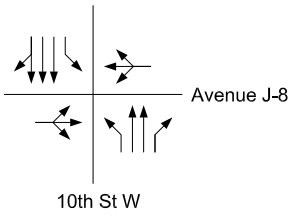
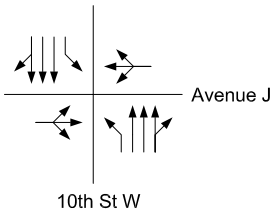
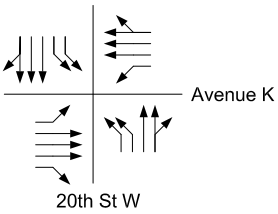
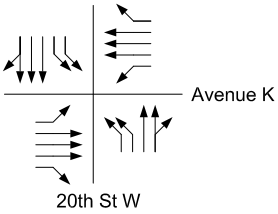
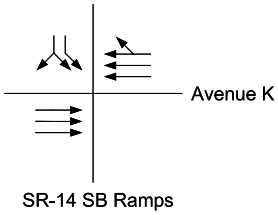
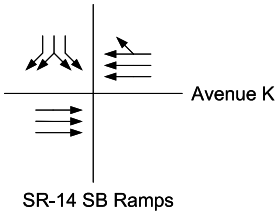
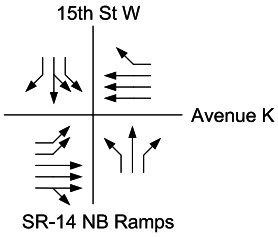
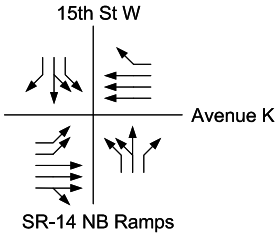
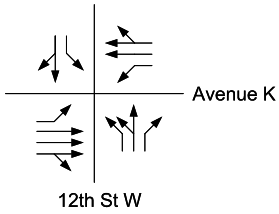
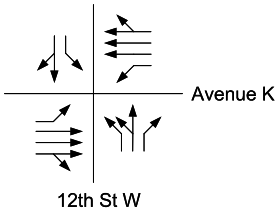
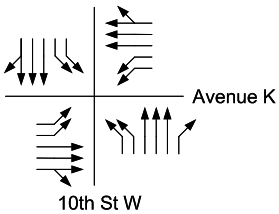
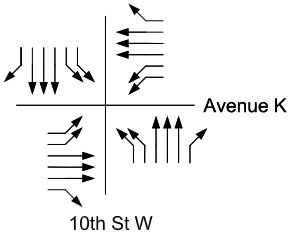
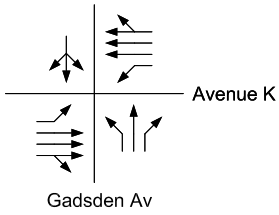
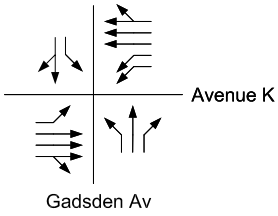
APPENDIX A

INTERSECTION CONFIGURATIONS

INTERSECTION LANE CONFIGURATIONS

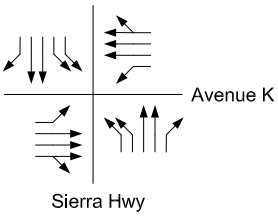
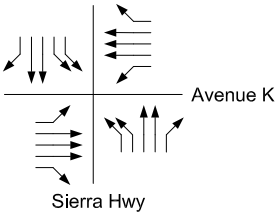
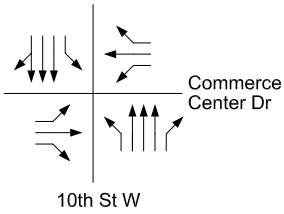
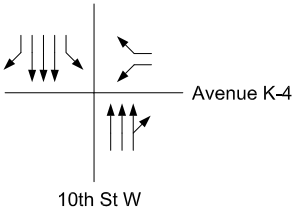
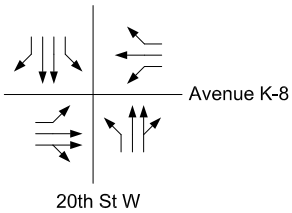
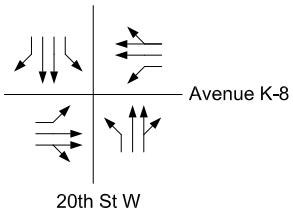
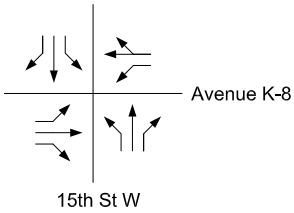
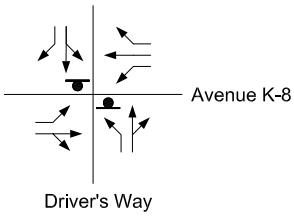
	EXISTING CONDITIONS	FUTURE CONDITIONS	FUTURE MITIGATED CONDITIONS
1. 10th St W & Avenue J-8		Same As Existing	
2. 20th St W & Avenue K		Same As Existing	
3. SR-14 SB Ramps & Avenue K		Same As Existing	
4. SR-14 NB Ramps/15th St W Avenue K		Same As Existing	
5. 12th St W & Avenue K		Same As Existing	
6. 10th St W & Avenue K		Same As Existing	
7. Gadsden Av & Avenue K		Same As Existing	

LEGEND

Stop Controlled

FEHR & PEERS
KAKU ASSOCIATES

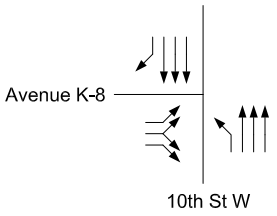
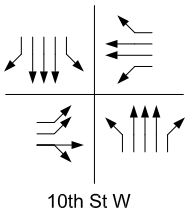
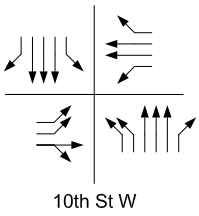
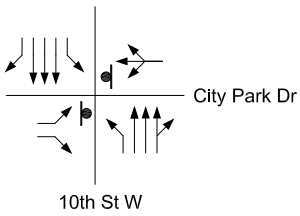
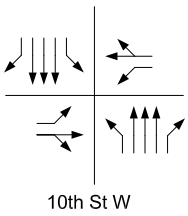
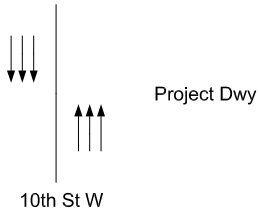
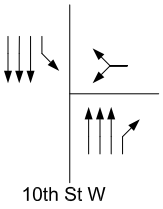
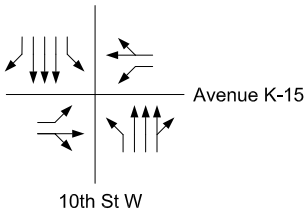
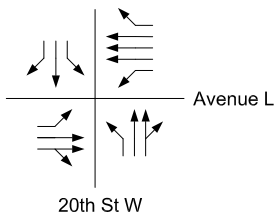
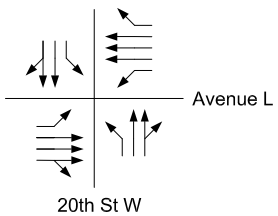
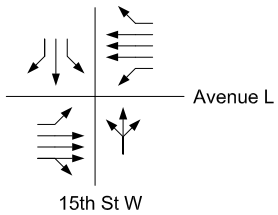
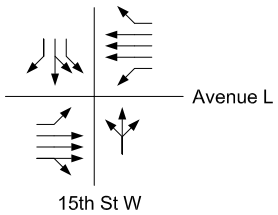
INTERSECTION LANE CONFIGURATIONS

	EXISTING CONDITIONS	FUTURE CONDITIONS	FUTURE MITIGATED CONDITIONS
8. Sierra Hwy / Avenue K		Same As Existing	
9. 10th St W & Commerce Center Dr		Same As Existing	Same As Existing
10. 10th St W & Avenue K-4		Same As Existing	Same As Existing
11. 20th St W & Avenue K-8		Same As Existing	
12. 15th St W & Ave K-8		Same As Existing	Same As Existing
13. Driver's Way & Avenue K-8		Same As Existing	Mitigation: Signalize

LEGEND

Stop Controlled

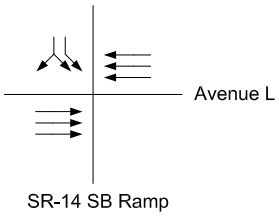
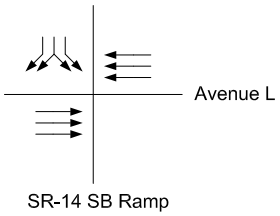
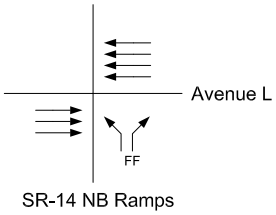
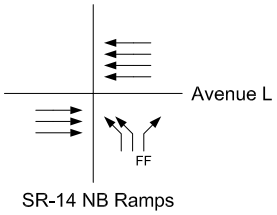
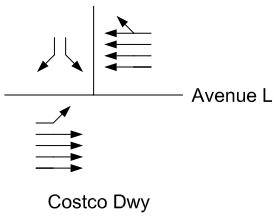
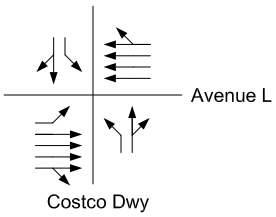
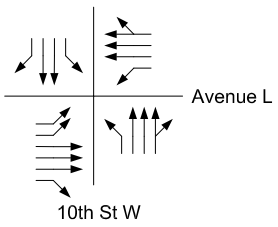
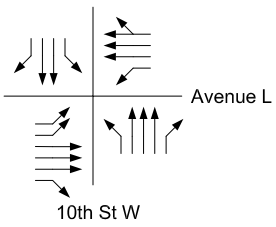
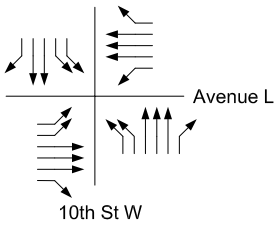
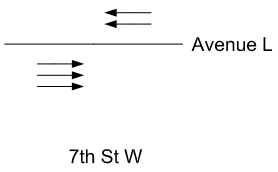
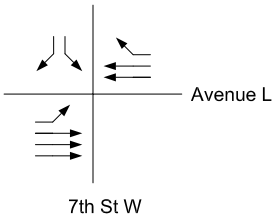
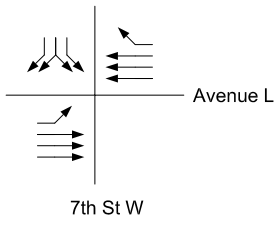
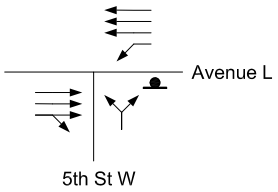
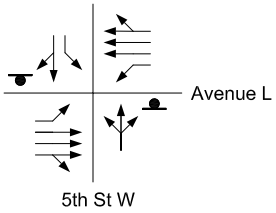
INTERSECTION LANE CONFIGURATIONS

	EXISTING CONDITIONS	FUTURE CONDITIONS	FUTURE MITIGATED CONDITIONS
14. 10th St W & Avenue K-8			
15. 10th St W & City Park Dr			Mitigation: Signalize
16. 10th St W & Project Dwy			No Mitigation
17. 10th St W & Avenue K-15		Same As Existing	Same As Existing
18. 20th St W & Avenue L		Same As Existing	
19. 15th St W & Avenue L		Same As Existing	

LEGEND

Stop Controlled

INTERSECTION LANE CONFIGURATIONS

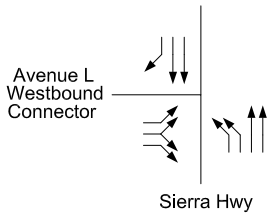
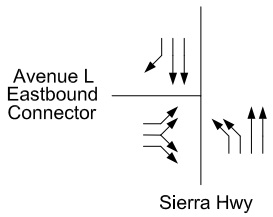
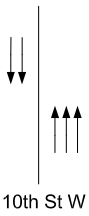
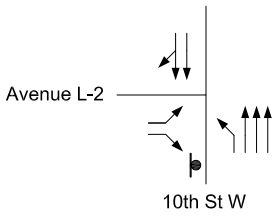
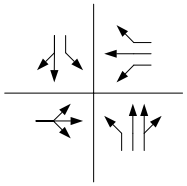
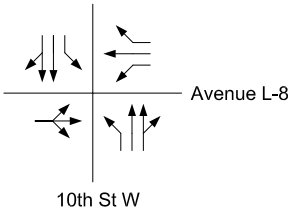
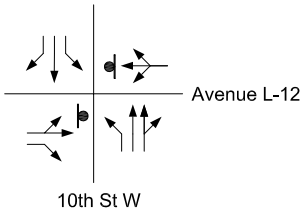
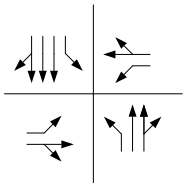
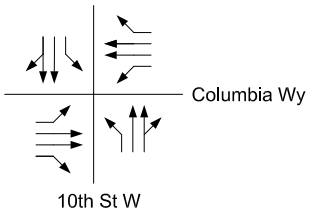
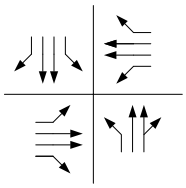
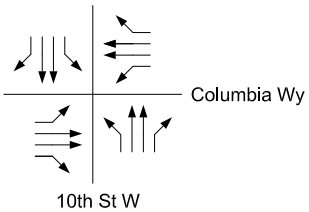
	EXISTING CONDITIONS	FUTURE CONDITIONS	FUTURE MITIGATED CONDITIONS
20. SR-14 SB Ramp & Avenue L		Same As Existing	
21. SR-14 NB Ramps & Avenue L		Same As Existing	
22. Costco Dwy & Avenue L			No Feasible Mitigation
23. 10th St W & Avenue L			
24. 7th St W & Avenue L			
25. 5th St W & Avenue L			Mitigation: Signalize

LEGEND

Stop Controlled

FF Free Flow

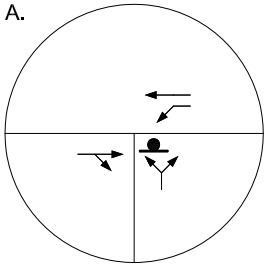
INTERSECTION LANE CONFIGURATIONS

	EXISTING CONDITIONS	FUTURE CONDITIONS	FUTURE MITIGATED CONDITIONS
26. Sierra Hwy & Avenue L - Westbound Connector		Same As Existing	Same As Existing
27. Sierra Hwy & Avenue L - Eastbound Connector		Same As Existing	Same As Existing
28. 10th St W & Avenue L-2			PM Peak Period Eastbound Left-Turn Prohibition
29. 10th St W & Avenue L-8		Same As Existing	
30. 10th St W & Avenue L-12			Same as Future
31. 10th St W & Columbia Wy			

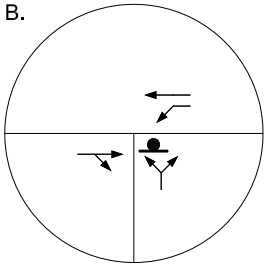
LEGEND

Stop Controlled

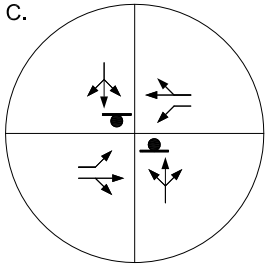
A.



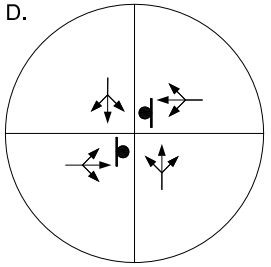
B.



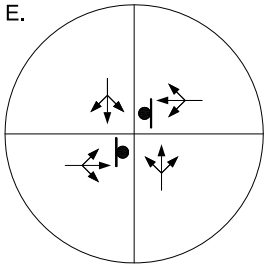
C.



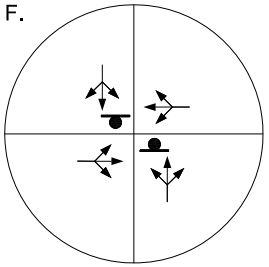
D.



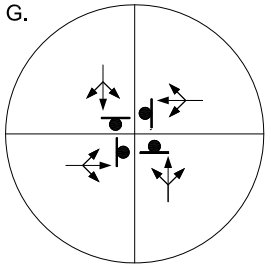
E.



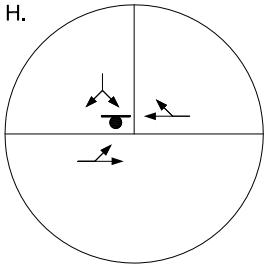
F.



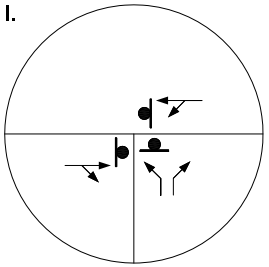
G.



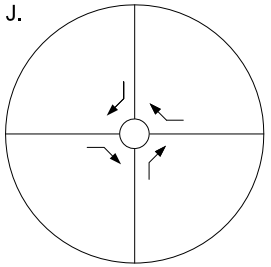
H.



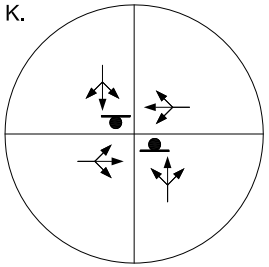
I.



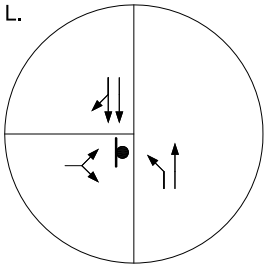
J.



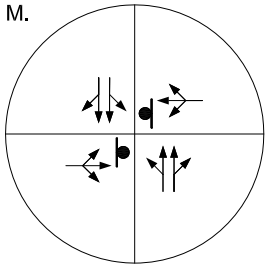
K.



L.

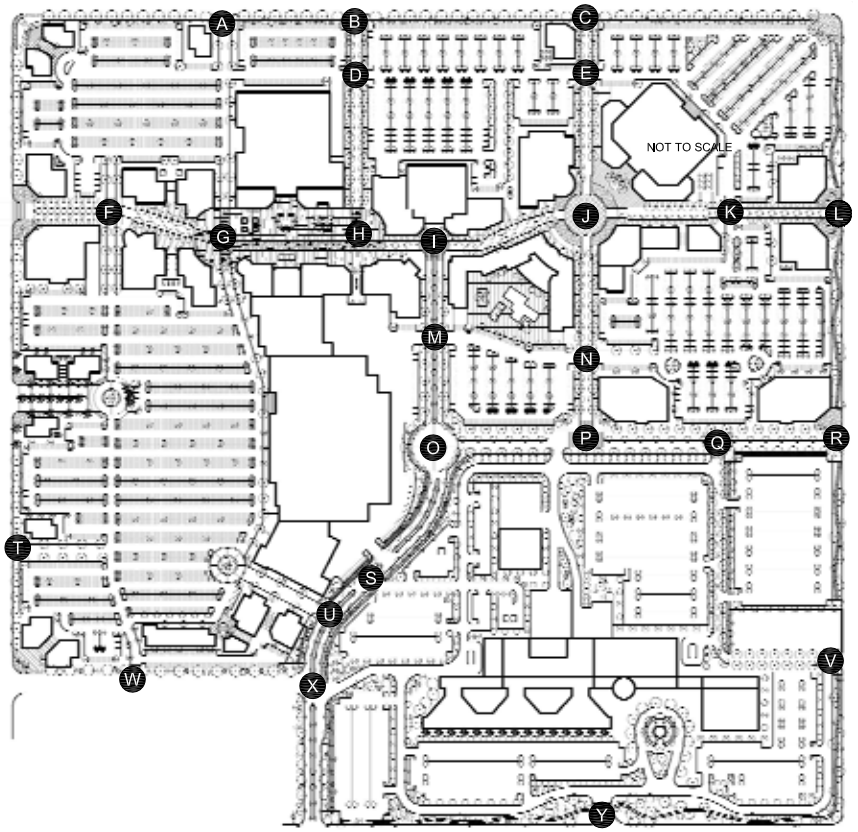


M.



LEGEND

Stop Controlled

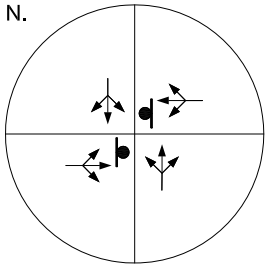


FEHR & PEERS

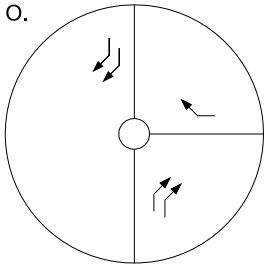
KAKU ASSOCIATES

INTERNAL INTERSECTIONS LANE CONFIGURATION

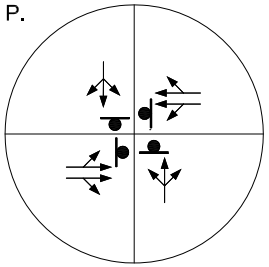
N.



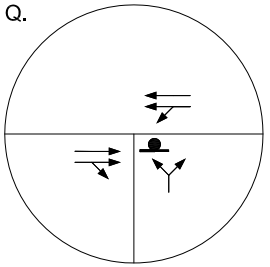
O.



P.



Q.

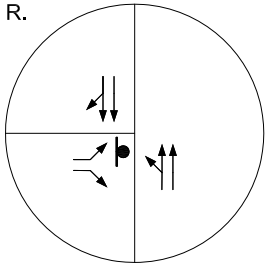


NOT TO SCALE

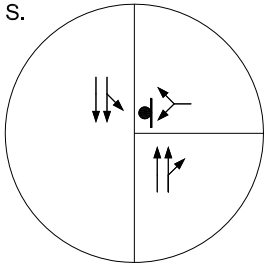
LEGEND

Stop Controlled

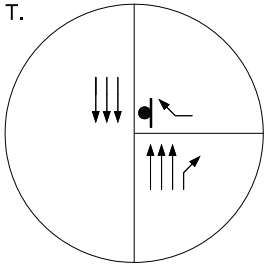
R.



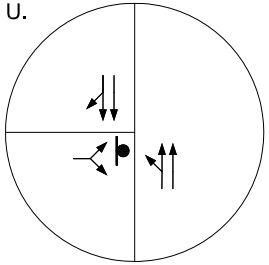
S.



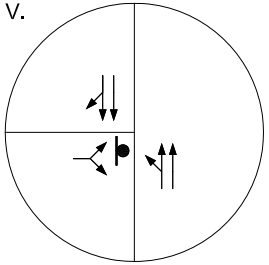
T.



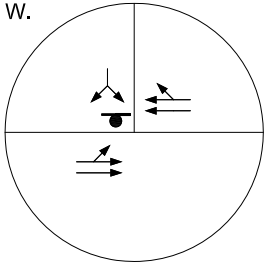
U.



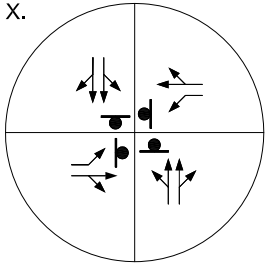
V.



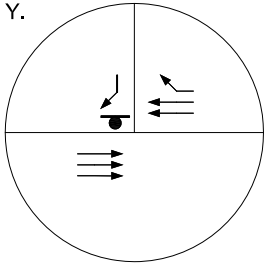
W.

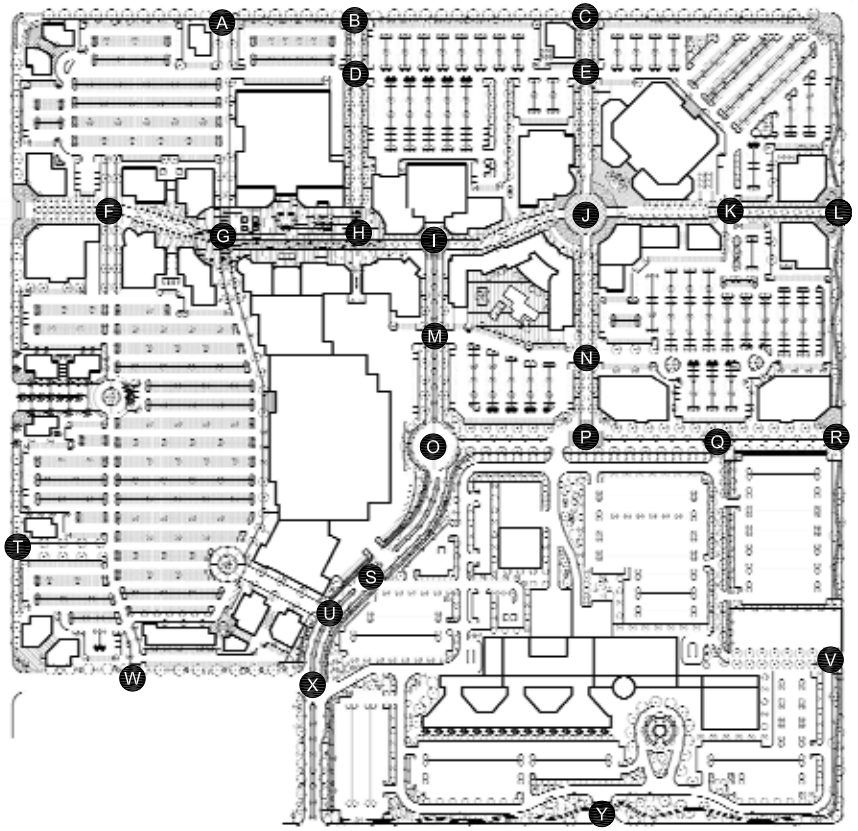


X.



Y.





FEHR & PEERS
KAKU ASSOCIATES

INTERNAL INTERSECTIONS LANE CONFIGURATIONS

APPENDIX B

TRAFFIC COUNTS

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: WEDNESDAY, MARCH 07, 2007
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S 10TH STREET WEST
E/W AVENUE J-8
FILE NUMBER: 1-AM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
700-715	8	3	79	4	5	4	23	9	4	2	94	10	9	1	12	16
715-730	14	7	91	5	4	4	28	9	5	3	121	9	13	2	29	25
730-745	18	6	111	8	6	6	20	15	7	6	130	13	15	5	22	18
745-800	12	2	144	6	7	3	28	17	9	6	188	26	17	5	31	22
800-815	10	2	139	6	8	5	24	10	5	3	175	25	11	7	20	14
815-830	11	3	128	5	4	5	16	9	5	2	179	17	13	6	12	17
830-845	7	4	140	4	4	4	12	9	4	4	169	14	12	7	14	18
845-900	11	4	169	4	5	4	19	7	5	3	189	14	13	4	18	21

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
700-800	52	18	425	23	22	17	99	50	25	17	533	58	54	13	94	81	1581
715-815	54	17	485	25	25	18	100	51	26	18	614	73	56	19	102	79	1762
730-830	51	13	522	25	25	19	88	51	26	17	672	81	56	23	85	71	1825
745-845	40	11	551	21	23	17	80	45	23	15	711	82	53	25	77	71	1845
800-900	39	13	576	19	21	18	71	35	19	12	712	70	49	24	64	70	1812

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: 20th St W DATE: 11/15/2006 LOCATION: City of Lancaster

E-W STREET: Ave K DAY: WEDNESDAY PROJECT# 06-2424-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 0	SL 2	ST 3	SR 0	EL 1	ET 3	ER 1	WL 1	WT 3	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	14	52	11	24	43	18	27	237	10	12	159	12	619
7:15 AM	18	50	17	29	48	26	30	246	13	14	168	16	675
7:30 AM	15	95	30	25	55	30	70	406	6	8	255	23	1018
7:45 AM	26	133	31	50	31	28	80	334	14	31	316	34	1108
8:00 AM	14	82	23	29	53	13	87	281	19	16	259	33	909
8:15 AM	18	117	25	55	74	37	53	190	16	21	304	40	950
8:30 AM	11	83	22	32	88	29	72	271	22	34	213	16	893
8:45 AM	18	77	35	47	72	37	48	241	6	22	195	38	836
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 134	NT 689	NR 194	SL 291	ST 464	SR 218	EL 467	ET 2206	ER 106	WL 158	WT 1869	WR 212	TOTAL 7008

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	73	427	109	159	213	108	290	1211	55	76	1134	130	3985
PEAK HR. FACTOR:		0.801			0.723			0.807			0.879		0.899

CONTROL: Signalized

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: TUESDAY, MARCH 13, 2007
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S SR-14 SB ON-OFF RAMPS
E/W AVENUE K
FILE NUMBER: 3-AM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
700-715	33	10	0	47	56	5	138	0	0	0	0	0	63	0	106	0
715-730	22	8	0	50	52	5	208	0	0	0	0	0	86	0	205	0
730-745	18	14	0	74	75	9	234	0	0	0	0	0	112	0	274	0
745-800	22	11	0	68	65	8	315	0	0	0	0	0	108	0	253	0
800-815	19	9	0	62	68	9	236	0	0	0	0	0	94	0	203	0
815-830	20	11	0	37	63	6	238	0	0	0	0	0	106	0	243	0
830-845	16	7	0	46	69	6	237	0	0	0	0	0	111	0	224	0
845-900	12	9	0	53	48	7	219	0	0	0	0	0	70	0	173	0

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
700-800	95	43	0	239	248	27	895	0	0	0	0	0	369	0	838	0	2754
715-815	81	42	0	254	260	31	993	0	0	0	0	0	400	0	935	0	2996
730-830	79	45	0	241	271	32	1023	0	0	0	0	0	420	0	973	0	3084
745-845	77	38	0	213	265	29	1026	0	0	0	0	0	419	0	923	0	2990
800-900	67	36	0	198	248	28	930	0	0	0	0	0	381	0	843	0	2731

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: TUESDAY, MARCH 13, 2007
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S SR-14 NB ON-OFF RAMPS / 15TH STREET WEST
E/W AVENUE K
FILE NUMBER: 4-AM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
700-715	20	11	2	18	13	7	157	0	24	13	67	55	45	3	118	25
715-730	23	12	3	28	19	10	161	0	34	21	85	72	34	2	169	37
730-745	41	7	1	37	27	11	160	0	28	41	124	113	27	2	215	57
745-800	45	13	2	58	47	8	236	0	49	61	155	145	19	4	206	85
800-815	34	19	0	39	42	11	171	0	54	33	141	87	16	2	193	84
815-830	34	15	1	51	42	9	183	0	41	39	149	87	17	1	179	55
830-845	52	19	0	52	40	9	178	0	52	44	145	72	10	0	166	50
845-900	32	18	0	54	32	8	166	0	38	46	98	86	11	1	181	52

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
700-800	129	43	8	141	106	36	714	0	135	136	431	385	125	11	708	204	3312
715-815	143	51	6	162	135	40	728	0	165	156	505	417	96	10	783	263	3660
730-830	154	54	4	185	158	39	750	0	172	174	569	432	79	9	793	281	3853
745-845	165	66	3	200	171	37	768	0	196	177	590	391	62	7	744	274	3851
800-900	152	71	1	196	156	37	698	0	185	162	533	332	54	4	719	241	3541

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: WEDNESDAY, MARCH 07, 2007
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S 12TH STREET WEST
E/W AVENUE K
FILE NUMBER: 5-AM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
700-715	2	4	4	1	1	0	157	2	2	1	1	20	8	0	92	6
715-730	2	5	4	1	2	0	175	5	1	2	3	22	13	1	188	11
730-745	6	9	7	3	0	0	183	9	3	7	3	26	19	3	247	13
745-800	7	9	6	4	2	1	243	11	5	6	4	40	18	4	272	17
800-815	3	5	5	7	3	1	222	12	2	5	4	33	22	5	216	19
815-830	4	7	9	5	4	0	195	10	4	6	6	38	20	4	201	18
830-845	2	2	5	3	2	1	159	7	6	6	4	47	26	5	212	15
845-900	2	3	8	3	3	0	160	13	3	4	7	63	34	4	220	19

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
700-800	17	27	21	9	5	1	758	27	11	16	11	108	58	8	799	47	1923
715-815	18	28	22	15	7	2	823	37	11	20	14	121	72	13	923	60	2186
730-830	20	30	27	19	9	2	843	42	14	24	17	137	79	16	936	67	2282
745-845	16	23	25	19	11	3	819	40	17	23	18	158	86	18	901	69	2246
800-900	11	17	27	18	12	2	736	42	15	21	21	181	102	18	849	71	2143

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: WEDNESDAY, MARCH 07, 2007
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S 10TH STREET WEST
E/W AVENUE K
FILE NUMBER: 6-AM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
700-715	15	6	70	10	24	6	139	25	8	8	63	9	7	1	91	30
715-730	17	7	68	18	22	7	153	27	12	10	78	10	8	3	124	41
730-745	21	11	71	29	22	11	174	39	20	19	106	14	12	2	170	55
745-800	23	8	107	24	39	16	203	49	29	16	120	21	14	3	179	56
800-815	19	12	114	32	27	19	175	41	20	14	105	24	18	3	157	61
815-830	14	10	77	31	36	22	164	47	15	12	81	20	12	5	106	78
830-845	20	12	99	24	30	18	154	45	14	10	100	18	17	5	128	58
845-900	21	10	114	34	33	19	139	57	7	13	117	20	24	7	116	61

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
700-800	76	32	316	81	107	40	669	140	69	53	367	54	41	9	564	182	2800
715-815	80	38	360	103	110	53	705	156	81	59	409	69	52	11	630	213	3129
730-830	77	41	369	116	124	68	716	176	84	61	412	79	56	13	612	250	3254
745-845	76	42	397	111	132	75	696	182	78	52	406	83	61	16	570	253	3230
800-900	74	44	404	121	126	78	632	190	56	49	403	82	71	20	507	258	3115

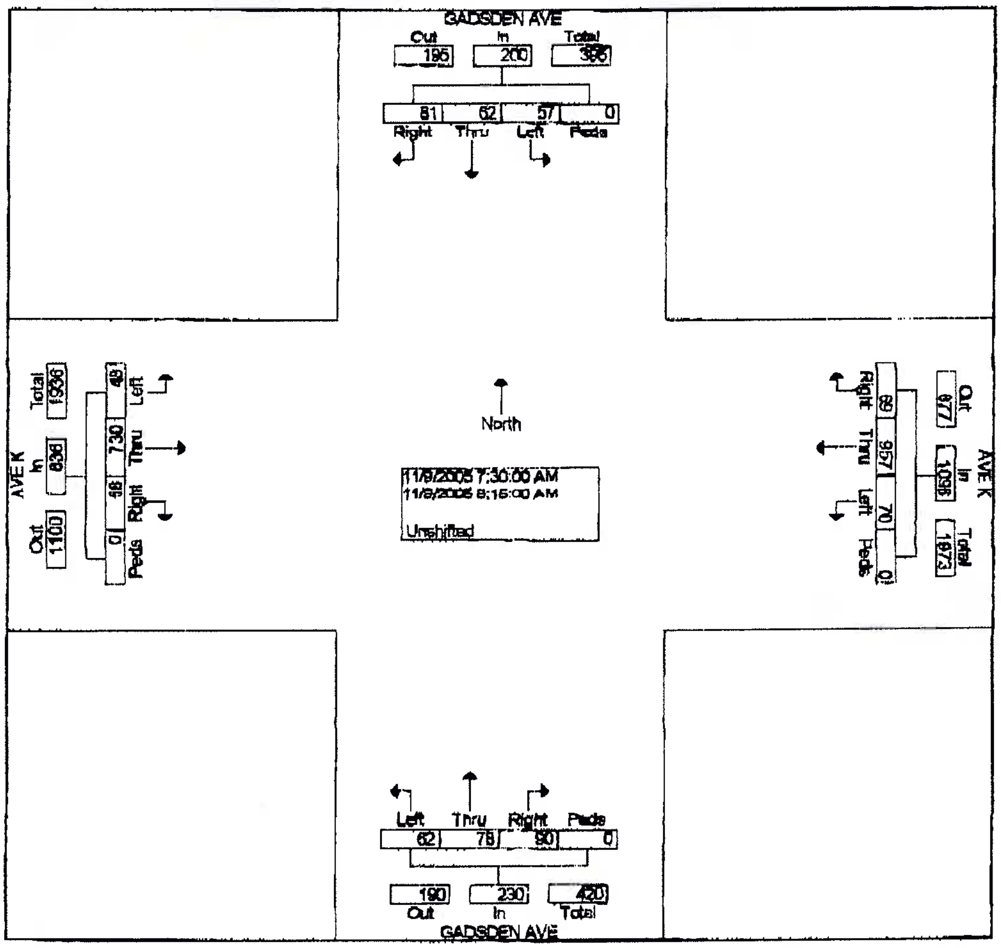
THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

ALL TRAFFIC RESOURCES

42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1664

File Name : K & GADSDEN
Site Code : 11090507
Start Date : 11/09/2005
Page No : 2

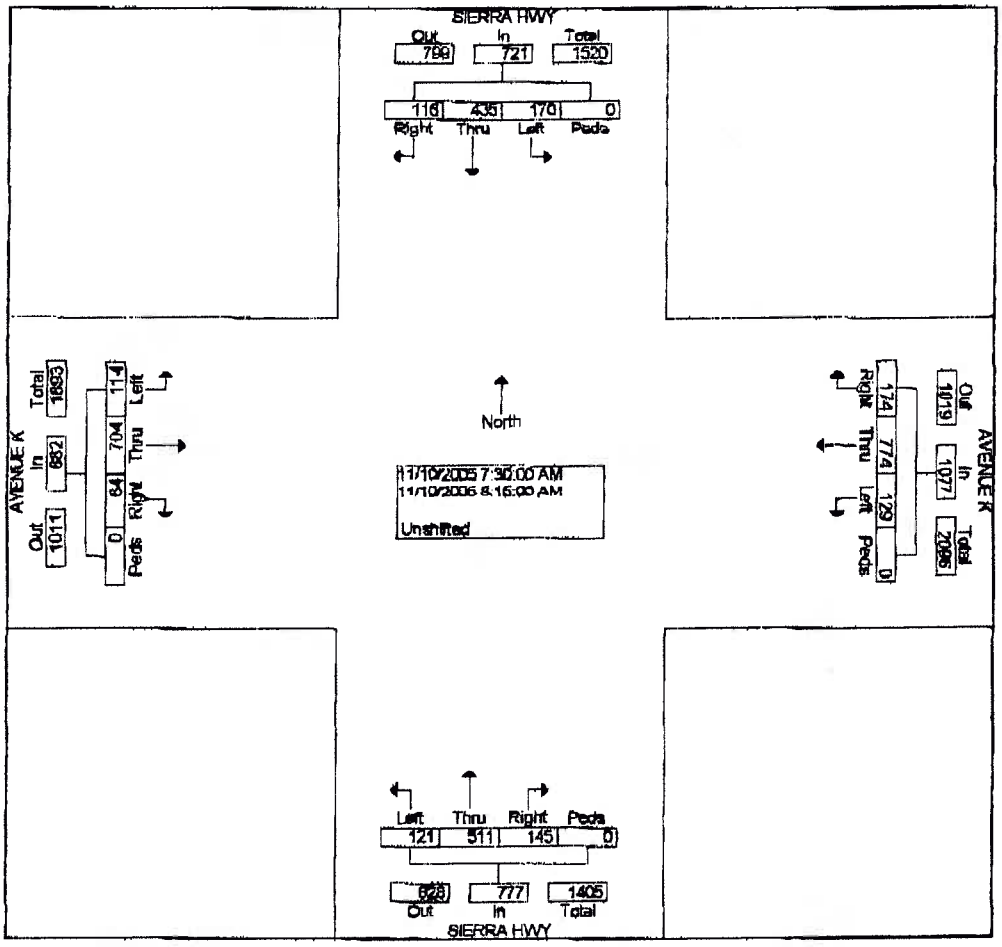
	GADSDEN AVE From North					AVE K From East					GADSDEN AVE From South					AVE K From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	81	62	57	0	200	69	957	70	0	1096	90	78	62	0	230	58	730	48	0	836	2362
Percent	40.5	31.0	28.5	0.0		6.3	87.3	6.4	0.0		39.1	33.9	27.0	0.0		6.9	87.3	5.7	0.0		
07:45 Volume	15	18	14	0	47	32	265	16	0	313	27	31	18	0	76	22	192	12	0	226	662
Peak Factor																					0.892
High Int.	07:30 AM					07:45 AM					07:45 AM					07:45 AM					
Volume	26	17	20	0	63	32	265	16	0	313	27	31	18	0	76	22	192	12	0	226	
Peak Factor					0.794					0.875					0.757					0.925	



ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1564

File Name : SIERRA & K FINAL REPORT
Site Code : 11090608
Start Date : 11/10/2005
Page No : 2

	SIERRA HWY From North					AVENUE K From East					SIERRA HWY From South					AVENUE K From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	116	435	170	0	721	174	774	129	0	1077	145	511	121	0	777	64	704	114	0	882	3457
Percent	16.1	60.3	23.6	0.0		16.2	71.9	12.0	0.0		18.7	65.8	15.6	0.0		7.3	79.8	12.9	0.0		
07:45 Volume	30	112	52	0	194	54	225	42	0	321	42	162	33	0	237	17	213	33	0	263	1015
Peak Factor																					0.851
High Int.	07:30 AM					07:45 AM					07:45 AM					07:45 AM					
Volume	26	125	58	0	209	54	225	42	0	321	42	162	33	0	237	17	213	33	0	263	
Peak Factor					0.862					0.839					0.820					0.838	



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: TUESDAY, MARCH 13, 2007
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S 10TH STREET WEST
E/W COMMERCE CENTER DRIVE / EAST DRIVEWAY
FILE NUMBER: 9-AM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
700-715	11	2	73	5	4	3	1	1	7	2	96	11	3	7	0	10
715-730	17	1	138	7	8	4	2	2	13	1	122	19	3	5	3	10
730-745	15	0	126	10	14	7	5	6	11	0	132	13	5	6	4	7
745-800	13	1	113	11	9	5	5	6	13	1	129	14	2	9	4	11
800-815	17	0	124	13	5	3	3	6	7	0	166	13	2	5	3	9
815-830	23	0	173	17	4	4	2	7	6	0	150	14	4	9	2	11
830-845	21	1	143	10	4	6	5	9	6	1	124	8	7	8	4	19
845-900	19	0	136	9	5	6	6	8	7	0	105	9	4	8	3	18

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
700-800	56	4	450	33	35	19	13	15	44	4	479	57	13	27	11	38	1298
715-815	62	2	501	41	36	19	15	20	44	2	549	59	12	25	14	37	1438
730-830	68	1	536	51	32	19	15	25	37	1	577	54	13	29	13	38	1509
745-845	74	2	553	51	22	18	15	28	32	2	569	49	15	31	13	50	1524
800-900	80	1	576	49	18	19	16	30	26	1	545	44	17	30	12	57	1521

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: TUESDAY, MARCH 13, 2007
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S 10TH STREET WEST
E/W AVENUE K-4 / WEST DRIVEWAY
FILE NUMBER: 10-AM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
700-715	2	0	96	3	5	6	0	23	4	4	100	0	0	0	0	0
715-730	0	0	107	4	3	3	0	21	10	8	110	0	0	0	0	0
730-745	0	1	113	7	5	3	0	27	22	8	141	0	0	1	0	0
745-800	1	0	137	4	3	4	0	42	26	7	184	0	1	0	0	0
800-815	2	0	140	8	8	6	1	32	18	5	146	0	0	1	0	0
815-830	1	0	146	4	5	3	0	33	12	6	136	0	0	0	0	0
830-845	3	1	154	5	4	3	0	28	16	6	130	0	0	0	0	0
845-900	5	0	155	3	6	5	0	17	16	9	146	0	1	3	0	0

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
700-800	3	1	453	18	16	16	0	113	62	27	535	0	1	1	0	0	1246
715-815	3	1	497	23	19	16	1	122	76	28	581	0	1	2	0	0	1370
730-830	4	1	536	23	21	16	1	134	78	26	607	0	1	2	0	0	1450
745-845	7	1	577	21	20	16	1	135	72	24	596	0	1	1	0	0	1472
800-900	11	1	595	20	23	17	1	110	62	26	558	0	1	4	0	0	1429

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: TUESDAY, MARCH 13, 2007
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S 20TH STREET WEST
E/W AVE K-8
FILE NUMBER: 11-AM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
700-715	4	2	38	17	7	2	31	9	5	3	56	8	5	4	46	13
715-730	7	3	39	12	8	3	43	12	11	3	96	10	10	3	67	24
730-745	10	3	57	10	11	2	26	11	21	1	127	12	10	3	90	21
745-800	7	2	58	18	10	0	20	15	26	1	101	7	7	2	61	13
800-815	10	0	41	15	11	1	37	10	16	0	100	5	9	3	74	19
815-830	7	3	63	13	7	4	21	5	10	1	82	3	6	2	59	13
830-845	4	1	57	10	8	3	28	4	7	2	94	6	6	3	52	8
845-900	6	2	52	15	8	2	31	5	8	3	88	6	7	2	53	7

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
700-800	28	10	192	57	36	7	120	47	63	8	380	37	32	12	264	71	1364
715-815	34	8	195	55	40	6	126	48	74	5	424	34	36	11	292	77	1465
730-830	34	8	219	56	39	7	104	41	73	3	410	27	32	10	284	66	1413
745-845	28	6	219	56	36	8	106	34	59	4	377	21	28	10	246	53	1291
800-900	27	6	213	53	34	10	117	24	41	6	364	20	28	10	238	47	1238

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: TUESDAY, MARCH 13, 2007
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S 15TH STREET WEST
E/W AVENUE K-8
FILE NUMBER: 12-AM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
700-715	0	0	4	0	3	0	20	5	19	11	15	6	20	5	50	2
715-730	0	0	7	2	2	0	35	5	10	9	11	7	34	3	61	1
730-745	0	1	6	5	2	0	37	10	10	13	7	11	31	5	92	0
745-800	1	0	4	5	1	0	44	9	12	12	7	10	36	7	103	1
800-815	0	0	6	3	0	1	46	11	13	10	5	9	41	9	70	0
815-830	1	0	3	0	2	0	39	12	15	11	6	11	33	9	57	0
830-845	0	1	3	3	2	2	44	10	10	10	8	11	34	5	60	2
845-900	0	0	5	5	1	1	48	9	12	11	11	11	29	5	49	1

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
700-800	1	1	21	12	8	0	136	29	51	45	40	34	121	20	306	4	829
715-815	1	1	23	15	5	1	162	35	45	44	30	37	142	24	326	2	893
730-830	2	1	19	13	5	1	166	42	50	46	25	41	141	30	322	1	905
745-845	2	1	16	11	5	3	173	42	50	43	26	41	144	30	290	3	880
800-900	1	1	17	11	5	4	177	42	50	42	30	42	137	28	236	3	826

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: WEDNESDAY, MARCH 14, 2007
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S DRIVERS WAY
E/W AVENUE K-8
FILE NUMBER: 13-AM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
700-715	14	0	0	5	7	0	17	2	2	0	2	2	3	0	52	24
715-730	11	0	1	6	12	0	25	4	1	0	2	0	6	0	72	26
730-745	7	0	0	6	16	0	39	2	3	0	3	3	4	0	104	52
745-800	5	0	1	5	19	0	44	3	3	0	2	1	3	0	62	39
800-815	10	0	2	7	17	0	49	5	2	0	1	1	7	0	46	30
815-830	15	0	3	6	13	0	32	2	0	0	2	2	7	0	58	32
830-845	18	0	5	3	6	0	34	4	3	0	3	5	10	0	56	27
845-900	19	0	6	3	5	0	30	5	4	0	3	3	12	0	46	24

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
700-800	37	0	2	22	54	0	125	11	9	0	9	6	16	0	290	141	722
715-815	33	0	4	24	64	0	157	14	9	0	8	5	20	0	284	147	769
730-830	37	0	6	24	65	0	164	12	8	0	8	7	21	0	270	153	775
745-845	48	0	11	21	55	0	159	14	8	0	8	9	27	0	222	128	710
800-900	62	0	16	19	41	0	145	16	9	0	9	11	36	0	206	113	683

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: 10th St West | DATE: 11/14/2006 | LOCATION: City of Lancaster

E-W STREET: Ave K-8 | DAY: TUESDAY | PROJECT# 06-2424-008

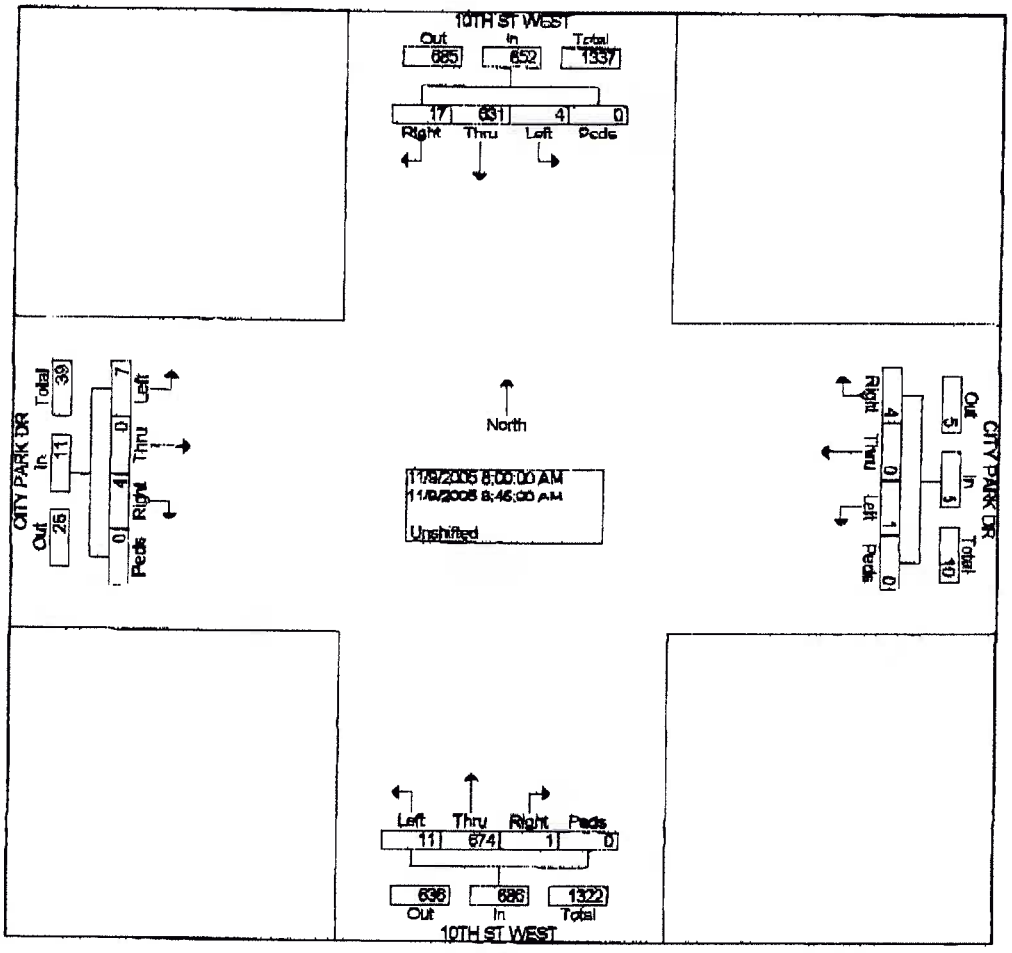
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	0	3	1	1.5	0	1.5	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	13	58			70	18	35		14				208
7:15 AM	7	75			84	24	47		22				259
7:30 AM	12	94			130	26	38		20				320
7:45 AM	20	117			135	15	72		39				398
8:00 AM	20	126			137	42	40		26				391
8:15 AM	23	132			128	36	38		21				378
8:30 AM	25	124			124	28	32		15				348
8:45 AM	19	135			176	22	39		18				409
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 139	NT 861	NR 0	SL 0	ST 984	SR 211	EL 341	ET 0	ER 175	WL 0	WT 0	WR 0	TOTAL 2711
AM Peak Hr Begins at:	800 AM												
PEAK VOLUMES =	87	517	0	0	565	128	149	0	80	0	0	0	1526
PEAK HR. FACTOR:		0.974			0.875			0.867			0.000		0.933

CONTROL: Signalized

ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8228 (661) 303-1564

File Name : 10TH & CITY PARK DR
Site Code : 11090504
Start Date : 11/09/2005
Page No : 2

