	3800	1900	1900	2677	1123	1900	3019	781
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.02	0.16	0.10	0.24	0.13	0.13	0.00	0.02	0.02
Crit Moves:					****		****					
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.08	0.25	0.25	0.06	0.42	0.27	0.42	0.23	0.23	0.01	0.03	0.03
Delay/Veh:	19.6	21.1	21.1	19.5	22.8	21.4	12.0	10.4	10.4	9.0	9.1	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	21.1	21.1	19.5	22.8	21.4	12.0	10.4	10.4	9.0	9.1	9.1
HCM2kAvg:	1	4	3	1	7	4	8	4	4	0	0	0

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Intersection #17 Mount Vernon Avenue @ 5th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.559
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	24.6
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Mount Vernon Avenue						5th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 old gp am												
Base Vol:	55	258	34	98	717	77	155	869	109	106	594	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	258	34	98	717	77	155	869	109	106	594	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	258	34	98	717	77	155	869	109	106	594	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	258	34	98	717	77	155	869	109	106	594	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	258	34	98	717	77	155	869	109	106	594	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.:	55	258	34	98	717	77	155	869	109	106	594	109
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.81	0.19	1.00	1.78	0.22	1.00	1.69	0.31
Final Sat.:	1800	3358	442	1800	3431	369	1800	3376	424	1800	3211	589
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.05	0.21	0.21	0.09	0.26	0.26	0.06	0.19	0.18
Crit Moves:					****			****		****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.10	0.46	0.46	0.11	0.47	0.47
Volume/Cap:	0.08	0.21	0.21	0.15	0.56	0.56	0.86	0.56	0.56	0.56	0.40	0.40
Delay/Veh:	20.3	21.3	21.3	20.8	25.3	25.3	76.3	20.0	20.0	46.2	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	21.3	21.3	20.8	25.3	25.3	76.3	20.0	20.0	46.2	17.6	17.6
HCM2kAvg:	1	3	3	2	10	10	7	11	11	4	7	7

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Intersection #18 Waterman Avenue @ 30th Street

Cycle (sec): 100 Critical Vol./Cap. (X): 1.134
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 97.9
Optimal Cycle: 130 Level Of Service: F

Street Name:	Waterman Avenue						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	0 1	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 old gp am												
Base Vol:	48	500	19	32	831	1262	59	185	225	134	543	928
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	500	19	32	831	1262	59	185	225	134	543	928
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	500	19	32	831	1262	59	185	225	134	543	928
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	500	19	32	831	1262	59	185	225	134	543	928
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	500	19	32	831	1262	59	185	225	134	543	928
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	48	500	19	32	831	1262	59	185	225	134	543	928
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.79	1.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	1509	2291	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.01	0.02	0.55	0.55	0.03	0.05	0.12	0.07	0.14	0.49
Crit Moves:	****				****							****
Green/Cycle:	0.10	0.45	0.45	0.10	0.45	0.45	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.27	0.30	0.02	0.18	1.24	1.24	0.08	0.12	0.30	0.19	0.36	1.24
Delay/Veh:	42.4	17.8	15.6	41.7	140	139.7	19.0	19.3	21.0	19.9	21.5	148.3
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:	42.4	17.8	15.6	41.7	140	139.7	19.0	19.3	21.0	19.9	21.5	148.3
HCM2kAvg:	2	5	0	1	59	58	1	2	5	3	6	52

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Intersection #19 Kendall Drive @ Palm Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.177
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	20.1
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Kendall Drive						Palm Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: 2030 old gp AM												
Base Vol:	146	5	9	1	2	9	17	85	304	36	265	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	5	9	1	2	9	17	85	304	36	265	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	5	9	1	2	9	17	85	304	36	265	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	5	9	1	2	9	17	85	304	36	265	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	5	9	1	2	9	17	85	304	36	265	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	146	5	9	1	2	9	17	85	304	36	265	7
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	3800	1900	1800	3702	98
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.00	0.00	0.00	0.00	0.01	0.02	0.16	0.02	0.07	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.38	0.24	0.24	0.24	0.10	0.10	0.10	0.22	0.60	0.22	0.34	0.34
Volume/Cap:	0.21	0.01	0.02	0.00	0.01	0.05	0.09	0.10	0.27	0.09	0.21	0.21
Delay/Veh:	20.9	28.9	28.9	28.8	40.6	40.8	41.1	31.3	9.6	31.2	23.7	23.7
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:	20.9	28.9	28.9	28.8	40.6	40.8	41.1	31.3	9.6	31.2	23.7	23.7
HCM2kAvg:	3	0	0	0	0	0	1	1	4	1	3	3

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Intersection #20 Belmont Avenue @ Palm Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.301
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	8.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Belmont Avenue						Palm Avenue					
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
Lanes:	1 0	0	1 0	1 0	0	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module: 2030 OLD GP AM												
Base Vol:	30	0	11	0	0	0	0	78	3	4	226	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	11	0	0	0	0	78	3	4	226	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	11	0	0	0	0	78	3	4	226	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	0	11	0	0	0	0	78	3	4	226	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	11	0	0	0	0	78	3	4	226	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.:	30	0	11	0	0	0	0	78	3	4	226	0
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
Lanes:	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.02	0.98	1.00
Final Sat.:	600	0	750	0	0	0	0	747	872	13	751	0
Capacity Analysis Module:												
Vol/Sat:	0.05	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	0.10	0.00	0.30	0.30	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	8.7	0.0	7.3	0.0	0.0	0.0	0.0	8.0	6.8	9.4	9.4	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
AdjDel/Veh:	8.7	0.0	7.3	0.0	0.0	0.0	0.0	8.0	6.8	9.4	9.4	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:		8.3			xxxxxx			8.0			9.4	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		8.3			xxxxxx			8.0			9.4	
LOS by Appr:		A			*			A			A	

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Intersection #21 Sierra Way @ 30th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.468
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	11.4
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Sierra Way						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module: 2030 OLD GP AM												
Base Vol:	37	63	57	176	683	313	17	171	65	29	142	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	63	57	176	683	313	17	171	65	29	142	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	63	57	176	683	313	17	171	65	29	142	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	63	57	176	683	313	17	171	65	29	142	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	63	57	176	683	313	17	171	65	29	142	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	63	57	176	683	313	17	171	65	29	142	3
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.96	0.04
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	3721	79
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.10	0.36	0.16	0.01	0.09	0.03	0.02	0.04	0.04
Crit Moves:					****			****				
Green/Cycle:	0.77	0.77	0.77	0.77	0.77	0.77	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.03	0.04	0.04	0.13	0.47	0.21	0.05	0.47	0.18	0.08	0.20	0.20
Delay/Veh:	2.8	2.8	2.8	3.0	4.4	3.3	33.0	36.8	34.0	33.3	34.1	34.1
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:	2.8	2.8	2.8	3.0	4.4	3.3	33.0	36.8	34.0	33.3	34.1	34.1
HCM2kAvg:	0	0	0	1	8	3	0	5	2	1	2	2

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PM Peak

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 33 Del Rosa Avenue @ Foothill Dri	F	279.9	0.000	F	279.9	0.000	+ 0.000 D/V
# 34 30th Street @ Lynwood Drive	A	1.4	0.000	A	1.4	0.000	+ 0.000 D/V
# 35 Waterman Avenue @ 40th Street	D	36.9	0.917	D	36.9	0.917	+ 0.000 D/V
# 36 Waterman Avenue @ 34th Street	F	61.1	0.000	F	61.1	0.000	+ 0.000 D/V
# 37 Waterman Avenue @ Parkdale Ave	A	7.3	0.624	A	7.3	0.624	+ 0.000 D/V
# 38 Valencia Avenue @ 30th Street	A	3.9	0.215	A	3.9	0.215	+ 0.000 D/V
# 39 Valencia Avenue @ 40th Street	E	40.3	0.956	E	40.3	0.956	+ 0.000 V/C
# 40 Del Rosa Avenue @ SR-30 EB Ram	C	32.2	0.837	C	32.2	0.837	+ 0.000 D/V
# 41 Del Rosa Avenue @ SR-30 WB Ram	F	196.7	1.537	F	196.7	1.537	+ 0.000 D/V
# 42 Sierra Way @ 40th Street	C	32.6	0.881	C	32.6	0.881	+ 0.000 D/V
# 45 Tippecanoe Avenue @ Rialto Ave	F	190.3	0.000	F	190.3	0.000	+ 0.000 D/V
# 46 Tippecanoe Ave @ Harry Shepard	A	6.6	0.601	A	6.6	0.601	+ 0.000 D/V
# 47 Tippecanoe Avenue @ 3rd Street	D	44.6	0.853	D	44.6	0.853	+ 0.000 D/V
# 48 Tippecanoe Ave @ Mill Street	C	23.5	0.669	C	23.5	0.669	+ 0.000 D/V
# 49 Rancho Avenue @ 5th St/Foothil	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 50 Mount Vernon Avenue @ Mill Str	D	37.0	0.762	D	37.0	0.762	+ 0.000 D/V
# 51 Mountain View Ave @ San Bernar	F	339.5	2.460	F	339.5	2.460	+ 0.000 V/C
# 52 Mount Vernon Avenue @ Highland	C	25.8	0.680	C	25.8	0.680	+ 0.000 D/V
# 53 State Street @ Highland Avenue	B	16.4	0.557	B	16.4	0.557	+ 0.000 D/V
# 54 Tippecanoe Ave @ Hospitality L	C	26.8	0.509	C	26.8	0.509	+ 0.000 D/V
# 55 Tippecanoe Ave @ San Bernardin	E	60.1	0.998	E	60.1	0.998	+ 0.000 D/V
# 57 Lena Road @ Mill Street	C	21.5	0.565	C	21.5	0.565	+ 0.000 D/V
# 58 Waterman Avenue @ Barton Road	B	15.1	0.583	B	15.1	0.583	+ 0.000 D/V
# 59 Boulder Avenue @ Highland Aven	C	21.6	0.370	C	21.6	0.370	+ 0.000 D/V
# 60 Waterman Avenue @ Orange Show	D	41.6	0.838	D	41.6	0.838	+ 0.000 D/V

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City of San Bernardino
2030 Existing General Plan
PM Peak

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 61 Del Rosa Avenue @ Third Street	D	43.0	0.804	D	43.0	0.804	+ 0.000 D/V
# 62 Waterman Avenue @ Vanderbilt W	C	30.4	0.725	C	30.4	0.725	+ 0.000 D/V
# 64 Waterman Avenue @ Highland Ave	D	40.2	0.676	D	40.2	0.676	+ 0.000 D/V
# 66 E Street @ 2nd Street	D	41.2	0.851	D	41.2	0.851	+ 0.000 D/V
# 67 State Street @ Baseline Street	B	19.1	0.557	B	19.1	0.557	+ 0.000 D/V
# 68 Kendall Drive @ 40th Street	B	16.2	0.550	B	16.2	0.550	+ 0.000 D/V
# 69 Mount Vernon Avenue @ Baseline	C	23.3	0.581	C	23.3	0.581	+ 0.000 D/V
# 70 Waterman Avenue @ Mill Street	D	41.1	0.739	D	41.1	0.739	+ 0.000 D/V
# 71 E Street @ 30th Street	B	13.7	0.726	B	13.7	0.726	+ 0.000 D/V
# 73 Victoria Avenue @ Highland Ave	C	31.0	0.543	C	31.0	0.543	+ 0.000 D/V
# 74 Palm Avenue @ Highland Avenue	D	35.8	0.566	D	35.8	0.566	+ 0.000 D/V
# 75 SR-30 EB Ramps @ Highland Aven	C	20.6	0.631	C	20.6	0.631	+ 0.000 D/V
# 76 SR-30 WB Ramps @ Highland Aven	B	12.4	0.411	B	12.4	0.411	+ 0.000 D/V
# 77 Arden Avenue @ Highland Avenue	D	36.1	0.719	D	36.1	0.719	+ 0.000 D/V
# 78 Arden Avenue @ SR-30 WB Ramps	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V
# 79 Arden Avenue @ SR-30 EB Ramps	B	17.7	0.514	B	17.7	0.514	+ 0.000 D/V
# 80 I Street @ 2nd Street	A	9.7	0.380	A	9.7	0.380	+ 0.000 D/V

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City of San Bernardino
2030 Existing General Plan
PM Peak

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

Intersection #5 Northpark Boulevard @ University Parkway

Cycle (sec):	120	Critical Vol./Cap. (X):	0.225
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	22.7
Optimal Cycle:	38	Level Of Service:	C

Street Name:	Northpark Boulevard						University Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 1	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 OLD GP PM PEAK												
Base Vol:	264	16	0	0	29	137	96	0	384	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:	264	16	0	0	29	137	96	0	384	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	16	0	0	29	137	96	0	384	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	16	0	0	29	137	96	0	384	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	16	0	0	29	137	96	0	384	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.:	264	16	0	0	29	137	96	0	384	0	0	0
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3600	3800	1900	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.00	0.00	0.01	0.07	0.05	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.26	0.26	0.00	0.00	0.25	0.25	0.42	0.00	0.68	0.00	0.00	0.00
Volume/Cap:	0.28	0.02	0.00	0.00	0.03	0.28	0.13	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	35.7	33.1	0.0	0.0	33.6	36.2	21.4	0.0	7.9	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:	35.7	33.1	0.0	0.0	33.6	36.2	21.4	0.0	7.9	0.0	0.0	0.0
HCM2kAvg:	4	0	0	0	0	4	2	0	6	0	0	0

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City of San Bernardino
2030 Existing General Plan
PM Peak

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

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Intersection #6 Kendall Drive @ University Parkway

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.804
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 36.4
Optimal Cycle: 66 Level Of Service: D

****

Street Name:	Kendall Drive						University Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 1	0	1 0	2 1	0
Volume Module: 2030 OLD GP PM												
Base Vol:	317	259	4	100	554	678	689	390	546	4	236	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	259	4	100	554	678	689	390	546	4	236	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	317	259	4	100	554	678	689	390	546	4	236	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	259	4	100	554	678	689	390	546	4	236	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	259	4	100	554	678	689	390	546	4	236	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	317	259	4	100	554	678	689	390	546	4	236	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.72	0.28
Final Sat.:	3400	3800	1900	3400	3800	1900	3400	3800	1900	1800	5174	526
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.00	0.03	0.15	0.36	0.20	0.10	0.29	0.00	0.05	0.05
Crit Moves:	****					****			****	****		
Green/Cycle:	0.10	0.25	0.25	0.25	0.40	0.40	0.32	0.32	0.32	0.10	0.10	0.35
Volume/Cap:	0.90	0.27	0.01	0.12	0.37	0.90	0.63	0.32	0.90	0.02	0.46	0.13
Delay/Veh:	69.0	30.3	28.2	29.0	21.5	42.0	30.3	25.9	43.0	40.6	43.0	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.0	30.3	28.2	29.0	21.5	42.0	30.3	25.9	43.0	40.6	43.0	22.1
HCM2kAvg:	8	3	0	1	6	23	10	5	20	0	3	2

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City of San Bernardino
2030 Existing General Plan
PM Peak

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

****

Intersection #8 E Street @ Highland Avenue

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.360
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 24 Level Of Service: B

****

Street Name:	E Street						Highland Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: 2030 OLD GP PM												
Base Vol:	221	623	19	25	415	83	273	279	314	66	672	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	623	19	25	415	83	273	279	314	66	672	89
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:	221	623	19	25	415	83	273	279	314	66	672	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 Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	623	19	25	415	83	273	279	314	66	672	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	623	19	25	415	83	273	279	314	66	672	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	221	623	19	25	415	83	273	279	314	66	672	89
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3688	112	1800	3167	633	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.17	0.01	0.13	0.13	0.15	0.07	0.17	0.04	0.18	0.05
Crit Moves:		****									****	
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.26	0.36	0.36	0.03	0.28	0.28	0.31	0.15	0.34	0.07	0.36	0.10
Delay/Veh:	16.2	17.1	17.1	14.3	16.3	16.3	15.5	14.0	15.7	13.5	15.9	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	17.1	17.1	14.3	16.3	16.3	15.5	14.0	15.7	13.5	15.9	13.6
HCM2kAvg:	4	6	6	0	5	5	5	2	6	1	6	1

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City of San Bernardino
2030 Existing General Plan
PM Peak

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

****

Intersection #9 Hunts Lane @ E Street

****

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

****

Street Name:	Hunts Lane						E Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Ignore			Include		
Lanes:	1 0 2	0	0	0 0 2	0	1	1 0 0	0	1	0 0 0	0	0
Volume Module: 2030 OLD GP PM												
Base Vol:	1664	518	0	0	623	383	22	0	920	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:	1664	518	0	0	623	383	22	0	920	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1664	518	0	0	623	383	22	0	920	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1664	518	0	0	623	383	22	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1664	518	0	0	623	383	22	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1006	xxxx	xxxxx	xxxx	xxxx	xxxxx	4210	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	697	xxxx	xxxxx	xxxx	xxxx	xxxxx	2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	697	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	2.39	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	125.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	643.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
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	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			*		

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City of San Bernardino
2030 Existing General Plan
PM Peak

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

****

Intersection #11 Waterman Avenue @ Fifth Street

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.751
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 36.8
Optimal Cycle: 58 Level Of Service: D

****

Street Name:	Waterman Avenue						Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 OLD GP PM												
Base Vol:	128	1280	209	74	977	193	176	914	107	149	763	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	1280	209	74	977	193	176	914	107	149	763	164
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:	128	1280	209	74	977	193	176	914	107	149	763	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	1280	209	74	977	193	176	914	107	149	763	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1280	209	74	977	193	176	914	107	149	763	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	128	1280	209	74	977	193	176	914	107	149	763	164
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.11	0.04	0.26	0.10	0.10	0.24	0.06	0.08	0.20	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.43	0.43	0.08	0.43	0.43	0.14	0.31	0.31	0.11	0.28	0.28
Volume/Cap:	0.85	0.78	0.25	0.49	0.59	0.23	0.72	0.78	0.18	0.78	0.72	0.31
Delay/Veh:	89.2	31.4	21.8	55.1	26.5	21.6	59.4	41.0	30.4	70.1	41.3	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.2	31.4	21.8	55.1	26.5	21.6	59.4	41.0	30.4	70.1	41.3	34.4
HCM2kAvg:	7	21	5	3	14	4	8	17	3	7	14	5

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Intersection #12 E Street @ Baseline Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.680
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 24.7
Optimal Cycle: 40 Level Of Service: C

Street Name:	E Street						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 OLD GP PM												
Base Vol:	98	879	123	125	648	126	106	1021	142	77	892	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	879	123	125	648	126	106	1021	142	77	892	157
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:	98	879	123	125	648	126	106	1021	142	77	892	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	879	123	125	648	126	106	1021	142	77	892	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	879	123	125	648	126	106	1021	142	77	892	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.:	98	879	123	125	648	126	106	1021	142	77	892	157
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.67	0.33	1.00	1.76	0.24	1.00	1.70	0.30
Final Sat.:	1800	3334	466	1800	3181	619	1800	3336	464	1800	3231	569
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.07	0.20	0.20	0.06	0.31	0.31	0.04	0.28	0.28
Crit Moves:		****		****				****				
Green/Cycle:	0.10	0.39	0.39	0.10	0.39	0.39	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.54	0.68	0.68	0.68	0.52	0.52	0.13	0.68	0.68	0.10	0.61	0.61
Delay/Veh:	46.3	26.8	26.8	53.2	23.7	23.7	16.1	22.9	22.9	15.8	21.6	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	26.8	26.8	53.2	23.7	23.7	16.1	22.9	22.9	15.8	21.6	21.6
HCM2kAvg:	4	14	13	5	9	9	2	15	15	1	13	13

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Intersection #13 Arrowhead Avenue @ Baseline Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.529
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	16.0
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Arrowhead Avenue						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 OLD GP PM												
Base Vol:	61	611	117	61	116	35	93	1111	50	71	936	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:	61	611	117	61	116	35	93	1111	50	71	936	84
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:	61	611	117	61	116	35	93	1111	50	71	936	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	611	117	61	116	35	93	1111	50	71	936	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	611	117	61	116	35	93	1111	50	71	936	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	611	117	61	116	35	93	1111	50	71	936	84
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.68	0.32	1.00	2.00	1.00	1.00	1.91	0.09	1.00	1.84	0.16
Final Sat.:	1800	3189	611	1800	3800	1900	1800	3636	164	1800	3487	313
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.03	0.03	0.02	0.05	0.31	0.31	0.04	0.27	0.27
Crit Moves:		****						****				
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.09	0.53	0.53	0.09	0.08	0.05	0.09	0.53	0.53	0.07	0.46	0.46
Delay/Veh:	21.1	25.5	25.5	21.1	21.0	20.7	9.4	13.1	13.1	9.3	12.3	12.3
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:	21.1	25.5	25.5	21.1	21.0	20.7	9.4	13.1	13.1	9.3	12.3	12.3
HCM2kAvg:	1	9	9	1	1	1	1	11	10	1	9	9

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Intersection #14 Mount Vernon Avenue @ 2nd Street

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Cycle (sec):	100	Critical Vol./Cap. (X):	0.713
Loss Time (sec):	3 (Y+R = 4 sec)	Average Delay (sec/veh):	32.8
Optimal Cycle:	33	Level Of Service:	C

