DOCKETED	
Docket Number:	08-AFC-08A
Project Title:	Hydrogen Energy Center Application for Certification Amendment
TN #:	233603-13
Document Title:	Continuation of Amended AFC Volume III - HECA 13
Description:	*** These documents supersedes TN 65049 which was just the cover letter due to the fact the Amended AFC was too large to docket at the time. *** - Document was on proceeding webpage and is now moved over to the docket log.
Filer:	Raquel Rodriguez
Organization:	California Energy Commission
Submitter Role:	Commission Staff
Submission Date:	6/22/2020 12:59:32 PM
Docketed Date:	6/22/2020

Costs:

Estimated Cost for Standard Facilities Design at Prevailing Service Delivery Pressure – 12-inch pipeline option	Costs +/- 50%
Tap Line 300	$70,000
Install 50 feet of 12-inch steel pipeline	$18,000
Install 8-inch ultrasonic meter	$750,000
Sub Total:	$838,000
Income Tax Contribution to Construction (ITCC @ 35%):	$293,000
Total:	**$1,131,000**

Plus

Estimated Cost for Special Facilities Design at Elevated Service Delivery Pressure – 12-inch pipeline option	Costs +/- 50%
Incremental costs for 10.2 miles of 12-inch steel pipeline	$19,205,000
Income Tax Contribution to Construction (ITCC @ 35%):	$6,722,000
Cost of Service, Customer Financed One Time Payment Option	$15,084,000
Total Costs for Special Facilities:	**$41,011,000**

Or Plus

Estimated Cost for Special Facilities Design at Elevated Service Delivery Pressure – 16-inch pipeline option	Costs +/- 50%
Incremental costs for 10.2 miles of 16-inch steel pipeline	$28,834,000
Income Tax Contribution to Construction (ITCC @ 35%):	$10,092,000
Cost of Service, Customer Financed One Time Payment Option	$22,646,000
Total Costs for Special Facilities:	**$61,572,000**

Next Steps:

At such time as Applicant desires to formally apply for gas service, Applicant should submit to PG&E a request for Formal Application for Gas Service, which would include the following:

- A cover letter requesting PG&E proceed with the gas service connection under a Formal Application for Gas Service;
- An updated Application for Gas Service;
- Selection of Standard or Special Facilities design;
- A site map of the meter set location;
- The estimated annual gas usage of the proposed Facility; and
- A cash advance of $50,000 to continue engineering.

The cash advance is to proceed with the engineering required to develop the project to a point where PG&E can proceed with construction, and may not include ordering long lead-time material. The final costs and work schedule for this phase will be determined as PG&E proceeds with detailed engineering and land work.

The cash advance should be made out to Pacific Gas and Electric at:

Pacific Gas and Electric Company
Attn: Roger Graham
245 Market Street, Room 1554
San Francisco, CA 94105-1702

If you have any questions about this information, please call Mike O'Brien at 415-304-6503.

Sincerely,

Roger Graham
Manager, Product Management

Appendix Q

Communications Plan

1.0 COMMUNICATIONS PLAN

Hydrogen Energy California LLC (HECA LLC) is undertaking a broad based public information and community outreach and communications program to inform and educate key members of the public, as well as project-related stakeholders, on the details and merits of the HECA Project, including its impacts and benefits. Focus will be placed upon constituencies, including environmental justice communities, in the broader Kern County area, as well as key energy and environmental policy stakeholders and decision-makers.

The public information and community outreach and communication program will ensure that all affected "publics" are well-informed about the Project and the issues related to the Project, including: i) using hydrogen for power generation (i.e., Integrated Gasification Combined Cycle [IGCC]); ii) using hydrogen for urea production for nitrogen-based products; and iii) capturing carbon dioxide and storing it underground (i.e., carbon capture and storage [CCS]) within an Enhanced Oil Recovery (EOR) operation. HECA LLC will work with relevant agencies to ensure coordination of communication and public information efforts required by respective agencies.

As a key component of HECA LLC public outreach, minority and low-income populations have been provided a variety of opportunities to comment on the Project. In September of 2009, an Informational Hearing and Site Visit for HECA was conducted at the Elk Hills Elementary School in Tupman. In April 2010, CEC Staff also conducted a publicly noticed Data Response and Issues Resolution Workshop in Tupman and discussed the topics of air quality, cultural resources, biological resources, public health, hazardous materials, waste, and soil and water resources. Information was provided at these meetings in both English and Spanish, and a Spanish interpreter was present. The 2009 HECA Revised AFC was distributed to libraries in Taft, Tehachapi, Bakersfield, Buttonwillow and Wasco. HECA representatives have also met with the Wasco City Manager, to provide information and obtain input on the Project, and further meetings are planned to be held in Wasco in 2012.

On February 1, 2011, HECA LLC opened an Information Center at 189 East Front Street, in Buttonwillow. The Information Center is staffed during weekdays, and can also be visited by appointment to accommodate individuals with work schedules that conflict with the Center's hours. The Center is staffed by representatives who speak both English and Spanish, and provides both English and Spanish-language materials about the Project. In addition, the Project website offers Spanish language materials for download.

HECA LLC has also been interacting with residents and community leaders in the course of funding several programs and initiatives to enhance the quality of life in western Kern County, particularly in identified environmental justice communities. HECA LLC is committed to providing continued outreach to the interested public, and providing opportunities for environmental justice populations to obtain information and provide input into the decision-making process. During continuing public outreach efforts, HECA LLC will develop and implement a public outreach strategy for the environmental justice communities, including the Wasco area, and continue to provide Spanish language materials and use Spanish interpreters at public outreach events.

1.1 Overview

HECA will initiate a three-tiered approach to its public information, outreach and communications program.

- The first level, or tier, will be direct community outreach and communications with the local public and affected constituencies in the Kern County area..

- The second tier will be a broad communications effort focused on the policy issues surrounding the elements of the Project, specifically, integrated gasification and combined cycle (IGCC) power generation and carbon capture and sequestration (CCS).

- The third tier will be focused on the formal public review and permitting processes to ensure complete and expeditious review of the Project.

1.2 TIER 1: Community Outreach and Communications

The HECA LLC outreach and communications effort will focus on the geographic and geophysical logic related to potential sites for an IGCC hydrogen power plant with carbon capture and storage to benefit the region's EOR operations.

1.2.1 Outreach Activities

- develop key messages and communications materials relative to the modified Project, and related issues

- identify and educate the public and stakeholder groups about the modified Project

- organize community and political education on the modified Project, to be accomplished through in-person briefings, small group meetings, organizational meetings, targeted direct mail and electronic (website and email) communications

- mobilize participation in the public process through attendance and testimony at hearings plus communicating with decision-makers, including letter writing, and emails

1.2.2 Communications Materials

While there is emerging awareness and knowledge on IGCC power plants, hydrogen energy and CCS, we recognize that there will be a need to communicate on these issues locally in the Kern County area among elected officials, opinion leaders and community members. New communications materials will be developed for the modified Project to be provided in English and Spanish, such as:

- Key Message document that frames primary and secondary messages for presentations/ discussion
- Project Fact Sheet
- Issue Fact Sheets (Gasification, Carbon Capture, Hydrogen, Sequestration, Safety)

- Informational brochure
- Newsletter
- Website
- Events and forums for speaking and exhibiting
- Letters
- Radio and TV interviews and spots
- Press releases/press conferences
- Conference exhibits
- Telephone Information Line

1.3 TIER 2: CCS Education and Communications Program

While informed policy-oriented stakeholders have become engaged on the issue of carbon capture and sequestration (CCS) as a key greenhouse gas emission reduction measure necessary for climate change mitigation, overall understanding of CCS is limited within the general public. The way to store CO_2 underground and the safety in managing CO_2 storage is a subject that will require more detailed educational efforts. That is why HECA LLC has begun to implement an education and awareness program that demonstrates to lawmakers, regulators and the general public that CCS is safe and an important element to stabilize carbon emissions.

There is an abundance of material to present the facts about the technology. There is also no shortage of scientists and other credible spokespeople with expertise in this area. HECA LLC will bring these voices to the discussion of CCS in California, and create for them multiple and targeted opportunities to convey to stakeholders that CCS is safe and effective.

1.3.1 Communication Activities

In order to lay the foundation for a successful education campaign, the following tasks are in the process of being undertaken:

- Identifying key audiences
- Identifying and recruiting credible experts from academia and the environmental community to educate on CCS in meetings, presentations, conferences, media events, and other venues
- Developing working relationships with the environmental, academic and regulatory communities
- Developing relationships with key community leaders
- Creating communications materials for the education campaign
- Inventory existing materials and to make use as handouts (use existing CCS brochures, articles, etc.)
- Develop fact sheet, talking points, PowerPoint presentation and DVD, bibliography of materials, and one page document with excerpts from CCS articles

The California CCS education campaign will consist of several elements, all of which are geared to create opportunities for credible CCS experts to convey the message of safety, importance and effectiveness.

1.3.2 Engaging Environmental Organizations

Essential to the work above is working with environmental organizations as independent third-party spokespersons. These organizations will be encouraged to undertake independent CCS awareness and educational activities and programs with information useful in the CCS education campaign.

1.3.3 Role of Academic Institutions

Other experts from prestigious colleges and universities in the CCS education campaign are researchers from climate change programs. There are several such institutions including Stanford, MIT, Princeton, and Harvard, among others.

1.4 TIER 3: Formal Agency Review

The HECA permitting team will work with regulatory permitting staff to flesh out and resolve any permitting issues. Each subsection of Section 5 of the AFC Amendment identifies relevant agencies and permitting requirements pertaining to that environmental discipline.

Appendix R

Traffic

Appendix R-1

Existing Traffic Counts

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

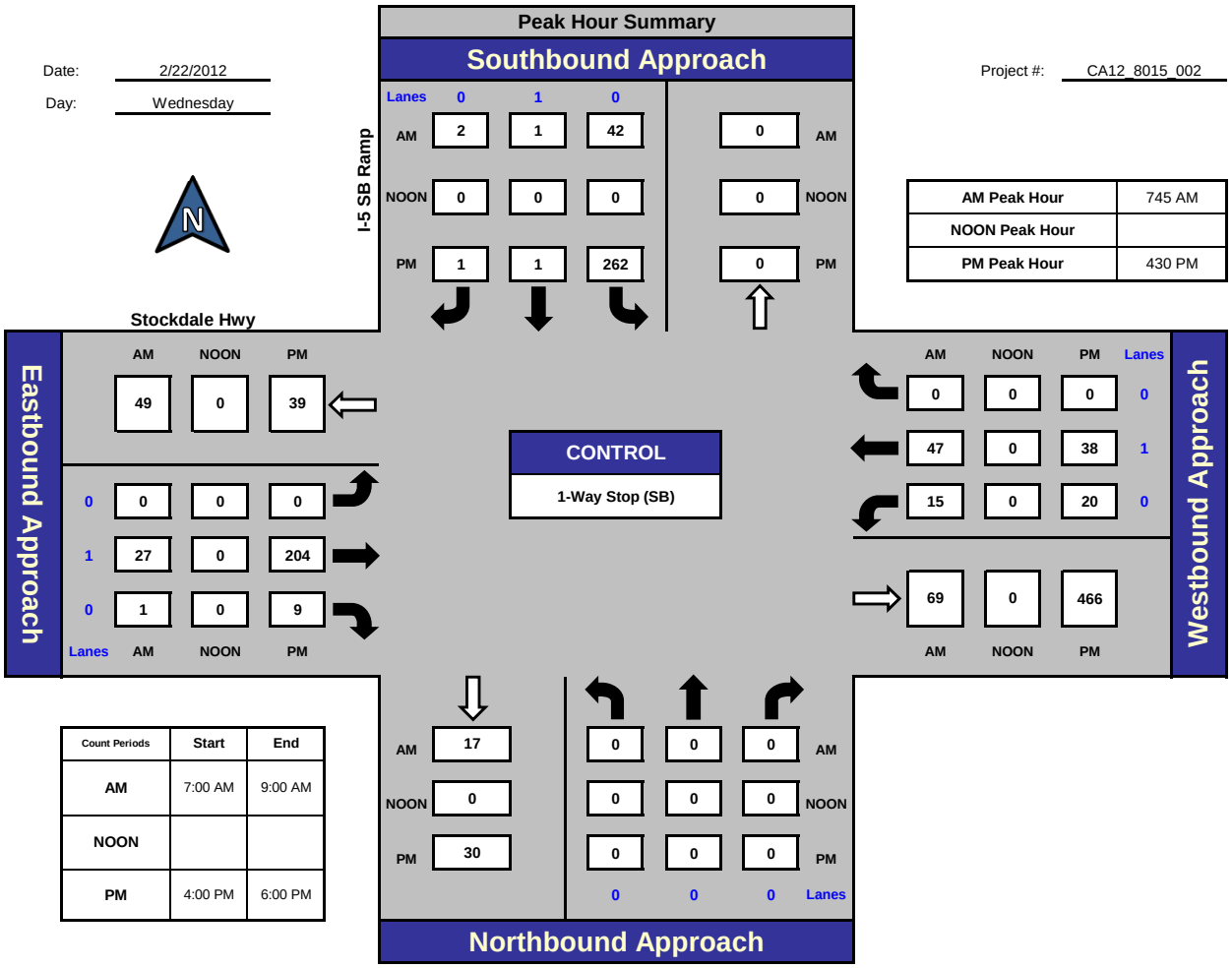
I-5 SB Ramp and Stockdale Hwy , City of Bakersfield

Date: 2/22/2012

Day: Wednesday

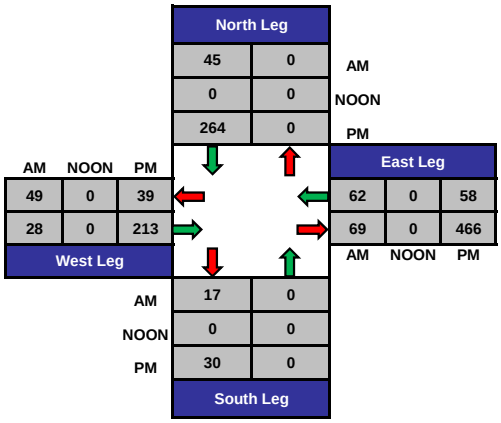
Project #: CA12_8015_002

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	430 PM

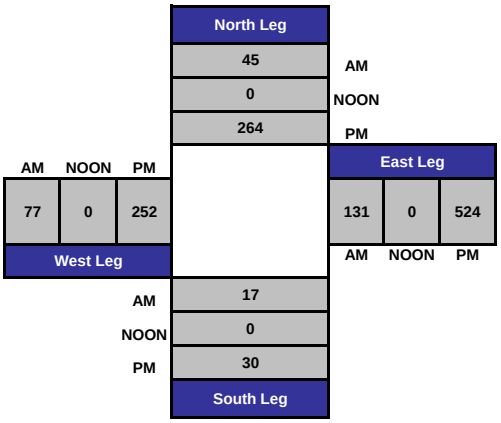


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

I-5 NB Ramp and Stockdale Hwy , City of Bakersfield

Date: 2/22/2012

Day: Wednesday

Project #: CA12_8015_001

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
0	155	AM
0	0	NOON
0	70	PM

West Leg			East Leg		
AM	NOON	PM			
61	0	58	211	0	122
65	0	469	89	0	497
			AM	NOON	PM

South Leg	
0	29 AM
0	0 NOON
0	34 PM

Total Volume Per Leg

North Leg	
155	AM
0	NOON
70	PM

West Leg			East Leg		
AM	NOON	PM			
126	0	527	300	0	619
			AM	NOON	PM

South Leg	
29	AM
0	NOON
34	PM

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

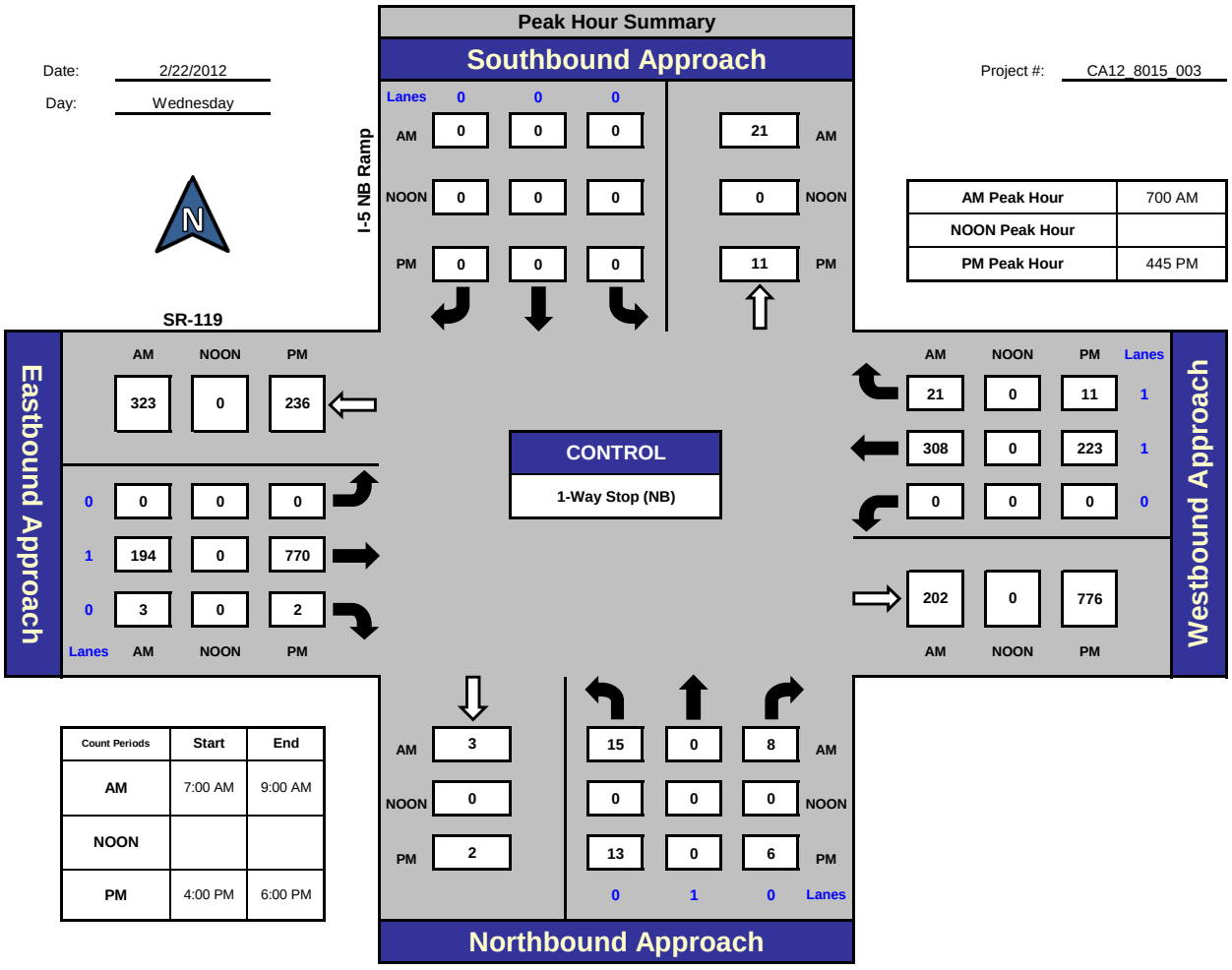
I-5 NB Ramp and SR-119 , City of Bakersfield

Date: 2/22/2012

Day: Wednesday

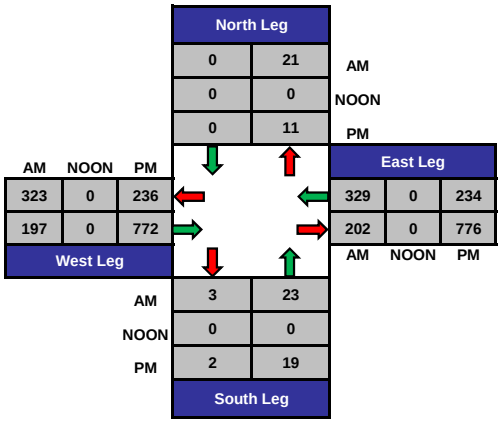
Project #: CA12_8015_003

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	445 PM

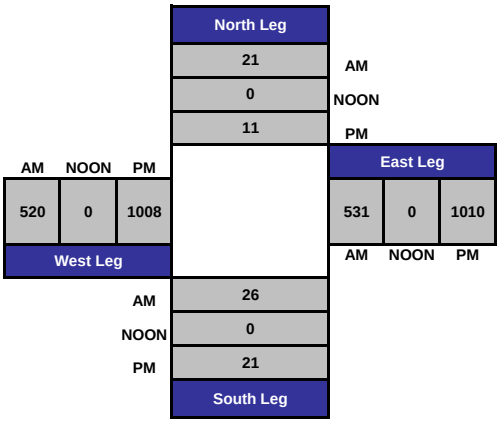


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

I-5 SB Ramp and SR-119 , City of Bakersfield

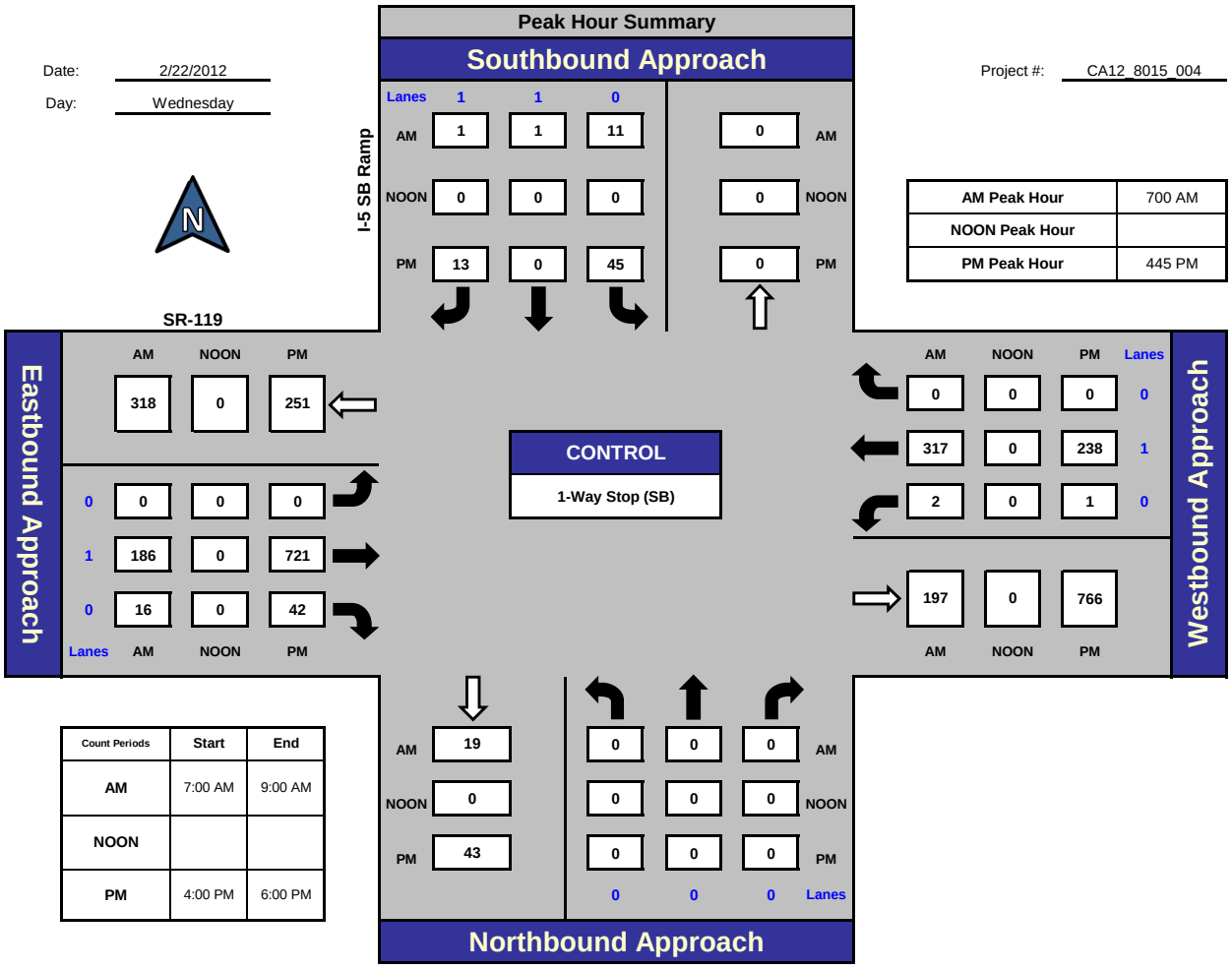
Date: 2/22/2012

Day: Wednesday

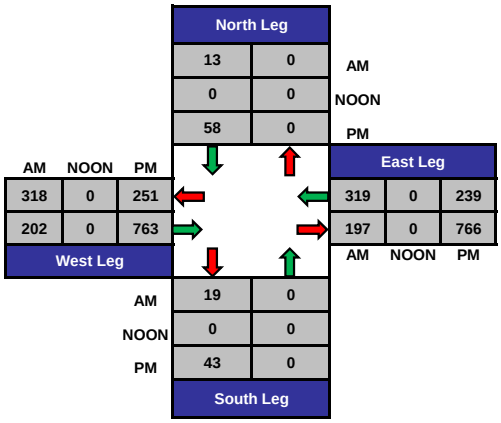
Project #: CA12_8015_004

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	445 PM

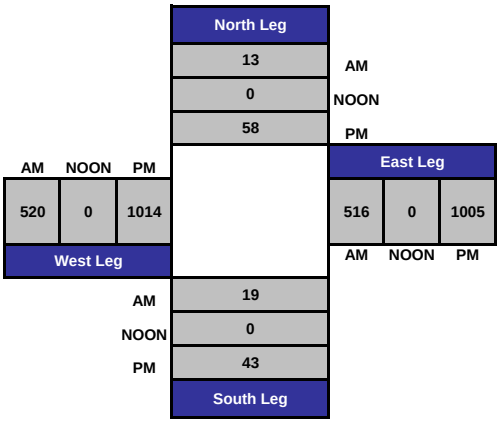
Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

SR-43 and SR-119 , City of Bakersfield

Date: 2/22/2012

Day: Wednesday

Project #: CA12_8015_005

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
AM	401	114	AM
NOON	0	0	NOON
PM	218	552	PM

West Leg			East Leg		
AM	NOON	PM			
686	0	413	310	0	226
278	0	1148	190	0	744
			AM	NOON	PM

	South Leg	
AM	62	63
NOON	0	0
PM	82	199

Total Volume Per Leg

	North Leg
AM	515
NOON	0
PM	770

West Leg			East Leg		
AM	NOON	PM			
964	0	1561	500	0	970
			AM	NOON	PM

	South Leg
AM	125
NOON	0
PM	281

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

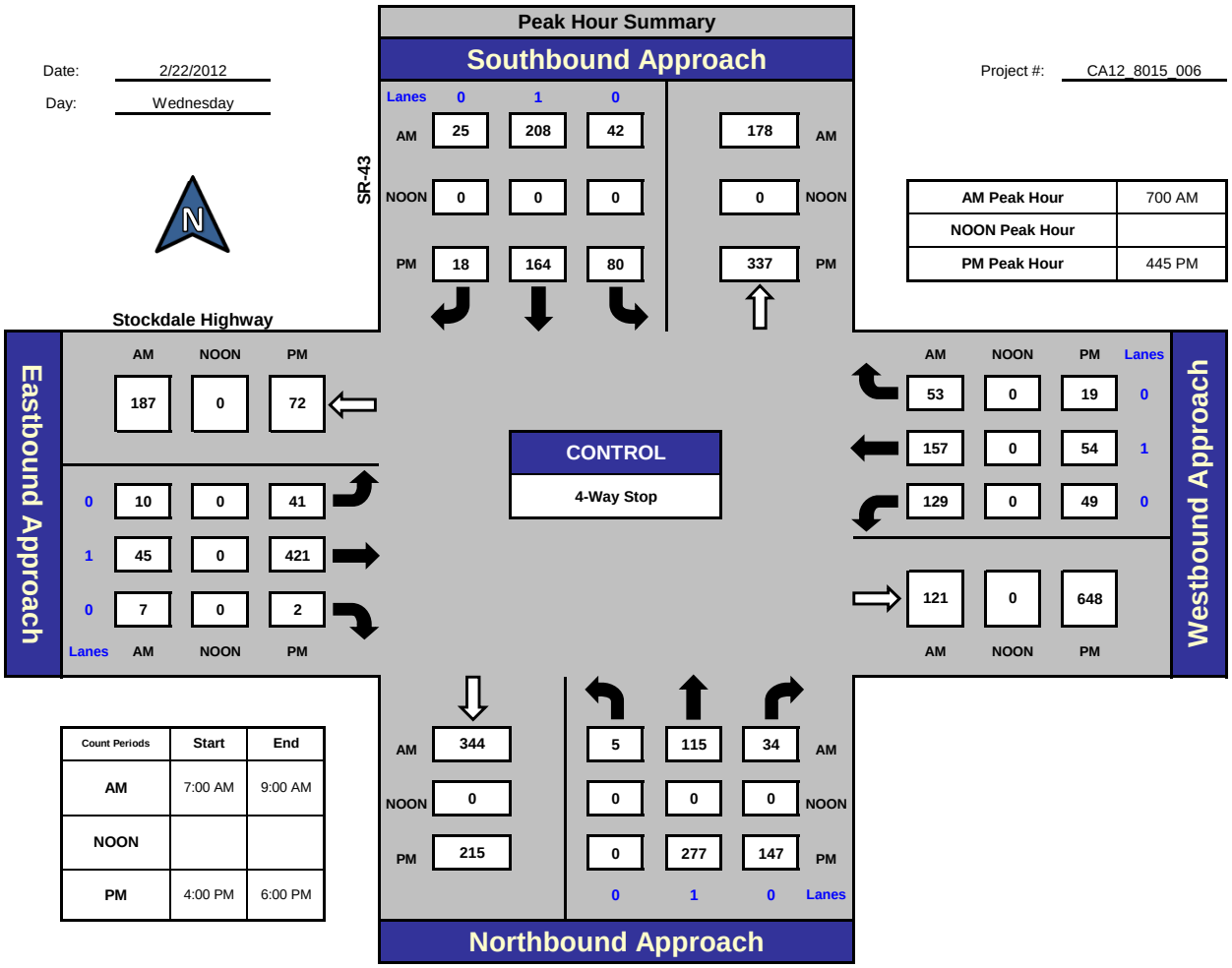
SR-43 and Stockdale Highway , City of Bakersfield

Date: 2/22/2012

Day: Wednesday

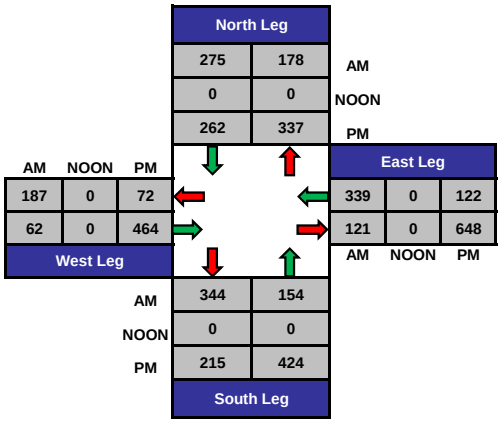
Project #: CA12_8015_006

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	445 PM

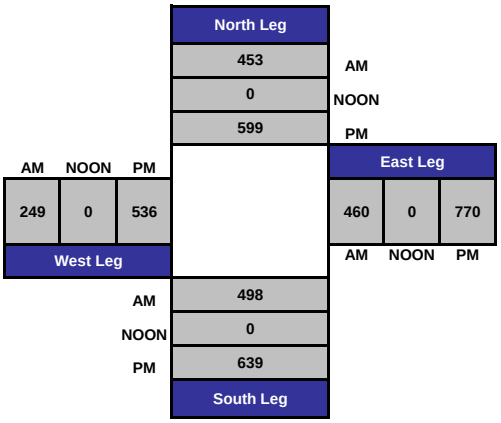


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

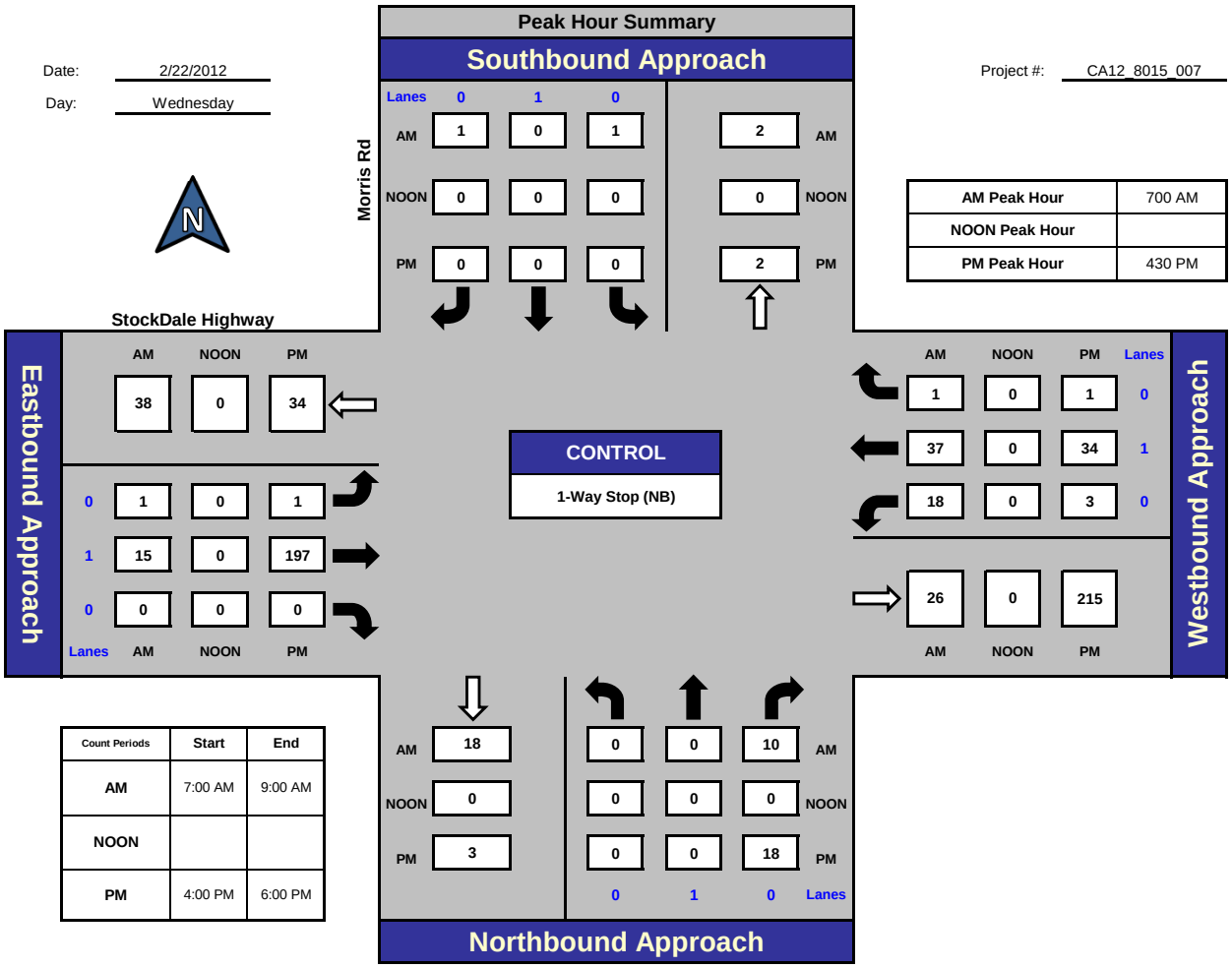
National Data & Surveying Services

Morris Rd and StockDale Highway , City of Buttonwillow

Date: 2/22/2012

Day: Wednesday

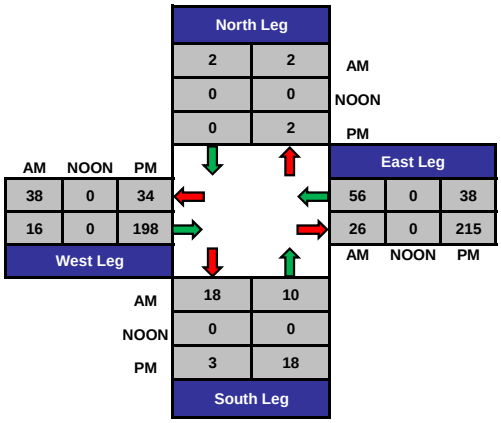
Project #: CA12_8015_007



AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



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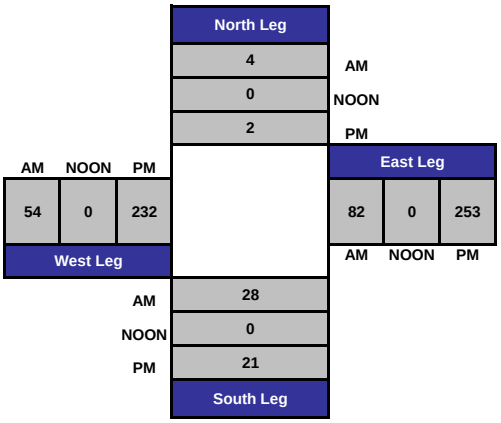


ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

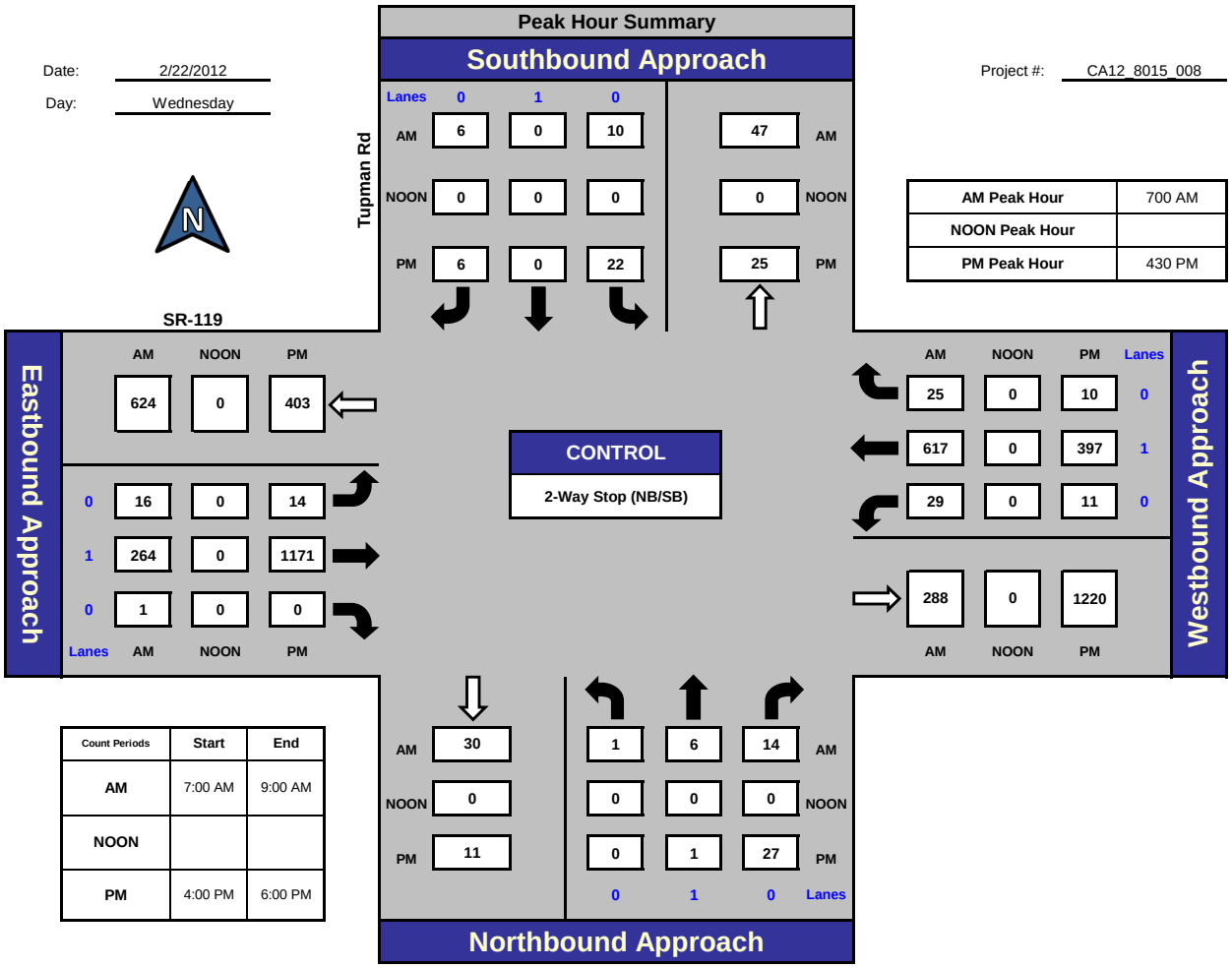
Tupman Rd and SR-119 , City of Taft

Date: 2/22/2012

Day: Wednesday

Project #: CA12_8015_008

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	430 PM



Count Periods	Start	End
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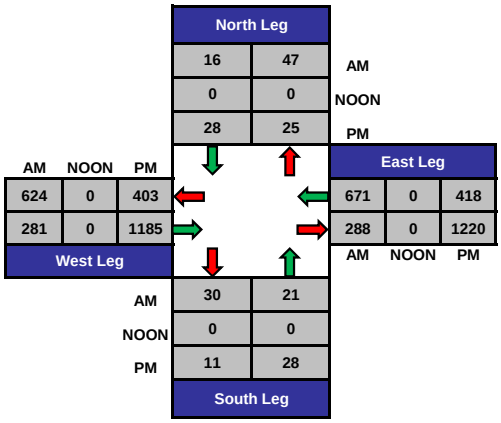
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



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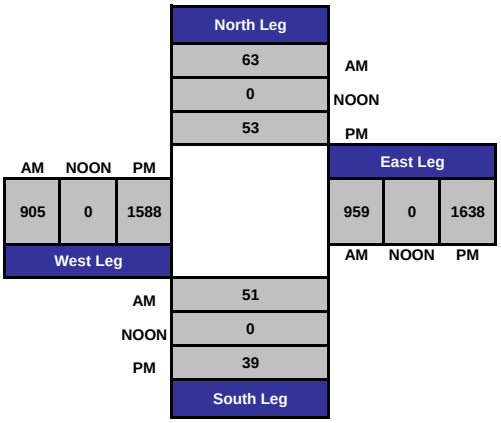


ITM Peak Hour Summary

Prepared by:

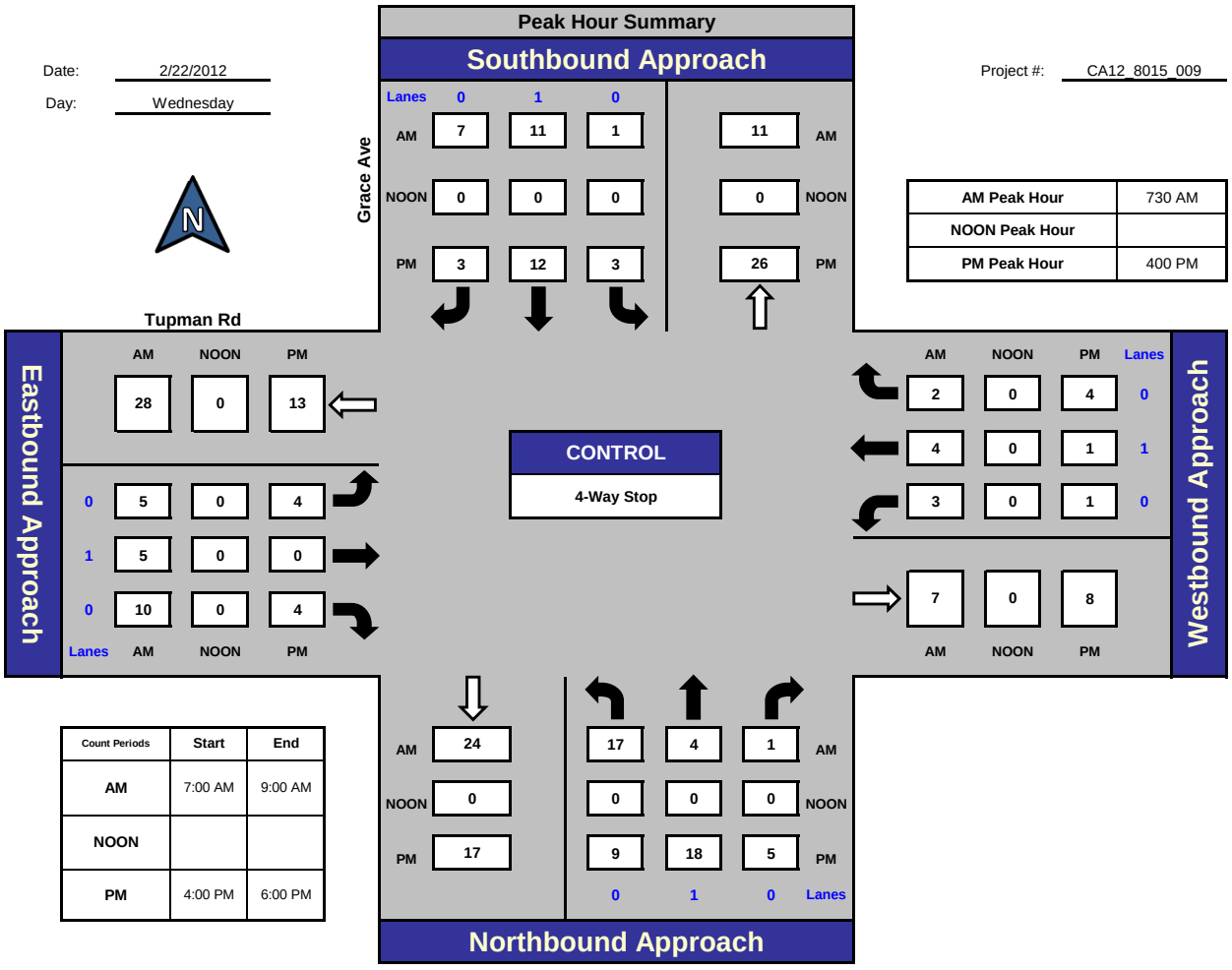
National Data & Surveying Services

Grace Ave and Tupman Rd , City of Tupman

Date: 2/22/2012

Day: Wednesday

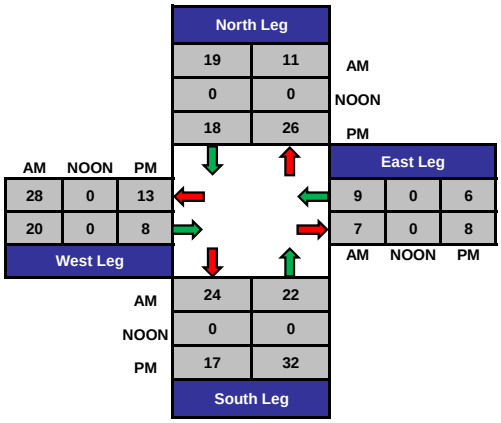
Project #: CA12_8015_009



AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



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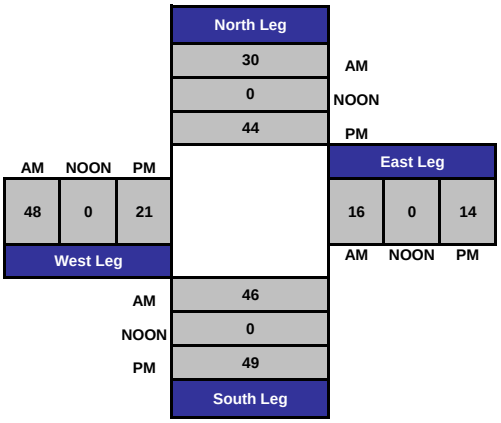


ITM Peak Hour Summary

Prepared by:

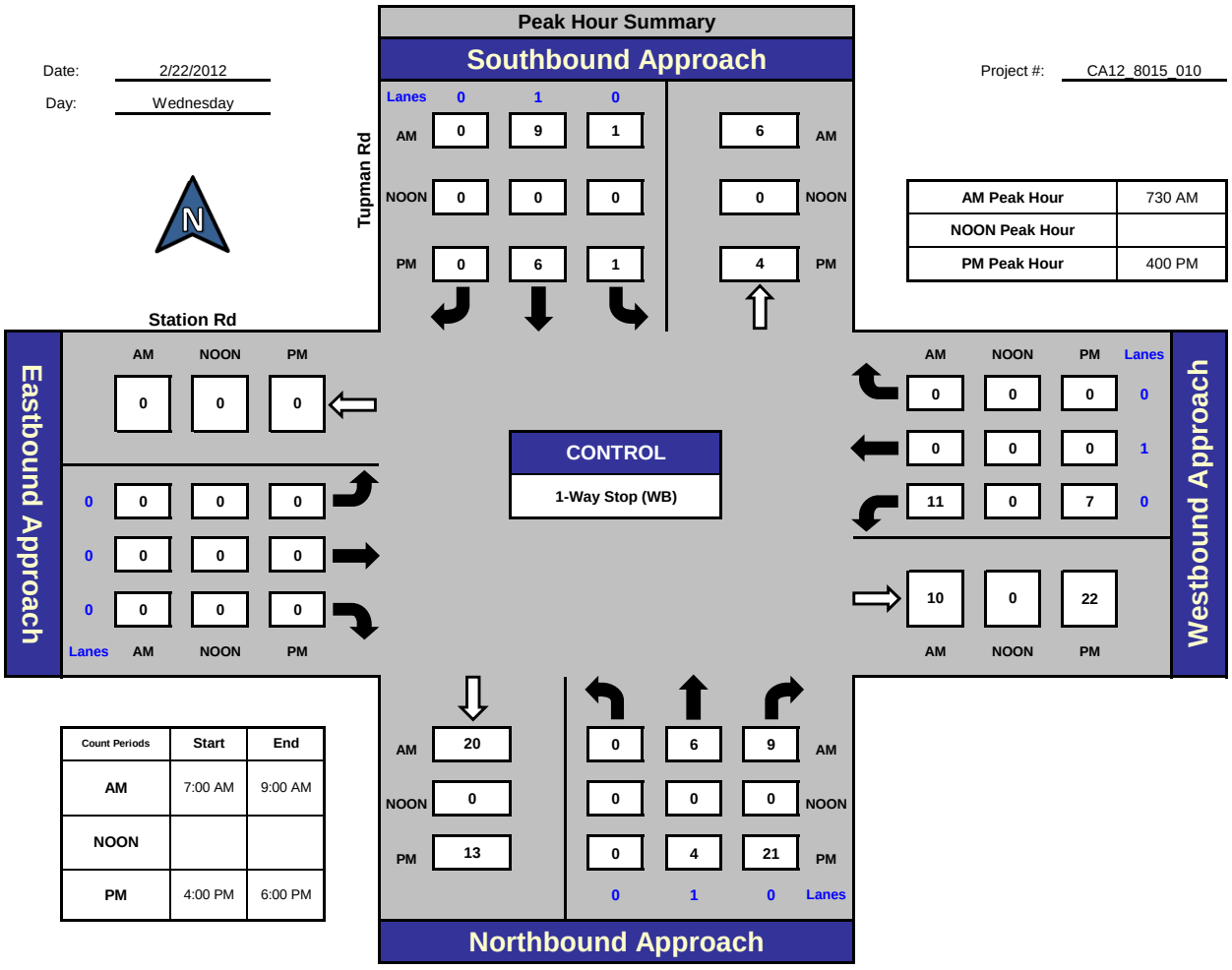
National Data & Surveying Services

Tupman Rd and Station Rd , City of Buttonwillow

Date: 2/22/2012

Day: Wednesday

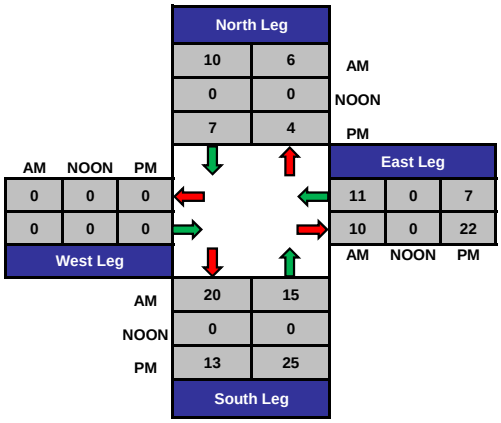
Project #: CA12_8015_010



AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



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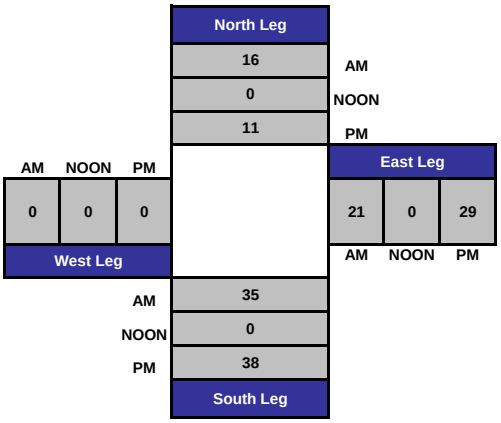


ITM Peak Hour Summary

Prepared by:

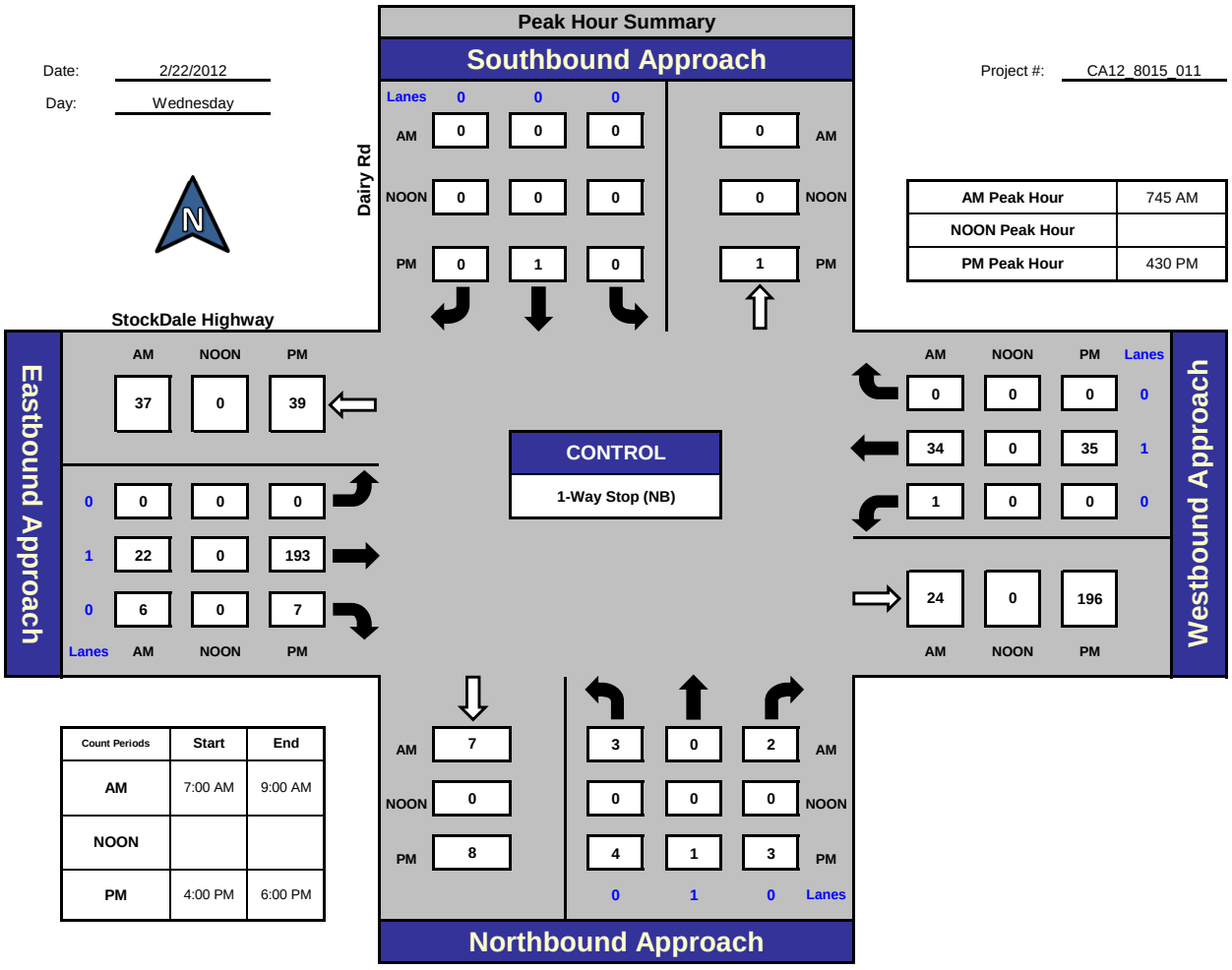
National Data & Surveying Services

Dairy Rd and StockDale Highway , City of Buttonwillow

Date: 2/22/2012

Day: Wednesday

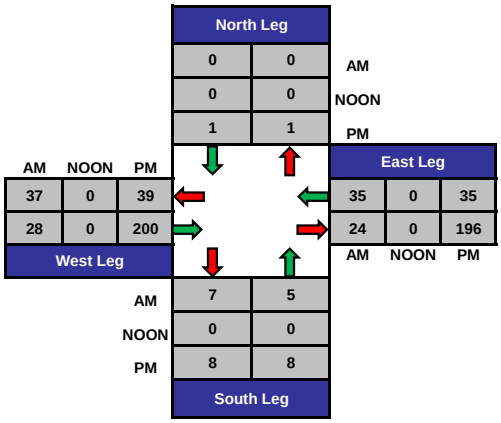
Project #: CA12_8015_011



AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



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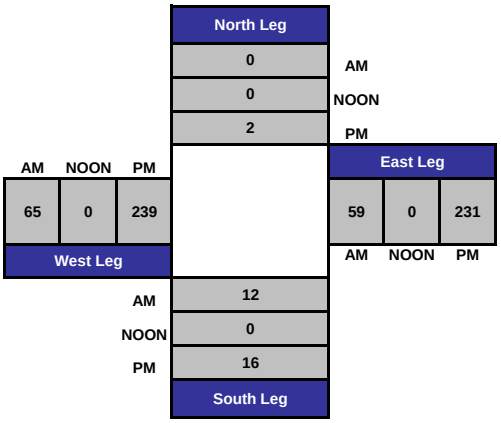