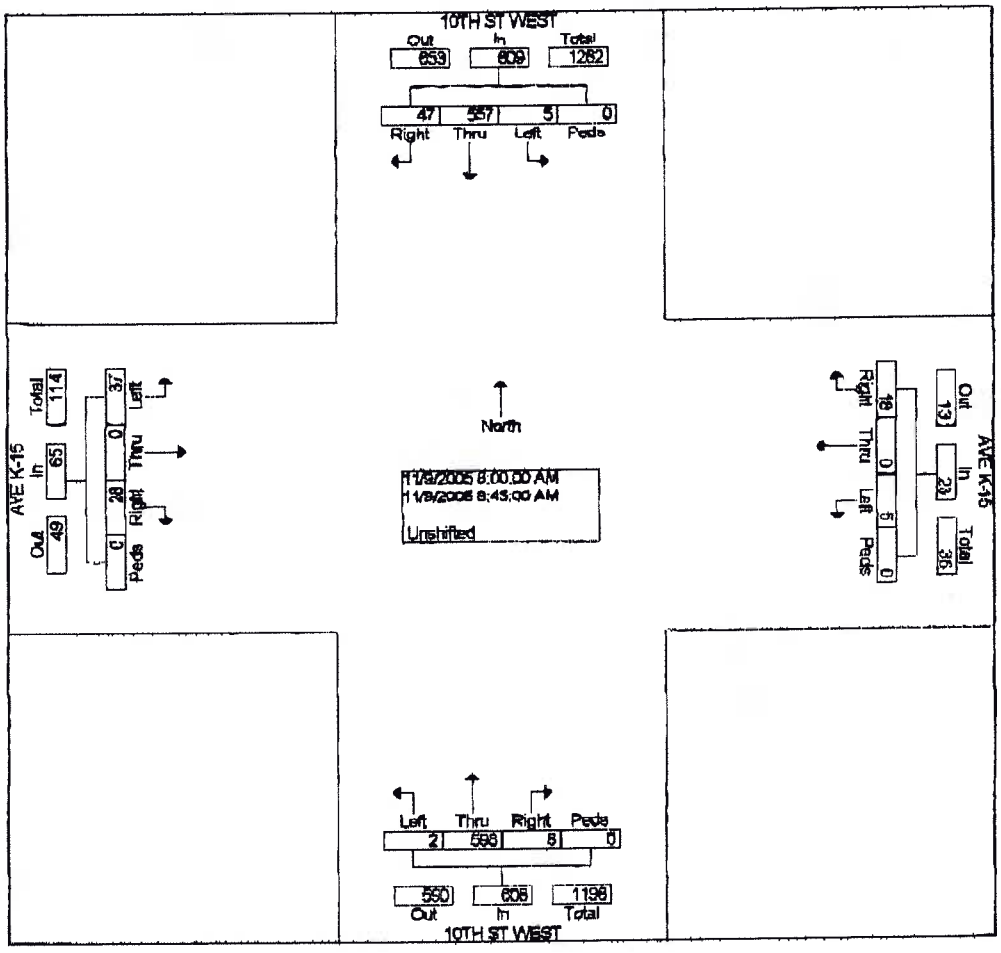
	10TH ST WEST From North					CITY PARK DR From East					10TH ST WEST From South					CITY PARK DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	17	631	4	0	652	4	0	1	0	5	1	674	11	0	686	4	0	7	0	11	1354
Percent	2.6	96.8	0.6	0.0		80.0	0.0	20.0	0.0		0.1	98.3	1.6	0.0		36.4	0.0	63.6	0.0		
08:45 Volume	8	187	2	0	197	3	0	0	0	3	0	184	4	0	188	2	0	3	0	5	393
Peak Factor																					0.861
High Int.	08:45 AM					08:45 AM					08:30 AM					08:45 AM					
Volume	8	187	2	0	197	3	0	0	0	3	0	186	4	0	190	2	0	3	0	5	
Peak Factor					0.827					0.417					0.903					0.550	



ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1564

File Name : 10TH & K15
Site Code : 11090505
Start Date : 11/09/2005
Page No : 2

	10TH ST WEST From North					AVE K-15 From East					10TH ST WEST From South					AVE K-15 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	47	557	5	0	609	18	0	5	0	23	8	598	2	0	608	28	0	37	0	65	1305
Percent	7.7	91.5	0.8	0.0		78.3	0.0	21.7	0.0		1.3	98.4	0.3	0.0		43.1	0.0	56.9	0.0		
08:45 Volume	18	164	0	0	180	6	0	1	0	7	1	175	1	0	177	7	0	6	0	13	377
Peak Factor																					0.865
High Int.	08:45 AM					08:45 AM					08:45 AM					08:30 AM					
Volume	18	164	0	0	180	6	0	1	0	7	1	175	1	0	177	9	0	12	0	21	
Peak Factor					0.846					0.821					0.859					0.774	



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: 20th St W

E-W STREET: Ave L

DATE: 11/14/2006

DAY: TUESDAY

LOCATION: City of Lancaster

PROJECT# 06-2424-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 3	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	7	37	5	22	35	19	26	197	9	12	125	8	502
7:15 AM	7	62	10	26	19	13	37	275	7	5	164	9	634
7:30 AM	10	73	7	17	41	22	44	295	19	8	166	11	713
7:45 AM	8	83	19	33	42	23	56	309	25	6	149	10	763
8:00 AM	4	48	10	19	40	16	37	224	12	11	153	16	590
8:15 AM	7	43	9	29	46	13	32	203	10	6	131	13	542
8:30 AM	5	34	7	32	38	7	41	169	5	6	106	12	462
8:45 AM	4	25	8	24	31	8	28	155	8	6	92	9	398
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 52	NT 405	NR 75	SL 202	ST 292	SR 121	EL 301	ET 1827	ER 95	WL 60	WT 1086	WR 88	TOTAL 4604

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	29	266	46	95	142	74	174	1103	63	30	632	46	2700
PEAK HR. FACTOR:		0.775			0.793			0.859			0.957		0.885

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: 15th St West DATE: 11/16/2006 LOCATION: City of Lancaster

E-W STREET: Ave L DAY: THURSDAY PROJECT# 06-2424-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	1	1	1	3	0	1	3	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	2	34	0	1	11	224	1	2	129	14	418
7:15 AM	0	1	2	32	1	0	8	255	0	2	163	23	487
7:30 AM	1	0	0	28	0	2	23	337	0	0	165	23	579
7:45 AM	1	3	3	47	3	8	15	302	0	1	171	52	606
8:00 AM	0	1	1	37	0	2	21	229	0	1	159	36	487
8:15 AM	0	2	1	45	0	5	24	240	0	2	151	64	534
8:30 AM	0	0	3	24	0	2	26	192	2	1	135	56	441
8:45 AM	0	1	2	35	1	8	27	181	1	5	134	46	441
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	2	8	14	282	5	28	155	1960	4	14	1207	314	3993

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	2	6	5	157	3	17	83	1108	0	4	646	175	2206
PEAK HR. FACTOR:		0.464			0.763			0.827			0.921		0.910

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Southbound SR-14 off-ramp DATE: 11/16/2006 LOCATION: City of Lancaster

E-W STREET: Ave L DAY: THURSDAY PROJECT# 06-2424-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.5	0.5	0.5	0	3	1	0	3	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				48		17		121	96		182	42	506
7:15 AM				44		16		160	108		174	48	550
7:30 AM				55		15		240	109		179	67	665
7:45 AM				60		20		221	119		184	79	683
8:00 AM				50		26		120	107		164	92	559
8:15 AM				36		21		165	116		158	85	581
8:30 AM				32		18		147	122		163	79	561
8:45 AM				24		21		130	99		184	71	529
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	0	0	0	349	0	154	0	1304	876	0	1388	563	4634
AM Peak Hr Begins at:			730 AM										
PEAK VOLUMES =	0	0	0	201	0	82	0	746	451	0	685	323	2488
PEAK HR. FACTOR:		0.000			0.884			0.857			0.958		0.911

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Northbound SR-14 off-ramp DATE: 11/15/2006 LOCATION: City of Lancaster

E-W STREET: Ave L DAY: WEDNESDAY PROJECT# 06-2424-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	3	1	0	4	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	38		51					161	8		168	26	452
7:15 AM	46		77					218	22		178	28	569
7:30 AM	62		78					234	14		172	12	572
7:45 AM	70		138					283	15		202	13	721
8:00 AM	77		77					263	8		204	27	656
8:15 AM	58		88					174	9		234	31	594
8:30 AM	57		57					117	12		172	26	441
8:45 AM	58		52					162	10		188	22	492
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES =	466	0	618	0	0	0	0	1612	98	0	1518	185	4497

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	267	0	381	0	0	0	0	954	46	0	812	83	2543
PEAK HR. FACTOR:		0.779			0.000			0.839			0.844		0.882

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Costco Driveway DATE: 11/14/2006 LOCATION: City of Lancaster

E-W STREET: Ave L DAY: TUESDAY PROJECT# 06-2424-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	1	3	0	0	4	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				0		2	17	186			190	4	399
7:15 AM				2		1	22	289			189	6	509
7:30 AM				0		4	34	305			201	10	554
7:45 AM				3		3	31	453			185	16	691
8:00 AM				1		0	18	235			211	9	474
8:15 AM				1		2	16	252			217	9	497
8:30 AM				2		7	27	175			190	15	416
8:45 AM				3		5	21	185			194	12	420
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 12	ST 0	SR 24	EL 186	ET 2080	ER 0	WL 0	WT 1577	WR 81	TOTAL 3960

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	0	0	6	0	8	105	1282	0	0	786	41	2228
PEAK HR. FACTOR:		0.000			0.583			0.716			0.940		0.806

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: 10th St West | DATE: 11/16/2006 | LOCATION: City of Lancaster

E-W STREET: Avenue L | DAY: THURSDAY | PROJECT# 06-2424-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	2	2	1	2	2	1	2	3	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	20	45	21	20	47	36	24	211	24	20	170	11	649
7:15 AM	22	67	27	21	52	48	30	197	18	21	125	15	643
7:30 AM	21	90	30	30	64	32	35	237	20	30	132	10	731
7:45 AM	23	67	31	41	80	36	60	343	42	60	154	8	945
8:00 AM	13	81	30	21	101	32	48	189	47	47	159	7	775
8:15 AM	20	91	27	21	93	36	35	131	54	42	160	11	721
8:30 AM	23	77	26	20	94	49	44	126	35	41	147	8	690
8:45 AM	31	86	31	19	91	43	42	126	25	36	157	7	694
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 173	NT 604	NR 223	SL 193	ST 622	SR 312	EL 318	ET 1560	ER 265	WL 297	WT 1204	WR 77	TOTAL 5848

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	77	329	118	113	338	136	178	900	163	179	605	36	3172
PEAK HR. FACTOR:		0.929			0.935			0.697			0.923		0.839

CONTROL: Signalized

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: WEDNESDAY, MARCH 14, 2007
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S DRIVEWAY (PROPOSED 5TH STREET WEST)
E/W AVENUE L
FILE NUMBER: 25-AM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
700-715	0	0	0	0	0	0	221	0	0	0	0	0	0	0	227	0
715-730	0	0	0	0	0	0	266	0	0	0	0	0	1	0	266	0
730-745	0	0	0	0	0	0	276	0	0	0	0	0	0	0	311	0
745-800	0	0	0	0	0	0	310	1	0	0	0	0	0	0	390	0
800-815	0	0	0	0	0	0	299	2	0	0	0	0	1	0	317	0
815-830	0	0	0	0	0	0	311	1	1	0	0	0	1	0	305	0
830-845	0	0	0	0	0	0	278	0	2	0	0	0	0	0	307	0
845-900	0	0	0	0	0	0	265	2	0	0	0	0	0	0	274	0

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
700-800	0	0	0	0	0	0	1073	1	0	0	0	0	1	0	1194	0	2269
715-815	0	0	0	0	0	0	1151	3	0	0	0	0	2	0	1284	0	2440
730-830	0	0	0	0	0	0	1196	4	1	0	0	0	2	0	1323	0	2526
745-845	0	0	0	0	0	0	1198	4	3	0	0	0	2	0	1319	0	2526
800-900	0	0	0	0	0	0	1153	5	3	0	0	0	2	0	1203	0	2366

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Sierra Hwy DATE: 11/15/2006 LOCATION: City of Lancaster

E-W STREET: Avenue L North DAY: WEDNESDAY PROJECT# 06-2424-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	0	2	1	1.5	0	1.5	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	11	86			107	21	0		16				241
7:15 AM	8	100			104	19	1		14				246
7:30 AM	8	113			172	14	4		15				326
7:45 AM	12	103			157	29	5		8				314
8:00 AM	6	126			147	10	2		20				311
8:15 AM	8	103			136	30	0		16				293
8:30 AM	11	130			126	19	0		17				303
8:45 AM	13	125			98	24	1		13				274
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 77	NT 886	NR 0	SL 0	ST 1047	SR 166	EL 13	ET 0	ER 119	WL 0	WT 0	WR 0	TOTAL 2308

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	34	445	0	0	612	83	11	0	59	0	0	0	1244
PEAK HR. FACTOR:		0.907			0.934			0.795			0.000		0.954

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Sierra Hwy | DATE: 11/16/2006 | LOCATION: City of Lancaster

E-W STREET: Avenue L South | DAY: THURSDAY | PROJECT# 06-2424-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	0	2	2	0	1	0	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	11	98			133	1	7		19				269
7:15 AM	8	118			131	3	16		14				290
7:30 AM	4	116			180	3	15		17				335
7:45 AM	6	141			171	5	19		14				356
8:00 AM	8	122			129	5	20		22				306
8:15 AM	6	79			136	1	9		13				244
8:30 AM	8	100			157	2	16		18				301
8:45 AM	4	123			147	1	13		26				314
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 55	NT 897	NR 0	SL 0	ST 1184	SR 21	EL 115	ET 0	ER 143	WL 0	WT 0	WR 0	TOTAL 2415

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	26	497	0	0	611	16	70	0	67	0	0	0	1287
PEAK HR. FACTOR:		0.889			0.857			0.815			0.000		0.904

CONTROL: Signalized

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: WEDNESDAY, MARCH 14, 2007
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S 10TH STREET WEST
E/W AVENUE L-8
FILE NUMBER: 29-AM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
700-715	5	0	88	10	0	3	0	0	2	0	62	0	0	0	0	0
715-730	2	2	90	18	2	5	0	4	3	1	119	4	0	4	0	2
730-745	3	0	102	22	2	6	0	2	6	1	155	2	1	2	0	1
745-800	2	3	143	27	6	6	0	2	4	0	168	2	0	0	2	2
800-815	2	0	126	24	4	11	2	7	3	2	156	0	1	0	4	1
815-830	1	0	130	31	7	10	0	4	5	0	162	2	0	0	0	1
830-845	0	1	118	26	11	12	1	6	4	0	152	3	0	1	0	0
845-900	3	0	120	29	12	13	0	3	2	0	171	4	0	0	0	2

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
700-800	12	5	423	77	10	20	0	8	15	2	504	8	1	6	2	5	1098
715-815	9	5	461	91	14	28	2	15	16	4	598	8	2	6	6	6	1271
730-830	8	3	501	104	19	33	2	15	18	3	641	6	2	2	6	5	1368
745-845	5	4	517	108	28	39	3	19	16	2	638	7	1	1	6	4	1398
800-900	6	1	494	110	34	46	3	20	14	2	641	9	1	1	4	4	1390

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: WEDNESDAY, MARCH 14, 2007
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S 10TH STREET WEST
E/W AVENUE L-12
FILE NUMBER: 30-AM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
700-715	17	0	63	7	0	0	0	2	7	0	65	12	7	0	0	4
715-730	19	0	60	5	2	0	0	2	9	0	122	17	7	0	0	7
730-745	14	0	87	11	5	0	0	3	6	0	158	21	14	0	0	4
745-800	17	0	111	14	4	0	0	1	12	0	175	24	10	0	0	4
800-815	14	0	94	13	4	0	0	1	8	0	165	18	12	0	0	6
815-830	10	0	102	10	2	0	1	2	8	0	157	18	14	0	0	3
830-845	9	0	107	17	3	0	0	5	5	0	146	15	19	0	1	6
845-900	10	0	94	18	4	0	0	4	4	0	140	17	18	0	0	4

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
700-800	67	0	321	37	11	0	0	8	34	0	520	74	38	0	0	19	1129
715-815	64	0	352	43	15	0	0	7	35	0	620	80	43	0	0	21	1280
730-830	55	0	394	48	15	0	1	7	34	0	655	81	50	0	0	17	1357
745-845	50	0	414	54	13	0	1	9	33	0	643	75	55	0	1	19	1367
800-900	43	0	397	58	13	0	1	12	25	0	608	68	63	0	1	19	1308

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: WEDNESDAY, MARCH 14, 2007
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S 10TH STREET WEST
E/W AVENUE M
FILE NUMBER: 31-AM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
700-715	7	4	55	12	5	7	102	25	13	2	58	17	8	2	112	20
715-730	11	2	40	14	10	14	130	24	20	2	78	6	6	4	136	36
730-745	18	2	66	19	14	23	119	23	25	1	122	7	10	8	126	46
745-800	17	4	91	28	16	15	73	33	46	0	118	4	19	13	152	68
800-815	15	7	66	20	22	10	112	25	27	4	123	8	14	10	132	43
815-830	15	4	74	29	29	17	126	26	36	5	106	8	16	11	137	35
830-845	13	7	78	27	21	12	104	23	20	5	91	7	17	5	115	42
845-900	13	7	95	15	15	11	111	27	23	2	100	9	12	7	99	44

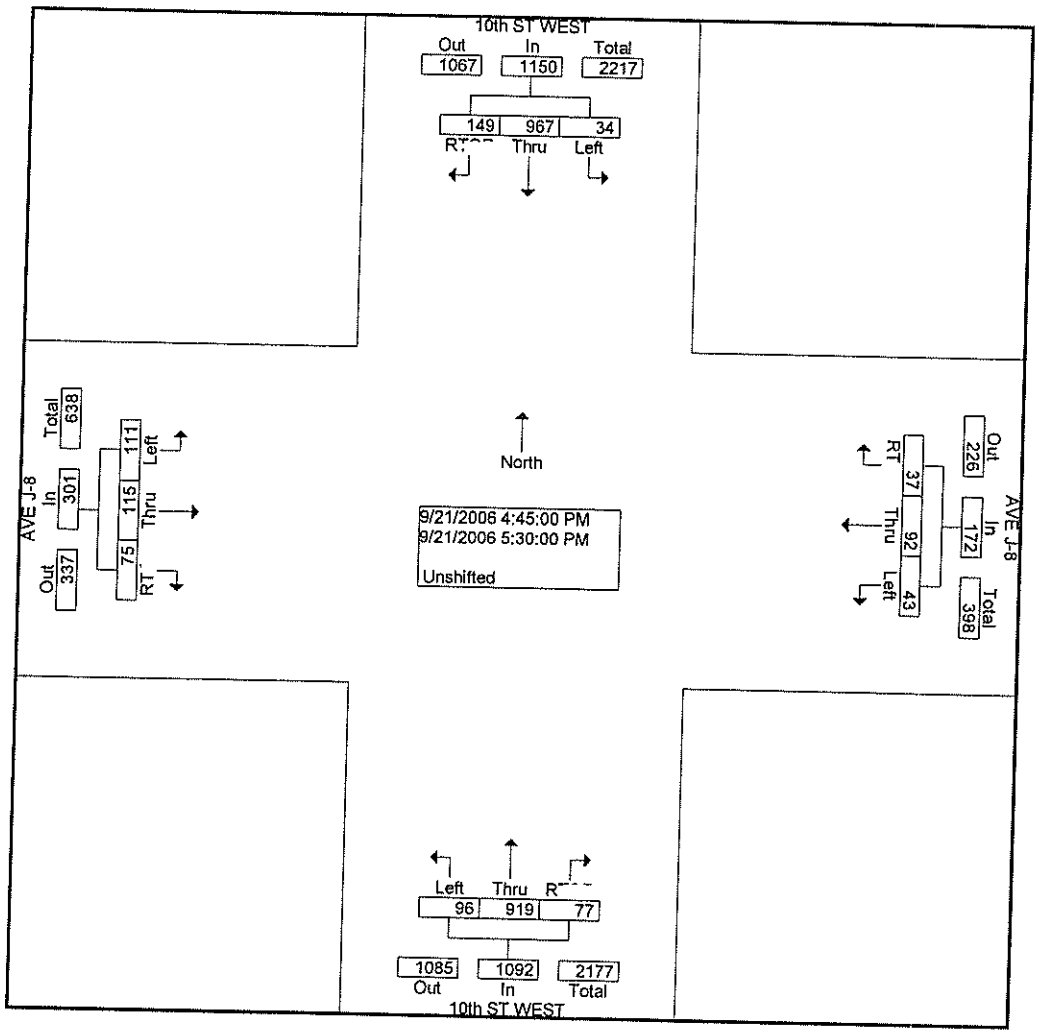
1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
700-800	53	12	252	73	45	59	424	105	104	5	376	34	43	27	526	170	2308
715-815	61	15	263	81	62	62	434	105	118	7	441	25	49	35	546	193	2497
730-830	65	17	297	96	81	65	430	107	134	10	469	27	59	42	547	192	2638
745-845	60	22	309	104	88	54	415	107	129	14	438	27	66	39	536	188	2596
800-900	56	25	313	91	87	50	453	101	106	16	420	32	59	33	483	164	2489

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

All Trffic Resources
Crenshaw Traffic Engineering

File Name : 10thSTW_AVEJ8_06
Site Code : 09190605
Start Date : 9/21/2006
Page No : 2

	10th ST WEST from north					AVE J-8 from east					10th ST WEST from south					AVE J-8 from west					
Start Time	Right	RTO R	Thru	Left	App. Total	Right	RTO R	Thru	Left	App. Total	Right	RTO R	Thru	Left	App. Total	Right	RTO R	Thru	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	126	23	967	34	1150	30	7	92	43	172	60	17	919	96	1092	66	9	115	111	301	2715
Percent	11.0	2.0	84.1	3.0		17.4	4.1	53.5	25.0		5.5	1.6	84.2	8.8		21.9	3.0	38.2	36.9		
05:00 Volume	41	7	297	10	355	8	2	27	5	42	13	6	215	21	255	17	3	32	22	74	726
Peak Factor																					
High Int.	05:00 PM					05:30 PM					04:45 PM					05:15 PM					0.935
Volume	41	7	297	10	355	10	2	26	14	52	18	2	247	29	296	13	3	31	31	78	
Peak Factor					0.810					0.827					0.922					0.965	



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: 20th St W DATE: 11/15/2006 LOCATION: City of Lancaster

E-W STREET: Ave K DAY: WEDNESDAY PROJECT# 06-2424-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 0	SL 2	ST 3	SR 0	EL 1	ET 3	ER 1	WL 1	WT 3	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	14	52	11	24	43	18	27	237	10	12	159	12	619
7:15 AM	18	50	17	29	48	26	30	246	13	14	168	16	675
7:30 AM	15	95	30	25	55	30	70	406	6	8	255	23	1018
7:45 AM	26	133	31	50	31	28	80	334	14	31	316	34	1108
8:00 AM	14	82	23	29	53	13	87	281	19	16	259	33	909
8:15 AM	18	117	25	55	74	37	53	190	16	21	304	40	950
8:30 AM	11	83	22	32	88	29	72	271	22	34	213	16	893
8:45 AM	18	77	35	47	72	37	48	241	6	22	195	38	836
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 134	NT 689	NR 194	SL 291	ST 464	SR 218	EL 467	ET 2206	ER 106	WL 158	WT 1869	WR 212	TOTAL 7008

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	73	427	109	159	213	108	290	1211	55	76	1134	130	3985
PEAK HR. FACTOR:		0.801			0.723			0.807			0.879		0.899

CONTROL: Signalized

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: TUESDAY, MARCH 13, 2007
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S SR-14 SB ON-OFF RAMPS
E/W AVENUE K
FILE NUMBER: 3-PM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
400-415	33	17	0	41	119	10	345	0	0	0	0	0	92	0	276	0
415-430	22	11	0	36	103	5	355	0	0	0	0	0	93	0	234	0
430-445	24	18	0	57	105	9	363	0	0	0	0	0	92	0	240	0
445-500	28	29	0	48	108	12	371	0	0	0	0	0	108	0	277	0
500-515	36	27	0	41	148	16	383	0	0	0	0	0	104	0	283	0
515-530	41	18	0	47	135	13	404	0	0	0	0	0	100	0	247	0
530-545	23	14	0	43	105	14	385	0	0	0	0	0	111	0	242	0
545-600	12	9	0	46	98	18	394	0	0	0	0	0	78	0	269	0

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
400-500	107	75	0	182	435	36	1434	0	0	0	0	0	385	0	1027	0	3681
415-515	110	85	0	182	464	42	1472	0	0	0	0	0	397	0	1034	0	3786
430-530	129	92	0	193	496	50	1521	0	0	0	0	0	404	0	1047	0	3932
445-545	128	88	0	179	496	55	1543	0	0	0	0	0	423	0	1049	0	3961
500-600	112	68	0	177	486	61	1566	0	0	0	0	0	393	0	1041	0	3904

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: TUESDAY, MARCH 13, 2007
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S SR-14 NB ON-OFF RAMPS / 15TH STREET WEST
E/W AVENUE K
FILE NUMBER: 4-PM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
400-415	76	41	0	137	35	10	290	0	80	13	124	127	9	2	220	60
415-430	70	37	3	103	45	18	285	0	76	20	77	140	12	2	210	45
430-445	94	40	1	109	40	34	284	0	72	29	91	112	19	2	219	57
445-500	76	58	1	108	27	27	341	0	83	23	102	121	23	1	270	38
500-515	100	41	0	100	30	30	316	0	61	26	86	135	18	1	224	46
515-530	95	53	3	113	31	24	318	0	63	20	103	142	22	1	230	48
530-545	98	48	0	104	22	16	307	0	68	27	101	143	15	2	219	60
545-600	107	51	2	103	33	16	315	0	50	26	106	122	17	3	217	59

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
400-500	316	176	5	457	147	89	1200	0	311	85	394	500	63	7	919	200	4869
415-515	340	176	5	420	142	109	1226	0	292	98	356	508	72	6	923	186	4859
430-530	365	192	5	430	128	115	1259	0	279	98	382	510	82	5	943	189	4982
445-545	369	200	4	425	110	97	1282	0	275	96	392	541	78	5	943	192	5009
500-600	400	193	5	420	116	86	1256	0	242	99	396	542	72	7	890	213	4937

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: WEDNESDAY, MARCH 07, 2007
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S 12TH STREET WEST
E/W AVENUE K
FILE NUMBER: 5-PM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
400-415	4	7	7	5	5	0	186	11	11	5	16	112	37	5	303	36
415-430	7	8	9	9	3	0	245	12	10	6	10	108	27	7	318	25
430-445	5	3	7	5	8	0	238	17	9	7	8	109	28	5	322	34
445-500	6	6	5	9	5	0	231	22	13	10	15	118	29	5	309	42
500-515	4	6	10	9	8	0	236	19	18	6	19	112	36	4	325	26
515-530	8	11	13	8	10	1	268	20	11	8	17	95	31	3	311	22
530-545	6	8	9	5	7	0	207	20	9	8	10	108	24	4	290	24
545-600	10	10	8	4	6	0	228	23	11	7	12	116	29	4	276	15

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
400-500	22	24	28	28	21	0	900	62	43	28	49	447	121	22	1252	137	3184
415-515	22	23	31	32	24	0	950	70	50	29	52	447	120	21	1274	127	3272
430-530	23	26	35	31	31	1	973	78	51	31	59	434	124	17	1267	124	3305
445-545	24	31	37	31	30	1	942	81	51	32	61	433	120	16	1235	114	3239
500-600	28	35	40	26	31	1	939	82	49	29	58	431	120	15	1202	87	3173

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: WEDNESDAY, MARCH 07, 2007
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S 10TH STREET WEST
E/W AVENUE K
FILE NUMBER: 6-PM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
400-415	37	13	204	51	45	13	152	61	41	33	161	42	26	4	220	69
415-430	53	17	216	55	39	19	161	68	32	27	194	32	30	3	195	72
430-445	37	19	203	55	29	22	170	76	30	21	172	43	38	4	211	73
445-500	39	10	200	47	36	16	163	57	29	19	145	33	31	5	243	94
500-515	59	12	246	63	48	11	189	68	39	27	181	51	33	9	236	61
515-530	35	12	176	40	49	12	201	69	36	20	170	41	34	5	208	70
530-545	32	10	173	68	31	12	170	62	47	23	174	32	26	7	210	51
545-600	34	13	180	42	47	9	172	65	40	25	153	33	27	6	227	62

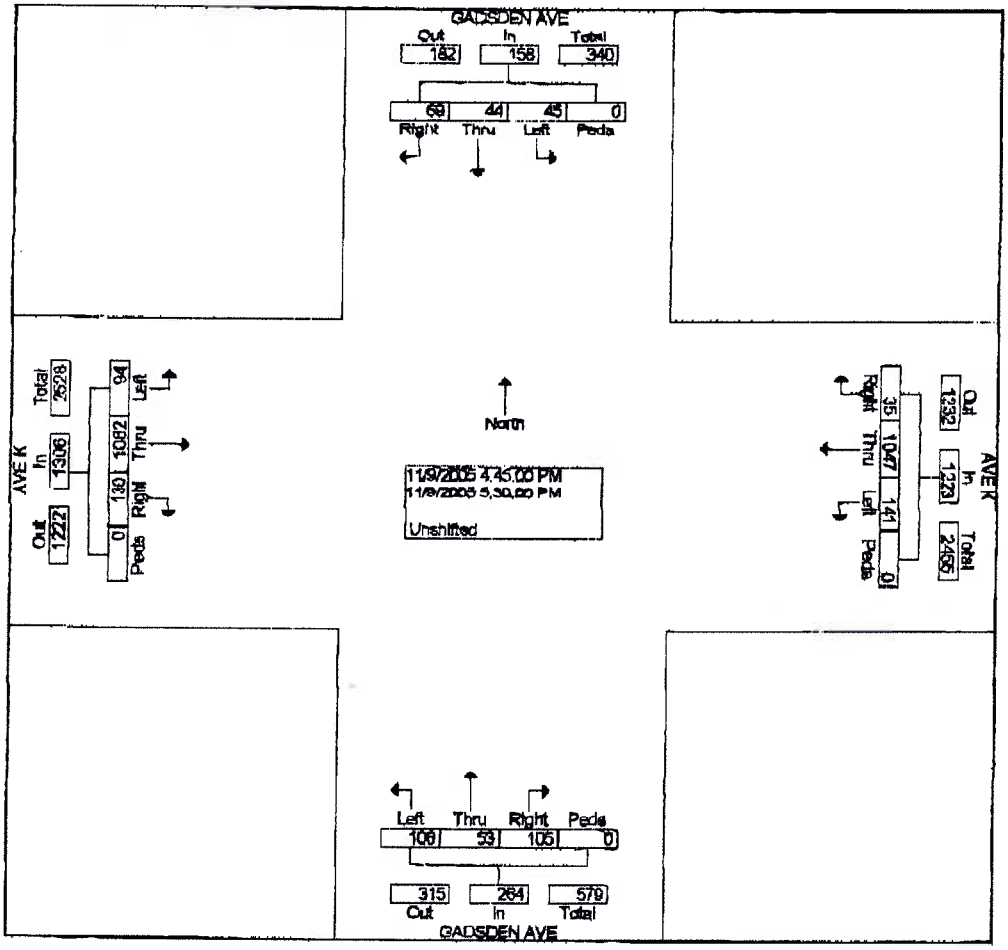
1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
400-500	166	59	823	208	149	70	646	262	132	100	672	150	125	16	869	308	4755
415-515	188	58	865	220	152	68	683	269	130	94	692	159	132	21	885	300	4916
430-530	170	53	825	205	162	61	723	270	134	87	668	168	136	23	898	298	4881
445-545	165	44	795	218	164	51	723	256	151	89	670	157	124	26	897	276	4806
500-600	160	47	775	213	175	44	732	264	162	95	678	157	120	27	881	244	4774

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1564

File Name : K & GADSDEN
Site Code : 11090507
Start Date : 11/09/2005
Page No : 3

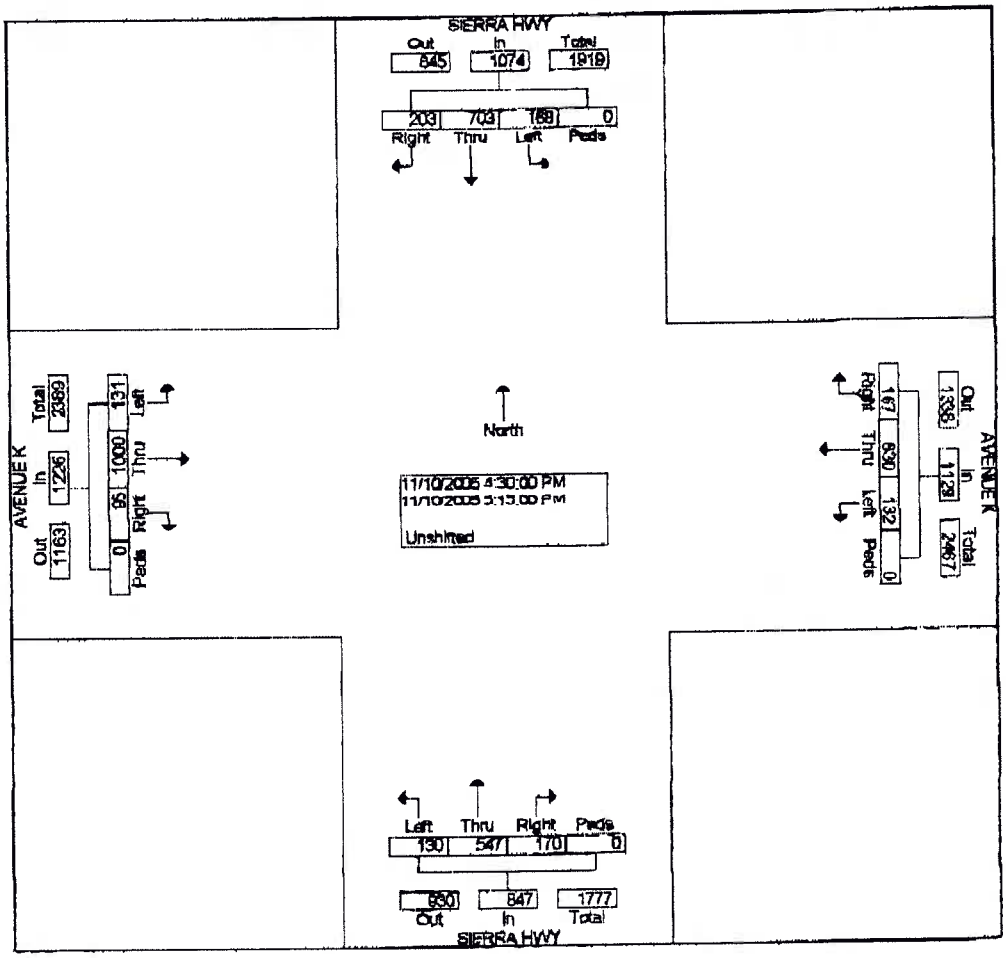
	GADSDEN AVE From North					AVE K From East					GADSDEN AVE From South					AVE K From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	69	44	45	0	158	35	1047	141	0	1223	105	53	106	0	264	130	1082	94	0	1306	2951
Percent	43.7	27.8	28.5	0.0		2.9	85.6	11.5	0.0		39.8	20.1	40.2	0.0		10.0	82.8	7.2	0.0		
05:15 Volume	24	7	11	0	42	8	259	36	0	304	20	7	18	0	45	37	309	23	0	369	760
Peak Factor																					0.971
High Int.	05:15 PM					05:00 PM					05:00 PM					05:15 PM					
Volume	24	7	11	0	42	8	264	48	0	320	34	13	92	0	79	37	309	23	0	369	
Peak Factor					0.840					0.955					0.835					0.885	



ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1584

File Name : SIERRA & K FINAL REPORT
Site Code : 11090508
Start Date : 11/10/2005
Page No : 3

	SIERRA HWY From North					AVENUE K From East					SIERRA HWY From South					AVENUE K From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	203	703	168	0	1074	167	830	132	0	1129	170	547	130	0	847	95	1000	131	0	1226	4276
Percent	18.9	65.5	15.6	0.0		14.8	73.5	11.7	0.0		20.1	64.6	15.3	0.0		7.7	81.6	10.7	0.0		
05:00 Volume	63	182	45	0	290	40	239	34	0	313	32	143	37	0	212	24	281	30	0	335	1150
Peak Factor																					0.930
High Int.	05:00 PM					05:00 PM					04:45 PM					05:00 PM					
Volume	63	182	45	0	290	40	239	34	0	313	60	161	31	0	252	24	281	30	0	335	
Peak Factor					0.926					0.902					0.813					0.915	



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: TUESDAY, MARCH 13, 2007
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S 10TH STREET WEST
E/W COMMERCE CENTER DRIVE / EAST DRIVEWAY
FILE NUMBER: 9-PM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
400-415	23	1	232	32	12	12	5	22	19	2	190	26	19	10	9	39
415-430	23	4	248	29	19	9	6	21	11	1	197	38	22	7	9	42
430-445	21	5	287	33	14	14	9	16	17	1	223	31	10	10	5	35
445-500	23	3	248	38	10	17	6	13	14	3	220	23	17	7	9	31
500-515	24	2	230	35	10	11	7	14	11	2	214	30	22	11	5	36
515-530	18	1	235	26	14	12	4	19	13	5	202	24	16	12	8	31
530-545	27	3	213	27	9	17	6	18	15	2	254	32	13	11	7	21
545-600	25	2	251	24	7	15	7	21	11	3	249	26	15	10	5	17

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
400-500	90	13	1015	132	55	52	26	72	61	7	830	118	68	34	32	147	2752
415-515	91	14	1013	135	53	51	28	64	53	7	854	122	71	35	28	144	2763
430-530	86	11	1000	132	48	54	26	62	55	11	859	108	65	40	27	133	2717
445-545	92	9	926	126	43	57	23	64	53	12	890	109	68	41	29	119	2661
500-600	94	8	929	112	40	55	24	72	50	12	919	112	66	44	25	105	2667

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: TUESDAY, MARCH 13, 2007
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S 10TH STREET WEST
E/W AVENUE K-4 / WEST DRIVEWAY
FILE NUMBER: 10-PM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
400-415	1	0	254	4	3	9	0	37	22	8	227	2	2	0	0	1
415-430	2	1	280	5	4	10	0	41	25	10	255	2	1	1	0	1
430-445	1	1	302	9	6	12	0	46	27	11	231	0	2	1	0	1
445-500	0	1	274	7	5	12	0	39	38	9	262	1	2	0	0	0
500-515	2	1	259	5	7	11	0	51	33	15	246	0	1	2	0	2
515-530	1	3	261	8	9	12	0	55	39	11	240	2	2	0	0	0
530-545	1	1	232	10	11	15	0	62	44	12	272	2	4	0	0	2
545-600	2	0	274	9	8	11	0	66	41	15	273	1	2	2	0	2

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
400-500	4	3	1110	25	18	43	0	163	112	38	975	5	7	2	0	3	2508
415-515	5	4	1115	26	22	45	0	177	123	45	994	3	6	4	0	4	2573
430-530	4	6	1096	29	27	47	0	191	137	46	979	3	7	3	0	3	2578
445-545	4	6	1026	30	32	50	0	207	154	47	1020	5	9	2	0	4	2596
500-600	6	5	1026	32	35	49	0	234	157	53	1031	5	9	4	0	6	2652

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: TUESDAY, MARCH 13, 2007
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S 20TH STREET WEST
E/W AVENUE K-8
FILE NUMBER: 11-PM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
400-415	15	5	97	23	17	10	61	17	20	7	96	12	7	2	67	17
415-430	24	2	104	27	25	12	84	24	18	5	114	16	3	3	53	16
430-445	20	5	115	32	20	16	75	26	12	6	97	12	3	5	51	19
445-500	31	3	138	21	24	11	87	21	17	4	98	10	4	3	51	15
500-515	30	2	137	20	17	10	84	27	13	4	88	16	6	4	48	12
515-530	32	3	142	27	24	13	87	17	19	6	129	26	8	2	72	9
530-545	35	4	155	23	23	12	88	16	15	7	132	25	9	3	52	11
545-600	25	3	141	18	18	9	78	16	17	4	128	24	7	2	78	11

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
400-500	90	15	454	103	86	49	307	88	67	22	405	50	17	13	222	67	2055
415-515	105	12	494	100	86	49	330	98	60	19	397	54	16	15	203	62	2100
430-530	113	13	532	100	85	50	333	91	61	20	412	64	21	14	222	55	2186
445-545	128	12	572	91	88	46	346	81	64	21	447	77	27	12	223	47	2282
500-600	122	12	575	88	82	44	337	76	64	21	477	91	30	11	250	43	2323

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: TUESDAY, MARCH 13, 2007
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S 15TH STREET WEST
E/W AVENUE K-8
FILE NUMBER: 12-PM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
400-415	2	0	9	5	5	2	96	12	12	11	15	15	22	11	50	1
415-430	1	0	11	9	3	0	101	11	15	15	18	22	19	9	55	2
430-445	0	0	8	8	5	0	109	15	18	14	22	21	28	7	62	0
445-500	2	1	14	7	5	1	112	16	22	11	19	19	24	9	87	3
500-515	3	0	12	6	8	2	99	11	24	19	18	28	25	8	69	2
515-530	1	0	11	10	4	2	108	9	19	15	21	22	22	9	67	2
530-545	0	2	12	8	5	1	119	15	25	21	25	26	20	11	57	4
545-600	2	0	11	8	3	1	90	15	19	19	22	21	23	9	69	2

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
400-500	5	1	42	29	18	3	418	54	67	51	74	77	93	36	254	6	1228
415-515	6	1	45	30	21	3	421	53	79	59	77	90	96	33	273	7	1294
430-530	6	1	45	31	22	5	428	51	83	59	80	90	99	33	285	7	1325
445-545	6	3	49	31	22	6	438	51	90	66	83	95	91	37	280	11	1359
500-600	6	2	46	32	20	6	416	50	87	74	86	97	90	37	262	10	1321

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: WEDNESDAY, MARCH 14, 2007
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S DRIVERS WAY
E/W AVENUE K-8
FILE NUMBER: 13-PM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
400-415	38	0	6	5	12	0	78	2	7	0	4	7	11	0	59	35
415-430	48	0	8	9	10	0	80	5	12	0	6	10	10	0	55	32
430-445	43	0	5	10	11	0	63	6	13	0	7	12	15	0	76	26
445-500	51	0	5	8	10	0	67	9	16	0	6	22	10	0	64	27
500-515	39	0	9	12	19	0	69	13	22	0	5	26	10	0	57	39
515-530	52	0	7	18	10	0	79	9	27	0	10	23	15	0	71	30
530-545	40	0	4	12	12	0	71	6	21	0	10	15	12	0	62	32
545-600	35	0	4	10	10	0	69	7	19	0	7	17	13	0	66	27

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
400-500	180	0	24	32	43	0	288	22	48	0	23	51	46	0	254	120	1131
415-515	181	0	27	39	50	0	279	33	63	0	24	70	45	0	252	124	1187
430-530	185	0	26	48	50	0	278	37	78	0	28	83	50	0	268	122	1253
445-545	182	0	25	50	51	0	286	37	86	0	31	86	47	0	254	128	1263
500-600	166	0	24	52	51	0	288	35	89	0	32	81	50	0	256	128	1252

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: 10th St West DATE: 11/14/2006 LOCATION: City of Lancaster

E-W STREET: Ave K-8 DAY: TUESDAY PROJECT# 06-2424-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	0	3	1	1.5	0	1.5	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	23	200			276	54	39		17				609
4:15 PM	28	222			253	63	49		26				641
4:30 PM	35	230			280	76	55		22				698
4:45 PM	31	241			250	61	61		38				682
5:00 PM	34	226			255	69	66		41				691
5:15 PM	34	248			243	68	56		34				683
5:30 PM	32	217			238	64	53		29				633
5:45 PM	31	166			196	59	59		35				546
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 248	NT 1750	NR 0	SL 0	ST 1991	SR 514	EL 438	ET 0	ER 242	WL 0	WT 0	WR 0	TOTAL 5183

PM Peak Hr Begins at: 430 PM

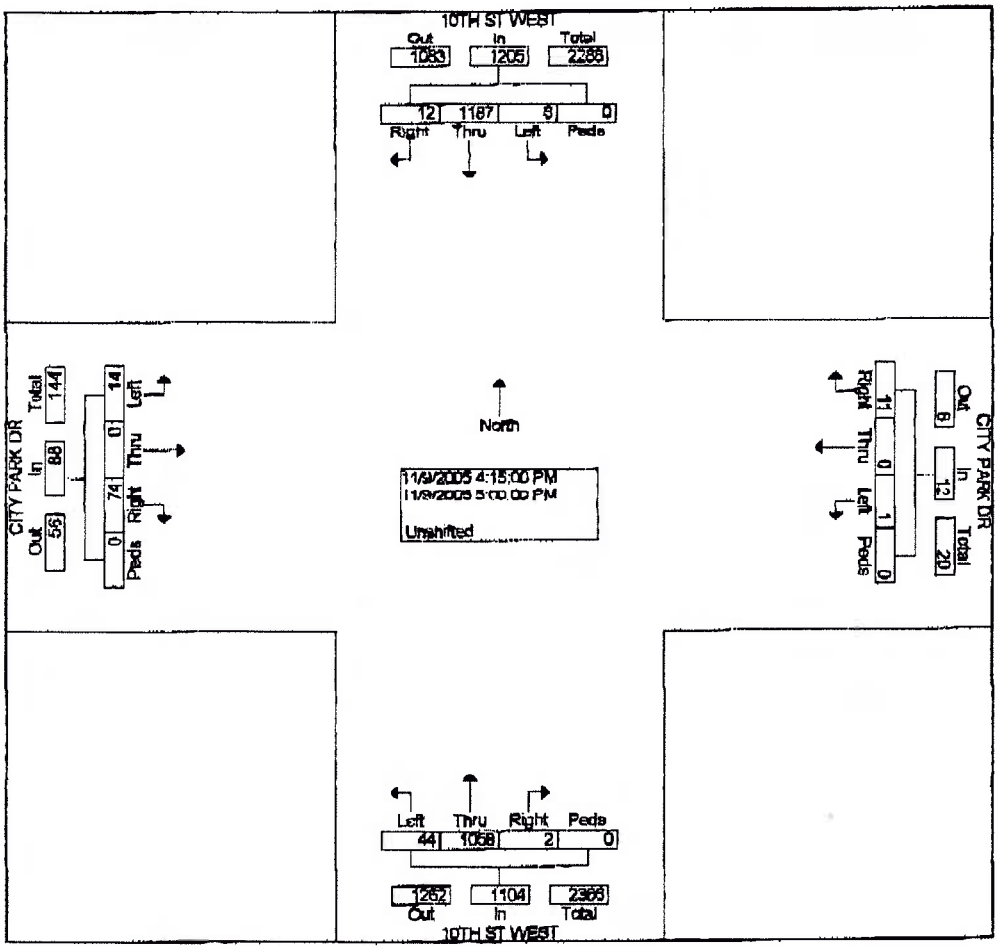
PEAK VOLUMES =	134	945	0	0	1028	274	238	0	135	0	0	0	2754
PEAK HR. FACTOR:		0.957			0.914			0.871			0.000		0.986

CONTROL: Signalized

ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8228 (661) 303-1564

File Name : 10TH & CITY PARK DR
Site Code : 11090504
Start Date : 11/08/2005
Page No : 3

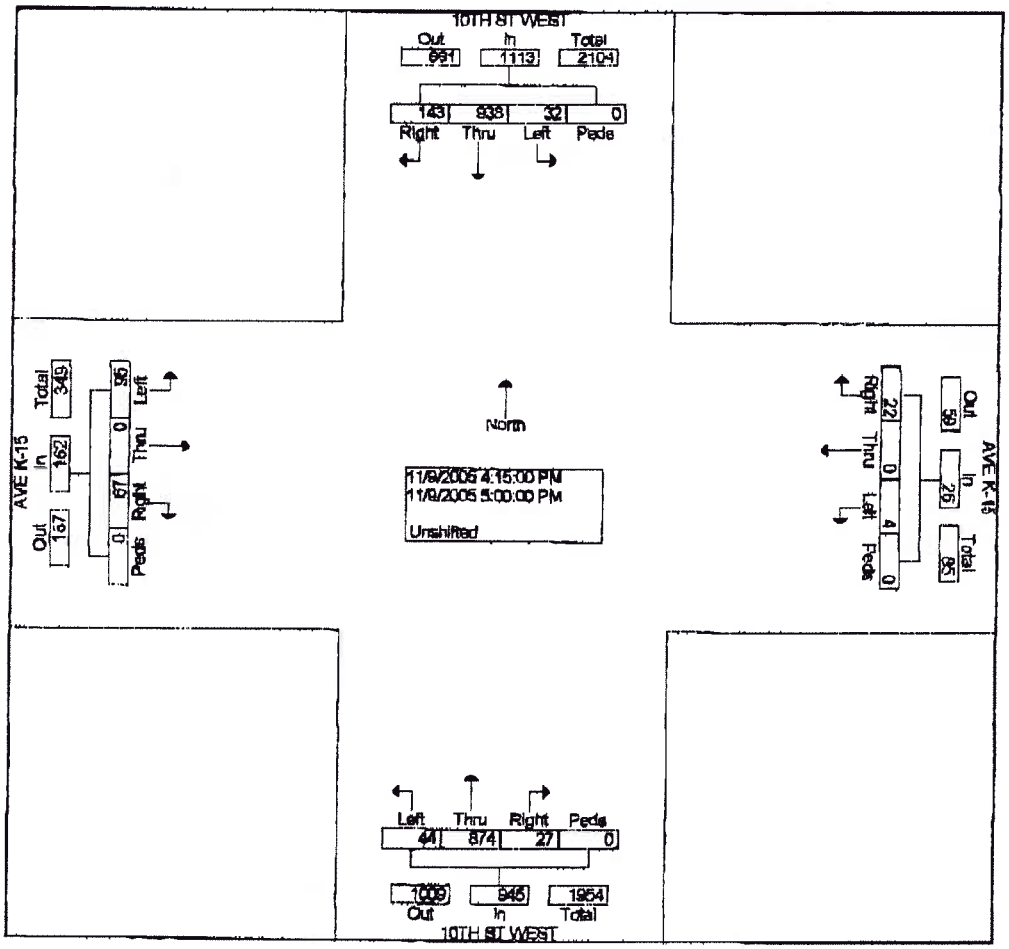
	10TH ST WEST From North					CITY PARK DR From East					10TH ST WEST From South					CITY PARK DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:15 PM																				
Volume	12	1187	6	0	1205	11	0	1	0	12	2	1058	44	0	1104	74	0	14	0	88	2409
Percent	1.0	99.5	0.5	0.0		91.7	0.0	8.3	0.0		0.2	95.8	4.0	0.0		84.1	0.0	15.9	0.0		
05:00 Volume	3	348	2	0	353	6	0	0	0	6	1	282	8	0	291	24	0	3	0	27	677
Peak Factor																					0.890
High Int.	05:00 PM					05:00 PM					05:00 PM					05:00 PM					
Volume	3	348	2	0	353	6	0	0	0	6	1	282	8	0	291	24	0	3	0	27	
Peak Factor					0.853					0.500					0.948					0.815	



ALL TRAFFIC RESOURCES
42232 WOODSTONE LN
QUARTZ HILL, CA 93536
(661) 718-8226 (661) 303-1564

File Name : 10TH & K15
Site Code : 11090505
Start Date : 11/09/2005
Page No : 3

	10TH ST WEST From North					AVE K-15 From East					10TH ST WEST From South					AVE K-15 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:15 PM																				
Volume	143	938	32	0	1113	22	0	4	0	26	27	874	44	0	945	67	0	95	0	162	2246
Percent	12.8	84.3	2.9	0.0		84.6	0.0	15.4	0.0		2.9	92.5	4.7	0.0		41.4	0.0	58.6	0.0		
05:00 Volume	38	262	14	0	314	6	0	0	0	6	12	226	18	0	256	19	0	23	0	42	618
Peak Factor																					0.909
High Int.	05:00 PM					04:45 PM					05:00 PM					04:30 PM					
Volume	38	262	14	0	314	6	0	2	0	8	12	226	18	0	256	15	0	28	0	43	
Peak Factor					0.888					0.813					0.923					0.942	



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: 20th St W DATE: 11/14/2006 LOCATION: City of Lancaster