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Street Name:	Mount Vernon Avenue						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	1 0	1	0 1	0 1	0	0 0	1! 0	0	0 1	1 0	1
Volume Module: 2030 OLD GP PM												
Base Vol:	0	714	623	275	502	0	0	0	0	569	0	467
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	714	623	275	502	0	0	0	0	569	0	467
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	714	623	275	502	0	0	0	0	569	0	467
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	714	0	275	502	0	0	0	0	569	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	714	0	275	502	0	0	0	0	569	0	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	714	0	275	502	0	0	0	0	569	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.71	1.29	0.00	0.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	0	3800	1900	1345	2455	0	0	1900	0	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.20	0.20	0.00	0.00	0.00	0.00	0.30	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.26	0.00	0.29	0.29	0.00	0.00	0.00	0.00	0.42	0.00	0.00
Volume/Cap:	0.00	0.71	0.00	0.71	0.71	0.00	0.00	0.00	0.00	0.71	0.00	0.00
Delay/Veh:	0.0	35.9	0.0	34.2	34.2	0.0	0.0	0.0	0.0	27.1	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.9	0.0	34.2	34.2	0.0	0.0	0.0	0.0	27.1	0.0	0.0
HCM2kAvg:	0	11	0	12	12	0	0	0	0	15	0	0

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Intersection #15 Mount Vernon Avenue @ Rialto Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.478
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	16.8
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Mount Vernon Avenue						Rialto Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 OLD GP PM												
Base Vol:	147	881	47	38	605	424	387	525	113	38	642	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	881	47	38	605	424	387	525	113	38	642	51
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:	147	881	47	38	605	424	387	525	113	38	642	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	881	47	38	605	424	387	525	113	38	642	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	881	47	38	605	424	387	525	113	38	642	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	147	881	47	38	605	424	387	525	113	38	642	51
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	2.00	1.00	1.00	1.65	0.35	1.00	1.85	0.15
Final Sat.:	1800	3608	192	1800	3800	1900	1800	3127	673	1800	3520	280
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.02	0.16	0.22	0.22	0.17	0.17	0.02	0.18	0.18
Crit Moves:		****					****					
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.16	0.48	0.48	0.04	0.31	0.44	0.48	0.37	0.37	0.05	0.41	0.41
Delay/Veh:	13.1	16.0	16.0	12.3	14.3	15.7	19.8	18.3	18.3	15.5	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	16.0	16.0	12.3	14.3	15.7	19.8	18.3	18.3	15.5	18.7	18.7
HCM2kAvg:	2	9	9	1	5	8	8	6	7	1	7	7

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Intersection #17 Mount Vernon Avenue @ 5th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.663
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	25.0
Optimal Cycle:	38	Level Of Service:	C

Street Name:	Mount Vernon Avenue						5th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 OLD GP PM												
Base Vol:	203	856	106	110	547	182	175	787	140	84	931	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:	203	856	106	110	547	182	175	787	140	84	931	105
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:	203	856	106	110	547	182	175	787	140	84	931	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	856	106	110	547	182	175	787	140	84	931	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	856	106	110	547	182	175	787	140	84	931	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	203	856	106	110	547	182	175	787	140	84	931	105
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.50	0.50	1.00	1.70	0.30	1.00	1.80	0.20
Final Sat.:	1800	3381	419	1800	2851	949	1800	3226	574	1800	3415	385
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.25	0.06	0.19	0.19	0.10	0.24	0.24	0.05	0.27	0.27
Crit Moves:		****					****				****	
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.15	0.46	0.46	0.10	0.41	0.41
Volume/Cap:	0.30	0.66	0.66	0.16	0.50	0.50	0.66	0.53	0.53	0.47	0.66	0.66
Delay/Veh:	21.8	26.7	26.7	20.5	23.9	23.9	46.5	19.7	19.7	44.4	24.9	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	26.7	26.7	20.5	23.9	23.9	46.5	19.7	19.7	44.4	24.9	24.9
HCM2kAvg:	4	13	13	2	9	9	6	10	10	3	13	14

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Intersection #18 Waterman Avenue @ 30th Street

Cycle (sec): 100 Critical Vol./Cap. (X): 1.147
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 86.4
Optimal Cycle: 130 Level Of Service: F

Street Name:	Waterman Avenue						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	0 1	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 OLD GP PM												
Base Vol:	66	810	83	99	750	1210	156	556	124	91	668	999
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	810	83	99	750	1210	156	556	124	91	668	999
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:	66	810	83	99	750	1210	156	556	124	91	668	999
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	810	83	99	750	1210	156	556	124	91	668	999
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	810	83	99	750	1210	156	556	124	91	668	999
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	810	83	99	750	1210	156	556	124	91	668	999
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	0.77	1.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	1454	2346	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.04	0.06	0.52	0.52	0.09	0.15	0.07	0.05	0.18	0.53
Crit Moves:	****				****							****
Green/Cycle:	0.10	0.42	0.42	0.10	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.37	0.51	0.11	0.55	1.24	1.24	0.20	0.35	0.15	0.12	0.41	1.24
Delay/Veh:	43.3	22.0	17.9	46.5	143	142.8	18.3	19.6	17.8	17.5	20.3	147.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	22.0	17.9	46.5	143	142.8	18.3	19.6	17.8	17.5	20.3	147.3
HCM2kAvg:	2	9	2	4	55	55	3	6	2	2	7	56

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Intersection #21 Sierra Way @ 30th Street

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 36 Level Of Service: B

****

Street Name:	Sierra Way						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module: 2030 OLD GP PM												
Base Vol:	51	885	242	337	408	231	168	398	34	42	307	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	885	242	337	408	231	168	398	34	42	307	121
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:	51	885	242	337	408	231	168	398	34	42	307	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	885	242	337	408	231	168	398	34	42	307	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	885	242	337	408	231	168	398	34	42	307	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	51	885	242	337	408	231	168	398	34	42	307	121
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.43	0.57
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	2726	1074
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.13	0.19	0.21	0.12	0.09	0.21	0.02	0.02	0.11	0.11
Crit Moves:		****						****				
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.04	0.70	0.19	0.28	0.32	0.18	0.31	0.70	0.06	0.08	0.38	0.38
Delay/Veh:	5.9	12.5	6.6	7.2	7.4	6.6	27.5	35.2	25.1	25.3	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.9	12.5	6.6	7.2	7.4	6.6	27.5	35.2	25.1	25.3	28.0	28.0
HCM2kAvg:	1	18	3	4	5	3	4	12	1	1	5	5

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Level Of Service Computation Report
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Intersection #22 Del Rosa Avenue @ Baseline Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.805
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 29.6
Optimal Cycle: 59 Level Of Service: C

Street Name:	Del Rosa Avenue						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: 2030 OLD GP PM												
Base Vol:	22	793	127	209	459	100	187	767	29	80	606	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	793	127	209	459	100	187	767	29	80	606	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	793	127	209	459	100	187	767	29	80	606	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	793	127	209	459	100	187	767	29	80	606	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	793	127	209	459	100	187	767	29	80	606	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	22	793	127	209	459	100	187	767	29	80	606	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.03	0.97	1.00	0.31	0.69	1.00	1.00	1.93	0.07	1.00	1.42	0.58
Final Sat.:	51	1849	1900	594	1306	1900	1800	3662	138	1800	2706	1094
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.07	0.35	0.35	0.05	0.10	0.21	0.21	0.04	0.22	0.22
Crit Moves:		****					****				****	
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.13	0.31	0.31	0.10	0.28	0.28
Volume/Cap:	0.81	0.81	0.13	0.66	0.66	0.10	0.81	0.68	0.68	0.44	0.81	0.81
Delay/Veh:	23.9	23.9	11.8	18.5	18.5	11.6	60.6	32.0	32.0	44.1	38.2	38.2
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:	23.9	23.9	11.8	18.5	18.5	11.6	60.6	32.0	32.0	44.1	38.2	38.2
HCM2kAvg:	20	22	2	15	15	1	8	12	12	3	14	14

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Intersection #22 Del Rosa Avenue @ Baseline Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.792
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 29.4
Optimal Cycle: 56 Level Of Service: C

Street Name:	Del Rosa Avenue						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 OLD GP AM												
Base Vol:	18	204	26	95	778	176	96	333	38	83	723	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	204	26	95	778	176	96	333	38	83	723	157
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:	18	204	26	95	778	176	96	333	38	83	723	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	204	26	95	778	176	96	333	38	83	723	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	204	26	95	778	176	96	333	38	83	723	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.:	18	204	26	95	778	176	96	333	38	83	723	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.08	0.92	1.00	0.11	0.89	1.00	1.00	1.80	0.20	1.00	1.64	0.36
Final Sat.:	154	1746	1900	207	1693	1900	1800	3411	389	1800	3122	678
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.01	0.46	0.46	0.09	0.05	0.10	0.10	0.05	0.23	0.23
Crit Moves:					****		****				****	
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.10	0.19	0.19	0.19	0.28	0.28
Volume/Cap:	0.21	0.21	0.02	0.82	0.82	0.17	0.53	0.51	0.51	0.24	0.82	0.82
Delay/Veh:	11.1	11.1	9.9	23.3	23.3	10.8	45.9	36.9	36.9	34.7	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	11.1	9.9	23.3	23.3	10.8	45.9	36.9	36.9	34.7	38.8	38.8
HCM2kAvg:	3	3	0	24	24	3	4	6	6	2	15	15

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Intersection #24 Leroy/SR-30 WB On Ramp @ 30th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.632
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	12.4
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Leroy Street						30th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Lanes:	0 0	0	0 0	0 0	1! 0	0	1 0	2	0 1	1 1	0	1 0
Volume Module: 2030 OLD GP AM												
Base Vol:	0	0	0	0	0	0	0	428	37	1734	144	0
Growth Adj:	1.00	1.00	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	428	37	1734	144	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	428	37	1734	144	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	428	37	1734	144	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	428	37	1734	144	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	0	0	0	0	428	37	1734	144	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	0	0	0	0	1900	0	1800	3800	1900	3600	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.02	0.48	0.08	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.18	0.76	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.11	0.63	0.10	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	34.6	5.9	3.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	34.6	5.9	3.1	0.0
HCM2kAvg:	0	0	0	0	0	0	0	7	1	13	1	0

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

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Intersection #25 SR-30 WB Off Ramp @ 30th Street

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Average Delay (sec/veh): 196.3 Worst Case Level Of Service: F[350.4]

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Street Name:	SR-30 WB Off Ramp						30th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 1! 0 0			1 0 2 0 0			0 0 1 1 0		
Volume Module: 2030 OLD GP AM												
Base Vol:	918	0	18	0	0	0	0	199	0	0	536	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	918	0	18	0	0	0	0	199	0	0	536	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	918	0	18	0	0	0	0	199	0	0	536	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	918	0	18	0	0	0	0	199	0	0	536	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	918	0	18	0	0	0	0	199	0	0	536	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	467	xxxx	99	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	530	xxxx	943	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	530	xxxx	943	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	1.73	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	54.8	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	357.1	xxxx	8.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	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	0	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:		350.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		F			*			*			*	

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City of San Bernardino
2030 Existing General Plan
AM Peak

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

****

Intersection #26 Del Rosa Avenue @ Lynwood Drive

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.618
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 29 Level Of Service: B

****

Street Name:	Del Rosa Avenue						Lynwood Drive					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module: 2030 OLD GP AM												
Base Vol:	30	342	184	36	1133	11	7	51	142	555	97	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:	30	342	184	36	1133	11	7	51	142	555	97	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	342	184	36	1133	11	7	51	142	555	97	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	342	184	36	1133	11	7	51	142	555	97	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	342	184	36	1133	11	7	51	142	555	97	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.:	30	342	184	36	1133	11	7	51	142	555	97	27
Saturation Flow Module:												
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.30	0.70	1.00	1.98	0.02	0.12	0.88	1.00	1.00	0.78	0.22
Final Sat.:	1800	2471	1329	1800	3763	37	229	1671	1900	1900	1486	414
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.02	0.30	0.30	0.03	0.03	0.07	0.29	0.07	0.07
Crit Moves:					****					****		
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.03	0.28	0.28	0.04	0.62	0.62	0.06	0.06	0.16	0.62	0.14	0.14
Delay/Veh:	13.4	15.3	15.3	13.4	19.4	19.4	14.3	14.3	15.1	20.7	14.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	15.3	15.3	13.4	19.4	19.4	14.3	14.3	15.1	20.7	14.9	14.9
HCM2kAvg:	0	5	5	1	13	13	1	1	2	13	2	2

****

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City of San Bernardino
2030 Existing General Plan
AM Peak

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

Intersection #27 Harrison Street @ 40th Street

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[23.0]

Street Name:	Harrison Street						40th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			0 1 1 0 0		
Volume Module: 2030 OLD GP AM												
Base Vol:	45	0	3	0	0	0	0	797	38	7	356	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	3	0	0	0	0	797	38	7	356	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	0	3	0	0	0	0	797	38	7	356	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	0	3	0	0	0	0	797	38	7	356	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	45	0	3	0	0	0	0	797	38	7	356	0
Critical Gap Module:												
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 Module:												
Cnflict Vol:	1008	xxxx	418	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	835	xxxx	xxxxx
Potent Cap.:	240	xxxx	590	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	807	xxxx	xxxxx
Move Cap.:	239	xxxx	590	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	807	xxxx	xxxxx
Volume/Cap:	0.19	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	248	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	23.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:		23.0			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

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City of San Bernardino
2030 Existing General Plan
AM Peak

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

Intersection #28 Sterling Avenue @ Highland Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.436
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	31.0
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Sterling Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: 2030 OLD GP AM												
Base Vol:	138	162	112	76	473	101	10	237	59	280	697	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	162	112	76	473	101	10	237	59	280	697	43
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:	138	162	112	76	473	101	10	237	59	280	697	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:	138	162	112	76	473	101	10	237	59	280	697	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	162	112	76	473	101	10	237	59	280	697	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.:	138	162	112	76	473	101	10	237	59	280	697	43
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.60	0.40	1.00	1.88	0.12
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3043	757	1800	3579	221
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.06	0.04	0.12	0.05	0.01	0.08	0.08	0.16	0.19	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.21	0.21	0.21	0.26	0.26	0.10	0.10	0.10	0.40	0.40	0.40
Volume/Cap:	0.48	0.20	0.28	0.20	0.48	0.21	0.06	0.78	0.78	0.39	0.48	0.48
Delay/Veh:	39.6	32.9	33.7	33.0	31.8	29.3	40.9	53.8	53.8	21.4	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	32.9	33.7	33.0	31.8	29.3	40.9	53.8	53.8	21.4	22.3	22.3
HCM2kAvg:	4	2	3	2	6	2	0	6	6	6	9	8

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City of San Bernardino
2030 Existing General Plan
AM Peak

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

****

Intersection #29 Waterman Avenue @ Marshall Boulevard

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.601
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 4.4
Optimal Cycle: 27 Level Of Service: A

****

Street Name:	Waterman Avenue						Marshall Boulevard					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module: 2030 OLD GP AM												
Base Vol:	161	1202	0	0	1801	116	14	0	138	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:	161	1202	0	0	1801	116	14	0	138	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	1202	0	0	1801	116	14	0	138	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	1202	0	0	1801	116	14	0	138	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1202	0	0	1801	116	14	0	138	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.:	161	1202	0	0	1801	116	14	0	138	0	0	0
Saturation Flow Module:												
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.88	0.12	1.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1800	3800	0	1800	3570	230	1900	0	1900	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.00	0.00	0.50	0.50	0.01	0.00	0.07	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.84	0.84	0.00	0.00	0.84	0.84	0.12	0.00	0.12	0.00	0.00	0.00
Volume/Cap:	0.11	0.38	0.00	0.00	0.60	0.60	0.06	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	1.5	2.0	0.0	0.0	2.9	2.9	39.0	0.0	46.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.5	2.0	0.0	0.0	2.9	2.9	39.0	0.0	46.1	0.0	0.0	0.0
HCM2kAvg:	1	5	0	0	10	10	0	0	5	0	0	0

****

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City of San Bernardino
2030 Existing General Plan
AM Peak

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

****

Intersection #30 Waterman Avenue @ 36th Street

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: D[33.1]

****

Street Name:	Waterman Avenue						36th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1	0	1 0 1	1	0	0 1 0	0	1	0 1 0	0	1
Volume Module:	2030 OLD GP AM											
Base Vol:	26 1177		0	0 1721		3	3	0	22	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:	26 1177		0	0 1721		3	3	0	22	0	0	0
Added Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
PasserByVol:	0 0	0		0 0	0		0 0	0		0 0	0	
Initial Fut:	26 1177		0	0 1721		3	3	0	22	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	26 1177		0	0 1721		3	3	0	22	0	0	0
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
Final Vol.:	26 1177		0	0 1721		3	3	0	22	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8 xxxx		6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5 xxxx		3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1724 xxxx	xxxxx	xxxx	xxxx	xxxxx		2363 xxxx		862	xxxx	xxxx	xxxxx
Potent Cap.:	372 xxxx	xxxxx	xxxx	xxxx	xxxxx		30 xxxx		302	xxxx	xxxx	xxxxx
Move Cap.:	372 xxxx	xxxxx	xxxx	xxxx	xxxxx		29 xxxx		302	xxxx	xxxx	xxxxx
Volume/Cap:	0.07 xxxx	xxxx	xxxx	xxxx	xxxx		0.10 xxxx		0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx xxxx		0.2	xxxxx	xxxx	xxxxx
Stopped Del:	15.4 xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx xxxx		17.8	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	C	*	*	*
Movement:	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		29 xxxx	xxxxx		0 xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		0.3 xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd StpDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		144.8 xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	F	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			33.1			xxxxxx		
ApproachLOS:	*			*			D			*		

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City of San Bernardino
2030 Existing General Plan
AM Peak

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #31 Sterling Avenue @ Lynwood Drive

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.499
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 0 Level Of Service: B

****

Street Name:	Sterling Avenue						Lynwood Drive					
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
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 1	0
Volume Module: 2030 OLD GP AM												
Base Vol:	73	33	6	106	262	55	21	72	132	77	366	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:	73	33	6	106	262	55	21	72	132	77	366	84
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:	73	33	6	106	262	55	21	72	132	77	366	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	33	6	106	262	55	21	72	132	77	366	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	33	6	106	262	55	21	72	132	77	366	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	33	6	106	262	55	21	72	132	77	366	84
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
Lanes:	1.00	0.89	0.11	0.50	1.24	0.26	0.23	0.77	1.00	0.29	1.39	0.32
Final Sat.:	438	420	50	250	640	138	109	375	546	154	753	178
Capacity Analysis Module:												
Vol/Sat:	0.17	0.08	0.12	0.42	0.41	0.40	0.19	0.19	0.24	0.50	0.49	0.47
Crit Moves:	****			****					****	****		
Delay/Veh:	11.9	10.7	10.7	14.5	13.8	13.3	11.3	11.3	10.8	15.5	14.9	14.2
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:	11.9	10.7	10.7	14.5	13.8	13.3	11.3	11.3	10.8	15.5	14.9	14.2
LOS by Move:	B	B	B	B	B	B	B	B	B	C	B	B
ApproachDel:	11.4			13.9			11.0			14.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.4			13.9			11.0			14.9		
LOS by Appr:	B			B			B			B		

****

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #32 Sterling Avenue @ Foothill Drive

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.229
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 0 Level Of Service: A

****

Street Name:	Sterling Avenue						Foothill Drive					
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
Lanes:	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0
Volume Module: 2030 OLD GP AM												
Base Vol:	37	1	3	4	0	7	2	115	93	8	51	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1	3	4	0	7	2	115	93	8	51	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	1	3	4	0	7	2	115	93	8	51	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	1	3	4	0	7	2	115	93	8	51	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1	3	4	0	7	2	115	93	8	51	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.:	37	1	3	4	0	7	2	115	93	8	51	0
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
Lanes:	1.00	0.85	0.15	0.36	0.00	0.64	0.01	0.55	0.44	0.14	0.86	0.00
Final Sat.:	623	594	102	287	0	502	9	501	406	111	709	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.03	0.01	xxxx	0.01	0.23	0.23	0.23	0.07	0.07	xxxx
Crit Moves:	****			****					****	****		
Delay/Veh:	8.6	7.8	7.8	7.4	0.0	7.4	8.0	8.0	8.0	7.6	7.6	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
AdjDel/Veh:	8.6	7.8	7.8	7.4	0.0	7.4	8.0	8.0	8.0	7.6	7.6	0.0
LOS by Move:	A	A	A	A	*	A	A	A	A	A	A	*
ApproachDel:		8.3			7.4			8.0			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.3			7.4			8.0			7.6	
LOS by Appr:		A			A			A			A	

****

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

****

Intersection #33 Del Rosa Avenue @ Foothill Drive

****

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: C[19.1]

****

Street Name:	Del Rosa Avenue						Foothill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 1	0 0 0		0 0	0 0 0		0 0	1! 0 0	
Volume Module: 2030 OLD GP AM												
Base Vol:	0	96	12	201	390	0	0	0	0	92	0	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	96	12	201	390	0	0	0	0	92	0	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	96	12	201	390	0	0	0	0	92	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 Adj:	1.00	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	96	12	201	390	0	0	0	0	92	0	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	96	12	201	390	0	0	0	0	92	0	92
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	108	xxxx	xxxxx	xxxx	xxxx	xxxxx	894	xxxx	54
Potent Cap.:	xxxx	xxxx	xxxxx	1495	xxxx	xxxxx	xxxx	xxxx	xxxxx	314	xxxx	1019
Move Cap.:	xxxx	xxxx	xxxxx	1495	xxxx	xxxxx	xxxx	xxxx	xxxxx	278	xxxx	1019
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	xxxx	0.09
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	436	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.1	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			19.1		
ApproachLOS:	*			*			*			C		