ITM Peak Hour Summary

Prepared by:

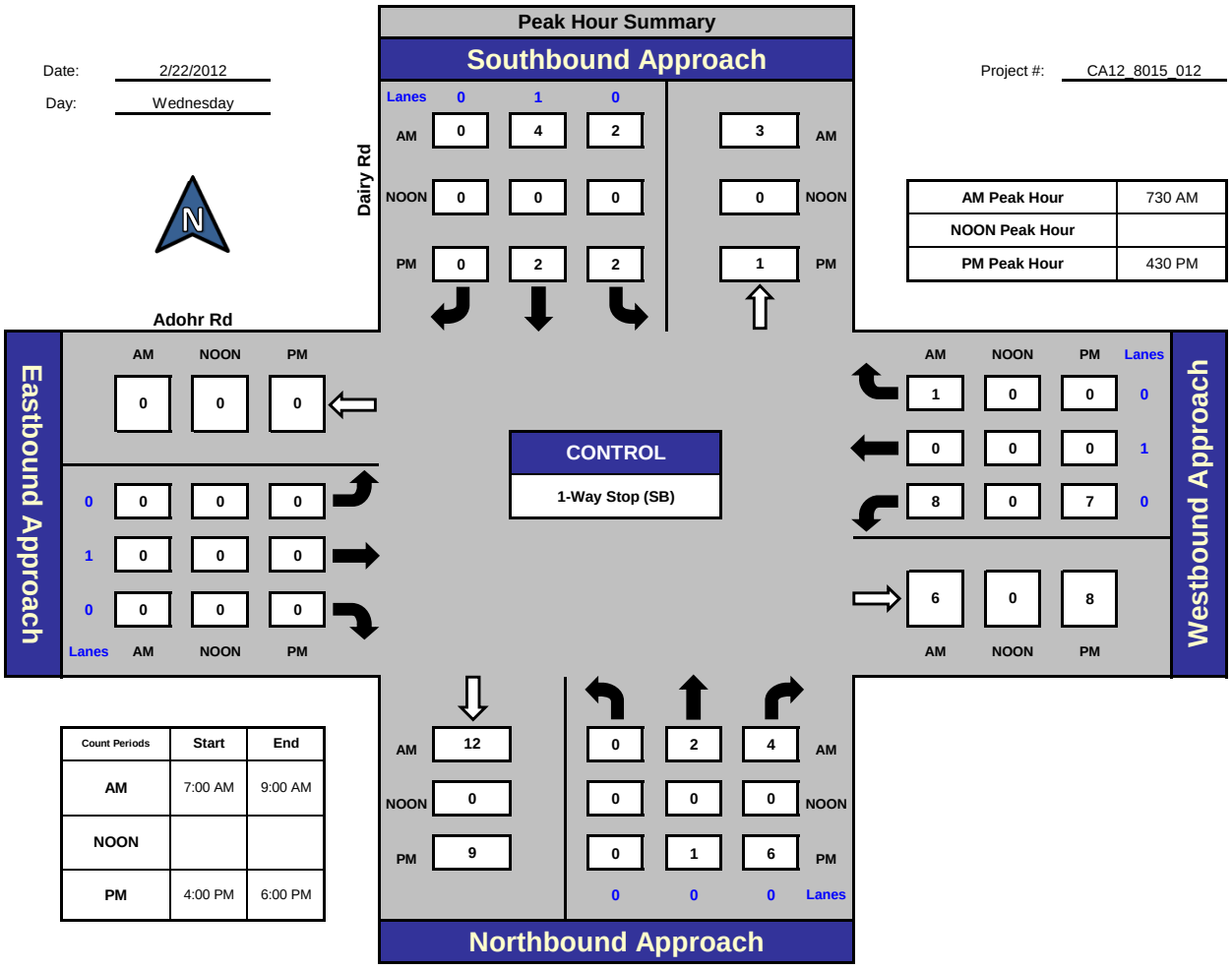
National Data & Surveying Services

Dairy Rd and Adohr Rd , City of Buttonwillow

Date: 2/22/2012

Day: Wednesday

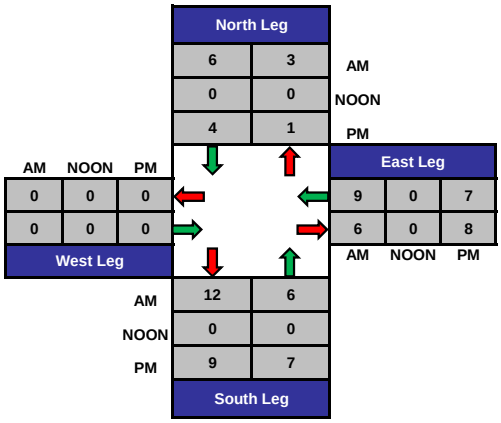
Project #: CA12_8015_012



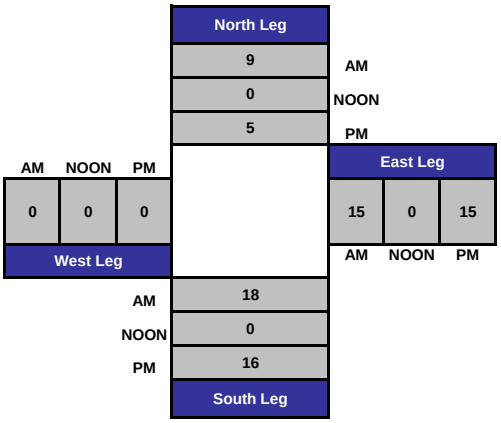
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

SR-43 and Kimberlina Rd , City of Wasco

Date: 2/29/2012

Day: Wednesday

Project #: CA12_8016_002

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Peak Hour Summary

Southbound Approach

Lanes	0	2	1		
AM	4	229	88	308	AM
NOON	0	0	0	0	NOON
PM	6	306	60	491	PM

SR-43

Kimberlina Rd

Eastbound Approach

Lanes	AM	NOON	PM
	224	0	108
0	5	0	7
1	73	0	84
0	95	0	160

Westbound Approach

Lanes	AM	NOON	PM
0	39	0	98
1	91	0	45
0	20	0	35
	178	0	171

CONTROL

Signalized

Northbound Approach

Lanes	1	2	0	
AM	344	129	264	17	AM
NOON	0	0	0	0	NOON
PM	501	57	386	27	PM

Total Ins & Outs

	North Leg		
AM	321	308	AM
NOON	0	0	NOON
PM	372	491	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
224	0	108		150	0	178
173	0	251		178	0	171

	South Leg	
AM	344	410
NOON	0	0
PM	501	470

Total Volume Per Leg

North Leg		
629	AM	
0	NOON	
863	PM	

West Leg			East Leg		
AM	NOON	PM			
397	0	359	328	0	349
			AM	NOON	PM

South Leg	
AM	754
NOON	0
PM	971

ITM Peak Hour Summary

Prepared by:

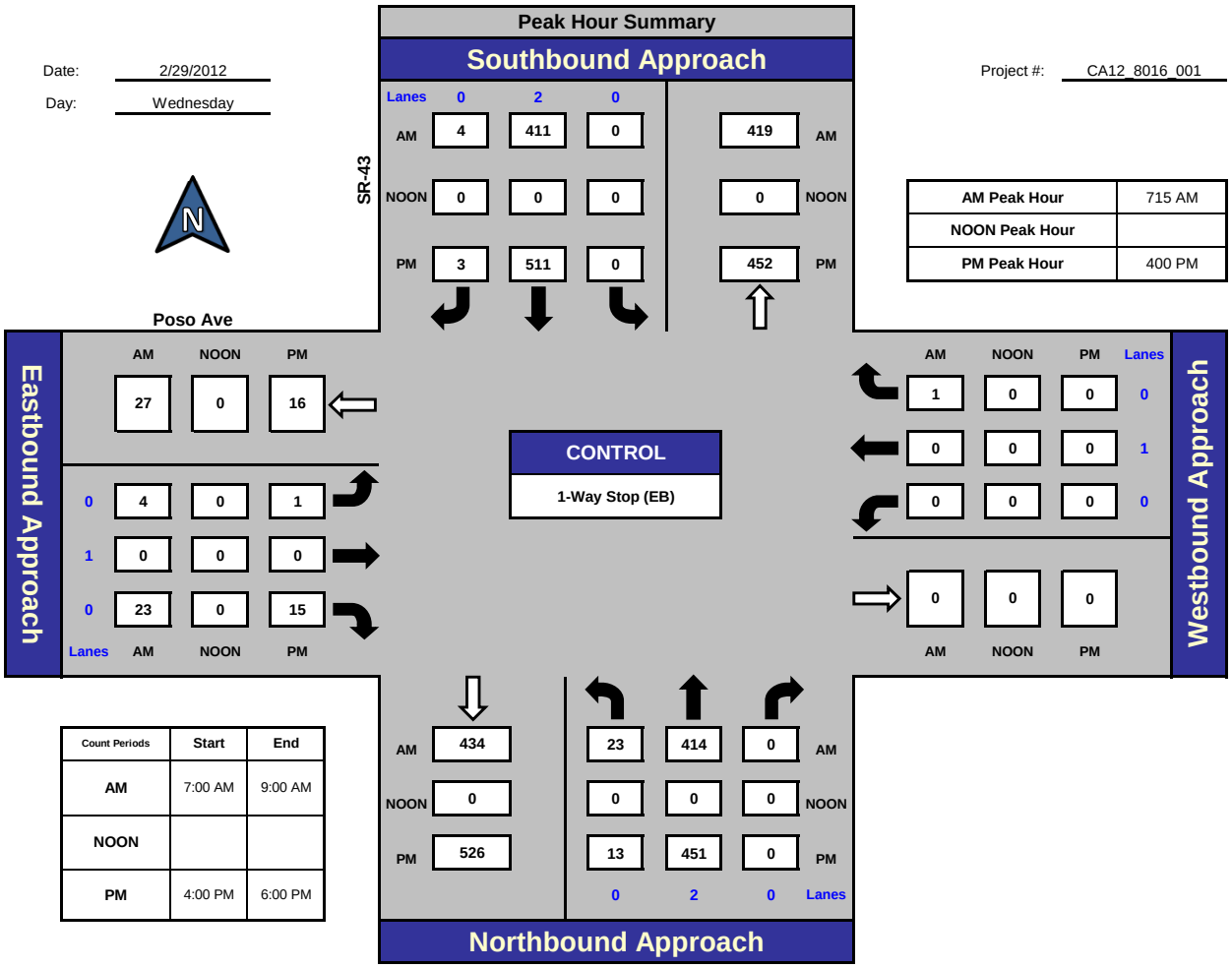
National Data & Surveying Services

SR-43 and Poso Ave , City of Shafter

Date: 2/29/2012

Day: Wednesday

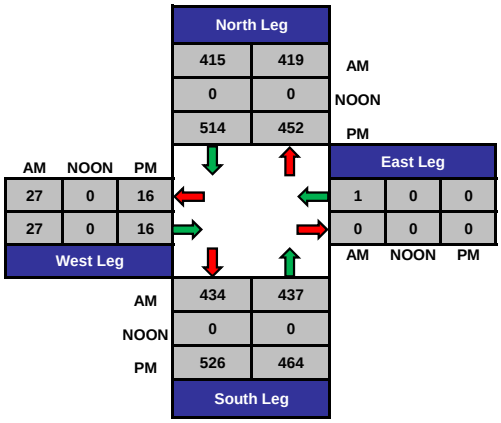
Project #: CA12_8016_001



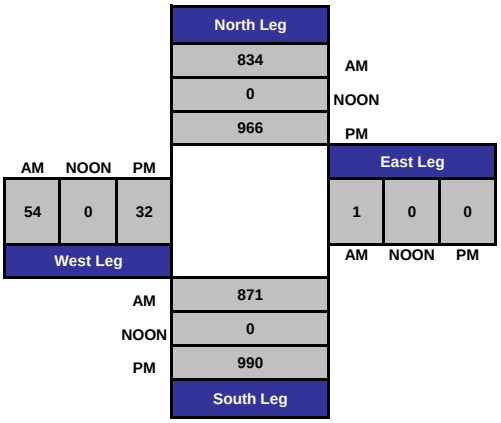
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

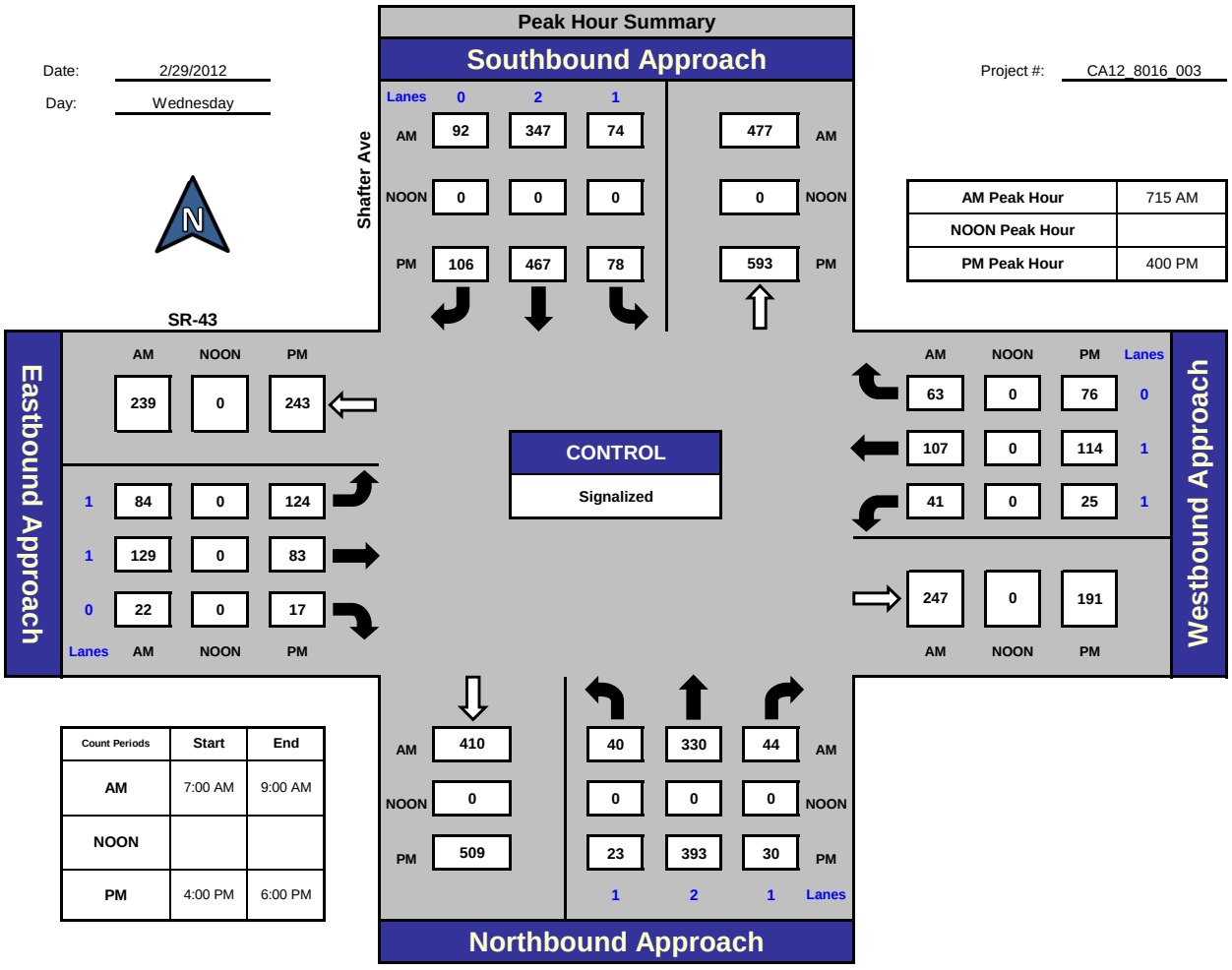
National Data & Surveying Services

Shafter Ave and SR-43 , City of Shafter

Date: 2/29/2012

Day: Wednesday

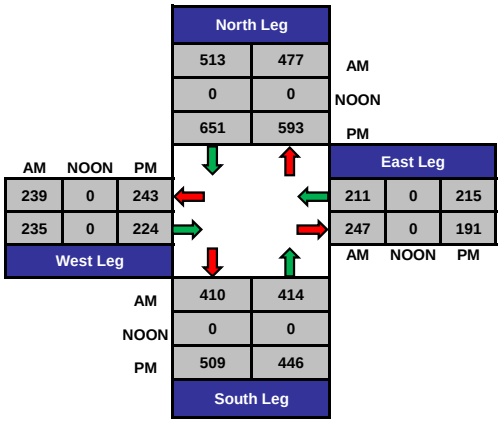
Project #: CA12_8016_003



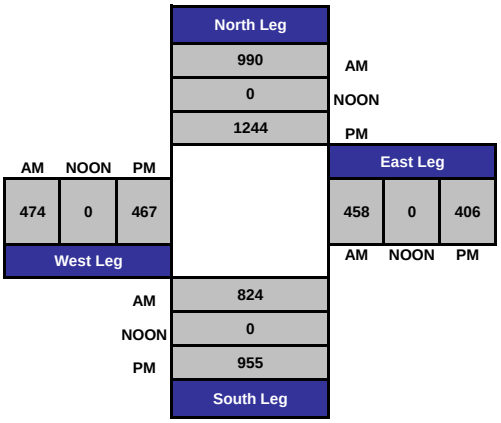
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

SR-43 and Central Ave , City of Shafter

Date: 2/29/2012

Day: Wednesday

Project #: CA12_8016_004

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Peak Hour Summary

Southbound Approach

Lanes	0	2	1		
AM	18	387	46	450	AM
NOON	0	0	0	0	NOON
PM	31	492	43	474	PM

SR-43

Central Ave

Eastbound Approach

	AM	NOON	PM	
	125	0	156	
0	9	0	21	
1	61	0	76	
0	11	0	31	
Lanes	AM	NOON	PM	

Westbound Approach

	AM	NOON	PM	Lanes
	29	0	53	0
	93	0	85	1
	26	0	39	0
	131	0	159	
	AM	NOON	PM	

CONTROL

Signalized

Northbound Approach

AM	424	14	412	24	AM
NOON	0	0	0	0	NOON
PM	562	40	400	40	PM
		1	2	0	Lanes

Total Ins & Outs

North Leg		
451	450	AM
0	0	NOON
566	474	PM

West Leg			East Leg		
AM	NOON	PM			
125	0	156	148	0	177
81	0	128	131	0	159
			AM	NOON	PM

South Leg		
424	450	AM
0	0	NOON
562	480	PM

Total Volume Per Leg

North Leg	
901	AM
0	NOON
1040	PM

West Leg			East Leg		
AM	NOON	PM			
206	0	284	279	0	336
			AM	NOON	PM

South Leg	
874	AM
0	NOON
1042	PM

ITM Peak Hour Summary

Prepared by:

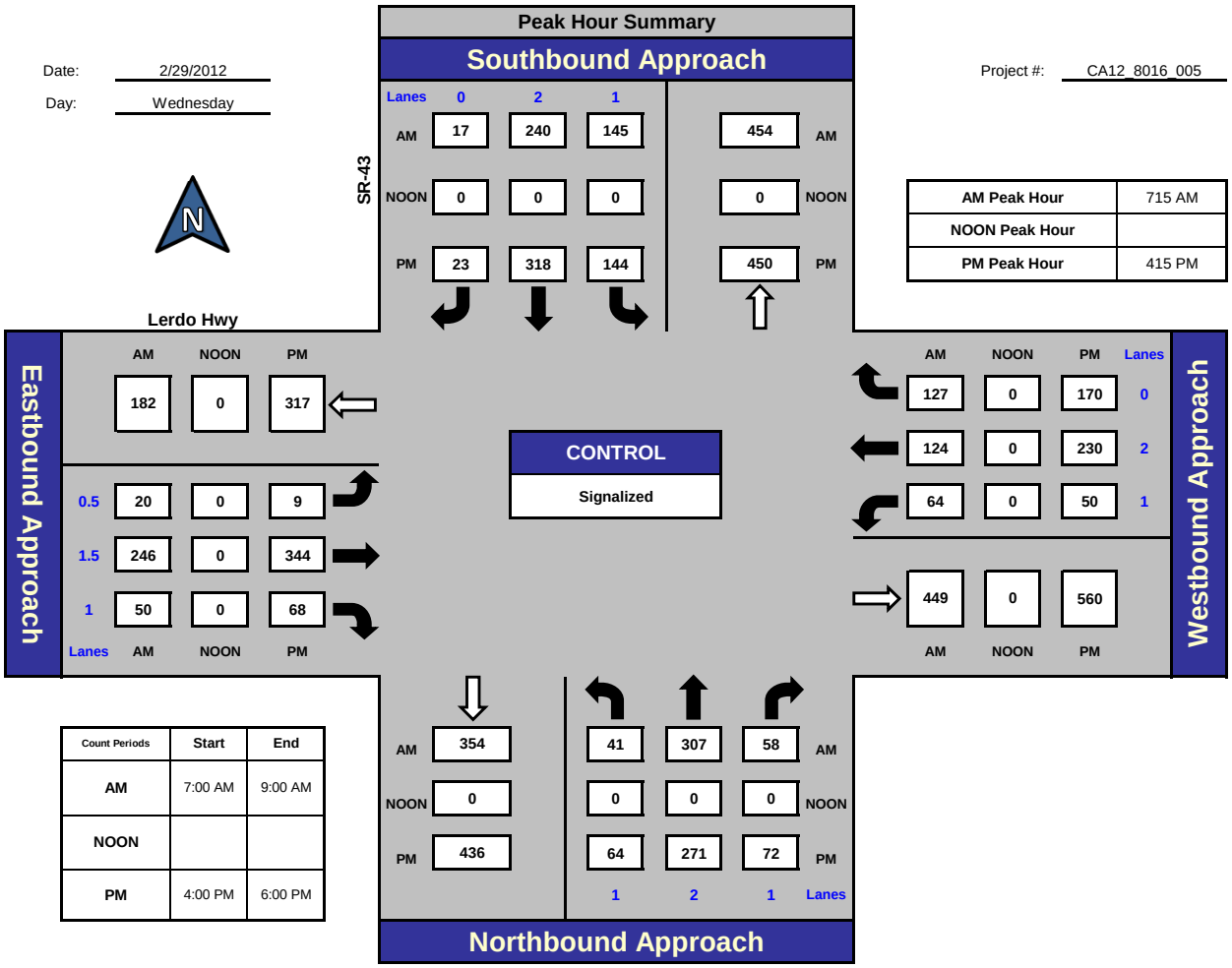
National Data & Surveying Services

SR-43 and Lerdo Hwy , City of Shafter

Date: 2/29/2012

Day: Wednesday

Project #: CA12_8016_005



AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
AM	402	454	AM
NOON	0	0	NOON
PM	485	450	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
182	0	317		315	0	450
316	0	421		449	0	560

	South Leg	
AM	354	406
NOON	0	0
PM	436	407

Total Volume Per Leg

North Leg	
856	AM
0	NOON
935	PM

West Leg			East Leg		
AM	NOON	PM			
498	0	738	764	0	1010
			AM	NOON	PM

South Leg	
AM	760
NOON	0
PM	843

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

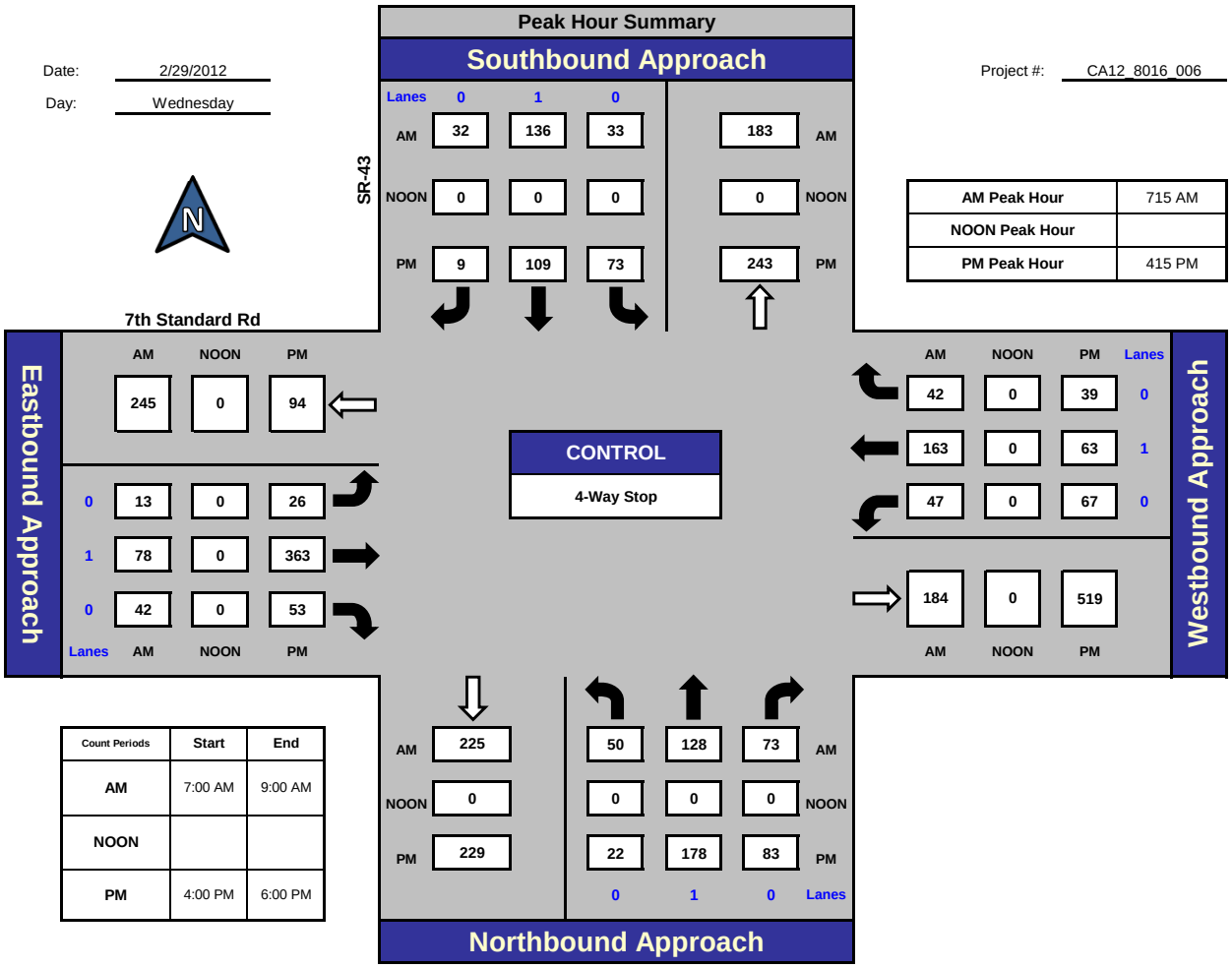
SR-43 and 7th Standard Rd , City of Bakersfield

Date: 2/29/2012

Day: Wednesday

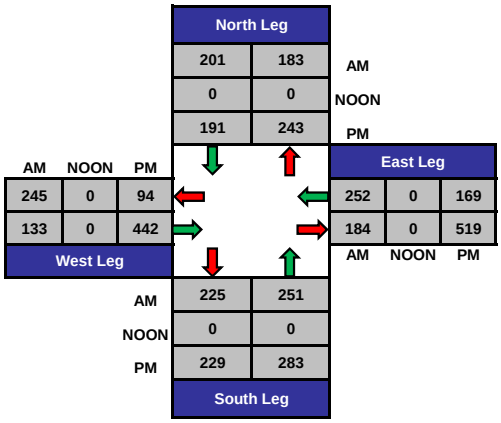
Project #: CA12_8016_006

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	415 PM

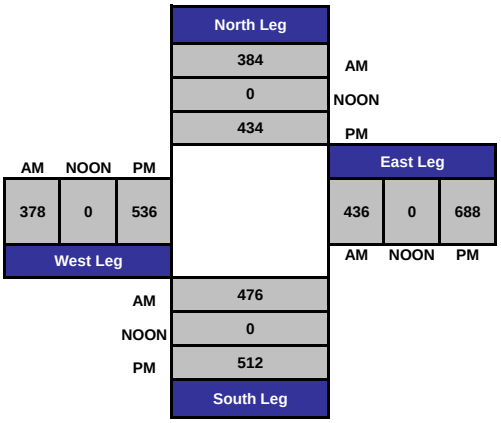


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

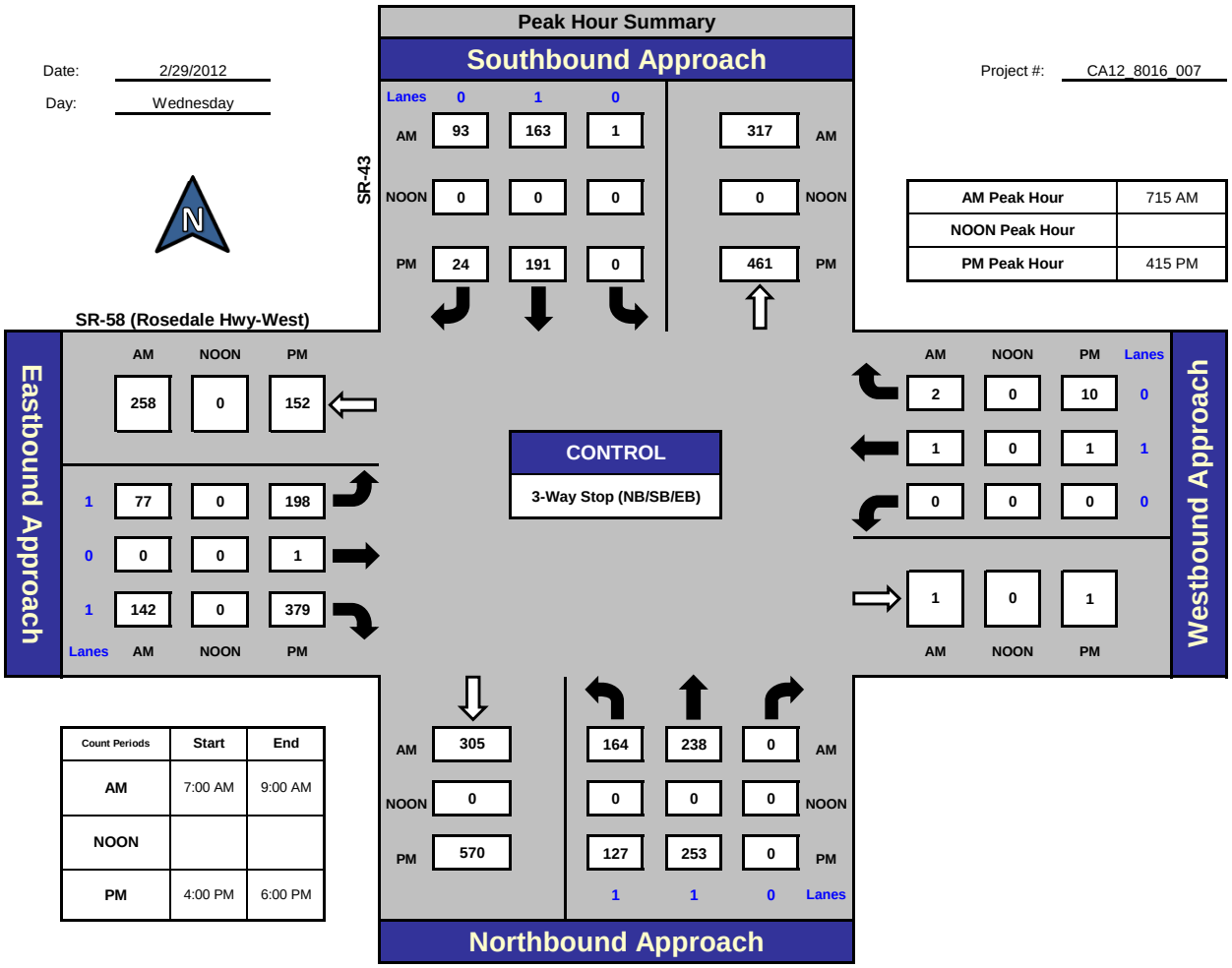
National Data & Surveying Services

SR-43 and SR-58 (Rosedale Hwy-West) , City of Bakersfield

Date: 2/29/2012

Day: Wednesday

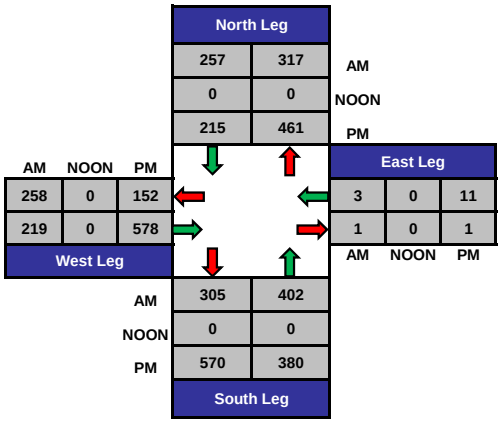
Project #: CA12_8016_007



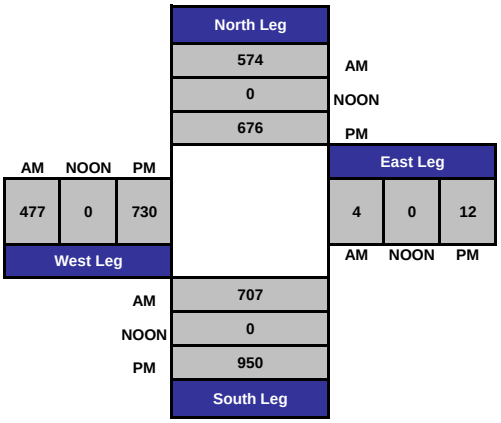
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

SR-43 and SR-58 (Rosedale Hwy-East) , City of Bakersfield

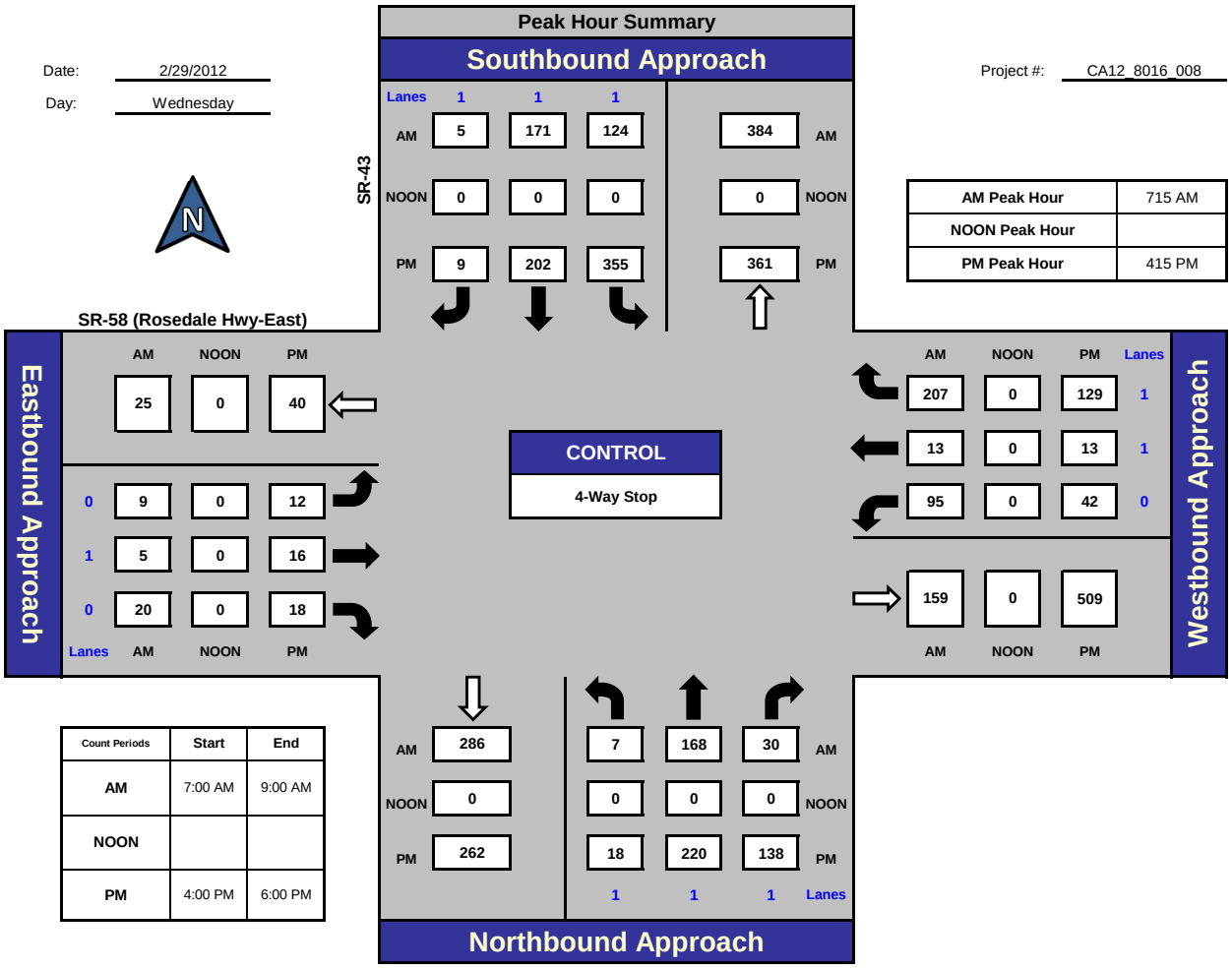
Date: 2/29/2012

Day: Wednesday

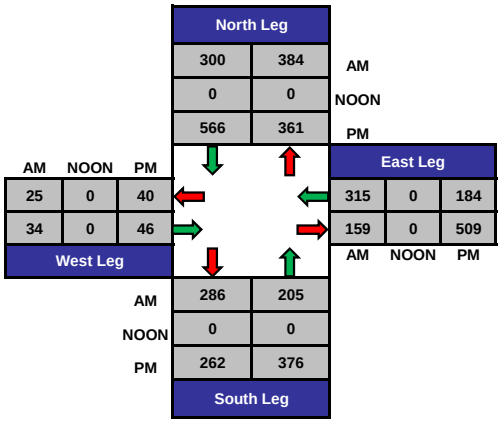
Project #: CA12_8016_008

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	415 PM

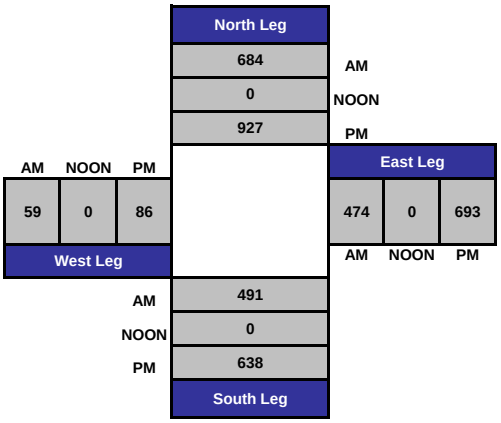
Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

H St and 9th St , City of Wasco

Date: 2/29/2012

Day: Wednesday

Project #: CA12_8016_009

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Peak Hour Summary

Southbound Approach

Lanes	0	1	0		
AM	0	24	2	46	AM
NOON	0	0	0	0	NOON
PM	0	51	7	52	PM

H St

9th St

Eastbound Approach

	AM	NOON	PM
	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
Lanes	AM	NOON	PM

CONTROL

1-Way Stop (WB)

Westbound Approach

	AM	NOON	PM	Lanes
	14	0	12	0
	0	0	0	1
	3	0	6	0
	5	0	14	
	AM	NOON	PM	

Northbound Approach

AM	27	0	32	3	AM
NOON	0	0	0	0	NOON
PM	57	0	40	7	PM
		0	1	0	Lanes

Total Ins & Outs

North Leg		
26	46	AM
0	0	NOON
58	52	PM

West Leg				East Leg			
AM	NOON	PM		AM	NOON	PM	
0	0	0		17	0	18	
0	0	0		5	0	14	

South Leg		
27	35	AM
0	0	NOON
57	47	PM

Total Volume Per Leg

North Leg	
72	AM
0	NOON
110	PM

West Leg			East Leg			
AM	NOON	PM	AM	NOON	PM	
0	0	0	22	0	32	

South Leg	
62	AM
0	NOON
104	PM

ITM Peak Hour Summary

Prepared by:

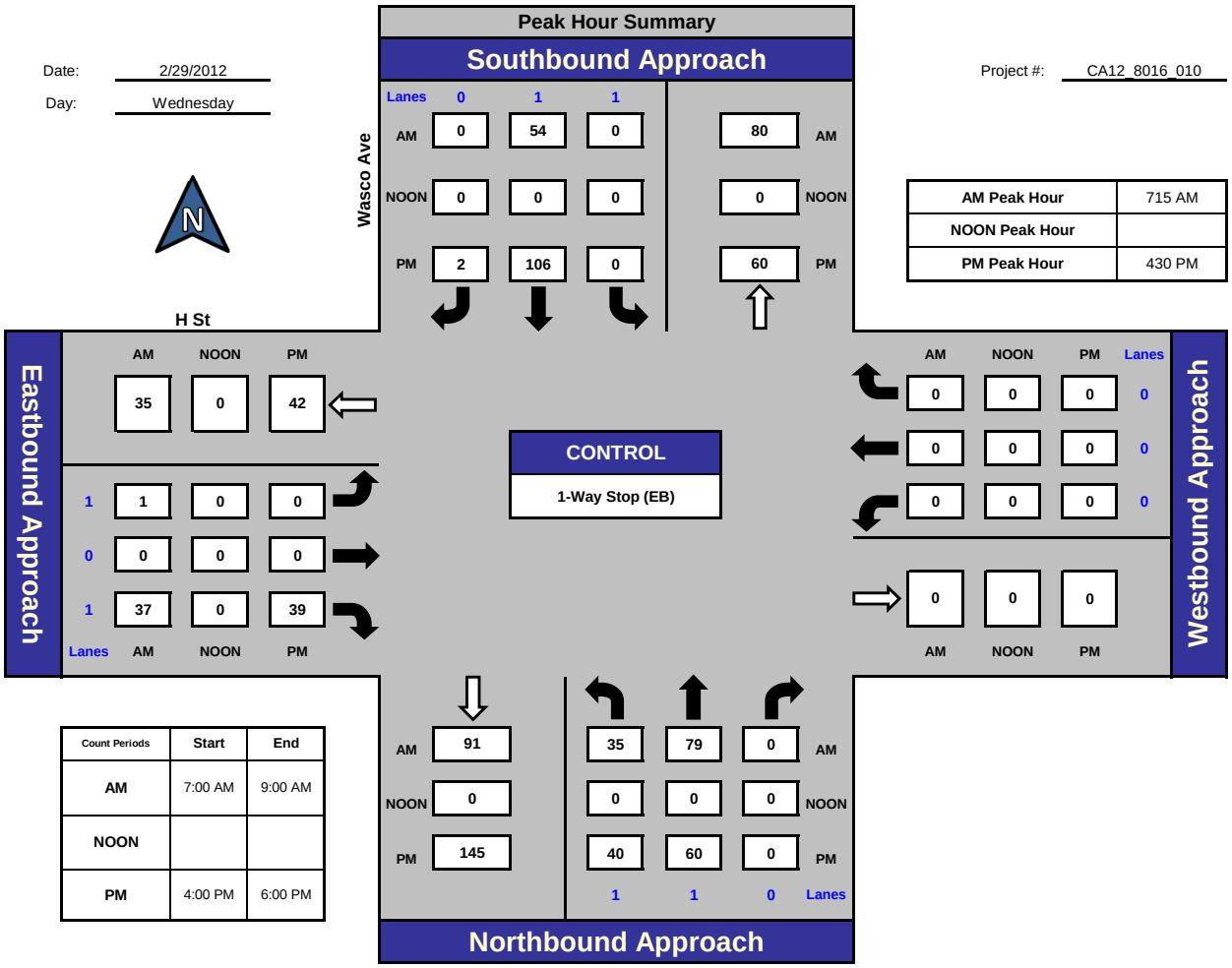
National Data & Surveying Services

Wasco Ave and H St , City of Wasco

Date: 2/29/2012

Day: Wednesday

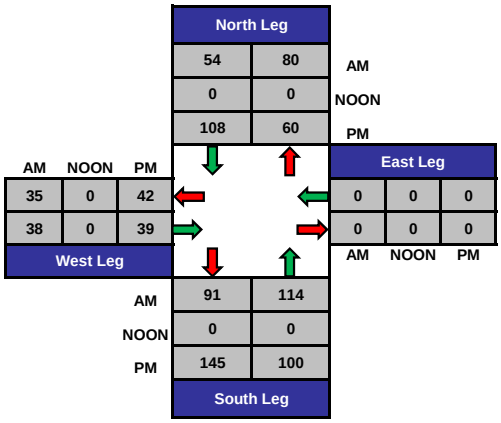
Project #: CA12_8016_010



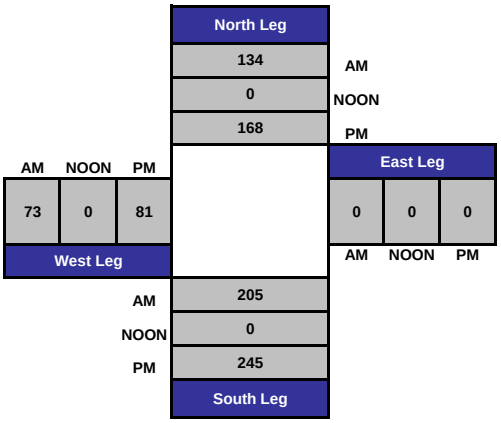
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

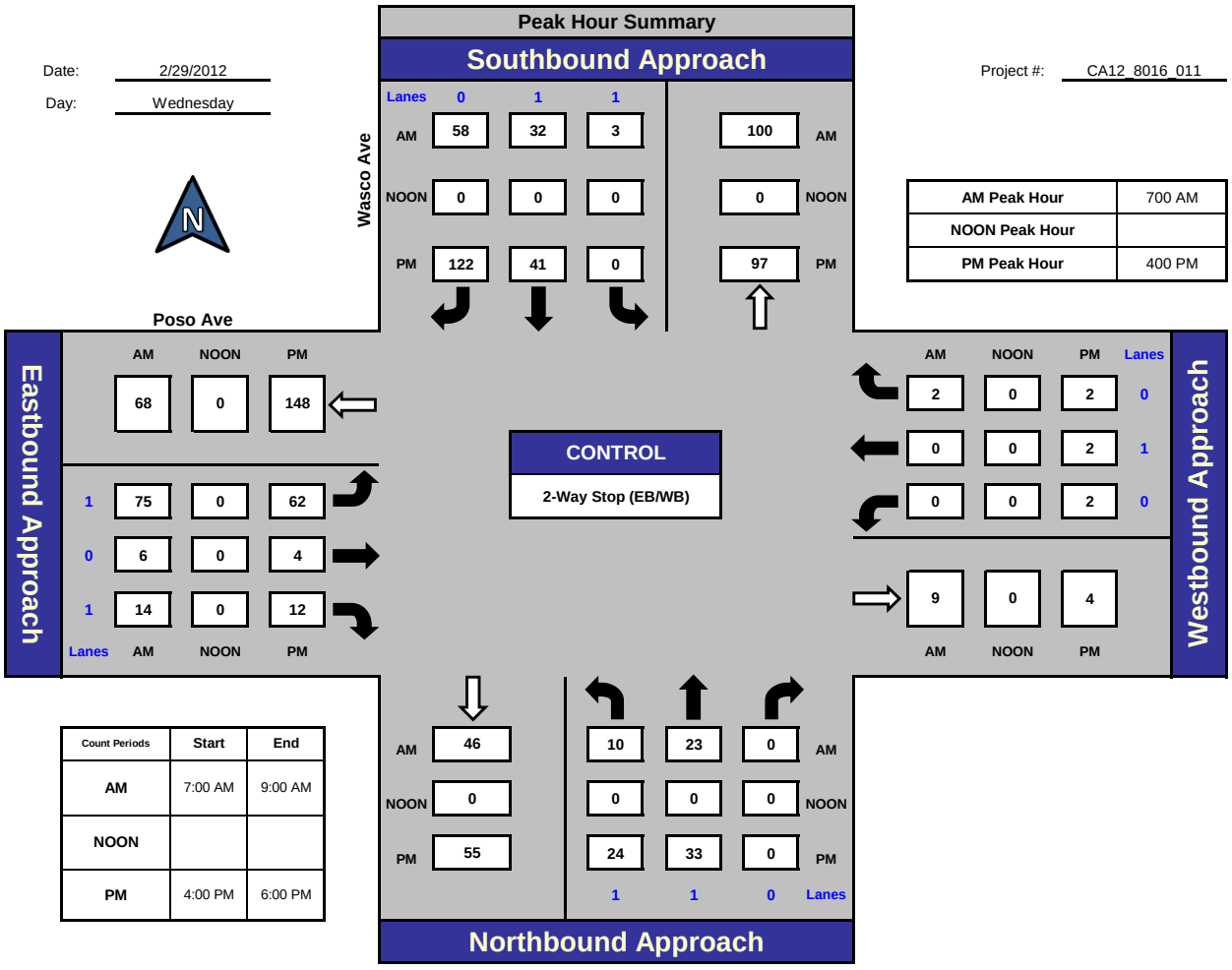
National Data & Surveying Services

Wasco Ave and Poso Ave , City of Wasco

Date: 2/29/2012

Day: Wednesday

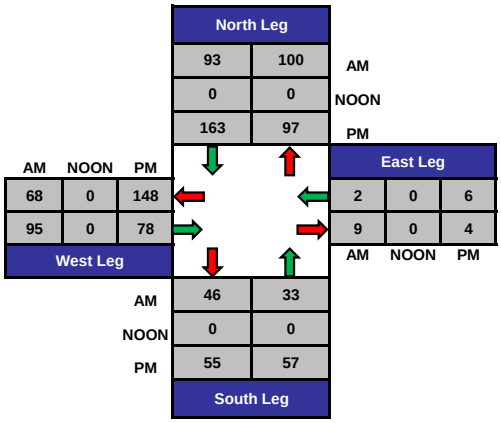
Project #: CA12_8016_011



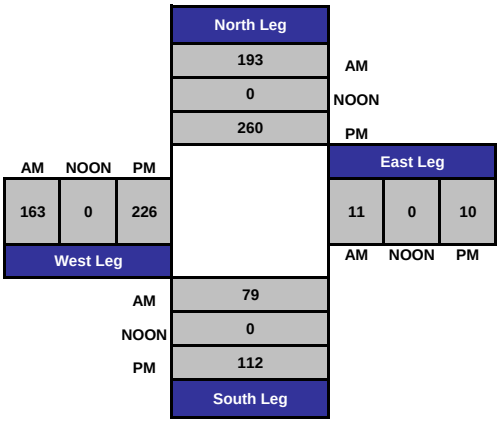
AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

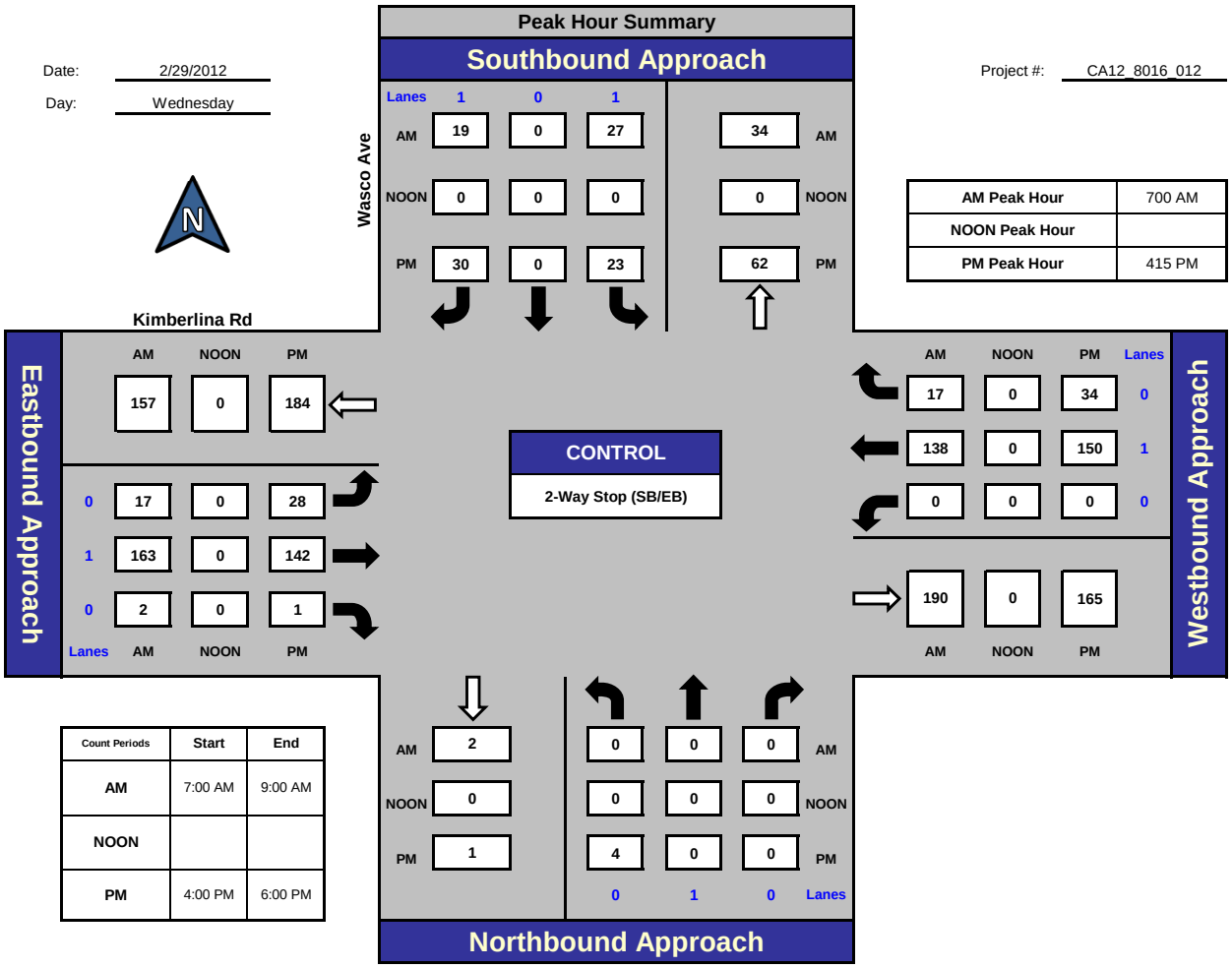
National Data & Surveying Services

Wasco Ave and Kimberlina Rd , City of Wasco

Date: 2/29/2012

Day: Wednesday

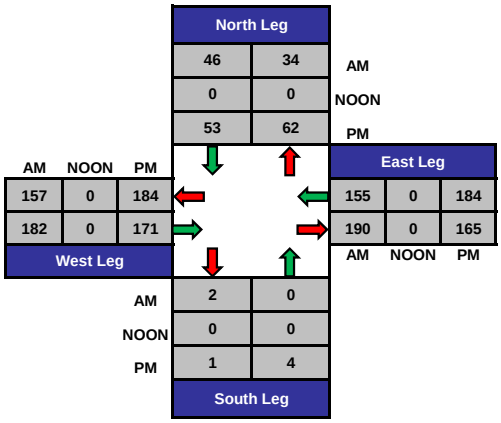
Project #: CA12_8016_012



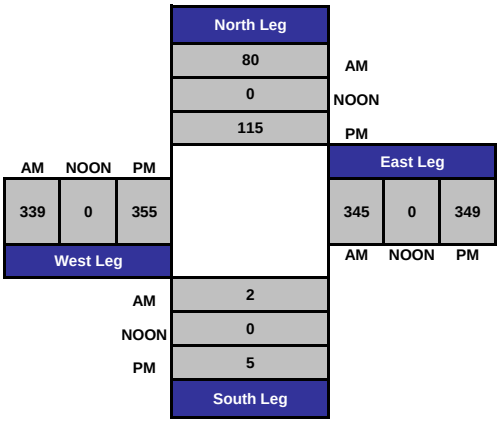
AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

J St and 9th St , City of Wasco

Date: 2/29/2012

Day: Wednesday

Project #: CA12_8016_013

Peak Hour Summary	
AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Southbound Approach

Lanes	0	2	0		
AM	7	64	0	71	AM
NOON	0	0	0	0	NOON
PM	8	102	0	54	PM

J St

9th St

Eastbound Approach

	AM	NOON	PM
	7	0	8
0	0	0	0
0	0	0	0
1	1	0	0
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	
	AM	NOON	PM	

CONTROL

1-Way Stop (EB)

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Northbound Approach

AM	65	0	71	0	AM
NOON	0	0	0	0	NOON
PM	102	0	54	0	PM
		0	2	0	Lanes

Total Ins & Outs

North Leg		
71	71	AM
0	0	NOON
110	54	PM

West Leg			East Leg		
AM	NOON	PM			
7	0	8	0	0	0
1	0	0	0	0	0
			AM	NOON	PM

South Leg		
65	71	AM
0	0	NOON
102	54	PM

Total Volume Per Leg

North Leg	
142	AM
0	NOON
164	PM

West Leg			East Leg		
AM	NOON	PM			
8	0	8	0	0	0
			AM	NOON	PM

South Leg	
136	AM
0	NOON
156	PM

Appendix R-2

Year 2009 Existing Capacity Analysis

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

Intersection #1 I-5 NB Ramp / Stockdale Hwy

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[8.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	1	0	0	0		0	0	1	0	1	
Volume Module:																								
Base Vol:	4	0	25				0	0	0				1	64	0				0	0	57		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		1.00	
Initial Bse:	4	0	25				0	0	0				1	64	0				0	0	57		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		1.00	
PHF Adj:	1.00	1.00	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	0	25				0	0	0				1	64	0				0	0	57		154	
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0		0	
Final Vol.:	4	0	25				0	0	0				1	64	0				0	0	57		154	
Critical Gap Module:																								
Critical Gp:	6.4	xxxx	6.2				xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
FollowUpTim:	3.5	xxxx	3.3				xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	200	xxxx	64				xxxx	xxxx	xxxxx				211	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	793	xxxx	1006				xxxx	xxxx	xxxxx				1372	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	793	xxxx	1006				xxxx	xxxx	xxxxx				1372	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	0.01	xxxx	0.02				xxxx	xxxx	xxxx				0.00	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				7.6	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*				*	*	*				A	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		970	xxxxx			xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx		0.1	xxxxx			xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx		8.8	xxxxx			xxxxx	xxxx	xxxxx				7.6	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*		A	*			*	*	*				A	*	*				*	*	*			
ApproachDel:			8.8					xxxxxx						xxxxxx						xxxxxx				
ApproachLOS:			A					*						*						*				