E-W STREET: Ave L DAY: TUESDAY PROJECT# 06-2424-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1	1	1	2	0	1	3	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	16	72	8	23	55	34	56	174	7	17	292	30	784
4:15 PM	8	59	9	26	81	50	34	194	10	15	281	28	795
4:30 PM	13	52	12	24	48	44	53	194	11	24	290	30	795
4:45 PM	18	47	7	26	62	55	37	219	8	19	347	31	876
5:00 PM	15	65	8	23	92	38	44	210	13	24	350	37	919
5:15 PM	14	58	4	22	77	65	35	219	6	17	395	41	953
5:30 PM	5	68	6	33	83	49	55	218	3	15	281	26	842
5:45 PM	10	53	5	24	65	29	40	153	4	18	280	29	710
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 99	NT 474	NR 59	SL 201	ST 563	SR 364	EL 354	ET 1581	ER 62	WL 149	WT 2516	WR 252	TOTAL 6674

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	52	238	25	104	314	207	171	866	30	75	1373	135	3590
PEAK HR. FACTOR:		0.895			0.947			0.966			0.874		0.942

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: 15th St West DATE: 11/16/2006 LOCATION: City of Lancaster

E-W STREET: Ave L DAY: THURSDAY PROJECT# 06-2424-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 1	ST 1	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	0	2	70	2	14	19	201	2	3	279	55	648
4:15 PM	1	0	1	74	1	18	14	186	0	5	286	53	639
4:30 PM	1	1	3	103	1	26	18	212	0	3	311	49	728
4:45 PM	0	0	2	91	0	12	14	241	0	3	349	66	778
5:00 PM	0	0	0	96	2	17	17	207	0	4	426	52	821
5:15 PM	0	1	1	86	6	28	16	202	0	5	445	61	851
5:30 PM	0	0	2	77	0	18	13	214	0	1	340	30	695
5:45 PM	0	1	0	90	2	15	23	230	1	4	344	58	768
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 3	NT 3	NR 11	SL 687	ST 14	SR 148	EL 134	ET 1693	ER 3	WL 28	WT 2780	WR 424	TOTAL 5928

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	1	2	6	376	9	83	65	862	0	15	1531	228	3178
PEAK HR. FACTOR:		0.450			0.900			0.909			0.868		0.934

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Southbound SR-14 off-ramp DATE: 11/16/2006 LOCATION: City of Lancaster

E-W STREET: Ave L DAY: THURSDAY PROJECT# 06-2424-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.5	0.5	0.5	0	3	1	0	3	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				68		30		200	78		357	145	878
4:15 PM				79		34		232	84		395	150	974
4:30 PM				73		40		226	91		336	172	938
4:45 PM				67		41		211	85		353	179	936
5:00 PM				49		39		209	95		432	192	1016
5:15 PM				55		40		189	89		369	150	892
5:30 PM				47		29		180	104		369	139	868
5:45 PM				55		25		170	101		336	132	819
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 493	ST 0	SR 278	EL 0	ET 1617	ER 727	WL 0	WT 2947	WR 1259	TOTAL 7321

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	0	0	0	268	0	154	0	878	355	0	1516	693	3864
PEAK HR. FACTOR:		0.000			0.934			0.972			0.885		0.951

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Northbound SR-14 off-ramp DATE: 11/15/2006 LOCATION: City of Lancaster

E-W STREET: Ave L DAY: WEDNESDAY PROJECT# 06-2424-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	3	1	0	4	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	115		95					241	6		291	37	785
4:15 PM	136		100					249	15		337	43	880
4:30 PM	122		153					218	12		390	44	939
4:45 PM	181		146					256	17		429	26	1055
5:00 PM	201		139					265	13		367	36	1021
5:15 PM	175		114					190	16		536	52	1083
5:30 PM	165		124					215	9		362	13	888
5:45 PM	133		106					223	5		237	19	723
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	1228	0	977	0	0	0	0	1857	93	0	2949	270	7374

PM Peak Hr Begins at: 430 PM

PEAK													
VOLUMES =	679	0	552	0	0	0	0	929	58	0	1722	158	4098
PEAK HR. FACTOR:		0.905			0.000			0.888			0.799		0.946

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Costco Driveway DATE: 11/14/2006 LOCATION: City of Lancaster

E-W STREET: Ave L DAY: TUESDAY PROJECT# 06-2424-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	1	3	0	0	4	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				14		46	52	326			337	39	814
4:15 PM				17		43	54	378			322	30	844
4:30 PM				19		58	56	294			404	20	851
4:45 PM				14		42	48	280			340	23	747
5:00 PM				14		47	46	264			418	29	818
5:15 PM				14		40	64	291			455	22	886
5:30 PM				14		40	50	274			338	20	736
5:45 PM				13		46	50	289			282	36	716
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	0	0	0	119	0	362	420	2396	0	0	2896	219	6412

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	0	0	61	0	187	214	1129	0	0	1617	94	3302
PEAK HR. FACTOR:		0.000			0.805			0.946			0.897		0.932

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: 10th St West DATE: 11/16/2006 LOCATION: City of Lancaster

E-W STREET: Avenue L DAY: THURSDAY PROJECT# 06-2424-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	2	2	1	2	2	1	2	3	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	87	160	40	37	171	81	75	158	50	30	181	24	1094
4:15 PM	100	176	45	39	190	78	89	199	59	51	190	26	1242
4:30 PM	86	190	41	38	176	69	75	226	62	60	243	30	1296
4:45 PM	78	234	50	45	181	100	71	238	45	41	249	30	1362
5:00 PM	81	244	51	50	168	79	75	180	26	51	280	26	1311
5:15 PM	78	190	50	42	154	86	65	193	25	42	274	21	1220
5:30 PM	63	144	41	50	149	82	59	212	22	30	198	20	1070
5:45 PM	64	91	45	47	127	79	76	238	14	31	158	17	987
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 637	NT 1429	NR 363	SL 348	ST 1316	SR 654	EL 585	ET 1644	ER 303	WL 336	WT 1773	WR 194	TOTAL 9582

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	345	844	187	172	715	326	310	843	192	203	962	112	5211
PEAK HR. FACTOR:		0.915			0.930			0.926			0.894		0.956

CONTROL: Signalized

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: WEDNESDAY, MARCH 14, 2007
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S DRIVEWAY (PROPOSED 5TH STREET WEST)
E/W AVENUE L
FILE NUMBER: 25-PM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
400-415	0	0	0	0	0	0	284	2	0	0	0	0	2	0	277	0
415-430	0	0	0	0	0	0	268	1	2	0	0	1	1	0	281	0
430-445	0	0	0	0	0	0	298	1	1	0	0	0	0	0	284	0
445-500	0	0	0	0	0	0	248	3	1	0	0	0	1	0	254	0
500-515	0	0	0	0	0	0	259	1	0	0	0	2	1	0	260	0
515-530	0	0	0	0	0	0	266	0	3	0	0	0	2	0	255	0
530-545	0	0	0	0	0	0	265	2	2	0	0	1	1	0	266	0
545-600	0	0	0	0	0	0	271	2	1	0	0	1	0	0	273	0

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
400-500	0	0	0	0	0	0	1098	7	4	0	0	1	4	0	1096	0	2210
415-515	0	0	0	0	0	0	1073	6	4	0	0	3	3	0	1079	0	2168
430-530	0	0	0	0	0	0	1071	5	5	0	0	2	4	0	1053	0	2140
445-545	0	0	0	0	0	0	1038	6	6	0	0	3	5	0	1035	0	2093
500-600	0	0	0	0	0	0	1061	5	6	0	0	4	4	0	1054	0	2134

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Sierra Hwy DATE: 11/15/2006 LOCATION: City of Lancaster

E-W STREET: Avenue L North DAY: WEDNESDAY PROJECT# 06-2424-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	0	2	1	1.5	0	1.5	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	30	150			184	29	5		31				429
4:15 PM	35	231			184	25	4		28				507
4:30 PM	38	145			207	39	5		30				464
4:45 PM	30	196			164	28	3		29				450
5:00 PM	34	143			239	28	2		50				496
5:15 PM	30	135			170	33	2		35				405
5:30 PM	26	124			189	27	0		25				391
5:45 PM	17	127			154	23	1		11				333
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 240	NT 1251	NR 0	SL 0	ST 1491	SR 232	EL 22	ET 0	ER 239	WL 0	WT 0	WR 0	TOTAL 3475

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	137	715	0	0	794	120	14	0	137	0	0	0	1917
PEAK HR. FACTOR:		0.801			0.856			0.726			0.000		0.945

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Sierra Hwy DATE: 11/16/2006 LOCATION: City of Lancaster

E-W STREET: Avenue L South DAY: THURSDAY PROJECT# 06-2424-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	0	2	2	0	1	0	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	4	189			247	5	15		30				490
4:15 PM	10	134			203	4	22		27				400
4:30 PM	2	169			215	7	15		30				438
4:45 PM	7	181			177	2	17		28				412
5:00 PM	11	188			255	4	23		44				525
5:15 PM	4	204			264	5	13		32				522
5:30 PM	4	139			157	2	8		14				324
5:45 PM	6	126			194	1	21		20				368
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	48	1330	0	0	1712	30	134	0	225	0	0	0	3479

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	24	742	0	0	911	18	68	0	134	0	0	0	1897
PEAK HR. FACTOR:		0.921			0.863			0.754			0.000		0.903

CONTROL: Signalized

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: WEDNESDAY, MARCH 14, 2007
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S 10TH STREET WEST
E/W AVENUE L-8
FILE NUMBER: 29-PM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
400-415	3	0	147	10	6	13	0	10	2	0	234	2	4	1	0	3
415-430	2	0	174	15	13	19	0	13	2	0	243	0	2	0	0	0
430-445	0	1	209	16	19	12	0	18	2	0	231	0	0	0	0	2
445-500	1	0	217	19	14	11	2	16	5	1	212	3	1	2	1	2
500-515	1	1	225	15	16	12	3	13	6	2	236	0	1	3	1	3
515-530	0	0	209	10	10	9	0	14	8	2	220	3	1	2	0	4
530-545	2	0	187	9	8	5	3	12	4	0	193	0	0	1	0	3
545-600	0	0	176	8	5	7	0	9	2	0	179	1	0	1	0	0

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
400-500	6	1	747	60	52	55	2	57	11	1	920	5	7	3	1	7	1935
415-515	4	2	825	65	62	54	5	60	15	3	922	3	4	5	2	7	2038
430-530	2	2	860	60	59	44	5	61	21	5	899	6	3	7	2	11	2047
445-545	4	1	838	53	48	37	8	55	23	5	861	6	3	8	2	12	1964
500-600	3	1	797	42	39	33	6	48	20	4	828	4	2	7	1	10	1845

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: WEDNESDAY, MARCH 14, 2007
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S 10TH STREET WEST
E/W AVENUE L-12
FILE NUMBER: 30-PM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
400-415	5	0	208	10	9	0	0	5	10	0	207	14	19	0	0	8
415-430	9	0	174	11	9	0	1	2	10	0	220	16	17	0	0	5
430-445	9	0	199	10	8	0	1	4	8	0	235	10	20	0	0	5
445-500	5	0	196	13	6	0	0	5	7	0	181	9	16	0	0	7
500-515	8	0	235	16	5	0	0	4	10	0	210	12	21	0	0	11
515-530	7	0	216	10	6	0	1	3	8	0	229	10	35	0	0	7
530-545	3	0	214	5	4	0	0	5	11	0	190	6	22	0	0	8
545-600	4	0	165	6	5	0	1	5	11	0	202	8	20	0	0	6

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
400-500	28	0	777	44	32	0	2	16	35	0	843	49	72	0	0	25	1923
415-515	31	0	804	50	28	0	2	15	35	0	846	47	74	0	0	28	1960
430-530	29	0	846	49	25	0	2	16	33	0	855	41	92	0	0	30	2018
445-545	23	0	861	44	21	0	1	17	36	0	810	37	94	0	0	33	1977
500-600	22	0	830	37	20	0	2	17	40	0	831	36	98	0	0	32	1965

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS / KAKU ASSOCIATES, INC.
PROJECT: CITY OF LANCASTER
DATE: WEDNESDAY, MARCH 14, 2007
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S 10TH STREET WEST
E/W AVENUE M
FILE NUMBER: 31-PM

15 MINUTE TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT
400-415	37	2	170	26	30	20	186	53	34	3	145	22	13	9	72	40
415-430	30	4	147	20	21	17	233	77	31	3	159	17	12	10	98	42
430-445	30	7	159	26	29	22	218	65	21	6	150	15	11	9	104	41
445-500	30	9	172	29	18	15	192	59	26	4	120	22	14	9	116	31
500-515	54	14	166	23	23	10	221	70	33	4	158	21	11	6	113	35
515-530	51	10	185	28	25	14	170	60	21	5	165	22	10	5	75	42
530-545	39	12	154	27	16	9	152	56	23	3	146	20	7	4	103	36
545-600	26	9	150	25	17	8	119	43	28	6	155	18	6	3	114	23

1 HOUR TOTALS	1A SBRT	1B SB-RTOR	2 SBTH	3 SBLT	4A WBRT	4B WB-RTOR	5 WBTH	6 WBLT	7A NBRT	7B NB-RTOR	8 NBTH	9 NBLT	10 EBRT	10B EB-RTOR	11 EBTH	12 EBLT	TOTALS
400-500	127	22	648	101	98	74	829	254	112	16	574	76	50	37	390	154	3562
415-515	144	34	644	98	91	64	864	271	111	17	587	75	48	34	431	149	3662
430-530	165	40	682	106	95	61	801	254	101	19	593	80	46	29	408	149	3629
445-545	174	45	677	107	82	48	735	245	103	16	589	85	42	24	407	144	3523
500-600	170	45	655	103	81	41	662	229	105	18	624	81	34	18	405	136	3407

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

APPENDIX C

INTERSECTION LEVEL OF SERVICE WORKSHEETS

EXISTING

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Avenue J-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	10th St W						Avenue J-8					
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	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	82	711	38	21	551	51	71	77	78	45	80	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	711	38	21	551	51	71	77	78	45	80	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	711	38	21	551	51	71	77	78	45	80	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	711	38	21	551	51	71	77	78	45	80	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	82	711	38	21	551	51	71	77	78	45	80	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.75	0.25	0.31	0.34	0.35	0.27	0.49	0.24
Final Sat.:	1600	3200	1600	1600	4393	407	503	545	552	436	776	388
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.02	0.01	0.13	0.13	0.04	0.14	0.14	0.03	0.10	0.10
Crit Moves:		****			****				****		****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Avenue K/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Street Name:	20th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	1 0		2 0 2	1 0		1 0 3	0 1		1 0 2	1 0	
Volume Module:												
Base Vol:	73	427	109	159	213	108	290	1211	55	76	1134	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	427	109	159	213	108	290	1211	55	76	1134	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	427	109	159	213	108	290	1211	55	76	1134	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	427	109	159	213	108	290	1211	55	76	1134	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	73	427	109	159	213	108	290	1211	55	76	1134	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.59	0.41	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.69	0.31
Final Sat.:	3200	2549	651	3200	3200	1600	1600	4800	1600	1600	4306	494
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.05	0.07	0.07	0.18	0.25	0.03	0.05	0.26	0.26
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Avenue K/ SB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	SB SR 14 Ramps						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0	1! 0	0	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	241	0	124	0	973	0	0	1023	303
Growth Adj:	1.00	1.00	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	241	0	124	0	973	0	0	1023	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	241	0	124	0	973	0	0	1023	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	241	0	124	0	973	0	0	1023	303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	241	0	124	0	973	0	0	1023	303
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.32	0.00	0.68	0.00	3.00	0.00	0.00	2.31	0.69
Final Sat.:	0	0	0	2113	0	1087	0	4800	0	0	3703	1097
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.00	0.20	0.00	0.00	0.28	0.28
Crit Moves:				****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Avenue K/NB SR 14 Ramps-15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	D

Street Name:	SR 14 Ramps-15th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1		0 1	1 1		0 0 1	2 0 2		1 0	0 0 3		0 1
Volume Module:												
Base Vol:	432	569	346	185	4	208	281	793	88	0	750	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	432	569	346	185	4	208	281	793	88	0	750	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	432	569	346	185	4	208	281	793	88	0	750	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	569	346	185	4	208	281	793	88	0	750	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	432	569	346	185	4	208	281	793	88	0	750	197
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.96	0.04	1.00	2.00	2.70	0.30	0.00	3.00	1.00
Final Sat.:	1600	1600	1600	3132	68	1600	3200	4321	479	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.27	0.36	0.22	0.06	0.06	0.13	0.09	0.18	0.18	0.00	0.16	0.12
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Avenue K/12th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	12th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0	0 1 0	1	0	2 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	137	17	38	19	27	50	67	936	95	42	843	11
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	137	17	38	19	27	50	67	936	95	42	843	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:	137	17	38	19	27	50	67	936	95	42	843	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	17	38	19	27	50	67	936	95	42	843	11
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Final Vol.:	137	17	38	19	27	50	67	936	95	42	843	11
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	1.78 0.22		1.00	1.00 0.35		0.65	1.00 2.72		0.28	1.00 1.97		0.03
Final Sat.:	2847	353	1600	1600	561	1039	1600 4358		442	1600 3159		41
Capacity Analysis Module:												
Vol/Sat:	0.05 0.05		0.02	0.01 0.05		0.05	0.04 0.21		0.21	0.03 0.27		0.27
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Avenue K/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.389
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	10th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	79	412	145	116	369	118	250	612	69	176	716	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	412	145	116	369	118	250	612	69	176	716	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	412	145	116	369	118	250	612	69	176	716	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	412	145	116	369	118	250	612	69	176	716	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	412	145	116	369	118	250	612	69	176	716	192
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.27	0.73	2.00	2.70	0.30	2.00	2.37	0.63
Final Sat.:	3200	4800	1600	3200	3637	1163	3200	4314	486	3200	3785	1015
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.04	0.10	0.10	0.08	0.14	0.14	0.06	0.19	0.19
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Avenue K/Gadsden Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Gadsden Ave						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	62	78	90	57	62	81	48	730	58	70	957	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	78	90	57	62	81	48	730	58	70	957	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:	62	78	90	57	62	81	48	730	58	70	957	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	78	90	57	62	81	48	730	58	70	957	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.:	62	78	90	57	62	81	48	730	58	70	957	69
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.28	0.31	0.41	1.00	2.78	0.22	1.00	2.80	0.20
Final Sat.:	1600	1600	1600	456	496	648	1600	4447	353	1600	4477	323
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.06	0.04	0.13	0.13	0.03	0.16	0.16	0.04	0.21	0.21
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 Avenue K/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Sierra Hwy						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	121	511	145	170	435	116	114	704	64	129	774	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	511	145	170	435	116	114	704	64	129	774	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	511	145	170	435	116	114	704	64	129	774	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	511	145	170	435	116	114	704	64	129	774	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	121	511	145	170	435	116	114	704	64	129	774	174
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.75	0.25	1.00	2.45	0.55
Final Sat.:	3200	3200	1600	3200	3200	1600	1600	4400	400	1600	3919	881
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.09	0.05	0.14	0.07	0.07	0.16	0.16	0.08	0.20	0.20
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Commerce Center Dr/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.318
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	10th St W						Commerce Center Dr					
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	3 0	1	1 0	2 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	49	569	34	51	553	76	50	13	46	28	15	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	569	34	51	553	76	50	13	46	28	15	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	569	34	51	553	76	50	13	46	28	15	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	569	34	51	553	76	50	13	46	28	15	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	49	569	34	51	553	76	50	13	46	28	15	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.64	0.36	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4220	580	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.02	0.03	0.13	0.13	0.03	0.01	0.03	0.02	0.01	0.03
Crit Moves:	****				****		****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Avenue K-4/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.342
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	10th St W						Avenue K-4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 1	0	1 0	3 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	596	96	21	577	8	0	0	0	135	0	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	596	96	21	577	8	0	0	0	135	0	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	596	96	21	577	8	0	0	0	135	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	596	96	21	577	8	0	0	0	135	0	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	596	96	21	577	8	0	0	0	135	0	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.58	0.42	1.00	3.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4134	666	1600	4800	1600	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.01	0.12	0.01	0.00	0.00	0.00	0.08	0.00	0.02
Crit Moves:		****			****						****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Avenue K-8/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	20th St W						Avenue K-8					
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	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	34	424	79	55	195	42	77	292	47	48	126	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	424	79	55	195	42	77	292	47	48	126	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:	34	424	79	55	195	42	77	292	47	48	126	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	424	79	55	195	42	77	292	47	48	126	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.:	34	424	79	55	195	42	77	292	47	48	126	46
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.69	0.31	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.00	1.00
Final Sat.:	1600	2697	503	1600	3200	1600	1600	2756	444	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.03	0.06	0.03	0.05	0.11	0.11	0.03	0.08	0.03
Crit Moves:		****			****				****		****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Avenue K-8/15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.396
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	15th St W						Avenue K-8					
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 0	1	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	41	25	96	13	19	3	1	322	171	42	166	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	25	96	13	19	3	1	322	171	42	166	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	25	96	13	19	3	1	322	171	42	166	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	25	96	13	19	3	1	322	171	42	166	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	25	96	13	19	3	1	322	171	42	166	6
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1544	56
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.06	0.01	0.01	0.00	0.00	0.20	0.11	0.03	0.11	0.11
Crit Moves:			****	****				****		****		

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

Intersection #13 Avenue K-8/Drivers Wy

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: C[16.1]

Street Name:	Drivers Wy						Avenue K-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		0 1 0	0 1		1 0 0	1 0		1 0	1 0	1
Volume Module:												
Base Vol:	7	8	8	24	6	37	153	270	21	12	164	65
Growth Adj:	1.00	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	8	8	24	6	37	153	270	21	12	164	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	8	8	24	6	37	153	270	21	12	164	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	7	8	8	24	6	37	153	270	21	12	164	65
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	829	840	281	783	785	164	229	xxxx	xxxxx	291	xxxx	xxxxx
Potent Cap.:	292	304	763	314	327	886	1351	xxxx	xxxxx	1282	xxxx	xxxxx
Move Cap.:	250	267	763	275	287	886	1351	xxxx	xxxxx	1282	xxxx	xxxxx
Volume/Cap:	0.03	0.03	0.01	0.09	0.02	0.04	0.11	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	0.1	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	19.8	xxxx	xxxxx	xxxxx	xxxx	9.2	8.0	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	396	278	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.1	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	14.5	19.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	C	*	*	*	*	*	*	*	*
ApproachDel:	16.1			13.8			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #14 Avenue K-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.320
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	10th St W						Avenue K-8					
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	3 0	0	0 0	3 0	1	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	87	517	0	0	565	128	149	0	80	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:	87	517	0	0	565	128	149	0	80	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:	87	517	0	0	565	128	149	0	80	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	517	0	0	565	128	149	0	80	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.:	87	517	0	0	565	128	149	0	80	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.95	xxxx	1.05	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4800	1600	3123	0	1677	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.00	0.00	0.12	0.08	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****					

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

Intersection #15 City Park Dr/10th St W

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[19.2]

Street Name:	10th St W								City Park Dr							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	1 0	1	0	3	0 1	1	0	0	0 1	0	0	1!	0 0
Volume Module:																
Base Vol:	11	674		1	4	631		17	7	0		1	1	0		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:	11	674		1	4	631		17	7	0		1	1	0		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:	11	674		1	4	631		17	7	0		1	1	0		4
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	11	674		1	4	631		17	7	0		1	1	0		4
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.5	xxxx		6.9	7.5	xxxx		6.9
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	xxxx		3.3	3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	648	xxxx	xxxxx		675	xxxx	xxxxx		886	xxxx		210	915	xxxx		225
Potent Cap.:	947	xxxx	xxxxx		926	xxxx	xxxxx		242	xxxx		801	231	xxxx		784
Move Cap.:	947	xxxx	xxxxx		926	xxxx	xxxxx		238	xxxx		801	228	xxxx		784
Volume/Cap:	0.01	xxxx	xxxx		0.00	xxxx	xxxx		0.03	xxxx		0.00	0.00	xxxx		0.01
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.0	xxxx	xxxxx		0.1	xxxx		0.0	xxxx	xxxx		xxxxx
Control Del:	8.8	xxxx	xxxxx		8.9	xxxx	xxxxx		20.6	xxxx		9.5	xxxxx	xxxx		xxxxx
LOS by Move:	A	*	*		A	*	*		C	*		A	*	*		*
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	527	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.0	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	11.9	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	B	*	
ApproachDel:	xxxxxx				xxxxxx				19.2				11.9			
ApproachLOS:	*				*				C				B			

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #17 Avenue K-15/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.263
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	10th St W						Avenue K-15					
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	2 1	0	1 0	3 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	2	598	5	5	557	47	37	0	28	5	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	598	5	5	557	47	37	0	28	5	0	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:	2	598	5	5	557	47	37	0	28	5	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	598	5	5	557	47	37	0	28	5	0	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.:	2	598	5	5	557	47	37	0	28	5	0	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	2.98	0.02	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	4760	40	1600	4800	1600	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.00	0.12	0.03	0.02	0.00	0.02	0.00	0.00	0.01
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Avenue L/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	20th St W						Avenue L					
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	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	29	266	46	95	142	74	174	1103	63	30	632	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	266	46	95	142	74	174	1103	63	30	632	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:	29	266	46	95	142	74	174	1103	63	30	632	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	266	46	95	142	74	174	1103	63	30	632	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.:	29	266	46	95	142	74	174	1103	63	30	632	46
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.71	0.29	1.00	1.00	1.00	1.00	1.89	0.11	1.00	3.00	1.00
Final Sat.:	1600	2728	472	1600	1600	1600	1600	3027	173	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.06	0.09	0.05	0.11	0.36	0.36	0.02	0.13	0.03
Crit Moves:		****			****				****		****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #19 Avenue L/15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.440
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	15th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 1	0	1	1 0	2	1	0 1	0	3 0 1
Volume Module:												
Base Vol:	2	6	5	157	3	17	83	1108	0	4	646	175
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	2	6	5	157	3	17	83	1108	0	4	646	175
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	2	6	5	157	3	17	83	1108	0	4	646	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	6	5	157	3	17	83	1108	0	4	646	175
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Final Vol.:	2	6	5	157	3	17	83	1108	0	4	646	175
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.15 0.47	0.38		1.00 1.00	1.00		1.00 3.00	0.00		1.00 3.00	1.00	
Final Sat.:	246	738	615	1600 1600	1600		1600 4800	0		1600 4800	1600	
Capacity Analysis Module:												
Vol/Sat:	0.00 0.01	0.01		0.10 0.00	0.01		0.05 0.23	0.00		0.00 0.13	0.11	
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #20 Avenue L/SB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.344
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	SB SR 14 Ramps						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0	1! 0	0	0 3	0 0	0	0 3	0 0
Volume Module:												
Base Vol:	0	0	0	201	0	82	0	746	0	0	685	0
Growth Adj:	1.00	1.00	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	201	0	82	0	746	0	0	685	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	201	0	82	0	746	0	0	685	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	201	0	82	0	746	0	0	685	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	201	0	82	0	746	0	0	685	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.42	0.00	0.58	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	2273	0	927	0	4800	0	0	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.00	0.16	0.00	0.00	0.14	0.00
Crit Moves:				****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Avenue L/NB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.466
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	NB SR 14 Ramps						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0	0 0	0 0	0	0 0	3 0	0	0 0	4 0	0
Volume Module:												
Base Vol:	267	0	381	0	0	0	0	954	0	0	812	0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	267	0	381	0	0	0	0	954	0	0	812	0
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	267	0	0	0	0	0	0	954	0	0	812	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	0	0	0	0	0	0	954	0	0	812	0
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Final Vol.:	267	0	0	0	0	0	0	954	0	0	812	0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	1.00 0.00		1.00	0.00 0.00		0.00	0.00 3.00		0.00	0.00 4.00		0.00
Final Sat.:	1600	0	1600	0	0	0	0	4800	0	0	6400	0
Capacity Analysis Module:												
Vol/Sat:	0.17 0.00		0.00	0.00 0.00		0.00	0.00 0.20		0.00	0.00 0.13		0.00
Crit Moves:	****						****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #22 Avenue L/Costco Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.295
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Costco Drive						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	4	0 0	0 0	3	1 0
Volume Module:												
Base Vol:	0	0	0	6	0	8	105	1282	0	0	786	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	8	105	1282	0	0	786	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	8	105	1282	0	0	786	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	6	0	8	105	1282	0	0	786	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	6	0	8	105	1282	0	0	786	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	4.00	0.00	0.00	3.80	0.20
Final Sat.:	0	0	0	1600	0	1600	1600	6400	0	0	6083	317
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.07	0.20	0.00	0.00	0.13	0.13
Crit Moves:					****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #23 Avenue L/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.563
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	10th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	0 1	2 0	3	0 1	1 0	2	1 0
Volume Module:												
Base Vol:	77	329	118	113	338	136	178	900	163	179	605	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	329	118	113	338	136	178	900	163	179	605	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	329	118	113	338	136	178	900	163	179	605	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	329	118	113	338	136	178	900	163	179	605	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	77	329	118	113	338	136	178	900	163	179	605	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	2.21	0.79	1.00	2.00	1.00	2.00	3.00	1.00	1.00	2.83	0.17
Final Sat.:	1600	3533	1267	1600	3200	1600	3200	4800	1600	1600	4530	270
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.07	0.11	0.09	0.06	0.19	0.10	0.11	0.13	0.13
Crit Moves:		****			****				****		****	

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

Intersection #25 Avenue L/5th St W

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[11.9]

Street Name:	5th St W								Avenue L							
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	0 0	2	1	0	1 0	3	0	0
Volume Module:																
Base Vol:	0	0	1		0	0	0		0	1323	2		4	1196	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	1		0	0	0		0	1323	2		4	1196	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	1		0	0	0		0	1323	2		4	1196	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	1		0	0	0		0	1323	2		4	1196	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	442		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1325	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	569		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		528	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	569		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		528	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.00		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.01	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	0.0		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	11.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		11.9	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	11.3				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	B				*				*				*			

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #26 WB Avenue L/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.320
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Sierra Hwy						WB Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0	0	2 0 1	1 0	1! 0	1	0	0	0 0 0
Volume Module:												
Base Vol:	34	445	0	0	612	83	11	0	59	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	445	0	0	612	83	11	0	59	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	445	0	0	612	83	11	0	59	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	445	0	0	612	83	11	0	59	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.:	34	445	0	0	612	83	11	0	59	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	3200	1600	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.00	0.00	0.19	0.05	0.01	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****				****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #27 EB Avenue L/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.328
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Sierra Hwy						EB Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 2	0 0		0 0 2	0 1		1 0 1!	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	26	497	0	0	611	16	70	0	67	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	497	0	0	611	16	70	0	67	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	497	0	0	611	16	70	0	67	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	497	0	0	611	16	70	0	67	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.:	26	497	0	0	611	16	70	0	67	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	1.53	xxxx	1.47	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	3200	1600	2453	0	2347	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.00	0.00	0.19	0.01	0.03	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Avenue L-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.478
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	10th St W						Avenue L-8					
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	0	1 0	0 0	1!	0 0	1 0	1	0 1
Volume Module:												
Base Vol:	7	638	18	108	517	9	4	6	2	19	3	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:	7	638	18	108	517	9	4	6	2	19	3	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:	7	638	18	108	517	9	4	6	2	19	3	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	638	18	108	517	9	4	6	2	19	3	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	638	18	108	517	9	4	6	2	19	3	67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	0.98	0.02	0.33	0.50	0.17	1.00	1.00	1.00
Final Sat.:	1600	3112	88	1600	1573	27	533	800	267	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.20	0.07	0.33	0.33	0.00	0.01	0.01	0.01	0.00	0.04
Crit Moves:	****				****		****					****

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

Intersection #30 Avenue L-12/10th St W

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: D[25.5]

Street Name:	10th St W									Avenue L-12								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	1	0	1	0	1	0	1	0	1	0	0	1	0	0	1!	0	0
Volume Module:																				
Base Vol:	75	643		33		54	414		50		19		1		55	9		1		13
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	75	643		33		54	414		50		19		1		55	9		1		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:	75	643		33		54	414		50		19		1		55	9		1		13
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	75	643		33		54	414		50		19		1		55	9		1		13
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx			7.1	6.5		6.2		7.1	6.5		6.2	
FollowUpTim:	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx			3.5	4.0		3.3		3.5	4.0		3.3	
Capacity Module:																				
Cnflict Vol:	464	xxxx	xxxxx			676	xxxx	xxxxx			994	1348		414		1385	1382		338	
Potent Cap.:	1108	xxxx	xxxxx			925	xxxx	xxxxx			226	152		643		122	145		709	
Move Cap.:	1108	xxxx	xxxxx			925	xxxx	xxxxx			200	134		643		101	128		709	
Volume/Cap:	0.07	xxxx	xxxx			0.06	xxxx	xxxx			0.10	0.01		0.09		0.09	0.01		0.02	
Level Of Service Module:																				
2Way95thQ:	0.2	xxxx	xxxxx			0.2	xxxx	xxxxx			xxxx	xxxx		0.3		xxxx	xxxx		xxxxx	
Control Del:	8.5	xxxx	xxxxx			9.1	xxxx	xxxxx			xxxxx	xxxx		11.1		xxxxx	xxxx		xxxxx	
LOS by Move:	A	*		*		A	*		*		*	*		B		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			195	xxxx	xxxxx			xxxx	199	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.3	xxxx	xxxxx			xxxxx	0.4	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			25.6	xxxx	xxxxx			xxxxx	25.5	xxxxx		
Shared LOS:	*	*		*		*	*		*		D	*		*		*	D		*	
ApproachDel:	xxxxxx					xxxxxx					15.0					25.5				
ApproachLOS:	*					*					B					D				

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #31 Columbia Way/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Street Name:	10th St W						Columbia Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	27	469	144	96	297	82	192	547	101	107	430	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	469	144	96	297	82	192	547	101	107	430	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	469	144	96	297	82	192	547	101	107	430	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	469	144	96	297	82	192	547	101	107	430	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	469	144	96	297	82	192	547	101	107	430	146
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.53	0.47	1.00	1.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2448	752	1600	2508	692	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.06	0.12	0.12	0.12	0.17	0.06	0.07	0.13	0.09
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Avenue J-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	10th St W						Avenue J-8					
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	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	96	919	77	34	967	149	111	115	75	43	92	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	919	77	34	967	149	111	115	75	43	92	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:	96	919	77	34	967	149	111	115	75	43	92	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	919	77	34	967	149	111	115	75	43	92	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	919	77	34	967	149	111	115	75	43	92	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.60	0.40	0.37	0.38	0.25	0.25	0.53	0.22
Final Sat.:	1600	3200	1600	1600	4159	641	590	611	399	400	856	344
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.05	0.02	0.23	0.23	0.07	0.19	0.19	0.03	0.11	0.11
Crit Moves:		****			****				****		****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Avenue K/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	20th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	1 0		2 0 2	1 0		1 0 3	0 1		1 0 2	1 0	
Volume Module:												
Base Vol:	52	238	25	104	314	207	171	866	30	75	1373	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	238	25	104	314	207	171	866	30	75	1373	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	238	25	104	314	207	171	866	30	75	1373	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	238	25	104	314	207	171	866	30	75	1373	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	238	25	104	314	207	171	866	30	75	1373	135
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.81	0.19	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.73	0.27
Final Sat.:	3200	2896	304	3200	3200	1600	1600	4800	1600	1600	4370	430
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.03	0.10	0.13	0.11	0.18	0.02	0.05	0.31	0.31
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Avenue K/ SB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	SB SR 14 Ramps						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0	1! 0	0	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	193	0	221	0	1047	0	0	1521	546
Growth Adj:	1.00	1.00	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	193	0	221	0	1047	0	0	1521	546
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	193	0	221	0	1047	0	0	1521	546
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	193	0	221	0	1047	0	0	1521	546
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	193	0	221	0	1047	0	0	1521	546
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	0.00	0.00	2.21	0.79
Final Sat.:	0	0	0	1600	0	1600	0	4800	0	0	3532	1268
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.14	0.00	0.22	0.00	0.00	0.43	0.43
Crit Moves:						****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Avenue K/NB SR 14 Ramps-15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.121
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SR 14 Ramps-15th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 1	0 0	1	2 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	541	392	371	425	4	569	192	943	83	0	1282	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:	541	392	371	425	4	569	192	943	83	0	1282	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:	541	392	371	425	4	569	192	943	83	0	1282	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	541	392	371	425	4	569	192	943	83	0	1282	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.:	541	392	371	425	4	569	192	943	83	0	1282	207
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.98	0.02	1.00	2.00	2.76	0.24	0.00	3.00	1.00
Final Sat.:	1600	1600	1600	3170	30	1600	3200	4412	388	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.34	0.25	0.23	0.13	0.13	0.36	0.06	0.21	0.21	0.00	0.27	0.13
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Avenue K/12th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.698
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	12th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0	0 1 0	1	0	2 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	434	59	82	31	35	49	124	1267	141	78	973	32
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	434	59	82	31	35	49	124	1267	141	78	973	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:	434	59	82	31	35	49	124	1267	141	78	973	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	59	82	31	35	49	124	1267	141	78	973	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.:	434	59	82	31	35	49	124	1267	141	78	973	32
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.76	0.24	1.00	1.00	0.42	0.58	1.00	2.70	0.30	1.00	1.94	0.06
Final Sat.:	2817	383	1600	1600	667	933	1600	4319	481	1600	3098	102
Capacity Analysis Module:												
Vol/Sat:	0.15 0.15		0.05	0.02 0.05		0.05	0.08	0.29	0.29	0.05	0.31	0.31
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Avenue K/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	A

Street Name:	10th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	159	692	224	220	865	246	300	885	153	269	683	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	692	224	220	865	246	300	885	153	269	683	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	692	224	220	865	246	300	885	153	269	683	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	692	224	220	865	246	300	885	153	269	683	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	159	692	224	220	865	246	300	885	153	269	683	220
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.34	0.66	2.00	2.56	0.44	2.00	2.27	0.73
Final Sat.:	3200	4800	1600	3200	3737	1063	3200	4092	708	3200	3631	1169
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.07	0.23	0.23	0.09	0.22	0.22	0.08	0.19	0.19
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Avenue K/Gadsden Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Gadsden Ave						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	106	53	105	45	44	69	94	1082	130	141	1047	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	53	105	45	44	69	94	1082	130	141	1047	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	53	105	45	44	69	94	1082	130	141	1047	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	53	105	45	44	69	94	1082	130	141	1047	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	53	105	45	44	69	94	1082	130	141	1047	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.28	0.28	0.44	1.00	2.68	0.32	1.00	2.90	0.10
Final Sat.:	1600	1600	1600	456	446	699	1600	4285	515	1600	4645	155
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.07	0.03	0.10	0.10	0.06	0.25	0.25	0.09	0.23	0.23
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 Avenue K/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Sierra Hwy						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	130	547	170	168	703	203	131	1000	95	132	830	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	547	170	168	703	203	131	1000	95	132	830	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	547	170	168	703	203	131	1000	95	132	830	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	547	170	168	703	203	131	1000	95	132	830	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	130	547	170	168	703	203	131	1000	95	132	830	167
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.74	0.26	1.00	2.50	0.50
Final Sat.:	3200	3200	1600	3200	3200	1600	1600	4384	416	1600	3996	804
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.11	0.05	0.22	0.13	0.08	0.23	0.23	0.08	0.21	0.21
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Commerce Center Dr/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	10th St W						Commerce Center Dr					
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 3 0 1			1 0 2 1 0			1 0 1 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	122	854	60	135	1013	105	144	28	106	64	28	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	854	60	135	1013	105	144	28	106	64	28	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	854	60	135	1013	105	144	28	106	64	28	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	854	60	135	1013	105	144	28	106	64	28	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	122	854	60	135	1013	105	144	28	106	64	28	104
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.72	0.28	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4349	451	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.04	0.08	0.23	0.23	0.09	0.02	0.07	0.04	0.02	0.07
Crit Moves:	****				****		****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Avenue K-4/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	10th St W						Avenue K-4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	1	0	1 0 3	0	1	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0 1031		210	32 1026		11	0	0	0	234	0	84
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	0 1031		210	32 1026		11	0	0	0	234	0	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:	0 1031		210	32 1026		11	0	0	0	234	0	84
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	0 1031		210	32 1026		11	0	0	0	234	0	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.:	0 1031		210	32 1026		11	0	0	0	234	0	84
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	0.00 2.49		0.51	1.00 3.00		1.00	0.00 0.00		0.00	1.00 0.00		1.00
Final Sat.:	0 3988		812	1600 4800		1600	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00 0.26		0.26	0.02 0.21		0.01	0.00 0.00		0.00	0.15 0.00		0.05
Crit Moves:	****			****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Avenue K-8/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	20th St W						Avenue K-8					
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	2 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	91	477	85	88	575	134	43	250	41	76	337	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	477	85	88	575	134	43	250	41	76	337	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	477	85	88	575	134	43	250	41	76	337	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	477	85	88	575	134	43	250	41	76	337	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	477	85	88	575	134	43	250	41	76	337	126
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.70	0.30	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.00	1.00
Final Sat.:	1600	2716	484	1600	3200	1600	1600	2749	451	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.06	0.18	0.08	0.03	0.09	0.09	0.05	0.21	0.08
Crit Moves:	****				****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Avenue K-8/15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	15th St W						Avenue K-8					
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 0	1	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	95	83	156	31	49	9	11	280	128	51	438	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	83	156	31	49	9	11	280	128	51	438	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:	95	83	156	31	49	9	11	280	128	51	438	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	83	156	31	49	9	11	280	128	51	438	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	83	156	31	49	9	11	280	128	51	438	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.06
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1504	96
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.10	0.02	0.03	0.01	0.01	0.17	0.08	0.03	0.29	0.29
Crit Moves:			****	****			****				****	

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

Intersection #13 Avenue K-8/Drivers Wy

Average Delay (sec/veh): 10.9 Worst Case Level Of Service: E[37.7]

Street Name:	Drivers Wy						Avenue K-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		0 1 0	0 1		1 0 0	1 0		1 0	1 0	1
Volume Module:												
Base Vol:	86	31	86	50	25	182	128	254	47	37	286	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	31	86	50	25	182	128	254	47	37	286	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	31	86	50	25	182	128	254	47	37	286	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	86	31	86	50	25	182	128	254	47	37	286	51
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1023	945	278	952	917	286	337	xxxx	xxxxx	301	xxxx	xxxxx
Potent Cap.:	216	264	766	241	274	758	1234	xxxx	xxxxx	1272	xxxx	xxxxx
Move Cap.:	136	230	766	173	238	758	1234	xxxx	xxxxx	1272	xxxx	xxxxx
Volume/Cap:	0.63	0.13	0.11	0.29	0.10	0.24	0.10	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	3.4	xxxx	xxxxx	xxxx	xxxx	0.9	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	68.4	xxxx	xxxxx	xxxxx	xxxx	11.2	8.3	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	473	191	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	1.0	1.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	15.1	35.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	E	*	*	*	*	*	*	*	*
ApproachDel:	37.7			18.4			xxxxxx			xxxxxx		
ApproachLOS:	E			C			*			*		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #14 Avenue K-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	10th St W						Avenue K-8					
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 3	0	0	0	0 3	0 1	1 0 1!	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	134	945	0	0	1028	274	238	0	135	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	945	0	0	1028	274	238	0	135	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	945	0	0	1028	274	238	0	135	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	945	0	0	1028	274	238	0	135	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	134	945	0	0	1028	274	238	0	135	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.91	0.00	1.09	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4800	1600	3063	0	1737	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.00	0.00	0.21	0.17	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					

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

Intersection #15 City Park Dr/10th St W

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[22.4]

Street Name:	10th St W						City Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	1	0	1 0 3	0	1	1 0 0	0	1	0 0 1!	0	0
Volume Module:												
Base Vol:	44 1058	2		6 1187	12		14 0	74		1 0	11	
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	44 1058	2		6 1187	12		14 0	74		1 0	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:	44 1058	2		6 1187	12		14 0	74		1 0	11	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
Final Vol.:	44 1058	2		6 1187	12		14 0	74		1 0	11	
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx			4.1 xxxx xxxxx			7.5 xxxx	6.9		7.5 xxxx	6.9	
FollowUpTim:	2.2 xxxx xxxxx			2.2 xxxx xxxxx			3.5 xxxx	3.3		3.5 xxxx	3.3	
Capacity Module:												
Cnflict Vol:	1199 xxxx xxxxx			1060 xxxx xxxxx			1640 xxxx	396		1555 xxxx	354	
Potent Cap.:	589 xxxx xxxxx			665 xxxx xxxxx			68 xxxx	609		78 xxxx	648	
Move Cap.:	589 xxxx xxxxx			665 xxxx xxxxx			62 xxxx	609		64 xxxx	648	
Volume/Cap:	0.07 xxxx xxxx			0.01 xxxx xxxx			0.23 xxxx	0.12		0.02 xxxx	0.02	
Level Of Service Module:												
2Way95thQ:	0.2 xxxx xxxxx			0.0 xxxx xxxxx			0.8 xxxx	0.4		xxxx xxxx xxxxx		
Control Del:	11.6 xxxx xxxxx			10.5 xxxx xxxxx			78.9 xxxx	11.7		xxxxx xxxx xxxxx		
LOS by Move:	B *	*		B *	*		F *	B		* *	*	
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx 369 xxxxx		
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx 0.1 xxxxx		
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx 15.1 xxxxx		
Shared LOS:	* *	*		* *	*		* *	*		* C	*	
ApproachDel:	xxxxxx			xxxxxx			22.4			15.1		
ApproachLOS:	*			*			C			C		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #17 Avenue K-15/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.396
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	10th St W						Avenue K-15					
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	2 1	0	1 0	3 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	44	874	27	32	938	143	95	0	67	4	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	874	27	32	938	143	95	0	67	4	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	874	27	32	938	143	95	0	67	4	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	874	27	32	938	143	95	0	67	4	0	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	874	27	32	938	143	95	0	67	4	0	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	2.91	0.09	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	4656	144	1600	4800	1600	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.02	0.20	0.09	0.06	0.00	0.04	0.00	0.00	0.01
Crit Moves:	****				****		****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Avenue L/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	20th St W						Avenue L					
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	1 1	0	1 0	1 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	52	238	25	104	314	207	171	866	30	75	1373	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	238	25	104	314	207	171	866	30	75	1373	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	238	25	104	314	207	171	866	30	75	1373	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	238	25	104	314	207	171	866	30	75	1373	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	238	25	104	314	207	171	866	30	75	1373	135
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.81	0.19	1.00	1.00	1.00	1.00	1.93	0.07	1.00	3.00	1.00
Final Sat.:	1600	2896	304	1600	1600	1600	1600	3093	107	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.07	0.20	0.13	0.11	0.28	0.28	0.05	0.29	0.08
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #19 Avenue L/15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Street Name:	15th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 1	0	1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	1	2	6	376	9	83	65	862	0	15	1531	228
Growth Adj:	1.00 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	2	6	376	9	83	65	862	0	15	1531	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:	1	2	6	376	9	83	65	862	0	15	1531	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	2	6	376	9	83	65	862	0	15	1531	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.:	1	2	6	376	9	83	65	862	0	15	1531	228
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.11 0.22	0.67		1.00 1.00	1.00		1.00 3.00	0.00		1.00 3.00	1.00	
Final Sat.:	178 356	1067		1600 1600	1600		1600 4800	0		1600 4800	1600	
Capacity Analysis Module:												
Vol/Sat:	0.00 0.01	0.01		0.24 0.01	0.05		0.04 0.18	0.00		0.01 0.32	0.14	
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #20 Avenue L/SB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	SB SR 14 Ramps						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	1! 0	0	0 0	3 0	0	0 0	3 0	0
Volume Module:												
Base Vol:	0	0	0	268	0	154	0	878	0	0	1516	0
Growth Adj:	1.00	1.00	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	268	0	154	0	878	0	0	1516	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	268	0	154	0	878	0	0	1516	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	268	0	154	0	878	0	0	1516	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	268	0	154	0	878	0	0	1516	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.27	0.00	0.73	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	2032	0	1168	0	4800	0	0	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.13	0.00	0.18	0.00	0.00	0.32	0.00
Crit Moves:				****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Avenue L/NB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	NB SR 14 Ramps						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0	0 0	0 0	0	0 0	3 0	0	0 0	4 0	0
Volume Module:												
Base Vol:	679	0	552	0	0	0	0	929	0	0	1722	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	679	0	552	0	0	0	0	929	0	0	1722	0
User Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	679	0	0	0	0	0	0	929	0	0	1722	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	679	0	0	0	0	0	0	929	0	0	1722	0
PCE Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	679	0	0	0	0	0	0	929	0	0	1722	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 0.00	1.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	4.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4800	0	0	6400	0
Capacity Analysis Module:												
Vol/Sat:	0.42 0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.27	0.00
Crit Moves:	****					****				****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #22 Avenue L/Costco Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Costco Drive						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	4	0 0	0 0	3	1 0
Volume Module:												
Base Vol:	0	0	0	61	0	187	214	1129	0	0	1617	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	0	187	214	1129	0	0	1617	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	61	0	187	214	1129	0	0	1617	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	61	0	187	214	1129	0	0	1617	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	61	0	187	214	1129	0	0	1617	94
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	4.00	0.00	0.00	3.78	0.22
Final Sat.:	0	0	0	1600	0	1600	1600	6400	0	0	6048	352
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.12	0.13	0.18	0.00	0.00	0.27	0.27
Crit Moves:						****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #23 Avenue L/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

Street Name:	10th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	0 1	2 0	3	0 1	1 0	2	1 0
Volume Module:												
Base Vol:	345	844	187	172	715	326	310	843	192	203	962	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	844	187	172	715	326	310	843	192	203	962	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	844	187	172	715	326	310	843	192	203	962	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	844	187	172	715	326	310	843	192	203	962	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	345	844	187	172	715	326	310	843	192	203	962	112
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	2.46	0.54	1.00	2.00	1.00	2.00	3.00	1.00	1.00	2.69	0.31
Final Sat.:	1600	3929	871	1600	3200	1600	3200	4800	1600	1600	4299	501
Capacity Analysis Module:												
Vol/Sat:	0.22	0.21	0.21	0.11	0.22	0.20	0.10	0.18	0.12	0.13	0.22	0.22
Crit Moves:	****				****		****				****	

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

Intersection #25 Avenue L/5th St W

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[15.8]

Street Name:	5th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 2	1	0	1 0 3	0	0
Volume Module:												
Base Vol:	1	0	4	0	0	0	0	1096	4	7	1098	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	4	0	0	0	0	1096	4	7	1098	0
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	4	0	0	0	0	1096	4	7	1098	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	0	4	0	0	0	0	1096	4	7	1098	0
Critical Gap Module:												
Critical Gp:	6.8 xxxx		6.9	xxxxx xxxx		xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5 xxxx		3.3	xxxxx xxxx		xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1478 xxxx		367	xxxx xxxx		xxxxx	xxxx	xxxx	xxxxx	1100	xxxx	xxxxx
Potent Cap.:	119 xxxx		635	xxxx xxxx		xxxxx	xxxx	xxxx	xxxxx	642	xxxx	xxxxx
Move Cap.:	118 xxxx		635	xxxx xxxx		xxxxx	xxxx	xxxx	xxxxx	642	xxxx	xxxxx
Volume/Cap:	0.01 xxxx		0.01	xxxx xxxx		xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	xxxx	xxxxx	10.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT
Shared Cap.:	xxxx 338		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 ConDel:	xxxxx 15.8		xxxxx	xxxxx xxxx		xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #26 WB Avenue L/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.434
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Sierra Hwy						WB Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0	0	2 0 1	1 0	1! 0	1	0	0	0 0 0
Volume Module:												
Base Vol:	137	715	0	0	794	120	14	0	137	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:	137	715	0	0	794	120	14	0	137	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:	137	715	0	0	794	120	14	0	137	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	715	0	0	794	120	14	0	137	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.:	137	715	0	0	794	120	14	0	137	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	3200	1600	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.00	0.00	0.25	0.08	0.01	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****				****				****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #27 EB Avenue L/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.434
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Sierra Hwy						EB Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0	0	2 0 1	1 0	1! 0	1	0	0	0 0 0
Volume Module:												
Base Vol:	24	742	0	0	911	18	68	0	134	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:	24	742	0	0	911	18	68	0	134	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:	24	742	0	0	911	18	68	0	134	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	742	0	0	911	18	68	0	134	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.:	24	742	0	0	911	18	68	0	134	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	1.01	xxxx	1.99	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	3200	1600	1616	0	3184	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.00	0.00	0.28	0.01	0.04	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****				****		****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Avenue L-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	10th St W						Avenue L-8					
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	0	1 0	0 0	1!	0 0	1 0	1	0 1
Volume Module:												
Base Vol:	6	899	26	60	860	4	11	2	10	61	5	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	899	26	60	860	4	11	2	10	61	5	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	899	26	60	860	4	11	2	10	61	5	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	899	26	60	860	4	11	2	10	61	5	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	899	26	60	860	4	11	2	10	61	5	103
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	0.99	0.01	0.48	0.09	0.43	1.00	1.00	1.00
Final Sat.:	1600	3110	90	1600	1593	7	765	139	696	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.04	0.54	0.54	0.01	0.01	0.01	0.04	0.00	0.06
Crit Moves:	****				****		****					****