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Waterman Avenue @ 40th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.782
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	27.7
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Waterman Avenue						40th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module: 2030 OLD GP AM												
Base Vol:	252	701	19	426	1650	107	41	366	139	20	355	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	701	19	426	1650	107	41	366	139	20	355	46
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:	252	701	19	426	1650	107	41	366	139	20	355	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	701	19	426	1650	107	41	366	139	20	355	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	701	19	426	1650	107	41	366	139	20	355	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.:	252	701	19	426	1650	107	41	366	139	20	355	46
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.88	0.12	1.00	1.45	0.55	1.00	1.77	0.23
Final Sat.:	1800	3700	100	1800	3569	231	1800	2754	1046	1800	3364	436
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.19	0.24	0.46	0.46	0.02	0.13	0.13	0.01	0.11	0.11
Crit Moves:	****				****			****				
Green/Cycle:	0.18	0.34	0.34	0.43	0.59	0.59	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.78	0.55	0.55	0.55	0.78	0.78	0.13	0.78	0.78	0.07	0.62	0.62
Delay/Veh:	50.9	27.2	27.2	22.3	17.4	17.4	35.5	45.9	45.9	34.9	40.4	40.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	27.2	27.2	22.3	17.4	17.4	35.5	45.9	45.9	34.9	40.4	40.4
HCM2kAvg:	9	9	10	10	22	22	1	9	9	1	7	7

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2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #36 Waterman Avenue @ 34th Street

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[22.5]

****

Street Name:	Waterman Avenue									34th Street								
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module: 2030 OLD GP AM																				
Base Vol:	29	1195		0		0	1762		8		1		0		39	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:	29	1195		0		0	1762		8		1		0		39	0		0		0
Added Vol:	0	0		0		0	0		0		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	29	1195		0		0	1762		8		1		0		39	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	29	1195		0		0	1762		8		1		0		39	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	29	1195		0		0	1762		8		1		0		39	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.8	xxxx			6.9	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx			3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	1770	xxxx	xxxxx	xxxx	xxxx	xxxxx					2422	xxxx			885	xxxx	xxxx	xxxxx		
Potent Cap.:	357	xxxx	xxxxx	xxxx	xxxx	xxxxx					28	xxxx			292	xxxx	xxxx	xxxxx		
Move Cap.:	357	xxxx	xxxxx	xxxx	xxxx	xxxxx					26	xxxx			292	xxxx	xxxx	xxxxx		
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx					0.04	xxxx			0.13	xxxx	xxxx	xxxx		
Level Of Service Module:																				
Queue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx			0.5	xxxxx	xxxx	xxxxx		
Stopped Del:	16.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx			19.2	xxxxx	xxxx	xxxxx		
LOS by Move:	C	*		*		*		*			*		*		C	*		*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			26	xxxx	xxxxx			0	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			149.6	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*		*		*	*		*			F		*		*	*		*		*
ApproachDel:	xxxxxx					xxxxxx					22.5					xxxxxx				
ApproachLOS:	*					*					C					*				

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Intersection #37 Waterman Avenue @ Parkdale Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 2.7
Optimal Cycle: 24 Level Of Service: A

Street Name:	Waterman Avenue						Parkdale Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module: 2030 OLD GP AM												
Base Vol:	132	1132	5	10	1712	138	3	2	8	9	33	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1132	5	10	1712	138	3	2	8	9	33	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	1132	5	10	1712	138	3	2	8	9	33	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	1132	5	10	1712	138	3	2	8	9	33	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1132	5	10	1712	138	3	2	8	9	33	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.:	132	1132	5	10	1712	138	3	2	8	9	33	17
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.85	0.15	1.00	0.20	0.80	1.00	1.00	1.00
Final Sat.:	1800	3783	17	1800	3517	283	1800	380	1520	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.30	0.01	0.49	0.49	0.00	0.01	0.01	0.01	0.02	0.01
Crit Moves:					****						****	
Green/Cycle:	0.86	0.86	0.86	0.86	0.86	0.86	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.09	0.35	0.35	0.01	0.57	0.57	0.02	0.05	0.05	0.05	0.17	0.09
Delay/Veh:	1.1	1.5	1.5	1.0	2.1	2.1	40.6	40.8	40.8	40.8	41.7	41.1
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:	1.1	1.5	1.5	1.0	2.1	2.1	40.6	40.8	40.8	40.8	41.7	41.1
HCM2kAvg:	1	4	3	0	8	8	0	0	0	0	1	1

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Intersection #40 Del Rosa Avenue @ SR-30 EB Ramps

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 28.5
Optimal Cycle: 40 Level Of Service: C

****

Street Name:	Del Rosa Avenue						SR-30 EB Ramps					
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		
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Lanes:	0 0	2	1 0	1 0	2	0 0	0 1	0	0 1	0 0	0	0 0
Volume Module: 2030 OLD GP AM												
Base Vol:	0	530	193	529	448	0	417	0	386	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	530	193	529	448	0	417	0	386	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	530	193	529	448	0	417	0	386	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	530	193	529	448	0	417	0	386	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	530	193	529	448	0	417	0	386	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.:	0	530	193	529	448	0	417	0	386	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.20	0.80	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	4178	1522	1800	3800	0	1900	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.29	0.12	0.00	0.22	0.00	0.20	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.19	0.19	0.43	0.62	0.00	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.68	0.68	0.68	0.19	0.00	0.68	0.00	0.63	0.00	0.00	0.00
Delay/Veh:	0.0	39.7	39.7	25.4	8.3	0.0	32.6	0.0	30.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	39.7	39.7	25.4	8.3	0.0	32.6	0.0	30.9	0.0	0.0	0.0
HCM2kAvg:	0	8	8	14	3	0	12	0	11	0	0	0

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City of San Bernardino
2030 Existing General Plan
AM Peak

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

****

Intersection #41 Del Rosa Avenue @ SR-30 WB Ramps

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.156
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 82.8
Optimal Cycle: 130 Level Of Service: F

****

Street Name:	Del Rosa Avenue						SR-30 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	0	0	10	10	0	0	0	10	0	10
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module: 2030 OLD GP AM												
Base Vol:	467	318	0	0	545	1111	0	0	0	437	0	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	318	0	0	545	1111	0	0	0	437	0	283
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:	467	318	0	0	545	1111	0	0	0	437	0	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	467	318	0	0	545	1111	0	0	0	437	0	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	318	0	0	545	1111	0	0	0	437	0	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	467	318	0	0	545	1111	0	0	0	437	0	283
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1800	3800	0	0	3800	1900	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.26	0.08	0.00	0.00	0.14	0.58	0.00	0.00	0.00	0.24	0.00	0.15
Crit Moves:	****					****				****		
Green/Cycle:	0.22	0.73	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	1.16	0.11	0.00	0.00	0.28	1.16	0.00	0.00	0.00	1.16	0.00	0.71
Delay/Veh:	133.6	4.0	0.0	0.0	14.3	106.9	0.0	0.0	0.0	135.7	0.0	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	133.6	4.0	0.0	0.0	14.3	106.9	0.0	0.0	0.0	135.7	0.0	42.5
HCM2kAvg:	26	1	0	0	5	55	0	0	0	24	0	9

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City of San Bernardino
2030 Existing General Plan
AM Peak

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

****

Intersection #42 Sierra Way @ 40th Street

****

Cycle (sec):	100	Critical Vol./Cap. (X):	1.090
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	72.5
Optimal Cycle:	130	Level Of Service:	E

****

Street Name:	Sierra Way						40th Street					
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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 OLD GP AM												
Base Vol:	392	1752	248	361	1262	415	287	1096	468	123	980	364
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	1752	248	361	1262	415	287	1096	468	123	980	364
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:	392	1752	248	361	1262	415	287	1096	468	123	980	364
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	392	1752	248	361	1262	415	287	1096	468	123	980	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	1752	248	361	1262	415	287	1096	468	123	980	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	392	1752	248	361	1262	415	287	1096	468	123	980	364
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.51	0.49	1.00	1.40	0.60	1.00	1.46	0.54
Final Sat.:	1800	3329	471	1800	2860	940	1800	2663	1137	1800	2771	1029
Capacity Analysis Module:												
Vol/Sat:	0.22	0.53	0.53	0.20	0.44	0.44	0.16	0.41	0.41	0.07	0.35	0.35
Crit Moves:		****					****				****	
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.14	0.36	0.36	0.10	0.32	0.32
Volume/Cap:	0.46	1.11	1.11	0.42	0.93	0.93	1.11	1.13	1.13	0.68	1.11	1.11
Delay/Veh:	17.9	82.6	82.6	17.5	33.4	33.4	130.0	100	100.2	53.8	93.9	93.9
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:	17.9	82.6	82.6	17.5	33.4	33.4	130.0	100	100.2	53.8	93.9	93.9
HCM2kAvg:	8	46	46	7	29	29	16	39	39	5	33	33

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City of San Bernardino
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AM Peak

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

Intersection #43 Waterman Avenue @ Hospitality Lane

Cycle (sec):	100	Critical Vol./Cap. (X):	0.553
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	32.1
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Waterman Avenue						Hospitality Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	2 0	2	1 0	3 0	1	1 0	1 0	1	2 0	1	1 0
Volume Module: 2030 OLD GP AM												
Base Vol:	334	664	534	106	672	355	110	79	159	346	656	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	664	534	106	672	355	110	79	159	346	656	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	664	534	106	672	355	110	79	159	346	656	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	664	534	106	672	355	110	79	159	346	656	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	664	534	106	672	355	110	79	159	346	656	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	334	664	534	106	672	355	110	79	159	346	656	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	2.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	1.62	0.38
Final Sat.:	3400	3800	3800	1800	5700	1900	1800	1900	1900	3400	3070	730
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.14	0.06	0.12	0.19	0.06	0.04	0.08	0.10	0.21	0.21
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.32	0.32	0.11	0.32	0.43	0.11	0.10	0.20	0.40	0.39	0.39
Volume/Cap:	0.98	0.55	0.44	0.55	0.37	0.43	0.55	0.42	0.42	0.26	0.55	0.55
Delay/Veh:	88.8	28.9	27.5	45.9	26.1	20.1	45.5	43.7	35.7	20.3	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.8	28.9	27.5	45.9	26.1	20.1	45.5	43.7	35.7	20.3	24.4	24.4
HCM2kAvg:	9	9	7	4	5	8	4	3	5	4	10	10

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AM Peak

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

Intersection #44 Hospitality Lane @ Carnegie Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.434
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 26.2
Optimal Cycle: 48 Level Of Service: C

Street Name:	Hospitality Lane						Carnegie Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 1	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: 2030 OLD GP AM												
Base Vol:	512	69	352	45	9	7	3	92	2	271	656	55
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	512	69	352	45	9	7	3	92	2	271	656	55
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:	512	69	352	45	9	7	3	92	2	271	656	55
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	512	69	352	45	9	7	3	92	2	271	656	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	69	352	45	9	7	3	92	2	271	656	55
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Final Vol.:	512	69	352	45	9	7	3	92	2	271	656	55
Saturation Flow Module:												
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	1.00		0.95 1.00	1.00		0.95 1.00	1.00	
Lanes:	2.00 1.00	1.00		1.00 2.00	1.00		1.00 2.00	1.00		1.00 1.85	0.15	
Final Sat.:	3600 1900	1900		1800 3800	1900		1800 3800	1900		1800 3506	294	
Capacity Analysis Module:												
Vol/Sat:	0.14 0.04	0.19		0.03 0.00	0.00		0.00 0.02	0.00		0.15 0.19	0.19	
Crit Moves:		****		****			****				****	
Green/Cycle:	0.36 0.36	0.36		0.10 0.10	0.10		0.10 0.10	0.46		0.36 0.36	0.36	
Volume/Cap:	0.40 0.10	0.52		0.25 0.02	0.04		0.02 0.24	0.00		0.42 0.52	0.52	
Delay/Veh:	24.2 21.4	26.0		42.3 40.6	40.7		40.6 41.8	14.7		24.4 25.4	25.4	
User DelAdj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	24.2 21.4	26.0		42.3 40.6	40.7		40.6 41.8	14.7		24.4 25.4	25.4	
HCM2kAvg:	6	1	9	1	0	0	0	1	0	6	9	9

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AM Peak

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

****

Intersection #45 Tippecanoe Avenue @ Rialto Avenue

****

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: D[25.5]

****

Street Name:	Tippecanoe Avenue						Rialto Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	1 0 0	0	1	0 0 0	0	0
Volume Module: 2030 OLD GP AM												
Base Vol:	73 603	0		0 927	38		24	0	27	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:	73 603	0		0 927	38		24	0	27	0	0	0
Added Vol:	0 0	0		0 0	0		0	0	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	73 603	0		0 927	38		24	0	27	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73 603	0		0 927	38		24	0	27	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Final Vol.:	73 603	0		0 927	38		24	0	27	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		xxxxx xxxx	xxxxx		6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx		xxxxx xxxx	xxxxx		3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	965 xxxx	xxxxx		xxxx xxxx	xxxxx		1394	xxxx	483	xxxx	xxxx	xxxxx
Potent Cap.:	722 xxxx	xxxxx		xxxx xxxx	xxxxx		135	xxxx	535	xxxx	xxxx	xxxxx
Move Cap.:	722 xxxx	xxxxx		xxxx xxxx	xxxxx		125	xxxx	535	xxxx	xxxx	xxxxx
Volume/Cap:	0.10 xxxx	xxxx		xxxx xxxx	xxxx		0.19	xxxx	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.3 xxxx	xxxxx		xxxxx xxxx	xxxxx		0.7	xxxx	0.2	xxxxx	xxxx	xxxxx
Stopped Del:	10.5 xxxx	xxxxx		xxxxx xxxx	xxxxx		40.7	xxxx	12.1	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	E	*	B	*	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			25.5			xxxxxx		
ApproachLOS:	*			*			D			*		

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City of San Bernardino
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Tippecanoe Ave @ Harry Shepard Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.389
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	3.4
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Tippecanoe Avenue						Harry Shepard Blvd					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 1	0	0 0	1! 0	0	1 0	1 0	1
Volume Module: 2030 OLD GP AM												
Base Vol:	0	687	4	1	948	0	0	0	0	1	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	687	4	1	948	0	0	0	0	1	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	687	4	1	948	0	0	0	0	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:	1.00	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	687	4	1	948	0	0	0	0	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	687	4	1	948	0	0	0	0	1	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	687	4	1	948	0	0	0	0	1	0	0
Saturation Flow Module:												
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	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	1800	1900	1900	1800	3800	0	0	1900	0	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.77	0.77	0.08	0.85	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Volume/Cap:	0.00	0.47	0.00	0.01	0.29	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Delay/Veh:	0.0	5.4	3.3	50.5	1.8	0.0	0.0	0.0	0.0	50.5	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	5.4	3.3	50.5	1.8	0.0	0.0	0.0	0.0	50.5	0.0	0.0
HCM2kAvg:	0	9	0	0	4	0	0	0	0	0	0	0

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

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Intersection #48 Tippecanoe Ave @ Mill Street

****

Cycle (sec): 110 Critical Vol./Cap. (X): 0.807
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 29.2
Optimal Cycle: 68 Level Of Service: C

****

Street Name:	Tippecanoe Avenue						Mill Street					
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			Ovl			Ovl			Include		
Min. Green:	10	10	0	10	10	10	10	0	10	0	0	0
Lanes:	1	0 2	1 0	1	0 2	0 1	1	0 1	0 1	1	0 0	1 0
Volume Module: 2030 OLD GP AM												
Base Vol:	688	675	0	92	1368	84	11	0	192	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:	688	675	0	92	1368	84	11	0	192	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	688	675	0	92	1368	84	11	0	192	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	688	675	0	92	1368	84	11	0	192	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	688	675	0	92	1368	84	11	0	192	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.:	688	675	0	92	1368	84	11	0	192	0	0	0
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1800	5700	0	1800	3800	1900	1800	1900	1900	1800	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.38	0.12	0.00	0.05	0.36	0.04	0.01	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.43	0.75	0.00	0.09	0.41	0.50	0.09	0.00	0.52	0.00	0.00	0.00
Volume/Cap:	0.89	0.16	0.00	0.56	0.89	0.09	0.07	0.00	0.19	0.00	0.00	0.00
Delay/Veh:	41.0	4.1	0.0	52.3	37.0	14.6	45.9	0.0	14.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	4.1	0.0	52.3	37.0	14.6	45.9	0.0	14.1	0.0	0.0	0.0
HCM2kAvg:	25	2	0	4	25	1	0	0	3	0	0	0

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

Intersection #50 Mount Vernon Avenue @ Mill Street

Cycle (sec):	110	Critical Vol./Cap. (X):	0.663
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	37.6
Optimal Cycle:	48	Level Of Service:	D

Street Name:	Mount Vernon Avenue						Mill Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module: 2030 OLD GP AM												
Base Vol:	118	274	142	173	657	79	61	559	194	283	531	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	274	142	173	657	79	61	559	194	283	531	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	274	142	173	657	79	61	559	194	283	531	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	274	142	173	657	79	61	559	194	283	531	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	274	142	173	657	79	61	559	194	283	531	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	274	142	173	657	79	61	559	194	283	531	98
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.79	0.21	1.00	1.48	0.52	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3392	408	1800	2821	979	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.10	0.19	0.19	0.03	0.20	0.20	0.16	0.14	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.09	0.09	0.30	0.29	0.29	0.09	0.30	0.30	0.24	0.45	0.45
Volume/Cap:	0.66	0.79	0.82	0.32	0.66	0.66	0.37	0.66	0.66	0.66	0.31	0.12
Delay/Veh:	56.8	60.9	75.1	30.1	35.7	35.7	48.5	35.2	35.2	41.9	19.8	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	60.9	75.1	30.1	35.7	35.7	48.5	35.2	35.2	41.9	19.8	17.9
HCM2kAvg:	5	7	7	5	12	12	2	12	12	10	6	2

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #51 Mountain View Ave @ San Bernardino Ave

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.249
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 96.9
Optimal Cycle: 0 Level Of Service: F

****

Street Name:	Mountain View Ave						San Bernardino Ave					
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
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	1 0	1	0 1	0 1	0
Volume Module: 2030 OLD GP AM												
Base Vol:	308	235	75	11	86	27	9	176	153	149	784	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	235	75	11	86	27	9	176	153	149	784	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	235	75	11	86	27	9	176	153	149	784	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	235	75	11	86	27	9	176	153	149	784	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	235	75	11	86	27	9	176	153	149	784	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.:	308	235	75	11	86	27	9	176	153	149	784	137
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
Lanes:	0.57	0.43	1.00	0.11	0.89	1.00	1.00	1.00	1.00	0.28	1.46	0.26
Final Sat.:	247	188	488	45	351	431	367	388	420	129	695	124
Capacity Analysis Module:												
Vol/Sat:	1.25	1.25	0.15	0.25	0.25	0.06	0.02	0.45	0.36	1.15	1.13	1.11
Crit Moves:		****		****				****		****		
Delay/Veh:	155.3	155	11.3	14.5	14.5	11.4	12.7	19.3	16.0	116.8	108	99.0
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:	155.3	155	11.3	14.5	14.5	11.4	12.7	19.3	16.0	116.8	108	99.0
LOS by Move:	F	F	B	B	B	B	B	C	C	F	F	F
ApproachDel:	137.8			13.8			17.6			107.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	137.8			13.8			17.6			107.9		
LOS by Appr:	F			B			C			F		

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Intersection #52 Mount Vernon Avenue @ Highland Avenue

Cycle (sec):	110	Critical Vol./Cap. (X):	0.571
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	26.4
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Mount Vernon Avenue						Highland Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 OLD GP AM												
Base Vol:	100	111	103	39	169	244	271	414	91	101	990	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	111	103	39	169	244	271	414	91	101	990	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	111	103	39	169	244	271	414	91	101	990	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	111	103	39	169	244	271	414	91	101	990	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	111	103	39	169	244	271	414	91	101	990	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	100	111	103	39	169	244	271	414	91	101	990	53
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	1900	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.05	0.02	0.09	0.13	0.15	0.11	0.05	0.06	0.26	0.03
Crit Moves:						****	****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.26	0.63	0.63	0.09	0.46	0.46
Volume/Cap:	0.25	0.13	0.24	0.10	0.40	0.57	0.57	0.17	0.08	0.62	0.57	0.06
Delay/Veh:	35.3	34.1	35.2	33.9	36.5	39.0	36.8	8.5	8.0	55.1	22.4	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:	35.3	34.1	35.2	33.9	36.5	39.0	36.8	8.5	8.0	55.1	22.4	16.7
HCM2kAvg:	3	2	3	1	5	8	8	3	1	4	12	1

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Intersection #53 State Street @ Highland Avenue

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.404
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 24 Level Of Service: B

****

Street Name:	State Street						Highland Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 OLD GP AM												
Base Vol:	8	457	375	187	536	11	8	41	3	262	85	316
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	457	375	187	536	11	8	41	3	262	85	316
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	457	375	187	536	11	8	41	3	262	85	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	457	375	187	536	11	8	41	3	262	85	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	457	375	187	536	11	8	41	3	262	85	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.:	8	457	375	187	536	11	8	41	3	262	85	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.02	1.09	0.89	0.51	1.46	0.03	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	36	2067	1696	968	2775	57	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.19	0.19	0.19	0.00	0.01	0.00	0.15	0.02	0.17
Crit Moves:		****										****
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.40	0.40	0.40	0.35	0.35	0.35	0.01	0.03	0.00	0.35	0.05	0.40
Delay/Veh:	13.3	13.3	13.3	12.8	12.8	12.8	17.4	17.5	17.3	20.5	17.7	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	13.3	13.3	12.8	12.8	12.8	17.4	17.5	17.3	20.5	17.7	21.1
HCM2kAvg:	7	7	7	6	6	6	0	0	0	6	1	7