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

Intersection #2 I-5 SB Ramp / Stockdale Hwy

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: A[9.2]

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 1! 0 0			0 0 1 0 1			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	42	1	2	0	27	1	15	47	0
Growth Adj:	1.00 1.00 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	42	1	2	0	27	1	15	47	0
User Adj:	1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
PHF Adj:	1.00 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	42	1	2	0	27	1	15	47	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	42	1	2	0	27	1	15	47	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	104	105	47	xxxx	xxxx	xxxxx	28	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	898	789	1028	xxxx	xxxx	xxxxx	1599	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	892	781	1028	xxxx	xxxx	xxxxx	1599	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	0.00	0.00	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	7.3	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	894	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			9.2			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Intersection #3 I-5 NB Ramp / SR 119

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[11.2]

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 0 1 0				0 0 1 0 1			
Volume Module:																
Base Vol:	15	0	8		0	0	0		0	194	3		0	308	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	0	8		0	0	0		0	194	3		0	308	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	0	8		0	0	0		0	194	3		0	308	21	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	15	0	8		0	0	0		0	194	3		0	308	21	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2		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:	514	xxxx	196		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	524	xxxx	851		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	524	xxxx	851		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.03	xxxx	0.01		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	605	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	11.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	B	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	11.2				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	B				*				*				*			

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

Intersection #4 I-5 SB Ramp / SR 119

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.0]

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	1	0	0	1		0	0	1	0	1		0	1	0	0	0	
Volume Module:																								
Base Vol:	0	0	0				11	1	1				0	186	16				2	317	0			
Growth Adj:	1.00	1.00	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				11	1	1				0	186	16				2	317	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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				11	1	1				0	186	16				2	317	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	0				11	1	1				0	186	16				2	317	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.4	6.5	6.2				xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	4.0	3.3				xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				515	523	317				xxxx	xxxx	xxxxx				202	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				523	462	728				xxxx	xxxx	xxxxx				1382	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				523	461	728				xxxx	xxxx	xxxxx				1382	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.02	0.00	0.00				xxxx	xxxx	xxxx				0.00	xxxx	xxxx			
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		0.0	xxxxx	xxxx	xxxxx			0.0	xxxx	xxxxx									
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		10.0	xxxxx	xxxx	xxxxx			7.6	xxxx	xxxxx									
LOS by Move:	*	*	*	*	*		A	*	*	*			A	*	*									
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				517	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				0.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx				12.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				7.6	xxxx	xxxxx			
Shared LOS:	*	*	*				B	*	*				*	*	*				A	*	*			
ApproachDel:	xxxxxx						12.0						xxxxxx						xxxxxx					
ApproachLOS:	*						B						*						*					

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

Intersection #5 SR 119 / SR 43

Cycle (sec):	100	Critical Vol./Cap. (X):	0.515
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	25.3
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	36	11	16	2	40	359	103	172	3	19	291	0
Growth Adj:	1.00	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	11	16	2	40	359	103	172	3	19	291	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	11	16	2	40	359	103	172	3	19	291	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	11	16	2	40	359	103	172	3	19	291	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.:	36	11	16	2	40	359	103	172	3	19	291	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.91	0.91	0.75	0.87	0.87	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.41	0.59	1.00	0.10	0.90	1.00	0.98	0.02	1.00	1.00	0.00
Final Sat.:	766	705	1026	1417	165	1479	1805	1862	32	1805	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.02	0.00	0.24	0.24	0.06	0.09	0.09	0.01	0.15	0.00
Crit Moves:					****		****				****	
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.11	0.37	0.37	0.04	0.30	0.00
Volume/Cap:	0.10	0.03	0.03	0.00	0.51	0.51	0.51	0.25	0.25	0.25	0.51	0.00
Delay/Veh:	14.8	14.2	14.2	14.0	19.0	19.0	44.2	22.3	22.3	48.2	30.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	14.2	14.2	14.0	19.0	19.0	44.2	22.3	22.3	48.2	30.0	0.0
HCM2kAvg:	1	0	0	0	9	9	4	4	3	1	8	0

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

Intersection #6 Stockdale Hwy/SR 43

Cycle (sec):	100	Critical Vol./Cap. (X):	0.497
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	11.3
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	115	34	42	208	25	10	45	7	129	157	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:	5	115	34	42	208	25	10	45	7	129	157	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:	5	115	34	42	208	25	10	45	7	129	157	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	115	34	42	208	25	10	45	7	129	157	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.:	5	115	34	42	208	25	10	45	7	129	157	53
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:	0.03	0.75	0.22	0.15	0.76	0.09	0.16	0.73	0.11	0.38	0.46	0.16
Final Sat.:	21	481	142	102	504	61	96	433	67	259	316	107
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.41	0.41	0.41	0.10	0.10	0.10	0.50	0.50	0.50
Crit Moves:	****				****		****				****	
Delay/Veh:	9.7	9.7	9.7	11.4	11.4	11.4	9.0	9.0	9.0	12.5	12.5	12.5
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:	9.7	9.7	9.7	11.4	11.4	11.4	9.0	9.0	9.0	12.5	12.5	12.5
LOS by Move:	A	A	A	B	B	B	A	A	A	B	B	B
ApproachDel:	9.7			11.4			9.0			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.7			11.4			9.0			12.5		
LOS by Appr:	A			B			A			B		

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

Intersection #7 Stockdale Hwy / Morris Rd

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[8.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	1		0	0	1!	0	0		0	1	0	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	0	10				1	0	1				1	15	0				18	37	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	0	10				1	0	1				1	15	0				18	37	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:	0	0	10				1	0	1				1	15	0				18	37	1			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	10				1	0	1				1	15	0				18	37	1			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	6.2				7.1	xxxx	6.2				4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	3.3				3.5	xxxx	3.3				2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	15				96	xxxx	38				38	xxxx	xxxxx				15	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	1070				892	xxxx	1040				1585	xxxx	xxxxx				1616	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	1070				876	xxxx	1040				1585	xxxx	xxxxx				1616	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	0.01				0.00	xxxx	0.00				0.00	xxxx	xxxx				0.01	xxxx	xxxx			
Level Of Service Module:																								
Queue:	xxxxx	xxxx	0.0				xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				0.0	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	8.4				xxxxx	xxxx	xxxxx				7.3	xxxx	xxxxx				7.3	xxxx	xxxxx			
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	951	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	0.0	xxxxx				0.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx				xxxxx	8.8	xxxxx				7.3	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	A	*				A	*	*				*	*	*			
ApproachDel:	8.4						8.8						xxxxxx						xxxxxx					
ApproachLOS:	A						A						*						*					

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

Intersection #8 Tupman Rd / SR 119

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[19.3]

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:																				
Base Vol:	1	6	14			10	0	6			16	264		1		29	617		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:	1	6	14			10	0	6			16	264		1		29	617		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:	1	6	14			10	0	6			16	264		1		29	617		25	
Reduct Vol:	0	0	0			0	0	0			0	0		0		0	0		0	
Final Vol.:	1	6	14			10	0	6			16	264		1		29	617		25	
Critical Gap Module:																				
Critical Gp:	7.1	6.5	6.2			7.1	xxxx	6.2			4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3			3.5	xxxx	3.3			2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	987	997	265			994	xxxx	630			642	xxxx	xxxxx			265	xxxx	xxxxx		
Potent Cap.:	228	246	779			226	xxxx	486			952	xxxx	xxxxx			1311	xxxx	xxxxx		
Move Cap.:	219	237	779			211	xxxx	486			952	xxxx	xxxxx			1311	xxxx	xxxxx		
Volume/Cap:	0.00	0.03	0.02			0.05	xxxx	0.01			0.02	xxxx	xxxx			0.02	xxxx	xxxx		
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.1	xxxx	xxxxx			0.1	xxxx	xxxxx		
Stopped Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			8.8	xxxx	xxxxx			7.8	xxxx	xxxxx		
LOS by Move:	*	*	*			*	*	*			A	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		439	xxxxx		xxxx		268	xxxxx		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx		0.2	xxxxx		xxxxx		0.2	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx		13.6	xxxxx		xxxxx		19.3	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*		B	*		*		C	*		*	*	*			*	*	*		
ApproachDel:			13.6					19.3				xxxxxx					xxxxxx			
ApproachLOS:			B					C				*					*			

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

Intersection #9 Tupman Rd/Grace Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.025
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	17	4	1	1	11	7	5	5	10	3	4	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:	17	4	1	1	11	7	5	5	10	3	4	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:	17	4	1	1	11	7	5	5	10	3	4	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	4	1	1	11	7	5	5	10	3	4	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.:	17	4	1	1	11	7	5	5	10	3	4	2
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:	0.77	0.18	0.05	0.05	0.58	0.37	0.25	0.25	0.50	0.33	0.45	0.22
Final Sat.:	673	158	40	50	549	349	238	238	476	302	402	201
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01
Crit Moves:	****			****				****			****	
Delay/Veh:	7.2	7.2	7.2	6.8	6.8	6.8	6.8	6.8	6.8	7.0	7.0	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.2	7.2	7.2	6.8	6.8	6.8	6.8	6.8	6.8	7.0	7.0	7.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.2			6.8			6.8			7.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.2			6.8			6.8			7.0		
LOS by Appr:	A			A			A			A		

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

Intersection #10 Station Rd/Tupman Rd

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[8.6]

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 1! 0 0			1 0 0 0 0		
Volume Module:												
Base Vol:	0	6	9	1	9	0	0	0	0	11	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	6	9	1	9	0	0	0	0	11	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	6	9	1	9	0	0	0	0	11	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	6	9	1	9	0	0	0	0	11	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx			4.1 xxxx xxxxx			xxxxx xxxx xxxxx			6.4 xxxx xxxxx		
FollowUpTim:	xxxxx xxxx xxxxx			2.2 xxxx xxxxx			xxxxx xxxx xxxxx			3.5 xxxx xxxxx		
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx			15 xxxx xxxxx			xxxx xxxx xxxxx			22 xxxx xxxxx		
Potent Cap.:	xxxx xxxx xxxxx			1616 xxxx xxxxx			xxxx xxxx xxxxx			1000 xxxx xxxxx		
Move Cap.:	xxxx xxxx xxxxx			1616 xxxx xxxxx			xxxx xxxx xxxxx			1000 xxxx xxxxx		
Volume/Cap:	xxxx xxxx	xxxx		0.00 xxxx	xxxx		xxxx xxxx	xxxx		0.01 xxxx	xxxx	
Level Of Service Module:												
Queue:	xxxxx xxxx xxxxx			0.0 xxxx xxxxx			xxxxx xxxx xxxxx			0.0 xxxx xxxxx		
Stopped Del:	xxxxx xxxx xxxxx			7.2 xxxx xxxxx			xxxxx xxxx xxxxx			8.6 xxxx xxxxx		
LOS by Move:	*	*	*	A	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx	0	xxxxx	xxxx xxxx xxxxx		
SharedQueue:	xxxxx xxxx xxxxx			0.0 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shrd StpDel:	xxxxx xxxx xxxxx			7.2 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.6		
ApproachLOS:	*			*			*			A		

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

Intersection #11 Stockdale/Dairy

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[8.7]

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 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	3	0	2	0	0	0	0	22	6	1	34	0
Growth Adj:	1.00	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	0	2	0	0	0	0	22	6	1	34	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	2	0	0	0	0	22	6	1	34	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	0	2	0	0	0	0	22	6	1	34	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:	61	xxxx	25	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	28	xxxx	xxxxx
Potent Cap.:	950	xxxx	1057	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1599	xxxx	xxxxx
Move Cap.:	950	xxxx	1057	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1599	xxxx	xxxxx
Volume/Cap:	0.00	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	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	990	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.7			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

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

Intersection #12 Dairy/Adohr

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: A[9.0]

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	1	0	0	1	0	0	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	2		4		2	4		0		0	0		0		8	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	2		4		2	4		0		0	0		0		8	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:	1.00	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	2		4		2	4		0		0	0		0		8	0		1	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Final Vol.:	0	2		4		2	4		0		0	0		0		8	0		1	
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5		6.2		7.1	6.5		xxxxx		xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx	
FollowUpTim:	xxxxx	4.0		3.3		3.5	4.0		xxxxx		xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	17		0		20	17		xxxxx		xxxx	xxxx		xxxxx		0	xxxx		xxxxx	
Potent Cap.:	xxxx	881		0		999	882		xxxxx		xxxx	xxxx		xxxxx		0	xxxx		xxxxx	
Move Cap.:	xxxx	881		0		997	882		xxxxx		xxxx	xxxx		xxxxx		0	xxxx		xxxxx	
Volume/Cap:	xxxx	0.00		0.00		0.00	0.00		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		0.0	xxxx		xxxxx	
LOS by Move:	*	*		*		*	*		*		*	*		*		A	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		2643		917	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		0.0		0.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd StpDel:	xxxxx	xxxx		6.4		9.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		A		A	*		*		*	*		*		*	*		*	
ApproachDel:	6.4					9.0					xxxxxx					xxxxxx				
ApproachLOS:	A					A					*					*				

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

Intersection #13 SR-43/Poso Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.325
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	10.6
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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	1	1	0	1 0	1	1	0	1 0	1	0	1	0 1	0	0	1
Volume Module:																
Base Vol:	23	414	0		0	411	4		4	0	23		0	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	1.00
Initial Bse:	23	414	0		0	411	4		4	0	23		0	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	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
PHF Volume:	23	414	0		0	411	4		4	0	23		0	0	0	1
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	0
Reduced Vol:	23	414	0		0	411	4		4	0	23		0	0	0	1
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Final Vol.:	23	414	0		0	411	4		4	0	23		0	0	0	1
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00		1.00	1.98	0.02		1.00	1.00	1.00		0.00	1.00	1.00	1.00
Final Sat.:	587	1287	0		0	1266	12		463	0	547		0	0	0	573
Capacity Analysis Module:																
Vol/Sat:	0.04	0.32	xxxx		xxxx	0.32	0.32		0.01	xxxx	0.04		xxxx	xxxx	0.00	
Crit Moves:		****				****					****				****	
Delay/Veh:	8.9	10.6	0.0		0.0	10.7	10.7		9.9	0.0	8.9		0.0	0.0	8.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.9	10.6	0.0		0.0	10.7	10.7		9.9	0.0	8.9		0.0	0.0	8.4	
LOS by Move:	A	B	*		*	B	B		A	*	A		*	*	A	
ApproachDel:		10.5				10.7				9.0				8.4		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		10.5				10.7				9.0				8.4		
LOS by Appr:		B				B				A				A		

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

Intersection #14 SR-43/Kimberlina Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.235
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	23.8
Optimal Cycle:	24	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	129	264	17	88	229	4	5	73	95	20	91	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:	129	264	17	88	229	4	5	73	95	20	91	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:	129	264	17	88	229	4	5	73	95	20	91	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	264	17	88	229	4	5	73	95	20	91	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	129	264	17	88	229	4	5	73	95	20	91	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.92	0.92	0.92	0.93	0.93	0.93
Lanes:	1.00	1.88	0.12	1.00	1.97	0.03	0.03	0.42	0.55	0.13	0.61	0.26
Final Sat.:	1805	3361	216	1805	3537	62	51	739	961	235	1068	458
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.08	0.05	0.06	0.06	0.10	0.10	0.10	0.09	0.09	0.09
Crit Moves:	****				****			****				
Green/Cycle:	0.30	0.36	0.36	0.22	0.28	0.28	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.24	0.22	0.22	0.22	0.24	0.24	0.24	0.24	0.24	0.20	0.20	0.20
Delay/Veh:	26.3	22.5	22.5	32.1	28.2	28.2	18.8	18.8	18.8	18.5	18.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	22.5	22.5	32.1	28.2	28.2	18.8	18.8	18.8	18.5	18.5	18.5
HCM2kAvg:	3	3	3	2	3	3	3	3	3	3	3	3

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

Intersection #15 SR-43/Shafter Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.220
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	12.8
Optimal Cycle:	18	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	40	330	44	74	347	92	84	129	22	41	107	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:	40	330	44	74	347	92	84	129	22	41	107	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:	40	330	44	74	347	92	84	129	22	41	107	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	330	44	74	347	92	84	129	22	41	107	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.:	40	330	44	74	347	92	84	129	22	41	107	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.44	0.95	0.85	0.51	0.92	0.92	0.55	0.98	0.98	0.58	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	1.58	0.42	1.00	0.85	0.15	1.00	0.63	0.37
Final Sat.:	834	3610	1615	960	2765	733	1053	1587	271	1094	1129	665
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.03	0.08	0.13	0.13	0.08	0.08	0.08	0.04	0.09	0.09
Crit Moves:					****						****	
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.08	0.16	0.05	0.14	0.22	0.22	0.19	0.19	0.19	0.09	0.22	0.22
Delay/Veh:	9.8	10.2	9.5	10.1	10.6	10.6	17.8	17.8	17.8	16.9	18.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	10.2	9.5	10.1	10.6	10.6	17.8	17.8	17.8	16.9	18.1	18.1
HCM2kAvg:	1	2	1	2	3	3	3	3	3	1	3	3

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

Intersection #16 Sr-43/Central Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.168
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.0
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	0	1 0	1	0
Volume Module:																
Base Vol:	14	412	24		46	387	18		9	61	11		26	93	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:	14	412	24		46	387	18		9	61	11		26	93	29	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	412	24		46	387	18		9	61	11		26	93	29	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	412	24		46	387	18		9	61	11		26	93	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.:	14	412	24		46	387	18		9	61	11		26	93	29	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.49	0.94	0.94		0.47	0.94	0.94		0.96	0.96	0.96		0.84	0.84	0.84	
Lanes:	1.00	1.89	0.11		1.00	1.91	0.09		0.11	0.75	0.14		0.35	1.26	0.39	
Final Sat.:	923	3384	197		889	3425	159		202	1369	247		560	2002	624	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.12	0.12		0.05	0.11	0.11		0.04	0.04	0.04		0.05	0.05	0.05	
Crit Moves:		****												****		
Green/Cycle:	0.72	0.72	0.72		0.72	0.72	0.72		0.28	0.28	0.28		0.28	0.28	0.28	
Volume/Cap:	0.02	0.17	0.17		0.07	0.16	0.16		0.16	0.16	0.16		0.17	0.17	0.17	
Delay/Veh:	3.9	4.4	4.4		4.1	4.3	4.3		27.6	27.6	27.6		27.6	27.6	27.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	3.9	4.4	4.4		4.1	4.3	4.3		27.6	27.6	27.6		27.6	27.6	27.6	
HCM2kAvg:	0	2	2		1	2	2		2	2	2		2	2	2	

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

Intersection #17 SR-43/Lerdo Hwy

Cycle (sec):	100	Critical Vol./Cap. (X):	0.294
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	22.1
Optimal Cycle:	26	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	1	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	41	307	58	145	240	17	20	246	50	64	124	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	307	58	145	240	17	20	246	50	64	124	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	307	58	145	240	17	20	246	50	64	124	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	307	58	145	240	17	20	246	50	64	124	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.:	41	307	58	145	240	17	20	246	50	64	124	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.88	0.88	0.85	0.75	0.75	0.75
Lanes:	1.00	1.68	0.32	1.00	1.87	0.13	0.15	1.85	1.00	0.41	0.79	0.80
Final Sat.:	1805	2963	560	1805	3337	236	250	3078	1615	583	1129	1156
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.08	0.07	0.07	0.08	0.08	0.03	0.11	0.11	0.11
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.35	0.35	0.27	0.48	0.48	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.15	0.29	0.29	0.29	0.15	0.15	0.21	0.21	0.08	0.29	0.29	0.29
Delay/Veh:	37.2	23.5	23.5	29.0	14.8	14.8	21.4	21.4	20.3	22.2	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	23.5	23.5	29.0	14.8	14.8	21.4	21.4	20.3	22.2	22.2	22.2
HCM2kAvg:	1	4	4	4	2	2	3	3	1	4	4	4

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

Intersection #18 SR-43/7th Standard Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.420
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	11.5
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	50	128	73	33	136	32	13	78	42	47	163	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:	50	128	73	33	136	32	13	78	42	47	163	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:	50	128	73	33	136	32	13	78	42	47	163	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	128	73	33	136	32	13	78	42	47	163	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.:	50	128	73	33	136	32	13	78	42	47	163	42
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:	0.20	0.51	0.29	0.20	0.80	1.00	0.10	0.59	0.31	0.22	0.78	1.00
Final Sat.:	119	305	174	111	456	646	55	328	176	127	439	646
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.30	0.30	0.05	0.24	0.24	0.24	0.37	0.37	0.06
Crit Moves:	****				****		****				****	
Delay/Veh:	12.6	12.6	12.6	11.1	11.1	8.2	10.7	10.7	10.7	12.0	12.0	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.6	12.6	11.1	11.1	8.2	10.7	10.7	10.7	12.0	12.0	8.3
LOS by Move:	B	B	B	B	B	A	B	B	B	B	B	A
ApproachDel:	12.6			10.6			10.7			11.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.6			10.6			10.7			11.4		
LOS by Appr:	B			B			B			B		

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

Intersection #19 SR-43/SR-58 (Rosedal Highway West)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.375
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	10.6
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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	1 0	0		0 0	0 1	0		1 0	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	164	238	0		0	163	93		77	0	142		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:	164	238	0		0	163	93		77	0	142		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:	164	238	0		0	163	93		77	0	142		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	164	238	0		0	163	93		77	0	142		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.:	164	238	0		0	163	93		77	0	142		0	0	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	1.00	0.00		0.00	0.64	0.36		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	602	658	0		0	435	248		525	0	636		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.27	0.36	xxxx		xxxx	0.37	0.37		0.15	xxxx	0.22		xxxx	xxxx	xxxx	
Crit Moves:		****					****				****					
Delay/Veh:	10.7	11.0	0.0		0.0	11.1	11.1		10.3	0.0	9.4		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	10.7	11.0	0.0		0.0	11.1	11.1		10.3	0.0	9.4		0.0	0.0	0.0	
LOS by Move:	B	B	*		*	B	B		B	*	A		*	*	*	
ApproachDel:	10.8				11.1				9.7				xxxxxx			
Delay Adj:	1.00				1.00				1.00				xxxxx			
ApprAdjDel:	10.8				11.1				9.7				xxxxxx			
LOS by Appr:	B				B				A				*			

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

Intersection #20 SR-43/SR-58 (Rosedal Highway East)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.315
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	10.7
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1 0	1	1 0	1 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	7	168	30	124	171	5	9	5	20	95	13	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	168	30	124	171	5	9	5	20	95	13	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	168	30	124	171	5	9	5	20	95	13	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	168	30	124	171	5	9	5	20	95	13	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	168	30	124	171	5	9	5	20	95	13	207
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	1.00	1.00	1.00	1.00	1.00	0.26	0.15	0.59	0.88	0.12	1.00
Final Sat.:	509	552	613	531	574	642	146	81	323	477	65	657
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.05	0.23	0.30	0.01	0.06	0.06	0.06	0.20	0.20	0.31
Crit Moves:		****			****			****				****
Delay/Veh:	9.5	11.4	8.5	11.1	11.1	8.1	9.4	9.4	9.4	10.6	10.6	10.2
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:	9.5	11.4	8.5	11.1	11.1	8.1	9.4	9.4	9.4	10.6	10.6	10.2
LOS by Move:	A	B	A	B	B	A	A	A	A	B	B	B
ApproachDel:		10.9			11.0			9.4			10.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.9			11.0			9.4			10.3	
LOS by Appr:		B			B			A			B	

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

Intersection #21 H St/9th St

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[8.5]

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	1	0	0	0	1
Volume Module:																				
Base Vol:	0	32		3		2	24		0		0	0		0		3	0		14	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	32		3		2	24		0		0	0		0		3	0		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:	1.00	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	32		3		2	24		0		0	0		0		3	0		14	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Final Vol.:	0	32		3		2	24		0		0	0		0		3	0		14	
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		35	xxxx		xxxxx		xxxx	xxxx		xxxxx		62	xxxx		34	
Potent Cap.:	xxxx	xxxx		xxxxx		1589	xxxx		xxxxx		xxxx	xxxx		xxxxx		950	xxxx		1046	
Move Cap.:	xxxx	xxxx		xxxxx		1589	xxxx		xxxxx		xxxx	xxxx		xxxxx		949	xxxx		1046	
Volume/Cap:	xxxx	xxxx		xxxx		0.00	xxxx		xxxx		xxxx	xxxx		xxxx		0.00	xxxx		0.01	
Level Of Service Module:																				
Queue:	xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx		0.0	xxxx		0.0	
Stopped Del:	xxxxx	xxxx		xxxxx		7.3	xxxx		xxxxx		xxxxx	xxxx		xxxxx		8.8	xxxx		8.5	
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		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd StpDel:	xxxxx	xxxx		xxxxx		7.3	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		A	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					8.5				
ApproachLOS:	*					*					*					A				

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

Intersection #22 H St/Wasco Ave

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[8.7]

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		1	0	0	0	1		1	0	1	0	0		0	0	1	0	1	
Volume Module:																								
Base Vol:	0	0	0				1	0	37				35	79	0				0	54	0			
Growth Adj:	1.00	1.00	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				1	0	37				35	79	0				0	54	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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				1	0	37				35	79	0				0	54	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	0				1	0	37				35	79	0				0	54	0			
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				203	xxxx	54				54	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				790	xxxx	1019				1564	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				777	xxxx	1019				1564	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.00	xxxx	0.04				0.02	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx				0.0	xxxx	0.1				0.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx				9.6	xxxx	8.7				7.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
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				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						8.7						xxxxxx						xxxxxx					
ApproachLOS:	*						A						*						*					

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

Intersection #23 Wasco Ave/Poso Ave

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: B[10.2]

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	1	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	1
Volume Module:																				
Base Vol:	10	23	0			3	32	58			75	6	14			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:	10	23	0			3	32	58			75	6	14			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:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	10	23	0			3	32	58			75	6	14			0	0	2		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	10	23	0			3	32	58			75	6	14			0	0	2		
Critical Gap Module:																				
Critical Gp:	7.1	6.5	xxxxx			7.1	6.5	6.2			4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	xxxxx			3.5	4.0	3.3			2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	172	158	xxxxx			175	170	0			2	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	796	738	xxxxx			793	727	0			1634	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	740	702	xxxxx			745	692	0			1634	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.01	0.03	xxxx			0.00	0.05	0.00			0.05	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																				
Queue:	0.0	xxxx	xxxxx			0.0	xxxx	xxxxx			0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	9.9	xxxx	xxxxx			9.9	xxxx	xxxxx			7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*			A	*	*			A	*	*	*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	702			xxxx	xxxx	1946			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	0.1			xxxxx	xxxx	0.1			0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	10.3			xxxxx	xxxx	6.9			7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	B			*	*	A			A	*	*	*	*	*				
ApproachDel:	10.2					7.0					xxxxxx					xxxxxx				
ApproachLOS:	B					A					*					*				

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

Intersection #24 Wasco Ave/Kimberlina Rd

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[10.2]

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	1!	0	0		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	0				27	0	19				17	163	0				0	138	17			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	0				27	0	19				17	163	0				0	138	17			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	0	0				27	0	19				17	163	0				0	138	17			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	0				27	0	19				17	163	0				0	138	17			
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				344	xxxx	147				155	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	xxxx	xxxx	xxxxx				657	xxxx	906				1438	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	xxxx	xxxx	xxxxx				651	xxxx	906				1438	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	xxxx	xxxx	xxxx				0.04	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							7.5	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	737	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*												
ApproachDel:	xxxxxx			10.2			xxxxxx			xxxxxx														
ApproachLOS:	*			B			*			*														

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

Intersection #25 J St/9th St

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[8.5]

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	0	0		0	0	1	1	0		0	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	0	71		0		0	0	64		7		0	0		1		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		1.00				
Initial Bse:	0	71		0		0	0	64		7		0	0		1		0	0		0				
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00				
PHF Adj:	1.00	1.00		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	71		0		0	0	64		7		0	0		1		0	0		0				
Reduct Vol:	0	0		0		0	0	0		0		0	0		0		0	0		0				
Final Vol.:	0	71		0		0	0	64		7		0	0		1		0	0		0				
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxx		6.9		xxxxx	xxxx		xxxxx				
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxx		3.3		xxxxx	xxxx		xxxxx				
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxx		xxxxx		xxxx	xxxx		36		xxxx	xxxx		xxxxx				
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxx		xxxxx		xxxx	xxxx		1036		xxxx	xxxx		xxxxx				
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxx		xxxxx		xxxx	xxxx		1036		xxxx	xxxx		xxxxx				
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx	xxxx		xxxx		xxxx	xxxx		0.00		xxxx	xxxx		xxxx				
Level Of Service Module:																								
Queue:	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxx		0.0		xxxxx	xxxx		xxxxx				
Stopped Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxx		8.5		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	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx				
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx				
Shrd StpDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx				
Shared LOS:	*	*		*		*	*	*		*		*	*		*		*	*		*				
ApproachDel:	xxxxxx					xxxxxx						8.5					xxxxxx							
ApproachLOS:	*					*						A					*							

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

Intersection #1 I-5 NB Ramp / Stockdale Hwy

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[11.5]

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 1	0 0	0		0 0	1 0	1	
Volume Module:																
Base Vol:	3	0	31		0	0	0		3	466	0		0	55	67	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	3	0	31		0	0	0		3	466	0		0	55	67	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	3	0	31		0	0	0		3	466	0		0	55	67	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	3	0	31		0	0	0		3	466	0		0	55	67	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	561	xxxx	466		xxxx	xxxx	xxxxx		122	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	493	xxxx	601		xxxx	xxxx	xxxxx		1478	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	492	xxxx	601		xxxx	xxxx	xxxxx		1478	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.01	xxxx	0.05		xxxx	xxxx	xxxx		0.00	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		7.4	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	589	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.2	xxxxx		xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	11.5	xxxxx		xxxxx	xxxx	xxxxx		7.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	B	*		*	*	*		A	*	*		*	*	*	
ApproachDel:	11.5				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	B				*				*				*			

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

Intersection #2 I-5 SB Ramp / Stockdale Hwy

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: B[13.2]

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 1! 0 0			0 0 1 0 1			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	262	1	1	0	204	9	20	38	0
Growth Adj:	1.00	1.00	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	262	1	1	0	204	9	20	38	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	262	1	1	0	204	9	20	38	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	262	1	1	0	204	9	20	38	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	287	291	38	xxxx	xxxx	xxxxx	213	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	708	623	1040	xxxx	xxxx	xxxxx	1369	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	700	614	1040	xxxx	xxxx	xxxxx	1369	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.37	0.00	0.00	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	7.7	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	701	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.8	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	13.2	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			13.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Intersection #3 I-5 NB Ramp / SR 119

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[17.7]

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 0	1	0	0 0 1	0	1
Volume Module:												
Base Vol:	13	0	6	0	0	0	0	770	2	0	223	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	1.00
Initial Bse:	13	0	6	0	0	0	0	770	2	0	223	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	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	6	0	0	0	0	770	2	0	223	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	13	0	6	0	0	0	0	770	2	0	223	11
Critical Gap Module:												
Critical Gp:	6.4 xxxx		6.2	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:	999 xxxx		771	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
Potent Cap.:	272 xxxx		403	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
Move Cap.:	272 xxxx		403	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
Volume/Cap:	0.05 xxxx		0.01	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 303		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
SharedQueue:	xxxxx 0.2		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shrd StpDel:	xxxxx 17.7		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	17.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

Intersection #4 I-5 SB Ramp / SR 119

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[18.0]

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	1	0	0	1		0	0	1	0	1		0	1	0	0	0	
Volume Module:																								
Base Vol:	0	0	0				45	0	13				0	721	42				1	238	0			
Growth Adj:	1.00	1.00	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				45	0	13				0	721	42				1	238	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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				45	0	13				0	721	42				1	238	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	0				45	0	13				0	721	42				1	238	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.4	xxxx	6.2				xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	xxxx	3.3				xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				982	xxxx	238				xxxx	xxxx	xxxxx				763	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				279	xxxx	806				xxxx	xxxx	xxxxx				859	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				278	xxxx	806				xxxx	xxxx	xxxxx				859	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.16	xxxx	0.02				xxxx	xxxx	xxxx				0.00	xxxx	xxxx			
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		0.0	xxxxx	xxxx	xxxxx			0.0	xxxx	xxxxx									
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		9.5	xxxxx	xxxx	xxxxx			9.2	xxxx	xxxxx									
LOS by Move:	*	*	*	*	*		A	*	*	*			A	*	*									
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				278	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				0.6	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx				20.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx				9.2	xxxx	xxxxx			
Shared LOS:	*	*	*				C	*	*				*	*	*				A	*	*			
ApproachDel:	xxxxxx						18.0						xxxxxx						xxxxxx					
ApproachLOS:	*						C						*						*					

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

Intersection #5 SR 119 / SR 43

Cycle (sec): 100 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	37	85	77	4	39	175	466	663	19	24	201	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:	37	85	77	4	39	175	466	663	19	24	201	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:	37	85	77	4	39	175	466	663	19	24	201	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	85	77	4	39	175	466	663	19	24	201	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.:	37	85	77	4	39	175	466	663	19	24	201	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	0.93	0.93	0.55	0.88	0.88	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.52	0.48	1.00	0.18	0.82	1.00	0.97	0.03	1.00	0.99	0.01
Final Sat.:	846	926	839	1037	304	1363	1805	1840	53	1805	1889	9
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.00	0.13	0.13	0.26	0.36	0.36	0.01	0.11	0.11
Crit Moves:					****		****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.46	0.63	0.63	0.02	0.19	0.19
Volume/Cap:	0.19	0.40	0.40	0.02	0.56	0.56	0.56	0.57	0.57	0.57	0.56	0.56
Uniform Del:	31.1	32.7	32.7	29.8	34.1	34.1	19.6	10.8	10.8	48.4	36.7	36.7
IncremntDel:	0.5	0.7	0.7	0.0	1.9	1.9	0.9	0.7	0.7	18.0	2.0	2.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.5	33.4	33.4	29.8	36.0	36.0	20.5	11.5	11.5	66.3	38.7	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	33.4	33.4	29.8	36.0	36.0	20.5	11.5	11.5	66.3	38.7	38.7
HCM2kAvg:	2	5	4	0	7	6	11	12	12	2	6	4

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

Intersection #6 Stockdale Hwy/SR 43

Cycle (sec):	100	Critical Vol./Cap. (X):	0.823
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	22.8
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	277	147	80	164	18	41	421	2	49	54	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:	0	277	147	80	164	18	41	421	2	49	54	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:	0	277	147	80	164	18	41	421	2	49	54	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	277	147	80	164	18	41	421	2	49	54	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.:	0	277	147	80	164	18	41	421	2	49	54	19
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:	0.00	0.65	0.35	0.30	0.63	0.07	0.09	0.90	0.01	0.40	0.44	0.16
Final Sat.:	0	372	197	153	314	34	50	511	2	176	193	68
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.75	0.75	0.52	0.52	0.52	0.82	0.82	0.82	0.28	0.28	0.28
Crit Moves:		****			****			****			****	
Delay/Veh:	0.0	23.0	23.0	15.6	15.6	15.6	29.6	29.6	29.6	12.2	12.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.0	23.0	15.6	15.6	15.6	29.6	29.6	29.6	12.2	12.2	12.2
LOS by Move:	*	C	C	C	C	C	D	D	D	B	B	B
ApproachDel:		23.0			15.6			29.6			12.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		23.0			15.6			29.6			12.2	
LOS by Appr:		C			C			D			B	

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

Intersection #7 Stockdale Hwy / Morris Rd

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

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	1		0	0	0	0	0		0	1	0	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	0	18				0	0	0				1	197	0				3	34			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	0	18				0	0	0				1	197	0				3	34			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:	0	0	18				0	0	0				1	197	0				3	34			1	
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0			0	
Final Vol.:	0	0	18				0	0	0				1	197	0				3	34			1	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	6.2				xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	3.3				xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	197				xxxx	xxxx	xxxxx				35	xxxx	xxxxx				197	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	849				xxxx	xxxx	xxxxx				1589	xxxx	xxxxx				1388	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	849				xxxx	xxxx	xxxxx				1589	xxxx	xxxxx				1388	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	0.02				xxxx	xxxx	xxxx				0.00	xxxx	xxxx				0.00	xxxx	xxxx			
Level Of Service Module:																								
Queue:	xxxxx	xxxx	0.1				xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				0.0	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	9.3				xxxxx	xxxx	xxxxx				7.3	xxxx	xxxxx				7.6	xxxx	xxxxx			
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				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				7.3	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				A	*	*				*	*	*			
ApproachDel:	9.3						xxxxxx						xxxxxx						xxxxxx					
ApproachLOS:	A						*						*						*					

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

Intersection #8 Tupman Rd / SR 119

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: F[65.4]

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	1	0		0	0	1!	0	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	0		1		27		22		0		6		14	1171		0			11		397		10	
Growth Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00
Initial Bse:	0		1		27		22		0		6		14	1171		0			11		397		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		1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	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		1		27		22		0		6		14	1171		0			11		397		10	
Reduct Vol:	0		0		0		0		0		0		0	0		0			0		0		0	
Final Vol.:	0		1		27		22		0		6		14	1171		0			11		397		10	
Critical Gap Module:																								
Critical Gp:	xxxxx		6.5		6.2		7.1	xxxx		6.2			4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx		4.0		3.3		3.5	xxxx		3.3			2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	1628		1171		1637	xxxx		402				407	xxxx	xxxxx				1171	xxxx	xxxxx			
Potent Cap.:	xxxx	103		237		81	xxxx		653				1163	xxxx	xxxxx				604	xxxx	xxxxx			
Move Cap.:	xxxx	100		237		70	xxxx		653				1163	xxxx	xxxxx				604	xxxx	xxxxx			
Volume/Cap:	xxxx	0.01		0.11		0.31	xxxx		0.01				0.01	xxxx		xxxx			0.02	xxxx		xxxx		
Level Of Service Module:																								
Queue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx				0.0	xxxx	xxxxx				0.1	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx				8.1	xxxx	xxxxx				11.1	xxxx	xxxxx			
LOS by Move:	*		*		*		*		*				A		*				B		*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		226		xxxx	87	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
SharedQueue:	xxxxx	xxxx		0.4		xxxxx	1.2	xxxxx		xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	xxxx		23.2		xxxxx	65.4	xxxxx		xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx								
Shared LOS:	*		*		C		*		F		*		*		*		*		*		*			
ApproachDel:	23.2					65.4					xxxxxx					xxxxxx								
ApproachLOS:	C					F					*					*								

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

Intersection #9 Tupman Rd/Grace Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.035
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	7.0
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	18	5	3	12	3	4	0	4	1	1	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:	9	18	5	3	12	3	4	0	4	1	1	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	18	5	3	12	3	4	0	4	1	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	18	5	3	12	3	4	0	4	1	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	18	5	3	12	3	4	0	4	1	1	4
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:	0.28	0.56	0.16	0.17	0.66	0.17	0.50	0.00	0.50	0.17	0.17	0.66
Final Sat.:	258	517	144	154	615	154	468	0	468	163	163	650
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.02	0.02	0.01	xxxx	0.01	0.01	0.01	0.01
Crit Moves:		****			****			****			****	
Delay/Veh:	7.0	7.0	7.0	7.0	7.0	7.0	6.8	0.0	6.8	6.7	6.7	6.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.0	7.0	7.0	7.0	7.0	7.0	6.8	0.0	6.8	6.7	6.7	6.7
LOS by Move:	A	A	A	A	A	A	A	*	A	A	A	A
ApproachDel:		7.0			7.0			6.8			6.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.0			7.0			6.8			6.7	
LOS by Appr:		A			A			A			A	

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

Intersection #10 Station Rd/Tupman Rd

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[8.6]

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 1! 0 0				1 0 0 0 0			
Volume Module:																
Base Vol:	0	4	21		1	6	0		0	0	0		7	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	4	21		1	6	0		0	0	0		7	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	4	21		1	6	0		0	0	0		7	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	4	21		1	6	0		0	0	0		7	0	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		25	xxxx	xxxxx		xxxx	xxxx	xxxxx		23	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		1603	xxxx	xxxxx		xxxx	xxxx	xxxxx		999	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		1603	xxxx	xxxxx		xxxx	xxxx	xxxxx		999	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.00	xxxx	xxxx		xxxx	xxxx	xxxx		0.01	xxxx	xxxx	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	
Stopped Del:	xxxxx	xxxx	xxxxx		7.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.6	xxxx	xxxxx	
LOS by Move:	*	*	*		A	*	*		*	*	*		A	*	*	
Movement:	LT	LTR	RT		LT	LTR	RT		LT	LTR	RT		LT	LTR	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	0	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		7.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		A	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				8.6			
ApproachLOS:	*				*				*				A			

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

Intersection #11 Stockdale/Dairy

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[9.7]

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 0	0 0		1 0 0
Volume Module:												
Base Vol:	4	1	3	0	0	0	0	193	7	0	35	0
Growth Adj:	1.00	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	1	3	0	0	0	0	193	7	0	35	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1	3	0	0	0	0	193	7	0	35	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	1	3	0	0	0	0	193	7	0	35	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	232	232	197	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	761	672	850	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	761	672	850	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	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	779	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

Intersection #12 Dairy/Adohr

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[8.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	1	0		0	1	0	0	0		0	0	1!	0	0		1	0	0	0	0	
Volume Module:																								
Base Vol:	0		1		6		2		2		0		0		0		0		7		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		1		6		2		2		0		0		0		0		7		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		1		6		2		2		0		0		0		0		7		0		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	0		1		6		2		2		0		0		0		0		7		0		0	
Critical Gap Module:																								
Critical Gp:	xxxxx		6.5		6.2		7.1		6.5	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx							
FollowUpTim:	xxxxx		4.0		3.3		3.5		4.0	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx							
Capacity Module:																								
Cnflict Vol:	xxxx		14		0		18		14	xxxxx	xxxx	xxxx	xxxxx		0	xxxx	xxxxx							
Potent Cap.:	xxxx		884		0		1002		884	xxxxx	xxxx	xxxx	xxxxx		0	xxxx	xxxxx							
Move Cap.:	xxxx		884		0		1001		884	xxxxx	xxxx	xxxx	xxxxx		0	xxxx	xxxxx							
Volume/Cap:	xxxx		0.00		0.00		0.00		0.00	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		0.0	xxxx	xxxxx											
LOS by Move:	*	*	*	*	*	*	*	*	*		A	*	*											
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		6191			939	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx		0.0			0.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx		5.6			8.8	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*		A			A	*	*				*	*	*				*	*	*			
ApproachDel:			5.6						8.8						xxxxxx						xxxxxx			
ApproachLOS:			A						A						*						*			

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

Intersection #13 SR-43/Poso Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.403
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	11.5
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		1 0 1	1 0		1 0 1	0 1		0 1 0	0 1	
Volume Module:												
Base Vol:	13	451	0	0	511	3	1	0	15	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	451	0	0	511	3	1	0	15	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	451	0	0	511	3	1	0	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	451	0	0	511	3	1	0	15	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.:	13	451	0	0	511	3	1	0	15	0	0	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	2.00	0.00	1.00	1.99	0.01	1.00	1.00	1.00	0.00	1.00	1.00
Final Sat.:	571	1250	0	0	1267	7	444	0	521	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	xxxx	xxxx	0.40	0.40	0.00	xxxx	0.03	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	9.0	11.3	0.0	0.0	11.8	11.8	10.1	0.0	9.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	11.3	0.0	0.0	11.8	11.8	10.1	0.0	9.1	0.0	0.0	0.0
LOS by Move:	A	B	*	*	B	B	B	*	A	*	*	*
ApproachDel:	11.3			11.8			9.2			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	11.3			11.8			9.2			xxxxxx		
LOS by Appr:	B			B			A			*		

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

Intersection #14 SR-43/Kimberlina Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.294
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: 26 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	1	1	0	1 0	1	1	0	0 0	1!	0	0	0 0	1!	0	0
Volume Module:																
Base Vol:	57	386	27		60	306	6		7	84	160		35	45	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:	57	386	27		60	306	6		7	84	160		35	45	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:	57	386	27		60	306	6		7	84	160		35	45	98	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	57	386	27		60	306	6		7	84	160		35	45	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.:	57	386	27		60	306	6		7	84	160		35	45	98	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.94	0.94		0.95	0.95	0.95		0.91	0.91	0.91		0.85	0.85	0.85	
Lanes:	1.00	1.87	0.13		1.00	1.96	0.04		0.03	0.33	0.64		0.20	0.25	0.55	
Final Sat.:	1805	3340	234		1805	3530	69		48	578	1100		317	408	888	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.12	0.12		0.03	0.09	0.09		0.15	0.15	0.15		0.11	0.11	0.11	
Crit Moves:		****				****				****						
Green/Cycle:	0.14	0.39	0.39		0.11	0.37	0.37		0.49	0.49	0.49		0.49	0.49	0.49	
Volume/Cap:	0.23	0.29	0.29		0.29	0.23	0.23		0.29	0.29	0.29		0.22	0.22	0.22	
Uniform Del:	38.6	20.8	20.8		40.7	21.7	21.7		15.0	15.0	15.0		14.4	14.4	14.4	
IncremntDel:	0.5	0.1	0.1		0.8	0.1	0.1		0.2	0.2	0.2		0.1	0.1	0.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	39.1	21.0	21.0		41.5	21.8	21.8		15.2	15.2	15.2		14.5	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:	39.1	21.0	21.0		41.5	21.8	21.8		15.2	15.2	15.2		14.5	14.5	14.5	
HCM2kAvg:	2	4	4		2	3	3		4	5	5		3	3	3	

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

Intersection #15 SR-43/Shafter Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.286
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 20 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 1 1 0			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	23	393	30	78	467	106	124	83	17	25	114	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:	23	393	30	78	467	106	124	83	17	25	114	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	393	30	78	467	106	124	83	17	25	114	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	393	30	78	467	106	124	83	17	25	114	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.:	23	393	30	78	467	106	124	83	17	25	114	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.37	0.95	0.85	0.47	0.92	0.92	0.53	0.98	0.98	0.64	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	1.63	0.37	1.00	0.83	0.17	1.00	0.60	0.40
Final Sat.:	699	3610	1615	889	2860	649	1011	1538	315	1208	1072	714
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.02	0.09	0.16	0.16	0.12	0.05	0.05	0.02	0.11	0.11
Crit Moves:					****		****					
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.06	0.19	0.03	0.15	0.29	0.29	0.29	0.13	0.13	0.05	0.25	0.25
Uniform Del:	9.5	10.3	9.4	10.1	11.0	11.0	18.6	17.2	17.2	16.6	18.2	18.2
IncremntDel:	0.1	0.0	0.0	0.1	0.1	0.1	0.4	0.1	0.1	0.0	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	9.6	10.4	9.4	10.2	11.1	11.1	18.9	17.3	17.3	16.7	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	10.4	9.4	10.2	11.1	11.1	18.9	17.3	17.3	16.7	18.4	18.4
HCM2kAvg:	1	3	0	2	4	4	5	2	2	1	4	4

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

Intersection #16 Sr-43/Central Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.220
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	10.4
Optimal Cycle:	18	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 1 0	1 0	
Volume Module:												
Base Vol:	40	400	40	43	492	31	21	76	31	39	85	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:	40	400	40	43	492	31	21	76	31	39	85	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:	40	400	40	43	492	31	21	76	31	39	85	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	400	40	43	492	31	21	76	31	39	85	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.:	40	400	40	43	492	31	21	76	31	39	85	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.41	0.94	0.94	0.46	0.94	0.94	0.92	0.92	0.92	0.80	0.80	0.80
Lanes:	1.00	1.82	0.18	1.00	1.88	0.12	0.16	0.60	0.24	0.44	0.96	0.60
Final Sat.:	785	3236	324	868	3365	212	286	1036	423	671	1462	912
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.05	0.15	0.15	0.07	0.07	0.07	0.06	0.06	0.06
Crit Moves:					****			****				
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.08	0.19	0.19	0.07	0.22	0.22	0.22	0.22	0.22	0.17	0.17	0.17
Uniform Del:	5.9	6.4	6.4	5.9	6.5	6.5	23.9	23.9	23.9	23.5	23.5	23.5
IncremntDel:	0.1	0.0	0.0	0.1	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	5.9	6.4	6.4	5.9	6.6	6.6	24.1	24.1	24.1	23.6	23.6	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.9	6.4	6.4	5.9	6.6	6.6	24.1	24.1	24.1	23.6	23.6	23.6
HCM2kAvg:	1	3	3	1	3	3	3	3	3	2	2	2

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

Intersection #17 SR-43/Lerdo Hwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.328
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: 28 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	1	0	1		0	1	0	1	0	
Volume Module:																								
Base Vol:	64	271		72			144	318		23			9	344		68			50	230		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:	64	271		72			144	318		23			9	344		68			50	230		170		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	64	271		72			144	318		23			9	344		68			50	230		170		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	64	271		72			144	318		23			9	344		68			50	230		170		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	64	271		72			144	318		23			9	344		68			50	230		170		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.95	0.92		0.92			0.95	0.94		0.94			0.90	0.90		0.85			0.79	0.79		0.79		
Lanes:	1.00	1.58		0.42			1.00	1.87		0.13			0.05	1.95		1.00			0.22	1.02		0.76		
Final Sat.:	1805	2764		734			1805	3333		241			87	3324		1615			333	1531		1132		
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.10		0.10			0.08	0.10		0.10			0.10	0.10		0.04			0.15	0.15		0.15		
Crit Moves:		****						****												****				
Green/Cycle:	0.15	0.30		0.30			0.24	0.40		0.40			0.46	0.46		0.46			0.46	0.46		0.46		
Volume/Cap:	0.24	0.33		0.33			0.33	0.24		0.24			0.23	0.23		0.09			0.33	0.33		0.33		
Uniform Del:	37.7	27.2		27.2			31.1	20.2		20.2			16.4	16.4		15.3			17.3	17.3		17.3		
IncremntDel:	0.5	0.2		0.2			0.4	0.1		0.1			0.1	0.1		0.1			0.1	0.1		0.1		
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Delay/Veh:	38.2	27.4		27.4			31.6	20.3		20.3			16.5	16.5		15.4			17.4	17.4		17.4		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	38.2	27.4		27.4			31.6	20.3		20.3			16.5	16.5		15.4			17.4	17.4		17.4		
HCM2kAvg:	2	4		4			4	3		4			3	3		1			5	5		5		

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

Intersection #18 SR-43/7th Standard Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.792
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	19.9
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	22	178	83	73	109	9	26	363	53	67	63	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:	22	178	83	73	109	9	26	363	53	67	63	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:	22	178	83	73	109	9	26	363	53	67	63	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	178	83	73	109	9	26	363	53	67	63	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	22	178	83	73	109	9	26	363	53	67	63	39
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:	0.08	0.63	0.29	0.40	0.60	1.00	0.06	0.82	0.12	0.52	0.48	1.00
Final Sat.:	40	323	150	187	280	529	33	459	67	241	227	535
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.55	0.39	0.39	0.02	0.79	0.79	0.79	0.28	0.28	0.07
Crit Moves:			****		****			****			****	
Delay/Veh:	16.7	16.7	16.7	13.8	13.8	9.0	27.9	27.9	27.9	12.2	12.2	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.7	16.7	16.7	13.8	13.8	9.0	27.9	27.9	27.9	12.2	12.2	9.3
LOS by Move:	C	C	C	B	B	A	D	D	D	B	B	A
ApproachDel:	16.7			13.6			27.9			11.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.7			13.6			27.9			11.5		
LOS by Appr:	C			B			D			B		

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

Intersection #19 SR-43/SR-58 (Rosedal Highway West)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.583
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	127	253	0	0	191	24	198	0	379	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:	127	253	0	0	191	24	198	0	379	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:	127	253	0	0	191	24	198	0	379	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	253	0	0	191	24	198	0	379	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.:	127	253	0	0	191	24	198	0	379	0	0	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	1.00	0.00	0.00	0.89	0.11	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	513	554	0	0	503	63	534	0	650	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.46	xxxx	xxxx	0.38	0.38	0.37	xxxx	0.58	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	11.6	13.9	0.0	0.0	12.7	12.7	13.0	0.0	15.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	13.9	0.0	0.0	12.7	12.7	13.0	0.0	15.0	0.0	0.0	0.0
LOS by Move:	B	B	*	*	B	B	B	*	B	*	*	*
ApproachDel:	13.1			12.7			14.3			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	13.1			12.7			14.3			xxxxxx		
LOS by Appr:	B			B			B			*		

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

Intersection #20 SR-43/SR-58 (Rosedal Highway East)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.671
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	14.7
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1 0	1	1 0	1 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	18	220	138	355	202	9	12	16	18	42	13	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:	18	220	138	355	202	9	12	16	18	42	13	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	220	138	355	202	9	12	16	18	42	13	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	220	138	355	202	9	12	16	18	42	13	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.:	18	220	138	355	202	9	12	16	18	42	13	129
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	1.00	1.00	1.00	1.00	1.00	0.26	0.35	0.39	0.76	0.24	1.00
Final Sat.:	485	526	583	529	567	631	125	166	187	356	110	544
Capacity Analysis Module:												
Vol/Sat:	0.04	0.42	0.24	0.67	0.36	0.01	0.10	0.10	0.10	0.12	0.12	0.24
Crit Moves:		****		****				****				****
Delay/Veh:	10.1	13.7	10.3	21.5	12.2	8.3	10.6	10.6	10.6	10.9	10.9	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	13.7	10.3	21.5	12.2	8.3	10.6	10.6	10.6	10.9	10.9	10.7
LOS by Move:	B	B	B	C	B	A	B	B	B	B	B	B
ApproachDel:	12.3			17.9			10.6			10.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.3			17.9			10.6			10.7		
LOS by Appr:	B			C			B			B		

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

Intersection #21 H St/9th St

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[8.7]

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		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	40		7			7	51		0			0	0		0			6	0		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:	0	40		7			7	51		0			0	0		0			6	0		12		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	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	40		7			7	51		0			0	0		0			6	0		12		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Final Vol.:	0	40		7			7	51		0			0	0		0			6	0		12		
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				47	xxxx	xxxxx		xxxx	xxxx	xxxxx						109	xxxx		43		
Potent Cap.:	xxxx	xxxx	xxxxx				1573	xxxx	xxxxx		xxxx	xxxx	xxxxx						894	xxxx		1032		
Move Cap.:	xxxx	xxxx	xxxxx				1573	xxxx	xxxxx		xxxx	xxxx	xxxxx						891	xxxx		1032		
Volume/Cap:	xxxx	xxxx	xxxx				0.00	xxxx	xxxx		xxxx	xxxx	xxxx						0.01	xxxx		0.01		
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx							0.0	xxxx		0.0		
Stopped Del:	xxxxx	xxxx	xxxxx				7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx							9.1	xxxx		8.5		
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				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx				7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				A	*	*	*	*	*	*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						8.7					
ApproachLOS:	*						*						*						A					

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

Intersection #22 H St/Wasco Ave

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: A[8.9]

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		1	0	0	0	1		1	0	1	0	0		0	0	1	0	1	
Volume Module:																								
Base Vol:	0	0	0	0	0		39						40		60		0		0		106		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	0	0	0	0		39						40		60		0		0		106		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:	0	0	0	0	0		39						40		60		0		0		106		2	
Reduct Vol:	0	0	0	0	0		0						0		0		0		0		0		0	
Final Vol.:	0	0	0	0	0		39						40		60		0		0		106		2	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		6.2						4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		3.3						2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx		106						108	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx		954						1495	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx		954						1495	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx		0.04						0.03	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		0.1						0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		8.9						7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	*	*	*	*	*		A						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			8.9			xxxxxx			xxxxxx														
ApproachLOS:	*			A			*			*														

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

Intersection #23 Wasco Ave/Poso Ave

Average Delay (sec/veh): 8.6 Worst Case Level Of Service: B[10.6]

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	1	0	1	0 0	1	0	0	1 0	0	1	0	0 1!	0	0
Volume Module:																
Base Vol:	24	33	0		0	41	122		62	4	12		2	2	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:	24	33	0		0	41	122		62	4	12		2	2	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:	24	33	0		0	41	122		62	4	12		2	2	2	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	24	33	0		0	41	122		62	4	12		2	2	2	
Critical Gap Module:																
Critical Gp:	7.1	6.5	xxxxx	xxxxx	6.5	6.2			4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	xxxxx	xxxxx	4.0	3.3			2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	217	136	xxxxx	xxxx	147	3			4	xxxx	xxxxx		16	xxxx	xxxxx	
Potent Cap.:	744	759	xxxxx	xxxx	748	1087			1631	xxxx	xxxxx		1615	xxxx	xxxxx	
Move Cap.:	612	728	xxxxx	xxxx	718	1087			1631	xxxx	xxxxx		1615	xxxx	xxxxx	
Volume/Cap:	0.04	0.05	xxxx	xxxx	0.06	0.11			0.04	xxxx	xxxx		0.00	xxxx	xxxx	
Level Of Service Module:																
Queue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			0.1	xxxx	xxxxx		0.0	xxxx	xxxxx	
Stopped Del:	11.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			7.3	xxxx	xxxxx		7.2	xxxx	xxxxx	
LOS by Move:	B	*	*	*	*	*			A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	728		xxxx	xxxx	962		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	0.1		xxxxx	xxxx	0.6		0.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	10.2		xxxxx	xxxx	9.5		7.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	B		*	*	A		A	*	*		*	*	*	
ApproachDel:	10.6				9.5				xxxxxx				xxxxxx			
ApproachLOS:	B				A				*				*			

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

Intersection #24 Wasco Ave/Kimberlina Rd

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[10.2]