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

Intersection #30 Avenue L-12/10th St W

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: F[99.2]

Street Name:	10th St W									Avenue L-12								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	1	0	1	0	1	0	1	0	1	0	0	1	0	0	1!	0	0
Volume Module:																				
Base Vol:	41	855	33			49	846	29			30	0	92			16	2	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:	41	855	33			49	846	29			30	0	92			16	2	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:	41	855	33			49	846	29			30	0	92			16	2	25		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	41	855	33			49	846	29			30	0	92			16	2	25		
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx			7.1	xxxx	6.2			7.1	6.5	6.2		
FollowUpTim:	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx			3.5	xxxx	3.3			3.5	4.0	3.3		
Capacity Module:																				
Cnflict Vol:	875	xxxx	xxxxx			888	xxxx	xxxxx			1455	xxxx	846			1958	1927	444		
Potent Cap.:	780	xxxx	xxxxx			771	xxxx	xxxxx			109	xxxx	365			48	67	618		
Move Cap.:	780	xxxx	xxxxx			771	xxxx	xxxxx			93	xxxx	365			33	60	618		
Volume/Cap:	0.05	xxxx	xxxx			0.06	xxxx	xxxx			0.32	xxxx	0.25			0.48	0.03	0.04		
Level Of Service Module:																				
2Way95thQ:	0.2	xxxx	xxxxx			0.2	xxxx	xxxxx			xxxx	xxxx	1.0			xxxx	xxxx	xxxxx		
Control Del:	9.9	xxxx	xxxxx			10.0	xxxx	xxxxx			xxxxx	xxxx	18.1			xxxxx	xxxx	xxxxx		
LOS by Move:	A	*	*			A	*	*			*	*	C			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			93	xxxx	xxxxx			xxxx		77	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			1.2	xxxx	xxxxx			xxxxx		2.4	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			60.9	xxxx	xxxxx			xxxxx		99.2	xxxxx	
Shared LOS:	*	*	*			*	*	*			F	*	*			*		F	*	
ApproachDel:	xxxxxx					xxxxxx					28.7					99.2				
ApproachLOS:	*					*					D					F				

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #31 Columbia Way/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	10th St W						Columbia Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	75	587	128	98	644	178	149	431	82	271	864	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	587	128	98	644	178	149	431	82	271	864	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	587	128	98	644	178	149	431	82	271	864	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	587	128	98	644	178	149	431	82	271	864	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	587	128	98	644	178	149	431	82	271	864	155
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.64	0.36	1.00	1.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2627	573	1600	2507	693	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.06	0.26	0.26	0.09	0.13	0.05	0.17	0.27	0.10
Crit Moves:	****				****		****				****	

AMBIENT BASE (2030)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Avenue J-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name:	10th St W						Avenue J-8					
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	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	129	1121	60	33	869	80	112	121	123	71	126	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1121	60	33	869	80	112	121	123	71	126	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1121	60	33	869	80	112	121	123	71	126	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:	129	1121	60	33	869	80	112	121	123	71	126	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1121	60	33	869	80	112	121	123	71	126	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.:	129	1121	60	33	869	80	112	121	123	71	126	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.75	0.25	0.31	0.34	0.35	0.27	0.49	0.24
Final Sat.:	1600	3200	1600	1600	4395	405	503	544	553	437	775	388
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.04	0.02	0.20	0.20	0.07	0.22	0.22	0.04	0.16	0.16
Crit Moves:		****			****				****		****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Avenue K/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.143
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	20th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 1	0	2 0	2 1	0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	115	673	172	251	336	170	457	1910	87	120	1788	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	673	172	251	336	170	457	1910	87	120	1788	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	673	172	251	336	170	457	1910	87	120	1788	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	673	172	251	336	170	457	1910	87	120	1788	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	673	172	251	336	170	457	1910	87	120	1788	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	115	673	172	251	336	170	457	1910	87	120	1788	205
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.59	0.41	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.69	0.31
Final Sat.:	3200	2549	651	3200	3200	1600	1600	4800	1600	1600	4306	494
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.08	0.11	0.11	0.29	0.40	0.05	0.08	0.42	0.42
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Avenue K/ SB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	SB SR 14 Ramps						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0	1! 0 0	0	0	3 0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	380	0	196	0	1534	0	0	1613	478
Growth Adj:	1.00	1.00	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	380	0	196	0	1534	0	0	1613	478
Added Vol:	0	0	0	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	380	0	196	0	1534	0	0	1613	478
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	380	0	196	0	1534	0	0	1613	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	380	0	196	0	1534	0	0	1613	478
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	380	0	196	0	1534	0	0	1613	478
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.32	0.00	0.68	0.00	3.00	0.00	0.00	2.31	0.69
Final Sat.:	0	0	0	2111	0	1089	0	4800	0	0	3703	1097
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.00	0.32	0.00	0.00	0.44	0.44
Crit Moves:				****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Avenue K/NB SR 14 Ramps-15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.251
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SR 14 Ramps-15th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 1	0 0	1	2 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	681	897	546	292	6	328	443	1250	139	0	1183	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	681	897	546	292	6	328	443	1250	139	0	1183	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	681	897	546	292	6	328	443	1250	139	0	1183	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	681	897	546	292	6	328	443	1250	139	0	1183	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	681	897	546	292	6	328	443	1250	139	0	1183	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	681	897	546	292	6	328	443	1250	139	0	1183	311
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.96	0.04	1.00	2.00	2.70	0.30	0.00	3.00	1.00
Final Sat.:	1600	1600	1600	3136	64	1600	3200	4320	480	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.43	0.56	0.34	0.09	0.09	0.21	0.14	0.29	0.29	0.00	0.25	0.19
Crit Moves:		****				****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Avenue K/12th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name:	12th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0	0 1 0	1	0	2 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	216	27	60	30	43	79	106	1476	150	66	1329	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:	216	27	60	30	43	79	106	1476	150	66	1329	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	27	60	30	43	79	106	1476	150	66	1329	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:	216	27	60	30	43	79	106	1476	150	66	1329	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	27	60	30	43	79	106	1476	150	66	1329	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	216	27	60	30	43	79	106	1476	150	66	1329	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.78	0.22	1.00	1.00	0.35	0.65	1.00	2.72	0.28	1.00	1.97	0.03
Final Sat.:	2844	356	1600	1600	564	1036	1600	4357	443	1600	3160	40
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.04	0.02	0.08	0.08	0.07	0.34	0.34	0.04	0.42	0.42
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Avenue K/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	10th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	125	650	229	183	582	186	394	965	109	278	1129	303
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	650	229	183	582	186	394	965	109	278	1129	303
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	650	229	183	582	186	394	965	109	278	1129	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	650	229	183	582	186	394	965	109	278	1129	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	650	229	183	582	186	394	965	109	278	1129	303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	125	650	229	183	582	186	394	965	109	278	1129	303
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.27	0.73	2.00	2.70	0.30	2.00	2.37	0.63
Final Sat.:	3200	4800	1600	3200	3638	1163	3200	4313	487	3200	3784	1016
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.06	0.16	0.16	0.12	0.22	0.22	0.09	0.30	0.30
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Avenue K/Gadsden Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.743
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Gadsden Ave						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	98	123	142	90	98	128	76	1151	91	110	1509	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	123	142	90	98	128	76	1151	91	110	1509	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	123	142	90	98	128	76	1151	91	110	1509	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	123	142	90	98	128	76	1151	91	110	1509	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	123	142	90	98	128	76	1151	91	110	1509	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	98	123	142	90	98	128	76	1151	91	110	1509	109
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.28	0.31	0.41	1.00	2.78	0.22	1.00	2.80	0.20
Final Sat.:	1600	1600	1600	456	496	648	1600	4448	352	1600	4477	323
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.09	0.06	0.20	0.20	0.05	0.26	0.26	0.07	0.34	0.34
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Avenue K/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

Street Name:	Sierra Hwy						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	191	806	229	268	686	183	180	1110	101	203	1221	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	806	229	268	686	183	180	1110	101	203	1221	274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	806	229	268	686	183	180	1110	101	203	1221	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	806	229	268	686	183	180	1110	101	203	1221	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	806	229	268	686	183	180	1110	101	203	1221	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	191	806	229	268	686	183	180	1110	101	203	1221	274
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.75	0.25	1.00	2.45	0.55
Final Sat.:	3200	3200	1600	3200	3200	1600	1600	4400	400	1600	3920	880
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.14	0.08	0.21	0.11	0.11	0.25	0.25	0.13	0.31	0.31
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Commerce Center Dr/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.444
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	10th St W						Commerce Center Dr					
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	3 0	1	1 0	2 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	77	897	54	80	872	120	79	20	73	44	24	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:	77	897	54	80	872	120	79	20	73	44	24	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	897	54	80	872	120	79	20	73	44	24	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:	77	897	54	80	872	120	79	20	73	44	24	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	897	54	80	872	120	79	20	73	44	24	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.:	77	897	54	80	872	120	79	20	73	44	24	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.64	0.36	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4219	581	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.03	0.05	0.21	0.21	0.05	0.01	0.05	0.03	0.02	0.04
Crit Moves:	****				****		****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Avenue K-4/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.481
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	10th St W						Avenue K-4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	3	0 1	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	940	151	33	910	13	0	0	0	213	0	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	940	151	33	910	13	0	0	0	213	0	57
Added Vol:	0	0	0	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	940	151	33	910	13	0	0	0	213	0	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	940	151	33	910	13	0	0	0	213	0	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	940	151	33	910	13	0	0	0	213	0	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	940	151	33	910	13	0	0	0	213	0	57
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.58	0.42	1.00	3.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4136	664	1600	4800	1600	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.02	0.19	0.01	0.00	0.00	0.00	0.13	0.00	0.04
Crit Moves:		****			****						****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Avenue K-8/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	20th St W						Avenue K-8					
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	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	54	669	125	87	307	66	121	460	74	76	199	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	669	125	87	307	66	121	460	74	76	199	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	669	125	87	307	66	121	460	74	76	199	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	669	125	87	307	66	121	460	74	76	199	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	669	125	87	307	66	121	460	74	76	199	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	54	669	125	87	307	66	121	460	74	76	199	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.69	0.31	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.00	1.00
Final Sat.:	1600	2696	504	1600	3200	1600	1600	2757	443	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.05	0.10	0.04	0.08	0.17	0.17	0.05	0.12	0.05
Crit Moves:		****			****				****		****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Avenue K-8/15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	15th St W						Avenue K-8					
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 0	1	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	65	39	151	20	30	5	2	508	270	66	262	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	39	151	20	30	5	2	508	270	66	262	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	39	151	20	30	5	2	508	270	66	262	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	39	151	20	30	5	2	508	270	66	262	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	39	151	20	30	5	2	508	270	66	262	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	39	151	20	30	5	2	508	270	66	262	9
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1547	53
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.09	0.01	0.02	0.00	0.00	0.32	0.17	0.04	0.17	0.17
Crit Moves:			****	****				****		****		

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

Intersection #13 Avenue K-8/Drivers Wy

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: D[30.8]

Street Name:	Drivers Wy						Avenue K-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			0 1 0 0 1			1 0 0 1 0			1 0 1 0 1		
Volume Module:												
Base Vol:	11	13	13	38	9	58	241	426	33	19	259	102
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	13	13	38	9	58	241	426	33	19	259	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	13	13	38	9	58	241	426	33	19	259	102
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	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	13	13	38	9	58	241	426	33	19	259	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	11	13	13	38	9	58	241	426	33	19	259	102
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1306	1323	443	1235	1238	259	361	xxxx	xxxxx	459	xxxx	xxxxx
Potent Cap.:	138	158	619	155	177	785	1209	xxxx	xxxxx	1113	xxxx	xxxxx
Move Cap.:	102	124	619	117	139	785	1209	xxxx	xxxxx	1113	xxxx	xxxxx
Volume/Cap:	0.11	0.10	0.02	0.33	0.06	0.07	0.20	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	0.2	0.7	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	44.6	xxxx	xxxxx	xxxxx	xxxx	10.0	8.7	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	E	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	207	121	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.4	1.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	24.9	52.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	F	*	*	*	*	*	*	*	*
ApproachDel:	30.8			29.1			xxxxxx			xxxxxx		
ApproachLOS:	D			D			*			*		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Avenue K-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.450
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	10th St W						Avenue K-8					
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	3 0	0	0 0	3 0	1	2 0	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	137	815	0	0	891	202	235	0	126	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:	137	815	0	0	891	202	235	0	126	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:	137	815	0	0	891	202	235	0	126	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:	137	815	0	0	891	202	235	0	126	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	815	0	0	891	202	235	0	126	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.:	137	815	0	0	891	202	235	0	126	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4800	0	0	4800	1600	3200	0	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.00	0.00	0.19	0.13	0.07	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			

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

Intersection #15 City Park Dr/10th St W

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: E[40.4]

Street Name:	10th St W						City Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	1	0	1 0 3	0	1	1 0 0	0	1	0 0 1!	0	0
Volume Module:												
Base Vol:	17 1063	2		6 995	27		11 0	2		2	0	6
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	17 1063	2		6 995	27		11 0	2		2	0	6
Added Vol:	0 0	0		0 0	0		0 0	0		0	0	0
PasserByVol:	0 0	0		0 0	0		0 0	0		0	0	0
Initial Fut:	17 1063	2		6 995	27		11 0	2		2	0	6
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	17 1063	2		6 995	27		11 0	2		2	0	6
Reduct Vol:	0 0	0		0 0	0		0 0	0		0	0	0
Final Vol.:	17 1063	2		6 995	27		11 0	2		2	0	6
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx			4.1 xxxx xxxxx			7.5 xxxx	6.9		7.5 xxxx	6.9	
FollowUpTim:	2.2 xxxx xxxxx			2.2 xxxx xxxxx			3.5 xxxx	3.3		3.5 xxxx	3.3	
Capacity Module:												
Cnflict Vol:	1022 xxxx xxxxx			1065 xxxx xxxxx			1395 xxxx	332		1442 xxxx	355	
Potent Cap.:	687 xxxx xxxxx			662 xxxx xxxxx			103 xxxx	670		95 xxxx	647	
Move Cap.:	687 xxxx xxxxx			662 xxxx xxxxx			99 xxxx	670		92 xxxx	647	
Volume/Cap:	0.02 xxxx xxxx			0.01 xxxx xxxx			0.11 xxxx	0.00		0.02 xxxx	0.01	
Level Of Service Module:												
2Way95thQ:	0.1 xxxx xxxxx			0.0 xxxx xxxxx			0.4 xxxx	0.0		xxxx xxxx xxxxx		
Control Del:	10.4 xxxx xxxxx			10.5 xxxx xxxxx			45.8 xxxx	10.4		xxxxx xxxx xxxxx		
LOS by Move:	B	*	*	B	*	*	E	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx 258 xxxxx		
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx 0.1 xxxxx		
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx 19.4 xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			40.4			19.4		
ApproachLOS:	*			*			E			C		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Avenue K-15/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.357
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	10th St W						Avenue K-15					
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 2	1	0	1 0 3	0	1	1 0 0	1	0	1 0 0	1	0
Volume Module:												
Base Vol:	3	943	8	8	878	74	58	0	44	8	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	943	8	8	878	74	58	0	44	8	0	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:	3	943	8	8	878	74	58	0	44	8	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	943	8	8	878	74	58	0	44	8	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	943	8	8	878	74	58	0	44	8	0	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	943	8	8	878	74	58	0	44	8	0	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	2.97	0.03	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	4760	40	1600	4800	1600	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.01	0.18	0.05	0.04	0.00	0.03	0.01	0.00	0.02
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Avenue L/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.951
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	134	Level Of Service:	E

Street Name:	20th St W						Avenue L					
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	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	46	419	73	150	224	117	274	1739	99	47	997	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	419	73	150	224	117	274	1739	99	47	997	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	419	73	150	224	117	274	1739	99	47	997	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	419	73	150	224	117	274	1739	99	47	997	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	419	73	150	224	117	274	1739	99	47	997	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	419	73	150	224	117	274	1739	99	47	997	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.70	0.30	1.00	1.00	1.00	1.00	1.89	0.11	1.00	3.00	1.00
Final Sat.:	1600	2725	475	1600	1600	1600	1600	3028	172	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.09	0.14	0.07	0.17	0.57	0.57	0.03	0.21	0.05
Crit Moves:		****			****				****		****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Avenue L/15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	15th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0	1	0	1	0	2	1	0	1	0	3	0	1
Volume Module:																		
Base Vol:	3	9	8	248	5	27	131	1747	0	6	1019	276
Growth Adj:	1.00	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	9	8	248	5	27	131	1747	0	6	1019	276
Added Vol:	0	0	0	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	9	8	248	5	27	131	1747	0	6	1019	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	9	8	248	5	27	131	1747	0	6	1019	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	9	8	248	5	27	131	1747	0	6	1019	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	9	8	248	5	27	131	1747	0	6	1019	276
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.45	0.40	1.00	1.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	240	720	640	1600	1600	1600	1600	4800	0	1600	4800	1600
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.01	0.01	0.16	0.00	0.02	0.08	0.36	0.00	0.00	0.21	0.17
Crit Moves:		****			****				****		****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Avenue L/SB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.484
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	SB SR 14 Ramps						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0	1! 0 0	0	0	3 0 0	0	0	3 0 0
Volume Module:												
Base Vol:	0	0	0	317	0	129	0	1176	0	0	1080	0
Growth Adj:	1.00	1.00	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	317	0	129	0	1176	0	0	1080	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	317	0	129	0	1176	0	0	1080	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	317	0	129	0	1176	0	0	1080	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	317	0	129	0	1176	0	0	1080	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	317	0	129	0	1176	0	0	1080	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.42	0.00	0.58	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	2274	0	926	0	4800	0	0	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.00	0.25	0.00	0.00	0.23	0.00
Crit Moves:				****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Avenue L/NB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	NB SR 14 Ramps						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0	0 0	0 0	0	0 3	0 0	0	0 4	0 0
Volume Module:												
Base Vol:	421	0	601	0	0	0	0	1504	0	0	1280	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	421	0	601	0	0	0	0	1504	0	0	1280	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:	421	0	601	0	0	0	0	1504	0	0	1280	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	421	0	0	0	0	0	0	1504	0	0	1280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	421	0	0	0	0	0	0	1504	0	0	1280	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	421	0	0	0	0	0	0	1504	0	0	1280	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	4.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4800	0	0	6400	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.20	0.00
Crit Moves:	****							****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Avenue L/Costco Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Costco Drive						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0	0 0 1	1	0	4 0 0	0	0	3 1 0
Volume Module:												
Base Vol:	0	0	0	9	0	13	166	2022	0	0	1239	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	9	0	13	166	2022	0	0	1239	65
Added Vol:	0	0	0	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	9	0	13	166	2022	0	0	1239	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	9	0	13	166	2022	0	0	1239	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	9	0	13	166	2022	0	0	1239	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	9	0	13	166	2022	0	0	1239	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	4.00	0.00	0.00	3.80	0.20
Final Sat.:	0	0	0	1600	0	1600	1600	6400	0	0	6081	319
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.10	0.32	0.00	0.00	0.20	0.20
Crit Moves:				****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Avenue L/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	D

Street Name:	10th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	0 1	2 0	3	0 1	1 0	2	1 0
Volume Module:												
Base Vol:	121	519	186	178	533	214	281	1419	257	282	954	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	519	186	178	533	214	281	1419	257	282	954	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	519	186	178	533	214	281	1419	257	282	954	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	519	186	178	533	214	281	1419	257	282	954	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	519	186	178	533	214	281	1419	257	282	954	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	121	519	186	178	533	214	281	1419	257	282	954	57
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	2.21	0.79	1.00	2.00	1.00	2.00	3.00	1.00	1.00	2.83	0.17
Final Sat.:	1600	3534	1266	1600	3200	1600	3200	4800	1600	1600	4529	271
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.11	0.17	0.13	0.09	0.30	0.16	0.18	0.21	0.21
Crit Moves:		****			****			****			****	

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

Intersection #25 Avenue L/5th St W

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: C[18.7]

Street Name:	5th St W						Avenue L					
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 0 2 1 0			1 0 3 0 0		
Volume Module:												
Base Vol:	0	0	2	0	0	0	0	2086	3	6	1886	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	2	0	0	0	0	2086	3	6	1886	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	2	0	0	0	0	2086	3	6	1886	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	2	0	0	0	0	2086	3	6	1886	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	2	0	0	0	0	2086	3	6	1886	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	697	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2089	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	388	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	268	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	388	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	268	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.7	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 WB Avenue L/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.448
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Sierra Hwy						WB Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0	0	2 0	1	1 0	1! 0	1	0 0	0 0 0
Volume Module:												
Base Vol:	54	702	0	0	965	131	17	0	93	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	702	0	0	965	131	17	0	93	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:	54	702	0	0	965	131	17	0	93	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:	54	702	0	0	965	131	17	0	93	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	702	0	0	965	131	17	0	93	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.:	54	702	0	0	965	131	17	0	93	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	3200	1600	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.00	0.00	0.30	0.08	0.01	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****				****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 EB Avenue L/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Sierra Hwy						EB Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0	0	2 0 1	1 0	1! 0	1	0	0	0 0 0
Volume Module:												
Base Vol:	41	784	0	0	963	25	110	0	106	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:	41	784	0	0	963	25	110	0	106	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:	41	784	0	0	963	25	110	0	106	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:	41	784	0	0	963	25	110	0	106	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	784	0	0	963	25	110	0	106	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.:	41	784	0	0	963	25	110	0	106	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	1.53	0.00	1.47	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	3200	1600	2444	0	2356	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.00	0.00	0.30	0.02	0.05	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****				****		****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Avenue L-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	10th St W								Avenue L-8								
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	0	1	0	0	0	1!	0	0	1	0	1	0	1
Volume Module:																				
Base Vol:	11	1006		28		170	815		14		6		9		3	30		5		106
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	11	1006		28		170	815		14		6		9		3	30		5		106
Added Vol:	0	0		0		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	1006		28		170	815		14		6		9		3	30		5		106
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	11	1006		28		170	815		14		6		9		3	30		5		106
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Reduced Vol:	11	1006		28		170	815		14		6		9		3	30		5		106
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	11	1006		28		170	815		14		6		9		3	30		5		106
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600		1600		1600	1600		1600		1600
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	1.00	1.95		0.05		1.00	0.98		0.02		0.33		0.50		0.17	1.00		1.00		1.00
Final Sat.:	1600	3113		87		1600	1573		27		533		800		267	1600		1600		1600
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.32		0.32		0.11	0.52		0.52		0.00		0.01		0.01	0.02		0.00		0.07
Crit Moves:	****						****				****									****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #30 Avenue L-12/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.451
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	10th St W						Avenue L-12					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	118	1014	52	85	653	79	30	2	87	14	2	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	1014	52	85	653	79	30	2	87	14	2	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	1014	52	85	653	79	30	2	87	14	2	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	1014	52	85	653	79	30	2	87	14	2	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1014	52	85	653	79	30	2	87	14	2	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	118	1014	52	85	653	79	30	2	87	14	2	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.90	0.10	1.00	2.68	0.32	1.00	0.02	0.98	1.00	0.09	0.91
Final Sat.:	1600	3044	156	1600	4282	518	1600	36	1564	1600	145	1455
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.05	0.15	0.15	0.02	0.06	0.06	0.01	0.01	0.01
Crit Moves:		****			****				****		****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Columbia Way/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	D

Street Name:	10th St W						Columbia Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	43	740	227	151	468	129	303	863	159	169	678	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	740	227	151	468	129	303	863	159	169	678	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	740	227	151	468	129	303	863	159	169	678	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	740	227	151	468	129	303	863	159	169	678	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	740	227	151	468	129	303	863	159	169	678	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	43	740	227	151	468	129	303	863	159	169	678	230
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2449	751	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.09	0.15	0.08	0.19	0.27	0.10	0.11	0.21	0.14
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Avenue J-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.925
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	Level Of Service:	E

Street Name:	10th St W						Avenue J-8					
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	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	151	1449	121	54	1525	235	175	181	118	68	145	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	1449	121	54	1525	235	175	181	118	68	145	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:	151	1449	121	54	1525	235	175	181	118	68	145	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:	151	1449	121	54	1525	235	175	181	118	68	145	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	1449	121	54	1525	235	175	181	118	68	145	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.:	151	1449	121	54	1525	235	175	181	118	68	145	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.60	0.40	0.37	0.38	0.25	0.25	0.54	0.21
Final Sat.:	1600	3200	1600	1600	4159	641	591	611	398	401	856	342
Capacity Analysis Module:												
Vol/Sat:	0.09	0.45	0.08	0.03	0.37	0.37	0.11	0.30	0.30	0.04	0.17	0.17
Crit Moves:		****			****				****		****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Avenue K/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.994
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	20th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	1 0		2 0 2	1 0		1 0 3	0 1		1 0 2	1 0	
Volume Module:												
Base Vol:	82	375	39	164	495	326	270	1366	47	118	2165	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	375	39	164	495	326	270	1366	47	118	2165	213
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	375	39	164	495	326	270	1366	47	118	2165	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	375	39	164	495	326	270	1366	47	118	2165	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	375	39	164	495	326	270	1366	47	118	2165	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	82	375	39	164	495	326	270	1366	47	118	2165	213
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.81	0.19	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.73	0.27
Final Sat.:	3200	2899	301	3200	3200	1600	1600	4800	1600	1600	4370	430
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.05	0.15	0.20	0.17	0.28	0.03	0.07	0.50	0.50
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Avenue K/ SB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	SB SR 14 Ramps						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	1! 0	0	0 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	304	0	348	0	1651	0	0	2398	861
Growth Adj:	1.00	1.00	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	304	0	348	0	1651	0	0	2398	861
Added Vol:	0	0	0	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	304	0	348	0	1651	0	0	2398	861
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	304	0	348	0	1651	0	0	2398	861
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	304	0	348	0	1651	0	0	2398	861
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	304	0	348	0	1651	0	0	2398	861
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	0.00	0.00	2.21	0.79
Final Sat.:	0	0	0	1600	0	1600	0	4800	0	0	3532	1268
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.22	0.00	0.34	0.00	0.00	0.68	0.68
Crit Moves:						****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Avenue K/NB SR 14 Ramps-15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.710
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SR 14 Ramps-15th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 1	0 0	1	2 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	853	618	585	670	6	897	303	1487	131	0	2022	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	853	618	585	670	6	897	303	1487	131	0	2022	326
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	853	618	585	670	6	897	303	1487	131	0	2022	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	853	618	585	670	6	897	303	1487	131	0	2022	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	853	618	585	670	6	897	303	1487	131	0	2022	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	853	618	585	670	6	897	303	1487	131	0	2022	326
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.98	0.02	1.00	2.00	2.76	0.24	0.00	3.00	1.00
Final Sat.:	1600	1600	1600	3172	28	1600	3200	4411	389	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.53	0.39	0.37	0.21	0.21	0.56	0.09	0.34	0.34	0.00	0.42	0.20
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Avenue K/12th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.043
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	12th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0	0 1 0	1	0	2 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	684	93	129	49	55	77	196	1998	222	123	1534	50
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	684	93	129	49	55	77	196	1998	222	123	1534	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	684	93	129	49	55	77	196	1998	222	123	1534	50
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	684	93	129	49	55	77	196	1998	222	123	1534	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	684	93	129	49	55	77	196	1998	222	123	1534	50
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	684	93	129	49	55	77	196	1998	222	123	1534	50
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.76 0.24		1.00	1.00 0.42		0.58	1.00	2.70	0.30	1.00	1.94	0.06
Final Sat.:	2817	383	1600	1600	667	933	1600	4320	480	1600	3099	101
Capacity Analysis Module:												
Vol/Sat:	0.24 0.24		0.08	0.03 0.08		0.08	0.12	0.46	0.46	0.08	0.49	0.50
Crit Moves:	****					****	****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Avenue K/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.917
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	10th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	251	1091	353	347	1364	388	473	1396	241	424	1077	347
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	1091	353	347	1364	388	473	1396	241	424	1077	347
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	251	1091	353	347	1364	388	473	1396	241	424	1077	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	251	1091	353	347	1364	388	473	1396	241	424	1077	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	1091	353	347	1364	388	473	1396	241	424	1077	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	251	1091	353	347	1364	388	473	1396	241	424	1077	347
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.34	0.66	2.00	2.56	0.44	2.00	2.27	0.73
Final Sat.:	3200	4800	1600	3200	3737	1063	3200	4093	707	3200	3630	1170
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.22	0.11	0.37	0.36	0.15	0.34	0.34	0.13	0.30	0.30
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Avenue K/Gadsden Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.897
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	D

Street Name:	Gadsden Ave						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	167	84	166	71	69	109	148	1706	205	222	1651	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	84	166	71	69	109	148	1706	205	222	1651	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	84	166	71	69	109	148	1706	205	222	1651	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	84	166	71	69	109	148	1706	205	222	1651	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	84	166	71	69	109	148	1706	205	222	1651	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	167	84	166	71	69	109	148	1706	205	222	1651	55
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.28	0.28	0.44	1.00	2.68	0.32	1.00	2.90	0.10
Final Sat.:	1600	1600	1600	456	443	700	1600	4285	515	1600	4645	155
Capacity Analysis Module:												
Vol/Sat:	0.10	0.05	0.10	0.04	0.16	0.16	0.09	0.40	0.40	0.14	0.36	0.36
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Avenue K/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	1.000
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Sierra Hwy						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	205	863	268	265	1109	320	207	1577	150	208	1309	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	863	268	265	1109	320	207	1577	150	208	1309	263
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	863	268	265	1109	320	207	1577	150	208	1309	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	863	268	265	1109	320	207	1577	150	208	1309	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	863	268	265	1109	320	207	1577	150	208	1309	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	205	863	268	265	1109	320	207	1577	150	208	1309	263
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.74	0.26	1.00	2.50	0.50
Final Sat.:	3200	3200	1600	3200	3200	1600	1600	4383	417	1600	3997	803
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.17	0.08	0.35	0.20	0.13	0.36	0.36	0.13	0.33	0.33
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Commerce Center Dr/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Street Name:	10th St W						Commerce Center Dr					
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 3 0 1			1 0 2 1 0			1 0 1 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	192	1347	95	213	1597	166	227	44	167	101	44	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	1347	95	213	1597	166	227	44	167	101	44	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	1347	95	213	1597	166	227	44	167	101	44	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	1347	95	213	1597	166	227	44	167	101	44	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1347	95	213	1597	166	227	44	167	101	44	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	192	1347	95	213	1597	166	227	44	167	101	44	164
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.72	0.28	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4348	452	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.06	0.13	0.37	0.37	0.14	0.03	0.10	0.06	0.03	0.10
Crit Moves:	****				****		****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Avenue K-4/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	10th St W							Avenue K-4					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0 2	1	0	1 0	3	0 1	0 0	0	0 0	1 0	0	0 1	
Volume Module:													
Base Vol:	0	1626	331	50	1618	17	0	0	0	369	0	132	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	1626	331	50	1618	17	0	0	0	369	0	132	
Added Vol:	0	0	0	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	1626	331	50	1618	17	0	0	0	369	0	132	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	1626	331	50	1618	17	0	0	0	369	0	132	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	1626	331	50	1618	17	0	0	0	369	0	132	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.:	0	1626	331	50	1618	17	0	0	0	369	0	132	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.49	0.51	1.00	3.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00	
Final Sat.:	0	3988	812	1600	4800	1600	0	0	0	1600	0	1600	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.41	0.41	0.03	0.34	0.01	0.00	0.00	0.00	0.23	0.00	0.08	
Crit Moves:		****			****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Avenue K-8/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	D

Street Name:	20th St W						Avenue K-8					
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	2 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	143	752	134	139	907	211	68	394	65	120	531	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	752	134	139	907	211	68	394	65	120	531	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	752	134	139	907	211	68	394	65	120	531	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	752	134	139	907	211	68	394	65	120	531	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	752	134	139	907	211	68	394	65	120	531	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	143	752	134	139	907	211	68	394	65	120	531	199
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.70	0.30	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.00	1.00
Final Sat.:	1600	2716	484	1600	3200	1600	1600	2747	453	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.28	0.09	0.28	0.13	0.04	0.14	0.14	0.08	0.33	0.12
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Avenue K-8/15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	15th St W						Avenue K-8					
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 0	1	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	150	131	246	49	77	14	17	442	202	80	691	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	131	246	49	77	14	17	442	202	80	691	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:	150	131	246	49	77	14	17	442	202	80	691	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:	150	131	246	49	77	14	17	442	202	80	691	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	131	246	49	77	14	17	442	202	80	691	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.:	150	131	246	49	77	14	17	442	202	80	691	44
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.06
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1504	96
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.15	0.03	0.05	0.01	0.01	0.28	0.13	0.05	0.46	0.46
Crit Moves:			****	****			****				****	

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

Intersection #13 Avenue K-8/Drivers Wy

Average Delay (sec/veh): 205.1 Worst Case Level Of Service: F[953.5]

Street Name:	Drivers Wy						Avenue K-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	0 1	0	0 1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	136	49	136	79	39	287	202	401	74	58	451	80
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	136	49	136	79	39	287	202	401	74	58	451	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	49	136	79	39	287	202	401	74	58	451	80
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	136	49	136	79	39	287	202	401	74	58	451	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	136	49	136	79	39	287	202	401	74	58	451	80
Critical Gap Module:												
Critical Gp:	7.1 6.5	6.2		7.1 6.5	6.2		4.1 xxxx	xxxxx		4.1 xxxx	xxxxx	
FollowUpTim:	3.5 4.0	3.3		3.5 4.0	3.3		2.2 xxxx	xxxxx		2.2 xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	1612 1489	438		1502 1446	451		531 xxxx	xxxxx		475 xxxx	xxxxx	
Potent Cap.:	85 125	623		101 133	613		1047 xxxx	xxxxx		1098 xxxx	xxxxx	
Move Cap.:	26 96	623		39 102	613		1047 xxxx	xxxxx		1098 xxxx	xxxxx	
Volume/Cap:	5.19 0.51	0.22		2.00 0.38	0.47		0.19 xxxx	xxxx		0.05 xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	16.8 xxxx	xxxxx		xxxx xxxx	2.5		0.7 xxxx	xxxxx		0.2 xxxx	xxxxx	
Control Del:	2183 xxxx	xxxxx		xxxxx xxxx	16.0		9.3 xxxx	xxxxx		8.5 xxxx	xxxxx	
LOS by Move:	F	*		*	*	C	A	*		A	*	
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	253		49 xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	5.1		12.2 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	50.0		809.6 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* *	E		F *	*		* *	*		* *	*	
ApproachDel:	953.5			247.2			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Avenue K-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.703
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Street Name:	10th St W							Avenue K-8							
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	3	0	0	0	0	3	0	1	2	0	0	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	211	1490			0	0		1621		432	375		0		213	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:	211	1490			0	0		1621		432	375		0		213	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:	211	1490			0	0		1621		432	375		0		213	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:	211	1490			0	0		1621		432	375		0		213	0		0		0
Reduct Vol:	0	0			0	0		0		0	0		0		0	0		0		0
Reduced Vol:	211	1490			0	0		1621		432	375		0		213	0		0		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	211	1490			0	0		1621		432	375		0		213	0		0		0
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	1.00	3.00		0.00	0.00	3.00		1.00		2.00	0.00		1.00		1.00	2.00		1.00		
Final Sat.:	1600	4800			0	0		4800		1600	3200		0		1600	1600		3200		1600
Capacity Analysis Module:																				
Vol/Sat:	0.13	0.31		0.00	0.00	0.34		0.27		0.12	0.00		0.13		0.00	0.00		0.00		
Crit Moves:	****					****					****									

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

Intersection #15 City Park Dr/10th St W

Average Delay (sec/veh): 8.5 Worst Case Level Of Service: F[212.7]

Street Name:	10th St W						City Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	1 0		1 0 3	0 1		1 0 0	0 1		0 0 1!	0 0	
Volume Module:												
Base Vol:	69 1668	3		9 1872	19		22	0	117	2	0	17
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69 1668	3		9 1872	19		22	0	117	2	0	17
Added Vol:	0 0	0		0 0	0		0	0	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	69 1668	3		9 1872	19		22	0	117	2	0	17
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69 1668	3		9 1872	19		22	0	117	2	0	17
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Final Vol.:	69 1668	3		9 1872	19		22	0	117	2	0	17
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	4.1	xxxx xxxxx				7.5	xxxx	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2 xxxx xxxxx	2.2	xxxx xxxxx				3.5	xxxx	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1891 xxxx xxxxx	1671	xxxx xxxxx				2584	xxxx	624	2450	xxxx	558
Potent Cap.:	320 xxxx xxxxx	389	xxxx xxxxx				13	xxxx	433	16	xxxx	479
Move Cap.:	320 xxxx xxxxx	389	xxxx xxxxx				10	xxxx	433	10	xxxx	479
Volume/Cap:	0.22 xxxx xxxx	0.02	xxxx xxxx				2.15	xxxx	0.27	0.20	xxxx	0.04
Level Of Service Module:												
2Way95thQ:	0.8 xxxx xxxxx	0.1	xxxx xxxxx				3.7	xxxx	1.1	xxxx	xxxx	xxxxx
Control Del:	19.3 xxxx xxxxx	14.5	xxxx xxxxx				1257	xxxx	16.4	xxxxx	xxxx	xxxxx
LOS by Move:	C * *	B	* *				F	*	C	*	*	*
Movement:	LT - LTR - RT	LT	- LTR - RT				LT	- LTR - RT		LT	- LTR - RT	
Shared Cap.:	xxxx xxxx xxxxx	xxxx	xxxx xxxxx				xxxx	xxxx xxxxx		xxxx	79	xxxxx
SharedQueue:	xxxxx xxxx xxxxx	xxxxx	xxxx xxxxx				xxxxx	xxxx xxxxx		xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx	xxxxx	xxxx xxxxx				xxxxx	xxxx xxxxx		xxxxx	64.0	xxxxx
Shared LOS:	* * *	*	* *				*	* *		*	F	*
ApproachDel:	xxxxxx	xxxxxx					212.7			64.0		
ApproachLOS:	*	*					F			F		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Avenue K-15/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	10th St W						Avenue K-15					
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	2 1	0	1 0	3 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	69	1378	43	50	1479	225	150	0	106	6	0	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	1378	43	50	1479	225	150	0	106	6	0	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	1378	43	50	1479	225	150	0	106	6	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1378	43	50	1479	225	150	0	106	6	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1378	43	50	1479	225	150	0	106	6	0	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	69	1378	43	50	1479	225	150	0	106	6	0	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	2.91	0.09	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	4655	145	1600	4800	1600	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.03	0.31	0.14	0.09	0.00	0.07	0.00	0.00	0.02
Crit Moves:	****				****		****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Avenue L/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.080
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	20th St W						Avenue L					
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	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	82	375	39	164	495	326	270	1366	47	118	2165	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	375	39	164	495	326	270	1366	47	118	2165	213
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	375	39	164	495	326	270	1366	47	118	2165	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	375	39	164	495	326	270	1366	47	118	2165	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	375	39	164	495	326	270	1366	47	118	2165	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	82	375	39	164	495	326	270	1366	47	118	2165	213
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.81	0.19	1.00	1.00	1.00	1.00	1.93	0.07	1.00	3.00	1.00
Final Sat.:	1600	2899	301	1600	1600	1600	1600	3094	106	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.10	0.31	0.20	0.17	0.44	0.44	0.07	0.45	0.13
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Avenue L/15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.046
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	15th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	2	3	9	593	14	131	102	1359	0	24	2414	360
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	2	3	9	593	14	131	102	1359	0	24	2414	360
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	3	9	593	14	131	102	1359	0	24	2414	360
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	2	3	9	593	14	131	102	1359	0	24	2414	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	9	593	14	131	102	1359	0	24	2414	360
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Final Vol.:	2	3	9	593	14	131	102	1359	0	24	2414	360
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.14 0.21	0.65		1.00 1.00	1.00		1.00 3.00	0.00		1.00 3.00	1.00	
Final Sat.:	229 343	1029		1600 1600	1600		1600 4800	0		1600 4800	1600	
Capacity Analysis Module:												
Vol/Sat:	0.00 0.01	0.01		0.37 0.01	0.08		0.06 0.28	0.00		0.02 0.50	0.23	
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Avenue L/SB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Street Name:	SB SR 14 Ramps						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0	1! 0 0	0	0	3 0 0	0	0	3 0 0
Volume Module:												
Base Vol:	0	0	0	423	0	243	0	1385	0	0	2391	0
Growth Adj:	1.00	1.00	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	423	0	243	0	1385	0	0	2391	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	423	0	243	0	1385	0	0	2391	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	423	0	243	0	1385	0	0	2391	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	423	0	243	0	1385	0	0	2391	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	423	0	243	0	1385	0	0	2391	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.27	0.00	0.73	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	2032	0	1168	0	4800	0	0	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.29	0.00	0.00	0.50	0.00
Crit Moves:				****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Avenue L/NB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.194
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	NB SR 14 Ramps						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 3 0 0			0 0 4 0 0		
Volume Module:												
Base Vol:	1071	0	870	0	0	0	0	1465	0	0	2715	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1071	0	870	0	0	0	0	1465	0	0	2715	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:	1071	0	870	0	0	0	0	1465	0	0	2715	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1071	0	0	0	0	0	0	1465	0	0	2715	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1071	0	0	0	0	0	0	1465	0	0	2715	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1071	0	0	0	0	0	0	1465	0	0	2715	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	4.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4800	0	0	6400	0
Capacity Analysis Module:												
Vol/Sat:	0.67	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.42	0.00
Crit Moves:	****						****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Avenue L/Costco Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.917
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	109	Level Of Service:	E

Street Name:	Costco Drive						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	4 0	0	0 0	3 1	0
Volume Module:												
Base Vol:	0	0	0	96	0	295	337	1780	0	0	2550	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	96	0	295	337	1780	0	0	2550	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	96	0	295	337	1780	0	0	2550	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	96	0	295	337	1780	0	0	2550	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	96	0	295	337	1780	0	0	2550	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	96	0	295	337	1780	0	0	2550	148
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	4.00	0.00	0.00	3.78	0.22
Final Sat.:	0	0	0	1600	0	1600	1600	6400	0	0	6049	351
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.18	0.21	0.28	0.00	0.00	0.42	0.42
Crit Moves:						****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Avenue L/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.298
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	10th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	0 1	2 0	3	0 1	1 0	2	1 0
Volume Module:												
Base Vol:	544	1331	295	271	1127	514	489	1329	303	320	1517	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	544	1331	295	271	1127	514	489	1329	303	320	1517	177
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	544	1331	295	271	1127	514	489	1329	303	320	1517	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	544	1331	295	271	1127	514	489	1329	303	320	1517	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	544	1331	295	271	1127	514	489	1329	303	320	1517	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	544	1331	295	271	1127	514	489	1329	303	320	1517	177
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	2.46	0.54	1.00	2.00	1.00	2.00	3.00	1.00	1.00	2.69	0.31
Final Sat.:	1600	3929	871	1600	3200	1600	3200	4800	1600	1600	4298	502
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.17	0.35	0.32	0.15	0.28	0.19	0.20	0.35	0.35
Crit Moves:	****				****		****				****	

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

Intersection #25 Avenue L/5th St W

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: E[42.6]

Street Name:	5th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 2	1	0	1 0 3	0	0
Volume Module:												
Base Vol:	2	0	6	0	0	0	0	1728	6	11	1731	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	6	0	0	0	0	1728	6	11	1731	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:	2	0	6	0	0	0	0	1728	6	11	1731	0
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	6	0	0	0	0	1728	6	11	1731	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	0	6	0	0	0	0	1728	6	11	1731	0
Critical Gap Module:												
Critical Gp:	6.8 xxxx		6.9	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5 xxxx		3.3	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2330 xxxx		579	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	1734	xxxx	xxxxx
Potent Cap.:	32 xxxx		463	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	368	xxxx	xxxxx
Move Cap.:	31 xxxx		463	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	368	xxxx	xxxxx
Volume/Cap:	0.06 xxxx		0.01	xxxx xxxx		xxxx	xxxx xxxx		xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	15.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*
Movement:	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT
Shared Cap.:	xxxx 104		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 ConDel:	xxxxx 42.6		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	E	*	*	*	*	*	*	*	*	*	*
ApproachDel:	42.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	E			*			*			*		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 WB Avenue L/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Sierra Hwy						WB Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 2	0 0		0 0 2	0 1		1 0 1!	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	216 1127	0		0 1252	189		22	0	216	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:	216 1127	0		0 1252	189		22	0	216	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:	216 1127	0		0 1252	189		22	0	216	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:	216 1127	0		0 1252	189		22	0	216	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	216 1127	0		0 1252	189		22	0	216	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.:	216 1127	0		0 1252	189		22	0	216	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	2.00 2.00	0.00		0.00 2.00	1.00		1.00 0.00	2.00		0.00 0.00	0.00	
Final Sat.:	3200 3200	0		0 3200	1600		1600 0	3200		0 0	0	
Capacity Analysis Module:												
Vol/Sat:	0.07 0.35	0.00		0.00 0.39	0.12		0.01 0.00	0.07		0.00 0.00	0.00	
Crit Moves:	****			****				****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 EB Avenue L/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Sierra Hwy						EB Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 2	0 0		0 0 2	0 1		1 0 1!	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	38 1170		0	0	1437	28	107	0	211	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:	38 1170		0	0	1437	28	107	0	211	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:	38 1170		0	0	1437	28	107	0	211	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:	38 1170		0	0	1437	28	107	0	211	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38 1170		0	0	1437	28	107	0	211	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.:	38 1170		0	0	1437	28	107	0	211	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00 2.00		0.00	0.00	2.00	1.00	1.01	0.00	1.99	0.00	0.00	0.00
Final Sat.:	3200 3200		0	0	3200	1600	1615	0	3185	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01 0.37		0.00	0.00	0.45	0.02	0.07	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****		****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Avenue L-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.069
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	10th St W							Avenue L-8					
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	0	1 0	0 0	1!	0 0	1 0	1	0 1	
Volume Module:													
Base Vol:	9	1418	41	95	1356	6	17	3	16	96	8	162	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	9	1418	41	95	1356	6	17	3	16	96	8	162	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	9	1418	41	95	1356	6	17	3	16	96	8	162	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	9	1418	41	95	1356	6	17	3	16	96	8	162	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	9	1418	41	95	1356	6	17	3	16	96	8	162	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.:	9	1418	41	95	1356	6	17	3	16	96	8	162	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.94	0.06	1.00	0.99	0.01	0.48	0.08	0.44	1.00	1.00	1.00	
Final Sat.:	1600	3110	90	1600	1593	7	756	133	711	1600	1600	1600	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.46	0.46	0.06	0.85	0.85	0.01	0.02	0.02	0.06	0.01	0.10	
Crit Moves:	****				****		****					****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #30 Avenue L-12/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	10th St W						Avenue L-12					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 0		1 0 2	1 0		1 0 0	1 0		1 0 0	1 0	
Volume Module:												
Base Vol:	65	1348	52	77	1334	46	47	0	145	25	3	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:	65	1348	52	77	1334	46	47	0	145	25	3	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	1348	52	77	1334	46	47	0	145	25	3	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:	65	1348	52	77	1334	46	47	0	145	25	3	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1348	52	77	1334	46	47	0	145	25	3	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.:	65	1348	52	77	1334	46	47	0	145	25	3	39
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	2.90	0.10	1.00	0.00	1.00	1.00	0.07	0.93
Final Sat.:	1600	3081	119	1600	4640	160	1600	0	1600	1600	114	1486
Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.44	0.05	0.29	0.29	0.03	0.00	0.09	0.02	0.03	0.03
Crit Moves:		****			****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Columbia Way/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.122
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	10th St W						Columbia Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	118	926	202	155	1016	281	235	680	129	427	1362	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	926	202	155	1016	281	235	680	129	427	1362	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	926	202	155	1016	281	235	680	129	427	1362	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	926	202	155	1016	281	235	680	129	427	1362	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	926	202	155	1016	281	235	680	129	427	1362	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	118	926	202	155	1016	281	235	680	129	427	1362	244
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.64	0.36	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2627	573	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.10	0.32	0.18	0.15	0.21	0.08	0.27	0.43	0.15
Crit Moves:		****			****			****			****	

AMBIENT BASE PLUS RELATED PROJECTS (2030)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Avenue J-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	10th St W						Avenue J-8					
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	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	131	1132	60	33	896	103	125	121	124	71	126	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	1132	60	33	896	103	125	121	124	71	126	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:	131	1132	60	33	896	103	125	121	124	71	126	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1132	60	33	896	103	125	121	124	71	126	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.:	131	1132	60	33	896	103	125	121	124	71	126	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.69	0.31	0.34	0.33	0.33	0.27	0.49	0.24
Final Sat.:	1600	3200	1600	1600	4305	495	541	523	536	437	775	388
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.04	0.02	0.21	0.21	0.08	0.23	0.23	0.04	0.16	0.16
Crit Moves:		****			****				****		****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Avenue K/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.216
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	20th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	1 0		2 0 2	1 0		1 0 3	0 1		1 0 2	1 0	
Volume Module:												
Base Vol:	115	710	176	326	357	188	476	1926	87	122	1796	313
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	710	176	326	357	188	476	1926	87	122	1796	313
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	710	176	326	357	188	476	1926	87	122	1796	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	710	176	326	357	188	476	1926	87	122	1796	313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	115	710	176	326	357	188	476	1926	87	122	1796	313
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.60	0.40	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.55	0.45
Final Sat.:	3200	2564	636	3200	3200	1600	1600	4800	1600	1600	4088	712
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.10	0.11	0.12	0.30	0.40	0.05	0.08	0.44	0.44
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Avenue K/ SB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	SB SR 14 Ramps						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	1! 0	0	0 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	391	0	218	0	1628	0	0	1709	479
Growth Adj:	1.00	1.00	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	391	0	218	0	1628	0	0	1709	479
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	391	0	218	0	1628	0	0	1709	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	391	0	218	0	1628	0	0	1709	479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	391	0	218	0	1628	0	0	1709	479
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.28	0.00	0.72	0.00	3.00	0.00	0.00	2.34	0.66
Final Sat.:	0	0	0	2055	0	1145	0	4800	0	0	3749	1051
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.19	0.00	0.34	0.00	0.00	0.46	0.46
Crit Moves:				****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Avenue K/NB SR 14 Ramps-15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.271
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SR 14 Ramps-15th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1		0 1	1 1		0 0 1	2 0 2		1 0	0 0 3		0 1
Volume Module:												
Base Vol:	682	897	555	292	6	328	443	1337	157	0	1282	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	682	897	555	292	6	328	443	1337	157	0	1282	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	682	897	555	292	6	328	443	1337	157	0	1282	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	682	897	555	292	6	328	443	1337	157	0	1282	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	682	897	555	292	6	328	443	1337	157	0	1282	311
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.96	0.04	1.00	2.00	2.68	0.32	0.00	3.00	1.00
Final Sat.:	1600	1600	1600	3136	64	1600	3200	4296	504	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.43	0.56	0.35	0.09	0.09	0.21	0.14	0.31	0.31	0.00	0.27	0.19
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Avenue K/12th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	12th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0	0 1 0	1	0	2 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	216	29	69	30	43	80	108	1570	150	67	1427	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:	216	29	69	30	43	80	108	1570	150	67	1427	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:	216	29	69	30	43	80	108	1570	150	67	1427	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	29	69	30	43	80	108	1570	150	67	1427	17
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	216	29	69	30	43	80	108	1570	150	67	1427	17
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.76 0.24		1.00	1.00 0.35		0.65	1.00	2.74	0.26	1.00	1.98	0.02
Final Sat.:	2821	379	1600	1600	559	1041	1600	4381	419	1600	3162	38
Capacity Analysis Module:												
Vol/Sat:	0.08 0.08		0.04	0.02 0.08		0.08	0.07	0.36	0.36	0.04	0.45	0.45
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Avenue K/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	10th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	125	663	231	183	610	186	394	1068	109	291	1228	303
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	663	231	183	610	186	394	1068	109	291	1228	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	663	231	183	610	186	394	1068	109	291	1228	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	663	231	183	610	186	394	1068	109	291	1228	303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	125	663	231	183	610	186	394	1068	109	291	1228	303
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.30	0.70	2.00	2.72	0.28	2.00	2.41	0.59
Final Sat.:	3200	4800	1600	3200	3678	1122	3200	4355	445	3200	3850	950
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.06	0.17	0.17	0.12	0.25	0.25	0.09	0.32	0.32
Crit Moves:	****				****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Avenue K/Gadsden Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Gadsden Ave						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	98	123	142	90	98	128	76	1256	91	110	1621	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	123	142	90	98	128	76	1256	91	110	1621	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	123	142	90	98	128	76	1256	91	110	1621	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	123	142	90	98	128	76	1256	91	110	1621	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	98	123	142	90	98	128	76	1256	91	110	1621	109
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.28	0.31	0.41	1.00	2.80	0.20	1.00	2.81	0.19
Final Sat.:	1600	1600	1600	456	496	648	1600	4476	324	1600	4498	302
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.09	0.06	0.20	0.20	0.05	0.28	0.28	0.07	0.36	0.36
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 Avenue K/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.879
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	D