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Intersection #54 Tippecanoe Ave @ Hospitality Lane

Cycle (sec): 110 Critical Vol./Cap. (X): 0.441
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: 38 Level Of Service: B

Street Name:	Tippecanoe Avenue						Hospitality Lane					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	2 1	0	1 0	2 1	0	1 0	1 0	1	0 1	0 0	1
Volume Module: 2030 OLD GP AM												
Base Vol:	89	951	71	26	1038	331	134	69	29	109	156	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	951	71	26	1038	331	134	69	29	109	156	118
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:	89	951	71	26	1038	331	134	69	29	109	156	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	951	71	26	1038	331	134	69	29	109	156	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	951	71	26	1038	331	134	69	29	109	156	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	89	951	71	26	1038	331	134	69	29	109	156	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	2.79	0.21	1.00	2.27	0.73	1.00	1.00	1.00	0.42	0.58	1.00
Final Sat.:	3400	5304	396	1800	4322	1378	1800	1900	1900	764	1093	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.01	0.24	0.24	0.07	0.04	0.02	0.14	0.14	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.09	0.52	0.52	0.09	0.52	0.52	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.29	0.34	0.34	0.16	0.46	0.46	0.24	0.12	0.05	0.46	0.46	0.20
Delay/Veh:	47.2	15.2	15.2	46.6	16.5	16.5	28.4	27.1	26.5	31.0	31.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	15.2	15.2	46.6	16.5	16.5	28.4	27.1	26.5	31.0	31.0	28.0
HCM2kAvg:	2	7	6	1	10	10	3	2	1	7	7	3

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Intersection #55 Tippecanoe Ave @ San Bernardino Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.675
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 34.7
Optimal Cycle: 48 Level Of Service: C

Street Name:	Tippecanoe Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: 2030 OLD GP AM												
Base Vol:	139	623	112	94	1112	124	46	166	206	221	606	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	623	112	94	1112	124	46	166	206	221	606	284
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:	139	623	112	94	1112	124	46	166	206	221	606	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	623	112	94	1112	124	46	166	206	221	606	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	623	112	94	1112	124	46	166	206	221	606	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	139	623	112	94	1112	124	46	166	206	221	606	284
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.36	0.64
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	1900	1900	1800	2587	1213
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.06	0.05	0.29	0.07	0.03	0.09	0.11	0.12	0.23	0.23
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.44	0.44	0.08	0.41	0.41	0.08	0.19	0.19	0.22	0.33	0.33
Volume/Cap:	0.71	0.38	0.13	0.63	0.71	0.16	0.31	0.45	0.56	0.56	0.71	0.71
Delay/Veh:	63.2	22.9	20.3	61.3	30.9	22.3	52.9	43.1	44.8	43.5	37.1	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.2	22.9	20.3	61.3	30.9	22.3	52.9	43.1	44.8	43.5	37.1	37.1
HCM2kAvg:	6	8	2	4	18	3	2	6	7	8	15	15

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Intersection #57 Lena Road @ Mill Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.337
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	22.3
Optimal Cycle:	34	Level Of Service:	C

Street Name:	Lena Road						Mill Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Lanes:	0 0	0	0 0	1	0 0	1 1	1	0 2	0 0	0	0 2	1 0
Volume Module: 2030 OLD GP AM												
Base Vol:	0	0	0	62	0	490	178	310	0	0	507	69
Growth Adj:	1.00	1.00	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	62	0	490	178	310	0	0	507	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	62	0	490	178	310	0	0	507	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	62	0	490	178	310	0	0	507	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	62	0	490	178	310	0	0	507	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	62	0	490	178	310	0	0	507	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.00	0.00	1.00	0.00	2.00	1.00	2.00	0.00	0.00	2.64	0.36
Final Sat.:	0	0	0	1900	0	3800	1900	3800	0	0	5017	683
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.13	0.09	0.08	0.00	0.00	0.10	0.10
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.38	0.28	0.58	0.00	0.00	0.30	0.30
Volume/Cap:	0.00	0.00	0.00	0.09	0.00	0.34	0.34	0.14	0.00	0.00	0.34	0.34
Delay/Veh:	0.0	0.0	0.0	19.8	0.0	22.0	29.2	9.7	0.0	0.0	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.8	0.0	22.0	29.2	9.7	0.0	0.0	27.4	27.4
HCM2kAvg:	0	0	0	1	0	5	4	2	0	0	5	5

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Intersection #58 Waterman Avenue @ Barton Road

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.790
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 288.6
Optimal Cycle: 130 Level Of Service: F

****

Street Name:	Waterman Avenue						Barton Road					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module: 2030 OLD GP AM												
Base Vol:	0	0	0	1038	0	2418	515	53	0	0	112	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1038	0	2418	515	53	0	0	112	236
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1038	0	2418	515	53	0	0	112	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1038	0	2418	515	53	0	0	112	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1038	0	2418	515	53	0	0	112	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	1038	0	2418	515	53	0	0	112	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	3600	0	1900	1800	3800	0	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	1.27	0.29	0.01	0.00	0.00	0.03	0.12
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.69	0.00	0.69	0.15	0.25	0.00	0.00	0.10	0.10
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	1.86	1.86	0.05	0.00	0.00	0.29	1.24
Delay/Veh:	0.0	0.0	0.0	7.1	0.0	403.7	440.9	28.2	0.0	0.0	42.2	190.4
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	7.1	0.0	403.7	440.9	28.2	0.0	0.0	42.2	190.4
HCM2kAvg:	0	0	0	7	0	209	46	1	0	0	2	16

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Intersection #59 Boulder Avenue @ Highland Avenue

Cycle (sec):	120	Critical Vol./Cap. (X):	0.155
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	21.9
Optimal Cycle:	38	Level Of Service:	C

Street Name:	Boulder Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: 2030 OLD GP AM												
Base Vol:	97	0	102	0	0	0	0	223	86	58	264	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	0	102	0	0	0	0	223	86	58	264	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	0	102	0	0	0	0	223	86	58	264	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	0	102	0	0	0	0	223	86	58	264	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	0	102	0	0	0	0	223	86	58	264	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.:	97	0	102	0	0	0	0	223	86	58	264	0
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1900	1900	1800	3800	0	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.06	0.05	0.03	0.07	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.38	0.38	0.21	0.59	0.00
Volume/Cap:	0.16	0.00	0.15	0.00	0.00	0.00	0.00	0.16	0.12	0.16	0.12	0.00
Delay/Veh:	27.1	0.0	27.1	0.0	0.0	0.0	0.0	24.7	24.4	39.1	11.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	0.0	27.1	0.0	0.0	0.0	0.0	24.7	24.4	39.1	11.1	0.0
HCM2kAvg:	2	0	3	0	0	0	0	3	2	2	2	0

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Intersection #60 Waterman Avenue @ Orange Show Road

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Cycle (sec): 120 Critical Vol./Cap. (X): 0.480
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 35.0
Optimal Cycle: 48 Level Of Service: D

****

Street Name:	Waterman Avenue						Orange Show Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 OLD GP AM												
Base Vol:	193	536	44	81	470	194	99	298	94	42	616	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	536	44	81	470	194	99	298	94	42	616	48
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:	193	536	44	81	470	194	99	298	94	42	616	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	536	44	81	470	194	99	298	94	42	616	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	536	44	81	470	194	99	298	94	42	616	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	193	536	44	81	470	194	99	298	94	42	616	48
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.02	0.05	0.12	0.10	0.06	0.08	0.05	0.02	0.16	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.22	0.40	0.40	0.08	0.26	0.26	0.11	0.23	0.23	0.23	0.34	0.34
Volume/Cap:	0.48	0.35	0.06	0.54	0.48	0.40	0.48	0.35	0.22	0.10	0.48	0.07
Delay/Veh:	41.4	25.5	22.3	56.7	38.1	37.4	51.5	39.2	38.1	36.9	31.7	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	25.5	22.3	56.7	38.1	37.4	51.5	39.2	38.1	36.9	31.7	27.1
HCM2kAvg:	6	7	1	4	8	6	4	5	3	1	9	1

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Intersection #61 Del Rosa Avenue @ Third Street

Cycle (sec): 120 Critical Vol./Cap. (X): 0.693
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 38.2
Optimal Cycle: 49 Level Of Service: D

Street Name:	Del Rosa Avenue						Third Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: 2030 OLD GP AM												
Base Vol:	2	26	11	27	755	326	132	424	58	299	1095	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	26	11	27	755	326	132	424	58	299	1095	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	26	11	27	755	326	132	424	58	299	1095	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:	2	26	11	27	755	326	132	424	58	299	1095	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	26	11	27	755	326	132	424	58	299	1095	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.:	2	26	11	27	755	326	132	424	58	299	1095	43
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.41	0.59	1.00	1.40	0.60	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	2670	1130	1800	2654	1146	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.02	0.28	0.28	0.07	0.11	0.03	0.17	0.29	0.02
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.23	0.23	0.23	0.37	0.37	0.10	0.19	0.19	0.28	0.38	0.38
Volume/Cap:	0.01	0.04	0.04	0.07	0.76	0.76	0.76	0.58	0.16	0.58	0.76	0.06
Delay/Veh:	50.5	36.1	36.1	36.3	35.3	35.3	70.5	45.4	40.7	38.6	34.9	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	36.1	36.1	36.3	35.3	35.3	70.5	45.4	40.7	38.6	34.9	23.7
HCM2kAvg:	0	1	1	1	19	19	7	8	2	10	19	1

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Intersection #62 Waterman Avenue @ Vanderbilt Way

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.296
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 5.2
Optimal Cycle: 38 Level Of Service: A

****

Street Name:	Waterman Avenue						Vanderbilt Way					
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:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module: 2030 OLD GP AM												
Base Vol:	0	936	29	44	1127	0	0	0	0	6	0	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	936	29	44	1127	0	0	0	0	6	0	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	936	29	44	1127	0	0	0	0	6	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	936	29	44	1127	0	0	0	0	6	0	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	936	29	44	1127	0	0	0	0	6	0	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	936	29	44	1127	0	0	0	0	6	0	47
Saturation Flow Module:												
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	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00
Final Sat.:	1800	3800	1900	1800	5700	0	0	1900	0	3600	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.02	0.02	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.72	0.72	0.10	0.82	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.34	0.02	0.24	0.24	0.00	0.00	0.00	0.00	0.02	0.00	0.25
Delay/Veh:	0.0	5.3	4.0	42.2	2.0	0.0	0.0	0.0	0.0	40.6	0.0	42.2
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	5.3	4.0	42.2	2.0	0.0	0.0	0.0	0.0	40.6	0.0	42.2
HCM2kAvg:	0	5	0	1	3	0	0	0	0	0	0	2

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Intersection #64 Waterman Avenue @ Highland Avenue

****

Cycle (sec):	120	Critical Vol./Cap. (X):	0.587
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	35.8
Optimal Cycle:	48	Level Of Service:	D

****

Street Name:	Waterman Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: 2030 OLD GP AM												
Base Vol:	115	263	49	146	780	108	102	334	311	195	753	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	263	49	146	780	108	102	334	311	195	753	91
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:	115	263	49	146	780	108	102	334	311	195	753	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 Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	263	49	146	780	108	102	334	311	195	753	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	263	49	146	780	108	102	334	311	195	753	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	263	49	146	780	108	102	334	311	195	753	91
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	3390	410
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.03	0.08	0.21	0.06	0.06	0.09	0.16	0.11	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.23	0.23	0.23	0.35	0.35	0.10	0.29	0.29	0.19	0.38	0.38
Volume/Cap:	0.59	0.30	0.11	0.35	0.59	0.16	0.59	0.31	0.57	0.57	0.59	0.59
Delay/Veh:	55.5	38.5	36.7	39.3	32.6	27.0	57.1	33.7	38.1	46.6	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	38.5	36.7	39.3	32.6	27.0	57.1	33.7	38.1	46.6	30.4	30.4
HCM2kAvg:	5	4	1	5	12	3	5	5	10	7	13	12

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Intersection #65 E Street @ Orange Show Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.635
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 34.5
Optimal Cycle: 48 Level Of Service: C

Street Name:	E Street						Orange Show Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	1	1 0	2 0	2	0 1	2 0	1	1 0	2 0	2	0 1
Volume Module: 2030 OLD GP AM												
Base Vol:	283	414	93	53	484	407	536	534	616	197	847	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	414	93	53	484	407	536	534	616	197	847	115
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:	283	414	93	53	484	407	536	534	616	197	847	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	414	93	53	484	407	536	534	616	197	847	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	414	93	53	484	407	536	534	616	197	847	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	283	414	93	53	484	407	536	534	616	197	847	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	1.63	0.37	2.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	3103	697	3400	3800	1900	3400	1900	1900	3400	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.02	0.13	0.21	0.16	0.28	0.32	0.06	0.22	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.13	0.25	0.25	0.08	0.20	0.45	0.25	0.51	0.51	0.09	0.35	0.44
Volume/Cap:	0.64	0.54	0.54	0.19	0.64	0.48	0.63	0.55	0.64	0.64	0.63	0.14
Delay/Veh:	52.4	39.7	39.7	51.5	45.7	23.5	41.7	20.3	22.0	56.9	33.4	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:	52.4	39.7	39.7	51.5	45.7	23.5	41.7	20.3	22.0	56.9	33.4	20.4
HCM2kAvg:	6	8	8	1	9	10	10	13	17	5	13	2

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Intersection #66 E Street @ 2nd Street

****

Cycle (sec): 110 Critical Vol./Cap. (X): 0.573
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 32.7
Optimal Cycle: 48 Level Of Service: C

****

Street Name:	E Street						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1	1 0	1 0	2	1 0
Volume Module: 2030 OLD GP AM												
Base Vol:	80	273	41	11	591	94	377	794	143	153	610	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:	80	273	41	11	591	94	377	794	143	153	610	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	273	41	11	591	94	377	794	143	153	610	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	273	41	11	591	94	377	794	143	153	610	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	273	41	11	591	94	377	794	143	153	610	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.:	80	273	41	11	591	94	377	794	143	153	610	27
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.69	0.31	1.00	2.87	0.13
Final Sat.:	1800	1900	1900	1800	3800	1900	1800	3220	580	1800	5458	242
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.02	0.01	0.16	0.05	0.21	0.25	0.25	0.09	0.11	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.27	0.27	0.09	0.27	0.64	0.37	0.42	0.42	0.15	0.20	0.20
Volume/Cap:	0.49	0.54	0.08	0.07	0.58	0.08	0.56	0.58	0.58	0.58	0.56	0.56
Delay/Veh:	49.9	35.7	30.3	45.9	35.9	7.6	28.6	24.8	24.8	47.1	40.5	40.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	35.7	30.3	45.9	35.9	7.6	28.6	24.8	24.8	47.1	40.5	40.5
HCM2kAvg:	3	8	1	0	9	1	10	12	12	6	7	7

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Intersection #67 State Street @ Baseline Street

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.561
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: 36 Level Of Service: C

****

Street Name:	State Street									Baseline Street					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Include			Include			Include					
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0			
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0 1	1 0	1	0 2	0 0			
Volume Module: 2030 OLD GP AM															
Base Vol:	186	0	189	0	0	0	0	649	212	356	327	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	186	0	189	0	0	0	0	649	212	356	327	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	186	0	189	0	0	0	0	649	212	356	327	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	186	0	189	0	0	0	0	649	212	356	327	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	186	0	189	0	0	0	0	649	212	356	327	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.:	186	0	189	0	0	0	0	649	212	356	327	0			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00			
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.51	0.49	1.00	2.00	0.00			
Final Sat.:	1800	0	1900	0	0	0	0	2864	936	1800	3800	0			
Capacity Analysis Module:															
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.23	0.23	0.20	0.09	0.00			
Crit Moves:	****							****		****					
Green/Cycle:	0.18	0.00	0.54	0.00	0.00	0.00	0.00	0.40	0.40	0.35	0.76	0.00			
Volume/Cap:	0.56	0.00	0.19	0.00	0.00	0.00	0.00	0.56	0.56	0.56	0.11	0.00			
Delay/Veh:	39.3	0.0	12.0	0.0	0.0	0.0	0.0	23.5	23.5	27.3	3.3	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:	39.3	0.0	12.0	0.0	0.0	0.0	0.0	23.5	23.5	27.3	3.3	0.0			
HCM2kAvg:	6	0	3	0	0	0	0	10	11	9	1	0			

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City of San Bernardino
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #68 Kendall Drive @ 40th Street

Cycle (sec):	120	Critical Vol./Cap. (X):	0.315
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	11.4
Optimal Cycle:	28	Level Of Service:	B

Street Name:	Kendall Drive						40th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 OLD GP AM												
Base Vol:	0	308	2	383	462	0	0	0	0	0	0	374
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	308	2	383	462	0	0	0	0	0	0	374
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	308	2	383	462	0	0	0	0	0	0	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:	1.00	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	308	2	383	462	0	0	0	0	0	0	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	308	2	383	462	0	0	0	0	0	0	374
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	308	2	383	462	0	0	0	0	0	0	374
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00
Final Sat.:	1800	3775	25	1800	3800	1900	1800	3800	0	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.21	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.20
Crit Moves:		****		****							****	
Green/Cycle:	0.00	0.26	0.26	0.67	0.93	0.00	0.00	0.00	0.00	0.00	0.00	0.67
Volume/Cap:	0.00	0.32	0.32	0.32	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.29
Delay/Veh:	0.0	36.1	36.1	8.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.1	36.1	8.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	8.0
HCM2kAvg:	0	5	6	6	1	0	0	0	0	0	0	5

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

Intersection #69 Mount Vernon Avenue @ Baseline Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.543
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	22.7
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Mount Vernon Avenue						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 OLD GP AM												
Base Vol:	36	268	69	173	743	58	49	798	84	122	481	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	268	69	173	743	58	49	798	84	122	481	93
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:	36	268	69	173	743	58	49	798	84	122	481	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	268	69	173	743	58	49	798	84	122	481	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	268	69	173	743	58	49	798	84	122	481	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	36	268	69	173	743	58	49	798	84	122	481	93
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.86	0.14	1.00	1.81	0.19	1.00	1.68	0.32
Final Sat.:	1800	3022	778	1800	3525	275	1800	3438	362	1800	3184	616
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.10	0.21	0.21	0.03	0.23	0.23	0.07	0.15	0.15
Crit Moves:					****			****		****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.10	0.43	0.43	0.12	0.45	0.45
Volume/Cap:	0.05	0.23	0.23	0.25	0.54	0.54	0.27	0.54	0.54	0.54	0.33	0.33
Delay/Veh:	19.1	20.6	20.6	20.9	24.1	24.1	42.5	21.7	21.7	43.8	17.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	20.6	20.6	20.9	24.1	24.1	42.5	21.7	21.7	43.8	17.8	17.8
HCM2kAvg:	1	3	3	4	10	10	2	10	10	4	6	6

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AM Peak

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

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Intersection #70 Waterman Avenue @ Mill Street

****

Cycle (sec):	120			Critical Vol./Cap. (X):			0.533					
Loss Time (sec):	8 (Y+R = 3 sec)			Average Delay (sec/veh):			36.1					
Optimal Cycle:	48			Level Of Service:			D					

****

Street Name:	Waterman Avenue						Mill Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: 2030 OLD GP AM												
Base Vol:	97	345	143	121	801	236	171	463	131	192	632	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	345	143	121	801	236	171	463	131	192	632	114
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:	97	345	143	121	801	236	171	463	131	192	632	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	345	143	121	801	236	171	463	131	192	632	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	345	143	121	801	236	171	463	131	192	632	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	97	345	143	121	801	236	171	463	131	192	632	114
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.12	0.88	1.00	2.32	0.68	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	4030	1670	1800	4403	1297	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.07	0.18	0.18	0.10	0.12	0.07	0.11	0.17	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.36	0.36	0.08	0.34	0.34	0.18	0.26	0.26	0.23	0.31	0.31
Volume/Cap:	0.53	0.24	0.24	0.81	0.53	0.53	0.53	0.47	0.26	0.47	0.53	0.19
Delay/Veh:	54.3	27.0	27.0	80.6	32.1	32.1	46.5	37.6	35.4	40.8	34.5	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	27.0	27.0	80.6	32.1	32.1	46.5	37.6	35.4	40.8	34.5	30.4
HCM2kAvg:	4	4	4	6	10	10	6	7	4	6	10	3

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AM Peak

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

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Intersection #71 E Street @ 30th Street

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.436
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: 24 Level Of Service: B

****

Street Name:	E Street						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module: 2030 OLD GP AM												
Base Vol:	8	437	56	224	530	366	147	89	47	329	225	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	437	56	224	530	366	147	89	47	329	225	217
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	437	56	224	530	366	147	89	47	329	225	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	437	56	224	530	366	147	89	47	329	225	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	437	56	224	530	366	147	89	47	329	225	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	437	56	224	530	366	147	89	47	329	225	217
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.18	0.82	1.00	1.31	0.69	1.00	2.00	1.00
Final Sat.:	1800	3368	432	1800	2248	1552	1800	2487	1313	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.12	0.24	0.24	0.08	0.04	0.04	0.18	0.06	0.11
Crit Moves:					****					****		
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.01	0.24	0.24	0.23	0.44	0.44	0.19	0.09	0.09	0.44	0.14	0.27
Delay/Veh:	10.6	12.2	12.2	12.2	13.9	13.9	18.5	17.5	17.5	21.0	18.0	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:	10.6	12.2	12.2	12.2	13.9	13.9	18.5	17.5	17.5	21.0	18.0	19.2
HCM2kAvg:	0	4	4	4	8	8	3	1	1	7	2	4