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 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	23	0	30	28	142	0	0	150	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	23	0	30	28	142	0	0	150	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	23	0	30	28	142	0	0	150	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	23	0	30	28	142	0	0	150	34
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	365	xxxx	167	184	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	639	xxxx	882	1403	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	629	xxxx	882	1403	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	0.03	0.02	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	751	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Intersection #25 J St/9th St

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[8.6]

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	0	0		0 0 1	1	0		0 0 0	0	1		0 0 0	0	0	
Volume Module:																
Base Vol:	0	54	0		0	102	8		0	0	1		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	54	0		0	102	8		0	0	1		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	54	0		0	102	8		0	0	1		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	54	0		0	102	8		0	0	1		0	0	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	55		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	1007		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	1007		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	0.00		xxxx	xxxx	xxxx	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	0.0		xxxxx	xxxx	xxxxx	
Stopped Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	8.6		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	A		*	*	*	
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				8.6				xxxxxx			
ApproachLOS:	*				*				A				*			

Appendix R-3

Year 2014 No Project Capacity Analysis

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

Intersection #1 I-5 NB Ramp / Stockdale Hwy

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[8.9]

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	1 0	0	0	0	0 1	0	1
Volume Module:																
Base Vol:	4	0	25	0	0	0	0		1	64	0	0	0	57	0	154
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10		1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	4	0	28	0	0	0	0		1	70	0	0	0	63	0	169
Added Vol:	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
Initial Fut:	4	0	28	0	0	0	0		1	70	0	0	0	63	0	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	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	0	28	0	0	0	0		1	70	0	0	0	63	0	169
Reduct Vol:	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
Final Vol.:	4	0	28	0	0	0	0		1	70	0	0	0	63	0	169
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1		xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2		xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	220	xxxx	70	xxxx	xxxx	xxxxx	232		xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	773	xxxx	998	xxxx	xxxx	xxxxx	1347		xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	772	xxxx	998	xxxx	xxxx	xxxxx	1347		xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	0.01	xxxx	0.03	xxxx	xxxx	xxxx	0.00		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	959	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	A	*	*	*	*	A	*	*	*	*	*				
ApproachDel:	8.9			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	A			*			*			*						

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

Intersection #2 I-5 SB Ramp / Stockdale Hwy

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: A[9.3]

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	1!	0	0		0	0	1	0	1		0	1	0	0	0	
Volume Module:																								
Base Vol:	0	0	0				42	1	2				0	27	1				15	47	0			
Growth Adj:	1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10			
Initial Bse:	0	0	0				46	1	2				0	30	1				17	52	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				46	1	2				0	30	1				17	52	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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				46	1	2				0	30	1				17	52	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	0				46	1	2				0	30	1				17	52	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.4	6.5	6.2				xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	4.0	3.3				xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				115	116	52				xxxx	xxxx	xxxxx				31	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				886	778	1022				xxxx	xxxx	xxxxx				1595	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				879	770	1022				xxxx	xxxx	xxxxx				1595	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.05	0.00	0.00				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										7.3	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	882	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx										0.0	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx										7.3	xxxx	xxxxx			
Shared LOS:	*	*	*	*	A	*	*	*	*										A	*	*			
ApproachDel:	xxxxxx			9.3			xxxxxx												xxxxxx					
ApproachLOS:	*			A			*												*					

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

Intersection #3 I-5 NB Ramp / SR 119

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[11.6]

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 0	1 0		0 0	1 0	1
Volume Module:												
Base Vol:	15	0	8	0	0	0	0	194	3	0	308	21
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	17	0	9	0	0	0	0	213	3	0	339	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:	17	0	9	0	0	0	0	213	3	0	339	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:	17	0	9	0	0	0	0	213	3	0	339	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	17	0	9	0	0	0	0	213	3	0	339	23
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	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:	565	xxxx	215	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	489	xxxx	830	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	489	xxxx	830	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	0.01	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	571	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	11.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Intersection #4 I-5 SB Ramp / SR 119

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.5]

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 1 0 0 1			0 0 1 0 1			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	11	1	1	0	186	16	2	317	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	12	1	1	0	205	18	2	349	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	12	1	1	0	205	18	2	349	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	12	1	1	0	205	18	2	349	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	12	1	1	0	205	18	2	349	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	567	575	349	xxxx	xxxx	xxxxx	222	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	489	431	699	xxxx	xxxx	xxxxx	1359	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	488	430	699	xxxx	xxxx	xxxxx	1359	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.00	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.2	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	483	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	12.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			12.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Intersection #5 SR 119 / SR 43

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.2
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	36	11	16	2	40	359	103	172	3	19	291	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	40	12	18	2	44	395	113	189	3	21	320	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	12	18	2	44	395	113	189	3	21	320	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	12	18	2	44	395	113	189	3	21	320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	12	18	2	44	395	113	189	3	21	320	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	12	18	2	44	395	113	189	3	21	320	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.37	0.91	0.91	0.74	0.87	0.87	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.41	0.59	1.00	0.10	0.90	1.00	0.98	0.02	1.00	1.00	0.00
Final Sat.:	695	705	1026	1412	165	1479	1805	1862	32	1805	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.02	0.00	0.27	0.27	0.06	0.10	0.10	0.01	0.17	0.00
Crit Moves:					****		****				****	
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.11	0.37	0.37	0.04	0.30	0.00
Volume/Cap:	0.12	0.04	0.04	0.00	0.57	0.57	0.57	0.28	0.28	0.28	0.57	0.00
Uniform Del:	14.8	14.2	14.2	14.0	19.0	19.0	42.2	22.3	22.3	46.4	29.7	0.0
IncremntDel:	0.2	0.0	0.0	0.0	1.0	1.0	3.8	0.2	0.2	2.0	1.3	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	0.00
Delay/Veh:	15.0	14.2	14.2	14.0	20.0	20.0	45.9	22.5	22.5	48.4	31.0	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:	15.0	14.2	14.2	14.0	20.0	20.0	45.9	22.5	22.5	48.4	31.0	0.0
HCM2kAvg:	2	0	0	0	10	10	4	4	4	1	9	0

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

Intersection #6 Stockdale Hwy/SR 43

Cycle (sec): 100 Critical Vol./Cap. (X): 0.563
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	115	34	42	208	25	10	45	7	129	157	53
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	6	127	37	46	229	28	11	50	8	142	173	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	127	37	46	229	28	11	50	8	142	173	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	127	37	46	229	28	11	50	8	142	173	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	127	37	46	229	28	11	50	8	142	173	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.:	6	127	37	46	229	28	11	50	8	142	173	58
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:	0.03	0.75	0.22	0.15	0.76	0.09	0.16	0.73	0.11	0.38	0.46	0.16
Final Sat.:	20	461	136	99	488	59	91	410	64	252	307	104
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.47	0.47	0.47	0.12	0.12	0.12	0.56	0.56	0.56
Crit Moves:			****		****				****			****
Delay/Veh:	10.2	10.2	10.2	12.5	12.5	12.5	9.3	9.3	9.3	14.1	14.1	14.1
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:	10.2	10.2	10.2	12.5	12.5	12.5	9.3	9.3	9.3	14.1	14.1	14.1
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
ApproachDel:	10.2			12.5			9.3			14.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.2			12.5			9.3			14.1		
LOS by Appr:	B			B			A			B		

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

Intersection #7 Stockdale Hwy / Morris Rd

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[8.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 1! 0 0			0 1 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	0	10	1	0	1	1	15	0	18	37	1
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	11	1	0	1	1	17	0	20	41	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:	0	0	11	1	0	1	1	17	0	20	41	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:	0	0	11	1	0	1	1	17	0	20	41	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	11	1	0	1	1	17	0	20	41	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	17	105	xxxx	41	42	xxxx	xxxxx	17	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1068	880	xxxx	1035	1580	xxxx	xxxxx	1614	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1068	862	xxxx	1035	1580	xxxx	xxxxx	1614	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	0.00	xxxx	0.00	0.00	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	8.4	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx
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	941	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	8.8	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:		8.4			8.8			xxxxxx			xxxxxx	
ApproachLOS:		A			A			*			*	

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

Intersection #8 Tupman Rd / SR 119

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[21.9]

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:																				
Base Vol:	1	6	14	10	0	6	16	264	1	29	617	25								
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10								
Initial Bse:	1	7	15	11	0	7	18	290	1	32	679	28								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	1	7	15	11	0	7	18	290	1	32	679	28								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	1	7	15	11	0	7	18	290	1	32	679	28								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	1	7	15	11	0	7	18	290	1	32	679	28								
Critical Gap Module:																				
Critical Gp:	7.1	6.5	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	1086	1096	291	1093	xxxx	692	706	xxxx	xxxxx	292	xxxx	xxxxx								
Potent Cap.:	196	215	753	193	xxxx	447	901	xxxx	xxxxx	1282	xxxx	xxxxx								
Move Cap.:	186	206	753	179	xxxx	447	901	xxxx	xxxxx	1282	xxxx	xxxxx								
Volume/Cap:	0.01	0.03	0.02	0.06	xxxx	0.01	0.02	xxxx	xxxx	0.02	xxxx	xxxx								
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx								
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	7.9	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		395	xxxxx		xxxx		230	xxxxx		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx		0.2	xxxxx		xxxxx		0.2	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx		14.7	xxxxx		xxxxx		21.9	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*		B	*		*		C	*		*	*	*			*	*	*		
ApproachDel:			14.7					21.9			xxxxxx					xxxxxx				
ApproachLOS:			B					C			*					*				

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

Intersection #9 Tupman Rd/Grace Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.028
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	17	4	1	1	11	7	5	5	10	3	4	2
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	19	4	1	1	12	8	6	6	11	3	4	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:	19	4	1	1	12	8	6	6	11	3	4	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:	19	4	1	1	12	8	6	6	11	3	4	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	4	1	1	12	8	6	6	11	3	4	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.:	19	4	1	1	12	8	6	6	11	3	4	2
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:	0.77	0.18	0.05	0.05	0.58	0.37	0.25	0.25	0.50	0.33	0.45	0.22
Final Sat.:	672	158	40	50	547	348	237	237	475	301	401	201
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	7.2	7.2	7.2	6.9	6.9	6.9	6.8	6.8	6.8	7.0	7.0	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.2	7.2	7.2	6.9	6.9	6.9	6.8	6.8	6.8	7.0	7.0	7.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.2			6.9			6.8			7.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.2			6.9			6.8			7.0		
LOS by Appr:	A			A			A			A		

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

Intersection #10 Station Rd/Tupman Rd

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[8.7]

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 1! 0 0				1 0 0 0 0			
Volume Module:																
Base Vol:	0	6	9		1	9	0		0	0	0		11	0	0	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	0	7	10		1	10	0		0	0	0		12	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	7	10		1	10	0		0	0	0		12	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	7	10		1	10	0		0	0	0		12	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	7	10		1	10	0		0	0	0		12	0	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		17	xxxx	xxxxx		xxxx	xxxx	xxxxx		24	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		1614	xxxx	xxxxx		xxxx	xxxx	xxxxx		998	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		1614	xxxx	xxxxx		xxxx	xxxx	xxxxx		997	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.00	xxxx	xxxx		xxxx	xxxx	xxxx		0.01	xxxx	xxxx	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	
Stopped Del:	xxxxx	xxxx	xxxxx		7.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.7	xxxx	xxxxx	
LOS by Move:	*	*	*		A	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	0	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		7.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		A	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				8.7			
ApproachLOS:	*				*				*				A			

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

Intersection #11 Stockdale/Dairy

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[8.7]

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 0	0 1	0	0	1	0 0	0
Volume Module:																
Base Vol:	3	0	2	0	0	0	0	22	6	1	34	0				
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10				
Initial Bse:	3	0	2	0	0	0	0	24	7	1	37	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	3	0	2	0	0	0	0	24	7	1	37	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	3	0	2	0	0	0	0	24	7	1	37	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	3	0	2	0	0	0	0	24	7	1	37	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:	67	xxxx	28	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	31	xxxx	xxxxx				
Potent Cap.:	943	xxxx	1054	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1595	xxxx	xxxxx				
Move Cap.:	943	xxxx	1054	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1595	xxxx	xxxxx				
Volume/Cap:	0.00	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	7.3	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	984	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Shrd StpDel:	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx				
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*				
ApproachDel:		8.7			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:		A			*			*			*					

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

Intersection #12 Dairy/Adohr

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: A[9.0]

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	1	0		0	1	0	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0		2		4		2		4		0		0		0		0		8		0		1	
Growth Adj:	1.10	1.10		1.10		1.10	1.10		1.10		1.10	1.10	1.10		1.10		1.10	1.10	1.10		1.10		1.10	
Initial Bse:	0		2		4		2		4		0		0		0		0		9		0		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:	0		2		4		2		4		0		0		0		0		9		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	1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	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		2		4		2		4		0		0		0		0		9		0		1	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	0		2		4		2		4		0		0		0		0		9		0		1	
Critical Gap Module:																								
Critical Gp:	xxxxx		6.5		6.2		7.1		6.5	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx							
FollowUpTim:	xxxxx		4.0		3.3		3.5		4.0	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx							
Capacity Module:																								
Cnflict Vol:	xxxx		19		0		21		18	xxxxx	xxxx	xxxx	xxxxx		0	xxxx	xxxxx							
Potent Cap.:	xxxx		879		0		996		880	xxxxx	xxxx	xxxx	xxxxx		0	xxxx	xxxxx							
Move Cap.:	xxxx		879		0		994		880	xxxxx	xxxx	xxxx	xxxxx		0	xxxx	xxxxx							
Volume/Cap:	xxxx	0.00		0.00		0.00	0.01		xxxx	xxxx	xxxx	xxxx		0.00	xxxx		xxxx							
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx		xxxx	xxxxx	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx											
Stopped Del:	xxxxx	xxxx	xxxxx		xxxx	xxxxx	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx											
LOS by Move:	*	*		*		*	*		*		*	A		*		*								
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		2638			915	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx		0.0			0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd StpDel:	xxxxx	xxxx		6.4			9.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*		A			A	*			*		*		*		*							
ApproachDel:		6.4					9.0				xxxxxx				xxxxxx									
ApproachLOS:		A					A				*				*									

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

Intersection #13 SR-43/Poso Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.364
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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	1	1	0	1 0	1	1	0	1 0	1	0	1	0 1	0	0	1
Volume Module:																
Base Vol:	23	414	0		0	411	4		4	0	23		0	0	1	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	25	455	0		0	452	4		4	0	25		0	0	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:	25	455	0		0	452	4		4	0	25		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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	25	455	0		0	452	4		4	0	25		0	0	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	455	0		0	452	4		4	0	25		0	0	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.:	25	455	0		0	452	4		4	0	25		0	0	1	
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	2.00	0.00		1.00	1.98	0.02		1.00	1.00	1.00		0.00	1.00	1.00	
Final Sat.:	577	1260	0		0	1241	12		449	0	529		0	0	555	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.36	xxxx		xxxx	0.36	0.36		0.01	xxxx	0.05		xxxx	xxxx	0.00	
Crit Moves:		****				****					****				****	
Delay/Veh:	9.0	11.3	0.0		0.0	11.4	11.3		10.1	0.0	9.1		0.0	0.0	8.6	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	9.0	11.3	0.0		0.0	11.4	11.3		10.1	0.0	9.1		0.0	0.0	8.6	
LOS by Move:	A	B	*		*	B	B		B	*	A		*	*	A	
ApproachDel:		11.1				11.4				9.3				8.6		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		11.1				11.4				9.3				8.6		
LOS by Appr:		B				B				A				A		

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

Intersection #14 SR-43/Kimberlina Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.259
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: 25 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	129	264	17	88	229	4	5	73	95	20	91	39
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	142	290	19	97	252	4	6	80	105	22	100	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:	142	290	19	97	252	4	6	80	105	22	100	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:	142	290	19	97	252	4	6	80	105	22	100	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	290	19	97	252	4	6	80	105	22	100	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.:	142	290	19	97	252	4	6	80	104	22	100	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.88	0.12	1.00	1.97	0.03	0.03	0.42	0.55	0.13	0.61	0.26
Final Sat.:	1805	3361	216	1805	3537	62	51	738	960	234	1064	456
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.05	0.07	0.07	0.11	0.11	0.11	0.09	0.09	0.09
Crit Moves:	****				****			****				
Green/Cycle:	0.30	0.36	0.36	0.22	0.28	0.28	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.26	0.24	0.24	0.24	0.26	0.26	0.26	0.26	0.26	0.22	0.22	0.22
Uniform Del:	26.3	22.6	22.6	32.0	28.3	28.3	18.8	18.8	18.8	18.5	18.5	18.5
IncremntDel:	0.3	0.1	0.1	0.3	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.5	22.7	22.7	32.3	28.4	28.4	19.0	19.0	19.0	18.7	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	22.7	22.7	32.3	28.4	28.4	19.0	19.0	19.0	18.7	18.7	18.7
HCM2kAvg:	3	3	3	3	3	4	4	4	4	3	3	3

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

Intersection #15 SR-43/Shafter Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.242
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	2	0	1		1	0	1	1	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	40	330	44				74	347	92				84	129	22				41	107	63			
Growth Adj:	1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10			
Initial Bse:	44	363	48				81	382	101				92	142	24				45	118	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:	44	363	48				81	382	101				92	142	24				45	118	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:	44	363	48				81	382	101				92	142	24				45	118	69			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	44	363	48				81	382	101				92	142	24				45	118	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.:	44	363	48				81	382	101				92	142	24				45	118	69			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.41	0.95	0.85				0.49	0.92	0.92				0.54	0.98	0.98				0.56	0.94	0.94			
Lanes:	1.00	2.00	1.00				1.00	1.58	0.42				1.00	0.85	0.15				1.00	0.63	0.37			
Final Sat.:	787	3610	1615				923	2765	733				1018	1587	271				1062	1129	665			
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.10	0.03				0.09	0.14	0.14				0.09	0.09	0.09				0.04	0.10	0.10			
Crit Moves:								****												****				
Green/Cycle:	0.57	0.57	0.57				0.57	0.57	0.57				0.43	0.43	0.43				0.43	0.43	0.43			
Volume/Cap:	0.10	0.18	0.05				0.15	0.24	0.24				0.21	0.21	0.21				0.10	0.24	0.24			
Uniform Del:	9.8	10.3	9.5				10.2	10.7	10.7				17.8	17.8	17.8				16.9	18.1	18.1			
IncremntDel:	0.1	0.0	0.0				0.1	0.1	0.1				0.2	0.1	0.1				0.1	0.2	0.2			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Delay/Veh:	9.9	10.3	9.6				10.3	10.8	10.8				18.1	18.0	18.0				17.0	18.3	18.3			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	9.9	10.3	9.6				10.3	10.8	10.8				18.1	18.0	18.0				17.0	18.3	18.3			
HCM2kAvg:	1	3	1				2	4	4				3	3	3				1	4	4			

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

Intersection #16 Sr-43/Central Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.185
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	1 0
Volume Module:												
Base Vol:	14	412	24	46	387	18	9	61	11	26	93	29
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	15	453	26	51	426	20	10	67	12	29	102	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:	15	453	26	51	426	20	10	67	12	29	102	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:	15	453	26	51	426	20	10	67	12	29	102	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	453	26	51	426	20	10	67	12	29	102	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.:	15	453	26	51	426	20	10	67	12	29	102	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.46	0.94	0.94	0.44	0.94	0.94	0.95	0.95	0.95	0.84	0.84	0.84
Lanes:	1.00	1.89	0.11	1.00	1.91	0.09	0.11	0.75	0.14	0.35	1.26	0.39
Final Sat.:	880	3384	197	844	3425	159	202	1366	246	559	1998	623
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.06	0.12	0.12	0.05	0.05	0.05	0.05	0.05	0.05
Crit Moves:		****									****	
Green/Cycle:	0.72	0.72	0.72	0.72	0.72	0.72	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.02	0.19	0.19	0.08	0.17	0.17	0.18	0.18	0.18	0.19	0.19	0.19
Uniform Del:	3.9	4.4	4.4	4.1	4.4	4.4	27.5	27.5	27.5	27.6	27.6	27.6
IncremntDel:	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	3.9	4.5	4.5	4.1	4.4	4.4	27.7	27.7	27.7	27.7	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.9	4.5	4.5	4.1	4.4	4.4	27.7	27.7	27.7	27.7	27.7	27.7
HCM2kAvg:	0	2	2	1	2	2	2	2	2	2	2	2

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

Intersection #17 SR-43/Lerdo Hwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.325
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: 28 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	1	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	41	307	58	145	240	17	20	246	50	64	124	127
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	45	338	64	160	264	19	22	271	55	70	136	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:	45	338	64	160	264	19	22	271	55	70	136	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:	45	338	64	160	264	19	22	271	55	70	136	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	338	64	160	264	19	22	271	55	70	136	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.:	45	338	64	160	264	19	22	271	55	70	136	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.87	0.87	0.85	0.75	0.75	0.75
Lanes:	1.00	1.68	0.32	1.00	1.87	0.13	0.15	1.85	1.00	0.41	0.79	0.80
Final Sat.:	1805	2963	560	1805	3337	236	249	3065	1615	576	1115	1142
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.09	0.08	0.08	0.09	0.09	0.03	0.12	0.12	0.12
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.35	0.35	0.27	0.47	0.47	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.17	0.32	0.32	0.32	0.17	0.17	0.23	0.23	0.09	0.32	0.32	0.32
Uniform Del:	37.1	23.8	23.8	29.0	15.0	15.0	21.3	21.3	20.1	22.1	22.1	22.1
IncremntDel:	0.3	0.2	0.2	0.4	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.4	23.9	23.9	29.4	15.1	15.1	21.4	21.4	20.2	22.3	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:	37.4	23.9	23.9	29.4	15.1	15.1	21.4	21.4	20.2	22.3	22.3	22.3
HCM2kAvg:	1	5	5	4	2	2	3	3	1	5	5	5

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

Intersection #18 SR-43/7th Standard Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.478
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	50	128	73	33	136	32	13	78	42	47	163	42
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	55	141	80	36	150	35	14	86	46	52	179	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:	55	141	80	36	150	35	14	86	46	52	179	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:	55	141	80	36	150	35	14	86	46	52	179	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	141	80	36	150	35	14	86	46	52	179	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.:	55	141	80	36	150	35	14	86	46	52	179	46
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:	0.20	0.51	0.29	0.20	0.80	1.00	0.10	0.59	0.31	0.22	0.78	1.00
Final Sat.:	115	295	168	107	440	621	52	314	169	123	425	623
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.48	0.34	0.34	0.06	0.27	0.27	0.27	0.42	0.42	0.07
Crit Moves:		****			****			****			****	
Delay/Veh:	13.9	13.9	13.9	11.9	11.9	8.4	11.3	11.3	11.3	13.1	13.1	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	13.9	13.9	11.9	11.9	8.4	11.3	11.3	11.3	13.1	13.1	8.6
LOS by Move:	B	B	B	B	B	A	B	B	B	B	B	A
ApproachDel:	13.9			11.3			11.3			12.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.9			11.3			11.3			12.3		
LOS by Appr:	B			B			B			B		

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

Intersection #19 SR-43/SR-58 (Rosedal Highway West)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.421
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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	1 0	0		0 0	0 1	0		1 0	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	164	238	0		0	163	93		77	0	142		0	0	0	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	180	262	0		0	179	102		85	0	156		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:	180	262	0		0	179	102		85	0	156		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:	180	262	0		0	179	102		85	0	156		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	262	0		0	179	102		85	0	156		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.:	180	262	0		0	179	102		85	0	156		0	0	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	1.00	0.00		0.00	0.64	0.36		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	591	644	0		0	426	243		514	0	619		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.41	xxxx		xxxx	0.42	0.42		0.16	xxxx	0.25		xxxx	xxxx	xxxx	
Crit Moves:		****					****				****					
Delay/Veh:	11.2	11.7	0.0		0.0	11.9	11.9		10.6	0.0	9.9		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	11.2	11.7	0.0		0.0	11.9	11.9		10.6	0.0	9.9		0.0	0.0	0.0	
LOS by Move:	B	B	*		*	B	B		B	*	A		*	*	*	
ApproachDel:	11.5				11.9				10.1				xxxxxx			
Delay Adj:	1.00				1.00				1.00				xxxxx			
ApprAdjDel:	11.5				11.9				10.1				xxxxxx			
LOS by Appr:	B				B				B				*			

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

Intersection #20 SR-43/SR-58 (Rosedal Highway East)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.356
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	0	1	1 0 1	0	1	0 0 1!	0	0	0 1 0	0	1
Volume Module:												
Base Vol:	7	168	30	124	171	5	9	5	20	95	13	207
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	8	185	33	136	188	6	10	6	22	105	14	228
Added Vol:	0	0	0	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	185	33	136	188	6	10	6	22	105	14	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	185	33	136	188	6	10	6	22	105	14	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	185	33	136	188	6	10	6	22	105	14	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	185	33	136	188	6	10	6	22	104	14	228
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	1.00	1.00	1.00	1.00	1.00	0.26	0.15	0.59	0.88	0.12	1.00
Final Sat.:	494	535	592	517	558	620	140	78	310	466	64	639
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.06	0.26	0.34	0.01	0.07	0.07	0.07	0.22	0.22	0.36
Crit Moves:		****			****			****				****
Delay/Veh:	9.7	12.3	8.7	11.7	11.8	8.2	9.7	9.7	9.7	11.0	11.0	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	12.3	8.7	11.7	11.8	8.2	9.7	9.7	9.7	11.0	11.0	10.8
LOS by Move:	A	B	A	B	B	A	A	A	A	B	B	B
ApproachDel:		11.7			11.7			9.7			10.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.7			11.7			9.7			10.9	
LOS by Appr:		B			B			A			B	

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

Intersection #21 H St/9th St

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[8.6]

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			1 0 0 0 1		
Volume Module:												
Base Vol:	0	32	3	2	24	0	0	0	0	3	0	14
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	35	3	2	26	0	0	0	0	3	0	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:	0	35	3	2	26	0	0	0	0	3	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	35	3	2	26	0	0	0	0	3	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	35	3	2	26	0	0	0	0	3	0	15
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	39	xxxx	xxxxx	xxxx	xxxx	xxxxx	68	xxxx	37
Potent Cap.:	xxxx	xxxx	xxxxx	1585	xxxx	xxxxx	xxxx	xxxx	xxxxx	942	xxxx	1041
Move Cap.:	xxxx	xxxx	xxxxx	1585	xxxx	xxxxx	xxxx	xxxx	xxxxx	941	xxxx	1041
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.01
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.0
Stopped Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	8.5
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	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.6		
ApproachLOS:	*			*			*			A		

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

Intersection #22 H St/Wasco Ave

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[8.7]

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		1	0	0	0	1		1	0	1	0	0		0	0	1	0	1	
Volume Module:																								
Base Vol:	0	0	0				1	0	37				35	79	0				0	54	0			
Growth Adj:	1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10			
Initial Bse:	0	0	0				1	0	41				39	87	0				0	59	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				1	0	41				39	87	0				0	59	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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				1	0	41				39	87	0				0	59	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	0				1	0	41				39	87	0				0	59	0			
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				223	xxxx	59				59	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				769	xxxx	1012				1557	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				755	xxxx	1012				1557	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.00	xxxx	0.04				0.02	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx				0.0	xxxx	0.1				0.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx				9.8	xxxx	8.7				7.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
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				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						8.7						xxxxxx						xxxxxx					
ApproachLOS:	*						A						*						*					

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

Intersection #23 Wasco Ave/Poso Ave

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: B[10.4]

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	1	0		1	0	0	1	0		0	1	0	0	1		0	0	0	0	1	
Volume Module:																								
Base Vol:	10	23	0				3	32	58				75	6	14				0	0	2			
Growth Adj:	1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10			
Initial Bse:	11	25	0				3	35	64				83	7	15				0	0	2			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	11	25	0				3	35	64				83	7	15				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:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	11	25	0				3	35	64				83	7	15				0	0	2			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	11	25	0				3	35	64				83	7	15				0	0	2			
Critical Gap Module:																								
Critical Gp:	7.1	6.5	xxxxx				7.1	6.5	6.2				4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	3.5	4.0	xxxxx				3.5	4.0	3.3				2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	189	174	xxxxx				192	187	0				2	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	775	723	xxxxx				772	711	0				1633	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	715	685	xxxxx				720	673	0				1633	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	0.02	0.04	xxxx				0.00	0.05	0.00				0.05	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																								
Queue:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Stopped Del:	10.1	xxxx	xxxxx				10.0	xxxx	xxxxx				7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	B	*	*				B	*	*				A	*	*	*	*	*						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	685				xxxx	xxxx	1894				xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	0.1				xxxxx	xxxx	0.2				0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd StpDel:	xxxxx	xxxx	10.5				xxxxx	xxxx	7.0				7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	B				*	*	A				A	*	*	*	*	*						
ApproachDel:	10.4						7.1						xxxxxx				xxxxxx							
ApproachLOS:	B						A						*				*							

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

Intersection #24 Wasco Ave/Kimberlina Rd

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[10.5]

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 1! 0 0			0 1 0 0 0				0 0 0 1 0			
Volume Module:														
Base Vol:	0	0	0	27	0	19	17	163	0	0	138	17		
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10		
Initial Bse:	0	0	0	30	0	21	19	179	0	0	152	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:	0	0	0	30	0	21	19	179	0	0	152	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:	0	0	0	30	0	21	19	179	0	0	152	19		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Final Vol.:	0	0	0	30	0	21	19	179	0	0	152	19		
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	378	xxxx	161	171	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx	628	xxxx	889	1419	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx	621	xxxx	889	1419	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	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*		
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	710	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*		
ApproachDel:	xxxxxx			10.5			xxxxxx				xxxxxx			
ApproachLOS:	*			B			*				*			

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

Intersection #25 J St/9th St

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[8.5]

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	0	0	0	0 1	1	0	0	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	71	0	0	64	7	0		0	0	1	0	0	0	0	
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10		1.10	1.10	1.10	1.10	1.10	1.10	1.10	
Initial Bse:	0	78	0	0	70	8	0		0	0	1	0	0	0	0	
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:	0	78	0	0	70	8	0		0	0	1	0	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	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	78	0	0	70	8	0		0	0	1	0	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0		0	0	0	0	0	0	0	
Final Vol.:	0	78	0	0	70	8	0		0	0	1	0	0	0	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	39	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1030	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1030	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.5	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	A	*	*	*				
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT					
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			8.5			xxxxxx						
ApproachLOS:	*			*			A			*						

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

Intersection #1 I-5 NB Ramp / Stockdale Hwy

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.0]

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	1 0	0	0	0	0 1	0	1
Volume Module:																
Base Vol:	3	0	31		0	0	0		3	466	0		0	55		67
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10		1.10
Initial Bse:	3	0	34		0	0	0		3	513	0		0	61		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:	3	0	34		0	0	0		3	513	0		0	61		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:	3	0	34		0	0	0		3	513	0		0	61		74
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Final Vol.:	3	0	34		0	0	0		3	513	0		0	61		74
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx		xxxxx
FollowUpTim:	3.5	xxxx	3.3		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx		xxxxx
Capacity Module:																
Cnflict Vol:	617	xxxx	513		xxxx	xxxx	xxxxx		134	xxxx	xxxxx		xxxx	xxxx		xxxxx
Potent Cap.:	457	xxxx	566		xxxx	xxxx	xxxxx		1463	xxxx	xxxxx		xxxx	xxxx		xxxxx
Move Cap.:	456	xxxx	566		xxxx	xxxx	xxxxx		1463	xxxx	xxxxx		xxxx	xxxx		xxxxx
Volume/Cap:	0.01	xxxx	0.06		xxxx	xxxx	xxxx		0.00	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		7.5	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	554	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx
SharedQueue:	xxxxx	0.2	xxxxx		xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx		xxxxx
Shrd StpDel:	xxxxx	12.0	xxxxx		xxxxx	xxxx	xxxxx		7.5	xxxx	xxxxx		xxxxx	xxxx		xxxxx
Shared LOS:	*	B	*		*	*	*		A	*	*		*	*		*
ApproachDel:	12.0				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	B				*				*				*			

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

Intersection #2 I-5 SB Ramp / Stockdale Hwy

Average Delay (sec/veh): 7.4 Worst Case Level Of Service: B[14.3]

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	1!	0	0		0	0	1	0	1		0	1	0	0	0	
Volume Module:																								
Base Vol:	0	0	0				262	1	1				0	204	9				20	38	0			
Growth Adj:	1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10			
Initial Bse:	0	0	0				288	1	1				0	224	10				22	42	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				288	1	1				0	224	10				22	42	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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				288	1	1				0	224	10				22	42	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	0				288	1	1				0	224	10				22	42	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.4	6.5	6.2				xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	4.0	3.3				xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				315	320	42				xxxx	xxxx	xxxxx				234	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				682	600	1035				xxxx	xxxx	xxxxx				1345	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				673	590	1035				xxxx	xxxx	xxxxx				1345	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.43	0.00	0.00				xxxx	xxxx	xxxx				0.02	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										7.7	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	674	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	xxxx	xxxxx										0.0	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	14.3	xxxxx	xxxxx	xxxx	xxxxx										7.7	xxxx	xxxxx			
Shared LOS:	*	*	*	*	B	*	*	*	*										A	*	*			
ApproachDel:	xxxxxx			14.3			xxxxxx												xxxxxx					
ApproachLOS:	*			B			*												*					

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

Intersection #3 I-5 NB Ramp / SR 119

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[19.7]

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 0	1	0	0 0 1	0	1
Volume Module:												
Base Vol:	13	0	6	0	0	0	0	770	2	0	223	11
Growth Adj:	1.10 1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	14	0	7	0	0	0	0	847	2	0	245	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:	14	0	7	0	0	0	0	847	2	0	245	12
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	7	0	0	0	0	847	2	0	245	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	14	0	7	0	0	0	0	847	2	0	245	12
Critical Gap Module:												
Critical Gp:	6.4 xxxx		6.2	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:	1099 xxxx		848	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
Potent Cap.:	237 xxxx		364	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
Move Cap.:	237 xxxx		364	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
Volume/Cap:	0.06 xxxx		0.02	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	267	xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shrd StpDel:	xxxxx	19.7	xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	19.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

Intersection #4 I-5 SB Ramp / SR 119

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[20.4]

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 1 0 0 1			0 0 1 0 1			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	45	0	13	0	721	42	1	238	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	50	0	14	0	793	46	1	262	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	50	0	14	0	793	46	1	262	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	50	0	14	0	793	46	1	262	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	50	0	14	0	793	46	1	262	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1080	xxxx	262	xxxx	xxxx	xxxxx	839	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	244	xxxx	782	xxxx	xxxx	xxxxx	804	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	243	xxxx	782	xxxx	xxxx	xxxxx	804	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.20	xxxx	0.02	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	243	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	23.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx
Shared LOS:	*	*	*	C	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			20.4			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Intersection #5 SR 119 / SR 43

Cycle (sec): 100 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	37	85	77	4	39	175	466	663	19	24	201	1
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	41	94	85	4	43	193	513	729	21	26	221	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:	41	94	85	4	43	193	513	729	21	26	221	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:	41	94	85	4	43	193	513	729	21	26	221	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	94	85	4	43	193	513	729	21	26	221	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.:	41	94	85	4	43	193	513	729	21	26	221	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.93	0.93	0.51	0.88	0.88	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.52	0.48	1.00	0.18	0.82	1.00	0.97	0.03	1.00	0.99	0.01
Final Sat.:	760	926	839	971	304	1363	1805	1840	53	1805	1889	9
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.00	0.14	0.14	0.28	0.40	0.40	0.01	0.12	0.12
Crit Moves:					****			****		****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.46	0.63	0.63	0.02	0.19	0.19
Volume/Cap:	0.24	0.45	0.45	0.02	0.63	0.63	0.61	0.63	0.63	0.63	0.61	0.61
Uniform Del:	31.7	33.4	33.4	30.2	35.0	35.0	20.1	11.2	11.2	48.4	37.0	37.0
IncremntDel:	0.7	0.8	0.8	0.0	3.4	3.4	1.3	1.1	1.1	26.4	3.1	3.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	32.4	34.2	34.2	30.2	38.3	38.3	21.4	12.3	12.3	74.8	40.1	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	34.2	34.2	30.2	38.3	38.3	21.4	12.3	12.3	74.8	40.1	40.1
HCM2kAvg:	3	5	5	0	8	7	13	14	13	2	7	4

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

Intersection #6 Stockdale Hwy/SR 43

Cycle (sec): 100 Critical Vol./Cap. (X): 0.953
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 36.4
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0 0 1	0		0 0 1! 0	0		0 0 1! 0	0		0 0 1! 0	0	
Volume Module:												
Base Vol:	0	277	147	80	164	18	41	421	2	49	54	19
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	305	162	88	180	20	45	463	2	54	59	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:	0	305	162	88	180	20	45	463	2	54	59	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:	0	305	162	88	180	20	45	463	2	54	59	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	305	162	88	180	20	45	463	2	54	59	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.:	0	305	162	88	180	20	45	463	2	54	59	21
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:	0.00	0.65	0.35	0.30	0.63	0.07	0.09	0.90	0.01	0.40	0.44	0.16
Final Sat.:	0	349	185	145	298	33	47	486	2	170	187	66
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.87	0.87	0.61	0.61	0.61	0.95	0.95	0.95	0.32	0.32	0.32
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	36.5	36.5	19.5	19.5	19.5	51.9	51.9	51.9	13.8	13.8	13.8
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:	0.0	36.5	36.5	19.5	19.5	19.5	51.9	51.9	51.9	13.8	13.8	13.8
LOS by Move:	*	E	E	C	C	C	F	F	F	B	B	B
ApproachDel:		36.5			19.5			51.9			13.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		36.5			19.5			51.9			13.8	
LOS by Appr:		E			C			F			B	

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

Intersection #7 Stockdale Hwy / Morris Rd

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[9.5]

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	1		0	0	0	0	0		0	1	0	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	0	18				0	0	0				1	197	0				3	34	1			
Growth Adj:	1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10			
Initial Bse:	0	0	20				0	0	0				1	217	0				3	37	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:	0	0	20				0	0	0				1	217	0				3	37	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:	0	0	20				0	0	0				1	217	0				3	37	1			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	20				0	0	0				1	217	0				3	37	1			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	6.2				xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	3.3				xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	217				xxxx	xxxx	xxxxx				39	xxxx	xxxxx				217	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	828				xxxx	xxxx	xxxxx				1585	xxxx	xxxxx				1365	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	828				xxxx	xxxx	xxxxx				1585	xxxx	xxxxx				1365	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	0.02				xxxx	xxxx	xxxx				0.00	xxxx	xxxx				0.00	xxxx	xxxx			
Level Of Service Module:																								
Queue:	xxxxx	xxxx	0.1				xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				0.0	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	9.5				xxxxx	xxxx	xxxxx				7.3	xxxx	xxxxx				7.6	xxxx	xxxxx			
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				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				7.3	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				A	*	*				*	*	*			
ApproachDel:	9.5						xxxxxx						xxxxxx						xxxxxx					
ApproachLOS:	A						*						*						*					

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

Intersection #8 Tupman Rd / SR 119

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: F[105.5]

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	1	0		0	0	1!	0	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	0		1		27		22		0		6		14	1171		0			11	397			10	
Growth Adj:	1.10	1.10		1.10		1.10		1.10		1.10		1.10	1.10		1.10		1.10		1.10		1.10		1.10	
Initial Bse:	0		1		30		24		0		7		15	1288		0			12	437			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:	0		1		30		24		0		7		15	1288		0			12	437			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		1.00	
PHF Adj:	1.00	1.00		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		1		30		24		0		7		15	1288		0			12	437			11	
Reduct Vol:	0		0		0		0		0		0		0	0		0			0	0			0	
Final Vol.:	0		1		30		24		0		7		15	1288		0			12	437			11	
Critical Gap Module:																								
Critical Gp:	xxxxx		6.5		6.2		7.1	xxxx		6.2			4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx		4.0		3.3		3.5	xxxx		3.3			2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	1791		1288		1801	xxxx		442				448	xxxx	xxxxx				1288	xxxx	xxxxx			
Potent Cap.:	xxxx	82		202		63	xxxx		620				1123	xxxx	xxxxx				545	xxxx	xxxxx			
Move Cap.:	xxxx	79		202		51	xxxx		620				1123	xxxx	xxxxx				545	xxxx	xxxxx			
Volume/Cap:	xxxx	0.01		0.15		0.47	xxxx		0.01				0.01	xxxx	xxxx				0.02	xxxx	xxxx			
Level Of Service Module:																								
Queue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx				0.0	xxxx	xxxxx				0.1	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx				8.2	xxxx	xxxxx				11.8	xxxx	xxxxx			
LOS by Move:	*		*		*		*		*				A		*				B		*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		192		xxxx	64	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
SharedQueue:	xxxxx	xxxx		0.6		xxxxx	1.9	xxxxx		xxxxx	xxxxx	xxxxx		xxxxx	xxxx	xxxxx									
Shrd StpDel:	xxxxx	xxxx		27.4		xxxxx	105	xxxxx		xxxxx	xxxxx	xxxxx		xxxxx	xxxx	xxxxx									
Shared LOS:	*		*		D		*		F		*		*		*		*		*		*		*	
ApproachDel:			27.4					105.5						xxxxxx						xxxxxx				
ApproachLOS:			D					F						*						*				

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

Intersection #9 Tupman Rd/Grace Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.038
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	18	5	3	12	3	4	0	4	1	1	4
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	10	20	6	3	13	3	4	0	4	1	1	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:	10	20	6	3	13	3	4	0	4	1	1	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	6	3	13	3	4	0	4	1	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	6	3	13	3	4	0	4	1	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	20	6	3	13	3	4	0	4	1	1	4
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:	0.28	0.56	0.16	0.17	0.66	0.17	0.50	0.00	0.50	0.17	0.17	0.66
Final Sat.:	258	516	143	153	613	153	465	0	465	162	162	648
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.02	0.02	0.01	xxxx	0.01	0.01	0.01	0.01
Crit Moves:		****			****			****			****	
Delay/Veh:	7.1	7.1	7.1	7.0	7.0	7.0	6.9	0.0	6.9	6.7	6.7	6.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.1	7.1	7.1	7.0	7.0	7.0	6.9	0.0	6.9	6.7	6.7	6.7
LOS by Move:	A	A	A	A	A	A	A	*	A	A	A	A
ApproachDel:		7.1			7.0			6.9			6.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.1			7.0			6.9			6.7	
LOS by Appr:		A			A			A			A	

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

Intersection #10 Station Rd/Tupman Rd

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[8.6]

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 1! 0 0			1 0 0 0 0		
Volume Module:												
Base Vol:	0	4	21	1	6	0	0	0	0	7	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	4	23	1	7	0	0	0	0	8	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	4	23	1	7	0	0	0	0	8	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	4	23	1	7	0	0	0	0	8	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	4	23	1	7	0	0	0	0	8	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	28	xxxx	xxxxx	xxxx	xxxx	xxxxx	25	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1599	xxxx	xxxxx	xxxx	xxxx	xxxxx	996	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1599	xxxx	xxxxx	xxxx	xxxx	xxxxx	996	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.6		
ApproachLOS:	*			*			*			A		

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

Intersection #11 Stockdale/Dairy

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[9.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 0 1	0	0
Volume Module:												
Base Vol:	4	1	3	0	0	0	0	193	7	0	35	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	4	1	3	0	0	0	0	212	8	0	39	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:	4	1	3	0	0	0	0	212	8	0	39	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1	3	0	0	0	0	212	8	0	39	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	1	3	0	0	0	0	212	8	0	39	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	255	255	216	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	738	652	829	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	738	652	829	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	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	757	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*	
ApproachDel:		9.8		xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:		A		*			*			*			

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

Intersection #12 Dairy/Adohr

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[8.9]

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	1	0		0	1	0	0	0		0	0	1!	0	0		1	0	0	0	0	
Volume Module:																								
Base Vol:	0	1	6				2	2	0				0	0	0				7	0	0			
Growth Adj:	1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10			
Initial Bse:	0	1	7				2	2	0				0	0	0				8	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	1	7				2	2	0				0	0	0				8	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	1	7				2	2	0				0	0	0				8	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	1	7				2	2	0				0	0	0				8	0	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	6.5	6.2				7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx							4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	4.0	3.3				3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx							2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	15	0				19	15	xxxxx	xxxx	xxxx	xxxxx							0	xxxx	xxxxx			
Potent Cap.:	xxxx	883	0				1000	883	xxxxx	xxxx	xxxx	xxxxx							0	xxxx	xxxxx			
Move Cap.:	xxxx	883	0				999	883	xxxxx	xxxx	xxxx	xxxxx							0	xxxx	xxxxx			
Volume/Cap:	xxxx	0.00	0.00				0.00	0.00	xxxx	xxxx	xxxx	xxxx							0.00	xxxx	xxxx			
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx	xxxx	xxxxx								0.0	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx	xxxx	xxxxx								0.0	xxxx	xxxxx			
LOS by Move:	*	*	*				*	*	*	*	*								A	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	6180				937	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	0.0				0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	5.6				8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	A				A	*	*	*	*	*	*	*	*				*	*	*			
ApproachDel:	5.6						8.9						xxxxxx						xxxxxx					
ApproachLOS:	A						A						*						*					

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

Intersection #13 SR-43/Poso Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.453
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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	1	1	0	1 0	1	1	0	1 0	1	0	1	0 1	0	0	1
Volume Module:																
Base Vol:	13	451	0		0	511	3		1	0	15		0	0	0	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	14	496	0		0	562	3		1	0	17		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:	14	496	0		0	562	3		1	0	17		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	496	0		0	562	3		1	0	17		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	496	0		0	562	3		1	0	17		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.:	14	496	0		0	562	3		1	0	17		0	0	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	2.00	0.00		1.00	1.99	0.01		1.00	1.00	1.00		0.00	1.00	1.00	
Final Sat.:	559	1225	0		0	1242	7		430	0	503		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.40	xxxx		xxxx	0.45	0.45		0.00	xxxx	0.03		xxxx	xxxx	xxxx	
Crit Moves:		****				****					****					
Delay/Veh:	9.1	12.1	0.0		0.0	12.8	12.8		10.4	0.0	9.4		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	9.1	12.1	0.0		0.0	12.8	12.8		10.4	0.0	9.4		0.0	0.0	0.0	
LOS by Move:	A	B	*		*	B	B		B	*	A		*	*	*	
ApproachDel:		12.1				12.8				9.4				xxxxxx		
Delay Adj:		1.00				1.00				1.00				xxxxx		
ApprAdjDel:		12.1				12.8				9.4				xxxxxx		
LOS by Appr:		B				B				A				*		

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

Intersection #14 SR-43/Kimberlina Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.324
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 27 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	1	1	0	1 0	1	1	0	0 0	1!	0	0	0 0	1!	0	0
Volume Module:																
Base Vol:	57	386	27		60	306	6		7	84	160		35	45	98	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	63	425	30		66	337	7		8	92	176		39	50	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:	63	425	30		66	337	7		8	92	176		39	50	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:	63	425	30		66	337	7		8	92	176		39	50	108	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	425	30		66	337	7		8	92	176		39	50	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.:	63	425	30		66	337	7		8	92	176		39	50	108	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.94	0.94		0.95	0.95	0.95		0.91	0.91	0.91		0.84	0.84	0.84	
Lanes:	1.00	1.87	0.13		1.00	1.96	0.04		0.03	0.33	0.64		0.20	0.25	0.55	
Final Sat.:	1805	3340	234		1805	3530	69		48	578	1100		315	405	881	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.13	0.13		0.04	0.10	0.10		0.16	0.16	0.16		0.12	0.12	0.12	
Crit Moves:		****				****				****						
Green/Cycle:	0.14	0.39	0.39		0.11	0.37	0.37		0.49	0.49	0.49		0.49	0.49	0.49	
Volume/Cap:	0.26	0.32	0.32		0.32	0.26	0.26		0.32	0.32	0.32		0.25	0.25	0.25	
Uniform Del:	38.8	21.1	21.1		40.8	21.9	21.9		15.2	15.2	15.2		14.6	14.6	14.6	
IncremntDel:	0.6	0.1	0.1		0.9	0.1	0.1		0.2	0.2	0.2		0.2	0.2	0.2	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	39.3	21.3	21.3		41.8	22.0	22.0		15.4	15.4	15.4		14.7	14.7	14.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	39.3	21.3	21.3		41.8	22.0	22.0		15.4	15.4	15.4		14.7	14.7	14.7	
HCM2kAvg:	2	5	5		2	4	4		5	5	5		4	4	4	

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

Intersection #15 SR-43/Shafter Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.319
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 21 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	23	393	30	78	467	106	124	83	17	25	114	76
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	25	432	33	86	514	117	136	91	19	28	125	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:	25	432	33	86	514	117	136	91	19	28	125	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:	25	432	33	86	514	117	136	91	19	28	125	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	432	33	86	514	117	136	91	19	28	125	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.:	25	432	33	86	514	117	136	91	19	28	125	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	0.95	0.85	0.44	0.92	0.92	0.52	0.98	0.98	0.63	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	1.63	0.37	1.00	0.83	0.17	1.00	0.60	0.40
Final Sat.:	638	3610	1615	840	2860	649	979	1538	315	1188	1072	714
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.02	0.10	0.18	0.18	0.14	0.06	0.06	0.02	0.12	0.12
Crit Moves:					****		****					
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.07	0.21	0.04	0.18	0.32	0.32	0.32	0.14	0.14	0.05	0.27	0.27
Uniform Del:	9.9	10.8	9.7	10.6	11.6	11.6	18.4	16.9	16.9	16.2	18.0	18.0
IncremntDel:	0.1	0.1	0.0	0.2	0.1	0.1	0.4	0.1	0.1	0.0	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	10.0	10.9	9.8	10.8	11.7	11.7	18.9	16.9	16.9	16.3	18.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.9	9.8	10.8	11.7	11.7	18.9	16.9	16.9	16.3	18.1	18.1
HCM2kAvg:	1	3	0	3	5	5	5	2	2	1	4	4

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

Intersection #16 Sr-43/Central Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.242
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	1 0
Volume Module:												
Base Vol:	40	400	40	43	492	31	21	76	31	39	85	53
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	44	440	44	47	541	34	23	84	34	43	94	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	440	44	47	541	34	23	84	34	43	94	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	440	44	47	541	34	23	84	34	43	94	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	440	44	47	541	34	23	84	34	43	94	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.:	44	440	44	47	541	34	23	84	34	43	94	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.39	0.94	0.94	0.43	0.94	0.94	0.91	0.91	0.91	0.80	0.80	0.80
Lanes:	1.00	1.82	0.18	1.00	1.88	0.12	0.16	0.60	0.24	0.44	0.96	0.60
Final Sat.:	737	3236	324	823	3365	212	285	1032	421	668	1455	907
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.06	0.16	0.16	0.08	0.08	0.08	0.06	0.06	0.06
Crit Moves:					****			****				
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.09	0.20	0.20	0.09	0.24	0.24	0.24	0.24	0.24	0.19	0.19	0.19
Uniform Del:	6.0	6.5	6.5	6.0	6.7	6.7	24.1	24.1	24.1	23.6	23.6	23.6
IncremntDel:	0.1	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	6.0	6.5	6.5	6.0	6.7	6.7	24.3	24.3	24.3	23.7	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:	6.0	6.5	6.5	6.0	6.7	6.7	24.3	24.3	24.3	23.7	23.7	23.7
HCM2kAvg:	1	3	3	1	4	3	3	3	3	2	2	2

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

Intersection #17 SR-43/Lerdo Hwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.363
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 29 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	1	0	1		0	1	0	1	0	
Volume Module:																								
Base Vol:	64	271		72			144	318		23			9	344		68			50	230		170		
Growth Adj:	1.10	1.10		1.10			1.10	1.10		1.10			1.10	1.10		1.10			1.10	1.10		1.10		
Initial Bse:	70	298		79			158	350		25			10	378		75			55	253		187		
Added Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	70	298		79			158	350		25			10	378		75			55	253		187		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	70	298		79			158	350		25			10	378		75			55	253		187		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	70	298		79			158	350		25			10	378		75			55	253		187		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	70	298		79			158	350		25			10	378		75			55	253		187		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.95	0.92		0.92			0.95	0.94		0.94			0.90	0.90		0.85			0.78	0.78		0.78		
Lanes:	1.00	1.58		0.42			1.00	1.87		0.13			0.05	1.95		1.00			0.22	1.02		0.76		
Final Sat.:	1805	2764		734			1805	3333		241			87	3321		1615			329	1515		1120		
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.11		0.11			0.09	0.10		0.10			0.11	0.11		0.05			0.17	0.17		0.17		
Crit Moves:		****						****												****				
Green/Cycle:	0.15	0.30		0.30			0.24	0.39		0.39			0.46	0.46		0.46			0.46	0.46		0.46		
Volume/Cap:	0.27	0.36		0.36			0.36	0.27		0.27			0.25	0.25		0.10			0.36	0.36		0.36		
Uniform Del:	37.9	27.7		27.7			31.5	20.6		20.6			16.4	16.4		15.3			17.5	17.5		17.5		
IncremntDel:	0.5	0.2		0.2			0.5	0.1		0.1			0.1	0.1		0.1			0.2	0.2		0.2		
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Delay/Veh:	38.5	27.9		27.9			32.0	20.7		20.7			16.5	16.5		15.3			17.6	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:	38.5	27.9		27.9			32.0	20.7		20.7			16.5	16.5		15.3			17.6	17.6		17.6		
HCM2kAvg:	2	5		5			4	4		4			4	4		1			6	6		6		

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

Intersection #18 SR-43/7th Standard Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.905
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 27.5
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
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	0 1!	0		0	1 0	0	1	0	0 1!	0		0	1 0	0	1
Volume Module:																
Base Vol:	22	178	83		73	109	9		26	363	53		67	63	39	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	24	196	91		80	120	10		29	399	58		74	69	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:	24	196	91		80	120	10		29	399	58		74	69	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:	24	196	91		80	120	10		29	399	58		74	69	43	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	24	196	91		80	120	10		29	399	58		74	69	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.:	24	196	91		80	120	10		29	399	58		74	69	43	
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:	0.08	0.63	0.29		0.40	0.60	1.00		0.06	0.82	0.12		0.52	0.48	1.00	
Final Sat.:	38	307	143		180	269	506		32	441	64		230	216	507	
Capacity Analysis Module:																
Vol/Sat:	0.64	0.64	0.64		0.45	0.45	0.02		0.90	0.90	0.90		0.32	0.32	0.08	
Crit Moves:		****				****				****				****		
Delay/Veh:	20.4	20.4	20.4		15.6	15.6	9.5		43.0	43.0	43.0		13.4	13.4	9.8	
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:	20.4	20.4	20.4		15.6	15.6	9.5		43.0	43.0	43.0		13.4	13.4	9.8	
LOS by Move:	C	C	C		C	C	A		E	E	E		B	B	A	
ApproachDel:		20.4				15.3				43.0				12.5		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		20.4				15.3				43.0				12.5		
LOS by Appr:		C				C				E				B		

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

Intersection #19 SR-43/SR-58 (Rosedal Highway West)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.658
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	127	253	0	0	191	24	198	0	379	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	140	278	0	0	210	26	218	0	417	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:	140	278	0	0	210	26	218	0	417	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:	140	278	0	0	210	26	218	0	417	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	278	0	0	210	26	218	0	417	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.:	140	278	0	0	210	26	218	0	417	0	0	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	1.00	0.00	0.00	0.89	0.11	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	499	539	0	0	489	62	522	0	633	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.52	xxxx	xxxx	0.43	0.43	0.42	xxxx	0.66	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	12.3	15.6	0.0	0.0	13.8	13.8	14.1	0.0	17.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	15.6	0.0	0.0	13.8	13.8	14.1	0.0	17.9	0.0	0.0	0.0
LOS by Move:	B	C	*	*	B	B	B	*	C	*	*	*
ApproachDel:	14.5			13.8			16.6			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	14.5			13.8			16.6			xxxxxx		
LOS by Appr:	B			B			C			*		

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

Intersection #20 SR-43/SR-58 (Rosedal Highway East)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.759
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0 1	0	1	0 0 1!	0	0	0 1 0	0	1
Volume Module:												
Base Vol:	18	220	138	355	202	9	12	16	18	42	13	129
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	20	242	152	391	222	10	13	18	20	46	14	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	242	152	391	222	10	13	18	20	46	14	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	242	152	391	222	10	13	18	20	46	14	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	242	152	391	222	10	13	18	20	46	14	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	242	152	391	222	10	13	18	20	46	14	142
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	1.00	1.00	1.00	1.00	1.00	0.26	0.35	0.39	0.76	0.24	1.00
Final Sat.:	469	509	560	515	549	608	120	160	180	345	107	525
Capacity Analysis Module:												
Vol/Sat:	0.04	0.48	0.27	0.76	0.40	0.02	0.11	0.11	0.11	0.13	0.13	0.27
Crit Moves:		****		****				****				****
Delay/Veh:	10.4	15.3	11.0	27.5	13.3	8.5	11.0	11.0	11.0	11.3	11.3	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	15.3	11.0	27.5	13.3	8.5	11.0	11.0	11.0	11.3	11.3	11.3
LOS by Move:	B	C	B	D	B	A	B	B	B	B	B	B
ApproachDel:		13.5			22.1			11.0			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.5			22.1			11.0			11.3	
LOS by Appr:		B			C			B			B	

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

Intersection #21 H St/9th St

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[8.7]

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		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	40		7			7	51		0			0	0		0			6	0		12		
Growth Adj:	1.10	1.10		1.10			1.10	1.10		1.10			1.10	1.10		1.10			1.10	1.10		1.10		
Initial Bse:	0	44		8			8	56		0			0	0		0			7	0		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:	0	44		8			8	56		0			0	0		0			7	0		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:	0	44		8			8	56		0			0	0		0			7	0		13		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Final Vol.:	0	44		8			8	56		0			0	0		0			7	0		13		
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			52	xxxx		xxxxx			xxxx	xxxx		xxxxx			119	xxxx		48		
Potent Cap.:	xxxx	xxxx		xxxxx			1567	xxxx		xxxxx			xxxx	xxxx		xxxxx			881	xxxx		1027		
Move Cap.:	xxxx	xxxx		xxxxx			1567	xxxx		xxxxx			xxxx	xxxx		xxxxx			878	xxxx		1027		
Volume/Cap:	xxxx	xxxx		xxxx			0.00	xxxx		xxxx			xxxx	xxxx		xxxx			0.01	xxxx		0.01		
Level Of Service Module:																								
Queue:	xxxxx	xxxx		xxxxx			0.0	xxxx		xxxxx			xxxxx	xxxx		xxxxx			0.0	xxxx		0.0		
Stopped Del:	xxxxx	xxxx		xxxxx			7.3	xxxx		xxxxx			xxxxx	xxxx		xxxxx			9.1	xxxx		8.6		
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			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
SharedQueue:	xxxxx	xxxx		xxxxx			0.0	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shrd StpDel:	xxxxx	xxxx		xxxxx			7.3	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shared LOS:	*	*		*			A	*		*			*	*		*			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						8.7					
ApproachLOS:	*						*						*						A					