Street Name:	Sierra Hwy						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	210	807	254	268	691	183	180	1202	114	211	1314	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	807	254	268	691	183	180	1202	114	211	1314	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	807	254	268	691	183	180	1202	114	211	1314	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	807	254	268	691	183	180	1202	114	211	1314	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	210	807	254	268	691	183	180	1202	114	211	1314	274
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.74	0.26	1.00	2.48	0.52
Final Sat.:	3200	3200	1600	3200	3200	1600	1600	4384	416	1600	3972	828
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.16	0.08	0.22	0.11	0.11	0.27	0.27	0.13	0.33	0.33
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Commerce Center Dr/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	10th St W						Commerce Center Dr					
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 3 0 1			1 0 2 1 0			1 0 1 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	79	912	54	80	913	120	79	20	85	44	24	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:	79	912	54	80	913	120	79	20	85	44	24	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:	79	912	54	80	913	120	79	20	85	44	24	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	912	54	80	913	120	79	20	85	44	24	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.:	79	912	54	80	913	120	79	20	85	44	24	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.65	0.35	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4242	558	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.03	0.05	0.22	0.22	0.05	0.01	0.05	0.03	0.02	0.04
Crit Moves:	****				****		****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Avenue K-4/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.485
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	10th St W						Avenue K-4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	3	0 1	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	957	151	33	963	13	0	0	0	213	0	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	957	151	33	963	13	0	0	0	213	0	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	957	151	33	963	13	0	0	0	213	0	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	957	151	33	963	13	0	0	0	213	0	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	957	151	33	963	13	0	0	0	213	0	57
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.59	0.41	1.00	3.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4146	654	1600	4800	1600	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.02	0.20	0.01	0.00	0.00	0.00	0.13	0.00	0.04
Crit Moves:		****			****						****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Avenue K-8/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	20th St W						Avenue K-8					
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	2 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	58	687	125	87	317	79	144	461	84	76	201	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	687	125	87	317	79	144	461	84	76	201	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	687	125	87	317	79	144	461	84	76	201	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	687	125	87	317	79	144	461	84	76	201	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	687	125	87	317	79	144	461	84	76	201	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.69	0.31	1.00	2.00	1.00	1.00	1.69	0.31	1.00	1.00	1.00
Final Sat.:	1600	2707	493	1600	3200	1600	1600	2707	493	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.05	0.10	0.05	0.09	0.17	0.17	0.05	0.13	0.05
Crit Moves:		****			****				****		****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Avenue K-8/15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	15th St W						Avenue K-8					
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 0	1	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	65	39	151	20	30	5	2	509	270	66	264	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	39	151	20	30	5	2	509	270	66	264	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	39	151	20	30	5	2	509	270	66	264	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	39	151	20	30	5	2	509	270	66	264	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	39	151	20	30	5	2	509	270	66	264	9
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1547	53
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.09	0.01	0.02	0.00	0.00	0.32	0.17	0.04	0.17	0.17
Crit Moves:			****	****				****		****		

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

Intersection #13 Avenue K-8/Drivers Wy

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: D[30.9]

Street Name:	Drivers Wy						Avenue K-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		0 1 0	0 1		1 0 0	1 0		1 0	1 0	1
Volume Module:												
Base Vol:	11	13	13	38	9	58	241	427	33	19	261	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	13	13	38	9	58	241	427	33	19	261	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	13	13	38	9	58	241	427	33	19	261	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	11	13	13	38	9	58	241	427	33	19	261	102
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1309	1327	443	1238	1241	261	363	xxxx	xxxxx	460	xxxx	xxxxx
Potent Cap.:	138	157	619	154	176	783	1207	xxxx	xxxxx	1112	xxxx	xxxxx
Move Cap.:	101	123	619	116	139	783	1207	xxxx	xxxxx	1112	xxxx	xxxxx
Volume/Cap:	0.11	0.11	0.02	0.33	0.06	0.07	0.20	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	0.2	0.7	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	44.8	xxxx	xxxxx	xxxxx	xxxx	10.0	8.7	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	E	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	206	120	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.4	1.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	25.0	53.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	D	F	*	*	*	*	*	*	*	*
ApproachDel:	30.9			29.3			xxxxxx			xxxxxx		
ApproachLOS:	D			D			*			*		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #14 Avenue K-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.461
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	10th St W						Avenue K-8					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	0	0 0	3 0	1	2 0	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	137	831	0	0	942	204	236	0	126	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:	137	831	0	0	942	204	236	0	126	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:	137	831	0	0	942	204	236	0	126	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	831	0	0	942	204	236	0	126	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.:	137	831	0	0	942	204	236	0	126	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4800	0	0	4800	1600	3200	0	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.00	0.00	0.20	0.13	0.07	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			

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

Intersection #15 City Park Dr/10th St W

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: E[44.4]

Street Name:	10th St W								City Park Dr							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	1 0	1	0	3	0 1	1	0	0	0 1	0	0	1!	0 0
Volume Module:																
Base Vol:	17	1079		2 6	1046			27	11		0	2	2		0	6
Growth Adj:	1.00	1.00		1.00 1.00	1.00			1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	17	1079		2 6	1046			27	11		0	2	2		0	6
User Adj:	1.00	1.00		1.00 1.00	1.00			1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00 1.00	1.00			1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	17	1079		2 6	1046			27	11		0	2	2		0	6
Reduct Vol:	0	0		0 0	0			0	0		0	0	0		0	0
Final Vol.:	17	1079		2 6	1046			27	11		0	2	2		0	6
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	4.1 xxxx	xxxxx			7.5	xxxx		6.9	7.5	xxxx		6.9	
FollowUpTim:	2.2	xxxx	xxxxx	2.2 xxxx	xxxxx			3.5	xxxx		3.3	3.5	xxxx		3.3	
Capacity Module:																
Cnflict Vol:	1073	xxxx	xxxxx	1081 xxxx	xxxxx			1452	xxxx		349	1475	xxxx		361	
Potent Cap.:	657	xxxx	xxxxx	653 xxxx	xxxxx			93	xxxx		653	90	xxxx		642	
Move Cap.:	657	xxxx	xxxxx	653 xxxx	xxxxx			90	xxxx		653	87	xxxx		642	
Volume/Cap:	0.03	xxxx	xxxx	0.01 xxxx	xxxx			0.12	xxxx		0.00	0.02	xxxx		0.01	
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	0.0 xxxx	xxxxx			0.4	xxxx		0.0	xxxx	xxxx		xxxxx	
Control Del:	10.6	xxxx	xxxxx	10.6 xxxx	xxxxx			50.5	xxxx		10.5	xxxxx	xxxx		xxxxx	
LOS by Move:	B	*	*	B	*	*		F	*		B	*	*		*	
Movement:	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	247	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.1	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	20.0	xxxxx		
Shared LOS:	*	*	*	*	*	*		*	*	*		*	C	*		
ApproachDel:	xxxxxx			xxxxxx				44.4				20.0				
ApproachLOS:	*			*				E				C				

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #17 Avenue K-15/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.360
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	10th St W						Avenue K-15					
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 2	1	0	1 0 3	0	1	1 0 0	1	0	1 0 0	1	0
Volume Module:												
Base Vol:	3	959	8	8	929	74	58	0	44	8	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	959	8	8	929	74	58	0	44	8	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	959	8	8	929	74	58	0	44	8	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	959	8	8	929	74	58	0	44	8	0	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	959	8	8	929	74	58	0	44	8	0	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	2.98	0.02	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	4760	40	1600	4800	1600	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.01	0.19	0.05	0.04	0.00	0.03	0.01	0.00	0.02
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Avenue L/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.979
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	166	Level Of Service:	E

Street Name:	20th St W						Avenue L					
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	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	46	419	73	160	224	127	292	1809	99	47	1028	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	419	73	160	224	127	292	1809	99	47	1028	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	419	73	160	224	127	292	1809	99	47	1028	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	419	73	160	224	127	292	1809	99	47	1028	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	419	73	160	224	127	292	1809	99	47	1028	77
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.70	0.30	1.00	1.00	1.00	1.00	1.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	2725	475	1600	1600	1600	1600	3034	166	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.10	0.14	0.08	0.18	0.60	0.60	0.03	0.21	0.05
Crit Moves:		****			****				****		****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #19 Avenue L/15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	15th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	3	9	8	265	5	27	131	1827	0	6	1054	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	9	8	265	5	27	131	1827	0	6	1054	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	9	8	265	5	27	131	1827	0	6	1054	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	9	8	265	5	27	131	1827	0	6	1054	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	9	8	265	5	27	131	1827	0	6	1054	284
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.45	0.40	1.00	1.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	240	720	640	1600	1600	1600	1600	4800	0	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.17	0.00	0.02	0.08	0.38	0.00	0.00	0.22	0.18
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #20 Avenue L/SB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	SB SR 14 Ramps						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0	1! 0 0	0	0	3	0	0	0 0 3 0 0
Volume Module:												
Base Vol:	0	0	0	337	0	129	0	1264	0	0	1123	0
Growth Adj:	1.00	1.00	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	337	0	129	0	1264	0	0	1123	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	337	0	129	0	1264	0	0	1123	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	337	0	129	0	1264	0	0	1123	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	337	0	129	0	1264	0	0	1123	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.45	0.00	0.55	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	2314	0	886	0	4800	0	0	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.26	0.00	0.00	0.23	0.00
Crit Moves:				****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Avenue L/NB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.701
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Street Name:	NB SR 14 Ramps						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0	0 0	0 0	0	0 0	3 0	0	0 0	4 0	0
Volume Module:												
Base Vol:	425	0	637	0	0	0	0	1612	0	0	1337	0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	425	0	637	0	0	0	0	1612	0	0	1337	0
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	425	0	0	0	0	0	0	1612	0	0	1337	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	0	0	0	0	0	0	1612	0	0	1337	0
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Final Vol.:	425	0	0	0	0	0	0	1612	0	0	1337	0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	1.00 0.00		1.00	0.00 0.00		0.00	0.00 3.00		0.00	0.00 4.00		0.00
Final Sat.:	1600	0	1600	0	0	0	0	4800	0	0	6400	0
Capacity Analysis Module:												
Vol/Sat:	0.27 0.00		0.00	0.00 0.00		0.00	0.00 0.34		0.00	0.00 0.21		0.00
Crit Moves:	****						****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #22 Avenue L/Costco Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.483
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Costco Drive						Avenue L					
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	3 1	0	0 0	3 1	0
Volume Module:												
Base Vol:	58	0	12	9	0	13	166	2050	116	0	1248	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	0	12	9	0	13	166	2050	116	0	1248	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	0	12	9	0	13	166	2050	116	0	1248	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	0	12	9	0	13	166	2050	116	0	1248	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	0	12	9	0	13	166	2050	116	0	1248	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	3.79	0.21	0.00	3.80	0.20
Final Sat.:	1600	0	1600	1600	0	1600	1600	6057	343	0	6083	317
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.01	0.01	0.00	0.01	0.10	0.34	0.34	0.00	0.21	0.21
Crit Moves:	****					****		****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #23 Avenue L/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

Street Name:	10th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	121	528	192	186	576	214	283	1456	259	321	963	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	528	192	186	576	214	283	1456	259	321	963	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	528	192	186	576	214	283	1456	259	321	963	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	528	192	186	576	214	283	1456	259	321	963	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	121	528	192	186	576	214	283	1456	259	321	963	64
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	1.00	2.81	0.19
Final Sat.:	1600	4800	1600	1600	3200	1600	3200	4800	1600	1600	4501	299
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.12	0.12	0.18	0.13	0.09	0.30	0.16	0.20	0.21	0.21
Crit Moves:	****			****			****			****		

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

Intersection #25 Avenue L/5th St W

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: C[19.2]

Street Name:	5th St W								Avenue L							
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 0	2	1	0	1 0	3	0	0
Volume Module:																
Base Vol:	0 0	2	0	0	0	0	0	0	2122	3	0	0	1886	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	1.00	1.00	1.00	1.00
Initial Bse:	0 0	2	0	0	0	0	0	0	2122	3	0	0	1886	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0 0	2	0	0	0	0	0	0	2122	3	0	0	1886	0	0	0
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0 0	2	0	0	0	0	0	0	2122	3	0	0	1886	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx					
FollowUpTim:	xxxxx xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx					
Capacity Module:																
Cnflict Vol:	xxxx xxxx	709	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2125	xxxx	xxxxx					
Potent Cap.:	xxxx xxxx	381	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	260	xxxx	xxxxx					
Move Cap.:	xxxx xxxx	381	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	260	xxxx	xxxxx					
Volume/Cap:	xxxx xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx					
Level Of Service Module:																
2Way95thQ:	xxxx xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx					
Control Del:	xxxxx xxxx	14.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.2	xxxx	xxxxx					
LOS by Move:	* *	B	*	*	*	*	*	*	C	*	*					
Movement:	LT - LTR - RT		LT - LTR - RT			LT - LTR - RT			LT - LTR - RT							
Shared Cap.:	xxxx xxxx xxxxx		xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx							
SharedQueue:	xxxxx xxxx xxxxx		xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx							
Shrd ConDel:	xxxxx xxxx xxxxx		xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx							
Shared LOS:	* *	*	*	*	*	*	*	*	*	*	*					
ApproachDel:	14.5		xxxxxx			xxxxxx			xxxxxx							
ApproachLOS:	B		*			*			*							

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #26 WB Avenue L/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.456
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Sierra Hwy						WB Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 2	0 0		0 0 2	0 1		1 0 1!	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	56	748	0	0	990	132	17	0	93	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:	56	748	0	0	990	132	17	0	93	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:	56	748	0	0	990	132	17	0	93	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	748	0	0	990	132	17	0	93	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.:	56	748	0	0	990	132	17	0	93	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	3200	1600	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.00	0.00	0.31	0.08	0.01	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****				****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #27 EB Avenue L/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Sierra Hwy						EB Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0	0	2 0 1	1 0	1! 0	1	0	0	0 0 0
Volume Module:												
Base Vol:	41	820	0	0	988	25	122	0	107	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:	41	820	0	0	988	25	122	0	107	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:	41	820	0	0	988	25	122	0	107	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	820	0	0	988	25	122	0	107	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.:	41	820	0	0	988	25	122	0	107	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	1.60	xxxx	1.40	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	3200	1600	2557	0	2243	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.00	0.00	0.31	0.02	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****					

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

Intersection #28 Avenue L-2/10th St W

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[23.9]

Street Name:	10th St W								Avenue L-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:	1	0	3	0 0	0	0	1	1 0	1	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	17	982		0 0	1087			33	6		0	7		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:	17	982		0 0	1087			33	6		0	7		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:	17	982		0 0	1087			33	6		0	7		0	0	0
Reduct Vol:	0	0		0 0	0			0	0		0	0		0	0	0
Final Vol.:	17	982		0 0	1087			33	6		0	7		0	0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx xxxx	xxxxx			6.8	xxxx		6.9	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx xxxx	xxxxx			3.5	xxxx		3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	1120	xxxx	xxxxx	xxxx xxxx	xxxxx			1465	xxxx		560	xxxx	xxxx	xxxxx		
Potent Cap.:	631	xxxx	xxxxx	xxxx xxxx	xxxxx			121	xxxx		477	xxxx	xxxx	xxxxx		
Move Cap.:	631	xxxx	xxxxx	xxxx xxxx	xxxxx			119	xxxx		477	xxxx	xxxx	xxxxx		
Volume/Cap:	0.03	xxxx	xxxx	xxxx xxxx	xxxx			0.05	xxxx		0.01	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx xxxx	xxxxx			0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	10.9	xxxx	xxxxx	xxxxx xxxx	xxxxx			36.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	B	*		* *	*			E	*		*	*	*			
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx xxxx	xxxxx			xxxx	xxxx		477	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx xxxx	xxxxx			xxxxx	xxxx		0.0	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx xxxx	xxxxx			xxxxx	xxxx		12.7	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		* *	*			*	*		B	*	*			
ApproachDel:	xxxxxx			xxxxxx				23.9				xxxxxx				
ApproachLOS:	*			*				C				*				

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Avenue L-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	10th St W						Avenue L-8					
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	0	1 0	0 0	1!	0 0	1 0	1	0 1
Volume Module:												
Base Vol:	11	1032	28	170	873	14	6	9	3	30	5	106
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	11	1032	28	170	873	14	6	9	3	30	5	106
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	11	1032	28	170	873	14	6	9	3	30	5	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1032	28	170	873	14	6	9	3	30	5	106
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Final Vol.:	11	1032	28	170	873	14	6	9	3	30	5	106
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	1.00	1.95	0.05	1.00	0.98	0.02	0.33	0.50	0.17	1.00	1.00	1.00
Final Sat.:	1600	3115	85	1600	1575	25	533	800	267	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01 0.33	0.33		0.11 0.55	0.55		0.00 0.01	0.01		0.02 0.00	0.07	
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #30 Avenue L-12/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	10th St W						Avenue L-12					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	118	1040	52	85	711	79	30	2	87	14	2	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	1040	52	85	711	79	30	2	87	14	2	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	1040	52	85	711	79	30	2	87	14	2	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1040	52	85	711	79	30	2	87	14	2	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	118	1040	52	85	711	79	30	2	87	14	2	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.90	0.10	1.00	2.70	0.30	1.00	0.02	0.98	1.00	0.09	0.91
Final Sat.:	1600	3048	152	1600	4320	480	1600	36	1564	1600	145	1455
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.05	0.16	0.16	0.02	0.06	0.06	0.01	0.01	0.01
Crit Moves:		****			****				****		****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #31 Columbia Way/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.937
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	123	Level Of Service:	E

Street Name:	10th St W						Columbia Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	43	757	227	152	477	137	352	876	159	169	686	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	757	227	152	477	137	352	876	159	169	686	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	757	227	152	477	137	352	876	159	169	686	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	757	227	152	477	137	352	876	159	169	686	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	43	757	227	152	477	137	352	876	159	169	686	240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.54	0.46	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2462	738	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.10	0.15	0.09	0.22	0.27	0.10	0.11	0.21	0.15
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Avenue J-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.966
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	150	Level Of Service:	E

Street Name:	10th St W						Avenue J-8					
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	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	153	1502	121	54	1558	289	212	181	120	68	145	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	1502	121	54	1558	289	212	181	120	68	145	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:	153	1502	121	54	1558	289	212	181	120	68	145	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1502	121	54	1558	289	212	181	120	68	145	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.:	153	1502	121	54	1558	289	212	181	120	68	145	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.53	0.47	0.42	0.35	0.23	0.25	0.54	0.21
Final Sat.:	1600	3200	1600	1600	4049	751	661	565	374	401	856	342
Capacity Analysis Module:												
Vol/Sat:	0.10	0.47	0.08	0.03	0.38	0.38	0.13	0.32	0.32	0.04	0.17	0.17
Crit Moves:	****			****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Avenue K/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.108
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	20th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	1 0		2 0 2	1 0		1 0 3	0 1		1 0 2	1 0	
Volume Module:												
Base Vol:	82	459	41	273	559	387	321	1377	47	122	2185	408
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	459	41	273	559	387	321	1377	47	122	2185	408
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	459	41	273	559	387	321	1377	47	122	2185	408
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	459	41	273	559	387	321	1377	47	122	2185	408
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	82	459	41	273	559	387	321	1377	47	122	2185	408
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.84	0.16	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.53	0.47
Final Sat.:	3200	2938	262	3200	3200	1600	1600	4800	1600	1600	4045	755
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.09	0.17	0.24	0.20	0.29	0.03	0.08	0.54	0.54
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Avenue K/ SB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.066
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SB SR 14 Ramps						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 1!	0	0 0	0	0 0	3	0 0	0
Volume Module:												
Base Vol:	0	0	0	308	0	402	0	1798	0	0	2563	869
Growth Adj:	1.00	1.00	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	308	0	402	0	1798	0	0	2563	869
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	308	0	402	0	1798	0	0	2563	869
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	308	0	402	0	1798	0	0	2563	869
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	308	0	402	0	1798	0	0	2563	869
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	0.00	0.00	2.24	0.76
Final Sat.:	0	0	0	1600	0	1600	0	4800	0	0	3585	1215
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.25	0.00	0.37	0.00	0.00	0.72	0.71
Crit Moves:						****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Avenue K/NB SR 14 Ramps-15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.764
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SR 14 Ramps-15th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1	1 0	0 1	2 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	855	618	586	670	6	897	350	1588	135	0	2204	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	855	618	586	670	6	897	350	1588	135	0	2204	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	855	618	586	670	6	897	350	1588	135	0	2204	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	855	618	586	670	6	897	350	1588	135	0	2204	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	855	618	586	670	6	897	350	1588	135	0	2204	326
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.98	0.02	1.00	2.00	2.76	0.24	0.00	3.00	1.00
Final Sat.:	1600	1600	1600	3172	28	1600	3200	4424	376	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.53	0.39	0.37	0.21	0.21	0.56	0.11	0.36	0.36	0.00	0.46	0.20
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Avenue K/12th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.103
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	12th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 0	1	1	0 0	1 0	1	0 2	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	684	95	131	49	57	79	198	2111	222	131	1714	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	684	95	131	49	57	79	198	2111	222	131	1714	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	684	95	131	49	57	79	198	2111	222	131	1714	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	684	95	131	49	57	79	198	2111	222	131	1714	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	684	95	131	49	57	79	198	2111	222	131	1714	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.76	0.24	1.00	1.00	0.42	0.58	1.00	2.71	0.29	1.00	1.94	0.06
Final Sat.:	2810	390	1600	1600	671	929	1600	4343	457	1600	3109	91
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.08	0.03	0.08	0.09	0.12	0.49	0.49	0.08	0.55	0.55
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Avenue K/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.049
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	10th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	251	1146	365	347	1399	388	473	1511	241	426	1265	347
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	1146	365	347	1399	388	473	1511	241	426	1265	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	251	1146	365	347	1399	388	473	1511	241	426	1265	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	1146	365	347	1399	388	473	1511	241	426	1265	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	251	1146	365	347	1399	388	473	1511	241	426	1265	347
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.35	0.65	2.00	2.59	0.41	2.00	2.35	0.65
Final Sat.:	3200	4800	1600	3200	3758	1042	3200	4140	660	3200	3767	1033
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.23	0.11	0.37	0.37	0.15	0.36	0.37	0.13	0.34	0.34
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Avenue K/Gadsden Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	Level Of Service:	E

Street Name:	Gadsden Ave						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	167	84	166	71	69	109	148	1833	205	222	1841	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	84	166	71	69	109	148	1833	205	222	1841	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	84	166	71	69	109	148	1833	205	222	1841	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	84	166	71	69	109	148	1833	205	222	1841	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	167	84	166	71	69	109	148	1833	205	222	1841	55
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.28	0.28	0.44	1.00	2.70	0.30	1.00	2.91	0.09
Final Sat.:	1600	1600	1600	456	443	700	1600	4317	483	1600	4661	139
Capacity Analysis Module:												
Vol/Sat:	0.10	0.05	0.10	0.04	0.16	0.16	0.09	0.42	0.42	0.14	0.40	0.39
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 Avenue K/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	1.065
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Sierra Hwy						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	253	868	283	265	1110	320	207	1670	184	244	1451	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	868	283	265	1110	320	207	1670	184	244	1451	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	868	283	265	1110	320	207	1670	184	244	1451	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	868	283	265	1110	320	207	1670	184	244	1451	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	253	868	283	265	1110	320	207	1670	184	244	1451	263
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.70	0.30	1.00	2.54	0.46
Final Sat.:	3200	3200	1600	3200	3200	1600	1600	4324	476	1600	4063	737
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.18	0.08	0.35	0.20	0.13	0.39	0.39	0.15	0.36	0.36
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Commerce Center Dr/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	D

Street Name:	10th St W						Commerce Center Dr					
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	3 0	1	1 0	2 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	202	1414	95	213	1634	166	227	44	169	101	44	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	1414	95	213	1634	166	227	44	169	101	44	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	1414	95	213	1634	166	227	44	169	101	44	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	1414	95	213	1634	166	227	44	169	101	44	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	202	1414	95	213	1634	166	227	44	169	101	44	164
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.72	0.28	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4357	443	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.29	0.06	0.13	0.38	0.37	0.14	0.03	0.11	0.06	0.03	0.10
Crit Moves:	****			****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Avenue K-4/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	10th St W						Avenue K-4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	3	0 1	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	1703	331	50	1657	17	0	0	0	369	0	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1703	331	50	1657	17	0	0	0	369	0	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1703	331	50	1657	17	0	0	0	369	0	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1703	331	50	1657	17	0	0	0	369	0	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1703	331	50	1657	17	0	0	0	369	0	132
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.51	0.49	1.00	3.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4019	781	1600	4800	1600	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.03	0.35	0.01	0.00	0.00	0.00	0.23	0.00	0.08
Crit Moves:		****			****						****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Avenue K-8/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	20th St W						Avenue K-8					
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	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	154	793	134	139	939	247	113	396	72	120	531	199
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	154	793	134	139	939	247	113	396	72	120	531	199
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	154	793	134	139	939	247	113	396	72	120	531	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	793	134	139	939	247	113	396	72	120	531	199
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Final Vol.:	154	793	134	139	939	247	113	396	72	120	531	199
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	1.00 1.71	0.29		1.00 2.00	1.00		1.00 1.69	0.31		1.00 1.00	1.00	
Final Sat.:	1600 2737	463		1600 3200	1600		1600 2708	492		1600 1600	1600	
Capacity Analysis Module:												
Vol/Sat:	0.10 0.29	0.29		0.09 0.29	0.15		0.07 0.15	0.15		0.08 0.33	0.12	
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Avenue K-8/15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	15th St W						Avenue K-8					
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 0	1	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	150	131	246	49	77	14	17	444	202	80	691	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	131	246	49	77	14	17	444	202	80	691	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:	150	131	246	49	77	14	17	444	202	80	691	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	131	246	49	77	14	17	444	202	80	691	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.:	150	131	246	49	77	14	17	444	202	80	691	44
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.06
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1504	96
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.15	0.03	0.05	0.01	0.01	0.28	0.13	0.05	0.46	0.46
Crit Moves:			****	****			****				****	

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

Intersection #13 Avenue K-8/Drivers Wy

Average Delay (sec/veh): 206.1 Worst Case Level Of Service: F[958.6]

Street Name:	Drivers Wy						Avenue K-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	0 1	0 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	136	49	136	79	39	287	202	403	74	58	451	80
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	136	49	136	79	39	287	202	403	74	58	451	80
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	136	49	136	79	39	287	202	403	74	58	451	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	136	49	136	79	39	287	202	403	74	58	451	80
Critical Gap Module:												
Critical Gp:	7.1 6.5	6.2		7.1 6.5	6.2		4.1 xxxx	xxxxx		4.1 xxxx	xxxxx	
FollowUpTim:	3.5 4.0	3.3		3.5 4.0	3.3		2.2 xxxx	xxxxx		2.2 xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	1614 1491	440		1504 1448	451		531 xxxx	xxxxx		477 xxxx	xxxxx	
Potent Cap.:	85 125	621		101 133	613		1047 xxxx	xxxxx		1096 xxxx	xxxxx	
Move Cap.:	26 95	621		39 101	613		1047 xxxx	xxxxx		1096 xxxx	xxxxx	
Volume/Cap:	5.21 0.51	0.22		2.02 0.39	0.47		0.19 xxxx	xxxx		0.05 xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	16.8 xxxx	xxxxx		xxxx xxxx	2.5		0.7 xxxx	xxxxx		0.2 xxxx	xxxxx	
Control Del:	2194 xxxx	xxxxx		xxxxx xxxx	16.0		9.3 xxxx	xxxxx		8.5 xxxx	xxxxx	
LOS by Move:	F	*		*	*	C	A	*		*	A	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	253		49 xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	5.1		12.2 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	50.3		816.1 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	*	*	F	F	*	*	*	*	*	*	*	*
ApproachDel:	958.6			249.1			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #14 Avenue K-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	10th St W						Avenue K-8					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	0	0 0	3 0	1	2 0	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	211	1565	0	0	1660	432	377	0	213	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:	211	1565	0	0	1660	432	377	0	213	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:	211	1565	0	0	1660	432	377	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	1565	0	0	1660	432	377	0	213	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.:	211	1565	0	0	1660	432	377	0	213	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4800	0	0	4800	1600	3200	0	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.33	0.00	0.00	0.35	0.27	0.12	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			

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

Intersection #15 City Park Dr/10th St W

Average Delay (sec/veh): 9.5 Worst Case Level Of Service: F[245.7]

Street Name:	10th St W						City Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	1	0	1 0 3	0	1	1 0 0	0	1	0 0 1!	0	0
Volume Module:												
Base Vol:	69 1743	3		9 1911	19		22	0	117	2	0	17
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	69 1743	3		9 1911	19		22	0	117	2	0	17
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	69 1743	3		9 1911	19		22	0	117	2	0	17
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Final Vol.:	69 1743	3		9 1911	19		22	0	117	2	0	17
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	4.1		xxxx xxxxx	7.5		xxxx	6.9		7.5 xxxx	6.9	
FollowUpTim:	2.2 xxxx xxxxx	2.2		xxxx xxxxx	3.5		xxxx	3.3		3.5 xxxx	3.3	
Capacity Module:												
Cnflict Vol:	1930 xxxx xxxxx	1746		xxxx xxxxx	2648		xxxx	637		2538 xxxx	583	
Potent Cap.:	309 xxxx xxxxx	364		xxxx xxxxx	12		xxxx	425		14 xxxx	461	
Move Cap.:	309 xxxx xxxxx	364		xxxx xxxxx	9		xxxx	425		8 xxxx	461	
Volume/Cap:	0.22 xxxx xxxx	0.02		xxxx xxxx	2.44		xxxx	0.28		0.24 xxxx	0.04	
Level Of Service Module:												
2Way95thQ:	0.8 xxxx xxxxx	0.1		xxxx xxxxx	3.8		xxxx	1.1		xxxx xxxx xxxxx		
Control Del:	19.9 xxxx xxxxx	15.1		xxxx xxxxx	1464		xxxx	16.7		xxxxx xxxx xxxxx		
LOS by Move:	C *	*		C *	*		F	*		C *	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx 68 xxxxx		
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx 1.0 xxxxx		
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx 77.1 xxxxx		
Shared LOS:	* *	*		* *	*		*	*		* F	*	
ApproachDel:	xxxxxx			xxxxxx			245.7			77.1		
ApproachLOS:	*			*			F			F		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #17 Avenue K-15/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.575
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	10th St W						Avenue K-15					
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 2	1 0		1 0 3	0 1		1 0 0	1 0		1 0 0	1 0	
Volume Module:												
Base Vol:	69 1453	43		50 1518	225		150	0	106	6	0	35
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	69 1453	43		50 1518	225		150	0	106	6	0	35
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	69 1453	43		50 1518	225		150	0	106	6	0	35
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	69 1453	43		50 1518	225		150	0	106	6	0	35
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Final Vol.:	69 1453	43		50 1518	225		150	0	106	6	0	35
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 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 2.91	0.09		1.00 3.00	1.00		1.00 0.00	1.00		1.00 0.00	1.00	
Final Sat.:	1600 4662	138		1600 4800	1600		1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.04 0.31	0.31		0.03 0.32	0.14		0.09 0.00	0.07		0.00 0.00	0.02	
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Avenue L/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.125
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	20th St W						Avenue L					
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	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	82	375	39	171	495	358	311	1416	47	118	2257	224
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	82	375	39	171	495	358	311	1416	47	118	2257	224
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	82	375	39	171	495	358	311	1416	47	118	2257	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	375	39	171	495	358	311	1416	47	118	2257	224
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Final Vol.:	82	375	39	171	495	358	311	1416	47	118	2257	224
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 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 1.81	0.19		1.00 1.00	1.00		1.00 1.94	0.06		1.00 3.00	1.00	
Final Sat.:	1600 2899	301		1600 1600	1600		1600 3097	103		1600 4800	1600	
Capacity Analysis Module:												
Vol/Sat:	0.05 0.13	0.13		0.11 0.31	0.22		0.19 0.46	0.46		0.07 0.47	0.14	
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #19 Avenue L/15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.073
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	15th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	2	3	9	602	14	131	102	1416	0	24	2517	374
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	3	9	602	14	131	102	1416	0	24	2517	374
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	3	9	602	14	131	102	1416	0	24	2517	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	9	602	14	131	102	1416	0	24	2517	374
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	2	3	9	602	14	131	102	1416	0	24	2517	374
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.21	0.65	1.00	1.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	229	343	1029	1600	1600	1600	1600	4800	0	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.38	0.01	0.08	0.06	0.30	0.00	0.02	0.52	0.23
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #20 Avenue L/SB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	D

Street Name:	SB SR 14 Ramps						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0 1!	0	0 0	0	3	0 0	0	3 0 0
Volume Module:												
Base Vol:	0	0	0	441	0	243	0	1444	0	0	2508	0
Growth Adj:	1.00	1.00	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	441	0	243	0	1444	0	0	2508	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	441	0	243	0	1444	0	0	2508	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	441	0	243	0	1444	0	0	2508	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	441	0	243	0	1444	0	0	2508	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.29	0.00	0.71	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	2063	0	1137	0	4800	0	0	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.30	0.00	0.00	0.52	0.00
Crit Moves:				****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Avenue L/NB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.223
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	NB SR 14 Ramps						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0	0 0	0 0	0	0 0	3 0	0	0 0	4 0	0
Volume Module:												
Base Vol:	1080	0	896	0	0	0	0	1542	0	0	2866	0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	1080	0	896	0	0	0	0	1542	0	0	2866	0
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	1080	0	0	0	0	0	0	1542	0	0	2866	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1080	0	0	0	0	0	0	1542	0	0	2866	0
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Final Vol.:	1080	0	0	0	0	0	0	1542	0	0	2866	0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	1.00 0.00		1.00	0.00 0.00		0.00	0.00 3.00		0.00	0.00 4.00		0.00
Final Sat.:	1600	0	1600	0	0	0	0	4800	0	0	6400	0
Capacity Analysis Module:												
Vol/Sat:	0.68 0.00		0.00	0.00 0.00		0.00	0.00 0.32		0.00	0.00 0.45		0.00
Crit Moves:	****						****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #22 Avenue L/Costco Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.991
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Costco Drive						Avenue L					
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	3 1	0	0 0	3 1	0
Volume Module:												
Base Vol:	98	0	21	96	0	295	337	1823	60	0	2633	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	0	21	96	0	295	337	1823	60	0	2633	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	0	21	96	0	295	337	1823	60	0	2633	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	21	96	0	295	337	1823	60	0	2633	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	98	0	21	96	0	295	337	1823	60	0	2633	148
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	3.87	0.13	0.00	3.79	0.21
Final Sat.:	1600	0	1600	1600	0	1600	1600	6196	204	0	6059	341
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.01	0.06	0.00	0.18	0.21	0.29	0.29	0.00	0.43	0.43
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #23 Avenue L/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.330
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	10th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	544	1372	313	289	1148	514	492	1387	306	336	1600	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	544	1372	313	289	1148	514	492	1387	306	336	1600	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	544	1372	313	289	1148	514	492	1387	306	336	1600	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	544	1372	313	289	1148	514	492	1387	306	336	1600	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	544	1372	313	289	1148	514	492	1387	306	336	1600	211
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	1.00	2.65	0.35
Final Sat.:	1600	4800	1600	1600	3200	1600	3200	4800	1600	1600	4241	559
Capacity Analysis Module:												
Vol/Sat:	0.34	0.29	0.20	0.18	0.36	0.32	0.15	0.29	0.19	0.21	0.38	0.38
Crit Moves:	****				****		****				****	

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

Intersection #25 Avenue L/5th St W

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: E[49.6]

Street Name:	5th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 2 1 0			1 0 3 0 0		
Volume Module:												
Base Vol:	2	0	6	0	0	0	0	1820	6	11	1791	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	6	0	0	0	0	1820	6	11	1791	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	6	0	0	0	0	1820	6	11	1791	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	0	6	0	0	0	0	1820	6	11	1791	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2442	xxxx	610	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1826	xxxx	xxxxx
Potent Cap.:	27	xxxx	443	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	339	xxxx	xxxxx
Move Cap.:	26	xxxx	443	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	339	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	89	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 ConDel:	xxxxx	49.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	E	*	*	*	*	*	*	*	*	*	*
ApproachDel:		49.6		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		E		*			*			*		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #26 WB Avenue L/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Sierra Hwy						WB Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0	0	2 0	1	1 0	1! 0	1	0 0	0 0 0
Volume Module:												
Base Vol:	224	1196	0	0	1314	199	22	0	216	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:	224	1196	0	0	1314	199	22	0	216	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:	224	1196	0	0	1314	199	22	0	216	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	1196	0	0	1314	199	22	0	216	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.:	224	1196	0	0	1314	199	22	0	216	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	3200	1600	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.00	0.00	0.41	0.12	0.01	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****				****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #27 EB Avenue L/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Sierra Hwy						EB Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0 0	2 0	1	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	38	1245	0	0	1499	28	109	0	226	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:	38	1245	0	0	1499	28	109	0	226	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:	38	1245	0	0	1499	28	109	0	226	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1245	0	0	1499	28	109	0	226	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.:	38	1245	0	0	1499	28	109	0	226	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	3200	1600	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.00	0.00	0.47	0.02	0.07	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****		****					

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

Intersection #28 Avenue L-2/10th St W

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: F[83.5]

Street Name:	10th St W							Avenue L-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:	1	0	3	0 0	0	0	1	1 0	1	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	9	1933		0 0	1630			17	10		0	11	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:	9	1933		0 0	1630			17	10		0	11	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:	9	1933		0 0	1630			17	10		0	11	0		0	0
Reduct Vol:	0	0		0 0	0			0	0		0	0	0		0	0
Final Vol.:	9	1933		0 0	1630			17	10		0	11	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8	xxxx		6.9	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	1647	xxxx	xxxxx	xxxx	xxxx	xxxxx		2301	xxxx		824	xxxx	xxxx	xxxxx		
Potent Cap.:	398	xxxx	xxxxx	xxxx	xxxx	xxxxx		33	xxxx		321	xxxx	xxxx	xxxxx		
Move Cap.:	398	xxxx	xxxxx	xxxx	xxxx	xxxxx		33	xxxx		321	xxxx	xxxx	xxxxx		
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx		0.30	xxxx		0.03	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx		1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	14.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx		157.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	B	*		*	*		*	F	*		*	*		*		
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx		321	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx		0.1	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx		16.6	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*	*		*	*	*		C	*	*		*	
ApproachDel:	xxxxxx			xxxxxx				83.5			xxxxxx					
ApproachLOS:	*			*				F			*					

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Avenue L-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.090
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	10th St W						Avenue L-8					
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	0	1 0	0	0	1! 0	0	1 0	1 0 1
Volume Module:												
Base Vol:	9	1476	41	95	1390	6	17	3	16	96	8	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1476	41	95	1390	6	17	3	16	96	8	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	1476	41	95	1390	6	17	3	16	96	8	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1476	41	95	1390	6	17	3	16	96	8	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	1476	41	95	1390	6	17	3	16	96	8	162
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	0.99	0.01	0.48	0.08	0.44	1.00	1.00	1.00
Final Sat.:	1600	3114	86	1600	1593	7	756	133	711	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.47	0.06	0.87	0.87	0.01	0.02	0.02	0.06	0.01	0.10
Crit Moves:	****				****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #30 Avenue L-12/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	10th St W						Avenue L-12					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	65	1406	52	77	1368	46	47	0	145	25	3	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:	65	1406	52	77	1368	46	47	0	145	25	3	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:	65	1406	52	77	1368	46	47	0	145	25	3	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1406	52	77	1368	46	47	0	145	25	3	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.:	65	1406	52	77	1368	46	47	0	145	25	3	39
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	2.90	0.10	1.00	0.00	1.00	1.00	0.07	0.93
Final Sat.:	1600	3086	114	1600	4644	156	1600	0	1600	1600	114	1486
Capacity Analysis Module:												
Vol/Sat:	0.04	0.46	0.46	0.05	0.29	0.29	0.03	0.00	0.09	0.02	0.03	0.03
Crit Moves:	****			****					****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #31 Columbia Way/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.146
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	10th St W						Columbia Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	118	935	202	163	1030	323	244	696	129	427	1395	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	935	202	163	1030	323	244	696	129	427	1395	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	935	202	163	1030	323	244	696	129	427	1395	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	935	202	163	1030	323	244	696	129	427	1395	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	118	935	202	163	1030	323	244	696	129	427	1395	246
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.64	0.36	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2631	569	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.36	0.10	0.32	0.20	0.15	0.22	0.08	0.27	0.44	0.15
Crit Moves:	****			****			****				****	

TOTAL FUTURE WITH PROJECT (2030)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Avenue J-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	10th St W						Avenue J-8					
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	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	131	1132	60	33	896	103	125	121	124	71	126	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	1132	60	33	896	103	125	121	124	71	126	63
Added Vol:	0	21	0	0	69	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	1153	60	33	965	103	125	121	124	71	126	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:	131	1153	60	33	965	103	125	121	124	71	126	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1153	60	33	965	103	125	121	124	71	126	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.:	131	1153	60	33	965	103	125	121	124	71	126	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.71	0.29	0.34	0.33	0.33	0.27	0.49	0.24
Final Sat.:	1600	3200	1600	1600	4337	463	541	523	536	437	775	388
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.04	0.02	0.22	0.22	0.08	0.23	0.23	0.04	0.16	0.16
Crit Moves:		****			****				****		****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Avenue K/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.220
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	20th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 1	0	2 0	2 1	0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	115	710	176	326	357	188	476	1926	87	122	1796	313
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	710	176	326	357	188	476	1926	87	122	1796	313
Added Vol:	0	0	0	0	0	0	0	69	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	710	176	326	357	188	476	1995	87	122	1817	313
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	710	176	326	357	188	476	1995	87	122	1817	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	710	176	326	357	188	476	1995	87	122	1817	313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	115	710	176	326	357	188	476	1995	87	122	1817	313
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.60	0.40	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.56	0.44
Final Sat.:	3200	2564	636	3200	3200	1600	1600	4800	1600	1600	4095	705
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.10	0.11	0.12	0.30	0.42	0.05	0.08	0.44	0.44
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Avenue K/ SB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	SB SR 14 Ramps						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0	1! 0	0	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	391	0	218	0	1628	0	0	1709	479
Growth Adj:	1.00	1.00	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	391	0	218	0	1628	0	0	1709	479
Added Vol:	0	0	0	66	0	0	0	69	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	457	0	218	0	1697	0	0	1730	479
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	457	0	218	0	1697	0	0	1730	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	457	0	218	0	1697	0	0	1730	479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	457	0	218	0	1697	0	0	1730	479
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.35	0.00	0.65	0.00	3.00	0.00	0.00	2.35	0.65
Final Sat.:	0	0	0	2167	0	1033	0	4800	0	0	3759	1041
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.35	0.00	0.00	0.46	0.46
Crit Moves:				****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Avenue K/NB SR 14 Ramps-15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.279
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SR 14 Ramps-15th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 1	0 0	1	2 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	682	897	555	292	6	328	443	1337	157	0	1282	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	682	897	555	292	6	328	443	1337	157	0	1282	311
Added Vol:	0	0	0	69	0	0	0	135	0	0	40	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	682	897	555	361	6	328	443	1472	157	0	1322	332
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	682	897	555	361	6	328	443	1472	157	0	1322	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	682	897	555	361	6	328	443	1472	157	0	1322	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	682	897	555	361	6	328	443	1472	157	0	1322	332
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.97	0.03	1.00	2.00	2.71	0.29	0.00	3.00	1.00
Final Sat.:	1600	1600	1600	3148	52	1600	3200	4337	463	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.43	0.56	0.35	0.11	0.11	0.21	0.14	0.34	0.34	0.00	0.28	0.21
Crit Moves:		****				****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Avenue K/12th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	12th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0	0 1 0	1	0	2 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	216	29	69	30	43	80	108	1570	150	67	1427	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:	216	29	69	30	43	80	108	1570	150	67	1427	17
Added Vol:	0	0	0	0	0	0	0	203	0	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	29	69	30	43	80	108	1773	150	67	1488	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:	216	29	69	30	43	80	108	1773	150	67	1488	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	29	69	30	43	80	108	1773	150	67	1488	17
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	216	29	69	30	43	80	108	1773	150	67	1488	17
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.76 0.24		1.00	1.00 0.35		0.65	1.00	2.77	0.23	1.00	1.98	0.02
Final Sat.:	2821	379	1600	1600	559	1041	1600	4426	374	1600	3164	36
Capacity Analysis Module:												
Vol/Sat:	0.08 0.08		0.04	0.02 0.08		0.08	0.07	0.40	0.40	0.04	0.47	0.47
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Avenue K/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	10th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	125	663	231	183	610	186	394	1068	109	291	1228	303
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	663	231	183	610	186	394	1068	109	291	1228	303
Added Vol:	40	16	10	20	48	0	0	81	122	18	21	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	679	241	203	658	186	394	1149	231	309	1249	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	679	241	203	658	186	394	1149	231	309	1249	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	679	241	203	658	186	394	1149	231	309	1249	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	165	679	241	203	658	186	394	1149	231	309	1249	308
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.34	0.66	2.00	2.50	0.50	2.00	2.41	0.59
Final Sat.:	3200	4800	1600	3200	3742	1058	3200	3997	803	3200	3850	950
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.15	0.06	0.18	0.18	0.12	0.29	0.29	0.10	0.32	0.32
Crit Moves:	****				****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Avenue K/Gadsden Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	D

Street Name:	Gadsden Ave						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	98	123	142	90	98	128	76	1256	91	110	1621	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	123	142	90	98	128	76	1256	91	110	1621	109
Added Vol:	26	0	54	0	0	0	0	10	101	196	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	123	196	90	98	128	76	1266	192	306	1639	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	123	196	90	98	128	76	1266	192	306	1639	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	123	196	90	98	128	76	1266	192	306	1639	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	124	123	196	90	98	128	76	1266	192	306	1639	109
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.28	0.31	0.41	1.00	2.60	0.40	1.00	2.81	0.19
Final Sat.:	1600	1600	1600	456	496	648	1600	4168	632	1600	4501	299
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.12	0.06	0.20	0.20	0.05	0.30	0.30	0.19	0.36	0.36
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Avenue K/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.925
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	Level Of Service:	E

Street Name:	Sierra Hwy						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	210	807	254	268	691	183	180	1202	114	211	1314	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	807	254	268	691	183	180	1202	114	211	1314	274
Added Vol:	0	11	11	0	30	107	32	32	0	30	107	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	818	265	268	721	290	212	1234	114	241	1421	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	818	265	268	721	290	212	1234	114	241	1421	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	818	265	268	721	290	212	1234	114	241	1421	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	210	818	265	268	721	290	212	1234	114	241	1421	274
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.75	0.25	1.00	2.52	0.48
Final Sat.:	3200	3200	1600	3200	3200	1600	1600	4394	406	1600	4024	776
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.17	0.08	0.23	0.18	0.13	0.28	0.28	0.15	0.35	0.35
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Commerce Center Dr/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.492
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	10th St W						Commerce Center Dr					
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	3 0	1	1 0	2 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	79	912	54	80	913	120	79	20	85	44	24	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:	79	912	54	80	913	120	79	20	85	44	24	63
Added Vol:	0	67	0	0	188	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	979	54	80	1101	120	79	20	85	44	24	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:	79	979	54	80	1101	120	79	20	85	44	24	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	979	54	80	1101	120	79	20	85	44	24	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.:	79	979	54	80	1101	120	79	20	85	44	24	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.71	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4328	472	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.03	0.05	0.25	0.25	0.05	0.01	0.05	0.03	0.02	0.04
Crit Moves:	****				****		****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Avenue K-4/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.499
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	10th St W						Avenue K-4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	3	0 1	0 0	0	0 0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	957	151	33	963	13	0	0	0	213	0	57
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	957	151	33	963	13	0	0	0	213	0	57
Added Vol:	0	67	0	0	188	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1024	151	33	1151	13	0	0	0	213	0	57
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	1024	151	33	1151	13	0	0	0	213	0	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1024	151	33	1151	13	0	0	0	213	0	57
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 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	1024	151	33	1151	13	0	0	0	213	0	57
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00	2.61	0.39	1.00	3.00	1.00	0.00 0.00	0.00		1.00 0.00	1.00	
Final Sat.:	0	4183	617	1600	4800	1600	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.02	0.24	0.01	0.00 0.00	0.00		0.13 0.00	0.04	
Crit Moves:		****			****						****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Avenue K-8/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	20th St W						Avenue K-8					
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	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	58	687	125	87	317	79	144	461	84	76	201	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	687	125	87	317	79	144	461	84	76	201	73
Added Vol:	0	0	0	0	0	0	0	137	0	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	687	125	87	317	79	144	598	84	76	244	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	687	125	87	317	79	144	598	84	76	244	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	687	125	87	317	79	144	598	84	76	244	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	687	125	87	317	79	144	598	84	76	244	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.69	0.31	1.00	2.00	1.00	1.00	1.75	0.25	1.00	1.00	1.00
Final Sat.:	1600	2707	493	1600	3200	1600	1600	2806	394	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.05	0.10	0.05	0.09	0.21	0.21	0.05	0.15	0.05
Crit Moves:		****			****				****		****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Avenue K-8/15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	15th St W						Avenue K-8					
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 0	1	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	65	39	151	20	30	5	2	509	270	66	264	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	39	151	20	30	5	2	509	270	66	264	9
Added Vol:	0	0	0	0	0	0	0	137	0	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	39	151	20	30	5	2	646	270	66	307	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	39	151	20	30	5	2	646	270	66	307	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	39	151	20	30	5	2	646	270	66	307	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	39	151	20	30	5	2	646	270	66	307	9
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1554	46
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.09	0.01	0.02	0.00	0.00	0.40	0.17	0.04	0.20	0.20
Crit Moves:			****	****				****		****		

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

Intersection #13 Avenue K-8/Drivers Wy

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: E[44.1]

Street Name:	Drivers Wy						Avenue K-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		0 1 0	0 1		1 0 0	1 0		1 0	1 0	1
Volume Module:												
Base Vol:	11	13	13	38	9	58	241	427	33	19	261	102
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	11	13	13	38	9	58	241	427	33	19	261	102
Added Vol:	0	0	0	0	0	0	0	137	0	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	13	13	38	9	58	241	564	33	19	304	102
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	11	13	13	38	9	58	241	564	33	19	304	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	11	13	13	38	9	58	241	564	33	19	304	102
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1489	1507	581	1418	1421	304	406	xxxx	xxxxx	597	xxxx	xxxxx
Potent Cap.:	103	122	518	116	138	740	1164	xxxx	xxxxx	989	xxxx	xxxxx
Move Cap.:	74	95	518	84	107	740	1164	xxxx	xxxxx	989	xxxx	xxxxx
Volume/Cap:	0.15 0.14	0.03		0.45 0.08	0.08		0.21	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	0.3	0.8	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	62.0	xxxx	xxxxx	xxxxx	xxxx	10.3	8.9	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	161	88	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.6	2.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	31.7	85.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	D	F	*	*	*	*	*	*	*	*
ApproachDel:	40.7			44.1			xxxxxx			xxxxxx		
ApproachLOS:	E			E			*			*		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Avenue K-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	10th St W						Avenue K-8					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	137	831	0	0	942	204	236	0	126	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:	137	831	0	0	942	204	236	0	126	0	0	0
Added Vol:	16	52	0	54	134	0	0	93	44	0	27	15
PasserByVol:	0	-2	0	8	-8	0	0	0	0	8	0	2
Initial Fut:	153	881	0	62	1068	204	236	93	170	8	27	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:	153	881	0	62	1068	204	236	93	170	8	27	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	881	0	62	1068	204	236	93	170	8	27	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	153	881	0	62	1068	204	236	93	170	8	27	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.35	0.65	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	566	1034	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.00	0.04	0.22	0.13	0.07	0.16	0.16	0.01	0.01	0.01
Crit Moves:	****				****			****			****	

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

Intersection #15 City Park Dr/10th St W

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: F[82.9]