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AM Peak

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

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Intersection #72 Ohio Avenue @ Palm Avenue

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Average Delay (sec/veh): 7.3 Worst Case Level Of Service: B[10.4]

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Street Name:	Ohio Avenue						Palm Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	1	0 1 0	0	1	0 1 0	0	1	0 1 0	0	1
Volume Module: 2030 OLD GP AM												
Base Vol:	51 1 0	0		6 55			13 39 20			1 76 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	
Initial Bse:	51 1 0	0		6 55			13 39 20			1 76 13		
Added Vol:	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 0	0	
Initial Fut:	51 1 0	0		6 55			13 39 20			1 76 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	
PHF Adj:	1.00 1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	51 1 0	0		6 55			13 39 20			1 76 13		
Reduct Vol:	0 0 0	0		0 0	0		0 0 0	0		0 0	0	
Final Vol.:	51 1 0	0		6 55			13 39 20			1 76 13		
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx			7.1 6.5 6.2			7.1 6.5 6.2		
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx			3.5 4.0 3.3			3.5 4.0 3.3		
Capacity Module:												
Cnflict Vol:	61 xxxx xxxxx	xxxx	xxxx	xxxxx			154 109 6			166 164 1		
Potent Cap.:	1555 xxxx xxxxx	xxxx	xxxx	xxxxx			818 785 1083			803 732 1090		
Move Cap.:	1555 xxxx xxxxx	xxxx	xxxx	xxxxx			723 758 1083			738 707 1090		
Volume/Cap:	0.03 xxxx xxxx	xxxx	xxxx	xxxx			0.02 0.05 0.02			0.00 0.11 0.01		
Level Of Service Module:												
Queue:	0.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1 xxxxx xxxx			0.0		
Stopped Del:	7.4 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.4 xxxxx xxxx			8.3		
LOS by Move:	A * *	*	*	*	*	*	A * *			A		
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx			749 xxxx xxxxx			708 xxxx xxxxx		
SharedQueue:	0.1 xxxx xxxxx	0.0	xxxx	xxxxx			0.2 xxxx xxxxx			0.4 xxxx xxxxx		
Shrd StpDel:	7.4 xxxx xxxxx	0.0	xxxx	xxxxx			10.2 xxxx xxxxx			10.7 xxxx xxxxx		
Shared LOS:	A * *	A	*	*			B * *			B * *		
ApproachDel:	xxxxxx	xxxxxx					9.7			10.4		
ApproachLOS:	*	*					A			B		

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Intersection #73 Victoria Avenue @ Highland Avenue

Cycle (sec):	120	Critical Vol./Cap. (X):	0.397
Loss Time (sec):	8 (Y+R = 4 sec)	Average Delay (sec/veh):	27.2
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Victoria Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module: 2030 OLD GP AM												
Base Vol:	167	19	13	11	48	104	74	446	182	49	690	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	19	13	11	48	104	74	446	182	49	690	33
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:	167	19	13	11	48	104	74	446	182	49	690	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	19	13	11	48	104	74	446	182	49	690	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	19	13	11	48	104	74	446	182	49	690	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	167	19	13	11	48	104	74	446	182	49	690	33
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	2699	1101	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.01	0.01	0.01	0.03	0.05	0.04	0.17	0.17	0.03	0.18	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.23	0.19	0.19	0.19	0.14	0.14	0.10	0.48	0.48	0.08	0.46	0.46
Volume/Cap:	0.40	0.05	0.04	0.03	0.18	0.40	0.40	0.35	0.35	0.33	0.40	0.04
Delay/Veh:	39.4	40.2	40.1	40.0	46.1	48.2	51.7	19.7	19.7	53.1	21.7	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:	39.4	40.2	40.1	40.0	46.1	48.2	51.7	19.7	19.7	53.1	21.7	18.0
HCM2kAvg:	5	1	0	0	2	4	3	7	7	2	8	1

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Intersection #74 Palm Avenue @ Highland Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.501
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 38.3
Optimal Cycle: 48 Level Of Service: D

Street Name:	Palm Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 OLD GP AM												
Base Vol:	244	99	73	28	239	142	48	93	232	131	272	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	99	73	28	239	142	48	93	232	131	272	32
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:	244	99	73	28	239	142	48	93	232	131	272	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:	244	99	73	28	239	142	48	93	232	131	272	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	99	73	28	239	142	48	93	232	131	272	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.:	244	99	73	28	239	142	48	93	232	131	272	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	0.63	0.37	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	1900	1900	1800	1192	708	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.04	0.02	0.20	0.20	0.03	0.02	0.12	0.07	0.07	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.27	0.27	0.27	0.40	0.40	0.19	0.24	0.24	0.15	0.19	0.19
Volume/Cap:	0.50	0.19	0.14	0.06	0.50	0.50	0.14	0.10	0.50	0.50	0.37	0.09
Delay/Veh:	48.2	33.7	33.2	32.4	27.5	27.5	40.2	35.2	39.9	48.8	42.2	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:	48.2	33.7	33.2	32.4	27.5	27.5	40.2	35.2	39.9	48.8	42.2	39.7
HCM2kAvg:	5	3	2	1	10	11	1	1	8	5	5	1

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Intersection #75 SR-30 EB Ramps @ Highland Avenue

Cycle (sec):	110	Critical Vol./Cap. (X):	0.524
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	19.2
Optimal Cycle:	24	Level Of Service:	B

Street Name:	SR-30 EB Ramps						Highland Avenue					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Lanes:	0 0	0	0 0	2 0	0	0 2	0 0	2	0 0	0 0	2	0 0
Volume Module: 2030 OLD GP AM												
Base Vol:	0	0	0	915	0	220	0	361	0	0	896	0
Growth Adj:	1.00	1.00	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	915	0	220	0	361	0	0	896	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	915	0	220	0	361	0	0	896	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	915	0	220	0	361	0	0	896	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	915	0	220	0	361	0	0	896	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	915	0	220	0	361	0	0	896	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	3400	0	3800	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.06	0.00	0.10	0.00	0.00	0.24	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.51	0.00	0.51	0.00	0.45	0.00	0.00	0.45	0.00
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.11	0.00	0.21	0.00	0.00	0.52	0.00
Delay/Veh:	0.0	0.0	0.0	18.1	0.0	13.8	0.0	18.4	0.0	0.0	22.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.1	0.0	13.8	0.0	18.4	0.0	0.0	22.1	0.0
HCM2kAvg:	0	0	0	10	0	2	0	4	0	0	11	0

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Intersection #76 SR-30 WB Ramps @ Highland Avenue

Cycle (sec):	110	Critical Vol./Cap. (X):	0.493
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	17.7
Optimal Cycle:	27	Level Of Service:	B

Street Name:	SR-30 WB Ramps						Highland Avenue					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	0	10	10	10	0	0	10	10
Lanes:	2 0	0 1	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module: 2030 OLD GP AM												
Base Vol:	660	0	70	0	0	0	0	702	0	0	1032	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	0	70	0	0	0	0	702	0	0	1032	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	0	70	0	0	0	0	702	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
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	0	70	0	0	0	0	702	0	0	1032	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	0	70	0	0	0	0	702	0	0	1032	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.:	660	0	70	0	0	0	0	702	0	0	1032	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3400	0	1900	1800	0	1900	1800	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.04	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.27	0.00
Crit Moves:	****										****	
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.55	0.00
Volume/Cap:	0.49	0.00	0.09	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.49	0.00
Delay/Veh:	25.3	0.0	21.0	0.0	0.0	0.0	0.0	13.7	0.0	0.0	15.4	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:	25.3	0.0	21.0	0.0	0.0	0.0	0.0	13.7	0.0	0.0	15.4	0.0
HCM2kAvg:	9	0	1	0	0	0	0	6	0	0	11	0

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Intersection #77 Arden Avenue @ Highland Avenue

Cycle (sec):	120	Critical Vol./Cap. (X):	0.566
Loss Time (sec):	10 (Y+R = 3 sec)	Average Delay (sec/veh):	33.4
Optimal Cycle:	50	Level Of Service:	C

Street Name:	Arden Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	2	0 1	1 0	2	1 0
Volume Module: 2030 OLD GP AM												
Base Vol:	135	115	148	33	227	87	42	605	222	364	667	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	115	148	33	227	87	42	605	222	364	667	112
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:	135	115	148	33	227	87	42	605	222	364	667	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	115	148	33	227	87	42	605	222	364	667	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	115	148	33	227	87	42	605	222	364	667	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	135	115	148	33	227	87	42	605	222	364	667	112
Saturation Flow Module:												
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	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.45	0.55	2.00	2.00	1.00	1.00	2.57	0.43
Final Sat.:	1800	1900	1900	1800	2747	1053	3400	3800	1900	1800	4880	820
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.08	0.02	0.08	0.08	0.01	0.16	0.12	0.20	0.14	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.14	0.14	0.14	0.15	0.15	0.08	0.28	0.28	0.36	0.55	0.55
Volume/Cap:	0.57	0.43	0.56	0.13	0.57	0.57	0.15	0.57	0.42	0.57	0.25	0.25
Delay/Veh:	52.0	47.8	49.7	45.5	49.1	49.1	51.3	37.6	35.6	32.3	13.8	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:	52.0	47.8	49.7	45.5	49.1	49.1	51.3	37.6	35.6	32.3	13.8	13.8
HCM2kAvg:	5	4	6	1	6	6	1	10	7	11	5	5

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

****

Intersection #78 Arden Avenue @ SR-30 WB Ramps

****

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

****

Street Name:	Arden Avenue						SR-30 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 2	0 0		0 0 1	1 1	
Volume Module: 2030 OLD GP AM												
Base Vol:	0	0	0	0	0	0	0	785	0	0	889	1264
Growth Adj:	1.00	1.00	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	785	0	0	889	1264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	785	0	0	889	1264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	785	0	0	889	1264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	785	0	0	889	1264
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

City of San Bernardino
2030 Existing General Plan
AM Peak

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

****

Intersection #79 Arden Avenue @ SR-30 EB Ramps

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.424
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 24 Level Of Service: B

****

Street Name:	Arden Avenue						SR-30 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	10	10	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module: 2030 OLD GP AM												
Base Vol:	0	587	100	407	459	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	587	100	407	459	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	587	100	407	459	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	587	100	407	459	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	587	100	407	459	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	587	100	407	459	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.71	0.29	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3247	553	1800	3800	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.23	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.43	0.43	0.53	0.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.42	0.42	0.42	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	20.3	20.3	14.4	12.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.3	20.3	14.4	12.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	0	7	7	8	4	0	0	0	0	0	0	0

****

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City of San Bernardino
2030 Existing General Plan
AM Peak

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

Intersection #80 I Street @ 2nd Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.238
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	5.2
Optimal Cycle:	24	Level Of Service:	A

Street Name:	I Street						2nd Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	1 0	1	0 1	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: 2030 OLD GP AM												
Base Vol:	4	12	31	50	28	27	24	767	21	10	527	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	12	31	50	28	27	24	767	21	10	527	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	12	31	50	28	27	24	767	21	10	527	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	12	31	50	28	27	24	767	21	10	527	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	12	31	50	28	27	24	767	21	10	527	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	12	31	50	28	27	24	767	21	10	527	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.50	1.50	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	950	2850	1900	1900	1900	1900	1800	3800	1900	1800	3332	468
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.03	0.01	0.01	0.01	0.20	0.01	0.01	0.16	0.16
Crit Moves:				****				****				
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.85	0.85	0.85	0.85	0.85	0.85
Volume/Cap:	0.04	0.04	0.15	0.24	0.13	0.13	0.02	0.24	0.01	0.01	0.19	0.19
Delay/Veh:	39.7	39.7	40.5	41.0	40.2	40.4	1.2	1.5	1.2	1.1	1.4	1.4
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:	39.7	39.7	40.5	41.0	40.2	40.4	1.2	1.5	1.2	1.1	1.4	1.4
HCM2kAvg:	0	0	1	2	1	1	0	2	0	0	2	2

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City of San Bernardino
2030 Existing General Plan
PM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 5 Northpark Boulevard @ Universi	C	22.7	0.225	C	22.7	0.225	+ 0.000 D/V
# 6 Kendall Drive @ University Par	D	36.4	0.804	D	36.4	0.804	+ 0.000 D/V
# 8 E Street @ Highland Avenue	B	15.9	0.360	B	15.9	0.360	+ 0.000 D/V
# 9 Hunts Lane @ E Street	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 11 Waterman Avenue @ Fifth Street	D	36.8	0.751	D	36.8	0.751	+ 0.000 D/V
# 12 E Street @ Baseline Street	C	24.7	0.680	C	24.7	0.680	+ 0.000 D/V
# 13 Arrowhead Avenue @ Baseline St	B	16.0	0.529	B	16.0	0.529	+ 0.000 D/V
# 14 Mount Vernon Avenue @ 2nd Stre	C	32.8	0.713	C	32.8	0.713	+ 0.000 D/V
# 15 Mount Vernon Avenue @ Rialto A	B	16.8	0.478	B	16.8	0.478	+ 0.000 D/V
# 17 Mount Vernon Avenue @ 5th Stre	C	25.0	0.663	C	25.0	0.663	+ 0.000 D/V
# 18 Waterman Avenue @ 30th Street	F	86.4	1.147	F	86.4	1.147	+ 0.000 D/V
# 21 Sierra Way @ 30th Street	B	16.3	0.703	B	16.3	0.703	+ 0.000 D/V
# 22 Del Rosa Avenue @ Baseline Str	C	29.6	0.805	C	29.6	0.805	+ 0.000 D/V
# 23 Waterman Avenue @ SR-30 EB Ram	F	119.5	1.290	F	119.5	1.290	+ 0.000 D/V
# 24 Leroy/SR-30 WB On Ramp @ 30th	B	16.9	0.518	B	16.9	0.518	+ 0.000 D/V
# 25 SR-30 WB Off Ramp @ 30th Stree	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 26 Del Rosa Avenue @ Lynwood Driv	B	14.8	0.656	B	14.8	0.656	+ 0.000 D/V
# 27 Harrison Street @ 40th Street	F	769.4	0.000	F	769.4	0.000	+ 0.000 D/V
# 28 Sterling Avenue @ Highland Ave	D	35.2	0.619	D	35.2	0.619	+ 0.000 D/V
# 29 Waterman Avenue @ Marshall Bou	A	3.8	0.567	A	3.8	0.567	+ 0.000 D/V
# 30 Waterman Avenue @ 36th Street	E	35.3	0.000	E	35.3	0.000	+ 0.000 D/V
# 31 Sterling Avenue @ Lynwood Driv	D	34.3	0.986	D	34.3	0.986	+ 0.000 V/C
# 32 Sterling Avenue @ Foothill Dri	A	9.6	0.377	A	9.6	0.377	+ 0.000 V/C

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City of San Bernardino
2030 Existing General Plan
PM Peak

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

****

Intersection #23 Waterman Avenue @ SR-30 EB Ramps

****

Cycle (sec):	100	Critical Vol./Cap. (X):	1.290	
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	119.5	
Optimal Cycle:	130	Level Of Service:	F	

****

Street Name:	Waterman Avenue						SR-30 EB Ramps					
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	10	10	10	10	0	10	10	10	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module: 2030 OLD GP PM												
Base Vol:	0	320	435	649	357	0	1122	0	608	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	320	435	649	357	0	1122	0	608	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	320	435	649	357	0	1122	0	608	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	320	435	649	357	0	1122	0	608	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	320	435	649	357	0	1122	0	608	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.:	0	320	435	649	357	0	1122	0	608	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1900	1800	3800	0	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.23	0.36	0.09	0.00	0.62	0.00	0.32	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.18	0.18	0.28	0.46	0.00	0.48	0.00	0.48	0.00	0.00	0.00
Volume/Cap:	0.00	0.47	1.29	1.29	0.21	0.00	1.29	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	37.5	192.3	181.0	16.3	0.0	165.1	0.0	21.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.5	192.3	181.0	16.3	0.0	165.1	0.0	21.5	0.0	0.0	0.0
HCM2kAvg:	0	5	28	40	3	0	67	0	15	0	0	0

****

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City of San Bernardino
2030 Existing General Plan
PM Peak

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

Intersection #24 Leroy/SR-30 WB On Ramp @ 30th Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 28 Level Of Service: B

Street Name:	Leroy Street						30th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Lanes:	0 0	0	0	0 0	1!	0 0	1 0	2	0 1	1 1	0	1 0
Volume Module: 2030 OLD GP PM												
Base Vol:	0	0	0	0	0	0	0	721	100	1069	511	0
Growth Adj:	1.00	1.00	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	721	100	1069	511	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	721	100	1069	511	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	721	100	1069	511	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	721	100	1069	511	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	0	0	0	0	721	100	1069	511	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	0	0	0	0	1900	0	1800	3800	1900	3600	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.05	0.30	0.27	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.37	0.57	0.57	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52	0.14	0.52	0.47	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.1	21.3	13.1	12.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.1	21.3	13.1	12.5	0.0
HCM2kAvg:	0	0	0	0	0	0	0	9	2	10	9	0

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City of San Bernardino
2030 Existing General Plan
PM Peak

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

****

Intersection #25 SR-30 WB Off Ramp @ 30th Street

****

Average Delay (sec/veh): 561.0 Worst Case Level Of Service: F[1117.0]

****

Street Name:	SR-30 WB Off Ramp						30th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	0	1	0 0	1! 0	0	1 0	2	0 0	0 0	1	1 0
Volume Module: 2030 OLD GP PM												
Base Vol:	1051	0	57	0	0	0	0	632	0	0	466	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	1051	0	57	0	0	0	0	632	0	0	466	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1051	0	57	0	0	0	0	632	0	0	466	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	1051	0	57	0	0	0	0	632	0	0	466	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1051	0	57	0	0	0	0	632	0	0	466	0
Critical Gap Module:												
Critical Gp:	6.8 xxxx		6.9	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
FollowUpTim:	3.5 xxxx		3.3	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Capacity Module:												
Cnflict Vol:	865 xxxx		316	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
Potent Cap.:	297 xxxx		686	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
Move Cap.:	297 xxxx		686	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
Volume/Cap:	3.54 xxxx		0.08	xxxx xxxx		xxxx	xxxx xxxx		xxxx	xxxx xxxx		xxxx
Level Of Service Module:												
Queue:	98.3 xxxx		0.3	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Stopped Del:	1177 xxxx		10.7	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
LOS by Move:	F	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT
Shared Cap.:	xxxx xxxx		xxxxx	xxxx	0	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:	1117.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

Intersection #26 Del Rosa Avenue @ Lynwood Drive

Cycle (sec):	100	Critical Vol./Cap. (X):	0.656
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	14.8
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Del Rosa Avenue						Lynwood Drive					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module: 2030 OLD GP PM												
Base Vol:	98	1160	476	63	794	15	25	171	172	378	131	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1160	476	63	794	15	25	171	172	378	131	61
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:	98	1160	476	63	794	15	25	171	172	378	131	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	1160	476	63	794	15	25	171	172	378	131	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1160	476	63	794	15	25	171	172	378	131	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	98	1160	476	63	794	15	25	171	172	378	131	61
Saturation Flow Module:												
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.42	0.58	1.00	1.96	0.04	0.14	0.93	0.93	1.00	0.68	0.32
Final Sat.:	1800	2694	1106	1800	3730	70	258	1766	1776	1900	1296	604
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.04	0.21	0.21	0.10	0.10	0.10	0.20	0.10	0.10
Crit Moves:		****								****		
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.08	0.66	0.66	0.05	0.32	0.32	0.32	0.32	0.32	0.66	0.33	0.33
Delay/Veh:	6.3	11.0	11.0	6.1	7.6	7.6	27.0	27.0	27.0	32.1	27.1	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.3	11.0	11.0	6.1	7.6	7.6	27.0	27.0	27.0	32.1	27.1	27.1
HCM2kAvg:	1	16	16	1	5	5	4	4	4	11	5	5

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

****

Intersection #27 Harrison Street @ 40th Street

****

Average Delay (sec/veh): 117.1 Worst Case Level Of Service: F[769.4]

****

Street Name:	Harrison Street						40th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			0 1 1 0 0		
Volume Module: 2030 OLD GP PM												
Base Vol:	305	0	36	0	0	0	0	796	181	47	879	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	0	36	0	0	0	0	796	181	47	879	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	0	36	0	0	0	0	796	181	47	879	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	305	0	36	0	0	0	0	796	181	47	879	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	305	0	36	0	0	0	0	796	181	47	879	0
Critical Gap Module:												
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 Module:												
Cnflict Vol:	1420	xxxx	489	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	977	xxxx	xxxxx
Potent Cap.:	130	xxxx	531	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	714	xxxx	xxxxx
Move Cap.:	123	xxxx	531	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	714	xxxx	xxxxx
Volume/Cap:	2.48	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	134	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	30.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd StpDel:	xxxxx	769	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.4	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	B	*	*
ApproachDel:		769.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		F			*			*			*	

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

Intersection #28 Sterling Avenue @ Highland Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.619
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 35.2
Optimal Cycle: 48 Level Of Service: D