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

Intersection #22 H St/Wasco Ave

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: A[9.0]

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	1	0	0	0	1	1	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	0	0	0	0	0	39	40	60	0	0	106	2								
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10								
Initial Bse:	0	0	0	0	0	43	44	66	0	0	117	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:	0	0	0	0	0	43	44	66	0	0	117	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:	0	0	0	0	0	43	44	66	0	0	117	2								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	0	0	0	0	0	43	44	66	0	0	117	2								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	117	119	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	941	1482	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	941	1482	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.03	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.0	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	A	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					9.0					xxxxxx					xxxxxx				
ApproachLOS:	*					A					*					*				

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

Intersection #23 Wasco Ave/Poso Ave

Average Delay (sec/veh): 8.7 Worst Case Level Of Service: B[10.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	1	0		1	0	0	1	0		0	1	0	0	1		0	0	1!	0	0	
Volume Module:																								
Base Vol:	24	33	0				0	41	122				62	4	12				2	2	2			
Growth Adj:	1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10			
Initial Bse:	26	36	0				0	45	134				68	4	13				2	2	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:	26	36	0				0	45	134				68	4	13				2	2	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:	26	36	0				0	45	134				68	4	13				2	2	2			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	26	36	0				0	45	134				68	4	13				2	2	2			
Critical Gap Module:																								
Critical Gp:	7.1	6.5	xxxxx	xxxxx			6.5	6.2					4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	xxxxx	xxxxx			4.0	3.3					2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	238	150	xxxxx	xxxx			162	3					4	xxxx	xxxxx				18	xxxx	xxxxx			
Potent Cap.:	720	746	xxxxx	xxxx			734	1086					1630	xxxx	xxxxx				1613	xxxx	xxxxx			
Move Cap.:	580	712	xxxxx	xxxx			701	1086					1630	xxxx	xxxxx				1613	xxxx	xxxxx			
Volume/Cap:	0.05	0.05	xxxx	xxxx			0.06	0.12					0.04	xxxx	xxxx				0.00	xxxx	xxxx			
Level Of Service Module:																								
Queue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx				0.0	xxxx	xxxxx									
Stopped Del:	11.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx				7.2	xxxx	xxxxx									
LOS by Move:	B	*	*	*	*	*	A	*	*				A	*	*									
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT							
Shared Cap.:	xxxx	xxxx	712	xxxx	xxxx	955	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	0.2	xxxxx	xxxx	0.7	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd StpDel:	xxxxx	xxxx	10.3	xxxxx	xxxx	9.6	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	B	*	*	A	A	*	*	*	*	*												
ApproachDel:	10.8			9.6			xxxxxx			xxxxxx														
ApproachLOS:	B			A			*			*														

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

Intersection #24 Wasco Ave/Kimberlina Rd

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[10.4]

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 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	23	0	30	28	142	0	0	150	34
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	25	0	33	31	156	0	0	165	37
Added Vol:	0	0	0	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	25	0	33	31	156	0	0	165	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	25	0	33	31	156	0	0	165	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	25	0	33	31	156	0	0	165	37
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	402	xxxx	184	202	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	608	xxxx	864	1382	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	598	xxxx	864	1382	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	0.04	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	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	xxxx	xxxxx	xxxx	724	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Intersection #25 J St/9th St

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[8.6]

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	0	0		0	0	1	1	0		0	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	0	54		0		0	102		8		0		0		1		0		0		0			
Growth Adj:	1.10	1.10		1.10		1.10	1.10		1.10		1.10		1.10		1.10		1.10		1.10		1.10			
Initial Bse:	0	59		0		0	112		9		0		0		1		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	59		0		0	112		9		0		0		1		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	59		0		0	112		9		0		0		1		0		0		0			
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0			
Final Vol.:	0	59		0		0	112		9		0		0		1		0		0		0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		6.9		xxxxx		xxxx		xxxxx			
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		3.3		xxxxx		xxxx		xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		61		xxxx		xxxx		xxxxx			
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		999		xxxx		xxxx		xxxxx			
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		999		xxxx		xxxx		xxxxx			
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx		xxxx		0.00		xxxx		xxxx		xxxx			
Level Of Service Module:																								
Queue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		0.0		xxxxx		xxxx		xxxxx			
Stopped Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		8.6		xxxxx		xxxx		xxxxx			
LOS by Move:	*	*		*		*	*		*		*		*		A		*		*		*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx			
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx			
Shrd StpDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx			
Shared LOS:	*	*		*		*	*		*		*		*		*		*		*		*			
ApproachDel:	xxxxxx			xxxxxx			8.6			xxxxxx														
ApproachLOS:	*			*			A			*														

Appendix R-4

Year 2014 No Project Plus Project Construction Capacity Analysis

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

Intersection #1 I-5 NB Ramp / Stockdale Hwy

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[11.5]

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	1 0	0	0	0	0 1	0	1
Volume Module:																
Base Vol:	4	0	25		0	0	0		1	64	0		0	57	154	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	4	0	28		0	0	0		1	70	0		0	63	169	
Added Vol:	79	0	0		0	0	0		34	4	0		0	106	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	83	0	28		0	0	0		35	74	0		0	169	169	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	83	0	28		0	0	0		35	74	0		0	169	169	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	83	0	28		0	0	0		35	74	0		0	169	169	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	398	xxxx	74		xxxx	xxxx	xxxxx		338	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	611	xxxx	993		xxxx	xxxx	xxxxx		1232	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	598	xxxx	993		xxxx	xxxx	xxxxx		1232	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.14	xxxx	0.03		xxxx	xxxx	xxxx		0.03	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Stopped Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.0	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	663	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.6	xxxxx		xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	11.5	xxxxx		xxxxx	xxxx	xxxxx		8.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	B	*		*	*	*		A	*	*		*	*	*	
ApproachDel:		11.5			xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:		B			*				*				*			

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

Intersection #2 I-5 SB Ramp / Stockdale Hwy

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[10.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	1!	0	0		0	0	1	0	1		0	1	0	0	0	
Volume Module:																								
Base Vol:	0		0		0		42		1		2		0		27		1		15		47		0	
Growth Adj:	1.10	1.10		1.10		1.10	1.10		1.10		1.10		1.10	1.10		1.10		1.10	1.10	1.10		1.10		1.10
Initial Bse:	0		0		0		46		1		2		0		30		1		17		52		0	
Added Vol:	0		0		0		0		0		34		0		38		38		0		185		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		0		0		46		1		36		0		68		39		17		237		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	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		46		1		36		0		68		39		17		237		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	0		0		0		46		1		36		0		68		39		17		237		0	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx		6.4		6.5		6.2	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5		4.0		3.3	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx								
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx		357		377		237	xxxx	xxxx	xxxxx		107	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx		645		558		807	xxxx	xxxx	xxxxx		1497	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx		640		552		807	xxxx	xxxx	xxxxx		1497	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx		0.07		0.00		0.04	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		7.4	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		701	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx		0.4	xxxxx	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx										
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx		10.8	xxxxx	xxxxx	xxxx	xxxxx		7.4	xxxx	xxxxx										
Shared LOS:	*	*	*	*		B	*	*	*	*		A	*	*										
ApproachDel:	xxxxxx					10.8				xxxxxx				xxxxxx										
ApproachLOS:	*					B				*				*										

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

Intersection #3 I-5 NB Ramp / SR 119

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[12.6]

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 0		1 0	0 0		1 0 1
Volume Module:												
Base Vol:	15	0	8	0	0	0	0	194	3	0	308	21
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	17	0	9	0	0	0	0	213	3	0	339	23
Added Vol:	0	0	0	0	0	0	0	4	0	0	123	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	0	9	0	0	0	0	217	3	0	462	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:	17	0	9	0	0	0	0	217	3	0	462	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	17	0	9	0	0	0	0	217	3	0	462	27
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	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:	694	xxxx	219	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	412	xxxx	826	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	412	xxxx	826	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	0.01	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	499	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	12.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Intersection #4 I-5 SB Ramp / SR 119

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[14.0]

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 1 0 0 1			0 0 1 0 1			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	11	1	1	0	186	16	2	317	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	12	1	1	0	205	18	2	349	0
Added Vol:	0	0	0	4	0	0	0	0	0	0	123	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	1	1	0	205	18	2	472	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	16	1	1	0	205	18	2	472	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	16	1	1	0	205	18	2	472	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	690	698	472	xxxx	xxxx	xxxxx	222	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	414	367	596	xxxx	xxxx	xxxxx	1359	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	414	366	596	xxxx	xxxx	xxxxx	1359	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.00	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.0	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	410	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	14.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			14.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Intersection #5 SR 119 / SR 43

Cycle (sec):	100	Critical Vol./Cap. (X):	0.640
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	27.6
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	36	11	16	2	40	359	103	172	3	19	291	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	40	12	18	2	44	395	113	189	3	21	320	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	123	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	12	18	2	44	395	113	189	3	21	443	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	12	18	2	44	395	113	189	3	21	443	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	12	18	2	44	395	113	189	3	21	443	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	12	18	2	44	395	113	189	3	21	443	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.91	0.91	0.74	0.87	0.87	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.41	0.59	1.00	0.10	0.90	1.00	0.98	0.02	1.00	1.00	0.00
Final Sat.:	619	705	1026	1412	165	1479	1805	1862	32	1805	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.02	0.00	0.27	0.27	0.06	0.10	0.10	0.01	0.23	0.00
Crit Moves:					****		****				****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.10	0.42	0.42	0.05	0.36	0.00
Volume/Cap:	0.15	0.04	0.04	0.00	0.64	0.64	0.64	0.24	0.24	0.24	0.64	0.00
Uniform Del:	18.1	17.3	17.3	17.0	23.2	23.2	43.4	19.0	19.0	45.9	26.3	0.0
IncremntDel:	0.3	0.0	0.0	0.0	2.0	2.0	7.7	0.2	0.2	1.5	2.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	18.4	17.3	17.3	17.0	25.2	25.2	51.0	19.2	19.2	47.4	28.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	17.3	17.3	17.0	25.2	25.2	51.0	19.2	19.2	47.4	28.4	0.0
HCM2kAvg:	2	1	1	0	11	11	5	4	3	1	12	0

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

Intersection #6 Stockdale Hwy/SR 43

Cycle (sec): 100 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	115	34	42	208	25	10	45	7	129	157	53
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	6	127	37	46	229	28	11	50	8	142	173	58
Added Vol:	0	0	0	0	0	0	0	4	0	0	106	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	127	37	46	229	28	11	54	8	142	279	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	127	37	46	229	28	11	54	8	142	279	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	127	37	46	229	28	11	54	8	142	279	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.:	6	127	37	46	229	28	11	53	8	142	279	58
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:	0.03	0.75	0.22	0.15	0.76	0.09	0.15	0.74	0.11	0.30	0.58	0.12
Final Sat.:	18	425	126	92	455	55	81	395	57	196	384	80
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.50	0.50	0.50	0.14	0.14	0.14	0.73	0.73	0.73
Crit Moves:		****			****			****				****
Delay/Veh:	10.9	10.9	10.9	13.6	13.6	13.6	9.7	9.7	9.7	20.0	20.0	20.0
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:	10.9	10.9	10.9	13.6	13.6	13.6	9.7	9.7	9.7	20.0	20.0	20.0
LOS by Move:	B	B	B	B	B	B	A	A	A	C	C	C
ApproachDel:	10.9			13.6			9.7			20.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.9			13.6			9.7			20.0		
LOS by Appr:	B			B			A			C		

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

Intersection #7 Stockdale Hwy / Morris Rd

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[10.7]

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 1			0 0 1! 0 0			0 1 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	0	10	1	0	1	1	15	0	18	37	1
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	11	1	0	1	1	17	0	20	41	1
Added Vol:	0	0	0	0	0	0	0	75	0	31	187	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	11	1	0	1	1	92	0	51	228	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:	0	0	11	1	0	1	1	92	0	51	228	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	11	1	0	1	1	92	0	51	228	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	92	429	xxxx	228	229	xxxx	xxxxx	92	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	971	540	xxxx	816	1351	xxxx	xxxxx	1516	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	971	519	xxxx	816	1351	xxxx	xxxxx	1516	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	0.00	xxxx	0.00	0.00	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	8.7	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	7.5	xxxx	xxxxx
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	635	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:		8.7			10.7			xxxxxx			xxxxxx	
ApproachLOS:		A			B			*			*	

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

Intersection #8 Tupman Rd / SR 119

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: D[25.4]

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:												
Base Vol:	1	6	14	10	0	6	16	264	1	29	617	25
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	1	7	15	11	0	7	18	290	1	32	679	28
Added Vol:	0	0	0	0	0	0	21	0	0	0	0	123
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	7	15	11	0	7	39	290	1	32	679	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:	1	7	15	11	0	7	39	290	1	32	679	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	7	15	11	0	7	39	290	1	32	679	151
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1189	1261	291	1197	xxxx	754	829	xxxx	xxxxx	292	xxxx	xxxxx
Potent Cap.:	166	172	753	164	xxxx	412	811	xxxx	xxxxx	1282	xxxx	xxxxx
Move Cap.:	155	159	753	147	xxxx	412	811	xxxx	xxxxx	1282	xxxx	xxxxx
Volume/Cap:	0.01	0.04	0.02	0.07	xxxx	0.02	0.05	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	335	xxxxx	xxxx	194	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	16.5	xxxxx	xxxxx	25.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	D	*	*	*	*	*	*	*
ApproachDel:	16.5			25.4			xxxxxx			xxxxxx		
ApproachLOS:	C			D			*			*		

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

Intersection #9 Tupman Rd/Grace Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.211
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	17	4	1	1	11	7	5	5	10	3	4	2
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	19	4	1	1	12	8	6	6	11	3	4	2
Added Vol:	0	164	0	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	168	1	1	12	8	6	6	11	3	4	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:	19	168	1	1	12	8	6	6	11	3	4	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	168	1	1	12	8	6	6	11	3	4	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.:	19	168	1	1	12	8	6	6	11	3	4	2
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:	0.10	0.89	0.01	0.05	0.58	0.37	0.25	0.25	0.50	0.33	0.45	0.22
Final Sat.:	89	800	5	48	523	333	210	210	420	268	357	179
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.02	0.02	0.02	0.03	0.03	0.03	0.01	0.01	0.01
Crit Moves:		****			****			****			****	
Delay/Veh:	8.1	8.1	8.1	7.0	7.0	7.0	7.2	7.2	7.2	7.3	7.3	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	8.1	8.1	7.0	7.0	7.0	7.2	7.2	7.2	7.3	7.3	7.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.1			7.0			7.2			7.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.1			7.0			7.2			7.3	
LOS by Appr:		A			A			A			A	

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

Intersection #10 Station Rd/Tupman Rd

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: A[9.4]

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 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	6	9	1	9	0	0	0	0	11	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	7	10	1	10	0	0	0	0	12	0	0
Added Vol:	0	164	0	0	0	0	0	0	0	0	0	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	171	10	1	10	0	0	0	0	12	0	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	171	10	1	10	0	0	0	0	12	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	171	10	1	10	0	0	0	0	12	0	31
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	181	xxxx	xxxxx	xxxx	xxxx	xxxxx	188	xxxx	176
Potent Cap.:	xxxx	xxxx	xxxxx	1407	xxxx	xxxxx	xxxx	xxxx	xxxxx	806	xxxx	873
Move Cap.:	xxxx	xxxx	xxxxx	1407	xxxx	xxxxx	xxxx	xxxx	xxxxx	806	xxxx	873
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.04
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	853	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.4		
ApproachLOS:	*			*			*			A		

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

Intersection #11 Stockdale/Dairy

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: B[11.6]

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 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	3	0	2	0	0	0	0	22	6	1	34	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	3	0	2	0	0	0	0	24	7	1	37	0
Added Vol:	48	0	75	0	0	0	0	0	151	187	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	0	77	0	0	0	0	24	158	188	37	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	77	0	0	0	0	24	158	188	37	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	51	0	77	0	0	0	0	24	158	188	37	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:	517	xxxx	103	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	182	xxxx	xxxxx
Potent Cap.:	522	xxxx	957	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1406	xxxx	xxxxx
Move Cap.:	462	xxxx	957	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1406	xxxx	xxxxx
Volume/Cap:	0.11	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	671	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Shrd StpDel:	xxxxx	11.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		11.6		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

Intersection #12 Dairy/Adohr

Average Delay (sec/veh): 11.5 Worst Case Level Of Service: C[16.2]

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 1 0			0 1 0 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	2	4	2	4	0	0	0	0	8	0	1
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	2	4	2	4	0	0	0	0	9	0	1
Added Vol:	0	86	0	136	202	0	0	0	0	89	0	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	88	4	138	206	0	0	0	0	98	0	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	88	4	138	206	0	0	0	0	98	0	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	88	4	138	206	0	0	0	0	98	0	39
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	235	0	261	215	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	669	0	696	686	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Move Cap.:	xxxx	669	0	625	686	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Volume/Cap:	xxxx	0.13	0.00	0.22	0.30	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	0.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	703	660	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.5	3.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	10.9	16.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	C	*	*	*	*	*	*	*	*
ApproachDel:	10.9			16.2			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

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

Intersection #13 SR-43/Poso Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.364
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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	1	1	0	1 0	1	1	0	1 0	1	0	1	0 1	0	0	1
Volume Module:																
Base Vol:	23	414	0		0	411	4		4	0	23		0	0	1	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	25	455	0		0	452	4		4	0	25		0	0	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:	25	455	0		0	452	4		4	0	25		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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	25	455	0		0	452	4		4	0	25		0	0	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	455	0		0	452	4		4	0	25		0	0	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.:	25	455	0		0	452	4		4	0	25		0	0	1	
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	2.00	0.00		1.00	1.98	0.02		1.00	1.00	1.00		0.00	1.00	1.00	
Final Sat.:	577	1260	0		0	1241	12		449	0	529		0	0	555	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.36	xxxx		xxxx	0.36	0.36		0.01	xxxx	0.05		xxxx	xxxx	0.00	
Crit Moves:		****				****					****				****	
Delay/Veh:	9.0	11.3	0.0		0.0	11.4	11.3		10.1	0.0	9.1		0.0	0.0	8.6	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	9.0	11.3	0.0		0.0	11.4	11.3		10.1	0.0	9.1		0.0	0.0	8.6	
LOS by Move:	A	B	*		*	B	B		B	*	A		*	*	A	
ApproachDel:		11.1				11.4				9.3				8.6		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		11.1				11.4				9.3				8.6		
LOS by Appr:		B				B				A				A		

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

Intersection #14 SR-43/Kimberlina Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.259
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: 25 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	1	1	0	1 0	1	1	0	0 0	1!	0	0	0 0	1!	0	0
Volume Module:																
Base Vol:	129	264	17		88	229	4		5	73	95		20	91	39	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	142	290	19		97	252	4		6	80	105		22	100	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:	142	290	19		97	252	4		6	80	105		22	100	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:	142	290	19		97	252	4		6	80	105		22	100	43	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	142	290	19		97	252	4		6	80	105		22	100	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.:	142	290	19		97	252	4		6	80	104		22	100	43	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.94	0.94		0.95	0.95	0.95		0.92	0.92	0.92		0.92	0.92	0.92	
Lanes:	1.00	1.88	0.12		1.00	1.97	0.03		0.03	0.42	0.55		0.13	0.61	0.26	
Final Sat.:	1805	3361	216		1805	3537	62		51	738	960		234	1064	456	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.09	0.09		0.05	0.07	0.07		0.11	0.11	0.11		0.09	0.09	0.09	
Crit Moves:	****					****				****						
Green/Cycle:	0.30	0.36	0.36		0.22	0.28	0.28		0.42	0.42	0.42		0.42	0.42	0.42	
Volume/Cap:	0.26	0.24	0.24		0.24	0.26	0.26		0.26	0.26	0.26		0.22	0.22	0.22	
Uniform Del:	26.3	22.6	22.6		32.0	28.3	28.3		18.8	18.8	18.8		18.5	18.5	18.5	
IncremntDel:	0.3	0.1	0.1		0.3	0.1	0.1		0.2	0.2	0.2		0.2	0.2	0.2	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	26.5	22.7	22.7		32.3	28.4	28.4		19.0	19.0	19.0		18.7	18.7	18.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	26.5	22.7	22.7		32.3	28.4	28.4		19.0	19.0	19.0		18.7	18.7	18.7	
HCM2kAvg:	3	3	3		3	3	4		4	4	4		3	3	3	

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

Intersection #15 SR-43/Shafter Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.242
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	40	330	44	74	347	92	84	129	22	41	107	63
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	44	363	48	81	382	101	92	142	24	45	118	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:	44	363	48	81	382	101	92	142	24	45	118	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:	44	363	48	81	382	101	92	142	24	45	118	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	363	48	81	382	101	92	142	24	45	118	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.:	44	363	48	81	382	101	92	142	24	45	118	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.41	0.95	0.85	0.49	0.92	0.92	0.54	0.98	0.98	0.56	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	1.58	0.42	1.00	0.85	0.15	1.00	0.63	0.37
Final Sat.:	787	3610	1615	923	2765	733	1018	1587	271	1062	1129	665
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.03	0.09	0.14	0.14	0.09	0.09	0.09	0.04	0.10	0.10
Crit Moves:					****						****	
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.10	0.18	0.05	0.15	0.24	0.24	0.21	0.21	0.21	0.10	0.24	0.24
Uniform Del:	9.8	10.3	9.5	10.2	10.7	10.7	17.8	17.8	17.8	16.9	18.1	18.1
IncremntDel:	0.1	0.0	0.0	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	9.9	10.3	9.6	10.3	10.8	10.8	18.1	18.0	18.0	17.0	18.3	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	10.3	9.6	10.3	10.8	10.8	18.1	18.0	18.0	17.0	18.3	18.3
HCM2kAvg:	1	3	1	2	4	4	3	3	3	1	4	4

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

Intersection #16 Sr-43/Central Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.185
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	1 0
Volume Module:												
Base Vol:	14	412	24	46	387	18	9	61	11	26	93	29
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	15	453	26	51	426	20	10	67	12	29	102	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:	15	453	26	51	426	20	10	67	12	29	102	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:	15	453	26	51	426	20	10	67	12	29	102	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	453	26	51	426	20	10	67	12	29	102	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.:	15	453	26	51	426	20	10	67	12	29	102	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.46	0.94	0.94	0.44	0.94	0.94	0.95	0.95	0.95	0.84	0.84	0.84
Lanes:	1.00	1.89	0.11	1.00	1.91	0.09	0.11	0.75	0.14	0.35	1.26	0.39
Final Sat.:	880	3384	197	844	3425	159	202	1366	246	559	1998	623
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.06	0.12	0.12	0.05	0.05	0.05	0.05	0.05	0.05
Crit Moves:		****									****	
Green/Cycle:	0.72	0.72	0.72	0.72	0.72	0.72	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.02	0.19	0.19	0.08	0.17	0.17	0.18	0.18	0.18	0.19	0.19	0.19
Uniform Del:	3.9	4.4	4.4	4.1	4.4	4.4	27.5	27.5	27.5	27.6	27.6	27.6
IncremntDel:	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	3.9	4.5	4.5	4.1	4.4	4.4	27.7	27.7	27.7	27.7	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.9	4.5	4.5	4.1	4.4	4.4	27.7	27.7	27.7	27.7	27.7	27.7
HCM2kAvg:	0	2	2	1	2	2	2	2	2	2	2	2

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

Intersection #17 SR-43/Lerdo Hwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.325
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: 28 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	1	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	41	307	58	145	240	17	20	246	50	64	124	127
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	45	338	64	160	264	19	22	271	55	70	136	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:	45	338	64	160	264	19	22	271	55	70	136	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:	45	338	64	160	264	19	22	271	55	70	136	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	338	64	160	264	19	22	271	55	70	136	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.:	45	338	64	160	264	19	22	271	55	70	136	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.87	0.87	0.85	0.75	0.75	0.75
Lanes:	1.00	1.68	0.32	1.00	1.87	0.13	0.15	1.85	1.00	0.41	0.79	0.80
Final Sat.:	1805	2963	560	1805	3337	236	249	3065	1615	576	1115	1142
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.09	0.08	0.08	0.09	0.09	0.03	0.12	0.12	0.12
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.35	0.35	0.27	0.47	0.47	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.17	0.32	0.32	0.32	0.17	0.17	0.23	0.23	0.09	0.32	0.32	0.32
Uniform Del:	37.1	23.8	23.8	29.0	15.0	15.0	21.3	21.3	20.1	22.1	22.1	22.1
IncremntDel:	0.3	0.2	0.2	0.4	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.4	23.9	23.9	29.4	15.1	15.1	21.4	21.4	20.2	22.3	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:	37.4	23.9	23.9	29.4	15.1	15.1	21.4	21.4	20.2	22.3	22.3	22.3
HCM2kAvg:	1	5	5	4	2	2	3	3	1	5	5	5

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

Intersection #18 SR-43/7th Standard Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.478
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	50	128	73	33	136	32	13	78	42	47	163	42
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	55	141	80	36	150	35	14	86	46	52	179	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:	55	141	80	36	150	35	14	86	46	52	179	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:	55	141	80	36	150	35	14	86	46	52	179	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	141	80	36	150	35	14	86	46	52	179	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.:	55	141	80	36	150	35	14	86	46	52	179	46
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:	0.20	0.51	0.29	0.20	0.80	1.00	0.10	0.59	0.31	0.22	0.78	1.00
Final Sat.:	115	295	168	107	440	621	52	314	169	123	425	623
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.48	0.34	0.34	0.06	0.27	0.27	0.27	0.42	0.42	0.07
Crit Moves:		****			****			****			****	
Delay/Veh:	13.9	13.9	13.9	11.9	11.9	8.4	11.3	11.3	11.3	13.1	13.1	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	13.9	13.9	11.9	11.9	8.4	11.3	11.3	11.3	13.1	13.1	8.6
LOS by Move:	B	B	B	B	B	A	B	B	B	B	B	A
ApproachDel:	13.9			11.3			11.3			12.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.9			11.3			11.3			12.3		
LOS by Appr:	B			B			B			B		

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

Intersection #19 SR-43/SR-58 (Rosedal Highway West)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.421
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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	1 0	0		0 0	0 1	0		1 0	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	164	238	0		0	163	93		77	0	142		0	0	0	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	180	262	0		0	179	102		85	0	156		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:	180	262	0		0	179	102		85	0	156		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:	180	262	0		0	179	102		85	0	156		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	262	0		0	179	102		85	0	156		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.:	180	262	0		0	179	102		85	0	156		0	0	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	1.00	0.00		0.00	0.64	0.36		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	591	644	0		0	426	243		514	0	619		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.41	xxxx		xxxx	0.42	0.42		0.16	xxxx	0.25		xxxx	xxxx	xxxx	
Crit Moves:		****					****				****					
Delay/Veh:	11.2	11.7	0.0		0.0	11.9	11.9		10.6	0.0	9.9		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	11.2	11.7	0.0		0.0	11.9	11.9		10.6	0.0	9.9		0.0	0.0	0.0	
LOS by Move:	B	B	*		*	B	B		B	*	A		*	*	*	
ApproachDel:	11.5				11.9				10.1				xxxxxx			
Delay Adj:	1.00				1.00				1.00				xxxxx			
ApprAdjDel:	11.5				11.9				10.1				xxxxxx			
LOS by Appr:	B				B				B				*			

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

Intersection #20 SR-43/SR-58 (Rosedal Highway East)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.356
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	0	1	1 0 1	0	1	0 0 1!	0	0	0 1 0	0	1
Volume Module:												
Base Vol:	7	168	30	124	171	5	9	5	20	95	13	207
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	8	185	33	136	188	6	10	6	22	105	14	228
Added Vol:	0	0	0	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	185	33	136	188	6	10	6	22	105	14	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	185	33	136	188	6	10	6	22	105	14	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	185	33	136	188	6	10	6	22	105	14	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	185	33	136	188	6	10	6	22	104	14	228
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	1.00	1.00	1.00	1.00	1.00	0.26	0.15	0.59	0.88	0.12	1.00
Final Sat.:	494	535	592	517	558	620	140	78	310	466	64	639
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.06	0.26	0.34	0.01	0.07	0.07	0.07	0.22	0.22	0.36
Crit Moves:		****			****			****				****
Delay/Veh:	9.7	12.3	8.7	11.7	11.8	8.2	9.7	9.7	9.7	11.0	11.0	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	12.3	8.7	11.7	11.8	8.2	9.7	9.7	9.7	11.0	11.0	10.8
LOS by Move:	A	B	A	B	B	A	A	A	A	B	B	B
ApproachDel:		11.7			11.7			9.7			10.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.7			11.7			9.7			10.9	
LOS by Appr:		B			B			A			B	

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

Intersection #21 H St/9th St

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[8.6]

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			1 0 0 0 1		
Volume Module:												
Base Vol:	0	32	3	2	24	0	0	0	0	3	0	14
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	35	3	2	26	0	0	0	0	3	0	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:	0	35	3	2	26	0	0	0	0	3	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	35	3	2	26	0	0	0	0	3	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	35	3	2	26	0	0	0	0	3	0	15
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	39	xxxx	xxxxx	xxxx	xxxx	xxxxx	68	xxxx	37
Potent Cap.:	xxxx	xxxx	xxxxx	1585	xxxx	xxxxx	xxxx	xxxx	xxxxx	942	xxxx	1041
Move Cap.:	xxxx	xxxx	xxxxx	1585	xxxx	xxxxx	xxxx	xxxx	xxxxx	941	xxxx	1041
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.01
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.0
Stopped Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	8.5
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	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.6		
ApproachLOS:	*			*			*			A		

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

Intersection #22 H St/Wasco Ave

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[8.7]

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		1	0	0	0	1		1	0	1	0	0		0	0	1	0	1	
Volume Module:																								
Base Vol:	0	0	0				1	0	37				35	79	0				0	54	0			
Growth Adj:	1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10			
Initial Bse:	0	0	0				1	0	41				39	87	0				0	59	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				1	0	41				39	87	0				0	59	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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				1	0	41				39	87	0				0	59	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	0				1	0	41				39	87	0				0	59	0			
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				223	xxxx	59				59	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				769	xxxx	1012				1557	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				755	xxxx	1012				1557	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.00	xxxx	0.04				0.02	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx				0.0	xxxx	0.1				0.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx				9.8	xxxx	8.7				7.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
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				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						8.7						xxxxxx						xxxxxx					
ApproachLOS:	*						A						*						*					

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

Intersection #23 Wasco Ave/Poso Ave

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: B[10.4]

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	1	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	1
Volume Module:																				
Base Vol:	10	23	0			3	32	58			75	6	14			0	0	2		
Growth Adj:	1.10	1.10	1.10			1.10	1.10	1.10			1.10	1.10	1.10			1.10	1.10	1.10		
Initial Bse:	11	25	0			3	35	64			83	7	15			0	0	2		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	11	25	0			3	35	64			83	7	15			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:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	11	25	0			3	35	64			83	7	15			0	0	2		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	11	25	0			3	35	64			83	7	15			0	0	2		
Critical Gap Module:																				
Critical Gp:	7.1	6.5	xxxxx			7.1	6.5	6.2			4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	xxxxx			3.5	4.0	3.3			2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	189	174	xxxxx			192	187	0			2	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	775	723	xxxxx			772	711	0			1633	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	715	685	xxxxx			720	673	0			1633	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.02	0.04	xxxx			0.00	0.05	0.00			0.05	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																				
Queue:	0.0	xxxx	xxxxx			0.0	xxxx	xxxxx			0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	10.1	xxxx	xxxxx			10.0	xxxx	xxxxx			7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*			B	*	*			A	*	*	*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	685			xxxx	xxxx	1894			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	0.1			xxxxx	xxxx	0.2			0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	10.5			xxxxx	xxxx	7.0			7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	B			*	*	A			A	*	*	*	*	*				
ApproachDel:	10.4					7.1					xxxxxx			xxxxxx						
ApproachLOS:	B					A					*			*						

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

Intersection #24 Wasco Ave/Kimberlina Rd

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[10.5]

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	1!	0	0		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	0				27	0	19				17	163	0				0	138	17			
Growth Adj:	1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10			
Initial Bse:	0	0	0				30	0	21				19	179	0				0	152	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:	0	0	0				30	0	21				19	179	0				0	152	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:	0	0	0				30	0	21				19	179	0				0	152	19			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	0				30	0	21				19	179	0				0	152	19			
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				378	xxxx	161				171	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				628	xxxx	889				1419	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				621	xxxx	889				1419	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							7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	*	*	*	*	*	*							A	*	*	*	*	*						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx		710	xxxxx			xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx		0.2	xxxxx			0.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx				xxxxx		10.5	xxxxx			7.6	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*		B	*			A	*	*				*	*	*			
ApproachDel:	xxxxxx						10.5						xxxxxx						xxxxxx					
ApproachLOS:	*						B						*						*					

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

Intersection #25 J St/9th St

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[8.5]

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	0	0		0 0 1	1	0		0 0 0	0	1		0 0 0	0	0	
Volume Module:																
Base Vol:	0	71	0		0	64	7		0	0	1		0	0	0	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	0	78	0		0	70	8		0	0	1		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	78	0		0	70	8		0	0	1		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	78	0		0	70	8		0	0	1		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	78	0		0	70	8		0	0	1		0	0	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	39		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	1030		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	1030		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	0.00		xxxx	xxxx	xxxx	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	0.0		xxxxx	xxxx	xxxxx	
Stopped Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	8.5		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	A		*	*	*	
Movement:	LT	LTR	RT		LT	LTR	RT		LT	LTR	RT		LT	LTR	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				8.5				xxxxxx			
ApproachLOS:	*				*				A				*			

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

Intersection #1 I-5 NB Ramp / Stockdale Hwy

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C[15.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	1	0	0	0		0	0	1	0	1	
Volume Module:																								
Base Vol:	3	0	31				0	0	0				3	466	0				0	55	67			
Growth Adj:	1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10			
Initial Bse:	3	0	34				0	0	0				3	513	0				0	61	74			
Added Vol:	0	0	0				0	0	0				0	308	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	3	0	34				0	0	0				3	821	0				0	61	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:	3	0	34				0	0	0				3	821	0				0	61	74			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	3	0	34				0	0	0				3	821	0				0	61	74			
Critical Gap Module:																								
Critical Gp:	6.4	xxxx	6.2				xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
FollowUpTim:	3.5	xxxx	3.3				xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	925	xxxx	821				xxxx	xxxx	xxxxx				134	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	301	xxxx	378				xxxx	xxxx	xxxxx				1463	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	301	xxxx	378				xxxx	xxxx	xxxxx				1463	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	0.01	xxxx	0.09				xxxx	xxxx	xxxx				0.00	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				7.5	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		369	xxxxx			xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx		0.3	xxxxx			xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx		15.8	xxxxx			xxxxx	xxxx	xxxxx				7.5	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*		C	*			*	*	*				A	*	*				*	*	*			
ApproachDel:	15.8			xxxxxx						xxxxxx						xxxxxx								
ApproachLOS:	C			*						*						*								

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

Intersection #2 I-5 SB Ramp / Stockdale Hwy

Average Delay (sec/veh): 9.4 Worst Case Level Of Service: D[32.4]

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	1!	0	0		0	0	1	0	1		0	1	0	0	0	
Volume Module:																								
Base Vol:	0	0	0				262	1	1				0	204	9				20	38	0			
Growth Adj:	1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10			
Initial Bse:	0	0	0				288	1	1				0	224	10				22	42	0			
Added Vol:	0	0	0				0	0	0				0	308	123				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	0				288	1	1				0	532	133				22	42	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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				288	1	1				0	532	133				22	42	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	0				288	1	1				0	532	133				22	42	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.4	6.5	6.2				xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	4.0	3.3				xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				685	751	42				xxxx	xxxx	xxxxx				665	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				417	342	1035				xxxx	xxxx	xxxxx				933	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				409	334	1035				xxxx	xxxx	xxxxx				933	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.70	0.00	0.00				xxxx	xxxx	xxxx				0.02	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										8.9	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	410	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	5.4	xxxxx	xxxxx	xxxx	xxxxx										0.1	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	32.4	xxxxx	xxxxx	xxxx	xxxxx										8.9	xxxx	xxxxx			
Shared LOS:	*	*	*	*	D	*	*	*	*										A	*	*			
ApproachDel:	xxxxxx			32.4			xxxxxx												xxxxxx					
ApproachLOS:	*			D			*												*					

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

Intersection #3 I-5 NB Ramp / SR 119

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: D[30.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 0 1	0	1
Volume Module:												
Base Vol:	13	0	6	0	0	0	0	770	2	0	223	11
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	14	0	7	0	0	0	0	847	2	0	245	12
Added Vol:	0	0	0	0	0	0	0	369	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	7	0	0	0	0	1216	2	0	245	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:	14	0	7	0	0	0	0	1216	2	0	245	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	14	0	7	0	0	0	0	1216	2	0	245	12
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	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:	1468	xxxx	1217	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	142	xxxx	223	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	142	xxxx	223	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.10	xxxx	0.03	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	160	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	30.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:		30.8		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		D		*			*			*		

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

Intersection #4 I-5 SB Ramp / SR 119

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: D[34.7]

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 1 0 0 1			0 0 1 0 1			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	45	0	13	0	721	42	1	238	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	50	0	14	0	793	46	1	262	0
Added Vol:	0	0	0	0	0	0	0	369	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	50	0	14	0	1162	46	1	262	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	50	0	14	0	1162	46	1	262	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	50	0	14	0	1162	46	1	262	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1449	xxxx	262	xxxx	xxxx	xxxxx	1208	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	146	xxxx	782	xxxx	xxxx	xxxxx	584	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	146	xxxx	782	xxxx	xxxx	xxxxx	584	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.34	xxxx	0.02	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	xxxxx	xxxx	xxxxx	11.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	146	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	41.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.2	xxxx	xxxxx
Shared LOS:	*	*	*	E	*	*	*	*	*	B	*	*
ApproachDel:	xxxxxx			34.7			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Intersection #5 SR 119 / SR 43

Cycle (sec): 100 Critical Vol./Cap. (X): 0.849
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	37	85	77	4	39	175	466	663	19	24	201	1
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	41	94	85	4	43	193	513	729	21	26	221	1
Added Vol:	0	0	0	0	0	0	0	369	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	94	85	4	43	193	513	1098	21	26	221	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:	41	94	85	4	43	193	513	1098	21	26	221	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	94	85	4	43	193	513	1098	21	26	221	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.:	41	94	85	4	43	193	513	1098	21	26	221	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	0.93	0.93	0.44	0.88	0.88	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.52	0.48	1.00	0.18	0.82	1.00	0.98	0.02	1.00	0.99	0.01
Final Sat.:	561	926	839	838	304	1363	1805	1859	35	1805	1889	9
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.01	0.14	0.14	0.28	0.59	0.59	0.01	0.12	0.12
Crit Moves:					****			****		****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.51	0.70	0.70	0.02	0.21	0.21
Volume/Cap:	0.44	0.61	0.61	0.03	0.85	0.85	0.56	0.85	0.85	0.85	0.56	0.56
Uniform Del:	37.5	38.6	38.6	34.9	40.5	40.5	17.1	11.3	11.3	49.0	35.5	35.5
IncremntDel:	3.2	3.6	3.6	0.1	21.0	21.0	0.8	5.4	5.4	99.7	1.8	1.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.7	42.2	42.2	35.0	61.5	61.5	17.9	16.6	16.6	148.7	37.3	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	42.2	42.2	35.0	61.5	61.5	17.9	16.6	16.6	148.7	37.3	37.3
HCM2kAvg:	4	6	6	0	10	10	12	28	26	2	7	4

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

Intersection #6 Stockdale Hwy/SR 43

Cycle (sec): 100 Critical Vol./Cap. (X): 1.527
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 142.2
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 1	0		0 0 1! 0	0		0 0 1! 0	0		0 0 1! 0	0	
Volume Module:												
Base Vol:	0	277	147	80	164	18	41	421	2	49	54	19
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	305	162	88	180	20	45	463	2	54	59	21
Added Vol:	0	0	0	0	0	0	0	308	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	305	162	88	180	20	45	771	2	54	59	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:	0	305	162	88	180	20	45	771	2	54	59	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	305	162	88	180	20	45	771	2	54	59	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.:	0	305	162	88	180	20	45	771	2	54	59	21
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:	0.00	0.65	0.35	0.30	0.63	0.07	0.05	0.94	0.01	0.40	0.44	0.16
Final Sat.:	0	348	185	145	298	33	30	505	1	170	187	66
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.88	0.88	0.61	0.61	0.61	1.53	1.53	1.53	0.32	0.32	0.32
Crit Moves:		****			****			****			****	
Delay/Veh:	0.0	39.5	39.5	20.3	20.3	20.3	264.8	265	264.8	14.1	14.1	14.1
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:	0.0	39.5	39.5	20.3	20.3	20.3	264.8	265	264.8	14.1	14.1	14.1
LOS by Move:	*	E	E	C	C	C	F	F	F	B	B	B
ApproachDel:		39.5			20.3			264.8			14.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		39.5			20.3			264.8			14.1	
LOS by Appr:		E			C			F			B	

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

Intersection #7 Stockdale Hwy / Morris Rd

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[13.5]

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 1			0 0 0 0 0			0 1 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	0	18	0	0	0	1	197	0	3	34	1
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	20	0	0	0	1	217	0	3	37	1
Added Vol:	0	0	94	0	0	0	0	337	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	114	0	0	0	1	554	0	3	37	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:	0	0	114	0	0	0	1	554	0	3	37	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	114	0	0	0	1	554	0	3	37	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	554	xxxx	xxxx	xxxxx	39	xxxx	xxxxx	554	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	536	xxxx	xxxx	xxxxx	1585	xxxx	xxxxx	1027	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	536	xxxx	xxxx	xxxxx	1585	xxxx	xxxxx	1027	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.21	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.8	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	13.5	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	A	*	*	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	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	13.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Intersection #8 Tupman Rd / SR 119

Average Delay (sec/veh): 651.6 Worst Case Level Of Service: F[3180.6]

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 1 0			0 0 1! 0 0			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	0	1	27	22	0	6	14	1171	0	11	397	10
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1	30	24	0	7	15	1288	0	12	437	11
Added Vol:	0	0	0	369	0	62	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	30	393	0	69	15	1288	0	12	437	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:	0	1	30	393	0	69	15	1288	0	12	437	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	1	30	393	0	69	15	1288	0	12	437	11
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	1791	1288	1801	xxxx	442	448	xxxx	xxxxx	1288	xxxx	xxxxx
Potent Cap.:	xxxx	82	202	63	xxxx	620	1123	xxxx	xxxxx	545	xxxx	xxxxx
Move Cap.:	xxxx	79	202	51	xxxx	620	1123	xxxx	xxxxx	545	xxxx	xxxxx
Volume/Cap:	xxxx	0.01	0.15	7.66	xxxx	0.11	0.01	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	11.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	192	xxxx	59	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.6	xxxxx	53.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	27.4	xxxxx	3181	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	D	*	F	*	*	*	*	*	*	*
ApproachDel:	27.4			3180.6			xxxxxx			xxxxxx		
ApproachLOS:	D			F			*			*		

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

Intersection #9 Tupman Rd/Grace Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.565
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	18	5	3	12	3	4	0	4	1	1	4
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	10	20	6	3	13	3	4	0	4	1	1	4
Added Vol:	0	0	0	0	492	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	20	6	3	505	3	4	0	4	1	1	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	6	3	505	3	4	0	4	1	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	6	3	505	3	4	0	4	1	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	20	6	3	505	3	4	0	4	1	1	4
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:	0.28	0.56	0.16	0.01	0.98	0.01	0.50	0.00	0.50	0.17	0.17	0.66
Final Sat.:	228	455	126	6	894	6	338	0	338	116	116	464
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.57	0.57	0.57	0.01	xxxx	0.01	0.01	0.01	0.01
Crit Moves:		****			****			****			****	
Delay/Veh:	7.5	7.5	7.5	12.0	12.0	12.0	7.9	0.0	7.9	7.7	7.7	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	7.5	7.5	12.0	12.0	12.0	7.9	0.0	7.9	7.7	7.7	7.7
LOS by Move:	A	A	A	B	B	B	A	*	A	A	A	A
ApproachDel:		7.5			12.0			7.9			7.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.5			12.0			7.9			7.7	
LOS by Appr:		A			B			A			A	

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

Intersection #10 Station Rd/Tupman Rd

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[14.5]

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 1! 0 0			1 0 0 0 0		
Volume Module:												
Base Vol:	0	4	21	1	6	0	0	0	0	7	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	4	23	1	7	0	0	0	0	8	0	0
Added Vol:	0	0	0	94	492	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4	23	95	499	0	0	0	0	8	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	4	23	95	499	0	0	0	0	8	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	4	23	95	499	0	0	0	0	8	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	28	xxxx	xxxxx	xxxx	xxxx	xxxxx	705	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1599	xxxx	xxxxx	xxxx	xxxx	xxxxx	406	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1599	xxxx	xxxxx	xxxx	xxxx	xxxxx	386	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.5	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.5		
ApproachLOS:	*			*			*			B		

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

Intersection #11 Stockdale/Dairy

Average Delay (sec/veh): 20.2 Worst Case Level Of Service: D[28.2]

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 0	1 0		0 0 1	0 0	
Volume Module:												
Base Vol:	4	1	3	0	0	0	0	193	7	0	35	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	4	1	3	0	0	0	0	212	8	0	39	0
Added Vol:	308	0	337	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	312	1	340	0	0	0	0	212	8	0	39	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	312	1	340	0	0	0	0	212	8	0	39	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	312	1	340	0	0	0	0	212	8	0	39	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	255	255	216	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	738	652	829	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	738	652	829	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.42	0.00	0.41	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	783	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	28.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:		28.2		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		D		*			*			*		

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

Intersection #12 Dairy/Adohr

Average Delay (sec/veh): 8.6 Worst Case Level Of Service: B[14.1]

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	1	0		0	1	0	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0		1		6		2		2		0		0		0		0		7		0		0	
Growth Adj:	1.10	1.10		1.10		1.10	1.10		1.10		1.10	1.10	1.10		1.10		1.10	1.10	1.10		1.10		1.10	1.10
Initial Bse:	0		1		7		2		2		0		0		0		0		8		0		0	
Added Vol:	0		348		267		0		0		0		0		0		0		0		0		296	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		349		274		2		2		0		0		0		0		8		0		296	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		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		349		274		2		2		0		0		0		0		8		0		296	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	0		349		274		2		2		0		0		0		0		8		0		296	
Critical Gap Module:																								
Critical Gp:	xxxxx		6.5		6.2		7.1		6.5	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx							
FollowUpTim:	xxxxx		4.0		3.3		3.5		4.0	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx							
Capacity Module:																								
Cnflict Vol:	xxxx		311		0		475		163	xxxxx	xxxx	xxxx	xxxxx		0	xxxx	xxxxx							
Potent Cap.:	xxxx		607		0		503		733	xxxxx	xxxx	xxxx	xxxxx		0	xxxx	xxxxx							
Move Cap.:	xxxx		607		0		273		733	xxxxx	xxxx	xxxx	xxxxx		0	xxxx	xxxxx							
Volume/Cap:	xxxx	0.58		0.00		0.01	0.00		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		0.0	xxxx	xxxxx										
LOS by Move:	*	*		*		*		*	*		*		A	*		*								
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		1082			398	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx		3.8			0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	xxxx		12.7			14.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx								
Shared LOS:	*	*		B			B	*	*		*		*	*		*								
ApproachDel:	12.7						14.1				xxxxxx				xxxxxx									
ApproachLOS:	B						B				*				*									

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

Intersection #13 SR-43/Poso Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.453
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	12.4
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	1	0 1	1	0	1	0 1	0	1	0	1 0	0	1
Volume Module:																
Base Vol:	13	451	0		0	511	3		1	0	15		0	0	0	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	14	496	0		0	562	3		1	0	17		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:	14	496	0		0	562	3		1	0	17		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	496	0		0	562	3		1	0	17		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	496	0		0	562	3		1	0	17		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.:	14	496	0		0	562	3		1	0	17		0	0	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	2.00	0.00		1.00	1.99	0.01		1.00	1.00	1.00		0.00	1.00	1.00	
Final Sat.:	559	1225	0		0	1242	7		430	0	503		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.40	xxxx		xxxx	0.45	0.45		0.00	xxxx	0.03		xxxx	xxxx	xxxx	
Crit Moves:		****				****					****					
Delay/Veh:	9.1	12.1	0.0		0.0	12.8	12.8		10.4	0.0	9.4		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	9.1	12.1	0.0		0.0	12.8	12.8		10.4	0.0	9.4		0.0	0.0	0.0	
LOS by Move:	A	B	*		*	B	B		B	*	A		*	*	*	
ApproachDel:		12.1				12.8				9.4				xxxxxx		
Delay Adj:		1.00				1.00				1.00				xxxxx		
ApprAdjDel:		12.1				12.8				9.4				xxxxxx		
LOS by Appr:		B				B				A				*		

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

Intersection #14 SR-43/Kimberlina Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.324
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 27 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	1	1	0	1 0	1	1	0	0 0	1!	0	0	0 0	1!	0	0
Volume Module:																
Base Vol:	57	386	27		60	306	6		7	84	160		35	45	98	
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Initial Bse:	63	425	30		66	337	7		8	92	176		39	50	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:	63	425	30		66	337	7		8	92	176		39	50	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:	63	425	30		66	337	7		8	92	176		39	50	108	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	425	30		66	337	7		8	92	176		39	50	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.:	63	425	30		66	337	7		8	92	176		39	50	108	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.94	0.94		0.95	0.95	0.95		0.91	0.91	0.91		0.84	0.84	0.84	
Lanes:	1.00	1.87	0.13		1.00	1.96	0.04		0.03	0.33	0.64		0.20	0.25	0.55	
Final Sat.:	1805	3340	234		1805	3530	69		48	578	1100		315	405	881	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.13	0.13		0.04	0.10	0.10		0.16	0.16	0.16		0.12	0.12	0.12	
Crit Moves:		****				****				****						
Green/Cycle:	0.14	0.39	0.39		0.11	0.37	0.37		0.49	0.49	0.49		0.49	0.49	0.49	
Volume/Cap:	0.26	0.32	0.32		0.32	0.26	0.26		0.32	0.32	0.32		0.25	0.25	0.25	
Uniform Del:	38.8	21.1	21.1		40.8	21.9	21.9		15.2	15.2	15.2		14.6	14.6	14.6	
IncremntDel:	0.6	0.1	0.1		0.9	0.1	0.1		0.2	0.2	0.2		0.2	0.2	0.2	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	39.3	21.3	21.3		41.8	22.0	22.0		15.4	15.4	15.4		14.7	14.7	14.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	39.3	21.3	21.3		41.8	22.0	22.0		15.4	15.4	15.4		14.7	14.7	14.7	
HCM2kAvg:	2	5	5		2	4	4		5	5	5		4	4	4	

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

Intersection #15 SR-43/Shafter Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.319
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 21 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	23	393	30	78	467	106	124	83	17	25	114	76
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	25	432	33	86	514	117	136	91	19	28	125	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:	25	432	33	86	514	117	136	91	19	28	125	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:	25	432	33	86	514	117	136	91	19	28	125	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	432	33	86	514	117	136	91	19	28	125	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.:	25	432	33	86	514	117	136	91	19	28	125	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	0.95	0.85	0.44	0.92	0.92	0.52	0.98	0.98	0.63	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	1.63	0.37	1.00	0.83	0.17	1.00	0.60	0.40
Final Sat.:	638	3610	1615	840	2860	649	979	1538	315	1188	1072	714
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.02	0.10	0.18	0.18	0.14	0.06	0.06	0.02	0.12	0.12
Crit Moves:					****		****					
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.07	0.21	0.04	0.18	0.32	0.32	0.32	0.14	0.14	0.05	0.27	0.27
Uniform Del:	9.9	10.8	9.7	10.6	11.6	11.6	18.4	16.9	16.9	16.2	18.0	18.0
IncremntDel:	0.1	0.1	0.0	0.2	0.1	0.1	0.4	0.1	0.1	0.0	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	10.0	10.9	9.8	10.8	11.7	11.7	18.9	16.9	16.9	16.3	18.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.9	9.8	10.8	11.7	11.7	18.9	16.9	16.9	16.3	18.1	18.1
HCM2kAvg:	1	3	0	3	5	5	5	2	2	1	4	4

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

Intersection #16 Sr-43/Central Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.242
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	10.5
Optimal Cycle:	19	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 1 0	1 0	
Volume Module:												
Base Vol:	40	400	40	43	492	31	21	76	31	39	85	53
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	44	440	44	47	541	34	23	84	34	43	94	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	440	44	47	541	34	23	84	34	43	94	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	440	44	47	541	34	23	84	34	43	94	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	440	44	47	541	34	23	84	34	43	94	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.:	44	440	44	47	541	34	23	84	34	43	94	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.39	0.94	0.94	0.43	0.94	0.94	0.91	0.91	0.91	0.80	0.80	0.80
Lanes:	1.00	1.82	0.18	1.00	1.88	0.12	0.16	0.60	0.24	0.44	0.96	0.60
Final Sat.:	737	3236	324	823	3365	212	285	1032	421	668	1455	907
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.06	0.16	0.16	0.08	0.08	0.08	0.06	0.06	0.06
Crit Moves:					****			****				
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.09	0.20	0.20	0.09	0.24	0.24	0.24	0.24	0.24	0.19	0.19	0.19
Uniform Del:	6.0	6.5	6.5	6.0	6.7	6.7	24.1	24.1	24.1	23.6	23.6	23.6
IncremntDel:	0.1	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	6.0	6.5	6.5	6.0	6.7	6.7	24.3	24.3	24.3	23.7	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:	6.0	6.5	6.5	6.0	6.7	6.7	24.3	24.3	24.3	23.7	23.7	23.7
HCM2kAvg:	1	3	3	1	4	3	3	3	3	2	2	2

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

Intersection #17 SR-43/Lerdo Hwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.363
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 29 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	1	0	1		0	1	0	1	0	
Volume Module:																								
Base Vol:	64	271	72				144	318	23				9	344	68				50	230	170			
Growth Adj:	1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10			
Initial Bse:	70	298	79				158	350	25				10	378	75				55	253	187			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	70	298	79				158	350	25				10	378	75				55	253	187			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	70	298	79				158	350	25				10	378	75				55	253	187			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	70	298	79				158	350	25				10	378	75				55	253	187			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Final Vol.:	70	298	79				158	350	25				10	378	75				55	253	187			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.92	0.92				0.95	0.94	0.94				0.90	0.90	0.85				0.78	0.78	0.78			
Lanes:	1.00	1.58	0.42				1.00	1.87	0.13				0.05	1.95	1.00				0.22	1.02	0.76			
Final Sat.:	1805	2764	734				1805	3333	241				87	3321	1615				329	1515	1120			
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.11	0.11				0.09	0.10	0.10				0.11	0.11	0.05				0.17	0.17	0.17			
Crit Moves:		****						****												****				
Green/Cycle:	0.15	0.30	0.30				0.24	0.39	0.39				0.46	0.46	0.46				0.46	0.46	0.46			
Volume/Cap:	0.27	0.36	0.36				0.36	0.27	0.27				0.25	0.25	0.10				0.36	0.36	0.36			
Uniform Del:	37.9	27.7	27.7				31.5	20.6	20.6				16.4	16.4	15.3				17.5	17.5	17.5			
IncremntDel:	0.5	0.2	0.2				0.5	0.1	0.1				0.1	0.1	0.1				0.2	0.2	0.2			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Delay/Veh:	38.5	27.9	27.9				32.0	20.7	20.7				16.5	16.5	15.3				17.6	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:	38.5	27.9	27.9				32.0	20.7	20.7				16.5	16.5	15.3				17.6	17.6	17.6			
HCM2kAvg:	2	5	5				4	4	4				4	4	1				6	6	6			

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

Intersection #18 SR-43/7th Standard Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.905
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	27.5
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	22	178	83	73	109	9	26	363	53	67	63	39
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	24	196	91	80	120	10	29	399	58	74	69	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:	24	196	91	80	120	10	29	399	58	74	69	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:	24	196	91	80	120	10	29	399	58	74	69	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	196	91	80	120	10	29	399	58	74	69	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.:	24	196	91	80	120	10	29	399	58	74	69	43
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:	0.08	0.63	0.29	0.40	0.60	1.00	0.06	0.82	0.12	0.52	0.48	1.00
Final Sat.:	38	307	143	180	269	506	32	441	64	230	216	507
Capacity Analysis Module:												
Vol/Sat:	0.64	0.64	0.64	0.45	0.45	0.02	0.90	0.90	0.90	0.32	0.32	0.08
Crit Moves:		****			****			****			****	
Delay/Veh:	20.4	20.4	20.4	15.6	15.6	9.5	43.0	43.0	43.0	13.4	13.4	9.8
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:	20.4	20.4	20.4	15.6	15.6	9.5	43.0	43.0	43.0	13.4	13.4	9.8
LOS by Move:	C	C	C	C	C	A	E	E	E	B	B	A
ApproachDel:		20.4			15.3			43.0			12.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		20.4			15.3			43.0			12.5	
LOS by Appr:		C			C			E			B	

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

Intersection #19 SR-43/SR-58 (Rosedal Highway West)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.658
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 0		0 0 0	1 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	127	253	0	0	191	24	198	0	379	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	140	278	0	0	210	26	218	0	417	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:	140	278	0	0	210	26	218	0	417	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:	140	278	0	0	210	26	218	0	417	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	278	0	0	210	26	218	0	417	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.:	140	278	0	0	210	26	218	0	417	0	0	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	1.00	0.00	0.00	0.89	0.11	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	499	539	0	0	489	62	522	0	633	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.52	xxxx	xxxx	0.43	0.43	0.42	xxxx	0.66	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	12.3	15.6	0.0	0.0	13.8	13.8	14.1	0.0	17.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	15.6	0.0	0.0	13.8	13.8	14.1	0.0	17.9	0.0	0.0	0.0
LOS by Move:	B	C	*	*	B	B	B	*	C	*	*	*
ApproachDel:	14.5			13.8			16.6			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	14.5			13.8			16.6			xxxxxx		
LOS by Appr:	B			B			C			*		