Street Name:	10th St W						City Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 3 0 1			1 0 3 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	17	1079	2	6	1046	27	11	0	2	2	0	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1079	2	6	1046	27	11	0	2	2	0	6
Added Vol:	0	43	15	66	112	0	0	0	0	9	0	25
PasserByVol:	0	-4	4	4	-4	0	0	0	0	4	0	2
Initial Fut:	17	1118	21	76	1154	27	11	0	2	15	0	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1118	21	76	1154	27	11	0	2	15	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	17	1118	21	76	1154	27	11	0	2	15	0	33
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	xxxx	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1181	xxxx	xxxxx	1139	xxxx	xxxxx	1713	xxxx	385	1689	xxxx	373
Potent Cap.:	599	xxxx	xxxxx	621	xxxx	xxxxx	60	xxxx	619	62	xxxx	630
Move Cap.:	599	xxxx	xxxxx	621	xxxx	xxxxx	50	xxxx	619	55	xxxx	630
Volume/Cap:	0.03	xxxx	xxxx	0.12	xxxx	xxxx	0.22	xxxx	0.00	0.27	xxxx	0.05
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx	0.7	xxxx	xxxxx	0.9	xxxx	xxxxx
Control Del:	11.2	xxxx	xxxxx	11.6	xxxx	xxxxx	96.1	xxxx	xxxxx	93.6	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	F	*	*	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	619	xxxx	xxxx	630
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	0.2
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.8	xxxxx	xxxx	11.0
Shared LOS:	*	*	*	*	*	*	*	*	B	*	*	B
ApproachDel:	xxxxxx			xxxxxx			82.9			36.8		
ApproachLOS:	*			*			F			E		

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

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

Intersection #16 Project Driveway/10th St W

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: D[33.1]

Street Name:	10th St W						Project Driveway					
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 3	0	1	1 0 3	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0 1073	0		0 1030	0		0 0 0	0	0	0 0 0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	0 1073	0		0 1030	0		0 0	0	0	0 0	0	0
Added Vol:	0 47	23		28 92	0		0 0	0	0	14 0	0	10
PasserByVol:	0 -5	5		5 -5	0		0 0	0	0	5 0	0	5
Initial Fut:	0 1115	28		33 1117	0		0 0	0	0	19 0	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	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	0 1115	28		33 1117	0		0 0	0	0	19 0	0	15
Reduct Vol:	0 0	0		0 0	0		0 0	0	0	0 0	0	0
Final Vol.:	0 1115	28		33 1117	0		0 0	0	0	19 0	0	15
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx		4.1	xxxx xxxxx		xxxxx	xxxx xxxxx		6.8	xxxx		6.9
FollowUpTim:	xxxxx xxxx xxxxx		2.2	xxxx xxxxx		xxxxx	xxxx xxxxx		3.5	xxxx		3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx		1143	xxxx xxxxx		xxxx	xxxx xxxxx		1553	xxxx		372
Potent Cap.:	xxxx xxxx xxxxx		619	xxxx xxxxx		xxxx	xxxx xxxxx		106	xxxx		631
Move Cap.:	xxxx xxxx xxxxx		619	xxxx xxxxx		xxxx	xxxx xxxxx		102	xxxx		631
Volume/Cap:	xxxx xxxx xxxx		0.05	xxxx xxxx		xxxx	xxxx xxxx		0.19	xxxx		0.02
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx		0.2	xxxx xxxxx		xxxx	xxxx xxxxx		xxxx	xxxx		xxxxx
Control Del:	xxxxx xxxx xxxxx		11.1	xxxx xxxxx		xxxxx	xxxx xxxxx		xxxxx	xxxx		xxxxx
LOS by Move:	* * *		B	* *		*	* *		*	* *		*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx 161		xxxxx
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx 0.8		xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx 33.1		xxxxx
Shared LOS:	* * *			* * *			* * *			* D		*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			33.1		
ApproachLOS:	*			*			*			D		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Avenue K-15/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.386
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	10th St W						Avenue K-15					
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	2 1	0	1 0	3 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	3	959	8	8	929	74	58	0	44	8	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	959	8	8	929	74	58	0	44	8	0	28
Added Vol:	0	79	20	5	101	0	0	0	0	12	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1038	28	13	1030	74	58	0	44	20	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:	3	1038	28	13	1030	74	58	0	44	20	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1038	28	13	1030	74	58	0	44	20	0	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	1038	28	13	1030	74	58	0	44	20	0	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	2.92	0.08	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	4674	126	1600	4800	1600	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.01	0.21	0.05	0.04	0.00	0.03	0.01	0.00	0.02
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Avenue L/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.022
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	20th St W						Avenue L					
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	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	46	419	73	160	224	127	292	1809	99	47	1028	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	419	73	160	224	127	292	1809	99	47	1028	77
Added Vol:	0	0	0	0	0	0	0	137	0	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	419	73	160	224	127	292	1946	99	47	1071	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	419	73	160	224	127	292	1946	99	47	1071	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	419	73	160	224	127	292	1946	99	47	1071	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	419	73	160	224	127	292	1946	99	47	1071	77
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.70	0.30	1.00	1.00	1.00	1.00	1.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	2725	475	1600	1600	1600	1600	3045	155	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.10	0.14	0.08	0.18	0.64	0.64	0.03	0.22	0.05
Crit Moves:		****			****				****		****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Avenue L/15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	15th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0	1	0	1	2	1	0	1	0	3	0	1
Volume Module:												
Base Vol:	3	9	8	265	5	27	131	1827	0	6	1054	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	9	8	265	5	27	131	1827	0	6	1054	284
Added Vol:	0	0	0	0	0	0	0	137	0	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	9	8	265	5	27	131	1964	0	6	1097	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	9	8	265	5	27	131	1964	0	6	1097	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	9	8	265	5	27	131	1964	0	6	1097	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	9	8	265	5	27	131	1964	0	6	1097	284
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.45	0.40	1.00	1.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	240	720	640	1600	1600	1600	1600	4800	0	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.17	0.00	0.02	0.08	0.41	0.00	0.00	0.23	0.18
Crit Moves:		****			****				****		****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Avenue L/SB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	SB SR 14 Ramps						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0	1! 0	0	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	337	0	129	0	1264	0	0	1123	0
Growth Adj:	1.00	1.00	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	337	0	129	0	1264	0	0	1123	0
Added Vol:	0	0	0	71	0	0	0	137	0	0	48	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	408	0	129	0	1401	0	0	1171	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	408	0	129	0	1401	0	0	1171	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	408	0	129	0	1401	0	0	1171	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	408	0	129	0	1401	0	0	1171	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.52	0.00	0.48	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	2431	0	769	0	4800	0	0	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.29	0.00	0.00	0.24	0.00
Crit Moves:				****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Avenue L/NB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	NB SR 14 Ramps						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0	0 0	0 0	0	0 3	0 0	0	0 4	0 0
Volume Module:												
Base Vol:	425	0	637	0	0	0	0	1612	0	0	1337	0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	425	0	637	0	0	0	0	1612	0	0	1337	0
Added Vol:	0	0	140	0	0	0	0	208	0	0	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	425	0	777	0	0	0	0	1820	0	0	1419	0
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	425	0	0	0	0	0	0	1820	0	0	1419	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	0	0	0	0	0	0	1820	0	0	1419	0
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Final Vol.:	425	0	0	0	0	0	0	1820	0	0	1419	0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	1.00 0.00		1.00	0.00 0.00		0.00	0.00 3.00		0.00	0.00 4.00		0.00
Final Sat.:	1600	0	1600	0	0	0	0	4800	0	0	6400	0
Capacity Analysis Module:												
Vol/Sat:	0.27 0.00		0.00	0.00 0.00		0.00	0.00 0.38		0.00	0.00 0.22		0.00
Crit Moves:	****							****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Avenue L/Costco Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Costco Drive						Avenue L					
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	3 1	0	0 0	3 1	0
Volume Module:												
Base Vol:	58	0	12	9	0	13	166	2050	116	0	1248	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	0	12	9	0	13	166	2050	116	0	1248	65
Added Vol:	0	0	0	0	0	0	0	348	0	0	106	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	0	12	9	0	13	166	2398	116	0	1354	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	0	12	9	0	13	166	2398	116	0	1354	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	0	12	9	0	13	166	2398	116	0	1354	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	0	12	9	0	13	166	2398	116	0	1354	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	3.82	0.18	0.00	3.82	0.18
Final Sat.:	1600	0	1600	1600	0	1600	1600	6105	295	0	6107	293
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.01	0.01	0.00	0.01	0.10	0.39	0.39	0.00	0.22	0.22
Crit Moves:	****					****		****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Avenue L/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.047
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	10th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	121	528	192	186	576	214	283	1456	259	321	963	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	528	192	186	576	214	283	1456	259	321	963	64
Added Vol:	0	20	118	81	11	20	47	302	0	32	86	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	548	310	267	587	234	330	1758	259	353	1049	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	548	310	267	587	234	330	1758	259	353	1049	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	548	310	267	587	234	330	1758	259	353	1049	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	121	548	310	267	587	234	330	1758	259	353	1049	96
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	1.00	2.75	0.25
Final Sat.:	1600	4800	1600	1600	3200	1600	3200	4800	1600	1600	4398	402
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.19	0.17	0.18	0.15	0.10	0.37	0.16	0.22	0.24	0.24
Crit Moves:			****	****				****		****		

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

Intersection #24 Avenue L/7th St W

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

Street Name:	7th St W						Avenue L					
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 3 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1977	0	0	1643	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1977	0	0	1643	0
Added Vol:	0	0	0	33	0	72	375	126	0	0	78	70
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	0	72	375	2103	0	0	1721	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	0	72	375	2103	0	0	1721	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	33	0	72	375	2103	0	0	1721	70
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	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	3172	xxxx	861	1791	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	8	xxxx	303	350	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	0	xxxx	303	350	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	1.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.9	13.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	20.5	103.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	F	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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

Intersection #25 Avenue L/5th St W

Average Delay (sec/veh): 98.7 Worst Case Level Of Service: F[5035.2]

Street Name:	5th St W						Avenue L					
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			1 0 0 1 0			1 0 2 1 0			1 0 2 1 0		
Volume Module:												
Base Vol:	0	0	2	0	0	0	0	2122	3	6	1886	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	2	0	0	0	0	2122	3	6	1886	0
Added Vol:	0	0	0	51	0	34	124	35	0	0	138	128
PasserByVol:	0	0	0	0	0	3	0	0	0	0	-3	3
Initial Fut:	0	0	2	51	0	37	124	2157	3	6	2021	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	2	51	0	37	124	2157	3	6	2021	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	2	51	0	37	124	2157	3	6	2021	131
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	xxxx	6.9	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	721	3066	xxxx	739	2152	xxxx	xxxxx	2160	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	375	5	xxxx	364	254	xxxx	xxxxx	252	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	375	3	xxxx	364	254	xxxx	xxxxx	252	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	15.57	xxxx	0.10	0.49	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	8.3	xxxx	xxxxx	2.5	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.7	8677	xxxx	xxxxx	32.1	xxxx	xxxxx	19.6	xxxx	xxxxx
LOS by Move:	*	*	B	F	*	*	D	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	364	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	C	*	*	*	*	*	*
ApproachDel:	14.7			5035.2			xxxxxx			xxxxxx		
ApproachLOS:	B			F			*			*		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 WB Avenue L/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.478
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Sierra Hwy						WB Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0	0	2 0	1	1 0	1! 0	1	0 0	0 0 0
Volume Module:												
Base Vol:	56	748	0	0	990	132	17	0	93	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:	56	748	0	0	990	132	17	0	93	0	0	0
Added Vol:	69	22	0	0	0	60	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	770	0	0	990	192	17	0	93	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:	125	770	0	0	990	192	17	0	93	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	770	0	0	990	192	17	0	93	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.:	125	770	0	0	990	192	17	0	93	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	3200	1600	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.00	0.00	0.31	0.12	0.01	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****				****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 EB Avenue L/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.478
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Sierra Hwy						EB Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0	0	2 0 1	1 0	1! 0	1	0	0	0 0 0
Volume Module:												
Base Vol:	41	820	0	0	988	25	122	0	107	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:	41	820	0	0	988	25	122	0	107	0	0	0
Added Vol:	0	69	0	0	0	0	22	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	889	0	0	988	25	144	0	128	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:	41	889	0	0	988	25	144	0	128	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	889	0	0	988	25	144	0	128	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.:	41	889	0	0	988	25	144	0	128	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	1.58	0.01	1.41	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	3200	1600	2541	0	2259	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.00	0.00	0.31	0.02	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****		****					

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

Intersection #28 Avenue L-2/10th St W

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: D[26.3]

Street Name:	10th St W						Avenue L-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:	1 0 3	0	0	0 0	1	1 0	1 0	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	17	982	0	0	1087	33	6	0	7	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:	17	982	0	0	1087	33	6	0	7	0	0	0
Added Vol:	0	138	0	0	43	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1120	0	0	1130	33	6	0	7	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:	17	1120	0	0	1130	33	6	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	17	1120	0	0	1130	33	6	0	7	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8 xxxx		6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5 xxxx		3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1163 xxxx	xxxxx	xxxx	xxxx	xxxxx		1554 xxxx		582	xxxx	xxxx	xxxxx
Potent Cap.:	608 xxxx	xxxxx	xxxx	xxxx	xxxxx		106 xxxx		462	xxxx	xxxx	xxxxx
Move Cap.:	608 xxxx	xxxxx	xxxx	xxxx	xxxxx		104 xxxx		462	xxxx	xxxx	xxxxx
Volume/Cap:	0.03 xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06 xxxx		0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1 xxxx	xxxxx	xxxx	xxxx	xxxxx		0.2 xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	11.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx		41.8 xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	B	*	*	*	*	*	E	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx xxxx		462	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx xxxx		0.0	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx xxxx		12.9	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	B	*	*	*
ApproachDel:	xxxxxx			xxxxxx			26.3			xxxxxx		
ApproachLOS:	*			*			D			*		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Avenue L-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Street Name:	10th St W						Avenue L-8					
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	0	1 0	0 0	1!	0 0	1 0	1	0 1
Volume Module:												
Base Vol:	11	1032	28	170	873	14	6	9	3	30	5	106
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	11	1032	28	170	873	14	6	9	3	30	5	106
Added Vol:	0	138	0	0	43	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1170	28	170	916	14	6	9	3	30	5	106
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	11	1170	28	170	916	14	6	9	3	30	5	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1170	28	170	916	14	6	9	3	30	5	106
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Final Vol.:	11	1170	28	170	916	14	6	9	3	30	5	106
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	1.00 1.95	0.05		1.00 0.98	0.02		0.33 0.50	0.17		1.00 1.00	1.00	
Final Sat.:	1600 3125	75		1600 1576	24		533 800	267		1600 1600	1600	
Capacity Analysis Module:												
Vol/Sat:	0.01 0.37	0.37		0.11 0.58	0.58		0.00 0.01	0.01		0.02 0.00	0.07	
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #30 Avenue L-12/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	10th St W						Avenue L-12					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	118	1040	52	85	711	79	30	2	87	14	2	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	1040	52	85	711	79	30	2	87	14	2	20
Added Vol:	0	138	0	0	43	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	1178	52	85	754	79	30	2	87	14	2	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	1178	52	85	754	79	30	2	87	14	2	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1178	52	85	754	79	30	2	87	14	2	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	118	1178	52	85	754	79	30	2	87	14	2	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	2.72	0.28	1.00	0.02	0.98	1.00	0.09	0.91
Final Sat.:	1600	3065	135	1600	4345	455	1600	36	1564	1600	145	1455
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.38	0.05	0.17	0.17	0.02	0.06	0.06	0.01	0.01	0.01
Crit Moves:		****			****				****		****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Columbia Way/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.002
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	10th St W						Columbia Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	43	757	227	152	477	137	352	876	159	169	686	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	757	227	152	477	137	352	876	159	169	686	240
Added Vol:	0	69	0	0	21	22	69	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	826	227	152	498	159	421	876	159	169	686	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	826	227	152	498	159	421	876	159	169	686	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	826	227	152	498	159	421	876	159	169	686	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	43	826	227	152	498	159	421	876	159	169	686	240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2510	690	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.10	0.16	0.10	0.26	0.27	0.10	0.11	0.21	0.15
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Avenue J-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.000
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	10th St W						Avenue J-8					
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	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	153	1502	121	54	1558	289	212	181	120	68	145	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	1502	121	54	1558	289	212	181	120	68	145	58
Added Vol:	0	108	0	0	65	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	1610	121	54	1623	289	212	181	120	68	145	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:	153	1610	121	54	1623	289	212	181	120	68	145	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1610	121	54	1623	289	212	181	120	68	145	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.:	153	1610	121	54	1623	289	212	181	120	68	145	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.55	0.45	0.42	0.35	0.23	0.25	0.54	0.21
Final Sat.:	1600	3200	1600	1600	4074	726	661	565	374	401	856	342
Capacity Analysis Module:												
Vol/Sat:	0.10	0.50	0.08	0.03	0.40	0.40	0.13	0.32	0.32	0.04	0.17	0.17
Crit Moves:	****			****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Avenue K/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.131
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	20th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	1 0		2 0 2	1 0		1 0 3	0 1		1 0 2	1 0	
Volume Module:												
Base Vol:	82	459	41	273	559	387	321	1377	47	122	2185	408
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	459	41	273	559	387	321	1377	47	122	2185	408
Added Vol:	0	0	0	0	0	0	0	65	0	0	108	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	459	41	273	559	387	321	1442	47	122	2293	408
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	459	41	273	559	387	321	1442	47	122	2293	408
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	459	41	273	559	387	321	1442	47	122	2293	408
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	82	459	41	273	559	387	321	1442	47	122	2293	408
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.84	0.16	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.55	0.45
Final Sat.:	3200	2938	262	3200	3200	1600	1600	4800	1600	1600	4075	725
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.09	0.17	0.24	0.20	0.30	0.03	0.08	0.56	0.56
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Avenue K/ SB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.089
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SB SR 14 Ramps						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	1! 0	0	0 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	308	0	402	0	1798	0	0	2563	869
Growth Adj:	1.00	1.00	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	308	0	402	0	1798	0	0	2563	869
Added Vol:	0	0	0	61	0	0	0	65	0	0	108	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	369	0	402	0	1863	0	0	2671	869
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	369	0	402	0	1863	0	0	2671	869
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	369	0	402	0	1863	0	0	2671	869
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	369	0	402	0	1863	0	0	2671	869
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	0.00	0.00	2.26	0.74
Final Sat.:	0	0	0	1600	0	1600	0	4800	0	0	3622	1178
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.25	0.00	0.39	0.00	0.00	0.74	0.74
Crit Moves:						****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Avenue K/NB SR 14 Ramps-15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.806
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SR 14 Ramps-15th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 1	0 0	1	2 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	855	618	586	670	6	897	350	1588	135	0	2204	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	855	618	586	670	6	897	350	1588	135	0	2204	326
Added Vol:	0	0	0	65	0	0	0	125	0	0	204	108
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	855	618	586	735	6	897	350	1713	135	0	2408	434
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	855	618	586	735	6	897	350	1713	135	0	2408	434
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	855	618	586	735	6	897	350	1713	135	0	2408	434
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	855	618	586	735	6	897	350	1713	135	0	2408	434
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.98	0.02	1.00	2.00	2.78	0.22	0.00	3.00	1.00
Final Sat.:	1600	1600	1600	3174	26	1600	3200	4449	351	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.53	0.39	0.37	0.23	0.23	0.56	0.11	0.38	0.39	0.00	0.50	0.27
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Avenue K/12th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.201
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	12th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0	0 1 0	1	0	2 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	684	95	131	49	57	79	198	2111	222	131	1714	50
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	684	95	131	49	57	79	198	2111	222	131	1714	50
Added Vol:	0	0	0	0	0	0	0	190	0	0	312	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	684	95	131	49	57	79	198	2301	222	131	2026	50
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	684	95	131	49	57	79	198	2301	222	131	2026	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	684	95	131	49	57	79	198	2301	222	131	2026	50
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	684	95	131	49	57	79	198	2301	222	131	2026	50
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.76 0.24		1.00	1.00 0.42		0.58	1.00	2.74	0.26	1.00	1.95	0.05
Final Sat.:	2810	390	1600	1600	671	929	1600	4378	422	1600	3123	77
Capacity Analysis Module:												
Vol/Sat:	0.24 0.24		0.08	0.03 0.08		0.09	0.12	0.53	0.53	0.08	0.65	0.65
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Avenue K/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.184
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	10th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	251	1146	365	347	1399	388	473	1511	241	426	1265	347
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	1146	365	347	1399	388	473	1511	241	426	1265	347
Added Vol:	210	83	68	12	53	0	0	52	138	62	102	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	461	1229	433	359	1452	388	473	1563	379	488	1367	372
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	461	1229	433	359	1452	388	473	1563	379	488	1367	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	1229	433	359	1452	388	473	1563	379	488	1367	372
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	461	1229	433	359	1452	388	473	1563	379	488	1367	372
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.37	0.63	2.00	2.41	0.59	2.00	2.36	0.64
Final Sat.:	3200	4800	1600	3200	3788	1012	3200	3863	937	3200	3773	1027
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.27	0.11	0.38	0.38	0.15	0.40	0.40	0.15	0.36	0.36
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Avenue K/Gadsden Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.111
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Gadsden Ave						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	167	84	166	71	69	109	148	1833	205	222	1841	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	84	166	71	69	109	148	1833	205	222	1841	55
Added Vol:	127	0	254	0	0	0	0	68	64	130	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	84	420	71	69	109	148	1901	269	352	1903	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	84	420	71	69	109	148	1901	269	352	1903	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	84	420	71	69	109	148	1901	269	352	1903	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	294	84	420	71	69	109	148	1901	269	352	1903	55
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.28	0.28	0.44	1.00	2.63	0.37	1.00	2.92	0.08
Final Sat.:	1600	1600	1600	456	443	700	1600	4205	595	1600	4665	135
Capacity Analysis Module:												
Vol/Sat:	0.18	0.05	0.26	0.04	0.16	0.16	0.09	0.45	0.45	0.22	0.41	0.41
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Avenue K/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	1.143
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Sierra Hwy						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	253	868	283	265	1110	320	207	1670	184	244	1451	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	868	283	265	1110	320	207	1670	184	244	1451	263
Added Vol:	0	54	54	0	33	96	161	161	0	33	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	922	337	265	1143	416	368	1831	184	277	1547	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	922	337	265	1143	416	368	1831	184	277	1547	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	922	337	265	1143	416	368	1831	184	277	1547	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	253	922	337	265	1143	416	368	1831	184	277	1547	263
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.73	0.27	1.00	2.56	0.44
Final Sat.:	3200	3200	1600	3200	3200	1600	1600	4362	438	1600	4103	697
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.21	0.08	0.36	0.26	0.23	0.42	0.42	0.17	0.38	0.38
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Commerce Center Dr/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	D

Street Name:	10th St W					Commerce Center Dr					
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	3 0	1	1 0	2 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	202	1414	95	213	1634	166	227	44	169	101	44	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	1414	95	213	1634	166	227	44	169	101	44	164
Added Vol:	0	361	0	0	253	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	1775	95	213	1887	166	227	44	169	101	44	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	1775	95	213	1887	166	227	44	169	101	44	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	1775	95	213	1887	166	227	44	169	101	44	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	202	1775	95	213	1887	166	227	44	169	101	44	164
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.76	0.24	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4412	388	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.06	0.13	0.43	0.43	0.14	0.03	0.11	0.06	0.03	0.10
Crit Moves:	****				****		****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Avenue K-4/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.861
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	D

Street Name:	10th St W						Avenue K-4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 1	0	1 0	3 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1703	331	50	1657	17	0	0	0	369	0	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1703	331	50	1657	17	0	0	0	369	0	132
Added Vol:	0	361	0	0	253	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2064	331	50	1910	17	0	0	0	369	0	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2064	331	50	1910	17	0	0	0	369	0	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2064	331	50	1910	17	0	0	0	369	0	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2064	331	50	1910	17	0	0	0	369	0	132
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.59	0.41	1.00	3.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4137	663	1600	4800	1600	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.50	0.03	0.40	0.01	0.00	0.00	0.00	0.23	0.00	0.08
Crit Moves:		****			****						****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Avenue K-8/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.027
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	20th St W						Avenue K-8					
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	2 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	154	793	134	139	939	247	113	396	72	120	531	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	793	134	139	939	247	113	396	72	120	531	199
Added Vol:	0	0	0	0	0	0	0	129	0	0	215	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	793	134	139	939	247	113	525	72	120	746	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	793	134	139	939	247	113	525	72	120	746	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	793	134	139	939	247	113	525	72	120	746	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	154	793	134	139	939	247	113	525	72	120	746	199
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.71	0.29	1.00	2.00	1.00	1.00	1.76	0.24	1.00	1.00	1.00
Final Sat.:	1600	2737	463	1600	3200	1600	1600	2814	386	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.09	0.29	0.15	0.07	0.19	0.19	0.08	0.47	0.12
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Avenue K-8/15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.889
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	D

Street Name:	15th St W						Avenue K-8					
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 0	1	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	150	131	246	49	77	14	17	444	202	80	691	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	131	246	49	77	14	17	444	202	80	691	44
Added Vol:	0	0	0	0	0	0	0	129	0	0	215	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	131	246	49	77	14	17	573	202	80	906	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:	150	131	246	49	77	14	17	573	202	80	906	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	131	246	49	77	14	17	573	202	80	906	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.:	150	131	246	49	77	14	17	573	202	80	906	44
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.05
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1526	74
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.15	0.03	0.05	0.01	0.01	0.36	0.13	0.05	0.59	0.59
Crit Moves:			****	****			****				****	

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

Intersection #13 Avenue K-8/Drivers Wy

Average Delay (sec/veh): 789.4 Worst Case Level Of Service: F[4046.0]

Street Name:	Drivers Wy						Avenue K-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	0 1	0	0 1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	136	49	136	79	39	287	202	403	74	58	451	80
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	136	49	136	79	39	287	202	403	74	58	451	80
Added Vol:	0	0	0	0	0	0	0	129	0	0	215	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	49	136	79	39	287	202	532	74	58	666	80
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	136	49	136	79	39	287	202	532	74	58	666	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	136	49	136	79	39	287	202	532	74	58	666	80
Critical Gap Module:												
Critical Gp:	7.1 6.5	6.2		7.1 6.5	6.2		4.1 xxxx	xxxxx		4.1 xxxx	xxxxx	
FollowUpTim:	3.5 4.0	3.3		3.5 4.0	3.3		2.2 xxxx	xxxxx		2.2 xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	1958 1835	569		1848 1792	666		746 xxxx	xxxxx		606 xxxx	xxxxx	
Potent Cap.:	48 77	525		58 82	463		871 xxxx	xxxxx		982 xxxx	xxxxx	
Move Cap.:	7 56	525		9 59	463		871 xxxx	xxxxx		982 xxxx	xxxxx	
Volume/Cap:	19.42 0.88	0.26		9.10 0.66	0.62		0.23 xxxx	xxxx		0.06 xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	18.8 xxxx	xxxxx		xxxx xxxx	4.1		0.9 xxxx	xxxxx		0.2 xxxx	xxxxx	
Control Del:	9318 xxxx	xxxxx		xxxxx xxxx	24.6		10.4 xxxx	xxxxx		8.9 xxxx	xxxxx	
LOS by Move:	F *	*		* *	C		B *	*		A *	*	
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	162		12 xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	9.9		16.0 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	170.6		4553 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* *	F		F *	*		* *	*		* *	*	
ApproachDel:	4046.0			1344.0			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Avenue K-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.907
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	E

Street Name:	10th St W							Avenue K-8							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	0	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	211	1565		0		0	1660		432		377		0		213	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:	211	1565		0		0	1660		432		377		0		213	0		0		0
Added Vol:	90	281		0		49	204		0		0		65		64	0		126		80
PasserByVol:	0	-12		0		40	-40		0		0		0		0	40		0		12
Initial Fut:	301	1834		0		89	1824		432		377		65		277	40		126		92
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	301	1834		0		89	1824		432		377		65		277	40		126		92
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Reduced Vol:	301	1834		0		89	1824		432		377		65		277	40		126		92
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	301	1834		0		89	1824		432		377		65		277	40		126		92
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600		1600		1600	1600		1600		1600
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	1.00	3.00		1.00		1.00	3.00		1.00		2.00		0.19		0.81	1.00		2.00		1.00
Final Sat.:	1600	4800		1600		1600	4800		1600		3200		304		1296	1600		3200		1600
Capacity Analysis Module:																				
Vol/Sat:	0.19	0.38		0.00		0.06	0.38		0.27		0.12		0.21		0.21	0.03		0.04		0.06
Crit Moves:	****						****						****				****			

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

Intersection #15 City Park Dr/10th St W

Average Delay (sec/veh): 398.4 Worst Case Level Of Service: F[6379.5]

Street Name:	10th St W						City Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 3 0 1			1 0 3 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	69	1743	3	9	1911	19	22	0	117	2	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	1743	3	9	1911	19	22	0	117	2	0	17
Added Vol:	0	227	51	113	155	0	0	0	0	56	0	143
PasserByVol:	0	-28	28	20	-20	0	0	0	0	20	0	16
Initial Fut:	69	1942	82	142	2046	19	22	0	117	78	0	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1942	82	142	2046	19	22	0	117	78	0	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	69	1942	82	142	2046	19	22	0	117	78	0	176
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	xxxx	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	2065	xxxx	xxxxx	2024	xxxx	xxxxx	3115	xxxx	682	3046	xxxx	647
Potent Cap.:	274	xxxx	xxxxx	284	xxxx	xxxxx	5	xxxx	397	6	xxxx	418
Move Cap.:	274	xxxx	xxxxx	284	xxxx	xxxxx	1	xxxx	397	2	xxxx	418
Volume/Cap:	0.25	xxxx	xxxx	0.50	xxxx	xxxx	15.29	xxxx	0.29	39.27	xxxx	0.42
Level Of Service Module:												
2Way95thQ:	1.0	xxxx	xxxxx	2.6	xxxx	xxxxx	4.4	xxxx	xxxxx	11.9	xxxx	xxxxx
Control Del:	22.5	xxxx	xxxxx	29.6	xxxx	xxxxx	10970	xxxx	xxxxx	20730	xxxx	xxxxx
LOS by Move:	C	*	*	D	*	*	F	*	*	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	397	xxxx	xxxx	418
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.2	xxxxx	xxxx	2.0
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	17.8	xxxxx	xxxx	19.7
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	C
ApproachDel:	xxxxxx			xxxxxx			1751.3			6379.5		
ApproachLOS:	*			*			F			F		

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

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

Intersection #16 Project Driveway/10th St W

Average Delay (sec/veh): 230.4 Worst Case Level Of Service: F[5009.8]

Street Name:	10th St W						Project Driveway					
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 3	0	1	1 0 3	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0 1728	0		0 1912	0		0 0 0	0		0 0 0	0	
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0 1728	0		0 1912	0		0 0 0	0		0 0 0	0	
Added Vol:	0 210	80		95 116	0		0 0 0	0		91 0	68	
PasserByVol:	0 -20	20		20 -20	0		0 0 0	0		20 0	20	
Initial Fut:	0 1918	100		115 2008	0		0 0 0	0		111 0	88	
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0 1918	100		115 2008	0		0 0 0	0		111 0	88	
Reduct Vol:	0 0	0		0 0	0		0 0 0	0		0 0	0	
Final Vol.:	0 1918	100		115 2008	0		0 0 0	0		111 0	88	
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx			4.1 xxxx xxxxx			xxxxx xxxx xxxxx			6.8 xxxx	6.9	
FollowUpTim:	xxxxx xxxx xxxxx			2.2 xxxx xxxxx			xxxxx xxxx xxxxx			3.5 xxxx	3.3	
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx			2018 xxxx xxxxx			xxxx xxxx xxxxx			2817 xxxx	639	
Potent Cap.:	xxxx xxxx xxxxx			286 xxxx xxxxx			xxxx xxxx xxxxx			15 xxxx	423	
Move Cap.:	xxxx xxxx xxxxx			286 xxxx xxxxx			xxxx xxxx xxxxx			10 xxxx	423	
Volume/Cap:	xxxx xxxx xxxx			0.40 xxxx xxxx			xxxx xxxx xxxx			10.99 xxxx	0.21	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx			1.9 xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
Control Del:	xxxxx xxxx xxxxx			25.8 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
LOS by Move:	*	*	*	D	*	*	*	*	*	*	*	*
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 18 xxxxx		
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx 25.6 xxxxx		
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx 5010 xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			5009.8		
ApproachLOS:	*			*			*			F		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Avenue K-15/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	10th St W						Avenue K-15					
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 2	1	0	1 0 3	0	1	1 0 0	1	0	1 0 0	1	0
Volume Module:												
Base Vol:	69 1453		43	50 1518		225	150	0	106	6	0	35
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	69 1453		43	50 1518		225	150	0	106	6	0	35
Added Vol:	0 293		67	18 188		0	0	0	0	77	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69 1746		110	68 1706		225	150	0	106	83	0	55
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	69 1746		110	68 1706		225	150	0	106	83	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69 1746		110	68 1706		225	150	0	106	83	0	55
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Final Vol.:	69 1746		110	68 1706		225	150	0	106	83	0	55
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 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 2.82		0.18	1.00 3.00		1.00	1.00 0.00		1.00	1.00 0.00		1.00
Final Sat.:	1600 4516		284	1600 4800		1600	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.04 0.39		0.39	0.04 0.36		0.14	0.09 0.00		0.07	0.05 0.00		0.03
Crit Moves:	****			****					****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Avenue L/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.170
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	20th St W						Avenue L					
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	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	82	375	39	171	495	358	311	1416	47	118	2257	224
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	82	375	39	171	495	358	311	1416	47	118	2257	224
Added Vol:	0	0	0	0	0	0	0	129	0	0	215	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	375	39	171	495	358	311	1545	47	118	2472	224
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	82	375	39	171	495	358	311	1545	47	118	2472	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	375	39	171	495	358	311	1545	47	118	2472	224
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Final Vol.:	82	375	39	171	495	358	311	1545	47	118	2472	224
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 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 1.81		0.19	1.00 1.00		1.00	1.00 1.94		0.06	1.00 3.00		1.00
Final Sat.:	1600 2899		301	1600 1600		1600	1600 3106		94	1600 4800		1600
Capacity Analysis Module:												
Vol/Sat:	0.05 0.13		0.13	0.11 0.31		0.22	0.19 0.50		0.50	0.07 0.52		0.14
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Avenue L/15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.118
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	15th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	2	3	9	602	14	131	102	1416	0	24	2517	374
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	2	3	9	602	14	131	102	1416	0	24	2517	374
Added Vol:	0	0	0	0	0	0	0	129	0	0	215	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	3	9	602	14	131	102	1545	0	24	2732	374
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	2	3	9	602	14	131	102	1545	0	24	2732	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	9	602	14	131	102	1545	0	24	2732	374
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Final Vol.:	2	3	9	602	14	131	102	1545	0	24	2732	374
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.14 0.21	0.65		1.00 1.00	1.00		1.00 3.00	0.00		1.00 3.00	1.00	
Final Sat.:	229 343	1029		1600 1600	1600		1600 4800	0		1600 4800	1600	
Capacity Analysis Module:												
Vol/Sat:	0.00 0.01	0.01		0.38 0.01	0.08		0.06 0.32	0.00		0.02 0.57	0.23	
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Avenue L/SB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	E

Street Name:	SB SR 14 Ramps						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	1! 0	0	0 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	441	0	243	0	1444	0	0	2508	0
Growth Adj:	1.00	1.00	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	441	0	243	0	1444	0	0	2508	0
Added Vol:	0	0	0	68	0	0	0	129	0	0	249	153
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	509	0	243	0	1573	0	0	2757	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	509	0	243	0	1573	0	0	2757	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	509	0	243	0	1573	0	0	2757	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	509	0	243	0	1573	0	0	2757	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.35	0.00	0.65	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	2166	0	1034	0	4800	0	0	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.24	0.00	0.33	0.00	0.00	0.57	0.00
Crit Moves:						****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Avenue L/NB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.286
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	NB SR 14 Ramps						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0	0 0	0 0	0	0 0	3 0	0	0 0	4 0 0
Volume Module:												
Base Vol:	1080	0	896	0	0	0	0	1542	0	0	2866	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	1080	0	896	0	0	0	0	1542	0	0	2866	0
Added Vol:	0	0	139	0	0	0	0	197	0	0	402	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1080	0	1035	0	0	0	0	1739	0	0	3268	0
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	1080	0	0	0	0	0	0	1739	0	0	3268	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1080	0	0	0	0	0	0	1739	0	0	3268	0
PCE Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Final Vol.:	1080	0	0	0	0	0	0	1739	0	0	3268	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	1.00 0.00	1.00		0.00 0.00	0.00		0.00 3.00	0.00		0.00 4.00	0.00	
Final Sat.:	1600	0	1600	0	0	0	0	4800	0	0	6400	0
Capacity Analysis Module:												
Vol/Sat:	0.68 0.00	0.00		0.00 0.00	0.00		0.00 0.36	0.00		0.00 0.51	0.00	
Crit Moves:	****						****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Avenue L/Costco Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	1.072
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Costco Drive						Avenue L					
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	3 1	0	0 0	3 1	0
Volume Module:												
Base Vol:	98	0	21	96	0	295	337	1823	60	0	2633	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	0	21	96	0	295	337	1823	60	0	2633	148
Added Vol:	0	0	0	0	0	0	0	337	0	0	521	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	0	21	96	0	295	337	2160	60	0	3154	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	0	21	96	0	295	337	2160	60	0	3154	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	21	96	0	295	337	2160	60	0	3154	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	98	0	21	96	0	295	337	2160	60	0	3154	148
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	3.89	0.11	0.00	3.82	0.18
Final Sat.:	1600	0	1600	1600	0	1600	1600	6227	173	0	6113	287
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.01	0.06	0.00	0.18	0.21	0.35	0.35	0.00	0.52	0.52
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Avenue L/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.532
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	10th St W								Avenue L							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	1	0 2	0	1	2	0 3	0	1	1	0 2	1	0
Volume Module:																
Base Vol:	544	1372	313		289	1148	514		492	1387	306		336	1600	211	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	544	1372	313		289	1148	514		492	1387	306		336	1600	211	
Added Vol:	0	69	63		59	76	130		160	177	0		142	390	131	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	544	1441	376		348	1224	644		652	1564	306		478	1990	342	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	544	1441	376		348	1224	644		652	1564	306		478	1990	342	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	544	1441	376		348	1224	644		652	1564	306		478	1990	342	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	544	1441	376		348	1224	644		652	1564	306		478	1990	342	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.00	1.00		2.00	3.00	1.00		1.00	2.56	0.44	
Final Sat.:	1600	4800	1600		1600	3200	1600		3200	4800	1600		1600	4096	704	
Capacity Analysis Module:																
Vol/Sat:	0.34	0.30	0.24		0.22	0.38	0.40		0.20	0.33	0.19		0.30	0.49	0.49	
Crit Moves:	****						****		****					****		

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

Intersection #24 Avenue L/7th St W

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

Street Name:	7th St W						Avenue L					
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 3 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1912	0	0	1936	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1912	0	0	1936	0
Added Vol:	0	0	0	172	0	317	211	88	0	0	347	115
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	172	0	317	211	2000	0	0	2283	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	172	0	317	211	2000	0	0	2283	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	172	0	317	211	2000	0	0	2283	115
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	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	3372	xxxx	1142	2398	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	6	xxxx	197	203	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	0	xxxx	197	203	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	1.61	1.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	20.7	9.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	338.0	122.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	F	F	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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

Intersection #25 Avenue L/5th St W

Average Delay (sec/veh): 949.2 Worst Case Level Of Service: F[10284.8]

Street Name:	5th St W						Avenue L					
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	1 0	0	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	2	0	6	0	0	0	0	1820	6	11	1791	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	6	0	0	0	0	1820	6	11	1791	0
Added Vol:	0	0	0	242	0	168	71	189	0	0	175	85
PasserByVol:	0	0	0	0	0	12	0	0	0	0	-12	12
Initial Fut:	2	0	6	242	0	180	71	2009	6	11	1954	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	6	242	0	180	71	2009	6	11	1954	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	0	6	242	0	180	71	2009	6	11	1954	97
Critical Gap Module:												
Critical Gp:	7.5	xxxx	6.9	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2827	xxxx	673	2836	xxxx	700	2051	xxxx	xxxxx	2015	xxxx	xxxxx
Potent Cap.:	8	xxxx	403	8	xxxx	386	278	xxxx	xxxxx	287	xxxx	xxxxx
Move Cap.:	3	xxxx	403	6	xxxx	386	278	xxxx	xxxxx	287	xxxx	xxxxx
Volume/Cap:	0.57	xxxx	0.01	38.28	xxxx	0.47	0.26	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	32.3	xxxx	xxxxx	1.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	17918	xxxx	xxxxx	22.4	xxxx	xxxxx	18.1	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	*	C	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	14	xxxxx	xxxx	xxxx	386	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.4	xxxxx	xxxxx	xxxx	2.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	458	xxxxx	xxxxx	xxxx	22.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	C	*	*	*	*	*	*
ApproachDel:	458.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 WB Avenue L/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Sierra Hwy						WB Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0	0	2 0 1	1 0	1! 0	1	0	0	0 0 0
Volume Module:												
Base Vol:	224	1196	0	0	1314	199	22	0	216	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:	224	1196	0	0	1314	199	22	0	216	0	0	0
Added Vol:	65	109	0	0	0	67	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	289	1305	0	0	1314	266	22	0	216	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:	289	1305	0	0	1314	266	22	0	216	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	1305	0	0	1314	266	22	0	216	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.:	289	1305	0	0	1314	266	22	0	216	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	3200	1600	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.41	0.00	0.00	0.41	0.17	0.01	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****				****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 EB Avenue L/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Sierra Hwy						EB Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 2	0 0		0 0 2	0 1		1 0 1!	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	38	1245	0	0	1499	28	109	0	226	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:	38	1245	0	0	1499	28	109	0	226	0	0	0
Added Vol:	0	65	0	0	0	0	109	0	108	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	1310	0	0	1499	28	218	0	334	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:	38	1310	0	0	1499	28	218	0	334	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1310	0	0	1499	28	218	0	334	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.:	38	1310	0	0	1499	28	218	0	334	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	1.18	0.00	1.82	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	3200	1600	1896	0	2904	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.00	0.00	0.47	0.02	0.12	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					

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

Intersection #28 Avenue L-2/10th St W

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: F[139.7]

Street Name:	10th St W								Avenue L-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:	1	0	3	0 0	0	0	1	1 0	1	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	9	1933		0 0	1630			17	10		0	11	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:	9	1933		0 0	1630			17	10		0	11	0		0	0
Added Vol:	0	132		0 0	218			0	0		0	0	0		0	0
PasserByVol:	0	0		0 0	0			0	0		0	0	0		0	0
Initial Fut:	9	2065		0 0	1848			17	10		0	11	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:	9	2065		0 0	1848			17	10		0	11	0		0	0
Reduct Vol:	0	0		0 0	0			0	0		0	0	0		0	0
Final Vol.:	9	2065		0 0	1848			17	10		0	11	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx xxxx	xxxxx				6.8	xxxx		6.9	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx xxxx	xxxxx				3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1865	xxxx	xxxxx	xxxx xxxx	xxxxx				2563	xxxx		932	xxxx	xxxx	xxxxx	
Potent Cap.:	328	xxxx	xxxxx	xxxx xxxx	xxxxx				22	xxxx		272	xxxx	xxxx	xxxxx	
Move Cap.:	328	xxxx	xxxxx	xxxx xxxx	xxxxx				22	xxxx		272	xxxx	xxxx	xxxxx	
Volume/Cap:	0.03	xxxx	xxxx	xxxx xxxx	xxxx				0.46	xxxx		0.04	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx xxxx	xxxxx				1.3	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	16.3	xxxx	xxxxx	xxxxx xxxx	xxxxx				272.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	C	*		* *	*			*	F	*		*	*	*		*
Movement:	LT -	LTR	-	RT	LT -	LTR	-	RT	LT -	LTR	-	RT	LT -	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx		272	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx		0.1	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx		18.8	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*		*	*	*		*	*			C	*	*		*
ApproachDel:	xxxxxx				xxxxxx				139.7				xxxxxx			
ApproachLOS:	*				*				F				*			

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Avenue L-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.226
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	10th St W							Avenue L-8							
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	0	1	0	0	0	1!	0	0	1	0	1	0	1
Volume Module:																				
Base Vol:	9	1476		41		95	1390		6		17		3		16	96		8		162
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	9	1476		41		95	1390		6		17		3		16	96		8		162
Added Vol:	0	132		0		0	218		0		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	9	1608		41		95	1608		6		17		3		16	96		8		162
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	9	1608		41		95	1608		6		17		3		16	96		8		162
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Reduced Vol:	9	1608		41		95	1608		6		17		3		16	96		8		162
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	9	1608		41		95	1608		6		17		3		16	96		8		162
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600		1600		1600	1600		1600		1600
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	1.00	1.95		0.05		1.00	0.99		0.01		0.48		0.08		0.44	1.00		1.00		1.00
Final Sat.:	1600	3120		80		1600	1594		6		756		133		711	1600		1600		1600
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.52		0.52		0.06	1.01		1.01		0.01		0.02		0.02	0.06		0.01		0.10
Crit Moves:	****						****				****									****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #30 Avenue L-12/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Street Name:	10th St W						Avenue L-12					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	65	1406	52	77	1368	46	47	0	145	25	3	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:	65	1406	52	77	1368	46	47	0	145	25	3	39
Added Vol:	0	132	0	0	218	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	1538	52	77	1586	46	47	0	145	25	3	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:	65	1538	52	77	1586	46	47	0	145	25	3	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1538	52	77	1586	46	47	0	145	25	3	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.:	65	1538	52	77	1586	46	47	0	145	25	3	39
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	2.92	0.08	1.00	0.00	1.00	1.00	0.07	0.93
Final Sat.:	1600	3095	105	1600	4665	135	1600	0	1600	1600	114	1486
Capacity Analysis Module:												
Vol/Sat:	0.04	0.50	0.50	0.05	0.34	0.34	0.03	0.00	0.09	0.02	0.03	0.03
Crit Moves:		****		****					****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Columbia Way/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.208
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	10th St W						Columbia Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	118	935	202	163	1030	323	244	696	129	427	1395	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	935	202	163	1030	323	244	696	129	427	1395	246
Added Vol:	0	65	0	0	108	110	67	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	1000	202	163	1138	433	311	696	129	427	1395	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	1000	202	163	1138	433	311	696	129	427	1395	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1000	202	163	1138	433	311	696	129	427	1395	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	118	1000	202	163	1138	433	311	696	129	427	1395	246
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2662	538	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.38	0.10	0.36	0.27	0.19	0.22	0.08	0.27	0.44	0.15
Crit Moves:		****			****			****			****	