Street Name:	Sterling Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: 2030 OLD GP PM												
Base Vol:	189	666	72	89	331	57	195	428	256	297	597	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	666	72	89	331	57	195	428	256	297	597	257
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:	189	666	72	89	331	57	195	428	256	297	597	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	666	72	89	331	57	195	428	256	297	597	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	666	72	89	331	57	195	428	256	297	597	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	189	666	72	89	331	57	195	428	256	297	597	257
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.25	0.75	1.00	1.40	0.60
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	2378	1422	1800	2656	1144
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.04	0.05	0.09	0.03	0.11	0.18	0.18	0.17	0.22	0.22
Crit Moves:		****		****				****		****		
Green/Cycle:	0.28	0.28	0.28	0.10	0.10	0.10	0.18	0.28	0.28	0.26	0.37	0.37
Volume/Cap:	0.38	0.63	0.14	0.49	0.87	0.30	0.61	0.63	0.63	0.63	0.61	0.61
Delay/Veh:	29.8	33.0	27.3	44.7	63.5	42.6	41.5	32.5	32.5	35.6	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:	29.8	33.0	27.3	44.7	63.5	42.6	41.5	32.5	32.5	35.6	26.7	26.7
HCM2kAvg:	5	10	2	3	8	2	6	10	10	9	11	11

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

Intersection #29 Waterman Avenue @ Marshall Boulevard

Cycle (sec):	100	Critical Vol./Cap. (X):	0.567
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	3.8
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Waterman Avenue						Marshall Boulevard					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module: 2030 OLD GP PM												
Base Vol:	78	1844	0	0	1674	16	36	0	112	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:	78	1844	0	0	1674	16	36	0	112	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1844	0	0	1674	16	36	0	112	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1844	0	0	1674	16	36	0	112	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1844	0	0	1674	16	36	0	112	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.:	78	1844	0	0	1674	16	36	0	112	0	0	0
Saturation Flow Module:												
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.98	0.02	1.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1800	3800	0	1800	3764	36	1900	0	1900	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.49	0.00	0.00	0.44	0.44	0.02	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.86	0.86	0.00	0.00	0.86	0.86	0.10	0.00	0.10	0.00	0.00	0.00
Volume/Cap:	0.05	0.57	0.00	0.00	0.52	0.52	0.18	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	1.1	2.3	0.0	0.0	2.0	2.0	41.4	0.0	46.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.1	2.3	0.0	0.0	2.0	2.0	41.4	0.0	46.5	0.0	0.0	0.0
HCM2kAvg:	0	8	0	0	7	7	1	0	4	0	0	0

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

****
Intersection #30 Waterman Avenue @ 36th Street
****
Average Delay (sec/veh): 1.7 Worst Case Level Of Service: E[35.3]
****

Street Name:	Waterman Avenue								36th Street							
Approach:	North Bound					South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module: 2030 OLD GP PM																				
Base Vol:	67	1814		0		0	1486		27		8		0		131	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:	67	1814		0		0	1486		27		8		0		131	0		0		0
Added Vol:	0	0		0		0	0		0		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	67	1814		0		0	1486		27		8		0		131	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	67	1814		0		0	1486		27		8		0		131	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	67	1814		0		0	1486		27		8		0		131	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx		xxxx	xxxxx				6.8	xxxx			6.9	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx		xxxx	xxxxx				3.5	xxxx			3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	1513	xxxx	xxxxx	xxxx		xxxx	xxxxx				2541	xxxx			757	xxxx	xxxx	xxxxx		
Potent Cap.:	448	xxxx	xxxxx	xxxx		xxxx	xxxxx				23	xxxx			355	xxxx	xxxx	xxxxx		
Move Cap.:	448	xxxx	xxxxx	xxxx		xxxx	xxxxx				20	xxxx			355	xxxx	xxxx	xxxxx		
Volume/Cap:	0.15	xxxx	xxxx	xxxx		xxxx	xxxx				0.40	xxxx			0.37	xxxx	xxxx	xxxx		
Level Of Service Module:																				
Queue:	0.5	xxxx	xxxxx	xxxxx		xxxx	xxxxx	xxxxx	xxxx		1.7	xxxxx	xxxx	xxxxx						
Stopped Del:	14.5	xxxx	xxxxx	xxxxx		xxxx	xxxxx	xxxxx	xxxx		21.0	xxxxx	xxxx	xxxxx						
LOS by Move:	B	*	*	*		*	*	*	*		C	*	*	*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx				20	xxxx	xxxxx		0	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx				1.1	xxxx	xxxxx	xxxxx		xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx				270.7	xxxx	xxxxx	xxxxx		xxxx	xxxxx			
Shared LOS:	*	*	*	*		*	*	*	*		F	*	*	*		*	*	*		
ApproachDel:	xxxxxx			xxxxxx							35.3					xxxxxx				
ApproachLOS:	*			*							E					*				

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #31 Sterling Avenue @ Lynwood Drive

Cycle (sec):	100	Critical Vol./Cap. (X):	0.986
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	34.3
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Sterling Avenue						Lynwood Drive					
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
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 1	0
Volume Module: 2030 OLD GP PM												
Base Vol:	184	342	145	122	146	49	58	364	127	37	242	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	342	145	122	146	49	58	364	127	37	242	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	342	145	122	146	49	58	364	127	37	242	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	342	145	122	146	49	58	364	127	37	242	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	342	145	122	146	49	58	364	127	37	242	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	184	342	145	122	146	49	58	364	127	37	242	113
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
Lanes:	0.55	1.02	0.43	0.77	0.92	0.31	0.14	0.86	1.00	0.19	1.23	0.58
Final Sat.:	230	443	194	293	369	126	59	369	462	76	506	245
Capacity Analysis Module:												
Vol/Sat:	0.80	0.77	0.75	0.42	0.40	0.39	0.99	0.99	0.27	0.49	0.48	0.46
Crit Moves:	****			****				****		****		
Delay/Veh:	37.3	33.4	30.3	18.2	17.0	16.6	68.8	68.8	13.1	19.3	18.7	17.6
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:	37.3	33.4	30.3	18.2	17.0	16.6	68.8	68.8	13.1	19.3	18.7	17.6
LOS by Move:	E	D	D	C	C	C	F	F	B	C	C	C
ApproachDel:		33.8			17.4			55.9			18.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		33.8			17.4			55.9			18.5	
LOS by Appr:		D			C			F			C	

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #32 Sterling Avenue @ Foothill Drive

Cycle (sec):	100	Critical Vol./Cap. (X):	0.377
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	9.6
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Sterling Avenue						Foothill Drive					
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
Lanes:	0 1	0 1	0	0	0 0	0 1	0	0 0	1 0	0	1 0	0 0
Volume Module: 2030 OLD GP PM												
Base Vol:	108	0	19	0	0	9	0	212	87	6	166	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	0	19	0	0	9	0	212	87	6	166	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	0	19	0	0	9	0	212	87	6	166	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	0	19	0	0	9	0	212	87	6	166	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	0	19	0	0	9	0	212	87	6	166	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.:	108	0	19	0	0	9	0	212	87	6	166	0
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
Lanes:	1.00	0.70	0.30	0.00	0.00	1.00	0.00	0.71	0.29	0.03	0.97	0.00
Final Sat.:	565	445	190	0	0	687	0	562	230	26	710	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.10	xxxx	xxxx	0.01	xxxx	0.38	0.38	0.23	0.23	xxxx
Crit Moves:	****					****		****			****	
Delay/Veh:	10.1	8.6	8.6	0.0	0.0	7.8	0.0	10.0	10.0	9.1	9.1	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
AdjDel/Veh:	10.1	8.6	8.6	0.0	0.0	7.8	0.0	10.0	10.0	9.1	9.1	0.0
LOS by Move:	B	A	A	*	*	A	*	A	A	A	A	*
ApproachDel:		9.5			7.8			10.0			9.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.5			7.8			10.0			9.1	
LOS by Appr:		A			A			A			A	

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

Intersection #33 Del Rosa Avenue @ Foothill Drive

Average Delay (sec/veh): 75.8 Worst Case Level Of Service: F[279.9]

Street Name:	Del Rosa Avenue						Foothill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1	0	0 1	0	0	0 0	0	0	0 0	1!	0 0
Volume Module: 2030 OLD GP PM												
Base Vol:	0	278	87	303	181	0	0	0	0	254	0	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	278	87	303	181	0	0	0	0	254	0	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	278	87	303	181	0	0	0	0	254	0	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	278	87	303	181	0	0	0	0	254	0	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	278	87	303	181	0	0	0	0	254	0	48
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	365	xxxx	xxxxx	xxxx	xxxx	xxxxx	1109	xxxx	183
Potent Cap.:	xxxx	xxxx	xxxxx	1205	xxxx	xxxxx	xxxx	xxxx	xxxxx	234	xxxx	865
Move Cap.:	xxxx	xxxx	xxxxx	1205	xxxx	xxxxx	xxxx	xxxx	xxxxx	179	xxxx	865
Volume/Cap:	xxxx	xxxx	xxxx	0.25	xxxx	xxxx	xxxx	xxxx	xxxx	1.42	xxxx	0.06
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	205	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.3	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	280	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			279.9		
ApproachLOS:	*			*			*			F		

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2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #34 30th Street @ Lynwood Drive

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Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[1.4]

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Street Name:	30th Street						Lynwood Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Lanes:	0 0 1 0 1			0 0 0 0 0			0 0 1 0 0			1 0 1 0 0		
Volume Module: 2030 OLD GP PM												
Base Vol:	0	0	276	0	0	0	0	630	0	60	408	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	276	0	0	0	0	630	0	60	408	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	276	0	0	0	0	630	0	60	408	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	630	0	60	408	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	630	0	60	408	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	xxxxx	7.1	6.5	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx	3.5	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	315	0	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	642	0	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	642	0	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.09	0.00	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.3	0.0	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	11.2	0.0	xxxxx
LOS by Move:	*	*	*	*	*	*	*	A	*	B	A	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			0.0			1.4		
ApproachLOS:	*			*			A			A		

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Waterman Avenue @ 40th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.917
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	36.9
Optimal Cycle:	104	Level Of Service:	D

Street Name:	Waterman Avenue						40th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module: 2030 OLD GP PM												
Base Vol:	285	1515	53	265	1228	139	349	615	153	36	738	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	1515	53	265	1228	139	349	615	153	36	738	410
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:	285	1515	53	265	1228	139	349	615	153	36	738	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	1515	53	265	1228	139	349	615	153	36	738	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	1515	53	265	1228	139	349	615	153	36	738	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	285	1515	53	265	1228	139	349	615	153	36	738	410
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.80	0.20	1.00	1.60	0.40	1.00	1.29	0.71
Final Sat.:	1800	3672	128	1800	3414	386	1800	3043	757	1800	2443	1357
Capacity Analysis Module:												
Vol/Sat:	0.16	0.41	0.41	0.15	0.36	0.36	0.19	0.20	0.20	0.02	0.30	0.30
Crit Moves:		****		****							****	
Green/Cycle:	0.19	0.45	0.45	0.16	0.42	0.42	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.85	0.92	0.92	0.92	0.85	0.85	0.59	0.61	0.61	0.06	0.92	0.92
Delay/Veh:	57.3	34.0	34.0	73.4	30.4	30.4	29.4	29.1	29.1	23.0	42.9	42.9
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:	57.3	34.0	34.0	73.4	30.4	30.4	29.4	29.1	29.1	23.0	42.9	42.9
HCM2kAvg:	11	27	26	12	21	22	9	10	10	1	21	21

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Intersection #36 Waterman Avenue @ 34th Street

****

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: F[61.1]

****

Street Name:	Waterman Avenue									34th Street									
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module: 2030 OLD GP PM																				
Base Vol:	42	1847		0		0	1612		13		7		0		37	0		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	42	1847		0		0	1612		13		7		0		37	0		0		0
Added Vol:	0	0		0		0	0		0		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	42	1847		0		0	1612		13		7		0		37	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	42	1847		0		0	1612		13		7		0		37	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	42	1847		0		0	1612		13		7		0		37	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.8	xxxx		6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx		3.3	xxxxx	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	1625	xxxx	xxxxx	xxxx	xxxx	xxxxx					2626	xxxx		813	xxxx	xxxx	xxxxx			
Potent Cap.:	406	xxxx	xxxxx	xxxx	xxxx	xxxxx					20	xxxx		326	xxxx	xxxx	xxxxx			
Move Cap.:	406	xxxx	xxxxx	xxxx	xxxx	xxxxx					18	xxxx		326	xxxx	xxxx	xxxxx			
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx					0.38	xxxx		0.11	xxxx	xxxx	xxxx			
Level Of Service Module:																				
Queue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx			0.4	xxxxx	xxxx	xxxxx						
Stopped Del:	14.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx			17.5	xxxxx	xxxx	xxxxx						
LOS by Move:	B	*	*	*	*	*	*	*			C	*	*	*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					18	xxxx	xxxxx			0	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					291.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*					F	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx							61.1			xxxxxx						
ApproachLOS:	*			*							F			*						

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Intersection #37 Waterman Avenue @ Parkdale Avenue

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 29 Level Of Service: A

****

Street Name:	Waterman Avenue						Parkdale Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module: 2030 OLD GP PM												
Base Vol:	26	1882	13	19	1461	21	112	60	131	7	7	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:	26	1882	13	19	1461	21	112	60	131	7	7	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:	26	1882	13	19	1461	21	112	60	131	7	7	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1882	13	19	1461	21	112	60	131	7	7	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1882	13	19	1461	21	112	60	131	7	7	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.:	26	1882	13	19	1461	21	112	60	131	7	7	19
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.97	0.03	1.00	0.31	0.69	1.00	1.00	1.00
Final Sat.:	1800	3774	26	1800	3746	54	1800	597	1303	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.50	0.50	0.01	0.39	0.39	0.06	0.10	0.10	0.00	0.00	0.01
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.02	0.62	0.62	0.01	0.49	0.49	0.39	0.62	0.62	0.02	0.02	0.06
Delay/Veh:	2.1	4.4	4.4	2.0	3.4	3.4	38.4	43.1	43.1	35.4	35.4	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.1	4.4	4.4	2.0	3.4	3.4	38.4	43.1	43.1	35.4	35.4	35.6
HCM2kAvg:	0	12	16	0	8	7	3	7	6	0	0	1

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

****

Intersection #38 Valencia Avenue @ 30th Street

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.215
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 3.9
Optimal Cycle: 24 Level Of Service: A

****

Street Name:	Valencia Avenue						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 OLD GP PM												
Base Vol:	0	0	0	15	0	55	96	674	0	0	399	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	55	96	674	0	0	399	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	15	0	55	96	674	0	0	399	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	0	55	96	674	0	0	399	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	0	55	96	674	0	0	399	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	15	0	55	96	674	0	0	399	3
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	0.00	1.00	1.99	0.01
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	3800	0	1800	3772	28
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.05	0.18	0.00	0.00	0.11	0.11
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.13	0.83	0.83	0.00	0.00	0.83	0.83
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	0.21	0.06	0.21	0.00	0.00	0.13	0.13
Delay/Veh:	0.0	0.0	0.0	37.9	0.0	39.0	1.6	1.9	0.0	0.0	1.7	1.7
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	37.9	0.0	39.0	1.6	1.9	0.0	0.0	1.7	1.7
HCM2kAvg:	0	0	0	0	0	2	1	2	0	0	1	2

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #39 Valencia Avenue @ 40th Street

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.956
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 40.3
Optimal Cycle: 0 Level Of Service: E

****

Street Name:	Valencia Avenue						40th Street					
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
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 1	1 0	0	1 1	0 0
Volume Module: 2030 OLD GP PM												
Base Vol:	27	0	16	0	0	0	0	923	17	13	1141	0
Growth Adj:	1.00	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	16	0	0	0	0	923	17	13	1141	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	0	16	0	0	0	0	923	17	13	1141	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	0	16	0	0	0	0	923	17	13	1141	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	0	16	0	0	0	0	923	17	13	1141	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.:	27	0	16	0	0	0	0	923	17	13	1141	0
Saturation Flow Module:												
Adjustment:	0.95	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	0.00	1.00	0.00	0.00	0.00	0.00	1.96	0.04	0.02	1.98	0.00
Final Sat.:	370	0	447	0	0	0	0	1124	21	14	1195	0
Capacity Analysis Module:												
Vol/Sat:	0.07	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	0.82	0.82	0.96	0.96	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	12.0	0.0	10.5	0.0	0.0	0.0	0.0	30.3	30.1	49.7	49.5	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
AdjDel/Veh:	12.0	0.0	10.5	0.0	0.0	0.0	0.0	30.3	30.1	49.7	49.5	0.0
LOS by Move:	B	*	B	*	*	*	*	D	D	E	E	*
ApproachDel:		11.5			xxxxxx			30.3			49.5	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		11.5			xxxxxx			30.3			49.5	
LOS by Appr:		B			*			D			E	

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

Intersection #40 Del Rosa Avenue @ SR-30 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.837
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	32.2
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Del Rosa Avenue						SR-30 EB Ramps					
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		
Min. Green:	0	10	10	10	10	0	10	10	10	0	0	0
Lanes:	0 0	2	1 0	1 0	2	0 0	0 1	0	0 1	0 0	0	0 0
Volume Module: 2030 OLD GP PM												
Base Vol:	0	912	186	311	397	0	800	0	580	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	912	186	311	397	0	800	0	580	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	912	186	311	397	0	800	0	580	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	912	186	311	397	0	800	0	580	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	912	186	311	397	0	800	0	580	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.:	0	912	186	311	397	0	800	0	580	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.49	0.51	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	4734	966	1800	3800	0	1900	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.17	0.10	0.00	0.42	0.00	0.31	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.23	0.23	0.21	0.44	0.00	0.50	0.00	0.50	0.00	0.00	0.00
Volume/Cap:	0.00	0.84	0.84	0.84	0.24	0.00	0.84	0.00	0.61	0.00	0.00	0.00
Delay/Veh:	0.0	41.6	41.6	53.2	17.8	0.0	27.9	0.0	18.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.6	41.6	53.2	17.8	0.0	27.9	0.0	18.9	0.0	0.0	0.0
HCM2kAvg:	0	13	13	12	4	0	23	0	13	0	0	0

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Intersection #41 Del Rosa Avenue @ SR-30 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	1.537
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	196.7
Optimal Cycle:	130	Level Of Service:	F

Street Name:	Del Rosa Avenue						SR-30 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	0	0	10	10	0	0	0	10	0	10
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module: 2030 OLD GP PM												
Base Vol:	655	615	0	0	297	814	0	0	0	412	0	1239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	655	615	0	0	297	814	0	0	0	412	0	1239
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:	655	615	0	0	297	814	0	0	0	412	0	1239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	655	615	0	0	297	814	0	0	0	412	0	1239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	655	615	0	0	297	814	0	0	0	412	0	1239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	655	615	0	0	297	814	0	0	0	412	0	1239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1800	3800	0	0	3800	1900	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.36	0.16	0.00	0.00	0.08	0.43	0.00	0.00	0.00	0.23	0.00	0.65
Crit Moves:	****					****						****
Green/Cycle:	0.24	0.52	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.42	0.00	0.42
Volume/Cap:	1.54	0.31	0.00	0.00	0.28	1.54	0.00	0.00	0.00	0.54	0.00	1.54
Delay/Veh:	291.2	14.1	0.0	0.0	28.4	286.9	0.0	0.0	0.0	22.3	0.0	276.5
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:	291.2	14.1	0.0	0.0	28.4	286.9	0.0	0.0	0.0	22.3	0.0	276.5
HCM2kAvg:	49	5	0	0	4	61	0	0	0	10	0	91

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Level Of Service Computation Report
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Intersection #42 Sierra Way @ 40th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.881
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	32.6
Optimal Cycle:	84	Level Of Service:	C

Street Name:	Sierra Way						40th Street					
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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 OLD GP PM												
Base Vol:	328	1137	291	266	926	314	372	699	295	144	674	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	328	1137	291	266	926	314	372	699	295	144	674	261
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:	328	1137	291	266	926	314	372	699	295	144	674	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	328	1137	291	266	926	314	372	699	295	144	674	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	1137	291	266	926	314	372	699	295	144	674	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	328	1137	291	266	926	314	372	699	295	144	674	261
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.49	0.51	1.00	1.41	0.59	1.00	1.44	0.56
Final Sat.:	1800	3026	774	1800	2838	962	1800	2672	1128	1800	2739	1061
Capacity Analysis Module:												
Vol/Sat:	0.18	0.38	0.38	0.15	0.33	0.33	0.21	0.26	0.26	0.08	0.25	0.25
Crit Moves:		****					****				****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.23	0.41	0.41	0.10	0.28	0.28
Volume/Cap:	0.43	0.88	0.88	0.35	0.77	0.77	0.88	0.63	0.63	0.80	0.88	0.88
Delay/Veh:	20.5	32.4	32.4	19.6	26.7	26.7	55.9	24.1	24.1	65.9	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	32.4	32.4	19.6	26.7	26.7	55.9	24.1	24.1	65.9	43.2	43.2
HCM2kAvg:	7	23	23	5	18	17	14	13	13	6	17	17

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PM Peak

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

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Intersection #45 Tippecanoe Avenue @ Rialto Avenue

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Average Delay (sec/veh): 32.4 Worst Case Level Of Service: F[190.3]