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

Intersection #20 SR-43/SR-58 (Rosedal Highway East)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.759
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0 1	0	1	0 0 1!	0	0	0 1 0	0	1
Volume Module:												
Base Vol:	18	220	138	355	202	9	12	16	18	42	13	129
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	20	242	152	391	222	10	13	18	20	46	14	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	242	152	391	222	10	13	18	20	46	14	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	242	152	391	222	10	13	18	20	46	14	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	242	152	391	222	10	13	18	20	46	14	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	242	152	391	222	10	13	18	20	46	14	142
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	1.00	1.00	1.00	1.00	1.00	0.26	0.35	0.39	0.76	0.24	1.00
Final Sat.:	469	509	560	515	549	608	120	160	180	345	107	525
Capacity Analysis Module:												
Vol/Sat:	0.04	0.48	0.27	0.76	0.40	0.02	0.11	0.11	0.11	0.13	0.13	0.27
Crit Moves:		****		****				****				****
Delay/Veh:	10.4	15.3	11.0	27.5	13.3	8.5	11.0	11.0	11.0	11.3	11.3	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	15.3	11.0	27.5	13.3	8.5	11.0	11.0	11.0	11.3	11.3	11.3
LOS by Move:	B	C	B	D	B	A	B	B	B	B	B	B
ApproachDel:	13.5			22.1			11.0			11.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.5			22.1			11.0			11.3		
LOS by Appr:	B			C			B			B		

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

Intersection #21 H St/9th St

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[8.7]

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			1 0 0 0 1		
Volume Module:												
Base Vol:	0	40	7	7	51	0	0	0	0	6	0	12
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	44	8	8	56	0	0	0	0	7	0	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:	0	44	8	8	56	0	0	0	0	7	0	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:	0	44	8	8	56	0	0	0	0	7	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	44	8	8	56	0	0	0	0	7	0	13
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	52	xxxx	xxxxx	xxxx	xxxx	xxxxx	119	xxxx	48
Potent Cap.:	xxxx	xxxx	xxxxx	1567	xxxx	xxxxx	xxxx	xxxx	xxxxx	881	xxxx	1027
Move Cap.:	xxxx	xxxx	xxxxx	1567	xxxx	xxxxx	xxxx	xxxx	xxxxx	878	xxxx	1027
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.01
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.0
Stopped Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	8.6
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	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.7		
ApproachLOS:	*			*			*			A		

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

Intersection #22 H St/Wasco Ave

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: A[9.0]

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		1	0	0	0	1		1	0	1	0	0		0	0	1	0	1	
Volume Module:																								
Base Vol:	0	0	0	0	0		39	40	60	0	0		106	2										
Growth Adj:	1.10	1.10	1.10	1.10	1.10		1.10	1.10	1.10	1.10	1.10		1.10	1.10										
Initial Bse:	0	0	0	0	0		43	44	66	0	0		117	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:	0	0	0	0	0		43	44	66	0	0		117	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:	0	0	0	0	0		43	44	66	0	0		117	2										
Reduct Vol:	0	0	0	0	0		0	0	0	0	0		0	0										
Final Vol.:	0	0	0	0	0		43	44	66	0	0		117	2										
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx											
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx											
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx		117	119	xxxx	xxxxx	xxxx	xxxx	xxxxx											
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx		941	1482	xxxx	xxxxx	xxxx	xxxx	xxxxx											
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx		941	1482	xxxx	xxxxx	xxxx	xxxx	xxxxx											
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx		0.05	0.03	xxxx	xxxx	xxxx	xxxx	xxxx											
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		0.1	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx											
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		9.0	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx											
LOS by Move:	*	*	*	*	*		A	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			9.0			xxxxxx			xxxxxx														
ApproachLOS:	*			A			*			*														

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

Intersection #23 Wasco Ave/Poso Ave

Average Delay (sec/veh): 8.7 Worst Case Level Of Service: B[10.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	1	0		1	0	0	1	0		0	1	0	0	1		0	0	1!	0	0	
Volume Module:																								
Base Vol:	24	33	0				0	41	122				62	4	12				2	2	2			
Growth Adj:	1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10				1.10	1.10	1.10			
Initial Bse:	26	36	0				0	45	134				68	4	13				2	2	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:	26	36	0				0	45	134				68	4	13				2	2	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:	26	36	0				0	45	134				68	4	13				2	2	2			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	26	36	0				0	45	134				68	4	13				2	2	2			
Critical Gap Module:																								
Critical Gp:	7.1	6.5	xxxxx	xxxxx			6.5	6.2					4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	xxxxx	xxxxx			4.0	3.3					2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	238	150	xxxxx	xxxx			162	3					4	xxxx	xxxxx				18	xxxx	xxxxx			
Potent Cap.:	720	746	xxxxx	xxxx			734	1086					1630	xxxx	xxxxx				1613	xxxx	xxxxx			
Move Cap.:	580	712	xxxxx	xxxx			701	1086					1630	xxxx	xxxxx				1613	xxxx	xxxxx			
Volume/Cap:	0.05	0.05	xxxx	xxxx			0.06	0.12					0.04	xxxx	xxxx				0.00	xxxx	xxxx			
Level Of Service Module:																								
Queue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx				0.0	xxxx	xxxxx									
Stopped Del:	11.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx				7.2	xxxx	xxxxx									
LOS by Move:	B	*	*	*	*	*	A	*	*				A	*	*									
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT							
Shared Cap.:	xxxx	xxxx	712	xxxx	xxxx	955	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	0.2	xxxxx	xxxx	0.7	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd StpDel:	xxxxx	xxxx	10.3	xxxxx	xxxx	9.6	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	B	*	*	A	A	*	*	*	*	*												
ApproachDel:	10.8			9.6			xxxxxx			xxxxxx														
ApproachLOS:	B			A			*			*														

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

Intersection #24 Wasco Ave/Kimberlina Rd

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[10.4]

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 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	23	0	30	28	142	0	0	150	34
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	25	0	33	31	156	0	0	165	37
Added Vol:	0	0	0	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	25	0	33	31	156	0	0	165	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	25	0	33	31	156	0	0	165	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	25	0	33	31	156	0	0	165	37
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	402	xxxx	184	202	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	608	xxxx	864	1382	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	598	xxxx	864	1382	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	0.04	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	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	xxxx	xxxxx	xxxx	724	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Intersection #25 J St/9th St

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[8.6]

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	0	0	0 0 1	1	0	0 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	54	0	0	102	8	0	0	1	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	59	0	0	112	9	0	0	1	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	59	0	0	112	9	0	0	1	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	59	0	0	112	9	0	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	59	0	0	112	9	0	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	61	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	999	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	999	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.6			xxxxxx		
ApproachLOS:	*			*			A			*		

Appendix R-5

Year 2016 No Project Capacity Analysis

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

Intersection #1 I-5 NB Ramp / Stockdale Hwy

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[8.9]

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	1 0	0	0	0	0 1	0	1
Volume Module:																
Base Vol:	4	0	25		0	0	0		1	64	0		0	57	154	
Growth Adj:	1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12	
Initial Bse:	4	0	28		0	0	0		1	72	0		0	64	172	
Added Vol:	0	0	0		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	0	28		0	0	0		1	72	0		0	64	172	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	0	28		0	0	0		1	72	0		0	64	172	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	4	0	28		0	0	0		1	72	0		0	64	172	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	224	xxxx	72		xxxx	xxxx	xxxxx		236	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	769	xxxx	996		xxxx	xxxx	xxxxx		1343	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	768	xxxx	996		xxxx	xxxx	xxxxx		1343	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.01	xxxx	0.03		xxxx	xxxx	xxxx		0.00	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	957	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.1	xxxxx		xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	8.9	xxxxx		xxxxx	xxxx	xxxxx		7.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*		*	*	*		A	*	*		*	*	*	
ApproachDel:		8.9			xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:		A			*				*				*			

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

Intersection #2 I-5 SB Ramp / Stockdale Hwy

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: A[9.3]

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	1!	0	0		0	0	1	0	1		0	1	0	0	0	
Volume Module:																								
Base Vol:	0	0	0				42	1	2				0	27	1				15	47	0			
Growth Adj:	1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12			
Initial Bse:	0	0	0				47	1	2				0	30	1				17	53	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				47	1	2				0	30	1				17	53	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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				47	1	2				0	30	1				17	53	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	0				47	1	2				0	30	1				17	53	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.4	6.5	6.2				xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	4.0	3.3				xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				117	118	53				xxxx	xxxx	xxxxx				31	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				884	776	1021				xxxx	xxxx	xxxxx				1594	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				877	768	1021				xxxx	xxxx	xxxxx				1594	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.05	0.00	0.00				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										7.3	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	879	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx										0.0	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx										7.3	xxxx	xxxxx			
Shared LOS:	*	*	*	*	A	*	*	*	*										A	*	*			
ApproachDel:	xxxxxx			9.3			xxxxxx												xxxxxx					
ApproachLOS:	*			A			*												*					

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

Intersection #3 I-5 NB Ramp / SR 119

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[11.7]

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 0	1	0	0 0 1	0	1
Volume Module:												
Base Vol:	15	0	8	0	0	0	0	194	3	0	308	21
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	17	0	9	0	0	0	0	217	3	0	345	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:	17	0	9	0	0	0	0	217	3	0	345	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:	17	0	9	0	0	0	0	217	3	0	345	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	17	0	9	0	0	0	0	217	3	0	345	24
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	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:	576	xxxx	219	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	483	xxxx	826	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	483	xxxx	826	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	0.01	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	564	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	11.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Intersection #4 I-5 SB Ramp / SR 119

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.6]

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 1 0 0 1			0 0 1 0 1			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	11	1	1	0	186	16	2	317	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	12	1	1	0	208	18	2	355	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	12	1	1	0	208	18	2	355	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	12	1	1	0	208	18	2	355	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	12	1	1	0	208	18	2	355	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	577	586	355	xxxx	xxxx	xxxxx	226	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	482	425	693	xxxx	xxxx	xxxxx	1354	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	481	425	693	xxxx	xxxx	xxxxx	1354	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.00	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.2	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	476	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	12.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			12.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Intersection #5 SR 119 / SR 43

Cycle (sec): 100 Critical Vol./Cap. (X): 0.577
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.4
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	36	11	16	2	40	359	103	172	3	19	291	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	40	12	18	2	45	402	115	193	3	21	326	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	12	18	2	45	402	115	193	3	21	326	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	12	18	2	45	402	115	193	3	21	326	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	12	18	2	45	402	115	193	3	21	326	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	12	18	2	45	402	115	193	3	21	326	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.36	0.91	0.91	0.74	0.87	0.87	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.41	0.59	1.00	0.10	0.90	1.00	0.98	0.02	1.00	1.00	0.00
Final Sat.:	680	705	1026	1412	165	1479	1805	1862	32	1805	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.02	0.00	0.27	0.27	0.06	0.10	0.10	0.01	0.17	0.00
Crit Moves:					****		****				****	
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.11	0.37	0.37	0.04	0.30	0.00
Volume/Cap:	0.13	0.04	0.04	0.00	0.58	0.58	0.58	0.28	0.28	0.28	0.58	0.00
Uniform Del:	14.8	14.2	14.2	14.0	19.2	19.2	42.2	22.4	22.4	46.5	29.8	0.0
IncremntDel:	0.2	0.0	0.0	0.0	1.1	1.1	4.1	0.2	0.2	2.1	1.5	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	0.00
Delay/Veh:	15.0	14.2	14.2	14.0	20.2	20.2	46.3	22.6	22.6	48.5	31.3	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:	15.0	14.2	14.2	14.0	20.2	20.2	46.3	22.6	22.6	48.5	31.3	0.0
HCM2kAvg:	2	0	0	0	10	10	4	4	4	1	9	0

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

Intersection #6 Stockdale Hwy/SR 43

Cycle (sec): 100 Critical Vol./Cap. (X): 0.577
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	115	34	42	208	25	10	45	7	129	157	53
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	6	129	38	47	233	28	11	50	8	144	176	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:	6	129	38	47	233	28	11	50	8	144	176	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	129	38	47	233	28	11	50	8	144	176	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	129	38	47	233	28	11	50	8	144	176	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.:	6	129	38	47	233	28	11	50	8	144	176	59
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:	0.03	0.75	0.22	0.15	0.76	0.09	0.16	0.73	0.11	0.38	0.46	0.16
Final Sat.:	20	457	135	98	485	58	90	406	63	250	305	103
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.48	0.48	0.48	0.12	0.12	0.12	0.58	0.58	0.58
Crit Moves:	****			****			****					****
Delay/Veh:	10.3	10.3	10.3	12.7	12.7	12.7	9.4	9.4	9.4	14.5	14.5	14.5
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:	10.3	10.3	10.3	12.7	12.7	12.7	9.4	9.4	9.4	14.5	14.5	14.5
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
ApproachDel:	10.3			12.7			9.4			14.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			12.7			9.4			14.5		
LOS by Appr:	B			B			A			B		

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

Intersection #7 Stockdale Hwy / Morris Rd

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[8.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 1! 0 0			0 1 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	0	10	1	0	1	1	15	0	18	37	1
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	11	1	0	1	1	17	0	20	41	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:	0	0	11	1	0	1	1	17	0	20	41	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:	0	0	11	1	0	1	1	17	0	20	41	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	11	1	0	1	1	17	0	20	41	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	17	107	xxxx	42	43	xxxx	xxxxx	17	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1068	877	xxxx	1034	1579	xxxx	xxxxx	1614	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1068	859	xxxx	1034	1579	xxxx	xxxxx	1614	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	0.00	xxxx	0.00	0.00	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:												
Queue:	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	8.4	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx
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	939	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	8.8	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:		8.4			8.8			xxxxxx			xxxxxx	
ApproachLOS:		A			A			*			*	

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

Intersection #8 Tupman Rd / SR 119

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[22.5]

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:																				
Base Vol:	1	6	14	10	0	6	16	264	1	29	617	25								
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12								
Initial Bse:	1	7	16	11	0	7	18	296	1	32	691	28								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	1	7	16	11	0	7	18	296	1	32	691	28								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	1	7	16	11	0	7	18	296	1	32	691	28								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	1	7	16	11	0	7	18	296	1	32	691	28								
Critical Gap Module:																				
Critical Gp:	7.1	6.5	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	1105	1116	296	1113	xxxx	705	719	xxxx	xxxxx	297	xxxx	xxxxx								
Potent Cap.:	190	209	748	187	xxxx	440	892	xxxx	xxxxx	1276	xxxx	xxxxx								
Move Cap.:	180	200	748	173	xxxx	440	892	xxxx	xxxxx	1276	xxxx	xxxxx								
Volume/Cap:	0.01	0.03	0.02	0.06	xxxx	0.02	0.02	xxxx	xxxx	0.03	xxxx	xxxx								
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx								
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	7.9	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		387	xxxxx		xxxx		224	xxxxx		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx		0.2	xxxxx		xxxxx		0.3	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx		14.9	xxxxx		xxxxx		22.5	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*		B	*		*		C	*		*	*	*			*	*	*		
ApproachDel:			14.9					22.5			xxxxxx					xxxxxx				
ApproachLOS:			B					C			*					*				

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

Intersection #9 Tupman Rd/Grace Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.028
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	17	4	1	1	11	7	5	5	10	3	4	2
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	19	4	1	1	12	8	6	6	11	3	4	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:	19	4	1	1	12	8	6	6	11	3	4	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:	19	4	1	1	12	8	6	6	11	3	4	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	4	1	1	12	8	6	6	11	3	4	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.:	19	4	1	1	12	8	6	6	11	3	4	2
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:	0.77	0.18	0.05	0.05	0.58	0.37	0.25	0.25	0.50	0.33	0.45	0.22
Final Sat.:	672	158	40	50	547	348	237	237	474	301	401	200
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	7.2	7.2	7.2	6.9	6.9	6.9	6.8	6.8	6.8	7.0	7.0	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.2	7.2	7.2	6.9	6.9	6.9	6.8	6.8	6.8	7.0	7.0	7.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.2			6.9			6.8			7.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.2			6.9			6.8			7.0		
LOS by Appr:	A			A			A			A		

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

Intersection #10 Station Rd/Tupman Rd

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[8.7]

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 1! 0 0			1 0 0 0 0		
Volume Module:												
Base Vol:	0	6	9	1	9	0	0	0	0	11	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	7	10	1	10	0	0	0	0	12	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	7	10	1	10	0	0	0	0	12	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	7	10	1	10	0	0	0	0	12	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	7	10	1	10	0	0	0	0	12	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	17	xxxx	xxxxx	xxxx	xxxx	xxxxx	24	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1614	xxxx	xxxxx	xxxx	xxxx	xxxxx	997	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1614	xxxx	xxxxx	xxxx	xxxx	xxxxx	997	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.7		
ApproachLOS:	*			*			*			A		

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

Intersection #11 Stockdale/Dairy

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[8.7]

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	0	1	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	3	0	2				0	0	0				0	22	6				1	34	0			
Growth Adj:	1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12			
Initial Bse:	3	0	2				0	0	0				0	25	7				1	38	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	3	0	2				0	0	0				0	25	7				1	38	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	3	0	2				0	0	0				0	25	7				1	38	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	3	0	2				0	0	0				0	25	7				1	38	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:	68	xxxx	28				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				31	xxxx	xxxxx			
Potent Cap.:	942	xxxx	1053				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				1594	xxxx	xxxxx			
Move Cap.:	941	xxxx	1053				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				1594	xxxx	xxxxx			
Volume/Cap:	0.00	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				7.3	xxxx	xxxxx			
LOS by Move:	*	*	*				*	*	*				*	*	*				A	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		983	xxxxx			xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx		0.0	xxxxx			xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx			
Shrd StpDel:	xxxxx		8.7	xxxxx			xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				7.3	xxxx	xxxxx			
Shared LOS:	*		A	*			*	*	*				*	*	*				A	*	*			
ApproachDel:			8.7					xxxxxx						xxxxxx						xxxxxx				
ApproachLOS:			A					*						*						*				

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

Intersection #12 Dairy/Adohr

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: A[9.0]

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 1 0			0 1 0 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	2	4	2	4	0	0	0	0	8	0	1
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	2	4	2	4	0	0	0	0	9	0	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:	0	2	4	2	4	0	0	0	0	9	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:	1.00	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	2	4	2	4	0	0	0	0	9	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	2	4	2	4	0	0	0	0	9	0	1
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	19	0	22	18	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	879	0	996	879	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Move Cap.:	xxxx	879	0	994	879	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Volume/Cap:	xxxx	0.00	0.00	0.00	0.01	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	0.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	2636	915	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.0	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	6.4	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	A	A	*	*	*	*	*	*	*	*
ApproachDel:		6.4			9.0			xxxxxx			xxxxxx	
ApproachLOS:		A			A			*			*	

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

Intersection #13 SR-43/Poso Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.372
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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	1	1	0	1 0	1	1	0	1 0	1	0	1	0 1	0	0	1
Volume Module:																
Base Vol:	23	414	0		0	411	4		4	0	23		0	0	1	
Growth Adj:	1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12	
Initial Bse:	26	464	0		0	460	4		4	0	26		0	0	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:	26	464	0		0	460	4		4	0	26		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:	1.00	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	464	0		0	460	4		4	0	26		0	0	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	26	464	0		0	460	4		4	0	26		0	0	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.:	26	464	0		0	460	4		4	0	26		0	0	1	
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	2.00	0.00		1.00	1.98	0.02		1.00	1.00	1.00		0.00	1.00	1.00	
Final Sat.:	575	1256	0		0	1237	12		446	0	525		0	0	551	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.37	xxxx		xxxx	0.37	0.37		0.01	xxxx	0.05		xxxx	xxxx	0.00	
Crit Moves:		****				****					****				****	
Delay/Veh:	9.1	11.4	0.0		0.0	11.5	11.5		10.2	0.0	9.2		0.0	0.0	8.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	9.1	11.4	0.0		0.0	11.5	11.5		10.2	0.0	9.2		0.0	0.0	8.7	
LOS by Move:	A	B	*		*	B	B		B	*	A		*	*	A	
ApproachDel:		11.3				11.5				9.3				8.7		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		11.3				11.5				9.3				8.7		
LOS by Appr:		B				B				A				A		

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

Intersection #14 SR-43/Kimberlina Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.263
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: 25 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	129	264	17	88	229	4	5	73	95	20	91	39
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	144	296	19	99	256	4	6	82	106	22	102	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	296	19	99	256	4	6	82	106	22	102	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	296	19	99	256	4	6	82	106	22	102	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	296	19	99	256	4	6	82	106	22	102	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.:	144	296	19	99	256	4	6	82	106	22	102	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.88	0.12	1.00	1.97	0.03	0.03	0.42	0.55	0.13	0.61	0.26
Final Sat.:	1805	3361	216	1805	3537	62	51	738	960	234	1063	456
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.05	0.07	0.07	0.11	0.11	0.11	0.10	0.10	0.10
Crit Moves:	****				****			****				
Green/Cycle:	0.30	0.36	0.36	0.22	0.28	0.28	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.26	0.25	0.25	0.25	0.26	0.26	0.26	0.26	0.26	0.23	0.23	0.23
Uniform Del:	26.3	22.6	22.6	32.0	28.3	28.3	18.9	18.9	18.9	18.6	18.6	18.6
IncremntDel:	0.3	0.1	0.1	0.3	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.6	22.7	22.7	32.3	28.5	28.5	19.1	19.1	19.1	18.7	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.6	22.7	22.7	32.3	28.5	28.5	19.1	19.1	19.1	18.7	18.7	18.7
HCM2kAvg:	4	3	3	3	3	4	4	4	4	4	3	3

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

Intersection #15 SR-43/Shafter Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.247
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 1 1 0			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	40	330	44	74	347	92	84	129	22	41	107	63
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	45	370	49	83	389	103	94	144	25	46	120	71
Added Vol:	0	0	0	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	370	49	83	389	103	94	144	25	46	120	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	370	49	83	389	103	94	144	25	46	120	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	370	49	83	389	103	94	144	25	46	120	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	370	49	83	389	103	94	144	25	46	120	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.41	0.95	0.85	0.48	0.92	0.92	0.53	0.98	0.98	0.56	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	1.58	0.42	1.00	0.85	0.15	1.00	0.63	0.37
Final Sat.:	777	3610	1615	916	2765	733	1011	1587	271	1055	1129	665
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.03	0.09	0.14	0.14	0.09	0.09	0.09	0.04	0.11	0.11
Crit Moves:					****						****	
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.10	0.18	0.05	0.16	0.25	0.25	0.22	0.21	0.21	0.10	0.25	0.25
Uniform Del:	9.8	10.3	9.5	10.2	10.8	10.8	17.9	17.9	17.9	17.0	18.2	18.2
IncremntDel:	0.1	0.0	0.0	0.1	0.1	0.1	0.3	0.1	0.1	0.1	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	9.9	10.4	9.6	10.3	10.8	10.8	18.1	18.0	18.0	17.1	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:	9.9	10.4	9.6	10.3	10.8	10.8	18.1	18.0	18.0	17.1	18.3	18.3
HCM2kAvg:	2	3	1	2	4	4	3	3	3	1	4	4

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

Intersection #16 Sr-43/Central Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.189
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	1 0
Volume Module:												
Base Vol:	14	412	24	46	387	18	9	61	11	26	93	29
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	16	461	27	52	433	20	10	68	12	29	104	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:	16	461	27	52	433	20	10	68	12	29	104	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:	16	461	27	52	433	20	10	68	12	29	104	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	461	27	52	433	20	10	68	12	29	104	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.:	16	461	27	52	433	20	10	68	12	29	104	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.46	0.94	0.94	0.44	0.94	0.94	0.95	0.95	0.95	0.84	0.84	0.84
Lanes:	1.00	1.89	0.11	1.00	1.91	0.09	0.11	0.75	0.14	0.35	1.26	0.39
Final Sat.:	870	3384	197	836	3425	159	202	1366	246	558	1996	622
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.06	0.13	0.13	0.05	0.05	0.05	0.05	0.05	0.05
Crit Moves:		****									****	
Green/Cycle:	0.72	0.72	0.72	0.72	0.72	0.72	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.02	0.19	0.19	0.09	0.17	0.17	0.18	0.18	0.18	0.19	0.19	0.19
Uniform Del:	3.9	4.4	4.4	4.1	4.4	4.4	27.5	27.5	27.5	27.6	27.6	27.6
IncremntDel:	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	3.9	4.5	4.5	4.1	4.4	4.4	27.7	27.7	27.7	27.7	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.9	4.5	4.5	4.1	4.4	4.4	27.7	27.7	27.7	27.7	27.7	27.7
HCM2kAvg:	0	2	2	1	2	2	2	2	2	2	2	2

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

Intersection #17 SR-43/Lerdo Hwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.331
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 28 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 0		1 0 1	1 0		0 1 1	0 1		0 1 0	1 0	
Volume Module:												
Base Vol:	41	307	58	145	240	17	20	246	50	64	124	127
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	46	344	65	162	269	19	22	276	56	72	139	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	344	65	162	269	19	22	276	56	72	139	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	344	65	162	269	19	22	276	56	72	139	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	344	65	162	269	19	22	276	56	72	139	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	344	65	162	269	19	22	276	56	72	139	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.87	0.87	0.85	0.74	0.74	0.74
Lanes:	1.00	1.68	0.32	1.00	1.87	0.13	0.15	1.85	1.00	0.40	0.79	0.81
Final Sat.:	1805	2963	560	1805	3337	236	249	3065	1615	574	1113	1140
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.09	0.08	0.08	0.09	0.09	0.03	0.12	0.12	0.12
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.35	0.35	0.27	0.47	0.47	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.17	0.33	0.33	0.33	0.17	0.17	0.24	0.24	0.09	0.33	0.33	0.33
Uniform Del:	37.1	23.8	23.8	29.1	15.1	15.1	21.3	21.3	20.1	22.2	22.2	22.2
IncremntDel:	0.3	0.2	0.2	0.4	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.4	24.0	24.0	29.5	15.1	15.1	21.4	21.4	20.2	22.3	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:	37.4	24.0	24.0	29.5	15.1	15.1	21.4	21.4	20.2	22.3	22.3	22.3
HCM2kAvg:	1	5	5	4	2	3	3	3	1	5	5	5

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

Intersection #18 SR-43/7th Standard Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.489
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	50	128	73	33	136	32	13	78	42	47	163	42
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	56	143	82	37	152	36	15	87	47	53	183	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:	56	143	82	37	152	36	15	87	47	53	183	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:	56	143	82	37	152	36	15	87	47	53	183	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	143	82	37	152	36	15	87	47	53	183	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.:	56	143	82	37	152	36	15	87	47	53	183	47
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:	0.20	0.51	0.29	0.20	0.80	1.00	0.10	0.59	0.31	0.22	0.78	1.00
Final Sat.:	114	293	167	106	437	616	52	311	167	122	422	618
Capacity Analysis Module:												
Vol/Sat:	0.49	0.49	0.49	0.35	0.35	0.06	0.28	0.28	0.28	0.43	0.43	0.08
Crit Moves:		****			****			****			****	
Delay/Veh:	14.2	14.2	14.2	12.0	12.0	8.5	11.5	11.5	11.5	13.3	13.3	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	14.2	12.0	12.0	8.5	11.5	11.5	11.5	13.3	13.3	8.6
LOS by Move:	B	B	B	B	B	A	B	B	B	B	B	A
ApproachDel:	14.2			11.5			11.5			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.2			11.5			11.5			12.5		
LOS by Appr:	B			B			B			B		

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

Intersection #19 SR-43/SR-58 (Rosedal Highway West)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	164	238	0	0	163	93	77	0	142	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	184	267	0	0	183	104	86	0	159	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:	184	267	0	0	183	104	86	0	159	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:	184	267	0	0	183	104	86	0	159	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	267	0	0	183	104	86	0	159	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.:	184	267	0	0	183	104	86	0	159	0	0	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	1.00	0.00	0.00	0.64	0.36	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	589	642	0	0	424	242	512	0	616	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.42	xxxx	xxxx	0.43	0.43	0.17	xxxx	0.26	xxxx	xxxx	xxxx
Crit Moves:		****				****			****			
Delay/Veh:	11.3	11.9	0.0	0.0	12.1	12.1	10.7	0.0	10.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	11.9	0.0	0.0	12.1	12.1	10.7	0.0	10.0	0.0	0.0	0.0
LOS by Move:	B	B	*	*	B	B	B	*	A	*	*	*
ApproachDel:	11.7			12.1			10.2			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	11.7			12.1			10.2			xxxxxx		
LOS by Appr:	B			B			B			*		

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

Intersection #20 SR-43/SR-58 (Rosedal Highway East)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.365
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1 0	1	1 0	1 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	7	168	30	124	171	5	9	5	20	95	13	207
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	8	188	34	139	192	6	10	6	22	106	15	232
Added Vol:	0	0	0	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	188	34	139	192	6	10	6	22	106	15	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	188	34	139	192	6	10	6	22	106	15	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	188	34	139	192	6	10	6	22	106	15	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	188	34	139	192	6	10	6	22	106	15	232
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	1.00	1.00	1.00	1.00	1.00	0.26	0.15	0.59	0.88	0.12	1.00
Final Sat.:	491	532	587	514	555	616	138	77	308	464	63	634
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.06	0.27	0.35	0.01	0.07	0.07	0.07	0.23	0.23	0.37
Crit Moves:		****			****			****				****
Delay/Veh:	9.8	12.4	8.8	11.8	12.0	8.3	9.8	9.8	9.8	11.1	11.1	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:	9.8	12.4	8.8	11.8	12.0	8.3	9.8	9.8	9.8	11.1	11.1	11.0
LOS by Move:	A	B	A	B	B	A	A	A	A	B	B	B
ApproachDel:		11.8			11.9			9.8			11.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.8			11.9			9.8			11.0	
LOS by Appr:		B			B			A			B	

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

Intersection #21 H St/9th St

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[8.6]

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			1 0 0 0 1		
Volume Module:												
Base Vol:	0	32	3	2	24	0	0	0	0	3	0	14
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	36	3	2	27	0	0	0	0	3	0	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:	0	36	3	2	27	0	0	0	0	3	0	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:	0	36	3	2	27	0	0	0	0	3	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	36	3	2	27	0	0	0	0	3	0	16
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	39	xxxx	xxxxx	xxxx	xxxx	xxxxx	69	xxxx	38
Potent Cap.:	xxxx	xxxx	xxxxx	1584	xxxx	xxxxx	xxxx	xxxx	xxxxx	941	xxxx	1040
Move Cap.:	xxxx	xxxx	xxxxx	1584	xxxx	xxxxx	xxxx	xxxx	xxxxx	940	xxxx	1040
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.02
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.0
Stopped Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	8.5
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	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.6		
ApproachLOS:	*			*			*			A		

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

Intersection #22 H St/Wasco Ave

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[8.7]

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		1	0	0	0	1		1	0	1	0	0		0	0	1	0	1	
Volume Module:																								
Base Vol:	0	0	0				1	0	37				35	79	0				0	54	0			
Growth Adj:	1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12			
Initial Bse:	0	0	0				1	0	41				39	88	0				0	60	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				1	0	41				39	88	0				0	60	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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				1	0	41				39	88	0				0	60	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	0				1	0	41				39	88	0				0	60	0			
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				227	xxxx	60				60	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				765	xxxx	1010				1556	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				751	xxxx	1010				1556	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.00	xxxx	0.04				0.03	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx				0.0	xxxx	0.1				0.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx				9.8	xxxx	8.7				7.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
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				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						8.7						xxxxxx						xxxxxx					
ApproachLOS:	*						A						*						*					

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

Intersection #23 Wasco Ave/Poso Ave

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: B[10.4]

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	1	0		1	0	0	1	0		0	1	0	0	1		0	0	0	0	1	
Volume Module:																								
Base Vol:	10	23	0				3	32	58				75	6	14				0	0	2			
Growth Adj:	1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12			
Initial Bse:	11	26	0				3	36	65				84	7	16				0	0	2			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	11	26	0				3	36	65				84	7	16				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:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	11	26	0				3	36	65				84	7	16				0	0	2			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	11	26	0				3	36	65				84	7	16				0	0	2			
Critical Gap Module:																								
Critical Gp:	7.1	6.5	xxxxx				7.1	6.5	6.2				4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	3.5	4.0	xxxxx				3.5	4.0	3.3				2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	193	177	xxxxx				195	190	0				2	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	771	720	xxxxx				768	708	0				1633	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	710	681	xxxxx				715	670	0				1633	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	0.02	0.04	xxxx				0.00	0.05	0.00				0.05	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																								
Queue:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Stopped Del:	10.2	xxxx	xxxxx				10.1	xxxx	xxxxx				7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	B	*	*				B	*	*				A	*	*	*	*	*						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	681				xxxx	xxxx	1884				xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	0.1				xxxxx	xxxx	0.2				0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd StpDel:	xxxxx	xxxx	10.5				xxxxx	xxxx	7.0				7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	B				*	*	A				A	*	*	*	*	*						
ApproachDel:	10.4						7.1						xxxxxx				xxxxxx							
ApproachLOS:	B						A						*				*							

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

Intersection #24 Wasco Ave/Kimberlina Rd

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[10.5]

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 1! 0 0			0 1 0 0 0				0 0 0 1 0			
Volume Module:														
Base Vol:	0	0	0	27	0	19	17	163	0	0	138	17		
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12		
Initial Bse:	0	0	0	30	0	21	19	183	0	0	155	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:	0	0	0	30	0	21	19	183	0	0	155	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:	0	0	0	30	0	21	19	183	0	0	155	19		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Final Vol.:	0	0	0	30	0	21	19	183	0	0	155	19		
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	385	xxxx	164	174	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx	622	xxxx	886	1415	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx	616	xxxx	886	1415	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	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*		
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	704	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*		
ApproachDel:	xxxxxx			10.5			xxxxxx			xxxxxx				
ApproachLOS:	*			B			*			*				

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

Intersection #25 J St/9th St

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[8.5]

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	0	0		0 0 1	1	0		0 0 0	0	1		0 0 0	0	0	
Volume Module:																
Base Vol:	0 71	0	0		0 64	7	0		0 0	1	0		0 0	0	0	
Growth Adj:	1.12 1.12	1.12	1.12		1.12 1.12	1.12	1.12		1.12 1.12	1.12	1.12		1.12 1.12	1.12	1.12	
Initial Bse:	0 80	0	0		0 72	8	0		0 0	1	0		0 0	0	0	
Added Vol:	0 0	0	0		0 0	0	0		0 0	0	0		0 0	0	0	
PasserByVol:	0 0	0	0		0 0	0	0		0 0	0	0		0 0	0	0	
Initial Fut:	0 80	0	0		0 72	8	0		0 0	1	0		0 0	0	0	
User Adj:	1.00 1.00	1.00	1.00		1.00 1.00	1.00	1.00		1.00 1.00	1.00	1.00		1.00 1.00	1.00	1.00	
PHF Adj:	1.00 1.00	1.00	1.00		1.00 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 80	0	0		0 72	8	0		0 0	1	0		0 0	0	0	
Reduct Vol:	0 0	0	0		0 0	0	0		0 0	0	0		0 0	0	0	
Final Vol.:	0 80	0	0		0 72	8	0		0 0	1	0		0 0	0	0	
Critical Gap Module:																
Critical Gp:	xxxxx xxxx	xxxxx	xxxxx		xxxx xxxxx	xxxxx	xxxx		6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx xxxx	xxxxx	xxxxx		xxxx xxxxx	xxxxx	xxxx		3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx xxxx	xxxxx	xxxx		xxxx xxxxx	xxxx	xxxx		40	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx xxxx	xxxxx	xxxx		xxxx xxxxx	xxxx	xxxx		1029	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx xxxx	xxxxx	xxxx		xxxx xxxxx	xxxx	xxxx		1029	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx xxxx	xxxx	xxxx		xxxx xxxx	xxxx	xxxx		0.00	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx xxxx	xxxxx	xxxxx		xxxx xxxxx	xxxxx	xxxx		0.0	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx xxxx	xxxxx	xxxxx		xxxx xxxxx	xxxxx	xxxx		8.5	xxxxx	xxxx	xxxxx				
LOS by Move:	* *	*	*		* *	*	*		A	*	*	*				
Movement:	LT - LTR	- RT			LT - LTR	- RT			LT - LTR	- RT			LT - LTR	- RT		
Shared Cap.:	xxxx xxxx	xxxxx			xxxx xxxx	xxxxx			xxxx xxxx	xxxxx			xxxx xxxx	xxxxx		
SharedQueue:	xxxxx xxxx	xxxxx			xxxx xxxx	xxxxx			xxxx xxxx	xxxxx			xxxx xxxx	xxxxx		
Shrd StpDel:	xxxxx xxxx	xxxxx			xxxx xxxx	xxxxx			xxxx xxxx	xxxxx			xxxx xxxx	xxxxx		
Shared LOS:	* *	*	*		* *	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				8.5				xxxxxx			
ApproachLOS:	*				*				A				*			

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

Intersection #1 I-5 NB Ramp / Stockdale Hwy

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.1]

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	1	0	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	3	0	31	0	0	0	3	466	0	0	55	67								
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12								
Initial Bse:	3	0	35	0	0	0	3	522	0	0	62	75								
Added Vol:	0	0	0	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	0	35	0	0	0	3	522	0	0	62	75								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	3	0	35	0	0	0	3	522	0	0	62	75								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	3	0	35	0	0	0	3	522	0	0	62	75								
Critical Gap Module:																				
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	628	xxxx	522	xxxx	xxxx	xxxxx	137	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	450	xxxx	559	xxxx	xxxx	xxxxx	1460	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	449	xxxx	559	xxxx	xxxx	xxxxx	1460	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.01	xxxx	0.06	xxxx	xxxx	xxxx	0.00	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	7.5	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		547	xxxxx		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx		0.2	xxxxx		xxxxx	xxxx	xxxxx			0.0	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx		12.1	xxxxx		xxxxx	xxxx	xxxxx			7.5	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*		B	*		*	*	*			A	*	*			*	*	*		
ApproachDel:	12.1			xxxxxx			xxxxxx				xxxxxx									
ApproachLOS:	B			*			*				*									

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

Intersection #2 I-5 SB Ramp / Stockdale Hwy

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: B[14.6]

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 1!	0 0		0 0 1	0 1		0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	262	1	1	0	204	9	20	38	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	293	1	1	0	228	10	22	43	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	293	1	1	0	228	10	22	43	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	293	1	1	0	228	10	22	43	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	293	1	1	0	228	10	22	43	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	321	326	43	xxxx	xxxx	xxxxx	239	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	677	596	1034	xxxx	xxxx	xxxxx	1340	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	668	586	1034	xxxx	xxxx	xxxxx	1340	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.44	0.00	0.00	xxxx	xxxx	xxxx	0.02	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	7.7	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	669	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.3	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	14.6	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			14.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Intersection #3 I-5 NB Ramp / SR 119

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[20.1]

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 0	1	0	0 0 1	0	1
Volume Module:												
Base Vol:	13	0	6	0	0	0	0	770	2	0	223	11
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	15	0	7	0	0	0	0	862	2	0	250	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:	15	0	7	0	0	0	0	862	2	0	250	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:	15	0	7	0	0	0	0	862	2	0	250	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	15	0	7	0	0	0	0	862	2	0	250	12
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	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:	1119	xxxx	864	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	231	xxxx	357	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	231	xxxx	357	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	0.02	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	260	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	20.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		20.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C		*			*			*		

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

Intersection #4 I-5 SB Ramp / SR 119

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[21.0]

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 1 0 0 1			0 0 1 0 1			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	45	0	13	0	721	42	1	238	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	50	0	15	0	808	47	1	267	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	50	0	15	0	808	47	1	267	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	50	0	15	0	808	47	1	267	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	50	0	15	0	808	47	1	267	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1100	xxxx	267	xxxx	xxxx	xxxxx	855	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	237	xxxx	777	xxxx	xxxx	xxxxx	794	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	237	xxxx	777	xxxx	xxxx	xxxxx	794	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.21	xxxx	0.02	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	237	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	24.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx
Shared LOS:	*	*	*	C	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			21.0			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Intersection #5 SR 119 / SR 43

Cycle (sec): 100 Critical Vol./Cap. (X): 0.639
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.5
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	37	85	77	4	39	175	466	663	19	24	201	1
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	41	95	86	4	44	196	522	743	21	27	225	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:	41	95	86	4	44	196	522	743	21	27	225	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:	41	95	86	4	44	196	522	743	21	27	225	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	95	86	4	44	196	522	743	21	27	225	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.:	41	95	86	4	44	196	522	743	21	27	225	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.39	0.93	0.93	0.51	0.88	0.88	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.52	0.48	1.00	0.18	0.82	1.00	0.97	0.03	1.00	0.99	0.01
Final Sat.:	741	926	839	960	304	1363	1805	1840	53	1805	1889	9
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.00	0.14	0.14	0.29	0.40	0.40	0.01	0.12	0.12
Crit Moves:					****			****		****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.46	0.63	0.63	0.02	0.19	0.19
Volume/Cap:	0.25	0.46	0.46	0.02	0.64	0.64	0.62	0.64	0.64	0.64	0.62	0.62
Uniform Del:	31.8	33.5	33.5	30.2	35.1	35.1	20.2	11.4	11.4	48.4	37.1	37.1
IncremntDel:	0.8	0.8	0.8	0.0	3.7	3.7	1.5	1.2	1.2	28.5	3.4	3.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	32.6	34.3	34.3	30.2	38.7	38.7	21.7	12.5	12.5	76.9	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:	32.6	34.3	34.3	30.2	38.7	38.7	21.7	12.5	12.5	76.9	40.5	40.5
HCM2kAvg:	3	5	5	0	8	8	13	15	14	2	7	4

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

Intersection #6 Stockdale Hwy/SR 43

Cycle (sec): 100 Critical Vol./Cap. (X): 0.979
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 40.9
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0 0 1	0		0 0 1! 0	0		0 0 1! 0	0		0 0 1! 0	0	
Volume Module:												
Base Vol:	0	277	147	80	164	18	41	421	2	49	54	19
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	310	165	90	184	20	46	472	2	55	60	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:	0	310	165	90	184	20	46	472	2	55	60	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:	0	310	165	90	184	20	46	472	2	55	60	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	310	165	90	184	20	46	472	2	55	60	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.:	0	310	165	90	184	20	46	472	2	55	60	21
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:	0.00	0.65	0.35	0.30	0.63	0.07	0.09	0.90	0.01	0.40	0.44	0.16
Final Sat.:	0	346	184	144	296	32	47	482	2	170	187	66
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.90	0.90	0.62	0.62	0.62	0.98	0.98	0.98	0.32	0.32	0.32
Crit Moves:			****		****			****			****	
Delay/Veh:	0.0	41.1	41.1	20.6	20.6	20.6	59.2	59.2	59.2	14.2	14.2	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:	0.0	41.1	41.1	20.6	20.6	20.6	59.2	59.2	59.2	14.2	14.2	14.2
LOS by Move:	*	E	E	C	C	C	F	F	F	B	B	B
ApproachDel:		41.1			20.6			59.2			14.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		41.1			20.6			59.2			14.2	
LOS by Appr:		E			C			F			B	

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

Intersection #7 Stockdale Hwy / Morris Rd

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[9.5]

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 1			0 0 0 0 0			0 1 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	0	18	0	0	0	1	197	0	3	34	1
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	20	0	0	0	1	221	0	3	38	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:	0	0	20	0	0	0	1	221	0	3	38	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:	0	0	20	0	0	0	1	221	0	3	38	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	20	0	0	0	1	221	0	3	38	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	221	xxxx	xxxx	xxxxx	39	xxxx	xxxxx	221	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	824	xxxx	xxxx	xxxxx	1584	xxxx	xxxxx	1361	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	824	xxxx	xxxx	xxxxx	1584	xxxx	xxxxx	1361	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	9.5	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.7	xxxx	xxxxx
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	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	9.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

Intersection #8 Tupman Rd / SR 119

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: F[117.7]

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	1	0		0	0	1!	0	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	0	1	27				22	0	6				14	1171	0				11	397	10			
Growth Adj:	1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12			
Initial Bse:	0	1	30				25	0	7				16	1312	0				12	445	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:	0	1	30				25	0	7				16	1312	0				12	445	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:	0	1	30				25	0	7				16	1312	0				12	445	11			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	1	30				25	0	7				16	1312	0				12	445	11			
Critical Gap Module:																								
Critical Gp:	xxxxx	6.5	6.2				7.1	xxxx	6.2				4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	4.0	3.3				3.5	xxxx	3.3				2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	1823	1312				1833	xxxx	450				456	xxxx	xxxxx				1312	xxxx	xxxxx			
Potent Cap.:	xxxx	78	196				59	xxxx	613				1116	xxxx	xxxxx				534	xxxx	xxxxx			
Move Cap.:	xxxx	75	196				48	xxxx	613				1116	xxxx	xxxxx				534	xxxx	xxxxx			
Volume/Cap:	xxxx	0.01	0.15				0.51	xxxx	0.01				0.01	xxxx	xxxx				0.02	xxxx	xxxx			
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				0.1	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				8.3	xxxx	xxxxx				11.9	xxxx	xxxxx			
LOS by Move:	*	*	*				*	*	*				A	*	*				B	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	185				xxxx	60	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	0.6				xxxxx	2.1	xxxxx				xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	28.3				xxxxx	118	xxxxx				xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	D				*	F	*				*	*	*				*	*	*			
ApproachDel:	28.3						117.7						xxxxxx						xxxxxx					
ApproachLOS:	D						F						*						*					

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

Intersection #9 Tupman Rd/Grace Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.039
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	18	5	3	12	3	4	0	4	1	1	4
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	10	20	6	3	13	3	4	0	4	1	1	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:	10	20	6	3	13	3	4	0	4	1	1	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	6	3	13	3	4	0	4	1	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	6	3	13	3	4	0	4	1	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	20	6	3	13	3	4	0	4	1	1	4
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:	0.28	0.56	0.16	0.17	0.66	0.17	0.50	0.00	0.50	0.17	0.17	0.66
Final Sat.:	258	516	143	153	613	153	465	0	465	162	162	647
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.02	0.02	0.01	xxxx	0.01	0.01	0.01	0.01
Crit Moves:		****			****			****			****	
Delay/Veh:	7.1	7.1	7.1	7.0	7.0	7.0	6.9	0.0	6.9	6.7	6.7	6.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.1	7.1	7.1	7.0	7.0	7.0	6.9	0.0	6.9	6.7	6.7	6.7
LOS by Move:	A	A	A	A	A	A	A	*	A	A	A	A
ApproachDel:	7.1			7.0			6.9			6.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.1			7.0			6.9			6.7		
LOS by Appr:	A			A			A			A		

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

Intersection #10 Station Rd/Tupman Rd

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[8.6]

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 1! 0 0				1 0 0 0 0			
Volume Module:																
Base Vol:	0	4	21		1	6	0		0	0	0		7	0	0	
Growth Adj:	1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12	
Initial Bse:	0	4	24		1	7	0		0	0	0		8	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	4	24		1	7	0		0	0	0		8	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	4	24		1	7	0		0	0	0		8	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	4	24		1	7	0		0	0	0		8	0	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		28	xxxx	xxxxx		xxxx	xxxx	xxxxx		25	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		1599	xxxx	xxxxx		xxxx	xxxx	xxxxx		996	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		1599	xxxx	xxxxx		xxxx	xxxx	xxxxx		995	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.00	xxxx	xxxx		xxxx	xxxx	xxxx		0.01	xxxx	xxxx	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	
Stopped Del:	xxxxx	xxxx	xxxxx		7.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.6	xxxx	xxxxx	
LOS by Move:	*	*	*		A	*	*		*	*	*		A	*	*	
Movement:	LT	LTR	RT		LT	LTR	RT		LT	LTR	RT		LT	LTR	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	0	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		7.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		A	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				8.6			
ApproachLOS:	*				*				*				A			

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

Intersection #11 Stockdale/Dairy

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[9.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		0 0 0	0 0		0 0 0	1 0		0 0 1	0 0	
Volume Module:												
Base Vol:	4	1	3	0	0	0	0	193	7	0	35	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	4	1	3	0	0	0	0	216	8	0	39	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:	4	1	3	0	0	0	0	216	8	0	39	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1	3	0	0	0	0	216	8	0	39	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	1	3	0	0	0	0	216	8	0	39	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	259	259	220	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	734	649	825	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	734	649	825	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	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	753	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*	
ApproachDel:		9.8		xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:		A		*			*			*			

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

Intersection #12 Dairy/Adohr

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[8.9]

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 1 0			0 1 0 0 0			0 0 1! 0 0			1 0 0 0 0		
Volume Module:												
Base Vol:	0	1	6	2	2	0	0	0	0	7	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	1	7	2	2	0	0	0	0	8	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	1	7	2	2	0	0	0	0	8	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	1	7	2	2	0	0	0	0	8	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	1	7	2	2	0	0	0	0	8	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	16	0	20	16	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	883	0	999	883	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Move Cap.:	xxxx	883	0	998	883	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Volume/Cap:	xxxx	0.00	0.00	0.00	0.00	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	0.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	6178	937	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.0	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	5.6	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	A	A	*	*	*	*	*	*	*	*
ApproachDel:	5.6			8.9			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

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

Intersection #13 SR-43/Poso Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.463
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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	1	1	0	1 0	1	1	0	1 0	1	0	1	0 1	0	0	1
Volume Module:																
Base Vol:	13	451	0		0	511	3		1	0	15		0	0	0	
Growth Adj:	1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12	
Initial Bse:	15	505	0		0	572	3		1	0	17		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:	15	505	0		0	572	3		1	0	17		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:	15	505	0		0	572	3		1	0	17		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	15	505	0		0	572	3		1	0	17		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.:	15	505	0		0	572	3		1	0	17		0	0	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	2.00	0.00		1.00	1.99	0.01		1.00	1.00	1.00		0.00	1.00	1.00	
Final Sat.:	557	1220	0		0	1237	7		427	0	499		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.41	xxxx		xxxx	0.46	0.46		0.00	xxxx	0.03		xxxx	xxxx	xxxx	
Crit Moves:		****				****					****					
Delay/Veh:	9.1	12.3	0.0		0.0	13.0	13.0		10.4	0.0	9.4		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	9.1	12.3	0.0		0.0	13.0	13.0		10.4	0.0	9.4		0.0	0.0	0.0	
LOS by Move:	A	B	*		*	B	B		B	*	A		*	*	*	
ApproachDel:		12.2				13.0				9.5				xxxxxx		
Delay Adj:		1.00				1.00				1.00				xxxxx		
ApprAdjDel:		12.2				13.0				9.5				xxxxxx		
LOS by Appr:		B				B				A				*		

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

Intersection #14 SR-43/Kimberlina Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.330
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 28 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	1	1	0	1 0	1	1	0	0 0	1!	0	0	0 0	1!	0	0
Volume Module:																
Base Vol:	57	386	27		60	306	6		7	84	160		35	45	98	
Growth Adj:	1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12	
Initial Bse:	64	432	30		67	343	7		8	94	179		39	50	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:	64	432	30		67	343	7		8	94	179		39	50	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:	64	432	30		67	343	7		8	94	179		39	50	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	64	432	30		67	343	7		8	94	179		39	50	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.:	64	432	30		67	343	7		8	94	179		39	50	110	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.94	0.94		0.95	0.95	0.95		0.91	0.91	0.91		0.84	0.84	0.84	
Lanes:	1.00	1.87	0.13		1.00	1.96	0.04		0.03	0.33	0.64		0.20	0.25	0.55	
Final Sat.:	1805	3340	234		1805	3530	69		48	577	1099		314	404	881	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.13	0.13		0.04	0.10	0.10		0.16	0.16	0.16		0.12	0.12	0.12	
Crit Moves:		****				****				****						
Green/Cycle:	0.13	0.39	0.39		0.11	0.37	0.37		0.49	0.49	0.49		0.49	0.49	0.49	
Volume/Cap:	0.26	0.33	0.33		0.33	0.26	0.26		0.33	0.33	0.33		0.25	0.25	0.25	
Uniform Del:	38.8	21.2	21.2		40.9	21.9	21.9		15.3	15.3	15.3		14.6	14.6	14.6	
IncremntDel:	0.6	0.1	0.1		1.0	0.1	0.1		0.2	0.2	0.2		0.2	0.2	0.2	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	39.4	21.3	21.3		41.8	22.0	22.0		15.5	15.5	15.5		14.8	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:	39.4	21.3	21.3		41.8	22.0	22.0		15.5	15.5	15.5		14.8	14.8	14.8	
HCM2kAvg:	2	5	5		2	4	4		5	5	5		4	4	4	

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

Intersection #15 SR-43/Shafter Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.326
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 21 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	23	393	30	78	467	106	124	83	17	25	114	76
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	26	440	34	87	523	119	139	93	19	28	128	85
Added Vol:	0	0	0	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	440	34	87	523	119	139	93	19	28	128	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	440	34	87	523	119	139	93	19	28	128	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	440	34	87	523	119	139	93	19	28	128	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.:	26	440	34	87	523	119	139	93	19	28	128	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.95	0.85	0.44	0.92	0.92	0.51	0.98	0.98	0.62	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	1.63	0.37	1.00	0.83	0.17	1.00	0.60	0.40
Final Sat.:	625	3610	1615	830	2860	649	971	1538	315	1184	1072	714
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.02	0.11	0.18	0.18	0.14	0.06	0.06	0.02	0.12	0.12
Crit Moves:					****		****					
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.07	0.22	0.04	0.19	0.33	0.33	0.33	0.14	0.14	0.05	0.27	0.27
Uniform Del:	10.0	11.0	9.8	10.8	11.8	11.8	18.4	16.8	16.8	16.1	17.9	17.9
IncremntDel:	0.1	0.1	0.0	0.2	0.1	0.1	0.4	0.1	0.1	0.0	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	10.1	11.0	9.9	11.0	11.9	11.9	18.8	16.8	16.8	16.2	18.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	11.0	9.9	11.0	11.9	11.9	18.8	16.8	16.8	16.2	18.1	18.1
HCM2kAvg:	1	3	0	3	5	5	5	2	2	1	4	4

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

Intersection #16 Sr-43/Central Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.246
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	1 0
Volume Module:												
Base Vol:	40	400	40	43	492	31	21	76	31	39	85	53
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	45	448	45	48	551	35	24	85	35	44	95	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:	45	448	45	48	551	35	24	85	35	44	95	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:	45	448	45	48	551	35	24	85	35	44	95	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	448	45	48	551	35	24	85	35	44	95	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.:	45	448	45	48	551	35	24	85	35	44	95	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.38	0.94	0.94	0.43	0.94	0.94	0.91	0.91	0.91	0.80	0.80	0.80
Lanes:	1.00	1.82	0.18	1.00	1.88	0.12	0.16	0.60	0.24	0.44	0.96	0.60
Final Sat.:	726	3236	324	813	3365	212	285	1031	420	667	1454	906
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.06	0.16	0.16	0.08	0.08	0.08	0.07	0.07	0.07
Crit Moves:					****			****				
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.09	0.21	0.21	0.09	0.25	0.25	0.25	0.25	0.25	0.20	0.20	0.20
Uniform Del:	6.0	6.5	6.5	6.0	6.7	6.7	24.1	24.1	24.1	23.6	23.6	23.6
IncremntDel:	0.1	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	6.1	6.6	6.6	6.0	6.8	6.8	24.3	24.3	24.3	23.7	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:	6.1	6.6	6.6	6.0	6.8	6.8	24.3	24.3	24.3	23.7	23.7	23.7
HCM2kAvg:	1	3	3	1	4	4	3	3	3	2	2	2

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

Intersection #17 SR-43/Lerdo Hwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.369
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: 29 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	1	1 0	1	0	1	0 1	0
Volume Module:																
Base Vol:	64	271	72		144	318	23		9	344	68		50	230	170	
Growth Adj:	1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12	
Initial Bse:	72	304	81		161	356	26		10	385	76		56	258	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:	72	304	81		161	356	26		10	385	76		56	258	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:	72	304	81		161	356	26		10	385	76		56	258	190	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	72	304	81		161	356	26		10	385	76		56	258	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.:	72	304	81		161	356	26		10	385	76		56	258	190	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.92	0.92		0.95	0.94	0.94		0.90	0.90	0.85		0.78	0.78	0.78	
Lanes:	1.00	1.58	0.42		1.00	1.87	0.13		0.05	1.95	1.00		0.22	1.02	0.76	
Final Sat.:	1805	2764	734		1805	3333	241		87	3321	1615		329	1514	1119	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.11	0.11		0.09	0.11	0.11		0.12	0.12	0.05		0.17	0.17	0.17	
Crit Moves:		****				****								****		
Green/Cycle:	0.15	0.30	0.30		0.24	0.39	0.39		0.46	0.46	0.46		0.46	0.46	0.46	
Volume/Cap:	0.27	0.37	0.37		0.37	0.27	0.27		0.25	0.25	0.10		0.37	0.37	0.37	
Uniform Del:	38.0	27.7	27.7		31.6	20.6	20.6		16.4	16.4	15.3		17.5	17.5	17.5	
IncremntDel:	0.6	0.2	0.2		0.5	0.1	0.1		0.1	0.1	0.1		0.2	0.2	0.2	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	38.5	28.0	28.0		32.1	20.7	20.7		16.5	16.5	15.3		17.7	17.7	17.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	38.5	28.0	28.0		32.1	20.7	20.7		16.5	16.5	15.3		17.7	17.7	17.7	
HCM2kAvg:	2	5	5		5	4	4		4	4	1		6	6	6	