TOTAL FUTURE WITH PROJECT (2030) WITH MITIGATION

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Avenue J-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	10th St W						Avenue J-8					
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 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	131	1132	60	33	896	103	125	121	124	71	126	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	1132	60	33	896	103	125	121	124	71	126	63
Added Vol:	0	21	0	0	69	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	1153	60	33	965	103	125	121	124	71	126	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:	131	1153	60	33	965	103	125	121	124	71	126	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1153	60	33	965	103	125	121	124	71	126	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.:	131	1153	60	33	965	103	125	121	124	71	126	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	2.85	0.15	1.00	2.71	0.29	0.34	0.33	0.33	0.27	0.49	0.24
Final Sat.:	1600	4563	237	1600	4337	463	541	523	536	437	775	388
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.02	0.22	0.22	0.08	0.23	0.23	0.04	0.16	0.16
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Avenue K/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.155
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	20th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 1	0	2 0	2 1	0	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	115	710	176	326	357	188	476	1926	87	122	1796	313
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	710	176	326	357	188	476	1926	87	122	1796	313
Added Vol:	0	0	0	0	0	0	0	69	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	710	176	326	357	188	476	1995	87	122	1817	313
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	710	176	326	357	188	476	1995	87	122	1817	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	710	176	326	357	188	476	1995	87	122	1817	313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	115	710	176	326	357	188	476	1995	87	122	1817	313
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.60	0.40	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3200	2564	636	3200	3200	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.10	0.11	0.12	0.30	0.42	0.05	0.08	0.38	0.20
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Avenue K/ SB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.703
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Street Name:	SB SR 14 Ramps						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0	1! 0 1	0	0	3 0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	391	0	218	0	1628	0	0	1709	479
Growth Adj:	1.00	1.00	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	391	0	218	0	1628	0	0	1709	479
Added Vol:	0	0	0	66	0	0	0	69	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	457	0	218	0	1697	0	0	1730	479
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	457	0	218	0	1697	0	0	1730	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	457	0	218	0	1697	0	0	1730	479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	457	0	218	0	1697	0	0	1730	479
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	2.35	0.65
Final Sat.:	0	0	0	3200	0	1600	0	4800	0	0	3759	1041
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.00	0.35	0.00	0.00	0.46	0.46
Crit Moves:				****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Avenue K/NB SR 14 Ramps-15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.279
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SR 14 Ramps-15th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1 1	0	0 1	2 0	2	1 0	0 0	3	0 1
Volume Module:												
Base Vol:	682	897	555	292	6	328	443	1337	157	0	1282	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	682	897	555	292	6	328	443	1337	157	0	1282	311
Added Vol:	0	0	0	69	0	0	0	135	0	0	40	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	682	897	555	361	6	328	443	1472	157	0	1322	332
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	682	897	555	361	6	328	443	1472	157	0	1322	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	682	897	555	361	6	328	443	1472	157	0	1322	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	682	897	555	361	6	328	443	1472	157	0	1322	332
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.97	0.03	1.00	2.00	2.71	0.29	0.00	3.00	1.00
Final Sat.:	1600	1600	1600	3148	52	1600	3200	4337	463	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.43	0.56	0.35	0.11	0.11	0.21	0.14	0.34	0.34	0.00	0.28	0.21
Crit Moves:		****				****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Avenue K/12th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	12th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0	0 1 0	1	0	2 1 0	1	0	2 1 0
Volume Module:												
Base Vol:	216	29	69	30	43	80	108	1570	150	67	1427	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:	216	29	69	30	43	80	108	1570	150	67	1427	17
Added Vol:	0	0	0	0	0	0	0	203	0	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	29	69	30	43	80	108	1773	150	67	1488	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:	216	29	69	30	43	80	108	1773	150	67	1488	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	29	69	30	43	80	108	1773	150	67	1488	17
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	216	29	69	30	43	80	108	1773	150	67	1488	17
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.76 0.24		1.00	1.00 0.35		0.65	1.00	2.77	0.23	1.00	2.97	0.03
Final Sat.:	2821	379	1600	1600	559	1041	1600	4426	374	1600	4746	54
Capacity Analysis Module:												
Vol/Sat:	0.08 0.08		0.04	0.02 0.08		0.08	0.07	0.40	0.40	0.04	0.31	0.31
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Avenue K/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	10th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	125	663	231	183	610	186	394	1068	109	291	1228	303
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	663	231	183	610	186	394	1068	109	291	1228	303
Added Vol:	40	16	10	20	48	0	0	81	122	18	21	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	679	241	203	658	186	394	1149	231	309	1249	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	679	241	203	658	186	394	1149	231	309	1249	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	679	241	203	658	186	394	1149	231	309	1249	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	165	679	241	203	658	186	394	1149	231	309	1249	308
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.15	0.06	0.14	0.12	0.12	0.24	0.14	0.10	0.26	0.19
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Avenue K/Gadsden Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Gadsden Ave						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	98	123	142	90	98	128	76	1256	91	110	1621	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	123	142	90	98	128	76	1256	91	110	1621	109
Added Vol:	26	0	54	0	0	0	0	10	101	196	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	123	196	90	98	128	76	1266	192	306	1639	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	123	196	90	98	128	76	1266	192	306	1639	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	123	196	90	98	128	76	1266	192	306	1639	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	124	123	196	90	98	128	76	1266	192	306	1639	109
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.43	0.57	1.00	2.60	0.40	2.00	2.81	0.19
Final Sat.:	1600	1600	1600	1600	694	906	1600	4168	632	3200	4501	299
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.12	0.06	0.14	0.14	0.05	0.30	0.30	0.10	0.36	0.36
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Avenue K/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.868
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Street Name:	Sierra Hwy						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	210	807	254	268	691	183	180	1202	114	211	1314	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	807	254	268	691	183	180	1202	114	211	1314	274
Added Vol:	0	11	11	0	30	107	32	32	0	30	107	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	818	265	268	721	290	212	1234	114	241	1421	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	818	265	268	721	290	212	1234	114	241	1421	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	818	265	268	721	290	212	1234	114	241	1421	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	210	818	265	268	721	290	212	1234	114	241	1421	274
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3200	3200	1600	3200	3200	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.17	0.08	0.23	0.18	0.13	0.26	0.07	0.15	0.30	0.17
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Avenue K-8/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	20th St W						Avenue K-8					
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	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	58	687	125	87	317	79	144	461	84	76	201	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	687	125	87	317	79	144	461	84	76	201	73
Added Vol:	0	0	0	0	0	0	0	137	0	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	687	125	87	317	79	144	598	84	76	244	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	687	125	87	317	79	144	598	84	76	244	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	687	125	87	317	79	144	598	84	76	244	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	687	125	87	317	79	144	598	84	76	244	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.69	0.31	1.00	2.00	1.00	1.00	1.75	0.25	1.00	1.54	0.46
Final Sat.:	1600	2707	493	1600	3200	1600	1600	2806	394	1600	2463	737
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.05	0.10	0.05	0.09	0.21	0.21	0.05	0.10	0.10
Crit Moves:		****			****				****		****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Avenue K-8/Drivers Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Drivers Wy						Avenue K-8					
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	0 1	0 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	11	13	13	38	9	58	241	427	33	19	261	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	13	13	38	9	58	241	427	33	19	261	102
Added Vol:	0	0	0	0	0	0	0	137	0	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	13	13	38	9	58	241	564	33	19	304	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	13	13	38	9	58	241	564	33	19	304	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	13	13	38	9	58	241	564	33	19	304	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	13	13	38	9	58	241	564	33	19	304	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.50	0.50	0.81	0.19	1.00	1.00	0.94	0.06	1.00	1.00	1.00
Final Sat.:	1600	800	800	1294	306	1600	1600	1512	88	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.02	0.03	0.04	0.15	0.37	0.37	0.01	0.19	0.06
Crit Moves:	****					****		****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Avenue K-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	10th St W						Avenue K-8					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	1 0	3 0	1	2 0	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	137	831	0	0	942	204	236	0	126	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:	137	831	0	0	942	204	236	0	126	0	0	0
Added Vol:	16	52	0	54	134	0	0	93	44	0	27	15
PasserByVol:	0	-2	0	8	-8	0	0	0	0	8	0	2
Initial Fut:	153	881	0	62	1068	204	236	93	170	8	27	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:	153	881	0	62	1068	204	236	93	170	8	27	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	881	0	62	1068	204	236	93	170	8	27	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	153	881	0	62	1068	204	236	93	170	8	27	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	0.35	0.65	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	1600	4800	1600	3200	566	1034	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.00	0.04	0.22	0.13	0.07	0.16	0.16	0.01	0.01	0.01
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 City Park Dr/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.308
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	10th St W						City Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	17 1079		2	6 1046		27	11	0	2	2	0	6
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	17 1079		2	6 1046		27	11	0	2	2	0	6
Added Vol:	0 43		15	66 112		0	0	0	0	9	0	25
PasserByVol:	0 -4		4	4 -4		0	0	0	0	4	0	2
Initial Fut:	17 1118		21	76 1154		27	11	0	2	15	0	33
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	17 1118		21	76 1154		27	11	0	2	15	0	33
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	17 1118		21	76 1154		27	11	0	2	15	0	33
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Final Vol.:	17 1118		21	76 1154		27	11	0	2	15	0	33
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	1.00 3.00		1.00	1.00 3.00		1.00	1.00 0.00		1.00	1.00 0.00		1.00
Final Sat.:	1600 4800		1600	1600 4800		1600	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.01 0.23		0.01	0.05 0.24		0.02	0.01 0.00		0.00	0.01 0.00		0.02
Crit Moves:	****			****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Project Driveway/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.374
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	10th St W						Project Driveway					
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:	0 0	3	0 1	1 0	3	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	1073	0	0	1030	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1073	0	0	1030	0	0	0	0	0	0	0
Added Vol:	0	47	23	28	92	0	0	0	0	14	0	10
PasserByVol:	0	-5	5	5	-5	0	0	0	0	5	0	5
Initial Fut:	0	1115	28	33	1117	0	0	0	0	19	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	1115	28	33	1117	0	0	0	0	19	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1115	28	33	1117	0	0	0	0	19	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1115	28	33	1117	0	0	0	0	19	0	15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.56	0.00	0.44
Final Sat.:	0	4800	1600	1600	4800	0	0	0	0	894	0	706
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.02	0.02	0.23	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Avenue L/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Street Name:	20th St W						Avenue L					
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	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	46	419	73	160	224	127	292	1809	99	47	1028	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	419	73	160	224	127	292	1809	99	47	1028	77
Added Vol:	0	0	0	0	0	0	0	137	0	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	419	73	160	224	127	292	1946	99	47	1071	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	419	73	160	224	127	292	1946	99	47	1071	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	419	73	160	224	127	292	1946	99	47	1071	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	419	73	160	224	127	292	1946	99	47	1071	77
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.70	0.30	1.00	1.28	0.72	1.00	2.85	0.15	1.00	3.00	1.00
Final Sat.:	1600	2725	475	1600	2042	1158	1600	4568	232	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.10	0.11	0.11	0.18	0.43	0.43	0.03	0.22	0.05
Crit Moves:		****			****				****		****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Avenue L/15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	15th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	3	9	8	265	5	27	131	1827	0	6	1054	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	9	8	265	5	27	131	1827	0	6	1054	284
Added Vol:	0	0	0	0	0	0	0	137	0	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	9	8	265	5	27	131	1964	0	6	1097	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	9	8	265	5	27	131	1964	0	6	1097	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	9	8	265	5	27	131	1964	0	6	1097	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	9	8	265	5	27	131	1964	0	6	1097	284
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.45	0.40	1.96	0.04	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	240	720	640	3141	59	1600	1600	4800	0	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.08	0.08	0.02	0.08	0.41	0.00	0.00	0.23	0.18
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Avenue L/SB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.519
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	SB SR 14 Ramps						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0	1! 0 1	0	0	3 0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	337	0	129	0	1264	0	0	1123	0
Growth Adj:	1.00	1.00	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	337	0	129	0	1264	0	0	1123	0
Added Vol:	0	0	0	71	0	0	0	137	0	0	48	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	408	0	129	0	1401	0	0	1171	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	408	0	129	0	1401	0	0	1171	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	408	0	129	0	1401	0	0	1171	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	408	0	129	0	1401	0	0	1171	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3200	0	1600	0	4800	0	0	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.08	0.00	0.29	0.00	0.00	0.24	0.00
Crit Moves:				****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Avenue L/NB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	NB SR 14 Ramps						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 0	0 1		0 0 0	0 0		0 0 3	0 0		0 0 4	0 0	
Volume Module:												
Base Vol:	425	0	637	0	0	0	0	1612	0	0	1337	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	425	0	637	0	0	0	0	1612	0	0	1337	0
Added Vol:	0	0	140	0	0	0	0	208	0	0	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	425	0	777	0	0	0	0	1820	0	0	1419	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	425	0	0	0	0	0	0	1820	0	0	1419	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	0	0	0	0	0	0	1820	0	0	1419	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	425	0	0	0	0	0	0	1820	0	0	1419	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	4.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	4800	0	0	6400	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.22	0.00
Crit Moves:	****							****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Avenue L/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Street Name:	10th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	121	528	192	186	576	214	283	1456	259	321	963	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	528	192	186	576	214	283	1456	259	321	963	64
Added Vol:	0	20	118	81	11	20	47	302	0	32	86	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	548	310	267	587	234	330	1758	259	353	1049	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	548	310	267	587	234	330	1758	259	353	1049	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	548	310	267	587	234	330	1758	259	353	1049	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	121	548	310	267	587	234	330	1758	259	353	1049	96
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	4800	1600	3200	3200	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.19	0.08	0.18	0.15	0.10	0.37	0.16	0.11	0.22	0.06
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Avenue L/7th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	7th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0	1! 0	1	0	3 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1977	0	0	1643	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1977	0	0	1643	0
Added Vol:	0	0	0	33	0	72	375	126	0	0	78	70
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	0	72	375	2103	0	0	1721	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	0	72	375	2103	0	0	1721	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	0	72	375	2103	0	0	1721	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	33	0	72	375	2103	0	0	1721	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	3200	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.23	0.44	0.00	0.00	0.36	0.04
Crit Moves:				****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Avenue L/5th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	5th St W								Avenue L							
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:	0	0	0	0 1	1	0	0	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	0	0	2		0	0	0		0	2122	3		6	1886	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	2		0	0	0		0	2122	3		6	1886	0	
Added Vol:	0	0	0		51	0	34		124	35	0		0	138	128	
PasserByVol:	0	0	0		0	0	3		0	0	0		0	-3	3	
Initial Fut:	0	0	2		51	0	37		124	2157	3		6	2021	131	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	2		51	0	37		124	2157	3		6	2021	131	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	2		51	0	37		124	2157	3		6	2021	131	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	2		51	0	37		124	2157	3		6	2021	131	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	1.00		1.00	0.00	1.00		1.00	2.99	0.01		1.00	2.82	0.18	
Final Sat.:	0	0	1600		1600	0	1600		1600	4793	7		1600	4508	292	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.02		0.08	0.45	0.45		0.00	0.45	0.45	
Crit Moves:		****			****				****					****		

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

Intersection #28 Avenue L-2/10th St W

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: D[26.8]

Street Name:	10th St W						Avenue L-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:	1 0 3	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	17	982	0	0	1087	33	6	0	7	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:	17	982	0	0	1087	33	6	0	7	0	0	0
Added Vol:	0	138	0	0	43	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1120	0	0	1130	33	6	0	7	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:	17	1120	0	0	1130	33	6	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	17	1120	0	0	1130	33	6	0	7	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1163	xxxx	xxxxx	xxxx	xxxx	xxxxx	1554	xxxx	582	xxxx	xxxx	xxxxx
Potent Cap.:	608	xxxx	xxxxx	xxxx	xxxx	xxxxx	106	xxxx	462	xxxx	xxxx	xxxxx
Move Cap.:	608	xxxx	xxxxx	xxxx	xxxx	xxxxx	104	xxxx	462	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	11.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	178	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			26.8			xxxxxx		
ApproachLOS:	*			*			D			*		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Avenue L-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	10th St W								Avenue L-8							
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	1	0	1	0 1
Volume Module:																
Base Vol:	11	1032	28		170	873	14		6	9	3		30	5	106	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	11	1032	28		170	873	14		6	9	3		30	5	106	
Added Vol:	0	138	0		0	43	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	11	1170	28		170	916	14		6	9	3		30	5	106	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	11	1170	28		170	916	14		6	9	3		30	5	106	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	1170	28		170	916	14		6	9	3		30	5	106	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	11	1170	28		170	916	14		6	9	3		30	5	106	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.95	0.05		1.00	1.97	0.03		0.33	0.50	0.17		1.00	1.00	1.00	
Final Sat.:	1600	3125	75		1600	3152	48		533	800	267		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.37	0.37		0.11	0.29	0.29		0.00	0.01	0.01		0.02	0.00	0.07	
Crit Moves:		****				****				****						****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Columbia Way/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.931
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	118	Level Of Service:	E

Street Name:	10th St W						Columbia Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	43	757	227	152	477	137	352	876	159	169	686	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	757	227	152	477	137	352	876	159	169	686	240
Added Vol:	0	69	0	0	21	22	69	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	826	227	152	498	159	421	876	159	169	686	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	826	227	152	498	159	421	876	159	169	686	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	826	227	152	498	159	421	876	159	169	686	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	43	826	227	152	498	159	421	876	159	169	686	240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.14	0.10	0.16	0.10	0.26	0.27	0.10	0.11	0.21	0.15
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Avenue J-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.957
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	140	Level Of Service:	E

Street Name:	10th St W						Avenue J-8					
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 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	153	1502	121	54	1558	289	212	181	120	68	145	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	1502	121	54	1558	289	212	181	120	68	145	58
Added Vol:	0	108	0	0	65	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	1610	121	54	1623	289	212	181	120	68	145	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:	153	1610	121	54	1623	289	212	181	120	68	145	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1610	121	54	1623	289	212	181	120	68	145	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.:	153	1610	121	54	1623	289	212	181	120	68	145	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	2.79	0.21	1.00	2.55	0.45	0.42	0.35	0.23	0.25	0.54	0.21
Final Sat.:	1600	4464	336	1600	4074	726	661	565	374	401	856	342
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.36	0.03	0.40	0.40	0.13	0.32	0.32	0.04	0.17	0.17
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Avenue K/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.046
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	20th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	1	0	2 0 2	1	0	1 0 3	0	1	1 0 3	0	1
Volume Module:												
Base Vol:	82	459	41	273	559	387	321	1377	47	122	2185	408
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	459	41	273	559	387	321	1377	47	122	2185	408
Added Vol:	0	0	0	0	0	0	0	65	0	0	108	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	459	41	273	559	387	321	1442	47	122	2293	408
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	459	41	273	559	387	321	1442	47	122	2293	408
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	459	41	273	559	387	321	1442	47	122	2293	408
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	82	459	41	273	559	387	321	1442	47	122	2293	408
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.84	0.16	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3200	2938	262	3200	3200	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.09	0.17	0.24	0.20	0.30	0.03	0.08	0.48	0.26
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Avenue K/ SB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.998
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	SB SR 14 Ramps						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0	1! 0 1	0	0	3 0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	308	0	402	0	1798	0	0	2563	869
Growth Adj:	1.00	1.00	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	308	0	402	0	1798	0	0	2563	869
Added Vol:	0	0	0	61	0	0	0	65	0	0	108	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	369	0	402	0	1863	0	0	2671	869
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	369	0	402	0	1863	0	0	2671	869
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	369	0	402	0	1863	0	0	2671	869
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	369	0	402	0	1863	0	0	2671	869
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.44	0.00	1.56	0.00	3.00	0.00	0.00	2.26	0.74
Final Sat.:	0	0	0	2297	0	2503	0	4800	0	0	3622	1178
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.00	0.39	0.00	0.00	0.74	0.74
Crit Moves:				****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Avenue K/NB SR 14 Ramps-15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.732
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SR 14 Ramps-15th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1 1	0	0 1	2 0	2	1 0	0 0	3	0 1
Volume Module:												
Base Vol:	855	618	586	670	6	897	350	1588	135	0	2204	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	855	618	586	670	6	897	350	1588	135	0	2204	326
Added Vol:	0	0	0	65	0	0	0	125	0	0	204	108
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	855	618	586	735	6	897	350	1713	135	0	2408	434
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	855	618	586	735	6	897	350	1713	135	0	2408	434
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	855	618	586	735	6	897	350	1713	135	0	2408	434
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	855	618	586	735	6	897	350	1713	135	0	2408	434
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.16	0.84	1.00	1.98	0.02	1.00	2.00	2.78	0.22	0.00	3.00	1.00
Final Sat.:	1857	1343	1600	3174	26	1600	3200	4449	351	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.37	0.23	0.23	0.56	0.11	0.38	0.39	0.00	0.50	0.27
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Avenue K/12th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.036
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	12th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0	0 1 0	1	0	2 1 0	1	0	2 1 0
Volume Module:												
Base Vol:	684	95	131	49	57	79	198	2111	222	131	1714	50
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	684	95	131	49	57	79	198	2111	222	131	1714	50
Added Vol:	0	0	0	0	0	0	0	190	0	0	312	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	684	95	131	49	57	79	198	2301	222	131	2026	50
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	684	95	131	49	57	79	198	2301	222	131	2026	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	684	95	131	49	57	79	198	2301	222	131	2026	50
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	684	95	131	49	57	79	198	2301	222	131	2026	50
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.76 0.24		1.00	1.00 0.42		0.58	1.00	2.74	0.26	1.00	2.93	0.07
Final Sat.:	2810	390	1600	1600	671	929	1600	4378	422	1600	4684	116
Capacity Analysis Module:												
Vol/Sat:	0.24 0.24		0.08	0.03 0.08		0.09	0.12	0.53	0.53	0.08	0.43	0.43
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Avenue K/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.025
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	10th St W						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	251	1146	365	347	1399	388	473	1511	241	426	1265	347
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	1146	365	347	1399	388	473	1511	241	426	1265	347
Added Vol:	210	83	68	12	53	0	0	52	138	62	102	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	461	1229	433	359	1452	388	473	1563	379	488	1367	372
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	461	1229	433	359	1452	388	473	1563	379	488	1367	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	1229	433	359	1452	388	473	1563	379	488	1367	372
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	461	1229	433	359	1452	388	473	1563	379	488	1367	372
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.27	0.11	0.30	0.24	0.15	0.33	0.24	0.15	0.28	0.23
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Avenue K/Gadsden Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.969
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	153	Level Of Service:	E

Street Name:	Gadsden Ave						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	167	84	166	71	69	109	148	1833	205	222	1841	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	84	166	71	69	109	148	1833	205	222	1841	55
Added Vol:	127	0	254	0	0	0	0	68	64	130	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	84	420	71	69	109	148	1901	269	352	1903	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	84	420	71	69	109	148	1901	269	352	1903	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	84	420	71	69	109	148	1901	269	352	1903	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	294	84	420	71	69	109	148	1901	269	352	1903	55
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.39	0.61	1.00	2.63	0.37	2.00	2.92	0.08
Final Sat.:	1600	1600	1600	1600	620	980	1600	4205	595	3200	4665	135
Capacity Analysis Module:												
Vol/Sat:	0.18	0.05	0.26	0.04	0.11	0.11	0.09	0.45	0.45	0.11	0.41	0.41
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Avenue K/Sierra Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	1.089
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Sierra Hwy						Avenue K					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	253	868	283	265	1110	320	207	1670	184	244	1451	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	868	283	265	1110	320	207	1670	184	244	1451	263
Added Vol:	0	54	54	0	33	96	161	161	0	33	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	922	337	265	1143	416	368	1831	184	277	1547	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	922	337	265	1143	416	368	1831	184	277	1547	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	922	337	265	1143	416	368	1831	184	277	1547	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	253	922	337	265	1143	416	368	1831	184	277	1547	263
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3200	3200	1600	3200	3200	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.21	0.08	0.36	0.26	0.23	0.38	0.12	0.17	0.32	0.16
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Avenue K-8/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	D

Street Name:	20th St W						Avenue K-8					
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	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	154	793	134	139	939	247	113	396	72	120	531	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	793	134	139	939	247	113	396	72	120	531	199
Added Vol:	0	0	0	0	0	0	0	129	0	0	215	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	793	134	139	939	247	113	525	72	120	746	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	793	134	139	939	247	113	525	72	120	746	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	793	134	139	939	247	113	525	72	120	746	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	154	793	134	139	939	247	113	525	72	120	746	199
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.71	0.29	1.00	2.00	1.00	1.00	1.76	0.24	1.00	1.58	0.42
Final Sat.:	1600	2737	463	1600	3200	1600	1600	2814	386	1600	2526	674
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.09	0.29	0.15	0.07	0.19	0.19	0.08	0.30	0.30
Crit Moves:	****				****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Avenue K-8/Drivers Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Drivers Wy						Avenue K-8					
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	0 1	0	0 1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	136	49	136	79	39	287	202	403	74	58	451	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	49	136	79	39	287	202	403	74	58	451	80
Added Vol:	0	0	0	0	0	0	0	129	0	0	215	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	49	136	79	39	287	202	532	74	58	666	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	49	136	79	39	287	202	532	74	58	666	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	49	136	79	39	287	202	532	74	58	666	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	136	49	136	79	39	287	202	532	74	58	666	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.26	0.74	0.67	0.33	1.00	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1600	424	1176	1071	529	1600	1600	1405	195	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.12	0.05	0.07	0.18	0.13	0.38	0.38	0.04	0.42	0.05
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Avenue K-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Street Name:	10th St W							Avenue K-8							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	2	0	3	0	1	1	0	3	0	1	2	0	0	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	211	1565		0		0	1660		432		377		0		213	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:	211	1565		0		0	1660		432		377		0		213	0		0		0
Added Vol:	90	281		0		49	204		0		0		65		64	0		126		80
PasserByVol:	0	-12		0		40	-40		0		0		0		0	40		0		12
Initial Fut:	301	1834		0		89	1824		432		377		65		277	40		126		92
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	301	1834		0		89	1824		432		377		65		277	40		126		92
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Reduced Vol:	301	1834		0		89	1824		432		377		65		277	40		126		92
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	301	1834		0		89	1824		432		377		65		277	40		126		92
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600		1600		1600	1600		1600		1600
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	2.00	3.00		1.00		1.00	3.00		1.00		2.00		0.19		0.81	1.00		2.00		1.00
Final Sat.:	3200	4800		1600		1600	4800		1600		3200		304		1296	1600		3200		1600
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.38		0.00		0.06	0.38		0.27		0.12		0.21		0.21	0.03		0.04		0.06
Crit Moves:	****						****						****				****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 City Park Dr/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	10th St W						City Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	69	1743	3	9	1911	19	22	0	117	2	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	1743	3	9	1911	19	22	0	117	2	0	17
Added Vol:	0	227	51	113	155	0	0	0	0	56	0	143
PasserByVol:	0	-28	28	20	-20	0	0	0	0	20	0	16
Initial Fut:	69	1942	82	142	2046	19	22	0	117	78	0	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1942	82	142	2046	19	22	0	117	78	0	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1942	82	142	2046	19	22	0	117	78	0	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	69	1942	82	142	2046	19	22	0	117	78	0	176
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.05	0.09	0.43	0.01	0.01	0.00	0.07	0.05	0.00	0.11
Crit Moves:		****			****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Project Driveway/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	10th St W						Project Driveway					
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:	0 0	3 0	1	1 0	3 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1728	0	0	1912	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1728	0	0	1912	0	0	0	0	0	0	0
Added Vol:	0	210	80	95	116	0	0	0	0	91	0	68
PasserByVol:	0	-20	20	20	-20	0	0	0	0	20	0	20
Initial Fut:	0	1918	100	115	2008	0	0	0	0	111	0	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1918	100	115	2008	0	0	0	0	111	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1918	100	115	2008	0	0	0	0	111	0	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1918	100	115	2008	0	0	0	0	111	0	88
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.56	0.00	0.44
Final Sat.:	0	4800	1600	1600	4800	0	0	0	0	892	0	708
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.06	0.07	0.42	0.00	0.00	0.00	0.00	0.07	0.00	0.12
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Avenue L/20th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.127
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	20th St W						Avenue L					
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	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	82	375	39	171	495	358	311	1416	47	118	2257	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	375	39	171	495	358	311	1416	47	118	2257	224
Added Vol:	0	0	0	0	0	0	0	129	0	0	215	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	375	39	171	495	358	311	1545	47	118	2472	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	375	39	171	495	358	311	1545	47	118	2472	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	375	39	171	495	358	311	1545	47	118	2472	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	82	375	39	171	495	358	311	1545	47	118	2472	224
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.81	0.19	1.00	1.16	0.84	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	1600	2899	301	1600	1857	1343	1600	4658	142	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.11	0.27	0.27	0.19	0.33	0.33	0.07	0.52	0.14
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Avenue L/15th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.934
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	121	Level Of Service:	E

Street Name:	15th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	2	3	9	602	14	131	102	1416	0	24	2517	374
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	2	3	9	602	14	131	102	1416	0	24	2517	374
Added Vol:	0	0	0	0	0	0	0	129	0	0	215	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	3	9	602	14	131	102	1545	0	24	2732	374
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	2	3	9	602	14	131	102	1545	0	24	2732	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	9	602	14	131	102	1545	0	24	2732	374
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Final Vol.:	2	3	9	602	14	131	102	1545	0	24	2732	374
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.14 0.21	0.65		1.95 0.05	1.00		1.00 3.00	0.00		1.00 3.00	1.00	
Final Sat.:	229 343	1029		3127 73	1600		1600 4800	0		1600 4800	1600	
Capacity Analysis Module:												
Vol/Sat:	0.00 0.01	0.01		0.19 0.19	0.08		0.06 0.32	0.00		0.02 0.57	0.23	
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Avenue L/SB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Street Name:	SB SR 14 Ramps						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0	1! 0 1	0	0	3 0 0	0	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	441	0	243	0	1444	0	0	2508	0
Growth Adj:	1.00	1.00	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	441	0	243	0	1444	0	0	2508	0
Added Vol:	0	0	0	68	0	0	0	129	0	0	249	153
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	509	0	243	0	1573	0	0	2757	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	509	0	243	0	1573	0	0	2757	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	509	0	243	0	1573	0	0	2757	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	509	0	243	0	1573	0	0	2757	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3200	0	1600	0	4800	0	0	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.15	0.00	0.33	0.00	0.00	0.57	0.00
Crit Moves:				****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Avenue L/NB SR 14 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.948
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	132	Level Of Service:	E

Street Name:	NB SR 14 Ramps						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 0 0 1			0 0 0 0 0			0 0 3 0 0			0 0 4 0 0		
Volume Module:												
Base Vol:	1080	0	896	0	0	0	0	1542	0	0	2866	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1080	0	896	0	0	0	0	1542	0	0	2866	0
Added Vol:	0	0	139	0	0	0	0	197	0	0	402	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1080	0	1035	0	0	0	0	1739	0	0	3268	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1080	0	0	0	0	0	0	1739	0	0	3268	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1080	0	0	0	0	0	0	1739	0	0	3268	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1080	0	0	0	0	0	0	1739	0	0	3268	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	4.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	4800	0	0	6400	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.51	0.00
Crit Moves:	****						****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Avenue L/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.461
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	10th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	544	1372	313	289	1148	514	492	1387	306	336	1600	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	544	1372	313	289	1148	514	492	1387	306	336	1600	211
Added Vol:	0	69	63	59	76	130	160	177	0	142	390	131
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	544	1441	376	348	1224	644	652	1564	306	478	1990	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	544	1441	376	348	1224	644	652	1564	306	478	1990	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	544	1441	376	348	1224	644	652	1564	306	478	1990	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	544	1441	376	348	1224	644	652	1564	306	478	1990	342
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	4800	1600	3200	3200	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.34	0.30	0.24	0.11	0.38	0.40	0.20	0.33	0.19	0.15	0.41	0.21
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Avenue L/7th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Street Name:	7th St W						Avenue L					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0	1! 0	1	0	3 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1912	0	0	1936	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1912	0	0	1936	0
Added Vol:	0	0	0	172	0	317	211	88	0	0	347	115
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	172	0	317	211	2000	0	0	2283	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	172	0	317	211	2000	0	0	2283	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	172	0	317	211	2000	0	0	2283	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	172	0	317	211	2000	0	0	2283	115
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.06	0.00	1.94	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1688	0	3112	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.10	0.13	0.42	0.00	0.00	0.48	0.07
Crit Moves:				****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Avenue L/5th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	5th St W							Avenue L							
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:	0	0 1! 0		0	0	1	0	1	0	2	1 0	1	0	2	1 0
Volume Module:															
Base Vol:	2	0	6	0	0	0		0	1820	6		11	1791	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	0	6	0	0	0		0	1820	6		11	1791	0	
Added Vol:	0	0	0	242	0	168		71	189	0		0	175	85	
PasserByVol:	0	0	0	0	0	12		0	0	0		0	-12	12	
Initial Fut:	2	0	6	242	0	180		71	2009	6		11	1954	97	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	0	6	242	0	180		71	2009	6		11	1954	97	
Reduct Vol:	0	0	0	0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	0	6	242	0	180		71	2009	6		11	1954	97	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	2	0	6	242	0	180		71	2009	6		11	1954	97	
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.25	0.00	0.75	1.00	0.00	1.00		1.00	2.99	0.01		1.00	2.86	0.14	
Final Sat.:	400	0	1200	1600	0	1600		1600	4786	14		1600	4573	227	
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.01	0.15	0.00	0.11		0.04	0.42	0.42		0.01	0.43	0.43	
Crit Moves:		****			****				****					****	

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

Intersection #28 Avenue L-2/10th St W

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[18.8]

Street Name:	10th St W						Avenue L-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:	1 0 3	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	9 1933		0	0 1630		17	10	0	11	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:	9 1933		0	0 1630		17	10	0	11	0	0	0
Added Vol:	0 132		0	0 218		0	0	0	0	0	0	0
PasserByVol:	0 0		0	0 0		0	-10	0	0	0	0	0
Initial Fut:	9 2065		0	0 1848		17	0	0	11	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:	9 2065		0	0 1848		17	0	0	11	0	0	0
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Final Vol.:	9 2065		0	0 1848		17	0	0	11	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx		xxxxx	xxxx xxxxx		xxxxx	xxxx		6.9	xxxxx xxxx		xxxxx
FollowUpTim:	2.2 xxxx xxxxx		xxxxx	xxxx xxxxx		xxxxx	xxxx		3.3	xxxxx xxxx		xxxxx
Capacity Module:												
Cnflict Vol:	1865 xxxx xxxxx		xxxx	xxxx xxxxx		xxxx	xxxx		932	xxxx xxxx		xxxxx
Potent Cap.:	328 xxxx xxxxx		xxxx	xxxx xxxxx		xxxx	xxxx		272	xxxx xxxx		xxxxx
Move Cap.:	328 xxxx xxxxx		xxxx	xxxx xxxxx		xxxx	xxxx		272	xxxx xxxx		xxxxx
Volume/Cap:	0.03 xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	0.1 xxxx xxxxx		xxxx	xxxx xxxxx		xxxx	xxxx	xxxxx		xxxx xxxx		xxxxx
Control Del:	16.3 xxxx xxxxx		xxxxx	xxxx xxxxx		xxxxx	xxxx	xxxxx		xxxxx xxxx		xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx	272	xxxxx	xxxx xxxx		xxxxx
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	0.1	xxxxx	xxxxx xxxx		xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	18.8	xxxxx	xxxxx xxxx		xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			18.8			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Avenue L-8/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	10th St W						Avenue L-8					
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	1 0	1	0 1
Volume Module:												
Base Vol:	9	1476	41	95	1390	6	17	3	16	96	8	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1476	41	95	1390	6	17	3	16	96	8	162
Added Vol:	0	132	0	0	218	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1608	41	95	1608	6	17	3	16	96	8	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	1608	41	95	1608	6	17	3	16	96	8	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1608	41	95	1608	6	17	3	16	96	8	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	1608	41	95	1608	6	17	3	16	96	8	162
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.99	0.01	0.48	0.08	0.44	1.00	1.00	1.00
Final Sat.:	1600	3120	80	1600	3188	12	756	133	711	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.52	0.06	0.50	0.50	0.01	0.02	0.02	0.06	0.01	0.10
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Columbia Way/10th St W

Cycle (sec):	100	Critical Vol./Cap.(X):	1.160
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	10th St W						Columbia Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	118	935	202	163	1030	323	244	696	129	427	1395	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	935	202	163	1030	323	244	696	129	427	1395	246
Added Vol:	0	65	0	0	108	110	67	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	1000	202	163	1138	433	311	696	129	427	1395	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	1000	202	163	1138	433	311	696	129	427	1395	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1000	202	163	1138	433	311	696	129	427	1395	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	118	1000	202	163	1138	433	311	696	129	427	1395	246
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.13	0.10	0.36	0.27	0.19	0.22	0.08	0.27	0.44	0.15
Crit Moves:	****				****		****				****	

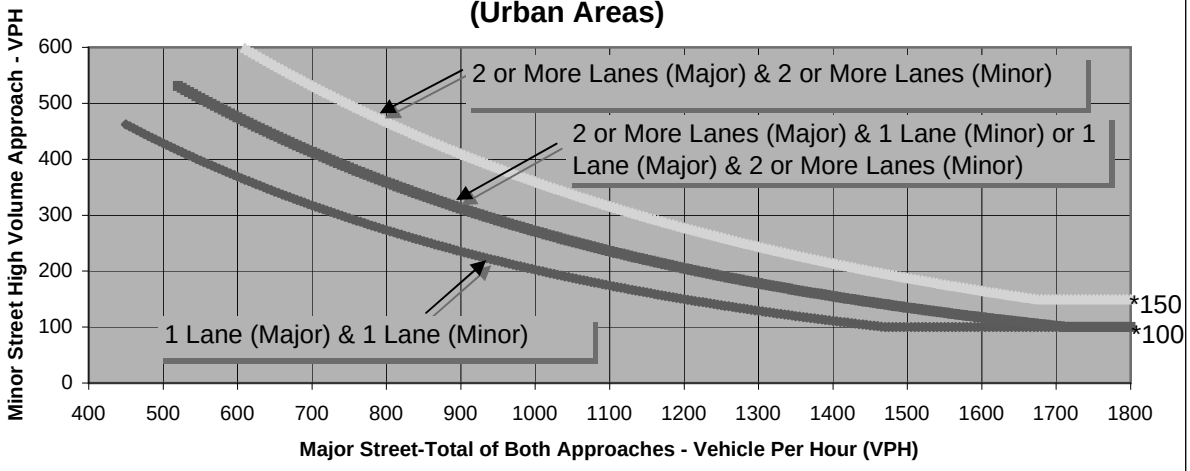
APPENDIX D

SIGNAL WARRANTS

FEHR & PEERS
TRANSPORTATION CONSULTANTS

			Project No	1966	Page No 1
			Subject	Drivers Way/Avenue K-8	
Computed by	JDH	Date 4/9/2007		Project Conditions	
Checked by		Date		PM Peak Hour	
Approved by		Date	Sheet No		of

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)



*Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.
Source: Traffic Manual, Caltrans 1996.

Name of Street		Major Street	Minor Street	Warrant Met
Number of Lanes	Two or More Lane (Y/N)	n	n	YES
	One Lane (Y/N)	y	y	
Traffic Volume (VPH) *		1612	404	

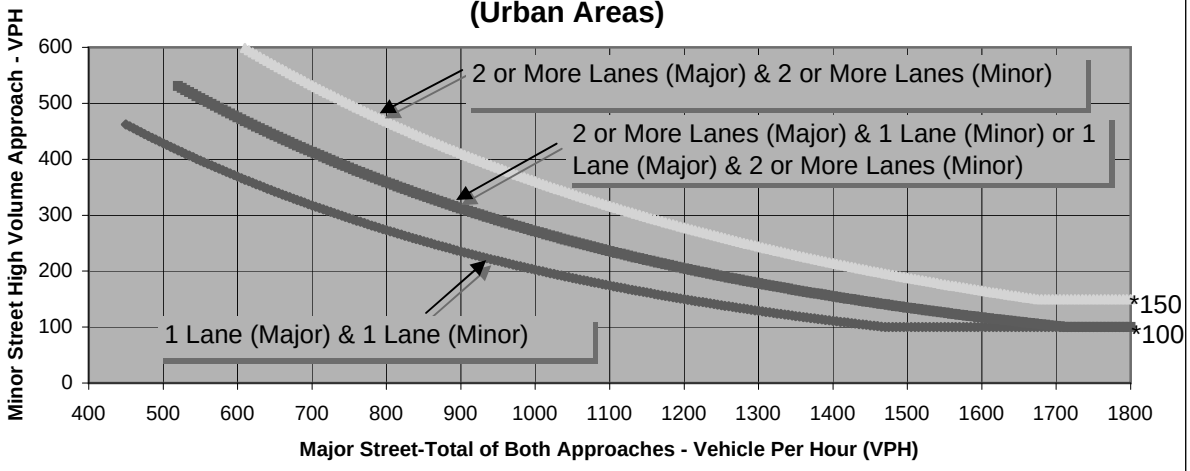
*Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

- ☐ Existing Conditions
- ☐ Existing Plus Project Conditions
- ☐ Cumulative No Project Conditions
- ☐ Cumulative Plus Project Conditions

FEHR & PEERS
TRANSPORTATION CONSULTANTS

			Project No	1966	Page No 2
			Subject	10th Street West/ City Park Dr.	
Computed by	JDH	Date 4/9/2007		Project Conditions	
Checked by		Date		PM Peak Hour	
Approved by		Date	Sheet No		of

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)



*Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.
Source: Traffic Manual, Caltrans 1996.

Name of Street		Major Street	Minor Street	Warrant Met
Number of Lanes	Two or More Lane (Y/N)	y	n	YES
	One Lane (Y/N)	n	y	
Traffic Volume (VPH) *		4231	254	

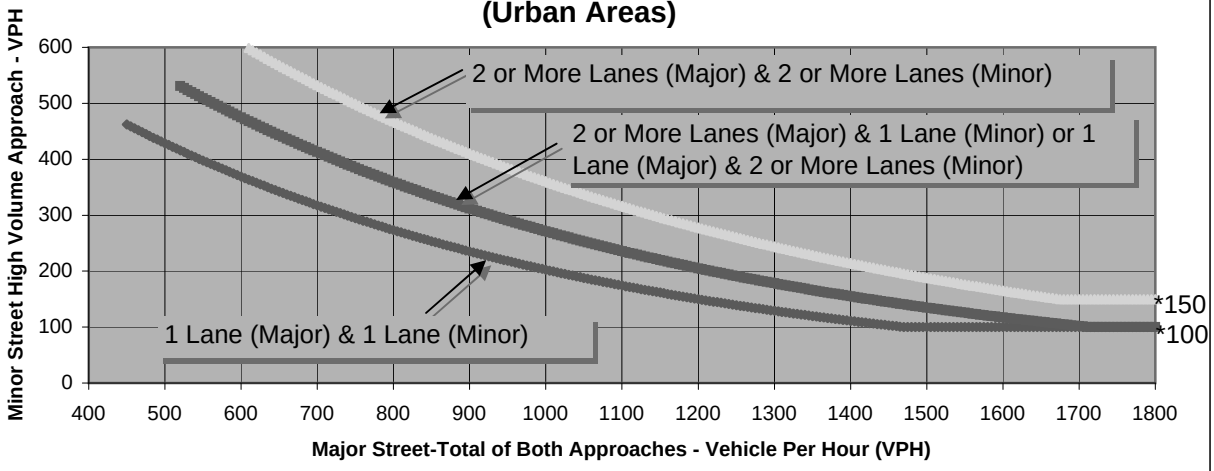
*Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

- ☐ Existing Conditions
- ☐ Existing Plus Project Conditions
- ☐ Cumulative No Project Conditions
- ☐ Cumulative Plus Project Conditions

FEHR & PEERS
TRANSPORTATION CONSULTANTS

			Project No	1966	Page No 6
			Subject	Project Driveway/10th Street West	
Computed by	JDH	Date 4/10/2007		Project Conditions	
Checked by		Date		PM Peak Hour	
Approved by		Date	Sheet No		of

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)



*Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.
Source: Traffic Manual, Caltrans 1996.

Name of Street		Major Street	Minor Street	Warrant Met
Number of Lanes	Two or More Lane (Y/N)	n	n	YES
	One Lane (Y/N)	y	y	
Traffic Volume (VPH) *		4141	199	

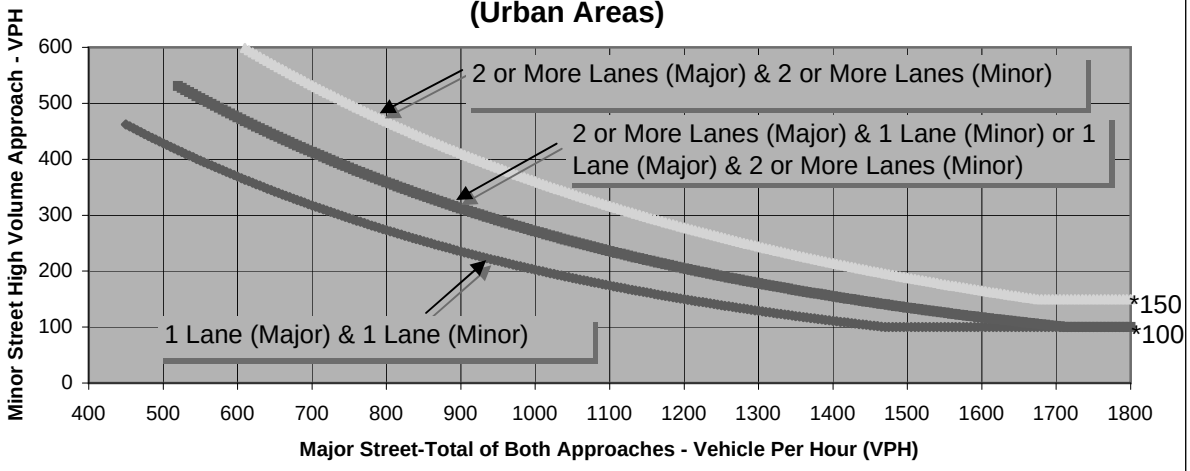
*Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

- ☐ Existing Conditions
- ☐ Existing Plus Project Conditions
- ☐ Cumulative No Project Conditions
- ☐ Cumulative Plus Project Conditions

FEHR & PEERS
TRANSPORTATION CONSULTANTS

			Project No	1966	Page No 7
			Subject	Avenue L/7th Street West	
Computed by	JDH	Date 4/10/2007		Project Conditions	
Checked by		Date		PM Peak Hour	
Approved by		Date	Sheet No		of

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)



*Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.
Source: Traffic Manual, Caltrans 1996.

Name of Street		Major Street	Minor Street	Warrant Met
Number of Lanes	Two or More Lane (Y/N)	y	n	YES
	One Lane (Y/N)	n	y	
Traffic Volume (VPH) *		4609	389	

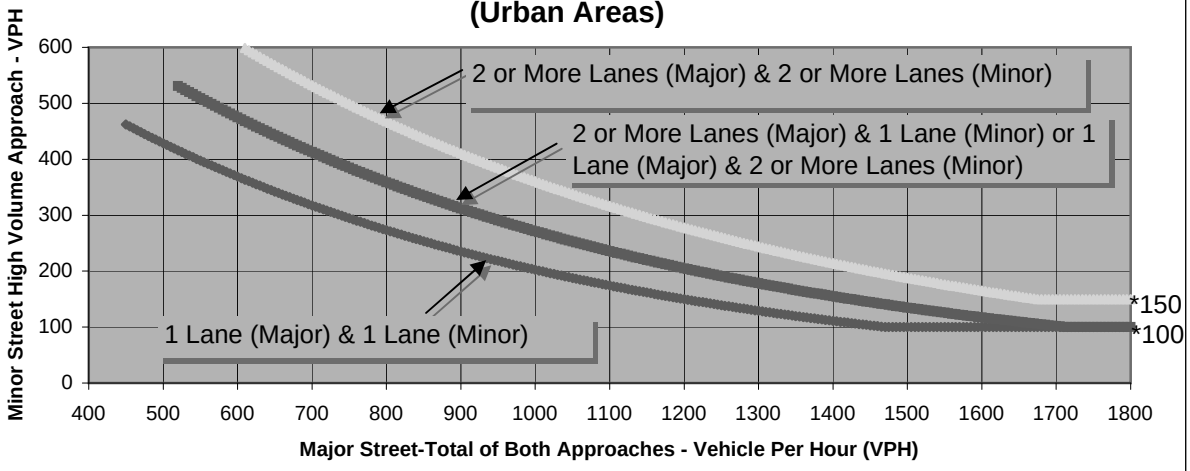
*Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

- ☐ Existing Conditions
- ☐ Existing Plus Project Conditions
- ☐ Cumulative No Project Conditions
- ☐ Cumulative Plus Project Conditions

FEHR & PEERS
TRANSPORTATION CONSULTANTS

			Project No	1966	Page No 3
			Subject	5th Street West/ Avenue L	
Computed by	JDH	Date 4/9/2007		Project Conditions	
Checked by		Date		PM Peak Hour	
Approved by		Date	Sheet No		of

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)



*Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.
Source: Traffic Manual, Caltrans 1996.

Name of Street		Major Street	Minor Street	Warrant Met
Number of Lanes	Two or More Lane (Y/N)	y	n	YES
	One Lane (Y/N)	n	y	
Traffic Volume (VPH) *		4742	422	

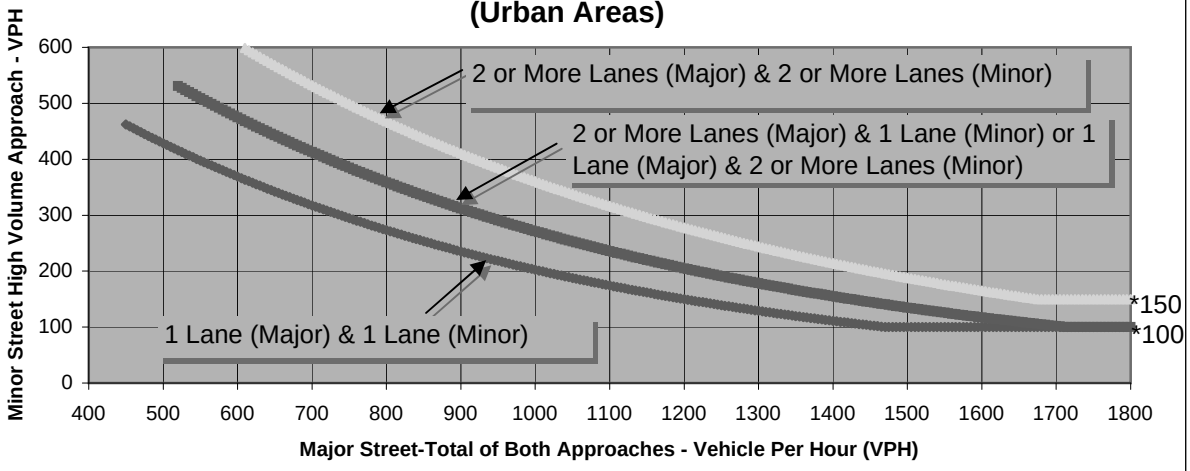
*Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

- ☐ Existing Conditions
- ☐ Existing Plus Project Conditions
- ☐ Cumulative No Project Conditions
- ☐ Cumulative Plus Project Conditions

FEHR & PEERS
TRANSPORTATION CONSULTANTS

			Project No	1966	Page No 4
			Subject	10th Street West/ Avenue L-2	
Computed by	JDH	Date 4/9/2007		Project Conditions	
Checked by		Date		PM Peak Hour	
Approved by		Date	Sheet No		of

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)



*Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.
Source: Traffic Manual, Caltrans 1996.

Name of Street		Major Street	Minor Street	Warrant Met
Number of Lanes	Two or More Lane (Y/N)	y	n	NO
	One Lane (Y/N)	n	y	
Traffic Volume (VPH) *		3939	21	

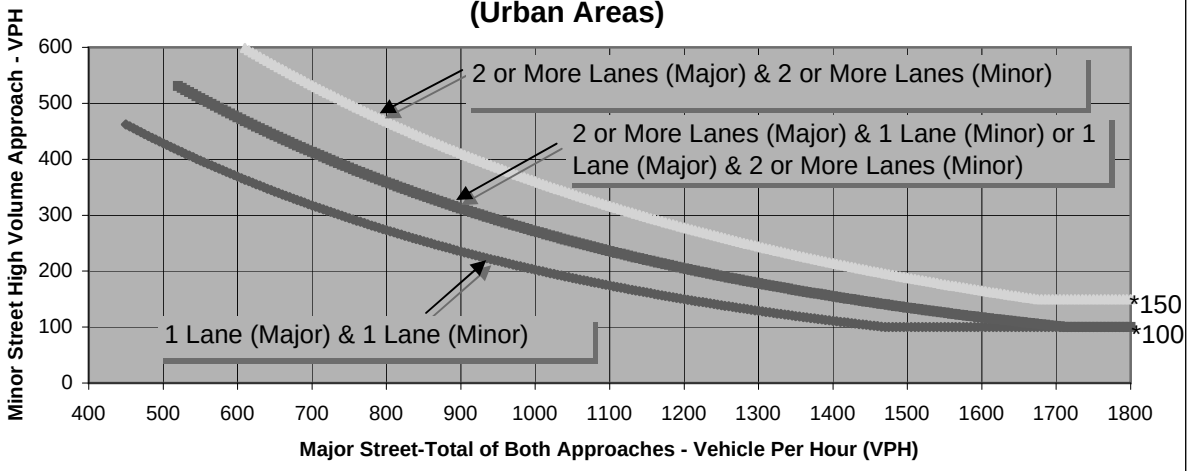
*Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

- ☐ Existing Conditions
- ☐ Existing Plus Project Conditions
- ☐ Cumulative No Project Conditions
- ☐ Cumulative Plus Project Conditions

FEHR & PEERS
TRANSPORTATION CONSULTANTS

			Project No	1966	Page No 5
			Subject	10th Street West/Avenue L-12	
Computed by	JDH	Date 4/9/2007		Project Conditions	
Checked by		Date		PM Peak Hour	
Approved by		Date	Sheet No		of

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)



*Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.
Source: Traffic Manual, Caltrans 1996.