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Street Name:	Tippecanoe Avenue						Rialto Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	1 0 0	0	1	0 0 0	0	0
Volume Module:	2030 OLD GP PM											
Base Vol:	30	1003	0	0	686	23	233	0	123	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:	30	1003	0	0	686	23	233	0	123	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1003	0	0	686	23	233	0	123	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1003	0	0	686	23	233	0	123	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	30	1003	0	0	686	23	233	0	123	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	709	xxxx	xxxxx	xxxx	xxxx	xxxxx	1259	xxxx	355	xxxx	xxxx	xxxxx
Potent Cap.:	899	xxxx	xxxxx	xxxx	xxxx	xxxxx	165	xxxx	648	xxxx	xxxx	xxxxx
Move Cap.:	899	xxxx	xxxxx	xxxx	xxxx	xxxxx	161	xxxx	648	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	1.45	xxxx	0.19	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.9	xxxx	0.7	xxxxx	xxxx	xxxxx
Stopped Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	284.5	xxxx	11.9	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			190.3			xxxxxx		
ApproachLOS:	*			*			F			*		

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City of San Bernardino
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PM Peak

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

Intersection #46 Tippecanoe Ave @ Harry Shepard Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.601
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 6.6
Optimal Cycle: 39 Level Of Service: A

Street Name:	Tippecanoe Avenue						Harry Shepard Blvd					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 1	0	0 0	1! 0	0	1 0	1 0	1
Volume Module: 2030 OLD GP PM												
Base Vol:	0	1021	143	18	777	0	0	0	0	25	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	1021	143	18	777	0	0	0	0	25	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1021	143	18	777	0	0	0	0	25	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1021	143	18	777	0	0	0	0	25	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1021	143	18	777	0	0	0	0	25	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	1021	143	18	777	0	0	0	0	25	0	5
Saturation Flow Module:												
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	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	1800	1900	1900	1800	3800	0	0	1900	0	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.08	0.01	0.20	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.77	0.77	0.08	0.85	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.70	0.10	0.12	0.24	0.00	0.00	0.00	0.00	0.17	0.00	0.03
Delay/Veh:	0.0	8.6	3.6	51.3	1.7	0.0	0.0	0.0	0.0	51.7	0.0	50.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.6	3.6	51.3	1.7	0.0	0.0	0.0	0.0	51.7	0.0	50.6
HCM2kAvg:	0	19	1	1	3	0	0	0	0	1	0	0

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

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Intersection #47 Tippecanoe Avenue @ 3rd Street

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Cycle (sec): 110 Critical Vol./Cap. (X): 0.853
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 44.6
Optimal Cycle: 82 Level Of Service: D

****

Street Name:	Tippecanoe Avenue						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module: 2030 OLD GP PM												
Base Vol:	123	619	505	47	310	40	125	933	36	385	574	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	619	505	47	310	40	125	933	36	385	574	88
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:	123	619	505	47	310	40	125	933	36	385	574	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 Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	619	505	47	310	40	125	933	36	385	574	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	619	505	47	310	40	125	933	36	385	574	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	123	619	505	47	310	40	125	933	36	385	574	88
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.10	0.90	1.00	1.77	0.23	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1800	2093	1707	1800	3366	434	1800	3659	141	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.30	0.03	0.09	0.09	0.07	0.25	0.26	0.21	0.15	0.05
Crit Moves:		****		****					****	****		
Green/Cycle:	0.09	0.32	0.32	0.09	0.32	0.32	0.09	0.28	0.28	0.23	0.42	0.42
Volume/Cap:	0.75	0.91	0.91	0.29	0.28	0.28	0.76	0.91	0.91	0.91	0.36	0.11
Delay/Veh:	66.4	46.3	46.3	47.6	27.9	27.9	67.9	50.3	50.3	65.2	21.8	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.4	46.3	46.3	47.6	27.9	27.9	67.9	50.3	50.3	65.2	21.8	19.3
HCM2kAvg:	6	22	22	2	4	4	6	20	21	17	7	2

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

Intersection #48 Tippecanoe Ave @ Mill Street

Cycle (sec):	110	Critical Vol./Cap. (X):	0.669
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	23.5
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Tippecanoe Avenue						Mill Street					
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			Ovl			Ovl			Include		
Min. Green:	10	10	0	10	10	10	10	0	10	0	0	0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	1	0 1	1 0	0	1 0
Volume Module: 2030 OLD GP PM												
Base Vol:	240	1140	0	0	740	10	40	0	808	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:	240	1140	0	0	740	10	40	0	808	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	1140	0	0	740	10	40	0	808	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	1140	0	0	740	10	40	0	808	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	1140	0	0	740	10	40	0	808	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.:	240	1140	0	0	740	10	40	0	808	0	0	0
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1800	5700	0	1800	3800	1900	1800	1900	1900	1800	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.00	0.00	0.19	0.01	0.02	0.00	0.43	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.20	0.49	0.00	0.00	0.29	0.73	0.44	0.00	0.64	0.00	0.00	0.00
Volume/Cap:	0.67	0.41	0.00	0.00	0.67	0.01	0.05	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	45.5	17.9	0.0	0.0	35.9	4.1	17.9	0.0	14.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	17.9	0.0	0.0	35.9	4.1	17.9	0.0	14.1	0.0	0.0	0.0
HCM2kAvg:	9	8	0	0	12	0	1	0	18	0	0	0

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

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Intersection #49 Rancho Avenue @ 5th St/Foothill Blvd

****

Average Delay (sec/veh): 3163.2 Worst Case Level Of Service: F[9022.0]

****

Street Name:	Rancho Avenue						5th Street/Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 2	0	1	1 0 2	0	0
Volume Module: 2030 old gp PM												
Base Vol:	479	0	722	0	0	0	0	523	431	523	751	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	479	0	722	0	0	0	0	523	431	523	751	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	479	0	722	0	0	0	0	523	431	523	751	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	479	0	722	0	0	0	0	523	431	523	751	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	479	0	722	0	0	0	0	523	431	523	751	0
Critical Gap Module:												
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 Module:												
Cnflict Vol:	1945	xxxx	262	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	954	xxxx	xxxxx
Potent Cap.:	58	xxxx	743	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	729	xxxx	xxxxx
Move Cap.:	24	xxxx	743	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	729	xxxx	xxxxx
Volume/Cap:	19.78	xxxx	0.97	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.72	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	58	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	146	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	9022	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9022.0			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		F			*			*			*	

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

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Intersection #50 Mount Vernon Avenue @ Mill Street

****

Cycle (sec):	110	Critical Vol./Cap. (X):	0.762
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	37.0
Optimal Cycle:	59	Level Of Service:	D

****

Street Name:	Mount Vernon Avenue						Mill Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module: 2030 OLD GP PM												
Base Vol:	218	927	272	133	587	75	102	689	170	292	655	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	218	927	272	133	587	75	102	689	170	292	655	231
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:	218	927	272	133	587	75	102	689	170	292	655	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	927	272	133	587	75	102	689	170	292	655	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	927	272	133	587	75	102	689	170	292	655	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	218	927	272	133	587	75	102	689	170	292	655	231
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	1.00	1.60	0.40	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3369	431	1800	3048	752	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.14	0.07	0.17	0.17	0.06	0.23	0.23	0.16	0.17	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.32	0.32	0.10	0.25	0.25	0.09	0.30	0.30	0.21	0.42	0.42
Volume/Cap:	0.71	0.76	0.45	0.76	0.71	0.71	0.62	0.76	0.76	0.76	0.41	0.29
Delay/Veh:	50.4	36.5	30.2	66.1	40.4	40.4	55.5	38.2	38.2	49.3	22.6	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	36.5	30.2	66.1	40.4	40.4	55.5	38.2	38.2	49.3	22.6	21.3
HCM2kAvg:	8	16	7	6	11	11	4	15	15	11	8	5

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #51 Mountain View Ave @ San Bernardino Ave

****

Cycle (sec): 100 Critical Vol./Cap. (X): 2.460
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 339.5
Optimal Cycle: 0 Level Of Service: F

****

Street Name:	Mountain View Ave						San Bernardino Ave					
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
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	1	0 1	0 1	0	1 0
Volume Module: 2030 OLD GP PM												
Base Vol:	338	177	223	336	386	47	46	811	331	125	506	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	177	223	336	386	47	46	811	331	125	506	128
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:	338	177	223	336	386	47	46	811	331	125	506	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	338	177	223	336	386	47	46	811	331	125	506	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	177	223	336	386	47	46	811	331	125	506	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	338	177	223	336	386	47	46	811	331	125	506	128
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Lanes:	0.66	0.34	1.00	0.47	0.53	1.00	1.00	1.00	1.00	0.33	1.33	0.34
Final Sat.:	231	121	390	157	180	363	298	330	352	121	498	129
Capacity Analysis Module:												
Vol/Sat:	1.46	1.46	0.57	2.14	2.14	0.13	0.15	2.46	0.94	1.04	1.02	0.99
Crit Moves:		****			****			****		****		
Delay/Veh:	249.8	250	23.4	546.3	546	13.9	16.1	688	66.5	89.2	82.6	76.0
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:	249.8	250	23.4	546.3	546	13.9	16.1	688	66.5	89.2	82.6	76.0
LOS by Move:	F	F	C	F	F	B	C	F	F	F	F	F
ApproachDel:		181.4			513.7			489.1			82.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		181.4			513.7			489.1			82.6	
LOS by Appr:		F			F			F			F	

****

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

Intersection #52 Mount Vernon Avenue @ Highland Avenue

Cycle (sec):	110	Critical Vol./Cap. (X):	0.680
Loss Time (sec):	6 (Y+R = 3 sec)	Average Delay (sec/veh):	25.8
Optimal Cycle:	40	Level Of Service:	C

Street Name:	Mount Vernon Avenue						Highland Avenue					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 OLD GP PM												
Base Vol:	157	158	136	67	108	232	353	752	148	99	1234	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	158	136	67	108	232	353	752	148	99	1234	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	158	136	67	108	232	353	752	148	99	1234	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	158	136	67	108	232	353	752	148	99	1234	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	158	136	67	108	232	353	752	148	99	1234	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	157	158	136	67	108	232	353	752	148	99	1234	104
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	1900	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.07	0.04	0.06	0.12	0.20	0.20	0.08	0.06	0.32	0.05
Crit Moves:						****	****				****	
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.29	0.67	0.67	0.09	0.48	0.48
Volume/Cap:	0.49	0.23	0.40	0.21	0.32	0.68	0.68	0.29	0.12	0.61	0.68	0.11
Delay/Veh:	41.7	38.8	40.6	38.8	39.4	46.0	38.3	7.3	6.3	54.4	23.3	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	38.8	40.6	38.8	39.4	46.0	38.3	7.3	6.3	54.4	23.3	15.9
HCM2kAvg:	5	2	4	2	3	8	11	5	2	4	17	2

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

Intersection #53 State Street @ Highland Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.557
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	16.4
Optimal Cycle:	25	Level Of Service:	B

Street Name:	State Street									Highland Avenue								
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				
Min. Green:	10	10	10			10	10	10			10	10	10			10	10	10		
Lanes:	0	1	0	1	0	0	1	0	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module: 2030 OLD GP PM																				
Base Vol:	7	1013	235			258	439	31			92	317	18			368	145	316		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	7	1013	235			258	439	31			92	317	18			368	145	316		
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:	7	1013	235			258	439	31			92	317	18			368	145	316		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	7	1013	235			258	439	31			92	317	18			368	145	316		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	7	1013	235			258	439	31			92	317	18			368	145	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.:	7	1013	235			258	439	31			92	317	18			368	145	316		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			0.95	1.00	1.00			0.95	1.00	1.00		
Lanes:	0.01	1.62	0.37			0.71	1.21	0.08			1.00	2.00	1.00			1.00	2.00	1.00		
Final Sat.:	21	3067	712			1347	2291	162			1800	3800	1900			1800	3800	1900		
Capacity Analysis Module:																				
Vol/Sat:	0.33	0.33	0.33			0.19	0.19	0.19			0.05	0.08	0.01			0.20	0.04	0.17		
Crit Moves:		****														****				
Green/Cycle:	0.59	0.59	0.59			0.59	0.59	0.59			0.37	0.37	0.37			0.37	0.37	0.37		
Volume/Cap:	0.56	0.56	0.56			0.32	0.32	0.32			0.14	0.23	0.03			0.56	0.10	0.45		
Delay/Veh:	12.7	12.7	12.7			10.3	10.3	10.3			21.2	21.9	20.2			26.2	20.9	24.5		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	12.7	12.7	12.7			10.3	10.3	10.3			21.2	21.9	20.2			26.2	20.9	24.5		
HCM2kAvg:	13	12	12			6	6	6			2	3	0			9	1	7		

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

Intersection #54 Tippecanoe Ave @ Hospitality Lane

Cycle (sec):	110	Critical Vol./Cap. (X):	0.509
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	26.8
Optimal Cycle:	38	Level Of Service:	C

Street Name:	Tippecanoe Avenue						Hospitality Lane					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	2 1	0	1 0	2 1	0	1 0	1 0	1	0 1	0 0	1
Volume Module: 2030 OLD GP PM												
Base Vol:	162	862	149	208	1153	200	336	291	153	127	168	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	862	149	208	1153	200	336	291	153	127	168	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	862	149	208	1153	200	336	291	153	127	168	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	862	149	208	1153	200	336	291	153	127	168	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	862	149	208	1153	200	336	291	153	127	168	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	162	862	149	208	1153	200	336	291	153	127	168	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	2.56	0.44	1.00	2.56	0.44	1.00	1.00	1.00	0.44	0.56	1.00
Final Sat.:	3400	4860	840	1800	4857	843	1800	1900	1900	799	1057	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.12	0.24	0.24	0.19	0.15	0.08	0.16	0.16	0.07
Crit Moves:	****				****		****					
Green/Cycle:	0.09	0.34	0.34	0.22	0.47	0.47	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.51	0.52	0.52	0.52	0.51	0.51	0.51	0.42	0.22	0.43	0.43	0.20
Delay/Veh:	48.8	29.5	29.5	39.0	20.7	20.7	27.8	26.4	24.1	26.6	26.6	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	29.5	29.5	39.0	20.7	20.7	27.8	26.4	24.1	26.6	26.6	23.9
HCM2kAvg:	3	9	9	7	11	11	9	7	3	7	8	3

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

Intersection #55 Tippecanoe Ave @ San Bernardino Ave

Cycle (sec):	120	Critical Vol./Cap. (X):	0.998
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	60.1
Optimal Cycle:	130	Level Of Service:	E

Street Name:	Tippecanoe Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: 2030 OLD GP PM												
Base Vol:	276	1123	355	317	971	54	122	842	282	295	688	426
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	1123	355	317	971	54	122	842	282	295	688	426
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:	276	1123	355	317	971	54	122	842	282	295	688	426
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	276	1123	355	317	971	54	122	842	282	295	688	426
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	1123	355	317	971	54	122	842	282	295	688	426
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	276	1123	355	317	971	54	122	842	282	295	688	426
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.50	0.50	1.00	1.24	0.76
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	2847	953	1800	2347	1453
Capacity Analysis Module:												
Vol/Sat:	0.15	0.30	0.19	0.18	0.26	0.03	0.07	0.30	0.30	0.16	0.29	0.29
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.30	0.30	0.18	0.30	0.30	0.08	0.30	0.30	0.16	0.38	0.38
Volume/Cap:	0.87	1.00	0.63	1.00	0.87	0.10	0.81	1.00	1.00	1.00	0.78	0.78
Delay/Veh:	69.0	68.5	38.9	99.3	47.2	30.7	81.7	68.4	68.4	101.8	35.7	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.0	68.5	38.9	99.3	47.2	30.7	81.7	68.4	68.4	101.8	35.7	35.7
HCM2kAvg:	13	27	12	17	20	1	7	27	27	16	19	19

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Level Of Service Computation Report
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Intersection #57 Lena Road @ Mill Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.565
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	21.5
Optimal Cycle:	34	Level Of Service:	C

Street Name:	Lena Road						Mill Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Lanes:	0 0	0	0 0	1 0	0	1 1	1 0	2	0 0	0 0	2	1 0
Volume Module: 2030 OLD GP PM												
Base Vol:	0	0	0	122	0	444	600	716	0	0	421	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	122	0	444	600	716	0	0	421	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	122	0	444	600	716	0	0	421	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	122	0	444	600	716	0	0	421	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	444	600	716	0	0	421	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.:	0	0	0	122	0	444	600	716	0	0	421	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	1.00	2.00	0.00	0.00	2.41	0.59
Final Sat.:	0	0	0	1800	0	3800	1800	3800	0	0	4580	1120
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.12	0.33	0.19	0.00	0.00	0.09	0.09
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.21	0.00	0.21	0.59	0.75	0.00	0.00	0.16	0.16
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.56	0.56	0.25	0.00	0.00	0.56	0.56
Delay/Veh:	0.0	0.0	0.0	34.3	0.0	36.6	13.3	3.8	0.0	0.0	39.4	39.4
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	34.3	0.0	36.6	13.3	3.8	0.0	0.0	39.4	39.4
HCM2kAvg:	0	0	0	3	0	7	12	3	0	0	6	6

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Intersection #58 Waterman Avenue @ Barton Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.583
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 36 Level Of Service: B

Street Name:	Waterman Avenue						Barton Road					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	1 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module: 2030 OLD GP PM												
Base Vol:	0	0	0	518	0	114	119	1536	0	0	1152	424
Growth Adj:	1.00	1.00	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	518	0	114	119	1536	0	0	1152	424
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	518	0	114	119	1536	0	0	1152	424
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	518	0	114	119	1536	0	0	1152	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	518	0	114	119	1536	0	0	1152	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	518	0	114	119	1536	0	0	1152	424
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	3600	0	1900	1800	3800	0	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.06	0.07	0.40	0.00	0.00	0.30	0.22
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.10	0.69	0.00	0.00	0.59	0.59
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.24	0.66	0.58	0.00	0.00	0.51	0.38
Delay/Veh:	0.0	0.0	0.0	34.1	0.0	30.4	52.2	8.2	0.0	0.0	12.1	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.1	0.0	30.4	52.2	8.2	0.0	0.0	12.1	10.9
HCM2kAvg:	0	0	0	8	0	3	5	12	0	0	10	7

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Intersection #59 Boulder Avenue @ Highland Avenue

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.370
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: 38 Level Of Service: C

****

Street Name:	Boulder Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: 2030 OLD GP PM												
Base Vol:	189	0	79	0	0	0	0	403	341	109	274	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	0	79	0	0	0	0	403	341	109	274	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	0	79	0	0	0	0	403	341	109	274	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	0	79	0	0	0	0	403	341	109	274	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	0	79	0	0	0	0	403	341	109	274	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.:	189	0	79	0	0	0	0	403	341	109	274	0
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1900	1900	1800	3800	0	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.04	0.00	0.00	0.00	0.00	0.11	0.18	0.06	0.07	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.49	0.49	0.16	0.65	0.00
Volume/Cap:	0.37	0.00	0.15	0.00	0.00	0.00	0.00	0.22	0.37	0.37	0.11	0.00
Delay/Veh:	34.8	0.0	32.2	0.0	0.0	0.0	0.0	17.8	19.6	45.4	8.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	0.0	32.2	0.0	0.0	0.0	0.0	17.8	19.6	45.4	8.0	0.0
HCM2kAvg:	6	0	2	0	0	0	0	4	8	4	2	0

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Intersection #60 Waterman Avenue @ Orange Show Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.838
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 41.6
Optimal Cycle: 79 Level Of Service: D

Street Name:	Waterman Avenue						Orange Show Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 OLD GP PM												
Base Vol:	41	1195	490	163	857	5	31	477	91	452	188	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1195	490	163	857	5	31	477	91	452	188	139
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:	41	1195	490	163	857	5	31	477	91	452	188	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	1195	490	163	857	5	31	477	91	452	188	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1195	490	163	857	5	31	477	91	452	188	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	1195	490	163	857	5	31	477	91	452	188	139
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.26	0.09	0.23	0.00	0.02	0.13	0.05	0.25	0.05	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.38	0.38	0.11	0.40	0.40	0.22	0.15	0.15	0.30	0.22	0.22
Volume/Cap:	0.27	0.84	0.69	0.84	0.56	0.01	0.08	0.84	0.32	0.84	0.22	0.33
Delay/Veh:	52.6	38.7	34.3	78.5	28.4	21.6	36.8	60.1	46.2	50.3	38.1	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	38.7	34.3	78.5	28.4	21.6	36.8	60.1	46.2	50.3	38.1	39.3
HCM2kAvg:	2	22	16	8	12	0	1	11	3	18	3	4

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Intersection #61 Del Rosa Avenue @ Third Street

Cycle (sec):	120	Critical Vol./Cap. (X):	0.804
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	43.0
Optimal Cycle:	69	Level Of Service:	D

Street Name:	Del Rosa Avenue						Third Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: 2030 OLD GP PM												
Base Vol:	32	641	371	29	255	185	493	935	44	174	736	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	641	371	29	255	185	493	935	44	174	736	80
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:	32	641	371	29	255	185	493	935	44	174	736	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	641	371	29	255	185	493	935	44	174	736	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	641	371	29	255	185	493	935	44	174	736	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.:	32	641	371	29	255	185	493	935	44	174	736	80
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.27	0.73	1.00	1.16	0.84	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	2407	1393	1800	2202	1598	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.02	0.12	0.12	0.27	0.25	0.02	0.10	0.19	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.31	0.31	0.08	0.31	0.31	0.32	0.39	0.39	0.15	0.22	0.22
Volume/Cap:	0.21	0.86	0.86	0.19	0.38	0.38	0.86	0.63	0.06	0.63	0.86	0.19
Delay/Veh:	52.0	45.9	45.9	51.9	32.7	32.7	51.4	30.6	23.0	52.4	53.9	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	45.9	45.9	51.9	32.7	32.7	51.4	30.6	23.0	52.4	53.9	37.9
HCM2kAvg:	1	20	20	1	6	6	20	14	1	7	16	2