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

Intersection #18 SR-43/7th Standard Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.930
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 29.7
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	22	178	83	73	109	9	26	363	53	67	63	39
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	25	199	93	82	122	10	29	407	59	75	71	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	199	93	82	122	10	29	407	59	75	71	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	199	93	82	122	10	29	407	59	75	71	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	199	93	82	122	10	29	407	59	75	71	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.:	25	199	93	82	122	10	29	407	59	75	71	44
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:	0.08	0.63	0.29	0.40	0.60	1.00	0.06	0.82	0.12	0.52	0.48	1.00
Final Sat.:	38	306	143	180	268	504	31	437	64	229	215	503
Capacity Analysis Module:												
Vol/Sat:	0.65	0.65	0.65	0.45	0.45	0.02	0.93	0.93	0.93	0.33	0.33	0.09
Crit Moves:		****			****			****			****	
Delay/Veh:	21.3	21.3	21.3	16.0	16.0	9.6	47.7	47.7	47.7	13.6	13.6	9.9
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:	21.3	21.3	21.3	16.0	16.0	9.6	47.7	47.7	47.7	13.6	13.6	9.9
LOS by Move:	C	C	C	C	C	A	E	E	E	B	B	A
ApproachDel:	21.3			15.7			47.7			12.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	21.3			15.7			47.7			12.8		
LOS by Appr:	C			C			E			B		

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

Intersection #19 SR-43/SR-58 (Rosedal Highway West)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 0		0 0 0	1 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	127	253	0	0	191	24	198	0	379	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	142	283	0	0	214	27	222	0	424	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:	142	283	0	0	214	27	222	0	424	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:	142	283	0	0	214	27	222	0	424	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	283	0	0	214	27	222	0	424	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.:	142	283	0	0	214	27	222	0	424	0	0	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	1.00	0.00	0.00	0.89	0.11	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	496	536	0	0	487	61	520	0	630	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.53	xxxx	xxxx	0.44	0.44	0.43	xxxx	0.67	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	12.4	16.0	0.0	0.0	14.1	14.1	14.3	0.0	18.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	16.0	0.0	0.0	14.1	14.1	14.3	0.0	18.6	0.0	0.0	0.0
LOS by Move:	B	C	*	*	B	B	B	*	C	*	*	*
ApproachDel:	14.8			14.1			17.1			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	14.8			14.1			17.1			xxxxxx		
LOS by Appr:	B			B			C			*		

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

Intersection #20 SR-43/SR-58 (Rosedal Highway East)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.777
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0 1	0	1	0 0 1!	0	0	0 1 0	0	1
Volume Module:												
Base Vol:	18	220	138	355	202	9	12	16	18	42	13	129
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	20	246	155	398	226	10	13	18	20	47	15	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:	20	246	155	398	226	10	13	18	20	47	15	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:	20	246	155	398	226	10	13	18	20	47	15	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	246	155	398	226	10	13	18	20	47	15	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.:	20	246	155	398	226	10	13	18	20	47	15	144
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	1.00	1.00	1.00	1.00	1.00	0.26	0.35	0.39	0.76	0.24	1.00
Final Sat.:	466	505	555	512	546	602	119	159	179	343	106	523
Capacity Analysis Module:												
Vol/Sat:	0.04	0.49	0.28	0.78	0.41	0.02	0.11	0.11	0.11	0.14	0.14	0.28
Crit Moves:		****		****				****				****
Delay/Veh:	10.4	15.7	11.2	29.1	13.5	8.6	11.1	11.1	11.1	11.4	11.4	11.5
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:	10.4	15.7	11.2	29.1	13.5	8.6	11.1	11.1	11.1	11.4	11.4	11.5
LOS by Move:	B	C	B	D	B	A	B	B	B	B	B	B
ApproachDel:		13.8			23.2			11.1			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.8			23.2			11.1			11.4	
LOS by Appr:		B			C			B			B	

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

Intersection #21 H St/9th St

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[8.8]

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			1 0 0 0 1		
Volume Module:												
Base Vol:	0	40	7	7	51	0	0	0	0	6	0	12
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	45	8	8	57	0	0	0	0	7	0	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:	0	45	8	8	57	0	0	0	0	7	0	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:	0	45	8	8	57	0	0	0	0	7	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	45	8	8	57	0	0	0	0	7	0	13
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	53	xxxx	xxxxx	xxxx	xxxx	xxxxx	122	xxxx	49
Potent Cap.:	xxxx	xxxx	xxxxx	1566	xxxx	xxxxx	xxxx	xxxx	xxxxx	879	xxxx	1026
Move Cap.:	xxxx	xxxx	xxxxx	1566	xxxx	xxxxx	xxxx	xxxx	xxxxx	875	xxxx	1026
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.01
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.0
Stopped Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	8.6
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	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.8		
ApproachLOS:	*			*			*			A		

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

Intersection #22 H St/Wasco Ave

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: A[9.0]

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	1	0	0	0	1	1	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	0	0	0	0	0	39	40	60	0	0	106	2								
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12								
Initial Bse:	0	0	0	0	0	44	45	67	0	0	119	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:	0	0	0	0	0	44	45	67	0	0	119	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:	0	0	0	0	0	44	45	67	0	0	119	2								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	0	0	0	0	0	44	45	67	0	0	119	2								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	119	121	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	938	1479	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	938	1479	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.03	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.0	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	A	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			9.0			xxxxxx			xxxxxx										
ApproachLOS:	*			A			*			*										

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

Intersection #23 Wasco Ave/Poso Ave

Average Delay (sec/veh): 8.8 Worst Case Level Of Service: B[10.9]

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	1	0		1	0	0	1	0		0	1	0	0	1		0	0	1!	0	0	
Volume Module:																								
Base Vol:	24	33	0				0	41	122				62	4	12				2	2	2			
Growth Adj:	1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12			
Initial Bse:	27	37	0				0	46	137				69	4	13				2	2	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:	27	37	0				0	46	137				69	4	13				2	2	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:	27	37	0				0	46	137				69	4	13				2	2	2			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	27	37	0				0	46	137				69	4	13				2	2	2			
Critical Gap Module:																								
Critical Gp:	7.1	6.5	xxxxx	xxxxx			6.5	6.2					4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	xxxxx	xxxxx			4.0	3.3					2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	242	152	xxxxx	xxxx			165	3					4	xxxx	xxxxx				18	xxxx	xxxxx			
Potent Cap.:	716	743	xxxxx	xxxx			732	1086					1630	xxxx	xxxxx				1612	xxxx	xxxxx			
Move Cap.:	574	709	xxxxx	xxxx			698	1086					1630	xxxx	xxxxx				1612	xxxx	xxxxx			
Volume/Cap:	0.05	0.05	xxxx	xxxx			0.07	0.13					0.04	xxxx	xxxx				0.00	xxxx	xxxx			
Level Of Service Module:																								
Queue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx				0.1	xxxx	xxxxx				0.0	xxxx	xxxxx			
Stopped Del:	11.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx				7.3	xxxx	xxxxx				7.2	xxxx	xxxxx			
LOS by Move:	B	*	*	*	*	*	A	*	*				A	*	*				A	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	709	xxxx	xxxx	953	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	0.2	xxxxx	xxxx	0.7	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd StpDel:	xxxxx	xxxx	10.4	xxxxx	xxxx	9.7	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	B	*	*	A	A	*	*	*	*	*												
ApproachDel:	10.9			9.7			xxxxxx			xxxxxx														
ApproachLOS:	B			A			*			*														

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

Intersection #24 Wasco Ave/Kimberlina Rd

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[10.5]

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	1!	0	0		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	0				23	0	30				28	142	0				0	150	34			
Growth Adj:	1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12			
Initial Bse:	0	0	0				26	0	34				31	159	0				0	168	38			
Added Vol:	0	0	0				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				26	0	34				31	159	0				0	168	38			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	0	0				26	0	34				31	159	0				0	168	38			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	0				26	0	34				31	159	0				0	168	38			
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				409	xxxx	187				206	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				603	xxxx	860				1377	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				592	xxxx	860				1377	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.04	xxxx	0.04				0.02	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							0.1	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	xxxx	xxxxx	xxxx	719	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*												
ApproachDel:	xxxxxx			10.5			xxxxxx			xxxxxx														
ApproachLOS:	*			B			*			*														

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

Intersection #25 J St/9th St

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[8.6]

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	0	0		0	0	1	1	0		0	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	0	54	0				0	102	8				0	0	1				0	0	0			
Growth Adj:	1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12			
Initial Bse:	0	60	0				0	114	9				0	0	1				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	60	0				0	114	9				0	0	1				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	60	0				0	114	9				0	0	1				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	60	0				0	114	9				0	0	1				0	0	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx	xxxxx				6.9	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx	xxxxx				3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx					62	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx					997	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx					997	xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				xxxx	xxxx					0.00	xxxx	xxxx	xxxx		
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx	xxxxx				0.0	xxxxx	xxxx	xxxxx		
Stopped Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx	xxxxx				8.6	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*				*	*	*				*	*	*				A	*	*	*		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						8.6						xxxxxx					
ApproachLOS:	*						*						A						*					

Appendix R-6

Year 2016 No Project Plus Project Operation Capacity Analysis

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

Intersection #1 I-5 NB Ramp / Stockdale Hwy

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: A[9.7]

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	1 0	0	0	0	0 1	0	1
Volume Module:																
Base Vol:	4	0	25		0	0	0		1	64	0		0	57	154	
Growth Adj:	1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12	
Initial Bse:	4	0	28		0	0	0		1	72	0		0	64	172	
Added Vol:	17	0	0		0	0	0		15	2	0		0	62	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	21	0	28		0	0	0		16	74	0		0	126	172	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	21	0	28		0	0	0		16	74	0		0	126	172	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	21	0	28		0	0	0		16	74	0		0	126	172	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	318	xxxx	74		xxxx	xxxx	xxxxx		298	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	679	xxxx	994		xxxx	xxxx	xxxxx		1274	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	673	xxxx	994		xxxx	xxxx	xxxxx		1274	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.03	xxxx	0.03		xxxx	xxxx	xxxx		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		7.9	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	823	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.2	xxxxx		xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	9.7	xxxxx		xxxxx	xxxx	xxxxx		7.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*		*	*	*		A	*	*		*	*	*	
ApproachDel:		9.7			xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:		A			*				*				*			

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

Intersection #2 I-5 SB Ramp / Stockdale Hwy

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[9.9]

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	1!	0	0		0	0	1	0	1		0	1	0	0	0	
Volume Module:																								
Base Vol:	0	0	0				42	1	2				0	27	1				15	47	0			
Growth Adj:	1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12			
Initial Bse:	0	0	0				47	1	2				0	30	1				17	53	0			
Added Vol:	0	0	0				0	0	20				0	17	17				0	79	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	0				47	1	22				0	47	18				17	132	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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				47	1	22				0	47	18				17	132	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	0				47	1	22				0	47	18				17	132	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.4	6.5	6.2				xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	4.0	3.3				xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				222	231	132				xxxx	xxxx	xxxxx				65	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				771	673	923				xxxx	xxxx	xxxxx				1550	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				765	665	923				xxxx	xxxx	xxxxx				1550	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.06	0.00	0.02				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										7.3	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	806	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx										0.0	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx										7.3	xxxx	xxxxx			
Shared LOS:	*	*	*	*	A	*	*	*	*										A	*	*			
ApproachDel:	xxxxxx			9.9			xxxxxx												xxxxxx					
ApproachLOS:	*			A			*												*					

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

Intersection #3 I-5 NB Ramp / SR 119

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[12.2]

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 0	1	0	0 0 1	0	1
Volume Module:												
Base Vol:	15	0	8	0	0	0	0	194	3	0	308	21
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	17	0	9	0	0	0	0	217	3	0	345	24
Added Vol:	6	0	0	0	0	0	0	2	0	0	28	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	0	9	0	0	0	0	219	3	0	373	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	0	9	0	0	0	0	219	3	0	373	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	23	0	9	0	0	0	0	219	3	0	373	26
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	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:	607	xxxx	221	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	463	xxxx	824	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	463	xxxx	824	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	0.01	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	528	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	12.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Intersection #4 I-5 SB Ramp / SR 119

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[13.0]

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 1 0 0 1			0 0 1 0 1			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	11	1	1	0	186	16	2	317	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	12	1	1	0	208	18	2	355	0
Added Vol:	0	0	0	2	0	0	0	0	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	1	1	0	208	18	2	388	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	14	1	1	0	208	18	2	388	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	14	1	1	0	208	18	2	388	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	610	619	388	xxxx	xxxx	xxxxx	226	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	461	407	665	xxxx	xxxx	xxxxx	1354	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	461	407	665	xxxx	xxxx	xxxxx	1354	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.00	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.4	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	456	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	13.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			13.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Intersection #5 SR 119 / SR 43

Cycle (sec):	100	Critical Vol./Cap. (X):	0.596
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	26.8
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	36	11	16	2	40	359	103	172	3	19	291	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	40	12	18	2	45	402	115	193	3	21	326	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	12	18	2	45	402	115	193	3	21	359	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	12	18	2	45	402	115	193	3	21	359	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	12	18	2	45	402	115	193	3	21	359	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	12	18	2	45	402	115	193	3	21	359	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	0.91	0.91	0.74	0.87	0.87	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.41	0.59	1.00	0.10	0.90	1.00	0.98	0.02	1.00	1.00	0.00
Final Sat.:	661	705	1026	1412	165	1479	1805	1862	32	1805	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.02	0.00	0.27	0.27	0.06	0.10	0.10	0.01	0.19	0.00
Crit Moves:					****		****				****	
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.11	0.38	0.38	0.04	0.32	0.00
Volume/Cap:	0.13	0.04	0.04	0.00	0.60	0.60	0.60	0.27	0.27	0.27	0.60	0.00
Uniform Del:	15.8	15.1	15.1	14.8	20.3	20.3	42.6	21.4	21.4	46.3	28.8	0.0
IncremntDel:	0.2	0.0	0.0	0.0	1.3	1.3	5.0	0.2	0.2	1.9	1.6	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	0.00
Delay/Veh:	16.0	15.1	15.1	14.8	21.6	21.6	47.6	21.6	21.6	48.2	30.4	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:	16.0	15.1	15.1	14.8	21.6	21.6	47.6	21.6	21.6	48.2	30.4	0.0
HCM2kAvg:	2	1	1	0	11	11	5	4	4	1	10	0

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

Intersection #6 Stockdale Hwy/SR 43

Cycle (sec): 100 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	115	34	42	208	25	10	45	7	129	157	53
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	6	129	38	47	233	28	11	50	8	144	176	59
Added Vol:	0	0	0	0	0	6	0	2	0	0	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	129	38	47	233	34	11	52	8	144	233	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	129	38	47	233	34	11	52	8	144	233	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	129	38	47	233	34	11	52	8	144	233	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.:	6	129	38	47	233	34	11	52	8	144	233	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.92	0.92	0.92	0.93	0.93	0.93	0.86	0.86	0.86
Lanes:	0.03	0.75	0.22	0.15	0.74	0.11	0.16	0.73	0.11	0.33	0.53	0.14
Final Sat.:	59	1364	403	263	1304	190	276	1292	193	539	869	221
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.18	0.18	0.18	0.04	0.04	0.04	0.27	0.27	0.27
Crit Moves:					****						****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.24	0.24	0.24	0.45	0.45	0.45	0.07	0.07	0.07	0.45	0.45	0.45
Uniform Del:	19.9	19.9	19.9	21.9	21.9	21.9	8.3	8.3	8.3	10.9	10.9	10.9
IncremntDel:	0.2	0.2	0.2	0.5	0.5	0.5	0.0	0.0	0.0	0.3	0.3	0.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	20.0	20.0	20.0	22.4	22.4	22.4	8.4	8.4	8.4	11.3	11.3	11.3
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:	20.0	20.0	20.0	22.4	22.4	22.4	8.4	8.4	8.4	11.3	11.3	11.3
HCM2kAvg:	4	3	4	8	8	7	1	1	1	8	8	8

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

Intersection #7 Stockdale Hwy / Morris Rd

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[9.7]

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 1			0 0 1! 0 0			0 1 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	0	10	1	0	1	1	15	0	18	37	1
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	11	1	0	1	1	17	0	20	41	1
Added Vol:	0	0	26	0	0	0	0	7	0	59	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	37	1	0	1	1	24	0	79	81	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:	0	0	37	1	0	1	1	24	0	79	81	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	37	1	0	1	1	24	0	79	81	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	24	285	xxxx	82	83	xxxx	xxxxx	24	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1059	671	xxxx	983	1527	xxxx	xxxxx	1604	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1059	622	xxxx	983	1527	xxxx	xxxxx	1604	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	0.00	xxxx	0.00	0.00	xxxx	xxxx	0.05	xxxx	xxxx

Level Of Service Module:												
Queue:	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	8.5	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.4	xxxx	xxxxx
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	762	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:		8.5			9.7			xxxxxx			xxxxxx	
ApproachLOS:		A			A			*			*	

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

Intersection #8 Tupman Rd / SR 119

Cycle (sec):	100	Critical Vol./Cap. (X):	0.414
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	2.0
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0		0	0 1!	0		1	0	0 1	0	1	0	0 1	0
Volume Module:																
Base Vol:	1	6	14		10	0	6		16	264	1		29	617	25	
Growth Adj:	1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12	
Initial Bse:	1	7	16		11	0	7		18	296	1		32	691	28	
Added Vol:	0	0	0		0	0	0		6	0	0		0	0	33	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	7	16		11	0	7		24	296	1		32	691	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:	1	7	16		11	0	7		24	296	1		32	691	61	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	7	16		11	0	7		24	296	1		32	691	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.:	1	7	16		11	0	7		24	296	1		32	691	61	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	0.90		0.93	1.00	0.93		0.36	1.00	1.00		0.57	0.99	0.99	
Lanes:	0.05	0.28	0.67		0.62	0.00	0.38		1.00	0.99	0.01		1.00	0.92	0.08	
Final Sat.:	81	489	1140		1103	0	662		692	1891	7		1081	1725	152	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.01	0.00	0.01		0.03	0.16	0.16		0.03	0.40	0.40	
Crit Moves:		****												****		
Green/Cycle:	0.03	0.03	0.03		0.03	0.00	0.03		0.97	0.97	0.97		0.97	0.97	0.97	
Volume/Cap:	0.41	0.41	0.41		0.31	0.00	0.31		0.04	0.16	0.16		0.03	0.41	0.41	
Uniform Del:	47.4	47.4	47.4		47.2	0.0	47.2		0.1	0.1	0.1		0.1	0.1	0.1	
IncremntDel:	4.8	4.8	4.8		2.9	0.0	2.9		0.0	0.0	0.0		0.0	0.2	0.2	
Delay Adj:	1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	52.2	52.2	52.2		50.2	0.0	50.2		0.1	0.1	0.1		0.1	0.2	0.2	
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:	52.2	52.2	52.2		50.2	0.0	50.2		0.1	0.1	0.1		0.1	0.2	0.2	
HCM2kAvg:	1	1	1		1	0	1		0	1	0		0	2	2	

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

Intersection #9 Tupman Rd/Grace Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.077
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	17	4	1	1	11	7	5	5	10	3	4	2
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	19	4	1	1	12	8	6	6	11	3	4	2
Added Vol:	0	44	0	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	48	1	1	12	8	6	6	11	3	4	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:	19	48	1	1	12	8	6	6	11	3	4	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	48	1	1	12	8	6	6	11	3	4	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.:	19	48	1	1	12	8	6	6	11	3	4	2
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:	0.28	0.70	0.02	0.05	0.58	0.37	0.25	0.25	0.50	0.33	0.45	0.22
Final Sat.:	246	627	14	49	540	344	229	229	459	291	388	194
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	7.4	7.4	7.4	6.9	6.9	6.9	6.9	6.9	6.9	7.1	7.1	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:	7.4	7.4	7.4	6.9	6.9	6.9	6.9	6.9	6.9	7.1	7.1	7.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.4			6.9			6.9			7.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.4			6.9			6.9			7.1		
LOS by Appr:	A			A			A			A		

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

Intersection #10 Station Rd/Tupman Rd

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: A[9.5]

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 1 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	6	9	1	9	0	0	0	0	11	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	7	10	1	10	0	0	0	0	12	0	0
Added Vol:	0	44	0	0	0	0	0	26	0	0	26	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	51	10	1	10	0	0	26	0	12	26	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	51	10	1	10	0	0	26	0	12	26	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	51	10	1	10	0	0	26	0	12	26	33
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	xxxxx	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	4.0	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	61	xxxx	xxxxx	xxxx	73	xxxxx	81	68	56
Potent Cap.:	xxxx	xxxx	xxxxx	1555	xxxx	xxxxx	xxxx	821	xxxxx	912	826	1017
Move Cap.:	xxxx	xxxx	xxxxx	1555	xxxx	xxxxx	xxxx	821	xxxxx	889	826	1017
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	0.03	xxxx	0.01	0.03	0.03
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	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	917	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			9.5			9.3		
ApproachLOS:	*			*			A			A		

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

Intersection #11 Stockdale/Dairy

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: A[8.7]

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 0	0 1	0	0	1	0 0	0
Volume Module:																
Base Vol:	3	0	2	0	0	0	0	22	6	1	34	0				
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12				
Initial Bse:	3	0	2	0	0	0	0	25	7	1	38	0				
Added Vol:	0	0	7	0	0	0	0	0	0	40	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	3	0	9	0	0	0	0	25	7	41	38	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	3	0	9	0	0	0	0	25	7	41	38	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	3	0	9	0	0	0	0	25	7	41	38	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:	148	xxxx	28	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	31	xxxx	xxxxx				
Potent Cap.:	849	xxxx	1053	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1594	xxxx	xxxxx				
Move Cap.:	831	xxxx	1053	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1594	xxxx	xxxxx				
Volume/Cap:	0.00	xxxx	0.01	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	7.3	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	983	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx				
Shrd StpDel:	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx				
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*				
ApproachDel:	8.7			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	A			*			*			*						

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

Intersection #12 Dairy/Adohr

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[10.3]

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	1	0	0	1	0	0	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	2	4	2	4	0	0	0	0	8	0	1								
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12								
Initial Bse:	0	2	4	2	4	0	0	0	0	9	0	1								
Added Vol:	0	7	0	0	40	0	0	0	0	77	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	9	4	2	44	0	0	0	0	86	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:	1.00	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	9	4	2	44	0	0	0	0	86	0	1								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	0	9	4	2	44	0	0	0	0	86	0	1								
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	173	0	179	172	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx								
Potent Cap.:	xxxx	724	0	787	724	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx								
Move Cap.:	xxxx	724	0	779	724	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx								
Volume/Cap:	xxxx	0.01	0.00	0.00	0.06	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	0.0	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	1075	727	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	0.0	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	xxxx	8.4	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	A	B	*	*	*	*	*	*	*	*								
ApproachDel:	8.4			10.3			xxxxxx			xxxxxx										
ApproachLOS:	A			B			*			*										

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

Intersection #1 I-5 NB Ramp / Stockdale Hwy

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[14.2]

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	1 0	0	0	0	0 1	0	1
Volume Module:																
Base Vol:	3	0	31	0	0	0	0		3	466	0	0	55	67		
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12		1.12	1.12	1.12	1.12	1.12	1.12		
Initial Bse:	3	0	35	0	0	0	0		3	522	0	0	62	75		
Added Vol:	17	0	0	0	0	0	0		21	74	0	0	14	0		
PasserByVol:	0	0	0	0	0	0	0		0	0	0	0	0	0		
Initial Fut:	20	0	35	0	0	0	0		24	596	0	0	76	75		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	20	0	35	0	0	0	0		24	596	0	0	76	75		
Reduct Vol:	0	0	0	0	0	0	0		0	0	0	0	0	0		
Final Vol.:	20	0	35	0	0	0	0		24	596	0	0	76	75		
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1		xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2		xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	758	xxxx	596	xxxx	xxxx	xxxxx	151		xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	378	xxxx	507	xxxx	xxxx	xxxxx	1443		xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	373	xxxx	507	xxxx	xxxx	xxxxx	1443		xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	0.05	xxxx	0.07	xxxx	xxxx	xxxx	0.02		xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1		xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5		xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A		*	*	*	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	448	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	14.2	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	B	*	*	*	*	A	*	*	*	*	*				
ApproachDel:	14.2			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	B			*			*			*						

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

Intersection #2 I-5 SB Ramp / Stockdale Hwy

Average Delay (sec/veh): 7.9 Worst Case Level Of Service: C[18.6]

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	1!	0	0		0	0	1	0	1		0	1	0	0	0	
Volume Module:																								
Base Vol:	0	0	0				262	1	1				0	204	9				20	38	0			
Growth Adj:	1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12			
Initial Bse:	0	0	0				293	1	1				0	228	10				22	43	0			
Added Vol:	0	0	0				0	0	16				0	96	17				0	30	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	0				293	1	17				0	324	27				22	73	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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				293	1	17				0	324	27				22	73	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	0				293	1	17				0	324	27				22	73	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.4	6.5	6.2				xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	4.0	3.3				xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				455	469	73				xxxx	xxxx	xxxxx				352	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				567	495	995				xxxx	xxxx	xxxxx				1218	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				559	486	995				xxxx	xxxx	xxxxx				1218	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.53	0.00	0.02				xxxx	xxxx	xxxx				0.02	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										8.0	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	572	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	3.3	xxxxx	xxxxx	xxxx	xxxxx										0.1	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	18.6	xxxxx	xxxxx	xxxx	xxxxx										8.0	xxxx	xxxxx			
Shared LOS:	*	*	*	*	C	*	*	*	*										A	*	*			
ApproachDel:	xxxxxx			18.6			xxxxxx												xxxxxx					
ApproachLOS:	*			C			*												*					

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

Intersection #3 I-5 NB Ramp / SR 119

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[21.2]

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 0	1	0	0 0 1	0	1
Volume Module:												
Base Vol:	13	0	6	0	0	0	0	770	2	0	223	11
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	15	0	7	0	0	0	0	862	2	0	250	12
Added Vol:	1	0	0	0	0	0	0	35	0	0	6	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	0	7	0	0	0	0	897	2	0	256	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:	1.00	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	0	7	0	0	0	0	897	2	0	256	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	16	0	7	0	0	0	0	897	2	0	256	14
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	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:	1161	xxxx	899	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	218	xxxx	341	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	218	xxxx	341	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	xxxx	0.02	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	244	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	21.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	21.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

Intersection #4 I-5 SB Ramp / SR 119

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[22.5]

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 1	0 0 1		0 0	1 0 1		0 1	0 0 0	
Volume Module:												
Base Vol:	0	0	0	45	0	13	0	721	42	1	238	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	50	0	15	0	808	47	1	267	0
Added Vol:	0	0	0	2	0	0	0	33	7	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	52	0	15	0	841	54	1	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:	0	0	0	52	0	15	0	841	54	1	274	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	52	0	15	0	841	54	1	274	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1143	xxxx	274	xxxx	xxxx	xxxxx	895	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	223	xxxx	770	xxxx	xxxx	xxxxx	767	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	223	xxxx	770	xxxx	xxxx	xxxxx	767	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.24	xxxx	0.02	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.8	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	223	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	26.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx
Shared LOS:	*	*	*	D	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			22.5			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Intersection #5 SR 119 / SR 43

Cycle (sec): 100 Critical Vol./Cap. (X): 0.663
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.6
Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	37	85	77	4	39	175	466	663	19	24	201	1
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	41	95	86	4	44	196	522	743	21	27	225	1
Added Vol:	0	0	0	0	0	0	0	40	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	95	86	4	44	196	522	783	21	27	232	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:	41	95	86	4	44	196	522	783	21	27	232	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	95	86	4	44	196	522	783	21	27	232	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.:	41	95	86	4	44	196	522	783	21	27	232	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.38	0.93	0.93	0.50	0.88	0.88	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.52	0.48	1.00	0.18	0.82	1.00	0.97	0.03	1.00	0.99	0.01
Final Sat.:	720	926	839	944	304	1363	1805	1842	50	1805	1889	9
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.00	0.14	0.14	0.29	0.42	0.42	0.01	0.12	0.12
Crit Moves:					****			****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.47	0.64	0.64	0.02	0.20	0.20
Volume/Cap:	0.27	0.47	0.47	0.02	0.66	0.66	0.62	0.66	0.66	0.66	0.62	0.62
Uniform Del:	32.5	34.2	34.2	30.8	35.8	35.8	20.1	11.2	11.2	48.5	36.7	36.7
IncremntDel:	0.9	0.9	0.9	0.0	4.6	4.6	1.4	1.4	1.4	34.3	3.2	3.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.4	35.1	35.1	30.8	40.4	40.4	21.6	12.6	12.6	82.8	39.9	39.9
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:	33.4	35.1	35.1	30.8	40.4	40.4	21.6	12.6	12.6	82.8	39.9	39.9
HCM2kAvg:	3	5	5	0	8	8	13	16	14	2	7	4

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

Intersection #6 Stockdale Hwy/SR 43

Cycle (sec): 100 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	277	147	80	164	18	41	421	2	49	54	19
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	310	165	90	184	20	46	472	2	55	60	21
Added Vol:	0	0	0	0	0	1	7	68	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	310	165	90	184	21	53	540	2	55	73	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:	0	310	165	90	184	21	53	540	2	55	73	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	310	165	90	184	21	53	540	2	55	73	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.:	0	310	165	90	184	21	53	540	2	55	73	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.83	0.83	0.83	0.96	0.96	0.96	0.75	0.75	0.75
Lanes:	0.00	0.65	0.35	0.30	0.63	0.07	0.09	0.90	0.01	0.37	0.49	0.14
Final Sat.:	0	1183	628	481	987	114	163	1660	7	520	696	201
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.19	0.19	0.19	0.33	0.33	0.33	0.11	0.11	0.11
Crit Moves:		****						****				
Green/Cycle:	0.00	0.45	0.45	0.45	0.45	0.45	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.00	0.59	0.59	0.42	0.42	0.42	0.59	0.59	0.59	0.19	0.19	0.19
Uniform Del:	0.0	20.8	20.8	18.8	18.8	18.8	14.8	14.8	14.8	11.1	11.1	11.1
IncremntDel:	0.0	1.1	1.1	0.4	0.4	0.4	0.9	0.9	0.9	0.1	0.1	0.1
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	21.9	21.9	19.2	19.2	19.2	15.7	15.7	15.7	11.3	11.3	11.3
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	21.9	21.9	19.2	19.2	19.2	15.7	15.7	15.7	11.3	11.3	11.3
HCM2kAvg:	0	11	11	7	7	7	13	13	6	3	3	3

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

Intersection #7 Stockdale Hwy / Morris Rd

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[10.2]

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 1			0 0 0 0 0			0 1 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	0	18	0	0	0	1	197	0	3	34	1
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	20	0	0	0	1	221	0	3	38	1
Added Vol:	0	0	66	0	0	0	0	47	0	33	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	86	0	0	0	1	268	0	36	52	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:	0	0	86	0	0	0	1	268	0	36	52	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	86	0	0	0	1	268	0	36	52	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	268	xxxx	xxxx	xxxxx	53	xxxx	xxxxx	268	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	776	xxxx	xxxx	xxxxx	1565	xxxx	xxxxx	1308	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	776	xxxx	xxxx	xxxxx	1565	xxxx	xxxxx	1308	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	10.2	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	A	*	*	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	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	10.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Intersection #8 Tupman Rd / SR 119

Cycle (sec): 100 Critical Vol./Cap. (X): 0.737
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 5.3
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 1 0			0 0 1! 0 0			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	0	1	27	22	0	6	14	1171	0	11	397	10
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	1	30	25	0	7	16	1312	0	12	445	11
Added Vol:	0	0	0	40	0	7	1	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	30	65	0	14	17	1312	0	12	445	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	30	65	0	14	17	1312	0	12	445	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	30	65	0	14	17	1312	0	12	445	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.:	0	1	30	65	0	14	17	1312	0	12	445	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.87	0.87	0.88	1.00	0.88	0.48	1.00	1.00	0.18	0.99	0.99
Lanes:	0.00	0.04	0.96	0.82	0.00	0.18	1.00	1.00	0.00	1.00	0.96	0.04
Final Sat.:	0	59	1594	1386	0	294	916	1900	0	348	1814	74
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.05	0.00	0.05	0.02	0.69	0.00	0.04	0.25	0.25
Crit Moves:				****				****				
Green/Cycle:	0.00	0.06	0.06	0.06	0.00	0.06	0.94	0.94	0.00	0.94	0.94	0.94
Volume/Cap:	0.00	0.30	0.30	0.74	0.00	0.74	0.02	0.74	0.00	0.04	0.26	0.26
Uniform Del:	0.0	44.7	44.7	46.0	0.0	46.0	0.2	0.6	0.0	0.2	0.3	0.3
IncremntDel:	0.0	1.6	1.6	23.4	0.0	23.4	0.0	1.7	0.0	0.0	0.1	0.1
Delay Adj:	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	46.3	46.3	69.4	0.0	69.4	0.2	2.3	0.0	0.3	0.3	0.3
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	46.3	46.3	69.4	0.0	69.4	0.2	2.3	0.0	0.3	0.3	0.3
HCM2kAvg:	0	1	1	4	0	4	0	10	0	0	1	1

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

Intersection #9 Tupman Rd/Grace Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.081
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	18	5	3	12	3	4	0	4	1	1	4
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	10	20	6	3	13	3	4	0	4	1	1	4
Added Vol:	0	9	0	0	53	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	29	6	3	66	3	4	0	4	1	1	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	29	6	3	66	3	4	0	4	1	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	29	6	3	66	3	4	0	4	1	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	29	6	3	66	3	4	0	4	1	1	4
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:	0.22	0.66	0.12	0.04	0.91	0.05	0.50	0.00	0.50	0.17	0.17	0.66
Final Sat.:	203	586	113	42	823	42	444	0	444	154	154	617
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.08	0.08	0.08	0.01	xxxx	0.01	0.01	0.01	0.01
Crit Moves:			****		****		****			****		
Delay/Veh:	7.2	7.2	7.2	7.3	7.3	7.3	7.0	0.0	7.0	6.8	6.8	6.8
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:	7.2	7.2	7.2	7.3	7.3	7.3	7.0	0.0	7.0	6.8	6.8	6.8
LOS by Move:	A	A	A	A	A	A	A	*	A	A	A	A
ApproachDel:		7.2			7.3			7.0			6.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.2			7.3			7.0			6.8	
LOS by Appr:		A			A			A			A	

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

Intersection #10 Station Rd/Tupman Rd

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: B[10.3]

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 1 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	4	21	1	6	0	0	0	0	7	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	4	24	1	7	0	0	0	0	8	0	0
Added Vol:	0	9	0	40	53	0	0	26	0	0	26	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	13	24	41	60	0	0	26	0	8	26	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	13	24	41	60	0	0	26	0	8	26	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	13	24	41	60	0	0	26	0	8	26	7
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	xxxxx	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	4.0	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	37	xxxx	xxxxx	xxxx	179	xxxxx	180	167	25
Potent Cap.:	xxxx	xxxx	xxxxx	1587	xxxx	xxxxx	xxxx	718	xxxxx	786	729	1057
Move Cap.:	xxxx	xxxx	xxxxx	1587	xxxx	xxxxx	xxxx	699	xxxxx	748	710	1057
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	0.04	xxxx	0.01	0.04	0.01
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	10.3	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	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	760	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.3			10.0		
ApproachLOS:	*			*			B			B		

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

Intersection #11 Stockdale/Dairy

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[9.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	4	1	3	0	0	0	0	193	7	0	35	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	4	1	3	0	0	0	0	216	8	0	39	0
Added Vol:	0	0	47	0	0	0	0	0	0	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1	50	0	0	0	0	216	8	14	39	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1	50	0	0	0	0	216	8	14	39	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	1	50	0	0	0	0	216	8	14	39	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	287	287	220	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	224	xxxx	xxxxx
Potent Cap.:	707	626	825	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1357	xxxx	xxxxx
Move Cap.:	702	619	825	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1357	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.06	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	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	808	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.8		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

Intersection #12 Dairy/Adohr

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: A[9.3]

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	1	0		0	1	0	0	0		0	0	1!	0	0		1	0	0	0	0	
Volume Module:																								
Base Vol:	0	1	6				2	2	0				0	0	0				7	0	0			
Growth Adj:	1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12			
Initial Bse:	0	1	7				2	2	0				0	0	0				8	0	0			
Added Vol:	0	47	92				0	14	0				0	0	0				15	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	48	99				2	16	0				0	0	0				23	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	48	99				2	16	0				0	0	0				23	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	48	99				2	16	0				0	0	0				23	0	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	6.5	6.2				7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx							4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	4.0	3.3				3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx							2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	46	0				119	46	xxxxx	xxxx	xxxx	xxxxx							0	xxxx	xxxxx			
Potent Cap.:	xxxx	850	0				861	850	xxxxx	xxxx	xxxx	xxxxx							0	xxxx	xxxxx			
Move Cap.:	xxxx	850	0				824	850	xxxxx	xxxx	xxxx	xxxxx							0	xxxx	xxxxx			
Volume/Cap:	xxxx	0.06	0.00				0.00	0.02	xxxx	xxxx	xxxx	xxxx							0.00	xxxx	xxxx			
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx	xxxx	xxxxx								0.0	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx	xxxx	xxxxx								0.0	xxxx	xxxxx			
LOS by Move:	*	*	*				*	*	*	*	*								A	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	2594				847	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	0.2				0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	6.5				9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	A				A	*	*	*	*		*	*	*				*	*	*			
ApproachDel:	6.5						9.3						xxxxxx						xxxxxx					
ApproachLOS:	A						A						*						*					

Appendix R-7

Signal Warrant Graph

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

Intersection #1 I-5 NB Ramp / Stockdale Hwy

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[10.5]

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	1 0	0	0	0	0 1	0	1
Volume Module:																
Base Vol:	4	0	25		0	0	0		1	64	0	0	57	154		
Growth Adj:	1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12	1.12	1.12	1.12		
Initial Bse:	4	0	28		0	0	0		1	72	0	0	64	172		
Added Vol:	26	0	0		0	0	0		23	48	0	0	108	0		
PasserByVol:	0	0	0		0	0	0		0	0	0	0	0	0		
Initial Fut:	30	0	28		0	0	0		24	120	0	0	172	172		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	30	0	28		0	0	0		24	120	0	0	172	172		
Reduct Vol:	0	0	0		0	0	0		0	0	0	0	0	0		
Final Vol.:	30	0	28		0	0	0		24	120	0	0	172	172		
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	3.5	xxxx	3.3		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	426	xxxx	120		xxxx	xxxx	xxxxx		344	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	589	xxxx	937		xxxx	xxxx	xxxxx		1226	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	580	xxxx	937		xxxx	xxxx	xxxxx		1226	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	0.05	xxxx	0.03		xxxx	xxxx	xxxx		0.02	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Stopped Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.0	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	710	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.3	xxxxx		xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	10.5	xxxxx		xxxxx	xxxx	xxxxx		8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	B	*		*	*	*		A	*	*	*	*	*		
ApproachDel:	10.5				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	B				*				*				*			

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

Intersection #2 I-5 SB Ramp / Stockdale Hwy

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[10.6]

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 1!	0 0		0 0 1	0 1		0 1 0	0 0	
Volume Module:												
Base Vol:	0	0	0	42	1	2	0	27	1	15	47	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	47	1	2	0	30	1	17	53	0
Added Vol:	0	0	0	0	0	28	0	71	26	0	134	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	47	1	30	0	101	27	17	187	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	47	1	30	0	101	27	17	187	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	47	1	30	0	101	27	17	187	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	335	349	187	xxxx	xxxx	xxxxx	128	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	664	578	861	xxxx	xxxx	xxxxx	1470	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	658	572	861	xxxx	xxxx	xxxxx	1470	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	0.00	0.04	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	7.5	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	722	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.6	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			10.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Intersection #3 I-5 NB Ramp / SR 119

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[12.3]

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 0	1	0	0 0 1	0	1
Volume Module:												
Base Vol:	15	0	8	0	0	0	0	194	3	0	308	21
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	17	0	9	0	0	0	0	217	3	0	345	24
Added Vol:	6	0	0	0	0	0	0	3	0	0	28	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	0	9	0	0	0	0	220	3	0	373	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:	23	0	9	0	0	0	0	220	3	0	373	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	23	0	9	0	0	0	0	220	3	0	373	27
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	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:	608	xxxx	222	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	462	xxxx	823	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	462	xxxx	823	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	0.01	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	527	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	12.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		12.3		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

Intersection #4 I-5 SB Ramp / SR 119

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[13.0]

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 1 0 0 1			0 0 1 0 1			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	11	1	1	0	186	16	2	317	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	12	1	1	0	208	18	2	355	0
Added Vol:	0	0	0	3	0	0	0	0	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	15	1	1	0	208	18	2	388	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1	1	0	208	18	2	388	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	15	1	1	0	208	18	2	388	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	610	619	388	xxxx	xxxx	xxxxx	226	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	461	407	665	xxxx	xxxx	xxxxx	1354	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	461	407	665	xxxx	xxxx	xxxxx	1354	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.00	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.4	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	456	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	13.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			13.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Intersection #5 SR 119 / SR 43

Cycle (sec):	100	Critical Vol./Cap. (X):	0.596
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	26.8
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	36	11	16	2	40	359	103	172	3	19	291	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	40	12	18	2	45	402	115	193	3	21	326	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	12	18	2	45	402	115	193	3	21	359	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	12	18	2	45	402	115	193	3	21	359	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	12	18	2	45	402	115	193	3	21	359	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	12	18	2	45	402	115	193	3	21	359	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	0.91	0.91	0.74	0.87	0.87	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.41	0.59	1.00	0.10	0.90	1.00	0.98	0.02	1.00	1.00	0.00
Final Sat.:	661	705	1026	1412	165	1479	1805	1862	32	1805	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.02	0.00	0.27	0.27	0.06	0.10	0.10	0.01	0.19	0.00
Crit Moves:					****		****				****	
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.11	0.38	0.38	0.04	0.32	0.00
Volume/Cap:	0.13	0.04	0.04	0.00	0.60	0.60	0.60	0.27	0.27	0.27	0.60	0.00
Uniform Del:	15.8	15.1	15.1	14.8	20.3	20.3	42.6	21.4	21.4	46.3	28.8	0.0
IncremntDel:	0.2	0.0	0.0	0.0	1.3	1.3	5.0	0.2	0.2	1.9	1.6	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	0.00
Delay/Veh:	16.0	15.1	15.1	14.8	21.6	21.6	47.6	21.6	21.6	48.2	30.4	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:	16.0	15.1	15.1	14.8	21.6	21.6	47.6	21.6	21.6	48.2	30.4	0.0
HCM2kAvg:	2	1	1	0	11	11	5	4	4	1	10	0

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

Intersection #6 Stockdale Hwy/SR 43

Cycle (sec): 100 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	115	34	42	208	25	10	45	7	129	157	53
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	6	129	38	47	233	28	11	50	8	144	176	59
Added Vol:	0	0	0	0	0	51	45	3	0	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	129	38	47	233	79	56	53	8	144	234	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	129	38	47	233	79	56	53	8	144	234	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	129	38	47	233	79	56	53	8	144	234	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.:	6	129	38	47	233	79	56	53	8	144	234	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.92	0.92	0.92	0.74	0.74	0.74	0.84	0.84	0.84
Lanes:	0.03	0.75	0.22	0.13	0.65	0.22	0.48	0.45	0.07	0.33	0.53	0.14
Final Sat.:	59	1363	403	229	1133	384	673	640	94	529	856	217
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.21	0.21	0.21	0.08	0.08	0.08	0.27	0.27	0.27
Crit Moves:					****						****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.22	0.22	0.22	0.48	0.48	0.48	0.15	0.15	0.15	0.48	0.48	0.48
Uniform Del:	18.0	18.0	18.0	20.5	20.5	20.5	10.1	10.1	10.1	12.7	12.7	12.7
IncremntDel:	0.1	0.1	0.1	0.5	0.5	0.5	0.1	0.1	0.1	0.4	0.4	0.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.1	18.1	18.1	21.0	21.0	21.0	10.2	10.2	10.2	13.1	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.1	18.1	18.1	21.0	21.0	21.0	10.2	10.2	10.2	13.1	13.1	13.1
HCM2kAvg:	4	3	3	9	8	8	2	2	2	9	9	9

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

Intersection #7 Stockdale Hwy / Morris Rd

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: B[10.9]

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 1			0 0 1! 0 0			0 1 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	0	10	1	0	1	1	15	0	18	37	1
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	11	1	0	1	1	17	0	20	41	1
Added Vol:	0	0	88	0	0	0	0	8	0	121	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	99	1	0	1	1	25	0	141	82	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:	0	0	99	1	0	1	1	25	0	141	82	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	99	1	0	1	1	25	0	141	82	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	25	442	xxxx	83	84	xxxx	xxxxx	25	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1057	529	xxxx	982	1526	xxxx	xxxxx	1603	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1057	444	xxxx	982	1526	xxxx	xxxxx	1603	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.09	0.00	xxxx	0.00	0.00	xxxx	xxxx	0.09	xxxx	xxxx

Level Of Service Module:												
Queue:	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	8.8	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.5	xxxx	xxxxx
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	612	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.9	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	8.8			10.9			xxxxxx			xxxxxx		
ApproachLOS:	A			B			*			*		

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

Intersection #8 Tupman Rd / SR 119

Cycle (sec): 100 Critical Vol./Cap. (X): 0.414
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 2.0
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	1	6	14	10	0	6	16	264	1	29	617	25
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	1	7	16	11	0	7	18	296	1	32	691	28
Added Vol:	0	0	0	0	0	0	6	0	0	0	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	7	16	11	0	7	24	296	1	32	691	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:	1	7	16	11	0	7	24	296	1	32	691	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	7	16	11	0	7	24	296	1	32	691	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.:	1	7	16	11	0	7	24	296	1	32	691	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.93	1.00	0.93	0.36	1.00	1.00	0.57	0.99	0.99
Lanes:	0.05	0.28	0.67	0.62	0.00	0.38	1.00	0.99	0.01	1.00	0.92	0.08
Final Sat.:	81	489	1140	1103	0	662	692	1891	7	1081	1725	152
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.00	0.01	0.03	0.16	0.16	0.03	0.40	0.40
Crit Moves:		****									****	
Green/Cycle:	0.03	0.03	0.03	0.03	0.00	0.03	0.97	0.97	0.97	0.97	0.97	0.97
Volume/Cap:	0.41	0.41	0.41	0.31	0.00	0.31	0.04	0.16	0.16	0.03	0.41	0.41
Uniform Del:	47.4	47.4	47.4	47.2	0.0	47.2	0.1	0.1	0.1	0.1	0.1	0.1
IncremntDel:	4.8	4.8	4.8	2.9	0.0	2.9	0.0	0.0	0.0	0.0	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.2	52.2	52.2	50.2	0.0	50.2	0.1	0.1	0.1	0.1	0.2	0.2
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:	52.2	52.2	52.2	50.2	0.0	50.2	0.1	0.1	0.1	0.1	0.2	0.2
HCM2kAvg:	1	1	1	1	0	1	0	1	0	0	2	2

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

Intersection #9 Tupman Rd/Grace Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.077
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	17	4	1	1	11	7	5	5	10	3	4	2
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	19	4	1	1	12	8	6	6	11	3	4	2
Added Vol:	0	44	0	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	48	1	1	12	8	6	6	11	3	4	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:	19	48	1	1	12	8	6	6	11	3	4	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	48	1	1	12	8	6	6	11	3	4	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.:	19	48	1	1	12	8	6	6	11	3	4	2
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:	0.28	0.70	0.02	0.05	0.58	0.37	0.25	0.25	0.50	0.33	0.45	0.22
Final Sat.:	246	627	14	49	540	344	229	229	459	291	388	194
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	7.4	7.4	7.4	6.9	6.9	6.9	6.9	6.9	6.9	7.1	7.1	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:	7.4	7.4	7.4	6.9	6.9	6.9	6.9	6.9	6.9	7.1	7.1	7.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.4			6.9			6.9			7.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.4			6.9			6.9			7.1		
LOS by Appr:	A			A			A			A		

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

Intersection #10 Station Rd/Tupman Rd

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: A[9.9]

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	1	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	6	9				1	9	0				0	0	0				11	0	0			
Growth Adj:	1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12			
Initial Bse:	0	7	10				1	10	0				0	0	0				12	0	0			
Added Vol:	0	44	0				0	0	0				0	88	0				0	88	33			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	51	10				1	10	0				0	88	0				12	88	33			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	51	10				1	10	0				0	88	0				12	88	33			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	51	10				1	10	0				0	88	0				12	88	33			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx	xxxxx			6.5	xxxxx					7.1	6.5	6.2			
FollowUpTim:	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx	xxxxx			4.0	xxxxx					3.5	4.0	3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				61	xxxx	xxxxx		xxxx		73	xxxxx					112	68	56			
Potent Cap.:	xxxx	xxxx	xxxxx				1555	xxxx	xxxxx		xxxx		821	xxxxx					870	826	1017			
Move Cap.:	xxxx	xxxx	xxxxx				1555	xxxx	xxxxx		xxxx		821	xxxxx					798	826	1017			
Volume/Cap:	xxxx	xxxx	xxxx				0.00	xxxx	xxxx		xxxx		0.11	xxxx					0.02	0.11	0.03			
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx		xxxxx		0.4	xxxxx					xxxxx	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx				7.3	xxxx	xxxxx		xxxxx		9.9	xxxxx					xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*				A	*	*		*		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	863	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	0.5	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx				7.3	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	9.9	xxxxx			
Shared LOS:	*	*	*				A	*	*				*	*	*				*	A	*			
ApproachDel:	xxxxxx						xxxxxx						9.9						9.9					
ApproachLOS:	*						*						A						A					

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

Intersection #11 Stockdale/Dairy

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: A[8.7]

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 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	3	0	2	0	0	0	0	22	6	1	34	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	3	0	2	0	0	0	0	25	7	1	38	0
Added Vol:	0	0	8	0	0	0	0	0	0	41	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	10	0	0	0	0	25	7	42	38	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	10	0	0	0	0	25	7	42	38	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	0	10	0	0	0	0	25	7	42	38	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:	150	xxxx	28	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	31	xxxx	xxxxx
Potent Cap.:	846	xxxx	1053	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1594	xxxx	xxxxx
Move Cap.:	829	xxxx	1053	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1594	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	0.01	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	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	987	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd StpDel:	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.7			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

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

Intersection #12 Dairy/Adohr

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: B[10.3]

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	1	0		0	1	0	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	2	4	2	4	0	0	0	0	8	0	1												
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12												
Initial Bse:	0	2	4	2	4	0	0	0	0	9	0	1												
Added Vol:	0	8	0	0	41	0	0	0	0	77	0	0												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	0	10	4	2	45	0	0	0	0	86	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:	1.00	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	10	4	2	45	0	0	0	0	86	0	1												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Final Vol.:	0	10	4	2	45	0	0	0	0	86	0	1												
Critical Gap Module:																								
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx												
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	xxxx	173	0	180	172	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx												
Potent Cap.:	xxxx	724	0	786	724	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx												
Move Cap.:	xxxx	724	0	778	724	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx												
Volume/Cap:	xxxx	0.01	0.00	0.00	0.06	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	0.0	xxxx	xxxxx												
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	1041	727	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	0.0	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd StpDel:	xxxxx	xxxx	8.5	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	A	B	*	*	*	*	*	*	*	*												
ApproachDel:	8.5			10.3			xxxxxx			xxxxxx														
ApproachLOS:	A			B			*			*														

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

Intersection #13 SR-43/Poso Ave

Cycle (sec): 100 | Critical Vol./Cap. (X): 0.402
Loss Time (sec): 0 (Y+R = 4 sec) | Average Delay (sec/veh): 11.6
Optimal Cycle: 0 | Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		1 0 1	1 0		1 0 1	0 1		0 1 0	0 1	
Volume Module:												
Base Vol:	23	414	0	0	411	4	4	0	23	0	0	1
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	26	464	0	0	460	4	4	0	26	0	0	1
Added Vol:	0	0	45	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	464	45	0	466	4	4	0	26	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:	1.00	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	464	45	0	466	4	4	0	26	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	464	45	0	466	4	4	0	26	0	0	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.:	26	464	45	0	466	4	4	0	26	0	0	1
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	1.82	0.18	1.00	1.98	0.02	1.00	1.00	1.00	0.00	1.00	1.00
Final Sat.:	572	1153	113	0	1219	12	440	0	516	0	0	543
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	xxxx	0.38	0.38	0.01	xxxx	0.05	xxxx	xxxx	0.00
Crit Moves:		****			****				****			****
Delay/Veh:	9.1	11.8	11.6	0.0	11.8	11.7	10.3	0.0	9.3	0.0	0.0	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	11.8	11.6	0.0	11.8	11.7	10.3	0.0	9.3	0.0	0.0	8.7
LOS by Move:	A	B	B	*	B	B	B	*	A	*	*	A
ApproachDel:		11.7			11.8			9.4			8.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.7			11.8			9.4			8.7	
LOS by Appr:		B			B			A			A	

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

Intersection #14 SR-43/Kimberlina Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.287
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 26 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	129	264	17	88	229	4	5	73	95	20	91	39
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	144	296	19	99	256	4	6	82	106	22	102	44
Added Vol:	0	45	0	0	6	0	0	0	0	45	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	341	19	99	262	4	6	82	106	67	102	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	341	19	99	262	4	6	82	106	67	102	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	341	19	99	262	4	6	82	106	67	102	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.:	144	341	19	99	262	4	6	82	106	67	102	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.92	0.92	0.92	0.84	0.84	0.84
Lanes:	1.00	1.89	0.11	1.00	1.97	0.03	0.03	0.42	0.55	0.32	0.48	0.20
Final Sat.:	1805	3392	190	1805	3539	60	51	738	960	507	766	328
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.05	0.07	0.07	0.11	0.11	0.11	0.13	0.13	0.13
Crit Moves:	****				****						****	
Green/Cycle:	0.28	0.35	0.35	0.19	0.26	0.26	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.29	0.29	0.29	0.29	0.29	0.29	0.24	0.24	0.24	0.29	0.29	0.29
Uniform Del:	28.3	23.6	23.6	34.8	29.7	29.7	16.2	16.2	16.2	16.6	16.6	16.6
IncremntDel:	0.3	0.1	0.1	0.5	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.6	23.8	23.8	35.2	29.9	29.9	16.4	16.4	16.4	16.8	16.8	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	23.8	23.8	35.2	29.9	29.9	16.4	16.4	16.4	16.8	16.8	16.8
HCM2kAvg:	4	4	4	3	3	4	3	4	4	5	5	5

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

Intersection #15 SR-43/Shafter Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.261
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 1 1 0			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	40	330	44	74	347	92	84	129	22	41	107	63
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	45	370	49	83	389	103	94	144	25	46	120	71
Added Vol:	0	45	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	415	49	83	440	103	94	144	25	46	120	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	415	49	83	440	103	94	144	25	46	120	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	415	49	83	440	103	94	144	25	46	120	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	415	49	83	440	103	94	144	25	46	120	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.39	0.95	0.85	0.46	0.92	0.92	0.52	0.98	0.98	0.55	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	1.00	0.85	0.15	1.00	0.63	0.37
Final Sat.:	737	3610	1615	872	2843	666	992	1587	271	1039	1129	665
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.03	0.10	0.15	0.15	0.09	0.09	0.09	0.04	0.11	0.11
Crit Moves:					****						****	
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.10	0.19	0.05	0.16	0.26	0.26	0.23	0.22	0.22	0.11	0.26	0.26
Uniform Del:	8.8	9.4	8.5	9.2	9.8	9.8	19.4	19.3	19.3	18.4	19.7	19.7
IncremntDel:	0.1	0.0	0.0	0.1	0.1	0.1	0.3	0.2	0.2	0.1	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	8.9	9.4	8.6	9.3	9.9	9.9	19.7	19.5	19.5	18.5	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	9.4	8.6	9.3	9.9	9.9	19.7	19.5	19.5	18.5	19.9	19.9
HCM2kAvg:	2	3	1	2	4	4	4	3	3	2	4	4

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

Intersection #16 Sr-43/Central Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.201
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	1 0
Volume Module:												
Base Vol:	14	412	24	46	387	18	9	61	11	26	93	29
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	16	461	27	52	433	20	10	68	12	29	104	32
Added Vol:	0	45	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	506	27	52	484	20	10	68	12	29	104	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:	16	506	27	52	484	20	10	68	12	29	104	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	506	27	52	484	20	10	68	12	29	104	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.:	16	506	27	52	484	20	10	68	12	29	104	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.43	0.94	0.94	0.42	0.94	0.94	0.95	0.95	0.95	0.84	0.84	0.84
Lanes:	1.00	1.90	0.10	1.00	1.92	0.08	0.11	0.75	0.14	0.35	1.26	0.39
Final Sat.:	825	3404	181	800	3445	143	202	1366	246	558	1996	622
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.06	0.14	0.14	0.05	0.05	0.05	0.05	0.05	0.05
Crit Moves:		****									****	
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.03	0.20	0.20	0.09	0.19	0.19	0.19	0.19	0.19	0.20	0.20	0.20
Uniform Del:	3.4	4.0	4.0	3.6	3.9	3.9	28.8	28.8	28.8	28.9	28.9	28.9
IncremntDel:	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	3.5	4.0	4.0	3.7	4.0	4.0	29.0	29.0	29.0	29.0	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:	3.5	4.0	4.0	3.7	4.0	4.0	29.0	29.0	29.0	29.0	29.0	29.0
HCM2kAvg:	0	3	3	1	2	2	2	2	2	2	2	2

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

Intersection #17 SR-43/Lerdo Hwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.343
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: 28 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	1	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	41	307	58	145	240	17	20	246	50	64	124	127
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	46	344	65	162	269	19	22	276	56	72	139	142
Added Vol:	0	45	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	389	65	162	320	19	22	276	56	72	139	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	389	65	162	320	19	22	276	56	72	139	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	389	65	162	320	19	22	276	56	72	139	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	389	65	162	320	19	22	276	56	72	139	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.87	0.87	0.85	0.74	0.74	0.74
Lanes:	1.00	1.71	0.29	1.00	1.89	0.11	0.15	1.85	1.00	0.40	0.79	0.81
Final Sat.:	1805	3028	506	1805	3380	201	249	3061	1615	574	1113	1140
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.09	0.09	0.09	0.09	0.09	0.03	0.12	0.12	0.12
Crit Moves:		****		****							****	
Green/Cycle:	0.13	0.37	0.37	0.26	0.50	0.50	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.19	0.34	0.34	0.34	0.19	0.19	0.25	0.25	0.10	0.34	0.34	0.34
Uniform Del:	38.4	22.5	22.5	29.9	13.7	13.7	22.2	22.2	21.0	23.1	23.1	23.1
IncremntDel:	0.4	0.2	0.2	0.4	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.8	22.6	22.6	30.3	13.8	13.8	22.4	22.4	21.0	23.3	23.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	22.6	22.6	30.3	13.8	13.8	22.4	22.4	21.0	23.3	23.3	23.3
HCM2kAvg:	1	5	5	4	3	3	3	3	1	5	5	5