Name of Street		Major Street	Minor Street	Warrant Met
Number of Lanes	Two or More Lane (Y/N)	y	n	YES
	One Lane (Y/N)	n	y	
Traffic Volume (VPH) *		3364	192	

*Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

- ☐ Existing Conditions
- ☐ Existing Plus Project Conditions
- ☐ Cumulative No Project Conditions
- ☐ Cumulative Plus Project Conditions

APPENDIX E

INTERNAL INTERSECTION LEVEL OF SERVICE WORKSHEETS

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

Intersection A

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.6]

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 1	0	0	1 0 1	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	148	0	0	42	0
PasserByVol:	3	0	0	0	0	0	0	5	3	0	7	0
Initial Fut:	3	0	0	0	0	0	0	153	3	0	49	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	0	0	0	0	153	3	0	49	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	0	0	0	0	0	0	153	3	0	49	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	204	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	790	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	790	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	790	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 ConDel:	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.6			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

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

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

Intersection B

Average Delay (sec/veh): 0.7 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 1!	0	0	0 0 0	0	0	0 0 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	6	0	2	0	0	0	0	137	11	4	35	0
PasserByVol:	5	0	0	0	0	0	0	2	3	0	2	0
Initial Fut:	11	0	2	0	0	0	0	139	14	4	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:	11	0	2	0	0	0	0	139	14	4	37	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	11	0	2	0	0	0	0	139	14	4	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:	191	xxxx	146	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	153	xxxx	xxxxx
Potent Cap.:	803	xxxx	906	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1440	xxxx	xxxxx
Move Cap.:	801	xxxx	906	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1440	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control 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	815	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 ConDel:	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

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

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection C

Average Delay (sec/veh): 4.3 Worst Case 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				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0	0	0	0	0	1!	0	1	0	0	1	0	1	0	1
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
Added Vol:	31	76	0		6	288	4		2	14	123		0	4	2	
PasserByVol:	2	0	0		0	0	0		0	0	2		0	0	0	
Initial Fut:	33	76	0		6	288	4		2	14	125		0	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:	33	76	0		6	288	4		2	14	125		0	4	2	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	33	76	0		6	288	4		2	14	125		0	4	2	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
PCE Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.00	1.00		1.10	1.00	1.00	
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Adj Vol.:	36	84	0		7	317	4		2	14	125		0	4	2	
Critical Gap Module:																
MoveUp Time:	3.4	3.3	xxxxx		3.4	3.3	2.6		2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Critical Gp:	6.5	6.0	xxxxx		6.5	6.0	5.5		5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	230	84	xxxxx		122	146	5		6	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Potent Cap.:	780	985	xxxxx		900	914	1377		1703	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Adj Cap:	0.73	1.00	xxxxx		0.93	1.00	1.00		1.00	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Move Cap.:	567	984	xxxxx		841	913	1377		1703	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Level Of Service Module:																
Control Del:	6.7	4.0	xxxxx		4.3	5.8	2.6		2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*		*	*	*		A	*	*	*	*	*		
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	805	xxxx	xxxxx		xxxx	916	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd ConDel:	5.2	xxxx	xxxxx		xxxxx	5.8	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	B	*	*		*	B	*		*	*	*		*	*	*	
ApproachDel:	5.2				5.8				0.0				0.0			
ApproachLOS:	B				B				A				A			

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

Intersection D

Average Delay (sec/veh): 5.5 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 1! 0	0		0	1 0	0	0	0	0	0	1	0	0 1! 0	0	
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
Added Vol:	1	1	13		12	2	0		0	0	2		9	0	7	
PasserByVol:	0	0	2		3	0	0		0	0	0		0	0	5	
Initial Fut:	1	1	15		15	2	0		0	0	2		9	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:	1	1	15		15	2	0		0	0	2		9	0	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	1	1	15		15	2	0		0	0	2		9	0	12	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx		6.2		7.1	xxxx	6.2	
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx		3.3		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	2	xxxx	xxxxx		16	xxxx	xxxxx	xxxx	xxxx		2		43	xxxx	9	
Potent Cap.:	1634	xxxx	xxxxx		1615	xxxx	xxxxx	xxxx	xxxx		1088		964	xxxx	1079	
Move Cap.:	1634	xxxx	xxxxx		1615	xxxx	xxxxx	xxxx	xxxx		1088		955	xxxx	1079	
Volume/Cap:	0.00	xxxx	xxxx		0.01	xxxx	xxxx	xxxx	xxxx		0.00		0.01	xxxx	0.01	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.0	xxxx	xxxxx	xxxx	xxxx		0.0		xxxx	xxxx	xxxxx	
Control Del:	7.2	xxxx	xxxxx		7.3	xxxx	xxxxx	xxxxx	xxxx		8.3		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	1022	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		0.1	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx		7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		8.6	xxxxx		
Shared LOS:	*	*	*		A	*	*	*	*	*	*		A	*		
ApproachDel:	xxxxxx				xxxxxx				8.3				8.6			
ApproachLOS:	*				*				A				A			

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

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

Intersection E

Average Delay (sec/veh): 1.2 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:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
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:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
Added Vol:	11	90	9		18	380	12		7	0	12		8	0	10	
PasserByVol:	0	0	0		2	0	0		0	0	0		0	0	2	
Initial Fut:	11	90	9		20	380	12		7	0	12		8	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:	11	90	9		20	380	12		7	0	12		8	0	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	11	90	9		20	380	12		7	0	12		8	0	12	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.1	xxxx	6.2		7.1	xxxx	6.2	
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	xxxx	3.3		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	392	xxxx	xxxxx		99	xxxx	xxxxx		549	xxxx	386		549	xxxx	94	
Potent Cap.:	1178	xxxx	xxxxx		1507	xxxx	xxxxx		450	xxxx	666		450	xxxx	968	
Move Cap.:	1178	xxxx	xxxxx		1507	xxxx	xxxxx		437	xxxx	666		434	xxxx	968	
Volume/Cap:	0.01	xxxx	xxxx		0.01	xxxx	xxxx		0.02	xxxx	0.02		0.02	xxxx	0.01	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	8.1	xxxx	xxxxx		7.4	xxxx	xxxxx		xxxxx	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	558	xxxxx		xxxx	649	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.1	xxxxx		xxxxx	0.1	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	11.7	xxxxx		xxxxx	10.7	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	B	*		*	B	*	
ApproachDel:	xxxxxx				xxxxxx				11.7				10.7			
ApproachLOS:	*				*				B				B			

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

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

Intersection F

Average Delay (sec/veh): 1.7 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 1!	0	0	0 1	0	0 0	0 0	0 1	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	11	1	2	4	1	0	0	61	20	1	23	1
PasserByVol:	4	0	0	0	0	2	2	2	4	0	0	0
Initial Fut:	15	1	2	4	1	2	2	63	24	1	23	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:	15	1	2	4	1	2	2	63	24	1	23	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	15	1	2	4	1	2	2	63	24	1	23	1
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	106	105	75	106	117	24	24	xxxx	xxxxx	87	xxxx	xxxxx
Potent Cap.:	878	789	992	878	777	1059	1604	xxxx	xxxxx	1522	xxxx	xxxxx
Move Cap.:	874	787	992	874	776	1059	1604	xxxx	xxxxx	1522	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	881	xxxxx	853	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.2	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	A	*	*	*	*	*	*	*	*
ApproachDel:		9.2			9.2			xxxxxx			xxxxxx	
ApproachLOS:		A			A			*			*	

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

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

Intersection G

Cycle (sec):	100	Critical Vol./Cap.(X):	0.076
Loss Time (sec):	0 (Y+R=4.0 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 1	0 0	0	0 0	0	1 0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	5	1	3	6	1	0	0	59	9	1	20	2
PasserByVol:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	5	1	3	6	1	0	0	61	9	1	20	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:	5	1	3	6	1	0	0	61	9	1	20	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1	3	6	1	0	0	61	9	1	20	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.:	5	1	3	6	1	0	0	61	9	1	20	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:	0.56	0.11	0.33	0.86	0.14	0.00	0.00	0.87	0.13	0.04	0.87	0.09
Final Sat.:	489	98	293	708	118	0	0	806	119	39	786	79
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	xxxx	xxxx	0.08	0.08	0.03	0.03	0.03
Crit Moves:			****	****					****		****	
Delay/Veh:	7.0	7.0	7.0	7.3	7.3	0.0	0.0	7.2	7.2	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:	7.0	7.0	7.0	7.3	7.3	0.0	0.0	7.2	7.2	7.1	7.1	7.1
LOS by Move:	A	A	A	A	A	*	*	A	A	A	A	A
ApproachDel:		7.0			7.3			7.2			7.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.0			7.3			7.2			7.1	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0

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

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

Intersection H

Average Delay (sec/veh): 1.9 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	0		0	0	1!	0	0		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	0				0	0	0				0	0	0				0	0	0			
Added Vol:	0	0	0				8	0	6				9	59	0				0	17	5			
PasserByVol:	0	0	0				0	0	0				2	0	0				0	0	0			
Initial Fut:	0	0	0				8	0	6				11	59	0				0	17	5			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	0	0				8	0	6				11	59	0				0	17	5			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	0				8	0	6				11	59	0				0	17	5			
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				101	xxxx	20				22	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	xxxx	xxxx	xxxxx				903	xxxx	1064				1607	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	xxxx	xxxx	xxxxx				898	xxxx	1064				1607	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	xxxx	xxxx	xxxx				0.01	xxxx	0.01				0.01	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				7.3	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	963	xxxxx				xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	0.0	xxxxx				0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	8.8	xxxxx				7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*				*	A	*				A	*	*	*	*	*						
ApproachDel:	xxxxxx						8.8						xxxxxx						xxxxxx					
ApproachLOS:	*						A						*						*					

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

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

Intersection I

Cycle (sec):	100	Critical Vol./Cap.(X):	0.070
Loss Time (sec):	0 (Y+R=4.0 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:	1 0	0 0	1	0	0 0	0 0	0	0 0	1 0	0	1 0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	8	0	4	0	0	0	0	52	14	3	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	4	0	0	0	0	52	14	3	15	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	4	0	0	0	0	52	14	3	15	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	4	0	0	0	0	52	14	3	15	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.:	8	0	4	0	0	0	0	52	14	3	15	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.79	0.21	0.17	0.83	0.00
Final Sat.:	687	0	891	0	0	0	0	740	199	148	742	0
Capacity Analysis Module:												
Vol/Sat:	0.01	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	0.07	0.07	0.02	0.02	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	7.9	0.0	6.7	0.0	0.0	0.0	0.0	7.1	7.1	7.1	7.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	0.0	6.7	0.0	0.0	0.0	0.0	7.1	7.1	7.1	7.1	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	7.5			xxxxxx			7.1			7.1		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	7.5			xxxxxx			7.1			7.1		
LOS by Appr:	A			*			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0

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

Level Of Service Computation Report
FHWA Roundabout Method (Future Volume Alternative)

Intersection J

Average Delay (sec/veh): 4.2 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	4	84	0	76	320	4	8	21	27	0	10	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	84	0	76	320	4	8	21	27	0	10	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:	4	84	0	76	320	4	8	21	27	0	10	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	84	0	76	320	4	8	21	27	0	10	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.:	4	84	0	76	320	4	8	21	27	0	10	18
PCE Module:												
AutoPCE:	4	84	0	76	320	4	8	21	27	0	10	18
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	4	84	0	76	320	4	8	21	27	0	10	18

Delay Module: >> Time Period: 0.25 hours <<				
CircVolume:	105	14	396	96
MaxVolume:	1143	1192	986	1148
PedVolume:	0	0	0	0
AdjMaxVol:	1143	1192	986	1148
ApproachVol:	88	400	56	28
ApproachDel:	3.4	4.5	3.9	3.2
Queue:	0.2	1.5	0.2	0.1

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

Intersection K

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: A[10.0]

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	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	12	1	12	7	4	8	10	5	83	85	9	11				
PasserByVol:	0	0	0	3	0	0	0	0	0	0	0	3				
Initial Fut:	12	1	12	10	4	8	10	5	83	85	9	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:	12	1	12	10	4	8	10	5	83	85	9	14				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	12	1	12	10	4	8	10	5	83	85	9	14				
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	259	260	47	259	294	16	23	xxxx	xxxxx	88	xxxx	xxxxx				
Potent Cap.:	699	648	1029	698	620	1069	1605	xxxx	xxxxx	1520	xxxx	xxxxx				
Move Cap.:	656	607	1029	655	580	1069	1605	xxxx	xxxxx	1520	xxxx	xxxxx				
Volume/Cap:	0.02	0.00	0.01	0.02	0.01	0.01	0.01	xxxx	xxxx	0.06	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.5	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*				
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	791	xxxxx	xxxx	742	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	A	*	*	A	*	*	*	*	*	*	*				
ApproachDel:	9.7			10.0			xxxxxx			xxxxxx						
ApproachLOS:	A			A			*			*						

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

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

Intersection L

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: A[8.4]

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:	1 0 1	0	0	0 0 1	1	0	0 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	3	0	0	0	0	0	0	0	3	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:	3	0	0	0	0	0	0	0	3	0	0	0
Added Vol:	103	6	0	0	18	2	0	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	6	0	0	18	2	0	0	26	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:	106	6	0	0	18	2	0	0	26	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	106	6	0	0	18	2	0	0	26	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	20 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	10	xxxx	xxxx	xxxxx	
Potent Cap.:	1609 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1077	xxxx	xxxx	xxxxx	
Move Cap.:	1609 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1077	xxxx	xxxx	xxxxx	
Volume/Cap:	0.07 xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	0.2 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	
Control Del:	7.4 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.4	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 ConDel:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.4			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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

Intersection M

Average Delay (sec/veh): 3.7 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:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	1	0		0	1	0	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	0				0	0	0				0	0	0				0	0	0			
Added Vol:	0	6	18				9	8	0				0	0	0				12	0	6			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	6	18				9	8	0				0	0	0				12	0	6			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	6	18				9	8	0				0	0	0				12	0	6			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	6	18				9	8	0				0	0	0				12	0	6			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				6.8	xxxx	6.9			
FollowUpTim:	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				3.5	xxxx	3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				24	xxxx	xxxxx				xxxx	xxxx	xxxxx				37	xxxx	12			
Potent Cap.:	xxxx	xxxx	xxxxx				1604	xxxx	xxxxx				xxxx	xxxx	xxxxx				976	xxxx	1072			
Move Cap.:	xxxx	xxxx	xxxxx				1604	xxxx	xxxxx				xxxx	xxxx	xxxxx				972	xxxx	1072			
Volume/Cap:	xxxx	xxxx	xxxx				0.01	xxxx	xxxx				xxxx	xxxx	xxxx				0.01	xxxx	0.01			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				7.3	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	0	xxxxx				xxxx	1003	xxxxx			
SharedQueue:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	0.1	xxxxx			
Shrd ConDel:	9.0	xxxx	xxxxx				7.3	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	8.7	xxxxx			
Shared LOS:	A	*	*				A	*	*				*	*	*				*	A	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						8.7					
ApproachLOS:	*						*						*						A					

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

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

Intersection N

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[14.4]

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 1! 0	0		0	0 1! 0	0		0	0 1! 0	0		0	0 1! 0	0	
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
Added Vol:	12	45	132		179	139	29		18	0	8		18	0	25	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	12	45	132		179	139	29		18	0	8		18	0	25	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	12	45	132		179	139	29		18	0	8		18	0	25	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	12	45	132		179	139	29		18	0	8		18	0	25	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.1	xxxx	6.2		7.1	xxxx	6.2	
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	xxxx	3.3		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	168	xxxx	xxxxx		177	xxxx	xxxxx		659	xxxx	154		651	xxxx	111	
Potent Cap.:	1422	xxxx	xxxxx		1411	xxxx	xxxxx		380	xxxx	898		385	xxxx	948	
Move Cap.:	1422	xxxx	xxxxx		1411	xxxx	xxxxx		328	xxxx	898		338	xxxx	948	
Volume/Cap:	0.01	xxxx	xxxx		0.13	xxxx	xxxx		0.05	xxxx	0.01		0.05	xxxx	0.03	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.4	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	7.6	xxxx	xxxxx		7.9	xxxx	xxxxx		xxxxx	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	407	xxxxx		xxxx	540	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.2	xxxxx		xxxxx	0.3	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	14.4	xxxxx		xxxxx	12.2	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	B	*		*	B	*	
ApproachDel:	xxxxxx				xxxxxx				14.4				12.2			
ApproachLOS:	*				*				B				B			

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

Level Of Service Computation Report
FHWA Roundabout Method (Future Volume Alternative)

Intersection O

Average Delay (sec/veh): 1.8 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	2			2			0			1		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	24	120	0	20	0	0	0	0	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	24	120	0	20	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	24	120	0	20	0	0	0	0	23	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	24	120	0	20	0	0	0	0	23	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	24	120	0	20	0	0	0	0	23	0	0
PCE Module:												
AutoPCE:	0	24	120	0	20	0	0	0	0	23	0	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	0	24	120	0	20	0	0	0	0	23	0	0
Delay Module: >> Time Period: 0.25 hours <<												
CircVolume:	0			23			43			24		
MaxVolume:	2424			2407			xxxxx			1187		
PedVolume:	0			0			0			0		
AdjMaxVol:	2424			2407			xxxxx			1187		
ApproachVol:	144			20			xxxxx			23		
ApproachDel:	1.6			1.5			xxxxx			3.1		
Queue:	0.2			0.0			xxxx			0.1		

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

Intersection P

Cycle (sec):	100	Critical Vol./Cap.(X):	0.210
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.5
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 1	0	0 0	0	0	1! 0	0	1	0 1 0	0	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	1	40	0	11	133	22	115	2	3	0	1	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	40	0	11	133	22	115	2	3	0	1	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	40	0	11	133	22	115	2	3	0	1	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	40	0	11	133	22	115	2	3	0	1	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	40	0	11	133	22	115	2	3	0	1	35
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:	0.02	0.98	0.00	0.07	0.80	0.13	1.00	0.95	0.05	0.00	1.00	1.00
Final Sat.:	18	728	0	52	633	105	637	669	35	0	672	774
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	xxxx	0.21	0.21	0.21	0.18	0.00	0.09	xxxx	0.00	0.05
Crit Moves:		****			****			****				****
Delay/Veh:	7.9	7.9	0.0	8.5	8.5	8.5	9.4	8.1	8.1	0.0	7.8	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:	7.9	7.9	0.0	8.5	8.5	8.5	9.4	8.1	8.1	0.0	7.8	7.3
LOS by Move:	A	A	*	A	A	A	A	A	A	*	A	A
ApproachDel:		7.9			8.5			8.9			7.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.9			8.5			8.9			7.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.1	0.1	0.0	0.0	0.0

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

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

Intersection Q

Average Delay (sec/veh): 4.4 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1	1	0	0 1 1	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	2	0	17	0	0	0	0	8	5	45	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	17	0	0	0	0	8	5	45	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	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	2	0	17	0	0	0	0	8	5	45	34	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	0	17	0	0	0	0	8	5	45	34	0
Critical Gap Module:												
Critical Gp:	6.8 xxxx		6.9	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	4.1 xxxx		xxxxx
FollowUpTim:	3.5 xxxx		3.3	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	2.2 xxxx		xxxxx
Capacity Module:												
Cnflict Vol:	118 xxxx		7	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	13 xxxx		xxxxx
Potent Cap.:	872 xxxx		1081	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	1619 xxxx		xxxxx
Move Cap.:	853 xxxx		1081	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	1619 xxxx		xxxxx
Volume/Cap:	0.00 xxxx		0.02	xxxx xxxx		xxxx	xxxx xxxx		xxxx	0.03 xxxx		xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	0.1 xxxx		xxxxx
Control 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 1051		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
SharedQueue:	xxxxx 0.1		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	0.1 xxxx		xxxxx
Shrd ConDel:	xxxxx 8.5		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	7.3 xxxx		xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

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

Intersection R

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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 1	0 0		0 0 1	1 0		1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0 0	0		0 0	0		0 0	0		0 0	0	
Added Vol:	67 105	0		0 29	12		4 0	21		0 0	0	
PasserByVol:	0 3	0		0 3	0		0 0	0		0 0	0	
Initial Fut:	67 108	0		0 32	12		4 0	21		0 0	0	
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	67 108	0		0 32	12		4 0	21		0 0	0	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
Final Vol.:	67 108	0		0 32	12		4 0	21		0 0	0	
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		6.8 xxxx	6.9		xxxxx xxxx xxxxx		
FollowUpTim:	2.2 xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		3.5 xxxx	3.3		xxxxx xxxx xxxxx		
Capacity Module:												
Cnflict Vol:	44 xxxx xxxxx	xxxx		xxxx xxxxx	xxxxx		226 xxxx	22		xxxx xxxx xxxxx		
Potent Cap.:	1577 xxxx xxxxx	xxxx		xxxx xxxxx	xxxxx		748 xxxx	1056		xxxx xxxx xxxxx		
Move Cap.:	1577 xxxx xxxxx	xxxx		xxxx xxxxx	xxxxx		722 xxxx	1056		xxxx xxxx xxxxx		
Volume/Cap:	0.04 xxxx xxxx	xxxx		xxxx xxxx	xxxx		0.01 xxxx	0.02		xxxx xxxx xxxx		
Level Of Service Module:												
2Way95thQ:	0.1 xxxx xxxxx	xxxx		xxxx xxxxx	xxxxx		0.0 xxxx	0.1		xxxx xxxx xxxxx		
Control Del:	7.4 xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		10.0 xxxx	8.5		xxxxx xxxx xxxxx		
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
SharedQueue:	0.1 xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shrd ConDel:	7.4 xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.7			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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

Intersection S

Average Delay (sec/veh): 0.7 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:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1	1	0		0	1	1	0	0		0	0	0	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	0				0	0	0				0	0	0				0	0	0			
Added Vol:	0	143	72				3	40	0				0	0	0				16	0	1			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	143	72				3	40	0				0	0	0				16	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	143	72				3	40	0				0	0	0				16	0	1			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	143	72				3	40	0				0	0	0				16	0	1			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				6.8	xxxx	6.9			
FollowUpTim:	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				3.5	xxxx	3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				215	xxxx	xxxxx				xxxx	xxxx	xxxxx				205	xxxx	108			
Potent Cap.:	xxxx	xxxx	xxxxx				1367	xxxx	xxxxx				xxxx	xxxx	xxxxx				770	xxxx	932			
Move Cap.:	xxxx	xxxx	xxxxx				1367	xxxx	xxxxx				xxxx	xxxx	xxxxx				769	xxxx	932			
Volume/Cap:	xxxx	xxxx	xxxx				0.00	xxxx	xxxx				xxxx	xxxx	xxxx				0.02	xxxx	0.00			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control 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	xxxx	xxxxx				xxxx	777	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	0.1	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				7.6	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	9.7	xxxxx			
Shared LOS:	*	*	*				A	*	*				*	*	*				*	A	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						9.7					
ApproachLOS:	*						*						*						A					

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

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

Intersection T

Average Delay (sec/veh): 0.0 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:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	3	0	1		0	0	3	0	0		0	0	0	0	0		0	0	0	0	1	
Volume Module:																								
Base Vol:	0	1073		0		0	0	1030		0		0	0		0		0	0	0		0		0	0
Growth Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00
Initial Bse:	0	1073		0		0	0	1030		0		0	0		0		0	0	0		0		0	0
Added Vol:	0	65		17		0	0	106		0		0	0		0		0	0	0		0		0	6
PasserByVol:	0	-4		4		0	0	0		0		0	0		0		0	0	0		0		0	4
Initial Fut:	0	1134		21		0	0	1136		0		0	0		0		0	0	0		0		0	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	1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00
PHF Volume:	0	1134		21		0	0	1136		0		0	0		0		0	0	0		0		0	10
Reduct Vol:	0	0		0		0	0	0		0		0	0		0		0	0	0		0		0	0
Final Vol.:	0	1134		21		0	0	1136		0		0	0		0		0	0	0		0		0	10
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		6.9
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		3.3
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxx		xxxxx		378
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxx		xxxxx		625
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxx		xxxxx		625
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx	xxxx		xxxx		xxxx	xxxx	xxxx		xxxx		xxxx	xxxx	xxxx		xxxx		0.02
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxx		xxxxx		0.0
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		10.8
LOS by Move:	*	*		*		*	*	*		*		*	*	*		*		*	*	*		*		B
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxx		xxxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx
Shared LOS:	*	*		*		*	*	*		*		*	*	*		*		*	*	*		*		*
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						10.8					
ApproachLOS:	*						*						*						B					

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

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

Intersection U

Average Delay (sec/veh): 1.3 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:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	1	0	0		0	0	1	1	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	0				0	0	0				0	0	0				0	0	0			
Added Vol:	19	199	0				0	52	4				15	0	12				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	19	199	0				0	52	4				15	0	12				0	0	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	19	199	0				0	52	4				15	0	12				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	19	199	0				0	52	4				15	0	12				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.8	xxxx		6.9	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	56	xxxx	xxxxx	xxxx	xxxx	xxxxx							192	xxxx		28	xxxx	xxxx	xxxxx					
Potent Cap.:	1562	xxxx	xxxxx	xxxx	xxxx	xxxxx							785	xxxx		1047	xxxx	xxxx	xxxxx					
Move Cap.:	1562	xxxx	xxxxx	xxxx	xxxx	xxxxx							778	xxxx		1047	xxxx	xxxx	xxxxx					
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx							0.02	xxxx		0.01	xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	A	*	*	*	*	*							*	*	*	*	*	*						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	878	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	A	*	*	*	*	*							*	A	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx									9.2			xxxxxx								
ApproachLOS:	*			*									A			*								

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

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

Intersection V

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 1	1 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	82	170	0	0	44	6	2	0	41	0	0	0
PasserByVol:	0	3	0	0	3	0	0	0	0	0	0	0
Initial Fut:	82	173	0	0	47	6	2	0	41	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
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00
PHF Volume:	82	173	0	0	47	6	2	0	41	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	82	173	0	0	47	6	2	0	41	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	53 xxxx	xxxxx	xxxx	xxxx	xxxxx	301	xxxx	27	xxxx	xxxx	xxxxx	
Potent Cap.:	1566 xxxx	xxxxx	xxxx	xxxx	xxxxx	672	xxxx	1050	xxxx	xxxx	xxxxx	
Move Cap.:	1566 xxxx	xxxxx	xxxx	xxxx	xxxxx	644	xxxx	1050	xxxx	xxxx	xxxxx	
Volume/Cap:	0.05 xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.04	xxxx	xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	0.2 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	7.4 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1020	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	7.4 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.7			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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

Intersection W

Average Delay (sec/veh): 6.4 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 0		0 0 1!	0 0		0 1 1	0 0		0 0 1	1 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	20	0	15	25	0	0	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	15	25	0	0	0	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	0	0	20	0	15	25	0	0	0	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	20	0	15	25	0	0	0	0	16
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	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	58	xxxx	8	16	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	948	xxxx	1078	1615	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	937	xxxx	1078	1615	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	0.01	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	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	993	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.8	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			8.8			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

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

Intersection X

Cycle (sec):	100	Critical Vol./Cap.(X):	0.296
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.7
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 1	0 1	0	0 1	0 1	0	1	0 0 1	0	1	0 0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	14	213	218	4	60	1	4	7	9	36	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	213	218	4	60	1	4	7	9	36	2	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:	14	213	218	4	60	1	4	7	9	36	2	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	213	218	4	60	1	4	7	9	36	2	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.:	14	213	218	4	60	1	4	7	9	36	2	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:	0.06	0.96	0.98	0.12	1.85	0.03	1.00	0.44	0.56	1.00	0.67	0.33
Final Sat.:	47	721	864	86	1295	22	553	281	361	557	419	209
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.25	0.05	0.05	0.05	0.01	0.02	0.02	0.06	0.00	0.00
Crit Moves:	****			****				****		****		
Delay/Veh:	9.4	9.4	8.1	8.0	8.0	7.9	8.8	8.0	8.0	9.2	8.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	8.1	8.0	8.0	7.9	8.8	8.0	8.0	9.2	8.1	8.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.8			8.0			8.2			9.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.8			8.0			8.2			9.1	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.4	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0

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

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

Intersection Y

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[18.8]

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	0	0	1		0	0	3	0	0		0	0	2	0	1	
Volume Module:																								
Base Vol:	0	0	0				0	0	0				0	1977	0				0	1643	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	0				0	0	0				0	1977	0				0	1643	0			
Added Vol:	0	0	0				0	0	35				0	159	0				0	112	61			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	0				0	0	35				0	2136	0				0	1755	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:	0	0	0				0	0	35				0	2136	0				0	1755	61			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	0				0	0	35				0	2136	0				0	1755	61			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	6.9				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	3.3				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				xxxx	xxxx	878				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	295				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	295				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				xxxx	xxxx	0.12				xxxx	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	0.4				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	18.8				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*				*	*	C				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						18.8						xxxxxx						xxxxxx					
ApproachLOS:	*						C						*						*					

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

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

Intersection A

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[11.0]

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 0 1	0 0		1 0 1	0 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	114	0	0	205	0
PasserByVol:	16	0	0	0	0	0	0	24	16	0	36	0
Initial Fut:	16	0	0	0	0	0	0	138	16	0	241	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	0	0	0	0	138	16	0	241	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	16	0	0	0	0	0	0	138	16	0	241	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	387	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	620	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	620	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	620	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 ConDel:	xxxxx	11.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		11.0		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

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

Intersection B

Average Delay (sec/veh): 2.1 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 1!	0	0	0	0 0	0	0	0	0 0	0 1	0	1	0 1	0	0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	35	0	14	0	0	0	0	0	82	32	12	0	171	12	0	0
PasserByVol:	24	0	0	0	0	0	0	0	12	12	0	0	12	0	0	0
Initial Fut:	59	0	14	0	0	0	0	0	94	44	12	0	183	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	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	0	14	0	0	0	0	0	94	44	12	0	183	12	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	59	0	14	0	0	0	0	0	94	44	12	0	183	12	0	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:	323	xxxx	116	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	138	xxxx	xxxxx				
Potent Cap.:	675	xxxx	942	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1458	xxxx	xxxxx				
Move Cap.:	671	xxxx	942	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1458	xxxx	xxxxx				
Volume/Cap:	0.09	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Control 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	710	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 ConDel:	xxxxx	10.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	10.7			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	B			*			*			*						

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

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection C

Average Delay (sec/veh): 7.9 Worst Case 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				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	1 0	0	0	0	0	1! 0	0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	153	359	0	3	177	12	14	7	75	0	18	8				
PasserByVol:	12	0	0	0	0	0	0	0	12	0	0	0				
Initial Fut:	165	359	0	3	177	12	14	7	87	0	18	8				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	165	359	0	3	177	12	14	7	87	0	18	8				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	165	359	0	3	177	12	14	7	87	0	18	8				
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00				
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Adj Vol.:	182	395	0	3	195	13	15	7	87	0	18	8				
Critical Gap Module:																
MoveUp Time:	3.4	3.3	xxxxx	3.4	3.3	2.6	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Critical Gp:	6.5	6.0	xxxxx	6.5	6.0	5.5	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	181	91	xxxxx	266	130	22	26	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	832	978	xxxxx	743	932	1350	1666	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Adj Cap:	0.82	0.99	xxxxx	0.68	0.99	1.00	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	685	969	xxxxx	503	924	1350	1666	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Level Of Service Module:																
Control Del:	6.9	5.9	xxxxx	7.2	4.8	2.7	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	857	xxxx	xxxxx	xxxx	930	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Shrd ConDel:	10.7	xxxx	xxxxx	xxxxx	4.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	C	*	*	*	A	*	*	*	*	*	*	*				
ApproachDel:	10.7				4.9			0.3			0.0					
ApproachLOS:	C				A			A			A					

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

Intersection D

Average Delay (sec/veh): 6.6 Worst Case Level Of Service: A[9.6]

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	1! 0	0	0	1	0	0	0	0	0	1	0	0	0	1! 0	0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	3	2	45	43	2	0	0	2	1	47	2	47				
PasserByVol:	0	0	12	12	0	0	0	0	0	0	0	24				
Initial Fut:	3	2	57	55	2	0	0	2	1	47	2	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:	3	2	57	55	2	0	0	2	1	47	2	71				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	3	2	57	55	2	0	0	2	1	47	2	71				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	6.2				
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	3.3				
Capacity Module:																
Cnflict Vol:	2	xxxx	xxxxx	59	xxxx	xxxxx	xxxx	177	2	150	149	31				
Potent Cap.:	1634	xxxx	xxxxx	1558	xxxx	xxxxx	xxxx	720	1088	822	747	1050				
Move Cap.:	1634	xxxx	xxxxx	1558	xxxx	xxxxx	xxxx	693	1088	796	718	1050				
Volume/Cap:	0.00	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	0.00	0.00	0.06	0.00	0.07				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.2	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	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	788	xxxx	927	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	0.4	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	9.6	xxxxx	9.5	xxxxx				
Shared LOS:	*	*	*	A	*	*	*	*	A	*	A	*				
ApproachDel:	xxxxxx			xxxxxx			9.6			9.5						
ApproachLOS:	*			*			A			A						

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

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

Intersection E

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: C[19.2]

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	1! 0	0	0	0	1! 0	0	0	0	1! 0	0	0	0	1! 0	0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	40	398	33	61	149	43	47	2	38	32	2	67				
PasserByVol:	0	0	0	12	0	0	0	0	0	0	0	12				
Initial Fut:	40	398	33	73	149	43	47	2	38	32	2	79				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	398	33	73	149	43	47	2	38	32	2	79				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	40	398	33	73	149	43	47	2	38	32	2	79				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2				
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3				
Capacity Module:																
Cnflict Vol:	192	xxxx	xxxxx	431	xxxx	xxxxx	852	828	171	831	832	414				
Potent Cap.:	1394	xxxx	xxxxx	1139	xxxx	xxxxx	282	309	879	291	307	642				
Move Cap.:	1394	xxxx	xxxxx	1139	xxxx	xxxxx	228	280	879	257	278	642				
Volume/Cap:	0.03	xxxx	xxxx	0.06	xxxx	xxxx	0.21	0.01	0.04	0.12	0.01	0.12				
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.7	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	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	339	xxxxx	xxxx	444	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	xxxxx	1.0	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.2	xxxxx	xxxxx	15.9	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*				
ApproachDel:	xxxxxx			xxxxxx			19.2			15.9						
ApproachLOS:	*			*			C			C						

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

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

Intersection F

Average Delay (sec/veh): 3.2 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	1 0	0	0	0	0 0	1	0	0	0 1!	0	0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	74	4	4	2	3	0	0	97	67	7	125	5				
PasserByVol:	20	0	0	0	0	16	16	12	20	0	0	0				
Initial Fut:	94	4	4	2	3	16	16	109	87	7	125	5				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	94	4	4	2	3	16	16	109	87	7	125	5				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	94	4	4	2	3	16	16	109	87	7	125	5				
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	336	329	153	330	370	128	130	xxxx	xxxxx	196	xxxx	xxxxx				
Potent Cap.:	622	594	899	627	563	928	1468	xxxx	xxxxx	1389	xxxx	xxxxx				
Move Cap.:	601	584	899	613	554	928	1468	xxxx	xxxxx	1389	xxxx	xxxxx				
Volume/Cap:	0.16	0.01	0.00	0.00	0.01	0.02	0.01	xxxx	xxxx	0.01	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	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	608	xxxxx	576	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	0.6	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	12.1	xxxxx	11.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	B	*	B	*	*	*	*	*	*	*	*				
ApproachDel:	12.1			11.3			xxxxxx			xxxxxx						
ApproachLOS:	B			B			*			*						

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

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

Intersection G

Cycle (sec):	100	Critical Vol./Cap.(X):	0.137
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.6
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	1 0	0 0	0	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	34	4	5	3	3	0	0	73	31	8	103	8
PasserByVol:	0	0	0	0	0	0	0	12	0	0	0	0
Initial Fut:	34	4	5	3	3	0	0	85	31	8	103	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	4	5	3	3	0	0	85	31	8	103	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	4	5	3	3	0	0	85	31	8	103	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	34	4	5	3	3	0	0	85	31	8	103	8
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:	0.79	0.09	0.12	0.50	0.50	0.00	0.00	0.73	0.27	0.07	0.86	0.07
Final Sat.:	609	72	90	379	379	0	0	656	239	58	752	58
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.01	xxxx	xxxx	0.13	0.13	0.14	0.14	0.14
Crit Moves:	****				****			****			****	
Delay/Veh:	7.7	7.7	7.7	7.6	7.6	0.0	0.0	7.5	7.5	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:	7.7	7.7	7.7	7.6	7.6	0.0	0.0	7.5	7.5	7.7	7.7	7.7
LOS by Move:	A	A	A	A	A	*	*	A	A	A	A	A
ApproachDel:	7.7			7.6			7.5			7.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.7			7.6			7.5			7.7		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2

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

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

Intersection H

Average Delay (sec/veh): 3.3 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	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	14	0	36	32	48	0	0	82	17												
PasserByVol:	0	0	0	0	0	0	12	0	0	0	0	0												
Initial Fut:	0	0	0	14	0	36	44	48	0	0	82	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	14	0	36	44	48	0	0	82	17												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Final Vol.:	0	0	0	14	0	36	44	48	0	0	82	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	227	xxxx	91	99	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	xxxx	xxxx	xxxxx	766	xxxx	973	1507	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	xxxx	xxxx	xxxxx	749	xxxx	973	1507	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	0.04	0.03	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control 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	897	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*												
ApproachDel:	xxxxxx			9.2			xxxxxx			xxxxxx														
ApproachLOS:	*			A			*			*														

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

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

Intersection I

Cycle (sec):	100	Critical Vol./Cap.(X):	0.104
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.4
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:	1 0	0 0	1	0	0 0	0 0	0	0 0	1 0	0	1 0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	15	0	15	0	0	0	0	52	11	8	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	15	0	0	0	0	52	11	8	84	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	15	0	0	0	0	52	11	8	84	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	15	0	0	0	0	52	11	8	84	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	0	15	0	0	0	0	52	11	8	84	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.83	0.17	0.09	0.91	0.00
Final Sat.:	662	0	848	0	0	0	0	744	157	77	806	0
Capacity Analysis Module:												
Vol/Sat:	0.02	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	0.07	0.07	0.10	0.10	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	8.1	0.0	6.9	0.0	0.0	0.0	0.0	7.2	7.2	7.5	7.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	0.0	6.9	0.0	0.0	0.0	0.0	7.2	7.2	7.5	7.5	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	7.5			xxxxxx			7.2			7.5		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	7.5			xxxxxx			7.2			7.5		
LOS by Appr:	A			*			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

Level Of Service Computation Report
FHWA Roundabout Method (Future Volume Alternative)

Intersection J

Average Delay (sec/veh): 4.3 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	25	345	0	51	145	24	28	33	6	0	43	98
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	345	0	51	145	24	28	33	6	0	43	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:	25	345	0	51	145	24	28	33	6	0	43	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	345	0	51	145	24	28	33	6	0	43	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.:	25	345	0	51	145	24	28	33	6	0	43	98
PCE Module:												
AutoPCE:	25	345	0	51	145	24	28	33	6	0	43	98
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	25	345	0	51	145	24	28	33	6	0	43	98
Delay Module: >> Time Period: 0.25 hours <<												
CircVolume:	112			68			196			398		
MaxVolume:	1140			1163			1094			985		
PedVolume:	0			0			0			0		
AdjMaxVol:	1140			1163			1094			985		
ApproachVol:	370			220			67			141		
ApproachDel:	4.7			3.8			3.5			4.3		
Queue:	1.4			0.7			0.2			0.5		

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

Intersection K

Average Delay (sec/veh): 6.8 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	1! 0	0	0	0	1! 0	0	0	0	1! 0	0	0	0	1! 0	0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	72	3	74	43	1	38	35	33	15	15	30	40				
PasserByVol:	0	0	0	12	0	0	0	0	0	0	0	12				
Initial Fut:	72	3	74	55	1	38	35	33	15	15	30	52				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	72	3	74	55	1	38	35	33	15	15	30	52				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	72	3	74	55	1	38	35	33	15	15	30	52				
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	216	223	41	235	204	56	82	xxxx	xxxxx	48	xxxx	xxxxx				
Potent Cap.:	745	680	1036	724	696	1016	1528	xxxx	xxxxx	1572	xxxx	xxxxx				
Move Cap.:	698	657	1036	653	673	1016	1528	xxxx	xxxxx	1572	xxxx	xxxxx				
Volume/Cap:	0.10	0.00	0.07	0.08	0.00	0.04	0.02	xxxx	xxxx	0.01	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.3	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	832	xxxxx	xxxx	764	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	10.3	xxxxx	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*				
ApproachDel:	10.3			10.4			xxxxxx			xxxxxx						
ApproachLOS:	B			B			*			*						

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

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

Intersection L

Average Delay (sec/veh): 7.4 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 0		0 0 1	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	85	24	0	0	10	0	2	0	149	0	0	0
PasserByVol:	12	0	0	0	0	0	0	0	12	0	0	0
Initial Fut:	97	24	0	0	10	0	2	0	161	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:	97	24	0	0	10	0	2	0	161	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	97	24	0	0	10	0	2	0	161	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	10	xxxx	xxxxx	xxxx	xxxx	xxxxx	228	xxxx	5	xxxx	xxxx	xxxxx
Potent Cap.:	1623	xxxx	xxxxx	xxxx	xxxx	xxxxx	765	xxxx	1084	xxxx	xxxx	xxxxx
Move Cap.:	1623	xxxx	xxxxx	xxxx	xxxx	xxxxx	730	xxxx	1084	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.15	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1078	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.9			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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

Intersection M

Average Delay (sec/veh): 3.1 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:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	1	0		0	1	0	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		0		0		0		0		0		0		0		0		0		0		0	
Added Vol:	0		23		17		8		11		0		0		0		0		15		0		7	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		23		17		8		11		0		0		0		0		15		0		7	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		23		17		8		11		0		0		0		0		15		0		7	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	0		23		17		8		11		0		0		0		0		15		0		7	
Critical Gap Module:																								
Critical Gp:	xxxxx		xxxx		xxxxx		4.1		xxxx		xxxxx		xxxxx		xxxx		xxxxx		6.8		xxxx		6.9	
FollowUpTim:	xxxxx		xxxx		xxxxx		2.2		xxxx		xxxxx		xxxxx		xxxx		xxxxx		3.5		xxxx		3.3	
Capacity Module:																								
Cnflict Vol:	xxxx		xxxx		xxxxx		40		xxxx		xxxxx		xxxx		xxxx		xxxxx		53		xxxx		20	
Potent Cap.:	xxxx		xxxx		xxxxx		1583		xxxx		xxxxx		xxxx		xxxx		xxxxx		955		xxxx		1060	
Move Cap.:	xxxx		xxxx		xxxxx		1583		xxxx		xxxxx		xxxx		xxxx		xxxxx		951		xxxx		1060	
Volume/Cap:	xxxx		xxxx		xxxx		0.01		xxxx		xxxx		xxxx		xxxx		xxxx		0.02		xxxx		0.01	
Level Of Service Module:																								
2Way95thQ:	xxxx		xxxx		xxxxx		0.0		xxxx		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Control Del:	xxxxx		xxxx		xxxxx		7.3		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	*		*		*		A		*		*		*		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		xxxx		0		xxxxx		xxxx		983		xxxxx	
SharedQueue:	0.0		xxxx		xxxxx		0.0		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		0.1		xxxxx	
Shrd ConDel:	9.0		xxxx		xxxxx		7.3		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		8.7		xxxxx	
Shared LOS:	A		*		*		A		*		*		*		*		*		*		A		*	
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						8.7					
ApproachLOS:	*						*						*						A					

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

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

Intersection N

Average Delay (sec/veh): 6.6 Worst Case Level Of Service: B[13.7]

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 1!	0	0	0	0 1!	0	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	11	191	24	32	92	26	23	0	10	116	0	157				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	11	191	24	32	92	26	23	0	10	116	0	157				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	11	191	24	32	92	26	23	0	10	116	0	157				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	11	191	24	32	92	26	23	0	10	116	0	157				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	xxxx	6.2	7.1	xxxx	6.2				
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	xxxx	3.3				
Capacity Module:																
Cnflict Vol:	118	xxxx	xxxxx	215	xxxx	xxxxx	472	xxxx	105	399	xxxx	203				
Potent Cap.:	1483	xxxx	xxxxx	1367	xxxx	xxxxx	505	xxxx	955	565	xxxx	843				
Move Cap.:	1483	xxxx	xxxxx	1367	xxxx	xxxxx	401	xxxx	955	546	xxxx	843				
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	0.06	xxxx	0.01	0.21	xxxx	0.19				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.4	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	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	487	xxxxx	xxxx	684	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	1.9	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.9	xxxxx	xxxxx	13.7	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*				
ApproachDel:	xxxxxx			xxxxxx			12.9			13.7						
ApproachLOS:	*			*			B			B						

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

Level Of Service Computation Report
FHWA Roundabout Method (Future Volume Alternative)

Intersection O

Average Delay (sec/veh): 2.5 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	2			2			0			1		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	40	40	0	26	0	0	0	0	123	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	40	40	0	26	0	0	0	0	123	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	40	40	0	26	0	0	0	0	123	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	40	40	0	26	0	0	0	0	123	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	40	40	0	26	0	0	0	0	123	0	0
PCE Module:												
AutoPCE:	0	40	40	0	26	0	0	0	0	123	0	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	0	40	40	0	26	0	0	0	0	123	0	0

Delay Module: >> Time Period: 0.25 hours <<				
CircVolume:	0	123	149	40
MaxVolume:	2424	2335	xxxxxx	1178
PedVolume:	0	0	0	0
AdjMaxVol:	2424	2335	xxxxxx	1178
ApproachVol:	80	26	xxxxxx	123
ApproachDel:	1.5	1.6	xxxxxx	3.4
Queue:	0.1	0.0	xxxx	0.3

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

Intersection P

Cycle (sec):	100	Critical Vol./Cap.(X):	0.246
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.4
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 1	0	0 0	0	0	1! 0	0	0	1 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	4	174	0	31	71	116	37	1	2	0	2	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	174	0	31	71	116	37	1	2	0	2	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:	4	174	0	31	71	116	37	1	2	0	2	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	174	0	31	71	116	37	1	2	0	2	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	174	0	31	71	116	37	1	2	0	2	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.98	0.00	0.14	0.33	0.53	1.00	0.90	0.10	0.00	1.00	1.00
Final Sat.:	18	801	0	126	288	471	585	580	64	0	625	712
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	xxxx	0.25	0.25	0.25	0.06	0.00	0.03	xxxx	0.00	0.02
Crit Moves:		****			****			****				****
Delay/Veh:	8.5	8.5	0.0	8.3	8.3	8.3	8.9	8.1	8.1	0.0	8.1	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	0.0	8.3	8.3	8.3	8.9	8.1	8.1	0.0	8.1	7.5
LOS by Move:	A	A	*	A	A	A	A	A	A	*	A	A
ApproachDel:		8.5			8.3			8.6			7.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			8.3			8.6			7.5	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0

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

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

Intersection Q

Average Delay (sec/veh): 5.9 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 1!	0	0	0 0 0	0	0	0 0 1	1	0	0 1 1	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	6	0	71	0	0	0	0	29	3	24	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	71	0	0	0	0	29	3	24	11	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	71	0	0	0	0	29	3	24	11	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	6	0	71	0	0	0	0	29	3	24	11	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	84	xxxx	16	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	32	xxxx	xxxxx
Potent Cap.:	914	xxxx	1066	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1593	xxxx	xxxxx
Move Cap.:	903	xxxx	1066	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1593	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control 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	1051	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 ConDel:	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			*			*			*	

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

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

Intersection R

Average Delay (sec/veh): 2.8 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:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1 1	0	0	0	0 1	1	0	1	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	28	92	0	0	152	6	16	0	84	0	0	0	0	0	0	0
PasserByVol:	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	104	0	0	164	6	16	0	84	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	104	0	0	164	6	16	0	84	0	0	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.:	28	104	0	0	164	6	16	0	84	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	170	xxxx	xxxxx	xxxx	xxxx	xxxxx	275	xxxx	85	xxxx	xxxx	xxxxx				
Potent Cap.:	1420	xxxx	xxxxx	xxxx	xxxx	xxxxx	697	xxxx	963	xxxx	xxxx	xxxxx				
Move Cap.:	1420	xxxx	xxxxx	xxxx	xxxx	xxxxx	687	xxxx	963	xxxx	xxxx	xxxxx				
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.09	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.3	xxxx	xxxx	xxxxx				
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.4	xxxx	9.1	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			9.3			xxxxxx						
ApproachLOS:	*			*			A			*						

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

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

Intersection S

Average Delay (sec/veh): 2.2 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	1	1 0	0	1	1	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	76	38	2	146	0	0	0	0	0	0	0	70	0	4	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	76	38	2	146	0	0	0	0	0	0	0	70	0	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	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	76	38	2	146	0	0	0	0	0	0	0	70	0	4	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Final Vol.:	0	76	38	2	146	0	0	0	0	0	0	0	70	0	4	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9				
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	114	xxxx	xxxxx	xxxx	xxxx	xxxxx	172	xxxx	57				
Potent Cap.:	xxxx	xxxx	xxxxx	1488	xxxx	xxxxx	xxxx	xxxx	xxxxx	807	xxxx	1004				
Move Cap.:	xxxx	xxxx	xxxxx	1488	xxxx	xxxxx	xxxx	xxxx	xxxxx	806	xxxx	1004				
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	0.00				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	815	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx				
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.9						
ApproachLOS:	*			*			*			A						

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

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

Intersection T

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[15.1]

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	3	0 1	0	0	3	0 0	0	0	0	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	0	1728		0	0	1912		0	0		0	0	0		0	0
Growth Adj:	1.00	1.00		1.00 1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1728		0	0	1912		0	0		0	0	0		0	0
Added Vol:	0	253		59	0	206		0	0		0	0	0		0	37
PasserByVol:	0	-20		20	0	0		0	0		0	0	0		0	20
Initial Fut:	0	1961		79	0	2118		0	0		0	0	0		0	57
User Adj:	1.00	1.00		1.00 1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00 1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	1961		79	0	2118		0	0		0	0	0		0	57
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Final Vol.:	0	1961		79	0	2118		0	0		0	0	0		0	57
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx	xxxxx	xxxx			6.9
FollowUpTim:	xxxxx	xxxx		xxxxx xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx	xxxxx	xxxx			3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx			654
Potent Cap.:	xxxx	xxxx		xxxxx xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx			414
Move Cap.:	xxxx	xxxx		xxxxx xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx			414
Volume/Cap:	xxxx	xxxx		xxxx xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx			0.14
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx			0.5
Control Del:	xxxxx	xxxx		xxxxx xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx			15.1
LOS by Move:	*	*		* *	*		*	*	*		*	*	*			C
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.1						
ApproachLOS:	*			*			*			C						

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

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

Intersection U

Average Delay (sec/veh): 2.8 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	1 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	64	106	0	0	199	17	8	0	79	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	106	0	0	199	17	8	0	79	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:	64	106	0	0	199	17	8	0	79	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	64	106	0	0	199	17	8	0	79	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	216	xxxx	xxxxx	xxxx	xxxx	xxxxx	389	xxxx	108	xxxx	xxxx	xxxxx
Potent Cap.:	1366	xxxx	xxxxx	xxxx	xxxx	xxxxx	593	xxxx	932	xxxx	xxxx	xxxxx
Move Cap.:	1366	xxxx	xxxxx	xxxx	xxxx	xxxxx	571	xxxx	932	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.08	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	880	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.5			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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

Intersection V

Average Delay (sec/veh): 3.7 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 1	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	0 0	0	0	0 0	0	0	0 0	0	0	0 0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	0 0	0	0	0 0	0	0	0 0	0	0	0 0	0	0
Added Vol:	43 113	0	0	233	3	8	0	178	0	0	0	0
PasserByVol:	0 12	0	0	12	0	0	0	0	0	0	0	0
Initial Fut:	43 125	0	0	245	3	8	0	178	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:	43 125	0	0	245	3	8	0	178	0	0	0	0
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	43 125	0	0	245	3	8	0	178	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx		xxxxx	xxxx xxxxx		6.8 xxxx		6.9	xxxxx xxxx xxxxx			
FollowUpTim:	2.2 xxxx xxxxx		xxxxx	xxxx xxxxx		3.5 xxxx		3.3	xxxxx xxxx xxxxx			
Capacity Module:												
Cnflict Vol:	248 xxxx xxxxx		xxxx	xxxx xxxxx		395 xxxx		124	xxxx xxxx xxxxx			
Potent Cap.:	1330 xxxx xxxxx		xxxx	xxxx xxxxx		587 xxxx		910	xxxx xxxx xxxxx			
Move Cap.:	1330 xxxx xxxxx		xxxx	xxxx xxxxx		573 xxxx		910	xxxx xxxx xxxxx			
Volume/Cap:	0.03 xxxx xxxx		xxxx	xxxx xxxx		0.01 xxxx		0.20	xxxx xxxx xxxx			
Level Of Service Module:												
2Way95thQ:	0.1 xxxx xxxxx		xxxx	xxxx xxxxx		xxxx xxxx xxxxx			xxxx xxxx xxxxx			
Control Del:	7.8 xxxx xxxxx		xxxxx	xxxx xxxxx		xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			
LOS by Move:	A *	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx		xxxx 887 xxxxx			xxxx xxxx xxxxx			
SharedQueue:	0.1 xxxx xxxxx			xxxxx xxxx xxxxx		xxxxx 0.8 xxxxx			xxxxx xxxx xxxxx			
Shrd ConDel:	7.8 xxxx xxxxx			xxxxx xxxx xxxxx		xxxxx 10.1 xxxxx			xxxxx xxxx xxxxx			
Shared LOS:	A *	*	*	*	*	*	B	*	*	*	*	
ApproachDel:	xxxxxx			xxxxxx		10.1			xxxxxx			
ApproachLOS:	*			*		B			*			

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

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

Intersection W

Average Delay (sec/veh): 7.3 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	1	1	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	67	0	96	0	0	85	0	0	0	0	0	0	0	0	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	67	0	96	0	0	85	0	0	0	0	0	0	0	0	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	67	0	96	0	0	85	0	0	0	0	0	0	0	0	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	67	0	96	0	0	85	0	0	0	0	0	0	0	0	58
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			6.8	xxxx	6.9			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			199	xxxx	29			58	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx			777	xxxx	1046			1559	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx			743	xxxx	1046			1559	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx			0.09	xxxx	0.09			0.05	xxxx	xxxx		xxxx	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.2	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Control 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	xxxx	xxxxx			xxxx	896	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	0.7	xxxxx			0.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	9.9	xxxxx			7.4	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	A	*			A	*	*			*	*	*		
ApproachDel:	xxxxxx						9.9				xxxxxx					xxxxxx				
ApproachLOS:	*						A				*					*				

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

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

Intersection X

Cycle (sec):	100	Critical Vol./Cap.(X):	0.294
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.1
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 1	0 1	0	0 1	0 1	0	1	0 0 1	0	1	0 0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	46	164	116	2	273	3	1	4	62	154	9	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	164	116	2	273	3	1	4	62	154	9	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	164	116	2	273	3	1	4	62	154	9	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	164	116	2	273	3	1	4	62	154	9	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	164	116	2	273	3	1	4	62	154	9	5
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	1.01	0.71	0.01	1.97	0.02	1.00	0.06	0.94	1.00	0.64	0.36
Final Sat.:	173	640	491	9	1226	13	498	36	559	523	375	208
Capacity Analysis Module:												
Vol/Sat:	0.27	0.26	0.24	0.22	0.22	0.22	0.00	0.11	0.11	0.29	0.02	0.02
Crit Moves:	****			****				****		****		
Delay/Veh:	10.3	10.0	9.2	9.8	9.8	9.8	9.4	8.9	8.9	11.7	8.6	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:	10.3	10.0	9.2	9.8	9.8	9.8	9.4	8.9	8.9	11.7	8.6	8.6
LOS by Move:	B	B	A	A	A	A	A	A	A	B	A	A
ApproachDel:	9.8			9.8			8.9			11.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.8			9.8			8.9			11.5		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.0	0.1	0.1	0.4	0.0	0.0

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

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

Intersection Y

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: F[60.8]

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	0	0	1		0	0	3	0	0		0	0	2	0	1	
Volume Module:																								
Base Vol:	0		0		0		0		0		0		0		1912		0		0		1936		0	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		0		0		0		0		0		0		1912		0		0		1936		0	
Added Vol:	0		0		0		0		0		150		0		260		0		0		311		32	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		0		0		0		0		150		0		2172		0		0		2247		32	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		0		0		0		0		150		0		2172		0		0		2247		32	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	0		0		0		0		0		150		0		2172		0		0		2247		32	
Critical Gap Module:																								
Critical Gp:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		6.9		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
FollowUpTim:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		3.3		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Capacity Module:																								
Cnflict Vol:	xxxx		xxxx		xxxxx		xxxx		xxxx		1124		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Potent Cap.:	xxxx		xxxx		xxxxx		xxxx		xxxx		203		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Move Cap.:	xxxx		xxxx		xxxxx		xxxx		xxxx		203		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Volume/Cap:	xxxx		xxxx		xxxx		xxxx		xxxx		0.74		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx	
Level Of Service Module:																								
2Way95thQ:	xxxx		xxxx		xxxxx		xxxx		xxxx		4.9		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Control Del:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		60.8		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	*		*		*		*		*		F		*		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
SharedQueue:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shrd ConDel:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shared LOS:	*		*		*		*		*		*		*		*		*		*		*		*	
ApproachDel:	xxxxxx						60.8						xxxxxx						xxxxxx					
ApproachLOS:	*						F						*						*					

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