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Intersection #62 Waterman Avenue @ Vanderbilt Way

Cycle (sec):	100	Critical Vol./Cap. (X):	0.725
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	30.4
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Waterman Avenue						Vanderbilt Way					
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:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module: 2030 OLD GP PM												
Base Vol:	197	679	126	123	1478	94	162	25	284	112	10	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	679	126	123	1478	94	162	25	284	112	10	148
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:	197	679	126	123	1478	94	162	25	284	112	10	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	679	126	123	1478	94	162	25	284	112	10	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	679	126	123	1478	94	162	25	284	112	10	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	197	679	126	123	1478	94	162	25	284	112	10	148
Saturation Flow Module:												
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	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.82	0.18	0.34	0.05	0.61	1.84	0.16	1.00
Final Sat.:	1800	3800	1900	1800	5359	341	654	101	1146	3319	296	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.07	0.07	0.28	0.28	0.25	0.25	0.25	0.03	0.03	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.43	0.43	0.10	0.38	0.38	0.34	0.34	0.34	0.11	0.11	0.11
Volume/Cap:	0.72	0.41	0.15	0.68	0.72	0.72	0.72	0.72	0.72	0.31	0.31	0.72
Delay/Veh:	49.8	19.8	17.4	53.8	27.7	27.7	32.8	32.8	32.8	41.7	41.7	55.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	19.8	17.4	53.8	27.7	27.7	32.8	32.8	32.8	41.7	41.7	55.4
HCM2kAvg:	7	7	2	5	15	15	14	15	14	2	2	6

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

Intersection #64 Waterman Avenue @ Highland Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.676
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 40.2
Optimal Cycle: 48 Level Of Service: D

Street Name:	Waterman Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: 2030 OLD GP PM												
Base Vol:	223	638	207	223	528	108	180	715	271	200	685	223
Growth Adj:	1.00	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	638	207	223	528	108	180	715	271	200	685	223
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	638	207	223	528	108	180	715	271	200	685	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	638	207	223	528	108	180	715	271	200	685	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	638	207	223	528	108	180	715	271	200	685	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	223	638	207	223	528	108	180	715	271	200	685	223
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.51	0.49
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	2867	933
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.11	0.12	0.14	0.06	0.10	0.19	0.14	0.11	0.24	0.24
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.25	0.25	0.18	0.23	0.23	0.15	0.32	0.32	0.19	0.35	0.35
Volume/Cap:	0.61	0.68	0.44	0.68	0.61	0.25	0.68	0.60	0.45	0.60	0.68	0.68
Delay/Veh:	46.4	42.7	38.7	51.2	42.8	38.2	55.1	35.5	33.3	47.6	34.3	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	42.7	38.7	51.2	42.8	38.2	55.1	35.5	33.3	47.6	34.3	34.3
HCM2kAvg:	8	12	7	9	9	3	7	11	8	7	15	15

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City of San Bernardino
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #66 E Street @ 2nd Street

Cycle (sec):	110	Critical Vol./Cap. (X):	0.851
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	41.2
Optimal Cycle:	81	Level Of Service:	D

Street Name:	E Street									2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Ovl			Include			Include					
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10			
Lanes:	1	0 1	0 1	1	0 2	0 1	1	0 1	1 0	1	0 2	1 0			
Volume Module: 2030 OLD GP PM															
Base Vol:	243	631	225	80	604	304	288	1213	145	99	1096	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:	243	631	225	80	604	304	288	1213	145	99	1096	40			
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:	243	631	225	80	604	304	288	1213	145	99	1096	40			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	243	631	225	80	604	304	288	1213	145	99	1096	40			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	243	631	225	80	604	304	288	1213	145	99	1096	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.:	243	631	225	80	604	304	288	1213	145	99	1096	40			
Saturation Flow Module:															
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.79	0.21	1.00	2.89	0.11			
Final Sat.:	1800	1900	1900	1800	3800	1900	1800	3394	406	1800	5499	201			
Capacity Analysis Module:															
Vol/Sat:	0.14	0.33	0.12	0.04	0.16	0.16	0.16	0.36	0.36	0.06	0.20	0.20			
Crit Moves:		****		****				****		****					
Green/Cycle:	0.21	0.36	0.36	0.09	0.24	0.46	0.21	0.39	0.39	0.09	0.26	0.26			
Volume/Cap:	0.65	0.92	0.33	0.49	0.65	0.35	0.75	0.92	0.92	0.61	0.75	0.75			
Delay/Veh:	44.2	52.3	25.9	49.9	39.1	19.6	48.8	42.4	42.4	54.4	39.3	39.3			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	44.2	52.3	25.9	49.9	39.1	19.6	48.8	42.4	42.4	54.4	39.3	39.3			
HCM2kAvg:	9	25	5	3	10	7	11	26	27	4	13	13			

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Level Of Service Computation Report
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Intersection #67 State Street @ Baseline Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.557
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: 36 Level Of Service: B

Street Name:	State Street						Baseline Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0 1	1 0	1	0 2	0 0
Volume Module: 2030 OLD GP PM												
Base Vol:	289	0	420	0	0	0	0	585	265	251	788	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	0	420	0	0	0	0	585	265	251	788	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	289	0	420	0	0	0	0	585	265	251	788	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	289	0	420	0	0	0	0	585	265	251	788	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	0	420	0	0	0	0	585	265	251	788	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.:	289	0	420	0	0	0	0	585	265	251	788	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.38	0.62	1.00	2.00	0.00
Final Sat.:	1800	0	1900	0	0	0	0	2615	1185	1800	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.22	0.00	0.00	0.00	0.00	0.22	0.22	0.14	0.21	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.29	0.00	0.54	0.00	0.00	0.00	0.00	0.40	0.40	0.25	0.65	0.00
Volume/Cap:	0.56	0.00	0.41	0.00	0.00	0.00	0.00	0.56	0.56	0.56	0.32	0.00
Delay/Veh:	31.5	0.0	13.9	0.0	0.0	0.0	0.0	23.5	23.5	34.2	7.7	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:	31.5	0.0	13.9	0.0	0.0	0.0	0.0	23.5	23.5	34.2	7.7	0.0
HCM2kAvg:	8	0	8	0	0	0	0	10	10	7	5	0

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Intersection #68 Kendall Drive @ 40th Street

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Cycle (sec):	120	Critical Vol./Cap. (X):	0.550
Loss Time (sec):	8 (Y+R = 3 sec)	Average Delay (sec/veh):	16.2
Optimal Cycle:	38	Level Of Service:	B

****

Street Name:	Kendall Drive						40th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: 2030 OLD GP PM												
Base Vol:	0	483	9	673	500	0	0	0	0	18	0	545
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	483	9	673	500	0	0	0	0	18	0	545
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	483	9	673	500	0	0	0	0	18	0	545
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	483	9	673	500	0	0	0	0	18	0	545
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	483	9	673	500	0	0	0	0	18	0	545
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	483	9	673	500	0	0	0	0	18	0	545
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00
Final Sat.:	1800	3730	70	1800	3800	1900	1800	3800	0	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.37	0.13	0.00	0.00	0.00	0.00	0.01	0.00	0.29
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.22	0.22	0.63	0.85	0.00	0.00	0.00	0.00	0.08	0.00	0.71
Volume/Cap:	0.00	0.59	0.59	0.59	0.15	0.00	0.00	0.00	0.00	0.12	0.00	0.40
Delay/Veh:	0.0	43.2	43.2	13.9	1.6	0.0	0.0	0.0	0.0	51.3	0.0	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	43.2	43.2	13.9	1.6	0.0	0.0	0.0	0.0	51.3	0.0	7.0
HCM2kAvg:	0	9	8	15	2	0	0	0	0	1	0	8

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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #69 Mount Vernon Avenue @ Baseline Street

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: 36 Level Of Service: C

****

Street Name:	Mount Vernon Avenue						Baseline Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module: 2030 OLD GP PM												
Base Vol:	218	789	130	178	554	129	102	769	154	111	751	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:	218	789	130	178	554	129	102	769	154	111	751	105
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:	218	789	130	178	554	129	102	769	154	111	751	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	789	130	178	554	129	102	769	154	111	751	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	789	130	178	554	129	102	769	154	111	751	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	218	789	130	178	554	129	102	769	154	111	751	105
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.72	0.28	1.00	1.62	0.38	1.00	1.67	0.33	1.00	1.75	0.25
Final Sat.:	1800	3262	538	1800	3082	718	1800	3166	634	1800	3334	466
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.24	0.10	0.18	0.18	0.06	0.24	0.24	0.06	0.23	0.23
Crit Moves:		****						****		****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.10	0.42	0.42	0.11	0.42	0.42
Volume/Cap:	0.29	0.58	0.58	0.24	0.43	0.43	0.57	0.58	0.58	0.58	0.53	0.53
Delay/Veh:	19.6	23.0	23.0	19.1	21.0	21.0	47.1	22.9	22.9	47.1	21.8	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	23.0	23.0	19.1	21.0	21.0	47.1	22.9	22.9	47.1	21.8	21.8
HCM2kAvg:	4	11	11	4	8	7	4	11	11	4	10	10

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Intersection #70 Waterman Avenue @ Mill Street

Cycle (sec): 120 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 41.1
Optimal Cycle: 55 Level Of Service: D

Street Name:	Waterman Avenue						Mill Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 OLD GP PM												
Base Vol:	160	1119	218	221	779	275	249	743	116	246	633	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1119	218	221	779	275	249	743	116	246	633	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	1119	218	221	779	275	249	743	116	246	633	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	1119	218	221	779	275	249	743	116	246	633	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1119	218	221	779	275	249	743	116	246	633	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	160	1119	218	221	779	275	249	743	116	246	633	152
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.51	0.49	1.00	2.22	0.78	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	4771	929	1800	4213	1487	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.23	0.12	0.18	0.18	0.14	0.20	0.06	0.14	0.17	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.32	0.32	0.17	0.33	0.33	0.20	0.26	0.26	0.18	0.25	0.25
Volume/Cap:	0.57	0.74	0.74	0.74	0.57	0.57	0.68	0.74	0.23	0.74	0.68	0.33
Delay/Veh:	49.5	38.2	38.2	56.9	33.8	33.8	49.2	43.3	34.8	54.6	43.0	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	38.2	38.2	56.9	33.8	33.8	49.2	43.3	34.8	54.6	43.0	37.5
HCM2kAvg:	6	16	16	9	11	11	10	14	3	10	11	5

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Intersection #71 E Street @ 30th Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.726
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	13.7
Optimal Cycle:	38	Level Of Service:	B

Street Name:	E Street						30th Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module: 2030 OLD GP PM												
Base Vol:	62	1682	432	438	558	225	78	268	12	62	411	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1682	432	438	558	225	78	268	12	62	411	267
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1682	432	438	558	225	78	268	12	62	411	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1682	432	438	558	225	78	268	12	62	411	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1682	432	438	558	225	78	268	12	62	411	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	62	1682	432	438	558	225	78	268	12	62	411	267
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.43	0.57	1.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	1800	3023	777	1800	2708	1092	1800	3637	163	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.56	0.56	0.24	0.21	0.21	0.04	0.07	0.07	0.03	0.11	0.14
Crit Moves:		****										****
Green/Cycle:	0.77	0.77	0.77	0.77	0.77	0.77	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.04	0.73	0.73	0.32	0.27	0.27	0.22	0.38	0.38	0.18	0.56	0.73
Delay/Veh:	2.8	7.1	7.1	3.7	3.5	3.5	34.3	35.4	35.4	33.9	37.4	44.9
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:	2.8	7.1	7.1	3.7	3.5	3.5	34.3	35.4	35.4	33.9	37.4	44.9
HCM2kAvg:	0	18	18	4	4	4	2	4	4	2	6	9

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Intersection #73 Victoria Avenue @ Highland Avenue

Cycle (sec):	120	Critical Vol./Cap. (X):	0.543
Loss Time (sec):	8 (Y+R = 4 sec)	Average Delay (sec/veh):	31.0
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Victoria Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module: 2030 OLD GP PM												
Base Vol:	232	76	95	75	49	104	140	902	163	78	664	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	76	95	75	49	104	140	902	163	78	664	62
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:	232	76	95	75	49	104	140	902	163	78	664	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	76	95	75	49	104	140	902	163	78	664	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	76	95	75	49	104	140	902	163	78	664	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	232	76	95	75	49	104	140	902	163	78	664	62
Saturation Flow Module:												
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.69	0.31	1.00	2.00	1.00
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	3218	582	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.04	0.05	0.04	0.03	0.05	0.08	0.28	0.28	0.04	0.17	0.03
Crit Moves:	****					****		****		****		
Green/Cycle:	0.24	0.17	0.17	0.17	0.10	0.10	0.08	0.51	0.51	0.08	0.51	0.51
Volume/Cap:	0.55	0.24	0.30	0.25	0.26	0.55	0.93	0.55	0.55	0.52	0.34	0.06
Delay/Veh:	41.7	43.6	44.2	43.7	50.6	54.7	108.4	20.1	20.1	55.9	17.3	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:	41.7	43.6	44.2	43.7	50.6	54.7	108.4	20.1	20.1	55.9	17.3	14.7
HCM2kAvg:	8	3	3	2	2	4	8	13	13	3	7	1

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Intersection #74 Palm Avenue @ Highland Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 8 (Y+R = 3 sec) Average Delay (sec/veh): 35.8
Optimal Cycle: 48 Level Of Service: D

Street Name:	Palm Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: 2030 OLD GP PM												
Base Vol:	288	355	263	69	255	126	132	467	323	132	226	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	355	263	69	255	126	132	467	323	132	226	54
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:	288	355	263	69	255	126	132	467	323	132	226	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	355	263	69	255	126	132	467	323	132	226	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	355	263	69	255	126	132	467	323	132	226	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	288	355	263	69	255	126	132	467	323	132	226	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	0.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	1900	1900	1800	1272	628	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.14	0.04	0.20	0.20	0.07	0.12	0.17	0.07	0.06	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.42	0.42	0.08	0.35	0.35	0.21	0.30	0.30	0.13	0.21	0.21
Volume/Cap:	0.57	0.44	0.33	0.46	0.57	0.57	0.34	0.41	0.57	0.57	0.28	0.13
Delay/Veh:	48.9	25.2	23.6	54.7	32.4	32.4	40.4	33.7	36.7	52.3	39.5	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	25.2	23.6	54.7	32.4	32.4	40.4	33.7	36.7	52.3	39.5	38.2
HCM2kAvg:	6	9	6	3	12	12	4	7	10	5	4	2

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Intersection #75 SR-30 EB Ramps @ Highland Avenue

Cycle (sec): 110 Critical Vol./Cap. (X): 0.631
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: 30 Level Of Service: C

Street Name:	SR-30 EB Ramps						Highland Avenue					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Lanes:	0 0	0	0 0	2	0 0	0 2	0 0	2	0 0	0 0	2	0 0
Volume Module: 2030 OLD GP PM												
Base Vol:	0	0	0	1372	0	259	0	548	0	0	777	0
Growth Adj:	1.00	1.00	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	1372	0	259	0	548	0	0	777	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1372	0	259	0	548	0	0	777	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1372	0	259	0	548	0	0	777	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1372	0	259	0	548	0	0	777	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	1372	0	259	0	548	0	0	777	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	3400	0	3800	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.40	0.00	0.07	0.00	0.14	0.00	0.00	0.20	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.64	0.00	0.64	0.00	0.32	0.00	0.00	0.32	0.00
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.11	0.00	0.45	0.00	0.00	0.63	0.00
Delay/Veh:	0.0	0.0	0.0	12.6	0.0	7.7	0.0	29.6	0.0	0.0	32.7	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:	0.0	0.0	0.0	12.6	0.0	7.7	0.0	29.6	0.0	0.0	32.7	0.0
HCM2kAvg:	0	0	0	14	0	2	0	7	0	0	12	0

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Intersection #76 SR-30 WB Ramps @ Highland Avenue

****

Cycle (sec): 110 Critical Vol./Cap. (X): 0.411
Loss Time (sec): 6 (Y+R = 3 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 26 Level Of Service: B

****

Street Name:	SR-30 WB Ramps						Highland Avenue					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	0	10	10	10	0	0	10	10
Lanes:	2 0	0 1	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module: 2030 OLD GP PM												
Base Vol:	187	0	209	0	0	0	0	1059	0	0	591	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	0	209	0	0	0	0	1059	0	0	591	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	0	209	0	0	0	0	1059	0	0	591	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	0	209	0	0	0	0	1059	0	0	591	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	0	209	0	0	0	0	1059	0	0	591	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.:	187	0	209	0	0	0	0	1059	0	0	591	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3400	0	1900	1800	0	1900	1800	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.11	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.16	0.00
Crit Moves:			****					****				
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.68	0.00	0.00	0.68	0.00
Volume/Cap:	0.21	0.00	0.41	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.23	0.00
Delay/Veh:	31.3	0.0	33.7	0.0	0.0	0.0	0.0	8.0	0.0	0.0	6.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	0.0	33.7	0.0	0.0	0.0	0.0	8.0	0.0	0.0	6.8	0.0
HCM2kAvg:	2	0	6	0	0	0	0	8	0	0	4	0

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Intersection #77 Arden Avenue @ Highland Avenue

Cycle (sec):	120	Critical Vol./Cap. (X):	0.719
Loss Time (sec):	10 (Y+R = 3 sec)	Average Delay (sec/veh):	36.1
Optimal Cycle:	59	Level Of Service:	D

Street Name:	Arden Avenue						Highland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	2	0 1	1 0	2	1 0
Volume Module: 2030 OLD GP PM												
Base Vol:	130	198	233	115	238	55	85	896	329	426	594	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	198	233	115	238	55	85	896	329	426	594	241
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:	130	198	233	115	238	55	85	896	329	426	594	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	198	233	115	238	55	85	896	329	426	594	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	198	233	115	238	55	85	896	329	426	594	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	130	198	233	115	238	55	85	896	329	426	594	241
Saturation Flow Module:												
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	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.62	0.38	2.00	2.00	1.00	1.00	2.13	0.87
Final Sat.:	1800	1900	1900	1800	3087	713	3400	3800	1900	1800	4055	1645
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.12	0.06	0.08	0.08	0.03	0.24	0.17	0.24	0.15	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.13	0.17	0.17	0.09	0.13	0.13	0.08	0.33	0.33	0.33	0.57	0.57
Volume/Cap:	0.56	0.61	0.72	0.72	0.59	0.59	0.30	0.72	0.53	0.72	0.26	0.26
Delay/Veh:	51.9	47.7	51.3	67.8	51.2	51.2	52.3	37.5	33.6	39.6	12.8	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	47.7	51.3	67.8	51.2	51.2	52.3	37.5	33.6	39.6	12.8	12.8
HCM2kAvg:	5	8	9	6	6	6	2	15	10	15	5	5

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

****

Intersection #78 Arden Avenue @ SR-30 WB Ramps

****

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

****

Street Name:	Arden Avenue						SR-30 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 2 0 0			0 0 1 1 1		
Volume Module: 2030 OLD GP PM												
Base Vol:	0	0	0	0	0	0	0	1244	0	0	778	1422
Growth Adj:	1.00	1.00	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	1244	0	0	778	1422
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1244	0	0	778	1422
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1244	0	0	778	1422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	1244	0	0	778	1422
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Intersection #79 Arden Avenue @ SR-30 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.514
Loss Time (sec):	4 (Y+R = 3 sec)	Average Delay (sec/veh):	17.7
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Arden Avenue						SR-30 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	10	10	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1	0 2	0 0	0	0 0	0 0	0	0 0	0 0
Volume Module: 2030 OLD GP PM												
Base Vol:	0	782	180	433	614	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	782	180	433	614	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	782	180	433	614	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	782	180	433	614	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	782	180	433	614	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	782	180	433	614	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.63	0.37	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3089	711	1800	3800	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.24	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****								
Green/Cycle:	0.00	0.49	0.49	0.47	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.51	0.51	0.51	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	17.5	17.5	19.2	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.5	17.5	19.2	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	0	10	10	9	6	0	0	0	0	0	0	0

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

Intersection #80 I Street @ 2nd Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.380
Loss Time (sec): 4 (Y+R = 3 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 24 Level Of Service: A

Street Name:	I Street						2nd Street					
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		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	1 0	1	0 1	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: 2030 OLD GP PM												
Base Vol:	34	82	24	136	51	130	123	630	4	4	999	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	82	24	136	51	130	123	630	4	4	999	114
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:	34	82	24	136	51	130	123	630	4	4	999	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	82	24	136	51	130	123	630	4	4	999	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	82	24	136	51	130	123	630	4	4	999	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	34	82	24	136	51	130	123	630	4	4	999	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.59	1.41	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.80	0.20
Final Sat.:	1114	2686	1900	1900	1900	1900	1800	3800	1900	1800	3411	389
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.07	0.03	0.07	0.07	0.17	0.00	0.00	0.29	0.29
Crit Moves:				****							****	
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	0.16	0.16	0.07	0.38	0.14	0.36	0.09	0.21	0.00	0.00	0.38	0.38
Delay/Veh:	34.1	34.1	33.4	36.0	33.9	36.0	2.8	3.2	2.6	2.6	3.8	3.8
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:	34.1	34.1	33.4	36.0	33.9	36.0	2.8	3.2	2.6	2.6	3.8	3.8
HCM2kAvg:	2	2	1	4	1	4	1	3	0	0	6	6

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