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

Intersection #18 SR-43/7th Standard Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	50	128	73	33	136	32	13	78	42	47	163	42
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	56	143	82	37	152	36	15	87	47	53	183	47
Added Vol:	0	45	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	188	82	37	203	36	15	87	47	53	183	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:	56	188	82	37	203	36	15	87	47	53	183	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	188	82	37	203	36	15	87	47	53	183	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.:	56	188	82	37	203	36	15	87	47	53	183	47
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:	0.17	0.58	0.25	0.15	0.85	1.00	0.10	0.59	0.31	0.22	0.78	1.00
Final Sat.:	96	323	140	82	453	602	48	290	156	115	399	580
Capacity Analysis Module:												
Vol/Sat:	0.58	0.58	0.58	0.45	0.45	0.06	0.30	0.30	0.30	0.46	0.46	0.08
Crit Moves:		****			****			****			****	
Delay/Veh:	16.8	16.8	16.8	13.8	13.8	8.7	12.2	12.2	12.2	14.3	14.3	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	16.8	16.8	13.8	13.8	8.7	12.2	12.2	12.2	14.3	14.3	9.0
LOS by Move:	C	C	C	B	B	A	B	B	B	B	B	A
ApproachDel:	16.8			13.2			12.2			13.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.8			13.2			12.2			13.4		
LOS by Appr:	C			B			B			B		

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

Intersection #19 SR-43/SR-58 (Rosedal Highway West)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	0 0		0 0 0	1 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	164	238	0	0	163	93	77	0	142	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	184	267	0	0	183	104	86	0	159	0	0	0
Added Vol:	0	45	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	312	0	0	234	104	86	0	159	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:	184	312	0	0	234	104	86	0	159	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	312	0	0	234	104	86	0	159	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.:	184	312	0	0	234	104	86	0	159	0	0	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	1.00	0.00	0.00	0.69	0.31	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	581	634	0	0	453	202	496	0	594	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.32	0.49	xxxx	xxxx	0.52	0.52	0.17	xxxx	0.27	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	11.5	13.4	0.0	0.0	13.8	13.8	10.9	0.0	10.3	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	13.4	0.0	0.0	13.8	13.8	10.9	0.0	10.3	0.0	0.0	0.0
LOS by Move:	B	B	*	*	B	B	B	*	B	*	*	*
ApproachDel:	12.7			13.8			10.5			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	12.7			13.8			10.5			xxxxxx		
LOS by Appr:	B			B			B			*		

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

Intersection #20 SR-43/SR-58 (Rosedal Highway East)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.448
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1 0	1	1 0	1 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	7	168	30	124	171	5	9	5	20	95	13	207
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	8	188	34	139	192	6	10	6	22	106	15	232
Added Vol:	0	45	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	233	34	139	243	6	10	6	22	106	15	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	233	34	139	243	6	10	6	22	106	15	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	233	34	139	243	6	10	6	22	106	15	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	233	34	139	243	6	10	6	22	106	15	232
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	1.00	1.00	1.00	1.00	1.00	0.26	0.15	0.59	0.88	0.12	1.00
Final Sat.:	480	521	572	503	543	598	130	72	290	445	61	605
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.06	0.28	0.45	0.01	0.08	0.08	0.08	0.24	0.24	0.38
Crit Moves:		****			****			****				****
Delay/Veh:	10.0	14.3	9.0	12.1	13.9	8.5	10.1	10.1	10.1	11.5	11.5	11.6
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:	10.0	14.3	9.0	12.1	13.9	8.5	10.1	10.1	10.1	11.5	11.5	11.6
LOS by Move:	A	B	A	B	B	A	B	B	B	B	B	B
ApproachDel:		13.5			13.2			10.1			11.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.5			13.2			10.1			11.6	
LOS by Appr:		B			B			B			B	

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

Intersection #21 H St/9th St

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: A[8.7]

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			1 0 0 0 1		
Volume Module:												
Base Vol:	0	32	3	2	24	0	0	0	0	3	0	14
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	36	3	2	27	0	0	0	0	3	0	16
Added Vol:	0	0	45	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	36	48	2	27	0	0	0	0	3	0	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:	0	36	48	2	27	0	0	0	0	3	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	36	48	2	27	0	0	0	0	3	0	16
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	84	xxxx	xxxxx	xxxx	xxxx	xxxxx	91	xxxx	60
Potent Cap.:	xxxx	xxxx	xxxxx	1525	xxxx	xxxxx	xxxx	xxxx	xxxxx	914	xxxx	1011
Move Cap.:	xxxx	xxxx	xxxxx	1525	xxxx	xxxxx	xxxx	xxxx	xxxxx	913	xxxx	1011
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.02
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.0
Stopped Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	8.6
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	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.7		
ApproachLOS:	*			*			*			A		

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

Intersection #22 H St/Wasco Ave

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: A[8.9]

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		1	0	0	0	1		1	0	1	0	0		0	0	1	0	1	
Volume Module:																								
Base Vol:	0	0	0				1	0	37				35	79	0				0	54	0			
Growth Adj:	1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12			
Initial Bse:	0	0	0				1	0	41				39	88	0				0	60	0			
Added Vol:	0	0	0				0	0	45				45	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	0				1	0	86				84	88	0				0	60	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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				1	0	86				84	88	0				0	60	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	0				1	0	86				84	88	0				0	60	0			
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				317	xxxx	60				60	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				680	xxxx	1010				1556	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				652	xxxx	1010				1556	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.00	xxxx	0.09				0.05	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx				0.0	xxxx	0.3				0.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx				10.5	xxxx	8.9				7.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*				B	*	A				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						8.9						xxxxxx						xxxxxx					
ApproachLOS:	*						A						*						*					

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

Intersection #23 Wasco Ave/Poso Ave

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: B[11.5]

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	1	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	1
Volume Module:																				
Base Vol:	10	23	0			3	32	58			75	6	14			0	0	2		
Growth Adj:	1.12	1.12	1.12			1.12	1.12	1.12			1.12	1.12	1.12			1.12	1.12	1.12		
Initial Bse:	11	26	0			3	36	65			84	7	16			0	0	2		
Added Vol:	0	0	0			0	45	0			45	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	11	26	0			3	81	65			129	7	16			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:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	11	26	0			3	81	65			129	7	16			0	0	2		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	11	26	0			3	81	65			129	7	16			0	0	2		
Critical Gap Module:																				
Critical Gp:	7.1	6.5	xxxxx			7.1	6.5	6.2			4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	xxxxx			3.5	4.0	3.3			2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	305	267	xxxxx			285	280	0			2	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	651	642	xxxxx			671	631	0			1633	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	544	588	xxxxx			606	578	0			1633	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.02	0.04	xxxx			0.01	0.14	0.00			0.08	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																				
Queue:	0.1	xxxx	xxxxx			0.0	xxxx	xxxxx			0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	11.8	xxxx	xxxxx			11.0	xxxx	xxxxx			7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*			B	*	*			A	*	*	*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	588			xxxx	xxxx	1042			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	0.1			xxxxx	xxxx	0.5			0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	11.4			xxxxx	xxxx	9.0			7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	B			*	*	A			A	*	*	*	*	*				
ApproachDel:	11.5					9.1					xxxxxx			xxxxxx						
ApproachLOS:	B					A					*			*						

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

Intersection #24 Wasco Ave/Kimberlina Rd

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[10.3]

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 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	27	0	19	17	163	0	0	138	17
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	30	0	21	19	183	0	0	155	19
Added Vol:	0	0	0	0	0	45	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	66	19	183	0	0	155	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:	0	0	0	30	0	66	19	183	0	0	155	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	30	0	66	19	183	0	0	155	19
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	385	xxxx	164	174	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	622	xxxx	886	1415	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	616	xxxx	886	1415	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	0.07	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	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	779	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Intersection #25 J St/9th St

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: A[8.7]

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	0	0		0	0	1	1	0		0	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	0	71		0		0	0	64		7		0	0		1		0	0		0				
Growth Adj:	1.12	1.12		1.12		1.12	1.12	1.12		1.12		1.12	1.12		1.12		1.12	1.12		1.12				
Initial Bse:	0	80		0		0	0	72		8		0	0		1		0	0		0				
Added Vol:	0	0		0		0	0	0		0		0	0		45		0	0		0				
PasserByVol:	0	0		0		0	0	0		0		0	0		0		0	0		0				
Initial Fut:	0	80		0		0	0	72		8		0	0		46		0	0		0				
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00				
PHF Adj:	1.00	1.00		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	80		0		0	0	72		8		0	0		46		0	0		0				
Reduct Vol:	0	0		0		0	0	0		0		0	0		0		0	0		0				
Final Vol.:	0	80		0		0	0	72		8		0	0		46		0	0		0				
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxxx		xxxx		6.9	xxxxx		xxxx		xxxxx		
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxxx		xxxx		3.3	xxxxx		xxxx		xxxxx		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxx		40	xxxx		xxxx		xxxxx		
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxx		1029	xxxx		xxxx		xxxxx		
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxx		1029	xxxx		xxxx		xxxxx		
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		0.04	xxxx		xxxx		xxxx		
Level Of Service Module:																								
Queue:	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxxx		xxxx		0.1	xxxxx		xxxx		xxxxx		
Stopped Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxxx		xxxx		8.7	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	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx				
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxxx		xxxxx		xxxxx	xxxxx		xxxxx				
Shrd StpDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxxx		xxxxx		xxxxx	xxxxx		xxxxx				
Shared LOS:	*	*		*		*	*	*		*		*	*		*		*	*		*				
ApproachDel:	xxxxxx					xxxxxx						8.7						xxxxxx						
ApproachLOS:	*					*						A						*						

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

Intersection #1 I-5 NB Ramp / Stockdale Hwy

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[18.2]

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	1 0	0 0		0	0 1	0	1
Volume Module:																
Base Vol:	3	0	31		0	0	0		3	466	0		0	55		67
Growth Adj:	1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12		1.12
Initial Bse:	3	0	35		0	0	0		3	522	0		0	62		75
Added Vol:	42	0	0		0	0	0		51	149	0		0	28		0
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0		0
Initial Fut:	45	0	35		0	0	0		54	671	0		0	90		75
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	45	0	35		0	0	0		54	671	0		0	90		75
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Final Vol.:	45	0	35		0	0	0		54	671	0		0	90		75
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx		xxxxx
FollowUpTim:	3.5	xxxx	3.3		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx		xxxxx
Capacity Module:																
Cnflict Vol:	907	xxxx	671		xxxx	xxxx	xxxxx		165	xxxx	xxxxx		xxxx	xxxx		xxxxx
Potent Cap.:	309	xxxx	460		xxxx	xxxx	xxxxx		1426	xxxx	xxxxx		xxxx	xxxx		xxxxx
Move Cap.:	299	xxxx	460		xxxx	xxxx	xxxxx		1426	xxxx	xxxxx		xxxx	xxxx		xxxxx
Volume/Cap:	0.15	xxxx	0.08		xxxx	xxxx	xxxx		0.04	xxxx	xxxx		xxxx	xxxx		xxxx
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx		xxxxx	xxxx		xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.6	xxxx	xxxxx		xxxxx	xxxx		xxxxx
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*		*
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	353	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx
SharedQueue:	xxxxx	0.9	xxxxx		xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx		xxxxx	xxxx		xxxxx
Shrd StpDel:	xxxxx	18.2	xxxxx		xxxxx	xxxx	xxxxx		7.6	xxxx	xxxxx		xxxxx	xxxx		xxxxx
Shared LOS:	*	C	*		*	*	*		A	*	*		*	*		*
ApproachDel:	18.2				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	C				*				*				*			

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

Intersection #2 I-5 SB Ramp / Stockdale Hwy

Average Delay (sec/veh): 10.0 Worst Case Level Of Service: D[27.7]

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 1! 0 0			0 0 1 0 1			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	262	1	1	0	204	9	20	38	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	293	1	1	0	228	10	22	43	0
Added Vol:	0	0	0	0	0	40	0	200	42	0	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	293	1	41	0	428	52	22	113	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	293	1	41	0	428	52	22	113	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	293	1	41	0	428	52	22	113	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	612	638	113	xxxx	xxxx	xxxxx	481	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	460	397	946	xxxx	xxxx	xxxxx	1092	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	453	389	946	xxxx	xxxx	xxxxx	1092	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.65	0.00	0.04	xxxx	xxxx	xxxx	0.02	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	8.4	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	483	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	5.3	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	27.7	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			27.7			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Intersection #3 I-5 NB Ramp / SR 119

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[22.4]

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 0	1	0	0 0 1	0	1
Volume Module:												
Base Vol:	13	0	6	0	0	0	0	770	2	0	223	11
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	15	0	7	0	0	0	0	862	2	0	250	12
Added Vol:	2	0	0	0	0	0	0	70	0	0	11	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	0	7	0	0	0	0	932	2	0	261	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:	17	0	7	0	0	0	0	932	2	0	261	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	17	0	7	0	0	0	0	932	2	0	261	16
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	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:	1202	xxxx	934	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	206	xxxx	325	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	206	xxxx	325	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	0.02	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	230	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	22.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	22.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

Intersection #4 I-5 SB Ramp / SR 119

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: C[24.1]

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 1 0 0 1			0 0 1 0 1			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	45	0	13	0	721	42	1	238	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	50	0	15	0	808	47	1	267	0
Added Vol:	0	0	0	4	0	0	0	66	13	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	54	0	15	0	874	60	1	280	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	54	0	15	0	874	60	1	280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	54	0	15	0	874	60	1	280	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1185	xxxx	280	xxxx	xxxx	xxxxx	934	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	211	xxxx	764	xxxx	xxxx	xxxxx	742	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	210	xxxx	764	xxxx	xxxx	xxxxx	742	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.26	xxxx	0.02	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.8	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	210	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	28.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx
Shared LOS:	*	*	*	D	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			24.1			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Intersection #5 SR 119 / SR 43

Cycle (sec):	100	Critical Vol./Cap. (X):	0.686
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	24.7
Optimal Cycle:	58	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	37	85	77	4	39	175	466	663	19	24	201	1
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	41	95	86	4	44	196	522	743	21	27	225	1
Added Vol:	0	0	0	0	0	0	0	79	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	95	86	4	44	196	522	822	21	27	238	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:	41	95	86	4	44	196	522	822	21	27	238	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	95	86	4	44	196	522	822	21	27	238	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.:	41	95	86	4	44	196	522	822	21	27	238	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.37	0.93	0.93	0.49	0.88	0.88	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.52	0.48	1.00	0.18	0.82	1.00	0.97	0.03	1.00	0.99	0.01
Final Sat.:	699	926	839	929	304	1363	1805	1845	48	1805	1889	9
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.00	0.14	0.14	0.29	0.45	0.45	0.01	0.13	0.13
Crit Moves:					****			****		****		
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.47	0.65	0.65	0.02	0.20	0.20
Volume/Cap:	0.28	0.49	0.49	0.02	0.69	0.69	0.62	0.69	0.69	0.69	0.62	0.62
Uniform Del:	33.2	34.8	34.8	31.4	36.5	36.5	20.0	11.1	11.1	48.6	36.3	36.3
IncremntDel:	1.1	1.0	1.0	0.0	5.6	5.6	1.4	1.6	1.6	40.5	3.1	3.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.3	35.8	35.8	31.4	42.1	42.1	21.4	12.8	12.8	89.1	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:	34.3	35.8	35.8	31.4	42.1	42.1	21.4	12.8	12.8	89.1	39.4	39.4
HCM2kAvg:	3	5	5	0	8	8	13	17	15	2	8	4

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

Intersection #6 Stockdale Hwy/SR 43

Cycle (sec): 100 | Critical Vol./Cap. (X): 0.628
Loss Time (sec): 0 (Y+R = 4 sec) | Average Delay (sec/veh): 18.5
Optimal Cycle: 39 | Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	277	147	80	164	18	41	421	2	49	54	19
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	310	165	90	184	20	46	472	2	55	60	21
Added Vol:	0	0	0	0	0	2	13	136	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	310	165	90	184	22	59	608	2	55	86	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:	0	310	165	90	184	22	59	608	2	55	86	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	310	165	90	184	22	59	608	2	55	86	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.:	0	310	165	90	184	22	59	608	2	55	86	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.85	0.85	0.85	0.96	0.96	0.96	0.74	0.74	0.74
Lanes:	0.00	0.65	0.35	0.30	0.62	0.08	0.08	0.91	0.01	0.34	0.53	0.13
Final Sat.:	0	1183	628	488	1001	121	161	1661	6	472	743	183
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.18	0.18	0.18	0.37	0.37	0.37	0.12	0.12	0.12
Crit Moves:		****						****				
Green/Cycle:	0.00	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.00	0.63	0.63	0.44	0.44	0.44	0.63	0.63	0.63	0.20	0.20	0.20
Uniform Del:	0.0	23.0	23.0	20.8	20.8	20.8	13.7	13.7	13.7	9.9	9.9	9.9
IncremntDel:	0.0	1.7	1.7	0.5	0.5	0.5	1.2	1.2	1.2	0.1	0.1	0.1
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	24.7	24.7	21.2	21.2	21.2	15.0	15.0	15.0	10.0	10.0	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	24.7	24.7	21.2	21.2	21.2	15.0	15.0	15.0	10.0	10.0	10.0
HCM2kAvg:	0	12	12	8	8	7	16	14	6	3	3	3

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

Intersection #7 Stockdale Hwy / Morris Rd

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: B[11.4]

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 1			0 0 0 0 0			0 1 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	0	18	0	0	0	1	197	0	3	34	1
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	20	0	0	0	1	221	0	3	38	1
Added Vol:	0	0	148	0	0	0	0	94	0	82	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	168	0	0	0	1	315	0	85	66	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:	0	0	168	0	0	0	1	315	0	85	66	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	168	0	0	0	1	315	0	85	66	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	315	xxxx	xxxx	xxxxx	67	xxxx	xxxxx	315	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	730	xxxx	xxxx	xxxxx	1547	xxxx	xxxxx	1257	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	730	xxxx	xxxx	xxxxx	1547	xxxx	xxxxx	1257	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.23	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.9	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	11.4	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	A	*	*	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	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	11.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Intersection #8 Tupman Rd / SR 119

Cycle (sec): 100 Critical Vol./Cap. (X): 0.770
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.5
Optimal Cycle: 63 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 1 0			0 0 1! 0 0			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	0	1	27	22	0	6	14	1171	0	11	397	10
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	1	30	25	0	7	16	1312	0	12	445	11
Added Vol:	0	0	0	79	0	13	2	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	30	104	0	20	18	1312	0	12	445	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	30	104	0	20	18	1312	0	12	445	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	30	104	0	20	18	1312	0	12	445	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.:	0	1	30	104	0	20	18	1312	0	12	445	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.87	0.87	0.81	1.00	0.81	0.47	1.00	1.00	0.15	0.99	0.99
Lanes:	0.00	0.04	0.96	0.84	0.00	0.16	1.00	1.00	0.00	1.00	0.95	0.05
Final Sat.:	0	59	1594	1297	0	247	895	1900	0	293	1788	97
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.08	0.00	0.08	0.02	0.69	0.00	0.04	0.25	0.25
Crit Moves:				****				****				
Green/Cycle:	0.00	0.10	0.10	0.10	0.00	0.10	0.90	0.90	0.00	0.90	0.90	0.90
Volume/Cap:	0.00	0.18	0.18	0.77	0.00	0.77	0.02	0.77	0.00	0.05	0.28	0.28
Uniform Del:	0.0	40.9	40.9	43.7	0.0	43.7	0.5	1.7	0.0	0.6	0.7	0.7
IncremntDel:	0.0	0.5	0.5	20.1	0.0	20.1	0.0	2.2	0.0	0.1	0.1	0.1
Delay Adj:	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	41.5	41.5	63.8	0.0	63.8	0.6	4.0	0.0	0.6	0.8	0.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.5	41.5	63.8	0.0	63.8	0.6	4.0	0.0	0.6	0.8	0.8
HCM2kAvg:	0	1	1	6	0	6	0	15	0	0	2	2

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

Intersection #9 Tupman Rd/Grace Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.140
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.5
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	18	5	3	12	3	4	0	4	1	1	4
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	10	20	6	3	13	3	4	0	4	1	1	4
Added Vol:	0	18	0	0	106	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	38	6	3	119	3	4	0	4	1	1	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	38	6	3	119	3	4	0	4	1	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	38	6	3	119	3	4	0	4	1	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	38	6	3	119	3	4	0	4	1	1	4
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:	0.19	0.71	0.10	0.02	0.95	0.03	0.50	0.00	0.50	0.17	0.17	0.66
Final Sat.:	166	629	92	24	854	24	424	0	424	147	147	588
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.14	0.14	0.14	0.01	xxxx	0.01	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	7.3	7.3	7.3	7.6	7.6	7.6	7.1	0.0	7.1	6.9	6.9	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:	7.3	7.3	7.3	7.6	7.6	7.6	7.1	0.0	7.1	6.9	6.9	6.9
LOS by Move:	A	A	A	A	A	A	A	*	A	A	A	A
ApproachDel:	7.3			7.6			7.1			6.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.3			7.6			7.1			6.9		
LOS by Appr:	A			A			A			A		

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

Intersection #10 Station Rd/Tupman Rd

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: B[12.2]

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 1 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	4	21	1	6	0	0	0	0	7	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	4	24	1	7	0	0	0	0	8	0	0
Added Vol:	0	18	0	79	106	0	0	69	0	0	69	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	22	24	80	113	0	0	69	0	8	69	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:	0	22	24	80	113	0	0	69	0	8	69	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	22	24	80	113	0	0	69	0	8	69	13
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	xxxxx	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	4.0	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	46	xxxx	xxxxx	xxxx	319	xxxxx	342	307	34
Potent Cap.:	xxxx	xxxx	xxxxx	1575	xxxx	xxxxx	xxxx	601	xxxxx	616	610	1045
Move Cap.:	xxxx	xxxx	xxxxx	1575	xxxx	xxxxx	xxxx	569	xxxxx	537	578	1045
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	0.12	xxxx	0.01	0.12	0.01
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	12.2	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	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	613	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			12.2			11.9		
ApproachLOS:	*			*			B			B		

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

Intersection #11 Stockdale/Dairy

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[10.1]

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 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	4	1	3	0	0	0	0	193	7	0	35	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	4	1	3	0	0	0	0	216	8	0	39	0
Added Vol:	0	0	94	0	0	0	0	0	0	28	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1	97	0	0	0	0	216	8	28	39	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1	97	0	0	0	0	216	8	28	39	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	1	97	0	0	0	0	216	8	28	39	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	315	315	220	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	224	xxxx	xxxxx
Potent Cap.:	682	604	825	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1357	xxxx	xxxxx
Move Cap.:	671	591	825	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1357	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	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	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx	813	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd StpDel:	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:	10.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Intersection #12 Dairy/Adohr

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: A[9.7]

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 1 0			0 1 0 0 0			0 0 1! 0 0			1 0 0 0 0		
Volume Module:												
Base Vol:	0	1	6	2	2	0	0	0	0	7	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	1	7	2	2	0	0	0	0	8	0	0
Added Vol:	0	94	185	0	28	0	0	0	0	31	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	95	192	2	30	0	0	0	0	39	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	95	192	2	30	0	0	0	0	39	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	95	192	2	30	0	0	0	0	39	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	78	0	221	78	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	816	0	739	816	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Move Cap.:	xxxx	816	0	673	816	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Volume/Cap:	xxxx	0.12	0.00	0.00	0.04	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	0.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	2462	805	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.4	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	6.7	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	A	A	*	*	*	*	*	*	*	*
ApproachDel:	6.7			9.7			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

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

Intersection #13 SR-43/Poso Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.467
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		1 0 1	1 0		1 0 1	0 1		0 1 0	0 1	
Volume Module:												
Base Vol:	13	451	0	0	511	3	1	0	15	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	15	505	0	0	572	3	1	0	17	0	0	0
Added Vol:	0	13	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	518	0	0	574	3	1	0	17	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:	15	518	0	0	574	3	1	0	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	518	0	0	574	3	1	0	17	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.:	15	518	0	0	574	3	1	0	17	0	0	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	2.00	0.00	1.00	1.99	0.01	1.00	1.00	1.00	0.00	1.00	1.00
Final Sat.:	556	1219	0	0	1230	7	426	0	496	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.43	xxxx	xxxx	0.47	0.47	0.00	xxxx	0.03	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	9.1	12.5	0.0	0.0	13.1	13.1	10.5	0.0	9.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	12.5	0.0	0.0	13.1	13.1	10.5	0.0	9.4	0.0	0.0	0.0
LOS by Move:	A	B	*	*	B	B	B	*	A	*	*	*
ApproachDel:	12.4			13.1			9.5			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	12.4			13.1			9.5			xxxxxx		
LOS by Appr:	B			B			A			*		

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

Intersection #14 SR-43/Kimberlina Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.333
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: 28 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	57	386	27	60	306	6	7	84	160	35	45	98
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	64	432	30	67	343	7	8	94	179	39	50	110
Added Vol:	0	13	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	445	30	67	345	7	8	94	179	39	50	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:	64	445	30	67	345	7	8	94	179	39	50	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	445	30	67	345	7	8	94	179	39	50	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.:	64	445	30	67	345	7	8	94	179	39	50	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.91	0.91	0.91	0.84	0.84	0.84
Lanes:	1.00	1.87	0.13	1.00	1.96	0.04	0.03	0.33	0.64	0.20	0.25	0.55
Final Sat.:	1805	3347	227	1805	3530	69	48	577	1099	314	404	881
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.04	0.10	0.10	0.16	0.16	0.16	0.12	0.12	0.12
Crit Moves:		****		****				****				
Green/Cycle:	0.14	0.40	0.40	0.11	0.38	0.38	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.26	0.33	0.33	0.33	0.26	0.26	0.33	0.33	0.33	0.25	0.25	0.25
Uniform Del:	38.7	20.8	20.8	41.0	21.6	21.6	15.6	15.6	15.6	14.9	14.9	14.9
IncremntDel:	0.6	0.1	0.1	1.0	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.3	21.0	21.0	42.0	21.7	21.7	15.8	15.8	15.8	15.1	15.1	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	21.0	21.0	42.0	21.7	21.7	15.8	15.8	15.8	15.1	15.1	15.1
HCM2kAvg:	2	5	5	2	4	4	5	5	5	4	4	4

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

Intersection #15 SR-43/Shafter Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.327
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 21 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2	0	1	1 0	1	1	0	1 0	0	1	0	1 0	0	1	0
Volume Module:																
Base Vol:	23	393	30		78	467	106		124	83	17		25	114	76	
Growth Adj:	1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12	
Initial Bse:	26	440	34		87	523	119		139	93	19		28	128	85	
Added Vol:	0	13	0		0	2	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	26	453	34		87	525	119		139	93	19		28	128	85	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	453	34		87	525	119		139	93	19		28	128	85	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	26	453	34		87	525	119		139	93	19		28	128	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.:	26	453	34		87	525	119		139	93	19		28	128	85	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.33	0.95	0.85		0.43	0.92	0.92		0.51	0.98	0.98		0.62	0.94	0.94	
Lanes:	1.00	2.00	1.00		1.00	1.63	0.37		1.00	0.83	0.17		1.00	0.60	0.40	
Final Sat.:	623	3610	1615		815	2862	647		971	1538	315		1184	1072	714	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.13	0.02		0.11	0.18	0.18		0.14	0.06	0.06		0.02	0.12	0.12	
Crit Moves:						****			****							
Green/Cycle:	0.56	0.56	0.56		0.56	0.56	0.56		0.44	0.44	0.44		0.44	0.44	0.44	
Volume/Cap:	0.07	0.22	0.04		0.19	0.33	0.33		0.33	0.14	0.14		0.05	0.27	0.27	
Uniform Del:	10.0	11.0	9.8		10.7	11.8	11.8		18.4	16.8	16.8		16.2	17.9	17.9	
IncremntDel:	0.1	0.1	0.0		0.2	0.1	0.1		0.5	0.1	0.1		0.0	0.2	0.2	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	10.1	11.0	9.8		11.0	11.9	11.9		18.9	16.9	16.9		16.2	18.1	18.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	10.1	11.0	9.8		11.0	11.9	11.9		18.9	16.9	16.9		16.2	18.1	18.1	
HCM2kAvg:	1	3	0		3	5	5		5	2	2		1	4	4	

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

Intersection #16 Sr-43/Central Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.247
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	1 0
Volume Module:												
Base Vol:	40	400	40	43	492	31	21	76	31	39	85	53
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	45	448	45	48	551	35	24	85	35	44	95	59
Added Vol:	0	13	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	461	45	48	553	35	24	85	35	44	95	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:	45	461	45	48	553	35	24	85	35	44	95	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	461	45	48	553	35	24	85	35	44	95	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.:	45	461	45	48	553	35	24	85	35	44	95	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.38	0.94	0.94	0.42	0.94	0.94	0.91	0.91	0.91	0.80	0.80	0.80
Lanes:	1.00	1.82	0.18	1.00	1.88	0.12	0.16	0.60	0.24	0.44	0.96	0.60
Final Sat.:	726	3247	316	800	3366	211	285	1031	420	667	1454	906
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.06	0.16	0.16	0.08	0.08	0.08	0.07	0.07	0.07
Crit Moves:					****			****				
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.09	0.21	0.21	0.09	0.25	0.25	0.25	0.25	0.25	0.20	0.20	0.20
Uniform Del:	6.0	6.5	6.5	6.0	6.7	6.7	24.1	24.1	24.1	23.7	23.7	23.7
IncremntDel:	0.1	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	6.0	6.6	6.6	6.0	6.7	6.7	24.4	24.4	24.4	23.8	23.8	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:	6.0	6.6	6.6	6.0	6.7	6.7	24.4	24.4	24.4	23.8	23.8	23.8
HCM2kAvg:	1	3	3	1	4	4	3	3	3	2	2	2

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

Intersection #17 SR-43/Lerdo Hwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.373
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: 30 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0 1	1	0	1	0 1	1	0	0	1 1	0	1	0	1 0	1	0
Volume Module:																
Base Vol:	64	271		72	144	318		23	9	344		68	50	230		170
Growth Adj:	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12		1.12
Initial Bse:	72	304		81	161	356		26	10	385		76	56	258		190
Added Vol:	0	13		0	0	2		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	72	317		81	161	358		26	10	385		76	56	258		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:	72	317		81	161	358		26	10	385		76	56	258		190
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	72	317		81	161	358		26	10	385		76	56	258		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.:	72	317		81	161	358		26	10	385		76	56	258		190
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	0.92		0.92	0.95	0.94		0.94	0.90	0.90		0.85	0.78	0.78		0.78
Lanes:	1.00	1.59		0.41	1.00	1.87		0.13	0.05	1.95		1.00	0.22	1.02		0.76
Final Sat.:	1805	2791		711	1805	3334		240	87	3321		1615	329	1514		1119
Capacity Analysis Module:																
Vol/Sat:	0.04	0.11		0.11	0.09	0.11		0.11	0.12	0.12		0.05	0.17	0.17		0.17
Crit Moves:		****				****								****		
Green/Cycle:	0.15	0.30		0.30	0.24	0.40		0.40	0.46	0.46		0.46	0.46	0.46		0.46
Volume/Cap:	0.27	0.37		0.37	0.37	0.27		0.27	0.25	0.25		0.10	0.37	0.37		0.37
Uniform Del:	37.9	27.3		27.3	31.7	20.4		20.4	16.7	16.7		15.5	17.8	17.8		17.8
IncremntDel:	0.6	0.2		0.2	0.5	0.1		0.1	0.1	0.1		0.1	0.2	0.2		0.2
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	38.5	27.5		27.5	32.3	20.5		20.5	16.8	16.8		15.6	18.0	18.0		18.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	38.5	27.5		27.5	32.3	20.5		20.5	16.8	16.8		15.6	18.0	18.0		18.0
HCM2kAvg:	2	5		5	5	4		4	4	4		1	6	6		6

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

Intersection #18 SR-43/7th Standard Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.938
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 31.0
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	22	178	83	73	109	9	26	363	53	67	63	39
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	25	199	93	82	122	10	29	407	59	75	71	44
Added Vol:	0	13	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	212	93	82	124	10	29	407	59	75	71	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	212	93	82	124	10	29	407	59	75	71	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	212	93	82	124	10	29	407	59	75	71	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.:	25	212	93	82	124	10	29	407	59	75	71	44
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:	0.07	0.65	0.28	0.40	0.60	1.00	0.06	0.82	0.12	0.52	0.48	1.00
Final Sat.:	36	312	137	177	269	500	31	433	63	226	213	497
Capacity Analysis Module:												
Vol/Sat:	0.68	0.68	0.68	0.46	0.46	0.02	0.94	0.94	0.94	0.33	0.33	0.09
Crit Moves:		****			****			****			****	
Delay/Veh:	22.8	22.8	22.8	16.3	16.3	9.6	49.9	49.9	49.9	13.8	13.8	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	22.8	22.8	16.3	16.3	9.6	49.9	49.9	49.9	13.8	13.8	10.0
LOS by Move:	C	C	C	C	C	A	E	E	E	B	B	B
ApproachDel:	22.8			16.0			49.9			13.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	22.8			16.0			49.9			13.0		
LOS by Appr:	C			C			E			B		

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

Intersection #19 SR-43/SR-58 (Rosedal Highway West)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.678
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 0		0 0 0	1 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	127	253	0	0	191	24	198	0	379	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	142	283	0	0	214	27	222	0	424	0	0	0
Added Vol:	0	13	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	296	0	0	216	27	222	0	424	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:	142	296	0	0	216	27	222	0	424	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	296	0	0	216	27	222	0	424	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.:	142	296	0	0	216	27	222	0	424	0	0	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	1.00	0.00	0.00	0.89	0.11	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	496	536	0	0	485	60	517	0	626	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.55	xxxx	xxxx	0.44	0.44	0.43	xxxx	0.68	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	12.5	16.7	0.0	0.0	14.2	14.2	14.4	0.0	18.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	16.7	0.0	0.0	14.2	14.2	14.4	0.0	18.9	0.0	0.0	0.0
LOS by Move:	B	C	*	*	B	B	B	*	C	*	*	*
ApproachDel:	15.3			14.2			17.3			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	15.3			14.2			17.3			xxxxxx		
LOS by Appr:	C			B			C			*		

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

Intersection #20 SR-43/SR-58 (Rosedal Highway East)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.781
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	18	220	138	355	202	9	12	16	18	42	13	129
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	20	246	155	398	226	10	13	18	20	47	15	144
Added Vol:	0	13	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	259	155	398	228	10	13	18	20	47	15	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:	20	259	155	398	228	10	13	18	20	47	15	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	259	155	398	228	10	13	18	20	47	15	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.:	20	259	155	398	228	10	13	18	20	47	15	144
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	1.00	1.00	1.00	1.00	1.00	0.26	0.35	0.39	0.76	0.24	1.00
Final Sat.:	465	505	555	509	543	599	119	158	178	342	106	519
Capacity Analysis Module:												
Vol/Sat:	0.04	0.51	0.28	0.78	0.42	0.02	0.11	0.11	0.11	0.14	0.14	0.28
Crit Moves:		****		****				****				****
Delay/Veh:	10.5	16.4	11.2	29.6	13.7	8.6	11.2	11.2	11.2	11.4	11.4	11.5
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:	10.5	16.4	11.2	29.6	13.7	8.6	11.2	11.2	11.2	11.4	11.4	11.5
LOS by Move:	B	C	B	D	B	A	B	B	B	B	B	B
ApproachDel:	14.3			23.5			11.2			11.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.3			23.5			11.2			11.5		
LOS by Appr:	B			C			B			B		

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

Intersection #21 H St/9th St

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[8.8]

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		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	40		7			7	51		0			0	0		0			6	0		12		
Growth Adj:	1.12	1.12		1.12			1.12	1.12		1.12			1.12	1.12		1.12			1.12	1.12		1.12		
Initial Bse:	0	45		8			8	57		0			0	0		0			7	0		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:	0	45		8			8	57		0			0	0		0			7	0		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:	0	45		8			8	57		0			0	0		0			7	0		13		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Final Vol.:	0	45		8			8	57		0			0	0		0			7	0		13		
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				53	xxxx	xxxxx		xxxx	xxxx	xxxxx						122	xxxx		49		
Potent Cap.:	xxxx	xxxx	xxxxx				1566	xxxx	xxxxx		xxxx	xxxx	xxxxx						879	xxxx		1026		
Move Cap.:	xxxx	xxxx	xxxxx				1566	xxxx	xxxxx		xxxx	xxxx	xxxxx						875	xxxx		1026		
Volume/Cap:	xxxx	xxxx	xxxx				0.01	xxxx	xxxx		xxxx	xxxx	xxxx						0.01	xxxx		0.01		
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx							0.0	xxxx		0.0		
Stopped Del:	xxxxx	xxxx	xxxxx				7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx							9.1	xxxx		8.6		
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				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx				7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				A	*	*		*	*							*	*	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						8.8					
ApproachLOS:	*						*						*						A					

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

Intersection #22 H St/Wasco Ave

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: A[9.0]

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		1	0	0	0	1		1	0	1	0	0		0	0	1	0	1	
Volume Module:																								
Base Vol:	0	0	0	0	0		39	40	60	0	0		106	2										
Growth Adj:	1.12	1.12	1.12	1.12	1.12		1.12	1.12	1.12	1.12	1.12		1.12	1.12										
Initial Bse:	0	0	0	0	0		44	45	67	0	0		119	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:	0	0	0	0	0		44	45	67	0	0		119	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:	0	0	0	0	0		44	45	67	0	0		119	2										
Reduct Vol:	0	0	0	0	0		0	0	0	0	0		0	0										
Final Vol.:	0	0	0	0	0		44	45	67	0	0		119	2										
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx											
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx											
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx		119	121	xxxx	xxxxx	xxxx	xxxx	xxxxx											
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx		938	1479	xxxx	xxxxx	xxxx	xxxx	xxxxx											
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx		938	1479	xxxx	xxxxx	xxxx	xxxx	xxxxx											
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx		0.05	0.03	xxxx	xxxx	xxxx	xxxx	xxxx											
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		0.1	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx											
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		9.0	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx											
LOS by Move:	*	*	*	*	*		A	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			9.0			xxxxxx			xxxxxx														
ApproachLOS:	*			A			*			*														

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

Intersection #23 Wasco Ave/Poso Ave

Average Delay (sec/veh): 8.8 Worst Case Level Of Service: B[10.9]

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	1	0		1	0	0	1	0		0	1	0	0	1		0	0	1!	0	0	
Volume Module:																								
Base Vol:	24	33	0				0	41	122				62	4	12				2	2	2			
Growth Adj:	1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12				1.12	1.12	1.12			
Initial Bse:	27	37	0				0	46	137				69	4	13				2	2	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:	27	37	0				0	46	137				69	4	13				2	2	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:	27	37	0				0	46	137				69	4	13				2	2	2			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	27	37	0				0	46	137				69	4	13				2	2	2			
Critical Gap Module:																								
Critical Gp:	7.1	6.5	xxxxx	xxxxx			6.5	6.2					4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	xxxxx	xxxxx			4.0	3.3					2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	242	152	xxxxx	xxxx			165	3					4	xxxx	xxxxx				18	xxxx	xxxxx			
Potent Cap.:	716	743	xxxxx	xxxx			732	1086					1630	xxxx	xxxxx				1612	xxxx	xxxxx			
Move Cap.:	574	709	xxxxx	xxxx			698	1086					1630	xxxx	xxxxx				1612	xxxx	xxxxx			
Volume/Cap:	0.05	0.05	xxxx	xxxx			0.07	0.13					0.04	xxxx	xxxx				0.00	xxxx	xxxx			
Level Of Service Module:																								
Queue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx				0.1	xxxx	xxxxx				0.0	xxxx	xxxxx			
Stopped Del:	11.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx				7.3	xxxx	xxxxx				7.2	xxxx	xxxxx			
LOS by Move:	B	*	*	*	*	*	A	*	*				A	*	*				A	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	709	xxxx	xxxx	953	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	0.2	xxxxx	xxxx	0.7	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd StpDel:	xxxxx	xxxx	10.4	xxxxx	xxxx	9.7	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	B	*	*	A	A	*	*	*	*	*												
ApproachDel:	10.9			9.7			xxxxxx			xxxxxx														
ApproachLOS:	B			A			*			*														

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

Intersection #24 Wasco Ave/Kimberlina Rd

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[10.5]

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 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	23	0	30	28	142	0	0	150	34
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	26	0	34	31	159	0	0	168	38
Added Vol:	0	0	0	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	26	0	34	31	159	0	0	168	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	26	0	34	31	159	0	0	168	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	26	0	34	31	159	0	0	168	38
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	409	xxxx	187	206	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	603	xxxx	860	1377	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	592	xxxx	860	1377	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	0.04	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	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	xxxx	xxxxx	xxxx	719	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Intersection #25 J St/9th St

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[8.6]

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	0	0	0 0 1	1	0	0 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	54	0	0	102	8	0	0	1	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	60	0	0	114	9	0	0	1	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	60	0	0	114	9	0	0	1	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	60	0	0	114	9	0	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	60	0	0	114	9	0	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	62	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	997	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	997	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.6			xxxxxx		
ApproachLOS:	*			*			A			*		

Appendix R-8

Traffic Mitigation Impact Analysis

Peak Hour Signal Warrant

Major Street Name: **Stockdale Highway**

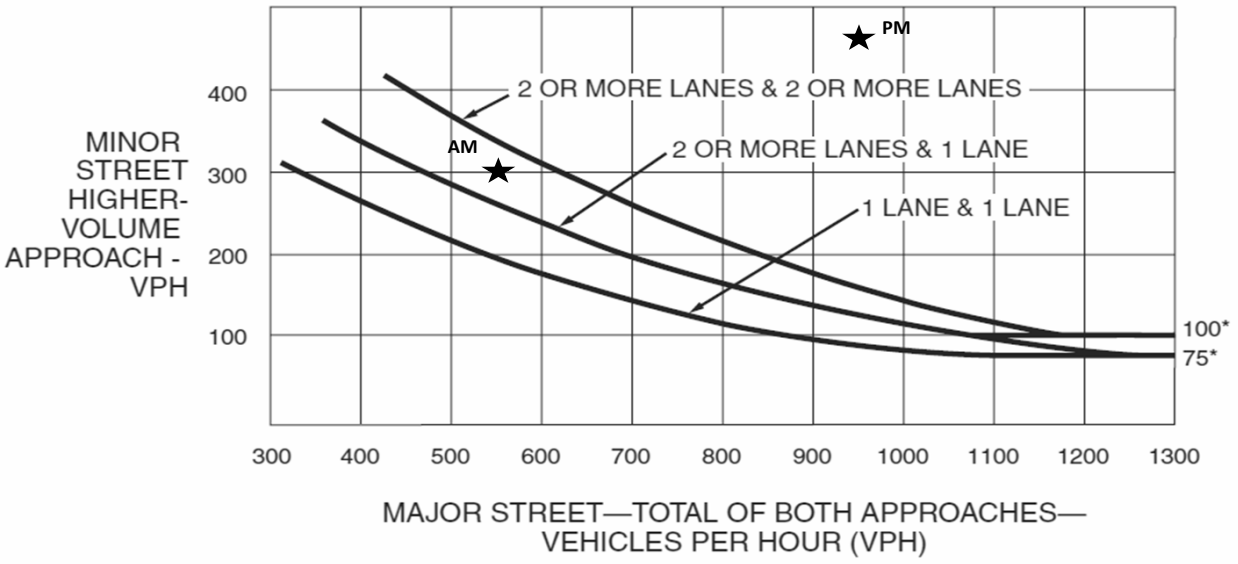
Minor Street Name: **SR-43**

Analysis Year 2016
Scenario Base+Construction Traffic Condition

	Speed (mph)	Approach Lanes		AM Peak Hour Volume	PM Peak Hour Volume
		One	Two or More		
Major Street (Volume-Both Appproaches)	45	x		551	952
Minor Street (Volume-Highest Volume Approach)	65	x		303	467
Meet Peak Hour Signal Warrant?				**Yes**	**Yes**

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Peak Hour Signal Warrant

Major Street Name: **SR-119**

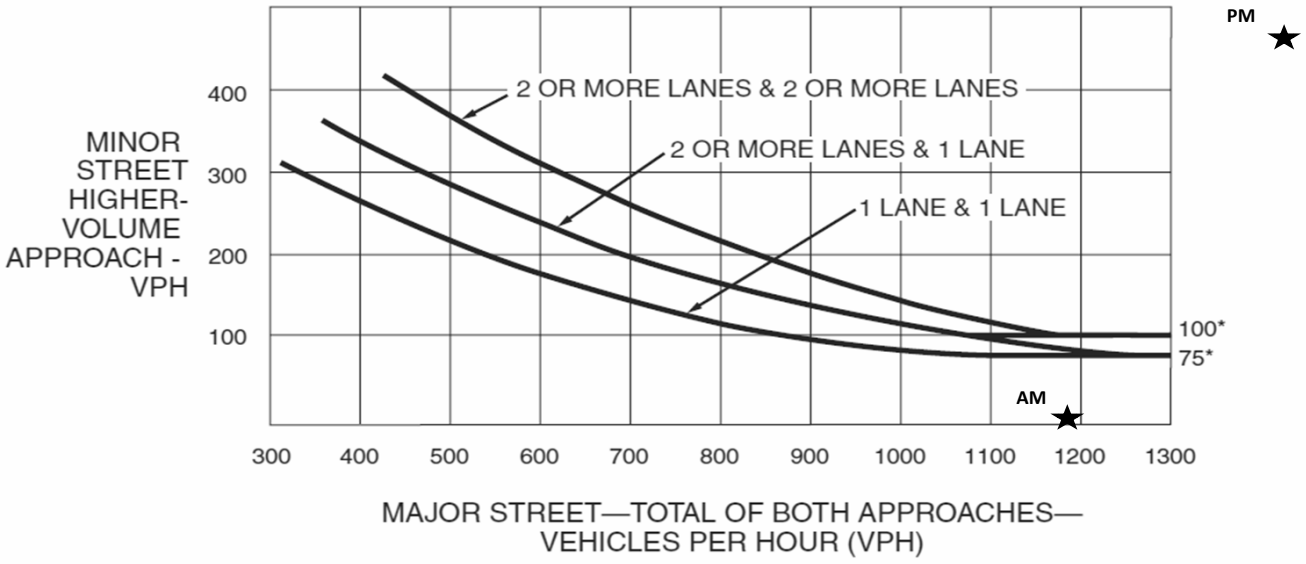
Minor Street Name: **Tupman Road**

Analysis Year 2016
Scenario Base+Construction Traffic Condition

	Speed (mph)	Approach Lanes		AM Peak Hour Volume	PM Peak Hour Volume
		One	Two or More		
Major Street (Volume-Both Appproaches)	55	x		1192	1763
Minor Street (Volume-Highest Volume Approach)	25	x		18	462
Meet Peak Hour Signal Warrant?				**No**	**Yes**

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Peak Hour Signal Warrant

Major Street Name: **Stockdale Highway**

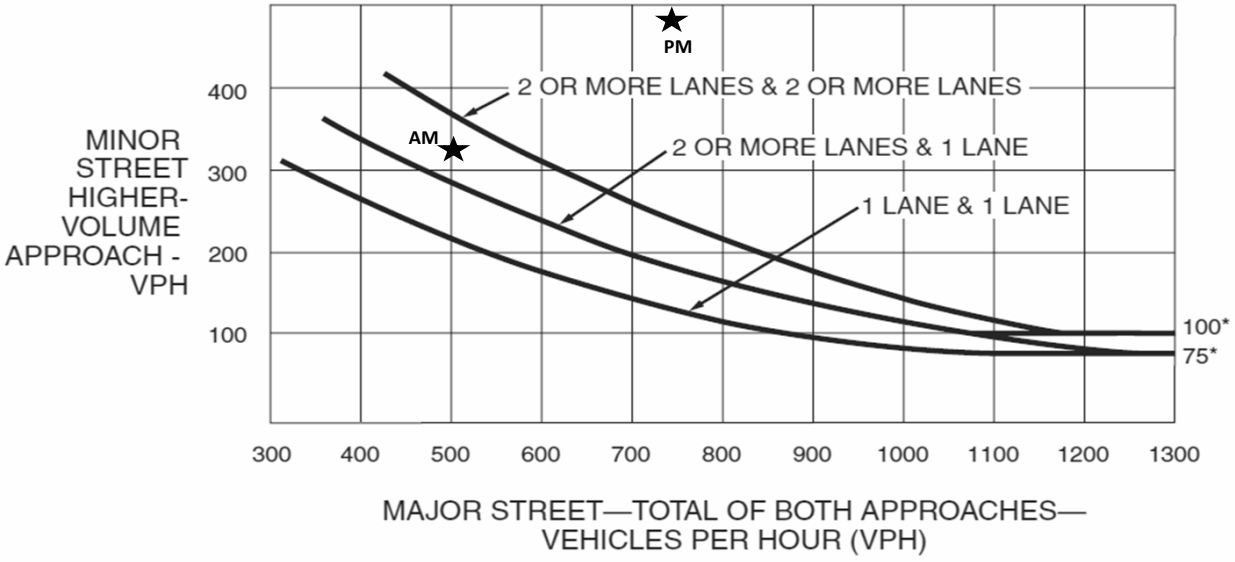
Minor Street Name: **SR-43**

Analysis Year 2017
Scenario Base+Operations (Rail) Traffic Condition

	Speed (mph)	Approach Lanes		AM Peak Hour Volume	PM Peak Hour Volume
		One	Two or More		
Major Street (Volume-Both Appproaches)	45	x		509	744
Minor Street (Volume-Highest Volume Approach)	65	x		314	475
Meet Peak Hour Signal Warrant?				**Yes**	**Yes**

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Peak Hour Signal Warrant

Major Street Name: **SR-119**

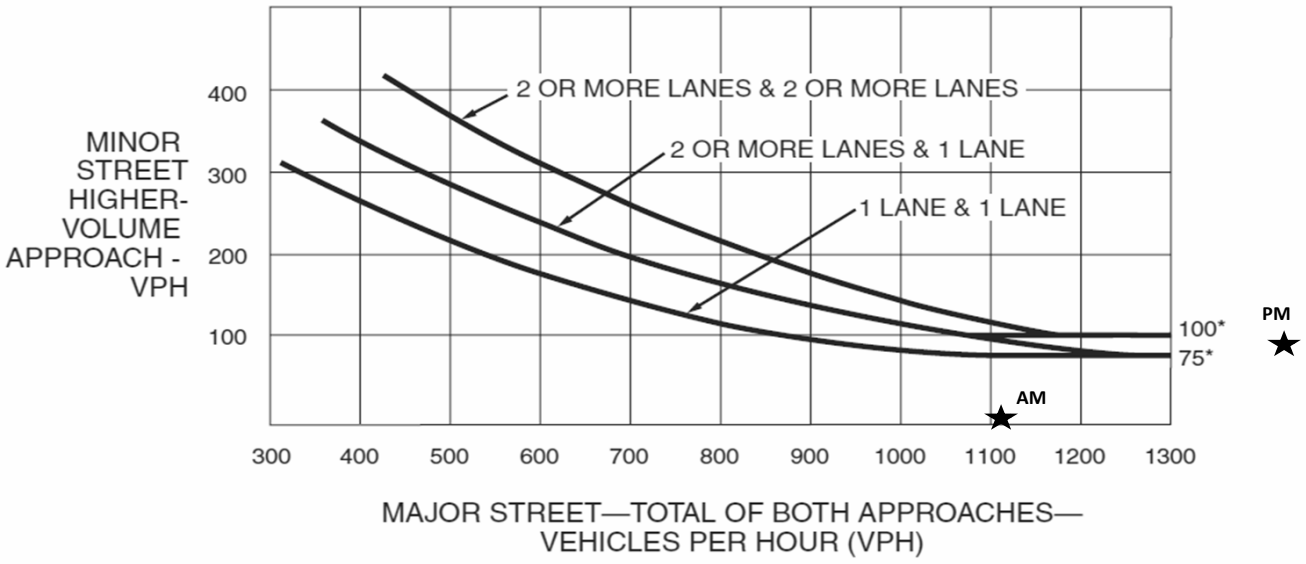
Minor Street Name: **Tupman Road**

Analysis Year 2017
Scenario Base+Operations (Rail) Traffic Condition

	Speed (mph)	Approach Lanes		AM Peak Hour Volume	PM Peak Hour Volume
		One	Two or More		
Major Street (Volume-Both Appproaches)	55	x		1105	1804
Minor Street (Volume-Highest Volume Approach)	25	x		18	79
Meet Peak Hour Signal Warrant?				**No**	**Yes**

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Peak Hour Signal Warrant

Major Street Name: **Stockdale Highway**

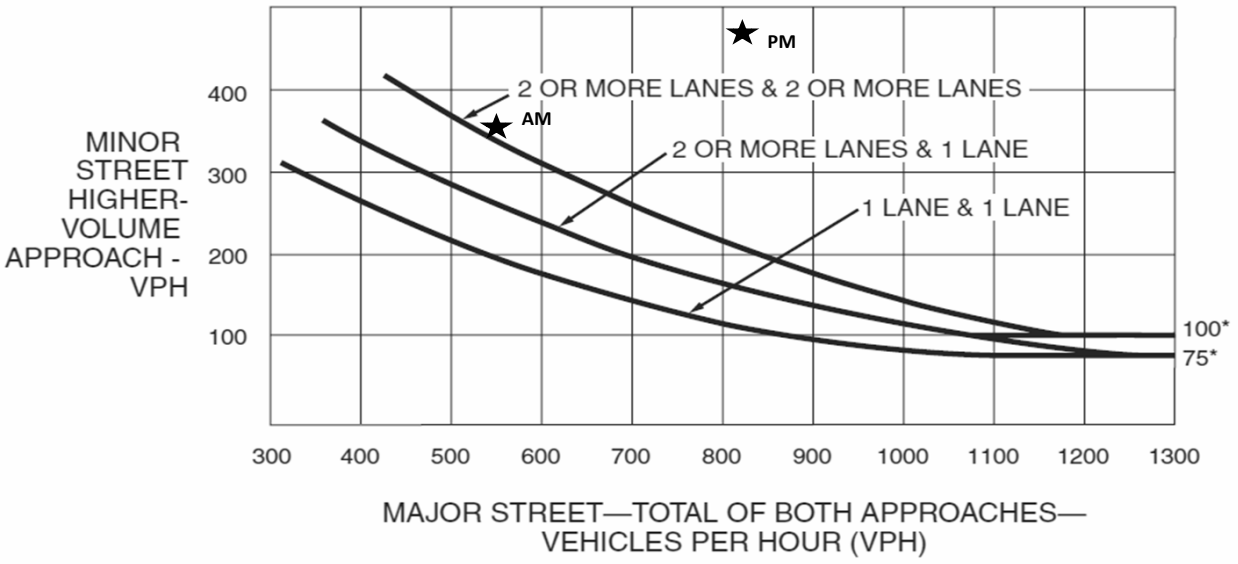
Minor Street Name: **SR-43**

Analysis Year 2017
Scenario Base+Operations (No Rail) Traffic Condition

	Speed (mph)	Approach Lanes		AM Peak Hour Volume	PM Peak Hour Volume
		One	Two or More		
Major Street (Volume-Both Appproaches)	45	x		554	831
Minor Street (Volume-Highest Volume Approach)	65	x		359	465
Meet Peak Hour Signal Warrant?				**Yes**	**Yes**

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Peak Hour Signal Warrant

Major Street Name: **SR-119**

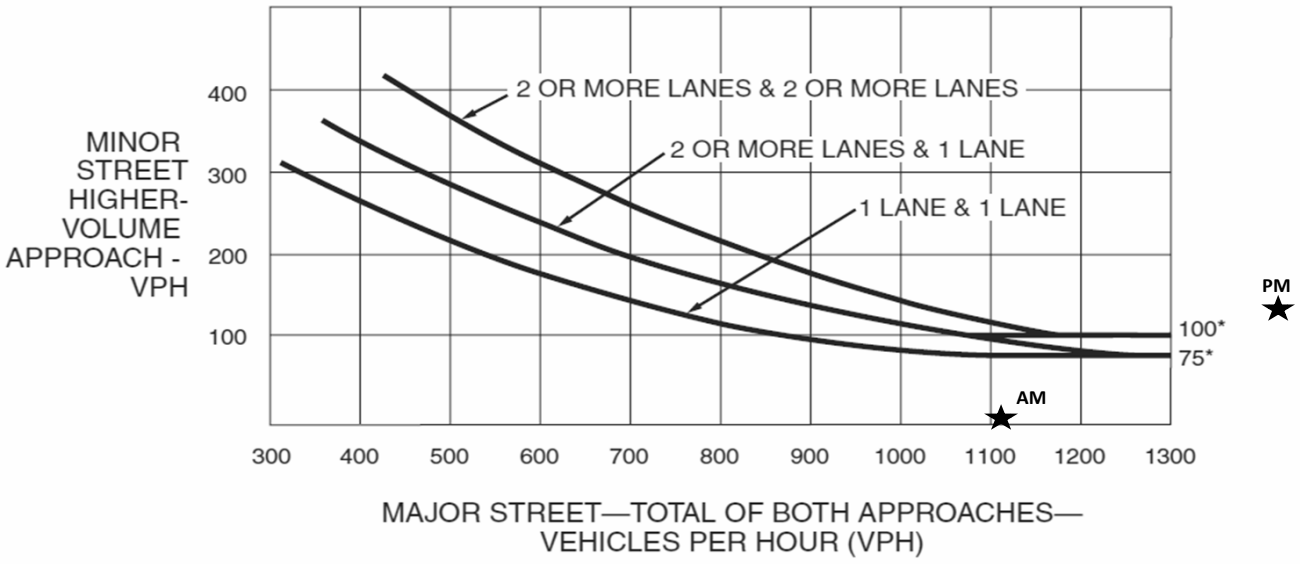
Minor Street Name: **Tupman Road**

Analysis Year 2017
Scenario Base+Operations (No Rail) Traffic Condition

	Speed (mph)	Approach Lanes		AM Peak Hour Volume	PM Peak Hour Volume
		One	Two or More		
Major Street (Volume-Both Appproaches)	55	x		1105	1811
Minor Street (Volume-Highest Volume Approach)	25	x		18	124
Meet Peak Hour Signal Warrant?				**No**	**Yes**

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.